

# Port state control 2023 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 Article 50 on 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” , the Port Authority (Harbor Bureau) announced that for commercial port safety and management items involving international affairs, competent authorities shall refer to procedures for international conventions, agreements, rules, Port State Control, and the TOKYO MOU to implement examinations towards the entrance and departure of foreign merchant ships since January 1, 2003.

2. PSCOs perform based on domestic law:

The Commercial Port Law: Amendment on December 28, 2011, 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.”

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.

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

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 inspections to 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

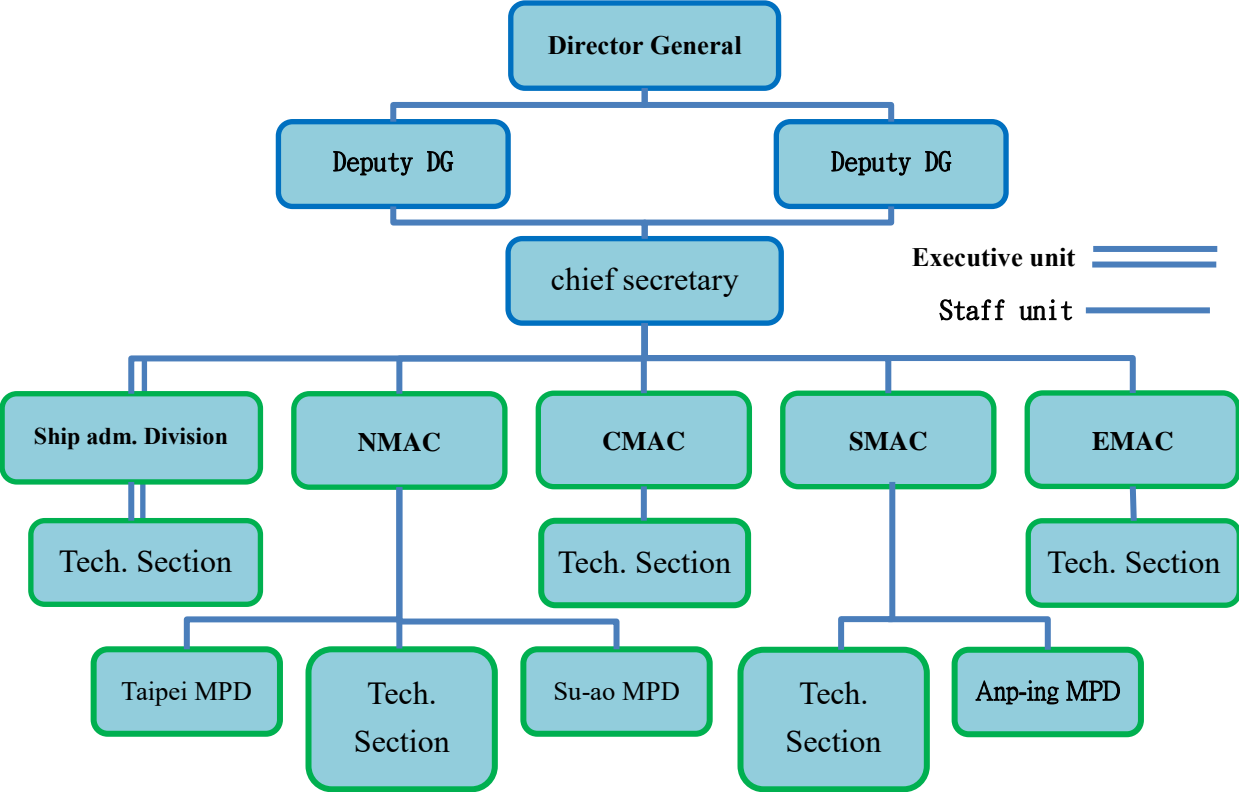


Fig 1 Organization Chart of PSC

## PSC Liaison Office

MPB PSC: Deputy Director: Wang Shih-Mei  
 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: Tzu-Hsuan, Chou

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

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

E-mail : thchou@motcmpb.gov.tw

South Taiwan Maritime Affairs Center

Chief: Wei-En, Chen

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

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

E-mail : wechen@motcmpb.gov.tw

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

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

Tel:886-3-850976 Fax:886-3-8225981

E-mail :hytsai@motcmpb.gov.tw

## II. PSC Inspect Record during 2003-2023

### 1. PSC activities and performance

Ships older than 21 years have been the focus of port state control inspections from 2003 to 2023, as shown in Table 1.

Table 1 PSC activities and performance

2003-2023	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	18226	3866	2040	256	21.21%	52.77%	6.62%
	11y~15y	9822	2526	1344	133	25.72%	53.21%	5.27%
	16y~20y	6053	2060	1326	286	34.03%	64.37%	13.88%
	>21y	5290	3893	3222	1334	73.59%	82.76%	34.27%
	Total	39391	12345	7932	2009	31.34%	64.25%	16.27%

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

Many deficiencies and detentions are concentrated in the category of ships older than 21 years from 2003 to 2023, as shown in Fