

# Port state control

## 2021 Annual Report

Taiwan, Republic of China



交通部航港局

Maritime and Port Bureau, MOTC

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## I. Preamble

1. According to the order by President of the Republic of China (90) (華總一義字)hua tzung yi yi tz No.9000224660 Amendment to Article50 November 21, 2001 that “The matters not covered by this Law relate to international affairs, MOTC may reference to international conventions or agreements and attachment of rules, methods, standards, recommendations or procedures for implement” ,Port Authority (Harbor Bureau) announced that commercial port safety and management items involve international affairs, competent authorities shall refer to Procedure for international conventions, agreements, rules, Port State Control and TOKTO MOU implement examination towards the entrance and departure of foreign merchant ships since 1st January 2003.
2. PSCO perform basis on the Law of domestic:
  - (1). The Commercial Port Law: Amendment on April 28, 2021, and relevant Articles as follow:
    - i. Article 58 “The Procedures for Port State Control and its regulations announced by the commercial port authority according to the International Maritime Organization or other relevant authorities, should implement examination of ship certificate, security , equipment , crew quotas and other matters towards the entrance and departure of foreign merchant ships.”
    - ii. Article 59
      - 1 “When the commercial port authority executes foreign merchant ship control examination, they should hand it to the master to sign after information have been recorded in the inspection record. If there are any violations, the commercial port authority has to be improved in a limited time. ”

- 2 “After foreign merchant ships have made improvements according to the preceding paragraph, they should request the commercial port authority for reexamination, and pay for the reexamination fees as well. The amounts should be stipulated by the commercial port authority, and check and ratified by competent authority.” .

iii. Article 60

- 1 “When foreign merchant ships seriously violate control examination regulations, influence ship navigation safety of ship personnel, and can seriously threaten marine environment, the commercial port authority have to retain ships till improvements are completed, in order for them to be approved to navigate. ”
- 2 “ Where foreign merchant ships violate control examination regulation, our country has no repairing equipment technology, and no accessory material to provide to change or retain illegal ships. Those that will influence port safety or public interests, have to produce entry level verification proof, and receive approval from commercial port authority to be able to navigate.”

- iv. Article 75 “When commercial port safety and management items involve international affairs, competent authorities shall refer to international conventions, agreements, and rules, methods, standards, suggestions of its supplementary rules.” .

(2). The Law of Ships:

Article 101 “For other rules and regulations on ship technology and management, the competent authority may refer to the standards, recommendations, measures or procedures set down in the relevant international conventions or agreements and their annexes, and adopt them for promulgation and enforcement.”

- .
- (3). In accordance with the provisions of the applicable Article 58 、 59 、 60 of The Commercial Port Law , Maritime and Port Bureau(MPB) may conduct inspections by PSCOs of foreign ships in commercial ports to verify that the condition of the ship and its equipment comply with the international regulations and that the ship is manned and operated in compliance with these rules. If there are any violations, the Maritime and Port Bureau may ask master of ship improved in a limited time. After rectified the deficiencies, Master of ship should request the Maritime and Port Bureau for re-examination, and pay for the re-examination fees as well. When foreign merchant ships seriously violate control examination regulations, influence ship navigation safety of ship personnel, and can seriously threaten marine environment, The Maritime and Port Bureau have to detain ships till improvements are completed in order for them to be approved to navigate.

The purpose of control is in order to focus on substandard ships for maintain marine environment and safety of life.

- (4). The Maritime and Port Bureau was established for instead organization of Harbor Bureau spread whole country at March 2012. Integrate the resources of PSC recommenced and improved the quality and quantity of port state control inspection for curb substandard ships.

At the January 2014, the Maritime and Port Bureau renew the inspection regime on MTNet for selection of risky ships refer to Tokyo MOU. This regime conducted in 2017, As well connect with PortNet that in charge of Ship entry and exit.



## Organization Chart of PSC

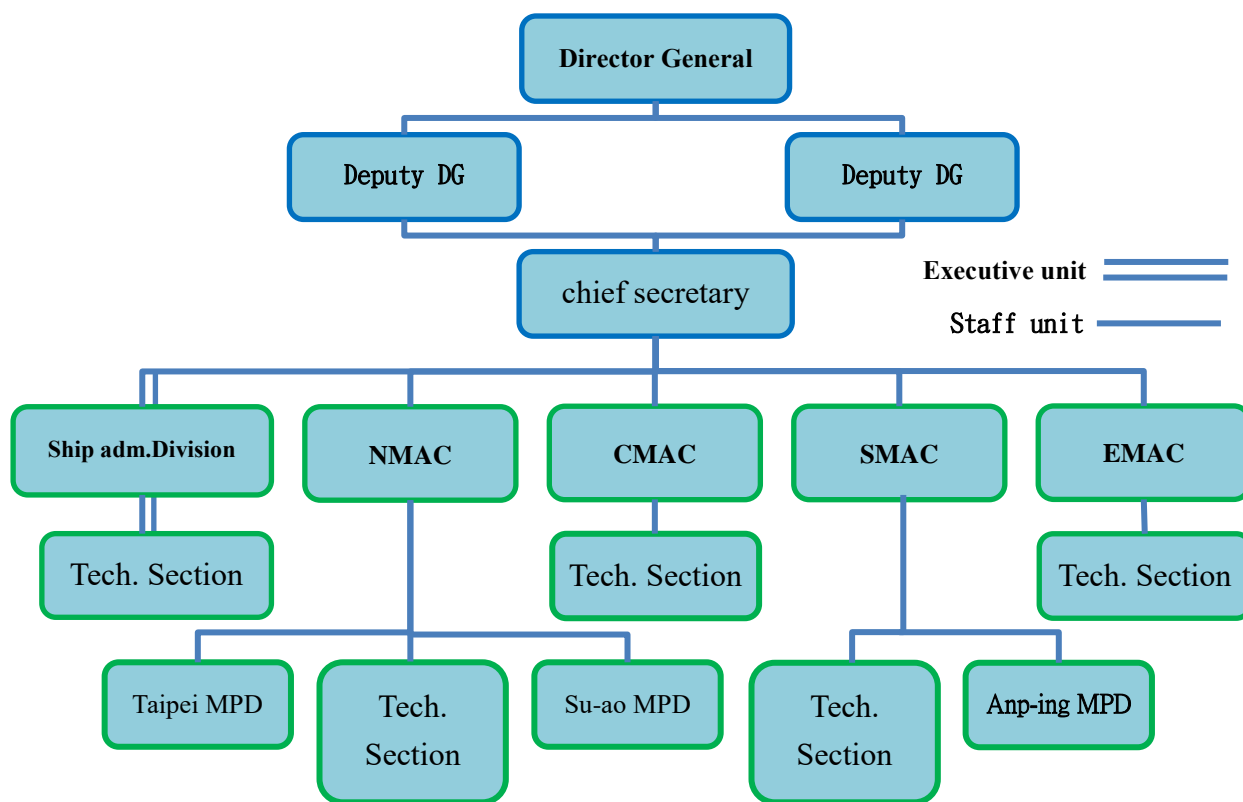


Fig 1 Organization Chart of PSC

## PSC Liaison Office

MPB PSC: Deputy Director: Wang Dah-Ming  
Ship administration division/PSCO administrator  
Address: No.1, Ln. 1, Sec. 3, Heping E. Rd., Da'an Dist., Taipei City  
10669, Taiwan (R.O.C.)  
Tel : +886-2-8978-2623  
Fax: +886-2-27017073  
E-mail :tmwang@motcmpb.gov.tw

North Taiwan Maritime Affairs Center :

Chief: rong-kun, Chao

Address:4F., No.6,Gangxi Street, Keelung City, Taiwan(R.O.C.)

Tel:886-2-89783515 Fax:886-2-24284319

E-mail :jkchao@motcmpb.gov.tw

Central Taiwan Maritime Affairs Center ,

Chief: his-wen, Kuo

Address:No.83-3,Linhai Road, Taichung City, Taiwan(R.O.C.)

Tel:886-4-23690677,Fax:886-4-26571375

E-mail :hwkuo@motcmpb.gov.tw

South Taiwan Maritime Affairs Center

Chief: chin-fa, Lu

Address:No.4,penglai road, Kaohsiung City, Taiwan(R.O.C.)

Tel:886-7-2620585Fax:886-7-5215805

E-mail :cflu@motcmpb.gov.tw

East Taiwan Maritime Affairs Center, Chief: han-yuag, Tsai

Address: No.15,Gangkou Road, Hualien Country, Taiwan(R.O.C.)

Tel:886-3-8509291 Fax:886-3-8225981

E-mail :hytsai@motcmpb.gov.tw

## II. PSC Inspect Record during 2003-2021

### 1. PSC activities and performance

Ship's age more than 21 years be focused on the port state control inspect since 2003 to 2021 as Table 1.

Table 1 PSC activities and performance

2003–2021	Age	Individual Ship (A)	Inspection (B)	deficiency (C)	detention (D)	Rate of inspection (B/A)	Rate of deficiency (C/B)	Rate of detention (D/B)
MPB	<10y	17122	3495	2010	256	20.41%	57.51%	7.32%
	11y~15y	8415	1911	1194	131	22.71%	62.48%	6.86%
	16y~20y	5088	1740	1198	261	34.20%	68.85%	15.00%
	>21y	4777	3444	2990	1254	72.10%	86.82%	36.41%
	Total	35402	10590	7392	1902	29.91%	69.80%	17.96%

### 2. Inspection, deficiency and detention amount by ship age

A lot of deficiency and detention concentrate in the category of ship age more than 21 years since 2003 to 2021 as Fig 2.

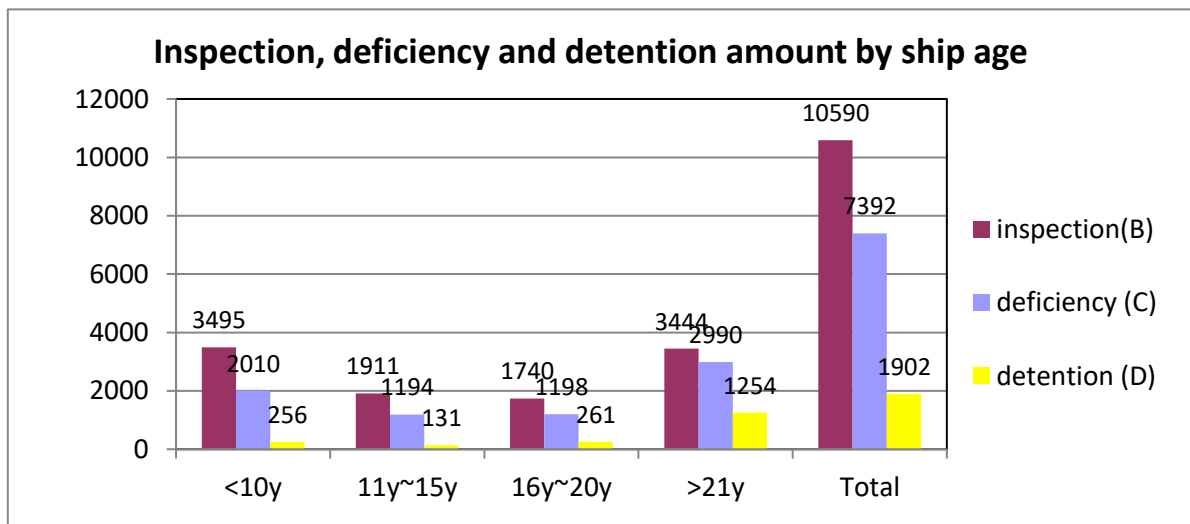


Fig 2 Inspection, deficiency and detention amount by ship age

### 3. Inspection, deficiency and detention rate by ship age

The rate of deficiency and detention concentrate in the category of ship age more than 21 years since 2003 to 2021 as Fig 3.

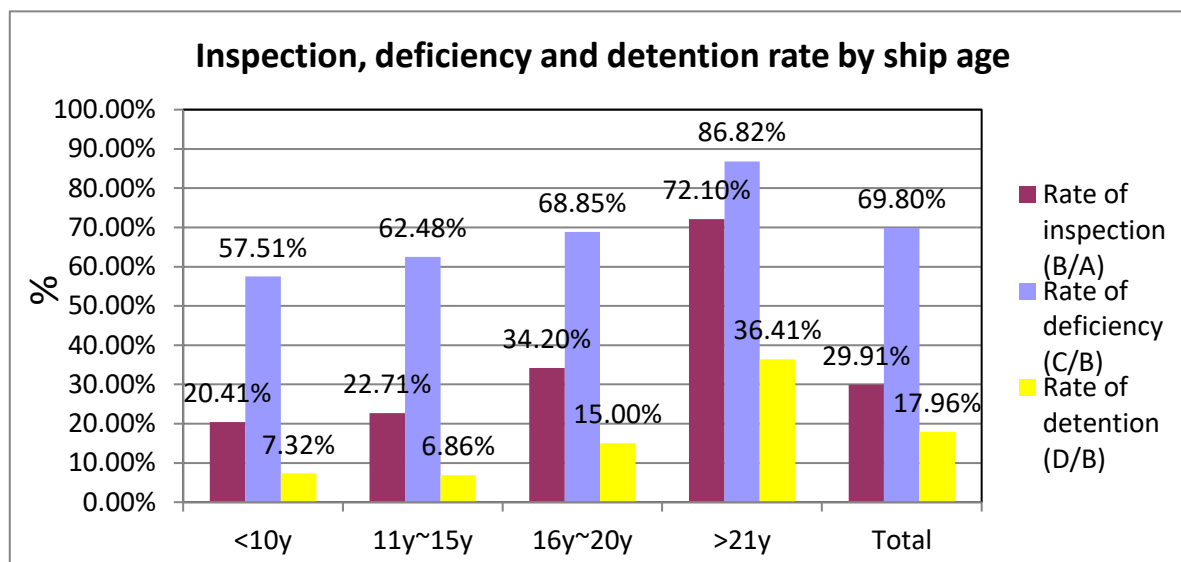


Fig 3 Inspection, deficiency and detention rate by ship age

### 4. PSC performance:

#### (1). PSC inspection amount and rate

The numbers of inspection from 140 ships to 850 ships as well as the rate of inspection from 4.65% raise to 16.27% since 2003 to 2021 as Fig 4.

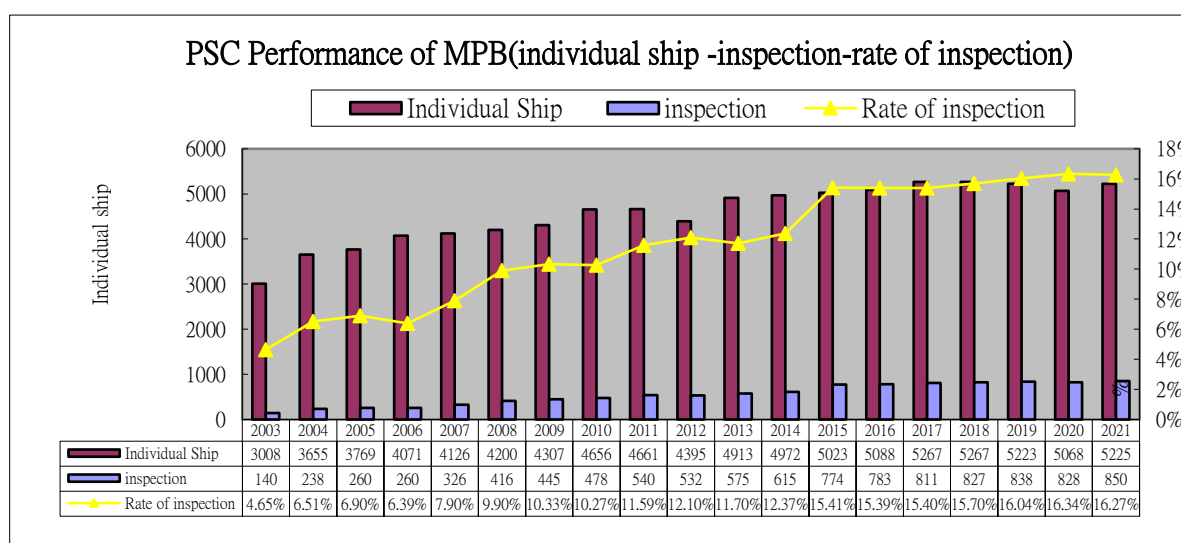


Fig 4 PSC inspection amount and rate

## (2).PSC inspection deficiency amount and rate

The numbers of deficiency ship suffered from 104 ships in 2003 increase to 635 ships on the peak in 2015, after this, the numbers of deficiency ship suffered decreasing to 405 ships owing to efficiency by inspect of PSC, as well as the rate of deficiency ship suffered decrease to 47.65% since 2003 to 2021 as Fig 5.

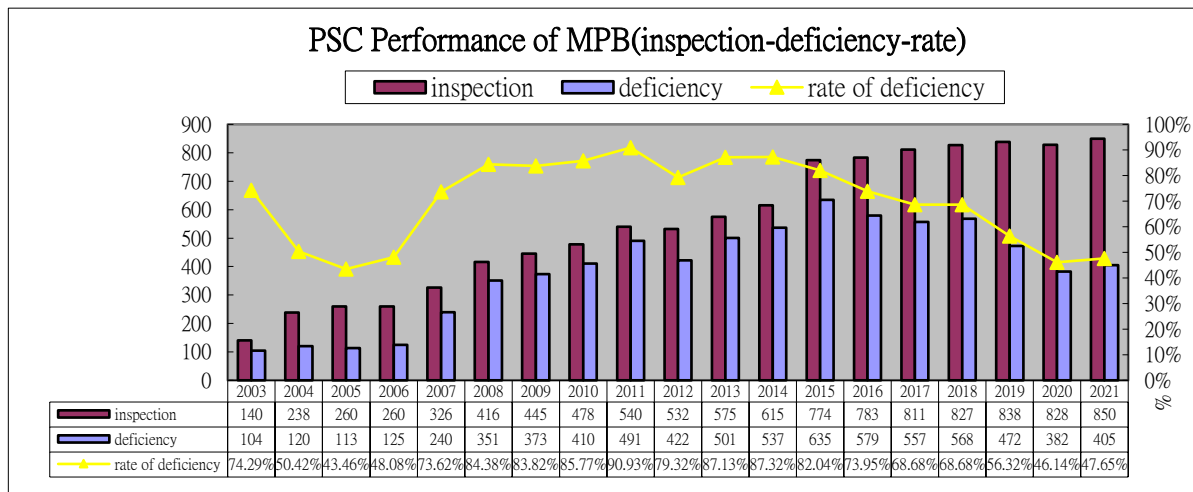


Fig 5 PSC inspection deficiency amount and rate

## (3).PSC inspection detention amount and rate

The numbers of detention ship suffered from 9 ships in 2003 increase to 191 ships in 2013 on the peak. After this, the numbers of detention ship suffered decreasing to 48 ships in 2021 due to efficiency by PSCO inspect causing phase out of sub-standard ship as Fig 6.

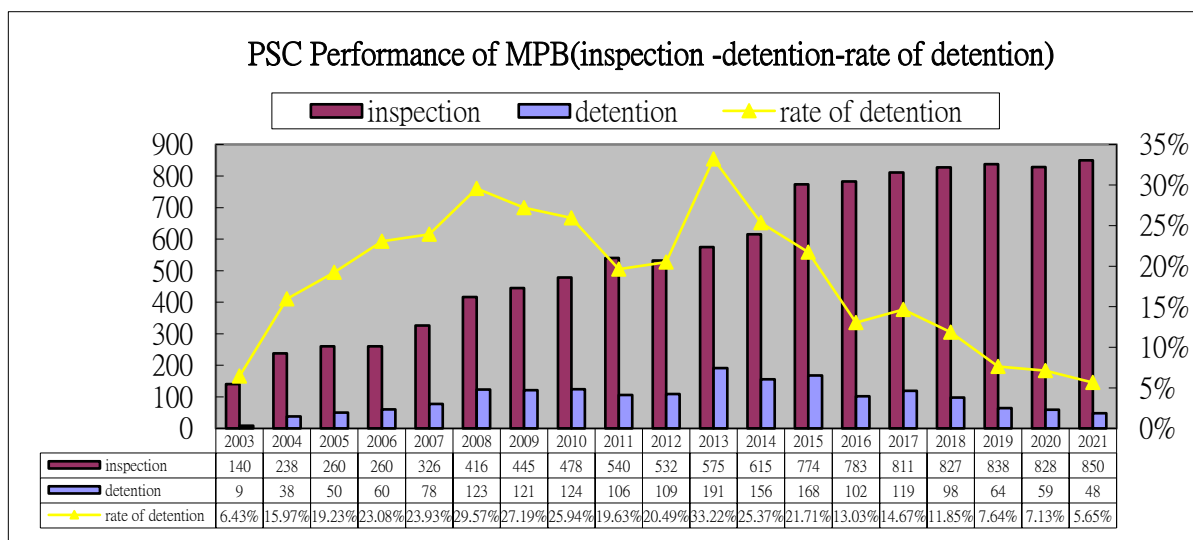


Fig 6 PSC inspection detention amount and rate

### **III. Inspect Highlight in 2021**

1. Cooperated with Tokyo MOU & Paris MOU announcements to carry out the PSC concentrated inspection campaign (CIC) on Stability (in general) in 2021.
2. Enhanced inspection frequency of foreign oil tanker: According to the announcement of Ministry of Transportation and Communications (MOTC) on 19<sup>th</sup> September 2012 that 【 Adopt regulation 20(5) and 20(7), and regulation 21(5) and 21(6) of MARPOL 73/78 Annex I ”Regulations for the Prevention of Pollution by oil”. ”Foreign single hull oil tankers of 5,000 tons deadweight and above” and “Foreign single hull oil tankers carrying heavy grade oil as cargo of 600 tons deadweight and above ” are denied entry into the ports and offshore terminals under the jurisdiction of Republic of China from 1 January 2013】
3. Strengthen the inspection of general cargo ships and bulk carriers, especially the inspection of foreign vessels in which carried gravel in general cargo ships.
4. After discuss with delegates of MAC make a target of inspection amount of 816 ship as rate of 15 percentage base on individual entry ship number in 2020. As well as after numerous scrolling reviews during September to the end of Year for revise the inspection goal of rate of 15% base on 2021 amount of individual ships .

The statistics provide from MTNet. There are finally 850 ships were inspected as ratio of 104.2% base on 816 ship(target of inspect amount), and 16.3% base on individual entry ship number in 2021.

## IV. 2021 PSC Performance

1. Foreign ship (Individual Ship) access to the port of Taiwan ROC were amount of 5,225 ships base on the 2021 statistics of MTNet, There are 850 ships were inspected which rate of inspect 16.3%.
2. Inspection performance in 2021: Under the purpose of rate of inspection 15 % which ship enter to the port of Taiwan R.O.C. The target of ship inspection were 816 ships, there are 850 ships were inspected which rate of inspection 104.2%; total amount of individual ship enter to port of Taiwan were 5,225 in 2021 which rate of inspection 16.3% as Table 2 and Fig 7.

Table 2 Statistics data by season

2021	Q1	Q2	Q3	Q4	Total
Inspect target	204	206	204	202	816
Implementation	215	208	223	204	850
Rate	105.4%	101.0%	109.3%	101.0%	104.2%

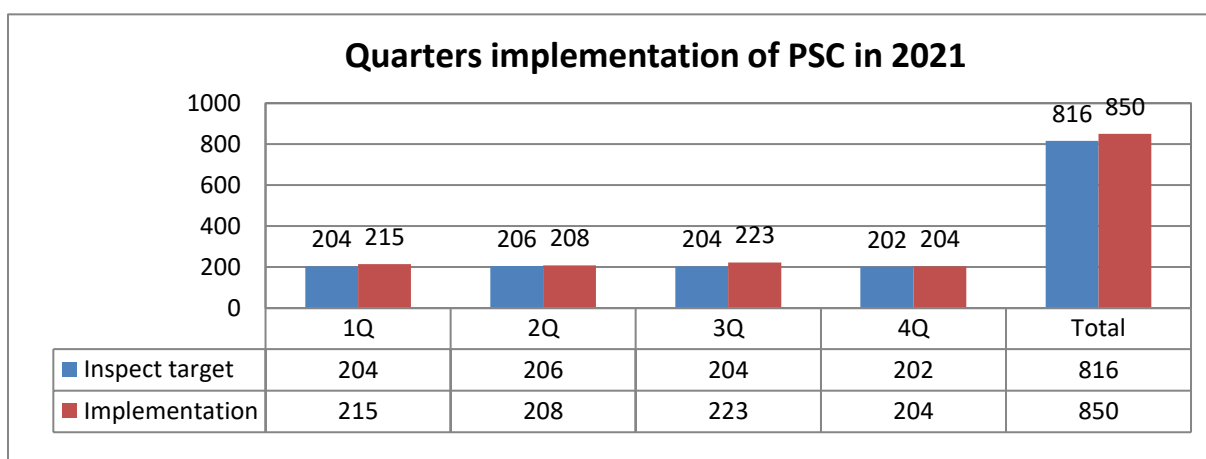


Fig 7 Statistics data by season

### 3. Deficiencies types for Port State Control inspection in 2021

Analysis Major categories of deficiencies were Safety of Navigation, Working and Living Conditions, Certificate & Documentation, Water / Weather tight conditions, Life-saving appliances, Fire safety...etc. As Table 3.

Table 3 Major categories of deficiencies 2021

Code of Deficiency	Number of deficiencies	Percentage
Safety of Navigation	346	18.3%
Working and Living Conditions	334	17.7%
Certificate & Documentation	191	10.1%
Water/Weather tight conditions	182	9.6%
Life-saving appliances	176	9.3%
Fire safety	170	9.0%
Pollution prevention	126	6.7%
Labour Conditions	105	5.6%
Structural Conditions	49	2.6%
ISPS	32	1.7%
Radio Communications	31	1.6%
Emergency Systems	27	1.4%
ISM	23	1.2%
Propulsion and auxiliary machinery	21	1.1%
Alarms	12	0.6%
Cargo operations including equipment	10	0.5%
Other	55	2.9%



#### 4. Statistic List of ship types for Port State Control inspection in 2021

A total of 850 ships were inspected by port state control in 2021. There were 412 ships of bulk carrier, 173 ships of general cargo, 96 ships of Full container, 86 ships of oil tanker. PSC inspection focus on the high risk ship of bulk carrier 、general cargo and oil tanker as Table 4 and Fig 8.

Table 4 PSC inspection amount by ship type

Ship Type	Inspection
Bulk Carrier	412
General Cargo Ship	173
Full Container Ship	96
Oil Tanker	86
Oil & Chemicals Tanker	26
Chemical Tanker	13
Gas Carrier	8
Chip Carrier	7
Multi-Purpose Ship	7
Other	22
Total	850

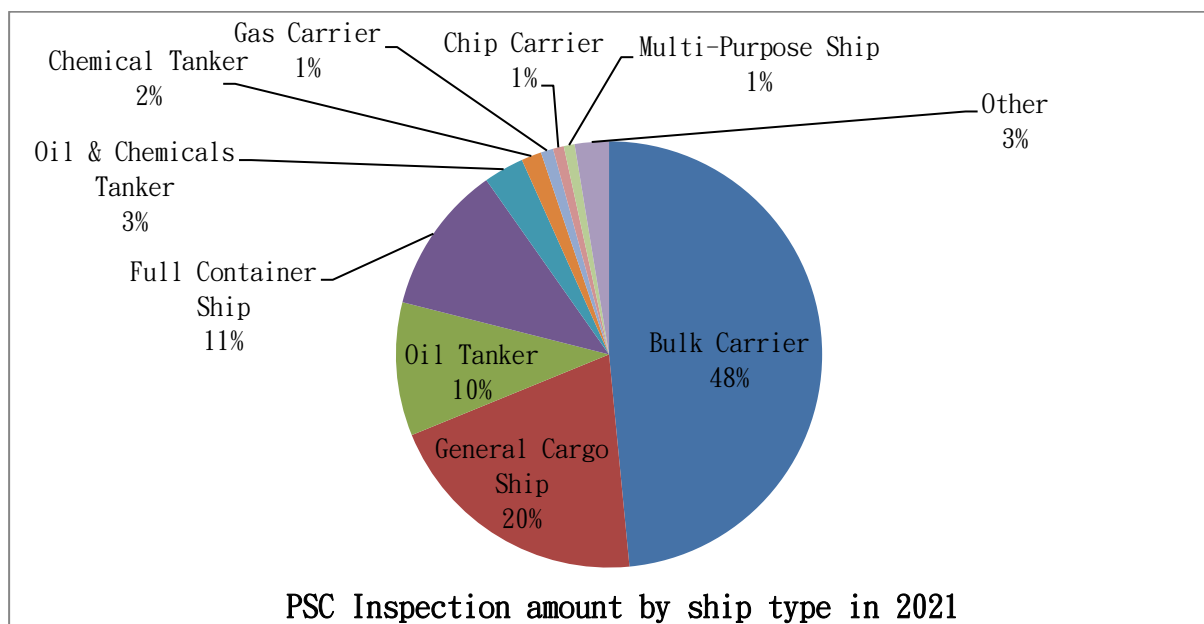


Fig 8 PSC inspection amount by ship type

## 5. Inspection efforts of Flag state ship in 2021

Under statistical analysis Port State control inspection to sequence in order, were Panama 241, Hong Kong 154, Marshall Islands 64, Liberia 63, Mainland China 50, Singapore 50, Sierra Leone 44, Mongolia 19, Belize 16, Republic of Palau 15.... etc. As Table 5 and Fig 9.

Table 5 PSC inspection amount by flag state

Flag	Inspection
Panama	241
Hong Kong	154
Marshall Islands	64
Liberia	63
Mainland China	50
Singapore	50
Sierra Leone	44
Mongolia	19
Bahamas	16
Belize	16
Republic of Palau	15
Korea, Republic of	14
Vietnam	14
Republic of Malta	13
Other	77
Total	850

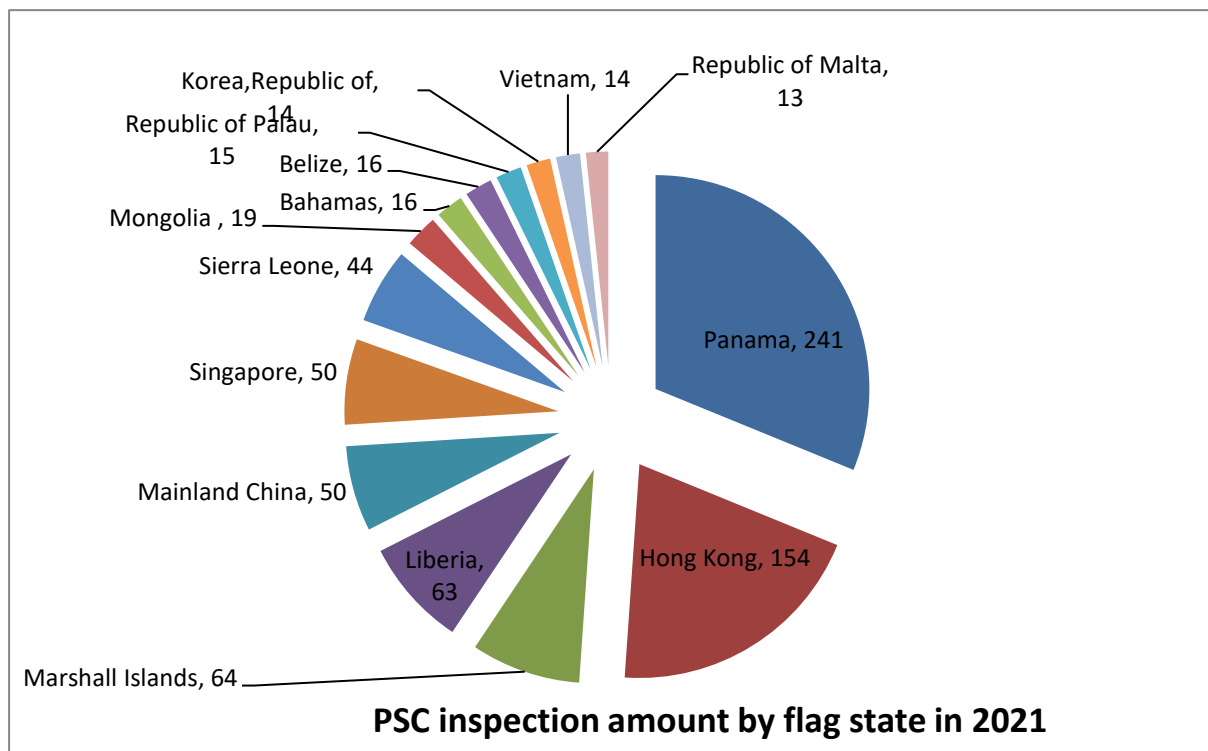


Fig 9 PSC inspection amount by flag state

## 6. Implementation of Port State Control in 2021

General categories on port state control inspection by age of vessel as Table 6, Fig 10 and Fig 11.

Table 6 General categories on port state control inspection by age of vessel

2021	Age	Individual Ship (A)	Inspection (B)	Deficiency (C)	Detention (D)	Rate of inspection (B/A)	Rate of deficiency (C/B)	Rate of detention (D/B)
MPB	<10y	1957	195	52	2	9.96%	26.67%	1.03%
	11y~15y	1770	253	115	6	14.29%	45.45%	2.37%
	16y~20y	811	175	76	7	21.58%	43.43%	4.00%
	>21y	687	227	162	33	33.04%	71.37%	14.54%
	Total	5225	850	405	48	16.27%	47.65%	5.65%

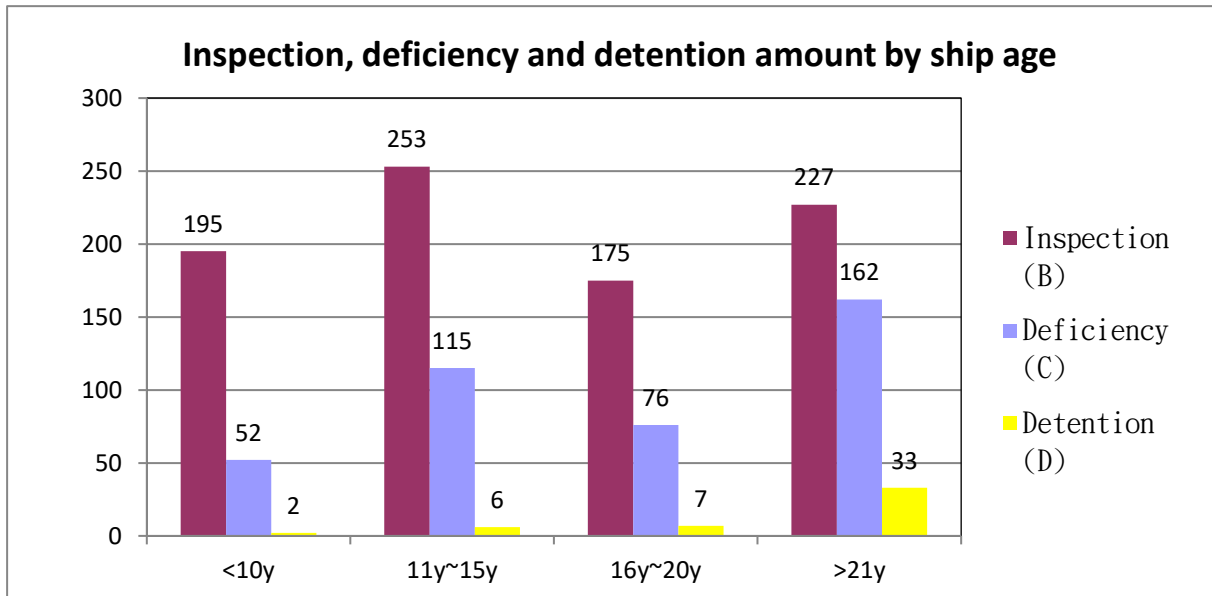


Fig 10 PSC inspection, deficiency and detention amount

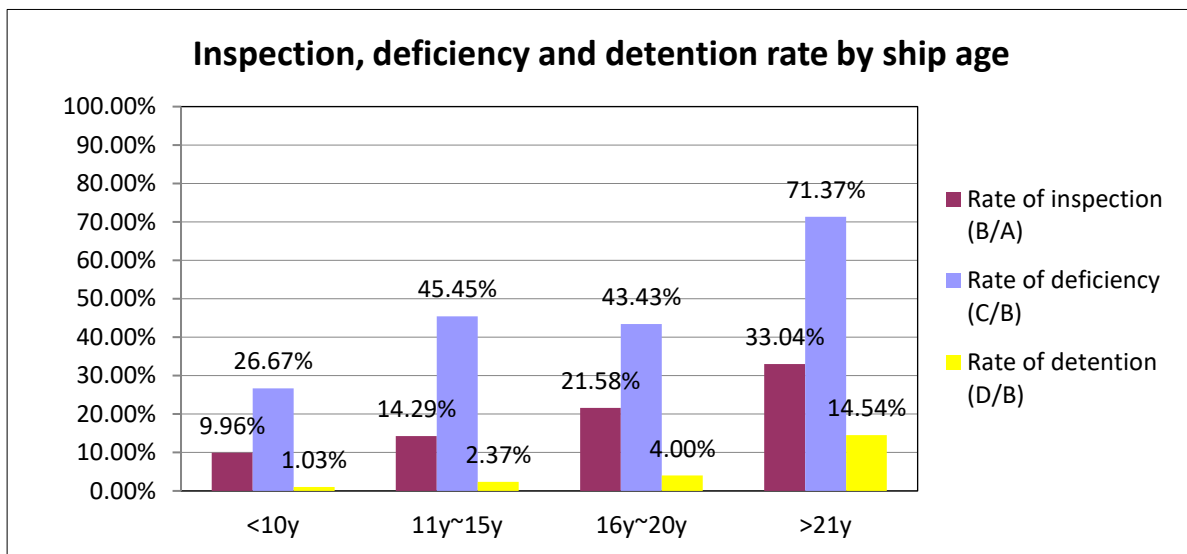


Fig 11 PSC inspection, deficiency and detention rate

## 7. Implementation of Port State Control on Maritime affairs centers in 2020

### (1). Sum of inspection on Maritime affairs centers (Table 7)

Table 7 Sum of inspection on Maritime affairs centers

2021	Individual Ship (A)	Inspection (B)	deficiency (C)	detention (D)	Rate of inspection (B/A)	Rate of deficiency (C/B)	Rate of detention (D/B)
North MAC	1, 318	185	39	4	14. 04%	21. 08%	2. 16%
Central MAC	2, 604	227	149	19	8. 72%	65. 64%	8. 37%
South MAC	3, 458	369	186	25	10. 67%	50. 41%	6. 78%
East MAC	184	69	31	0	37. 50%	44. 93%	0. 00%

### (2). PSC inspection, deficiency and detention statistics on Maritime affairs centers (Fig 12)

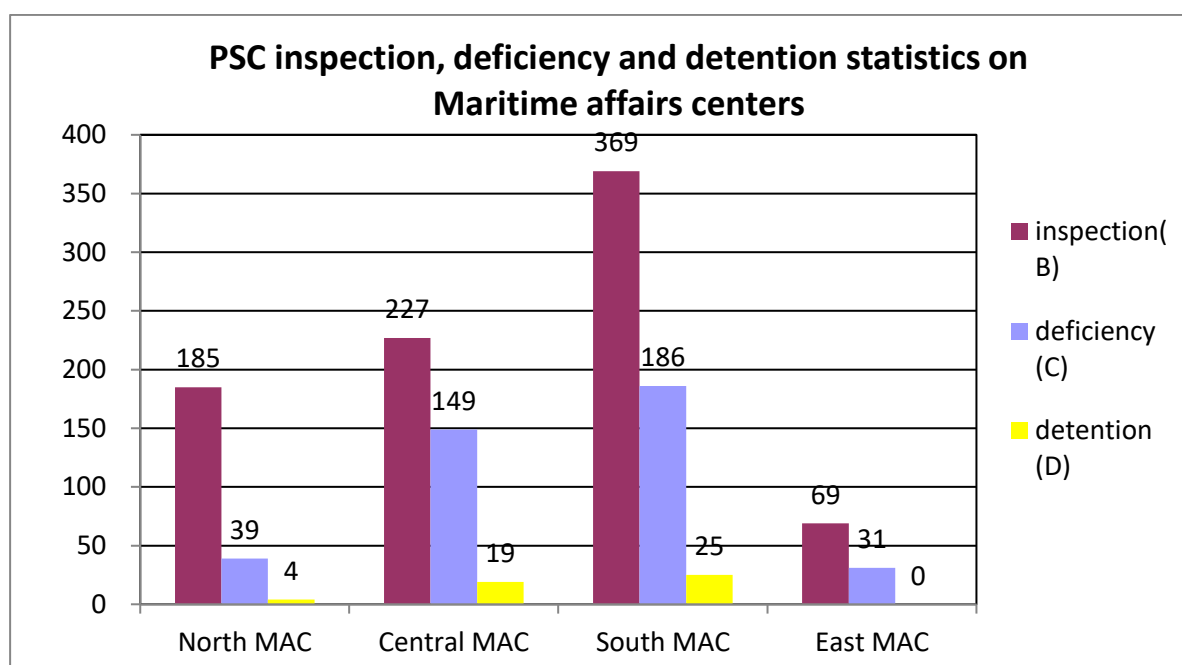


Fig 12 deficiency and detention statistics on Maritime affairs centers

(3). PSC inspection, deficiency and detention rate on Maritime affairs centers (Fig 13)

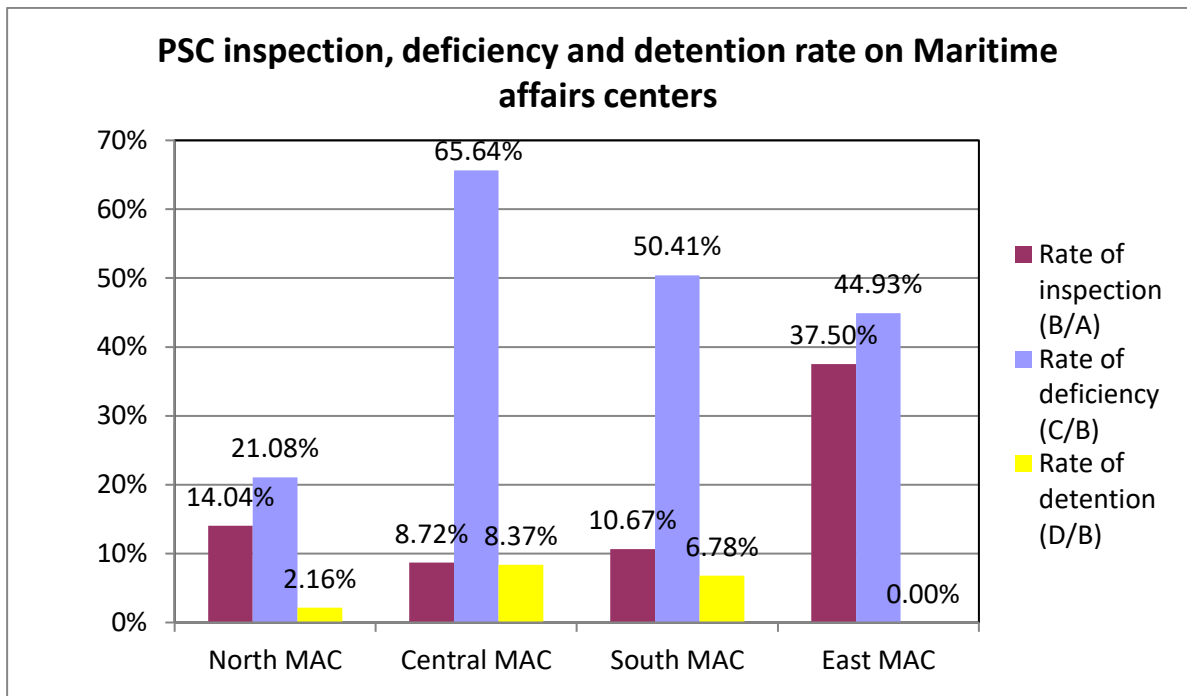


Fig 13 deficiency and detention rate on Maritime affairs centers

8. Due to COVID-19 spreaded to international ports, MPB referred to international practices to conduct the remote inspection techniques to verify vessel compliance. MPB have agreed to inspect via video or photos, and PSCOs could delay the inspection to avoid to diagnose, and keep reducing standard ships in Taiwan.

## **V. Inspection Highlight In 2022**

1. In order to update the PSCO inspection knowledge and skill to the same level as that of the major Port State Control MOUs. Propose a training plan of Regulations on STCW and cooperate with domestic professional classification societies or groups for Tokyo MOU CIC 2022.
2. Port State Control Inspection the so-called high-risk ship was definition by MOTC in 2010 as follow:
  - i. Age of the ship more than 15 years as well as more than 3,000 gross tonnage of oil tankers
  - ii. Age of the ship for more than 10 years of chemical tankers and liquefied gas tankers.
  - iii. Bulk carriers of more than 12 years of age.
  - iv. Passenger ships of more than 15 years of age.
3. Port State Control Officers should be inspected all ships owing to MEPC 70 decide to "1 January 2020" as the effective date of implementation for ships to comply with global 0.50% m/m sulphur content of fuel oil requirement and adopted resolution MEPC.280 (70) on the Effective date of implementation of the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI. Foreign vessels and flag ships that sailing in international routes entering into international commercial port area under the jurisdiction of the Republic of China shall utilize low sulfur fuel oil (sulfur- bearing not more than 0.5% by weight), or equipment or alternative fuels that achieve the equivalent effect of emission reduction.
4. Inspection focus on Single hull oil tankers and chemical tankers :
  - i. Enhanced inspection frequency of foreign oil tanker: According to the announcement of Ministry of Transportation and Communications (MOTC) on 19th September 2012 that 【Adopt regulation 20(5) and 20(7), and regulation 21(5) and 21(6) of MARPOL 73/78 Annex I “Regulations for the Prevention of Pollution by oil”. “Foreign single hall oil tankers of 5,000 tons deadweight and above” and

“Foreign single hull oil tankers carrying heavy grade oil as cargo of 600 tons deadweight and above ” are denied entry into the ports and offshore terminals under the jurisdiction of Republic of China from 1 January 2013】 .

- ii. Inspection some Tankers and chemical vessels according with Annex II of MARPOL and International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk(IBC Code).
  - iii. Port state control officers come on board inspection according with international convention of BUNKERS and CLC focus on the Insurance certificate that assure by the ship’s owner.
5. The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was enter into force on 8 September 2017 owing to the convention stipulates that it will enter into force 12 months after ratified by a minimum of 30 States, representing 35% of world merchant shipping tonnage. The accession brings the combined tonnage of contracting States in the end of 2019 to the treaty be 80.76%, with 81 contracting Parties.

The Ballast Water Management Convention will require all ships under international trade to manage their ballast water and sediments to certain standards, according to a ship-specific ballast water management plan. Port State Control Officers should be inspected all ships with a ballast water record book and an International Ballast Water Management Certificate.

6. Because of foreign sub-standard ships which oil tanker and bulk carrier access enter the port of Taiwan R.O.C as well as sail surrounding waters make a lot of issue of concern which marine ecological environment and safety navigation. MPB conduct a new Project to inspect by PSCO focus on a list of 130 ships that be suspected sub-standard ship.



7. Enhanced inspection of ship type of bulk carrier and general cargo ship which age more than 16 years old, and which the purpose of Gravel loading.

## **VI. Target of Inspection Distribute to Maritime Affairs Centers as Quarters of Year**

The MPB was founded on March 1, 2012, Port state control sustain inspection of foreign vessels in national ports to verify that the condition of ships and equipment comply with the requirements of international conventions and that ships are manned and operated in compliance with applicable international laws.

For the purpose describe above, Target of inspection in 2022 were 816 ships, Distribution as follow:

1. North Maritime affairs center 184 ships
2. Central Maritime affairs center 218 ships
3. South Maritime affairs center 349 ships
4. East Maritime affairs center 65 ships.

In order to reaching the goal of rate of 15% inspection, PSCO will recheck frequently for update performance. As Table 8, Table 9, Fig 14 and Fig 15.

Table 8 PSC inspection amount in 2021 and 2022

PSC inspection amount	Q1	Q2	Q3	Q4	Total	Rate of inspection
Target for inspection in 2021	204	206	204	202	816	15.00%
Inspected in 2021	215	208	223	204	850	16.27%
Target for inspection in 2022	204	206	204	202	816	15.00%

Table 9 PSC inspection amount between 2021 and 2022 by maritime affairs center

PSC inspection amount	NAC	CAC	SAC	EAC	Total
Target for inspection in 2021	184	218	349	65	816
Inspected in 2021	185	227	369	69	850
Target for inspection in 2022	184	218	349	65	816

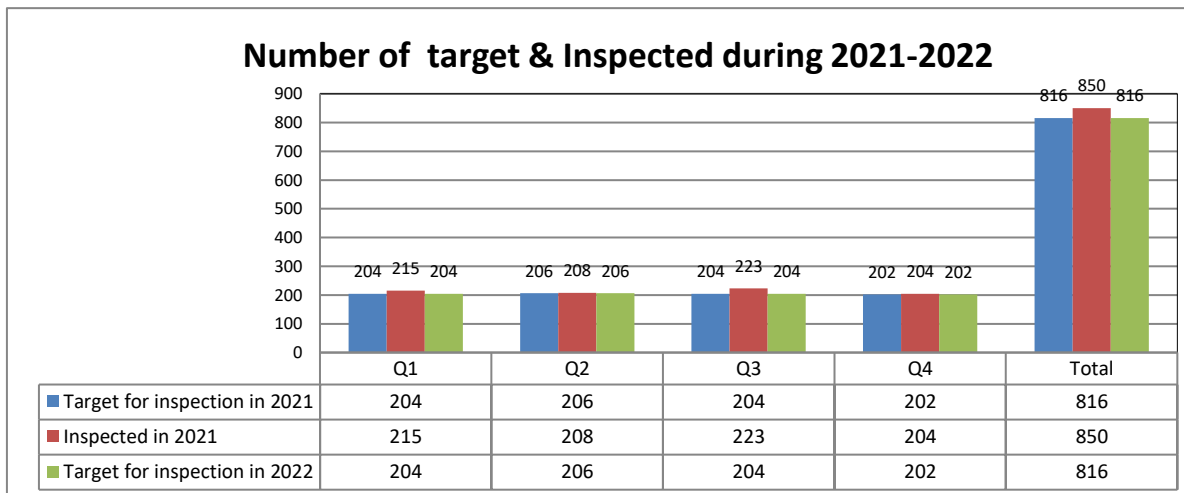


Fig 14 Number of target & Inspected by Season during 2021-2022

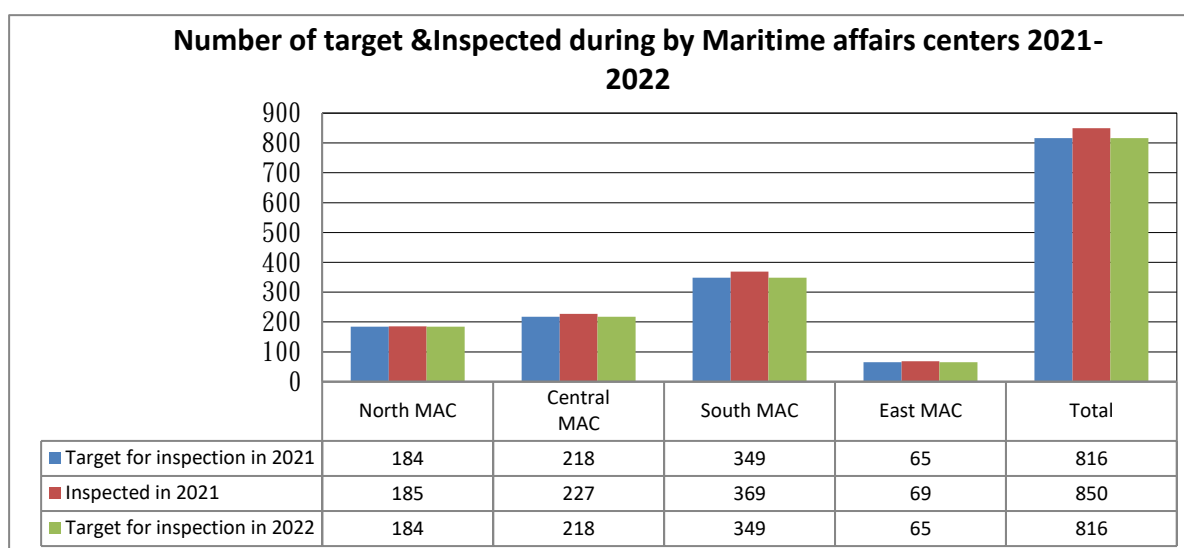


Fig 15 Number of target & Inspected during by Maritime affairs centers 2021-2022

## VII. PSCO training and recruit project in 2022

PSCO could not be dedicated to the job of PSC inspection due to personal promotion or retirement .MPB had been Conducted the basic training of Port State Control Inspector for new recruiter according to the IMO Model Course3.09 during 30th May to 17th June 2016.

### 1. The issues for PSCO professional training

For the purpose of enhance ability and quality of PSCO, There are two project be conducted which Professional training for Senior and junior.

(1).Specifically training : Train for senior port state control officers and integrate into inspection trends with current Paris MOU and Tokyo MOU, make a communication connect and synchronous operation with international port state inspection

i. For the issue of STCW in Tokyo MOU CIC will be held during September to November 2022, conducting the professional courses.

ii. Training for High risk ships of Oil tankers and Chemical ship:

Conduct the Professional courses of Annex I 、 II of MARPOL 73/78 and International code for the construction and equipment of ships carrying dangerous chemicals in bulk,( IBC code) in comply with the announcement of Ministry of Transportation and Communications (MOTC) on 19th September 2012 that 【Adopt regulation 20(5) and 20(7), and regulation 21(5) and 21(6) of MARPOL 73/78 Annex I ” Regulations for the Prevention of Pollution by oil” . ” Foreign single hull oil tankers of 5,000 tons deadweight and above” and “Foreign single hull oil tankers carrying heavy grade oil as cargo of 600 tons deadweight and above ” are denied entry into the ports and offshore terminals under the jurisdiction of Republic of China from 1 January 2013】 .

(2).The normal training :

- i. Arrangement the courses implement for PSCO inspection on board through proficient in the international convention teaching by Senior Captain 、 Engineer 、 Surveyor and maritime lawyer.
- ii. Participating international convention courses in the seminar held by the relevant recognize organization.
- iii. Connecting the Resolution A.1155(32) of IMO that Procedures for port state control , Also including international conventions as follow:
  - a International Convention for the Safety of Life at Sea (SOLAS), 1974 as amended.
  - b International Convention on Load Lines, 1966, as Amended by the Protocol of 1988.
  - c International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978.
  - d The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers STCW 78.

- e International Convention on Tonnage Measurement of Ships, 1969. (Tonnage 69).
- f International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001.
- g The Convention on the International Regulations for Preventing Collisions at Sea, 1972. (COLREG 1972)
- h The International Convention on Civil Liability for Oil Pollution Damage, 1969. (CLC 1969)
- i The Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969. (CLC PROT 1992)
- j The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001. (BUNKERS 2001)
- k The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. (BWM 2004)
- l The Nairobi International Convention on the Removal of Wrecks, 2007. (NAIROBI WRC 2007)
- m Resolution A.1155(32) Adopted on 6 December 2017, the Procedures for Port State Control.
- n The procedure of port state control in Tokyo Memorandum.
- o International Safety Management Code. (ISM CODE)
- p Maritime Labour Convention, 2006. (MLC 2006)

2. Relevant select system in MTNet :

Provide data of inspection and operation manual for PSCO to get information, and create the regime of PSC database.

3. Established a instructor regime

Each port has established a instructor regime to enrich

international conventions and audit knowledge for new PSCOs. Instructors will lead new officers to complete basic training, and teach on site. Experience on the spot to be able to execute inspection job in a short period of time for PSCOs. After gaining experience in the implementation of port state control inspections, the MPB will issue relevant certificates to trainees to meet the requirements of port state control procedures.

#### 4. Human Resource of PSC :

- (1). After recruit from National Civil Service Senior Examination in 2014, There were 30 persons completed the course of IMO Model Course 3.09 so far, that means has been enhanced the human Resource of PCS in MPB.
- (2). Current persons service on PSC :
  - i. Two qualify persons in headquarter of MPB
  - ii. There are 17 qualify persons service on North maritime affairs center .
  - iii. There are 6 qualify persons service on Central maritime affairs center.
  - iv. There are 7 qualify persons service on South maritime affairs center .
  - v. There are 4 qualify persons service on South maritime affairs center .

## VIII. Conclusion

1. A Port State Control Officer (PSCO) carries out port State control inspection on board. The PSCO is a properly qualified person, authorized to carry out port State control inspections in accordance with the Commercial port law in Taiwan ROC, by the Maritime Authority of the port State and acts under its responsibility. All PSCO's carry an identity card, issued by maritime and port bureau MOTC.

PSCO should ensure effective and harmonized inspection procedures, which are followed throughout the international regulation to maintain ship and life in safety 、 preventing environment pollution as well as kept port facilities and ship in security.

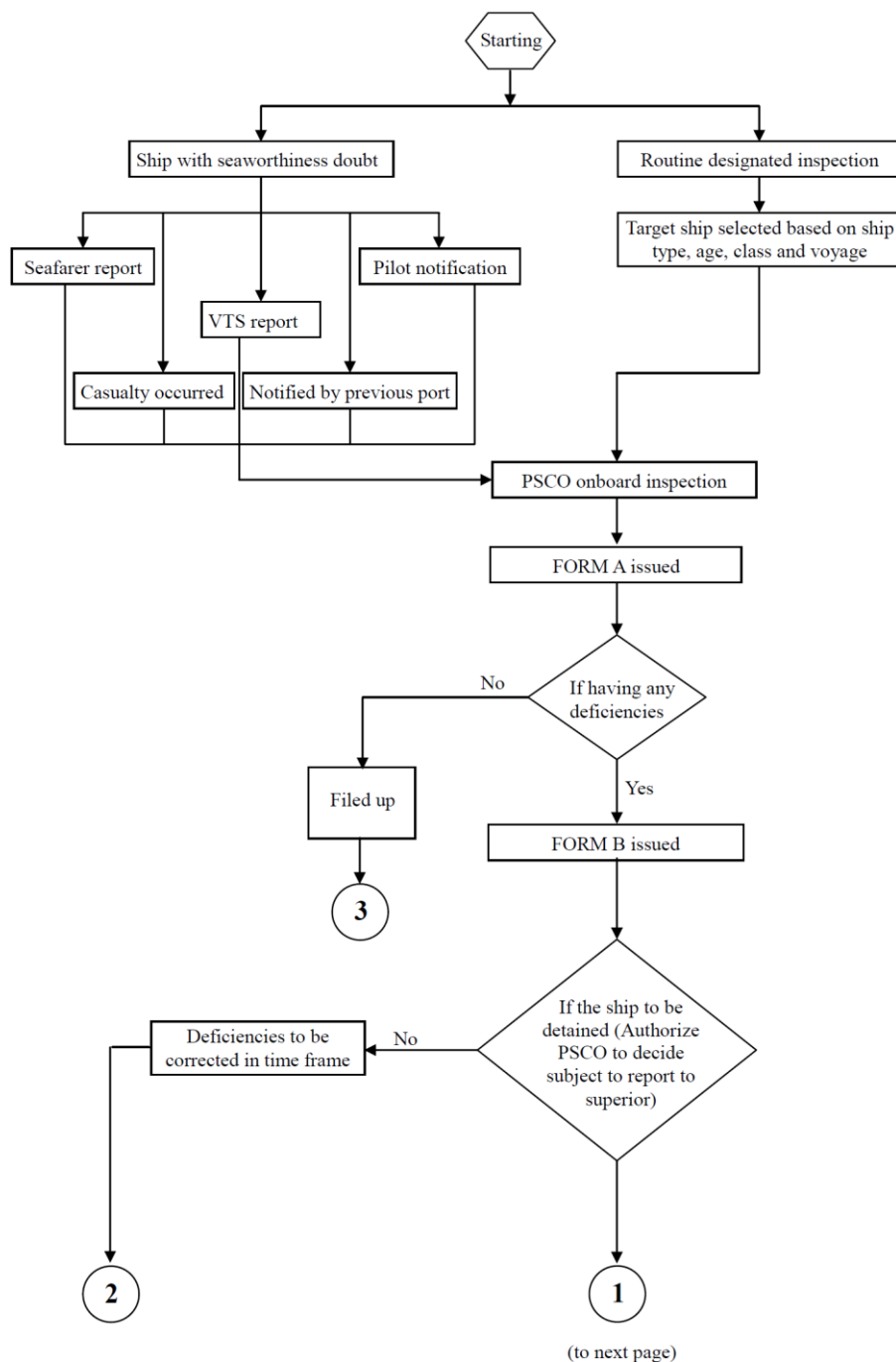
2. The Port State Control in Taiwan R.O.C has been conducted more than 10 years for vessel safety, ocean cleaning, as well as security of port facility and ships through serious inspection. In the other hand, make training for PSCOs to improve their ability and quality is necessary.
3. Port State Control Officers should be inspected all ships owing to the Notice of 0.50% m/m sulphur content of fuel oil requirement beginning 1st January, 2019 from The Ministry of Transportation and Communications ,as well as MEPC 70 decide to "1 January 2020" as the effective date of implementation for ships to comply with global 0.50% m/m sulphur content of fuel oil requirement and adopted resolution MEPC.280(70) on the Effective date of implementation of the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI. Foreign vessels and flag ships that sailing in international routes entering into international commercial port area under the jurisdiction of the Republic of China shall utilize low sulfur fuel oil (sulfur- bearing not more than 0.5% by weight), or equipment or alternative fuels that achieve the equivalent effect of emission reduction.

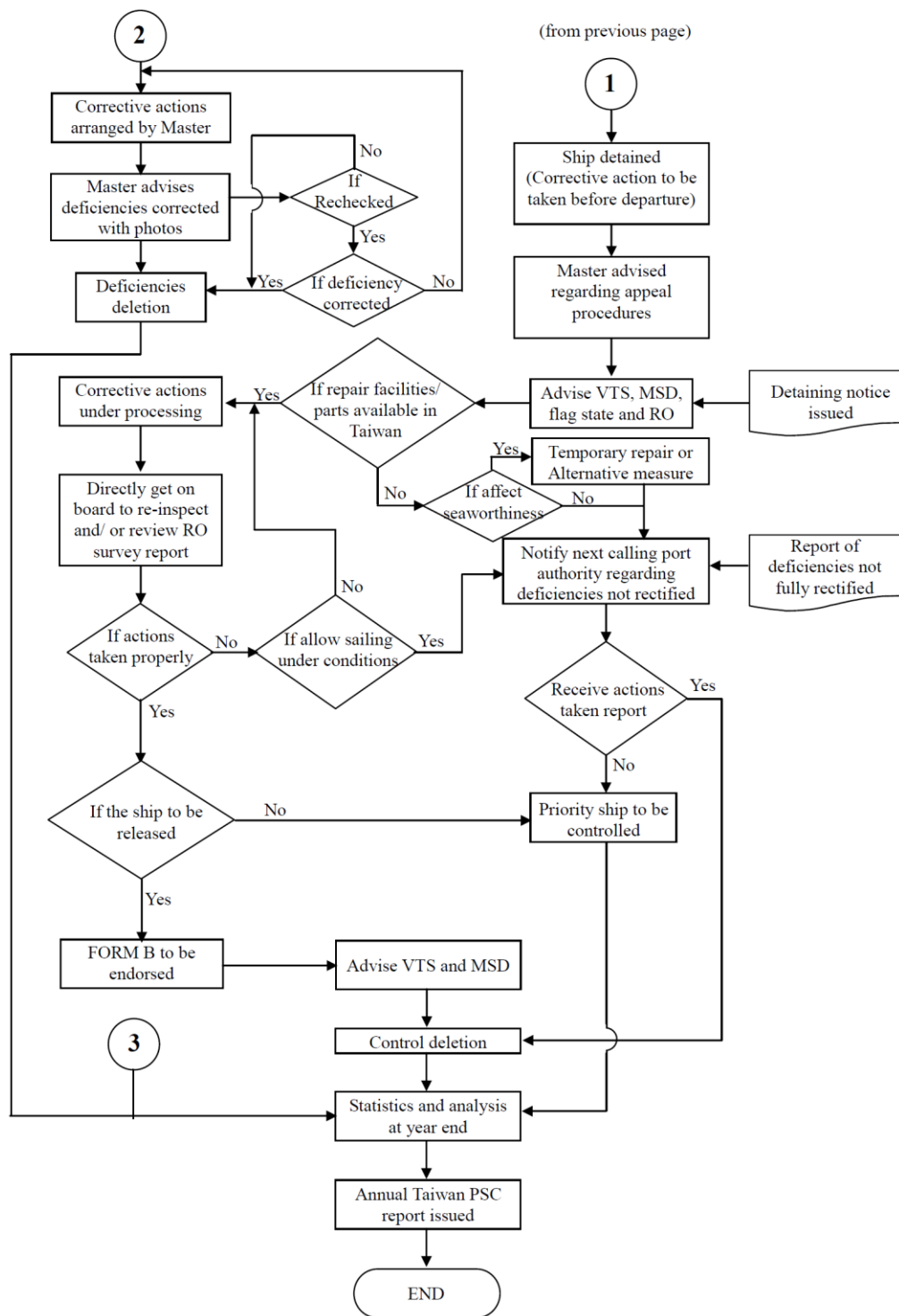
4. In order to consistent with International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) be forced on September 2017, PSCO attend to inspection the ship which enter the port of Taiwan, as well as encourage and guide the ship owner and captain be able to implement the Self-management.
5. The International Maritime Organization adopts Resolution A. 1155(32) to revise the “Procedures for port State control, 2021” on 15 December 2021, and MOTC will announce the Procedures to adopt in Taiwan during the year 2022.
6. Recognizing that, due to the outbreak of the COVID-19, the PSCO will liberally use remote inspection techniques to verify vessel compliance. MPB have agreed to adopt guidance as follow for dealing with the circumstances in a pragmatic and harmonized approach.
  - (1) Accept pragmatic ways for an appropriate grace period for surveys, inspections and audits given to ship by the flag State Administration and/or RO.
  - (2) Accept objective evidence such as recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc., in lieu of PSCO attendance onboard the vessel to credit a required inspection or exam.
  - (3) Defer a required inspection or exam under high risk infection by pragmatic measures.



# Appendix 1-Flow Chart of PSC Operation

## Maritime and Port Bureau, MOTC Flow Chart of PSC operation





# Appendix 2-Form A



FORM A  
Master

## REPORT OF INSPECTION IN ACCORDANCE WITH IMO PORT STATE CONTROL PROCEDURES \*

In accordance with article 59 of the Commercial Port Law of R.O.C and the provision of paragraph 4.1 of IMO Port State Control Procedures (resolution A.1155(32))

Authority MARITIME AND PORT BUREAU, MOTC

Address No.1, Ln.1, Sec.3, Heping E. Rd., Da'an Dist., Taipei City 10669, Taiwan (ROC)

Telephone +886-2-8978-2900 Telefax +886-2-2705-8701 E-mail @motcnpb.gov.tw : ship@motcnpb.gov.tw

1 Name of reporting authority 2 Name of ship  
3 Flag of ship 4 Type of ship 5 Call sign  
6 IMO number 7 Gross tonnage 8 Deadweight  
9 Year of build 10 Date of inspection 11 Place of inspection  
12 Classification society 13 Date of release from detention \*\*  
14a Particulars of ISM company (details or IMO Company Number)\*\*  
14b Name and signature of master to certify that the information under 14a is correct Name Signature (Ship Stamp)

15 Relevant certificate(s) \*\* (items applicable to be ticked in the box)

a) Title	b) Issuing authority	c) Dates of issue and expiry
1 Load Line (LL)		
2 Safety Construction (SC)		
3 Safety Equipment (SE)		
4 Safety Radio (SR)		
5 Oil Pollution Prevention (IOPP)		
6 Air Pollution Prevention (IAPP)		
7 Fitness Cert. <input type="checkbox"/> DG <input type="checkbox"/> Chemical <input type="checkbox"/> Gas		
8 Document of Compliance (DOC)		
9 Safety Management (SMC)		
10 Ship Security (ISSC)		
11 Minimum Safe Manning		
12 Tonnage Certificate		
13 Sewage Pollution Prevention (ISPP)		
14 Ballast Water Management (BWM)		
15		

d) Information on last intermediate or annual survey \*\*

Date	Surveying authority	Place
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		

16 Deficiencies ☐ No ☐ Yes (see attached FORM B) 17 Penalty imposed ☐ No ☐ Yes

18 Ship detained ☐ No ☐ Yes \*\*\* 19 Supporting documentation ☐ No ☐ Yes (see annex) Amount

Issuing office MPB (N, C, S, E) Center Name (duly authorized PSCO of reporting authority)

TEL/ M.P. No.

E-mail Signature (Stamp)

Note: This report must be retained on board of for two years and must be available for consultation by Port State Control Officers at all times.

\* This inspection report has been issued solely for the purposes of informing the master and other port States that an inspection by the port State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificate the ship is required to carry.

\*\* To be completed in the event of a detention.

\*\*\* Masters, shipowners and/or operators are advised that detailed information on a detention may be subject to future publication.

## Appendix 3-Form B



FORM B  
Master

**REPORT OF INSPECTION IN ACCORDANCE  
WITH IMO PORT STATE CONTROL PROCEDURES**

In accordance with article 59 of the Commercial Port Law of R.O.C and the provision of paragraph 4.1 of IMO Port State Control Procedures (resolution A.1155(32))

Authority MARITIME AND PORT BUREAU, MOTC  
Address No.1, Ln 1, Sec.3, Heping E. Rd., Da'an Dist., Taipei City 10669, Taiwan (ROC)  
Telephone +886-2-8978-2900 Telefax +886-2-2705-8701  
E-mail [@motcmpb.gov.tw](mailto:@motcmpb.gov.tw) ; [ship@motcmpb.gov.tw](mailto:ship@motcmpb.gov.tw)

2	Name of ship	6	IMO number
10	Date of inspection	11	Place of inspection

[illegible]

Deficiency Action Codes				PSC Inspection Action Codes			
10	Deficiency rectified	18	Rectify deficiency within 3 months	40	Next port informed	55	Flag state consulted
15	Rectify deficiency at next port			45	Rectify detainable deficiency at next port	70	Recognized organization informed
16	Rectify deficiency within 14 days	30	Detainable deficiency			85	Investigation of contravention of discharge provisions (MARPOL)
17	Rectify deficiency before departure	99	Other (specify in clear text)	50	Flag state/consul informed		

Name \_\_\_\_\_  
(duly authorized PSCO of reporting authority)

Signature \_\_\_\_\_

(Stamp)

b) Deficiency code means Tokyo MOU Deficiency Codes

2) This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.

3) To be completed in the event of a detention.

<sup>4)</sup> Actions taken include i.e.: ship detained/released, flag State informed, classification society informed, next port informed

## Appendix 4- Notification of Release of Ship



### NOTIFICATION OF RELEASE OF SHIP

**To:** \_\_\_\_\_ Date \_\_\_\_\_  
▽ Flag State/ consulate \_\_\_\_\_ ▽ Fax no./ ▽ E-mail \_\_\_\_\_  
▽ Recognized Organization \_\_\_\_\_ ▽ Fax no./ ▽ E-mail \_\_\_\_\_

**From:**

Authority Maritime and Port Bureau, MOTC Fax no. +886-2-2705-8701  
Telephone +886-2-8978-2900 E-mail ship@motcmpb.gov.tw

Dear Sirs:

The Maritime and Port Bureau, MOTC have on (insert date) carried out a re-inspection of the following ship at (insert port), Taiwan (R.O.C).

M.V. "(insert ship name), (Flag), (IMO No.)"

The ship was released at (insert time of released) hours.

(insert of free text, if any)

Enclosed please find (a) copy(ies) of Report of Inspection of Ship.

For further enquiries, please contact us:

Yours faithfully

\_\_\_\_\_

## Appendix 5- Notification of Detention of Ship



### NOTIFICATION OF DETENTION OF SHIP

**To:** \_\_\_\_\_ Date \_\_\_\_\_  
▽ Flag State/ consulate \_\_\_\_\_ ▽ Fax no./ ▽ E-mail \_\_\_\_\_  
▽ Recognized Organization \_\_\_\_\_ ▽ Fax no./ ▽ E-mail \_\_\_\_\_

**From:**  
Authority Maritime and Port Bureau, MOTC Fax no. +886-2-2705-8701  
Telephone +886-2-8978-2900 E-mail ship@motcmpb.gov.tw

Dear Sirs:

The Maritime and Port Bureau, MOTC have on (insert date) carried out an inspection of the following ship at (insert port), Taiwan (R.O.C).

M.V. "(insert ship name), (Flag), (IMO No.)"

The ship is detained at (time of detention) hours due to the following detainable deficiencies:

- 1.
- 2.
- 3.
- 4.
- 5.

Enclosed please find (a) copy(ies) of Report of Inspection of Ship.

For further enquiries, please contact us:

Yours faithfully

\_\_\_\_\_

## Appendix 6-Report of Deficiency



### REPORT OF DEFICIENCIES NOT FULLY RECTIFIED OR ONLY PROVISIONALLY REPAIRED

In accordance with the provision of paragraph 3.7.3 of IMO Port State Control Procedures (resolution A.1155(32))

(Copy to maritime Authority of next port of call, flag Administration, or other certifying authority as appropriate)

[illegible]

## Appendix 7-E-mail and Address Information for Flag States of Ship

Class	Class	E-mail	Address	Phone
ABS (America Bureau of Shipping)	美國驗船協會臺北辦事處	abstaipei@eagle.org	<sup>10458</sup> 臺北市松江路 148 號 4 樓	(02) 25230535
DNV GL Business Assurance Co., Ltd	立恩威國際驗證股份有限公司	Service.Taiwan@dnvgl.com<Service.Taiwan@dnvgl.com>;	<sup>22046</sup> 新北市板橋區文化路二段 293 號 29 樓	(02) 82537800
DNV GL Business Assurance Co., Ltd	立恩威國際驗證股份有限公司	Service.Taiwan@dnvgl.com<Service.Taiwan@dnvgl.com>;	<sup>806614</sup> 高雄市前鎮區成功二路 25 號 6 樓之 3	(07) 3387571
BV (Bureau Veritas-Register)	法商法立德公證有限公司	Jennifer.chen@tw.bureauveritas.com	<sup>105</sup> 臺北市松山區南京東路 4 段 16 號 3	(02) 25707657
NK (Nippon Kaiji Kyokai)	日本海事協會	tp@classnk.or.jp maxihsu@classnk.or.jp	<sup>105</sup> 臺北市松江路 87 號 7 樓 G 室	(02) 25081692 25047006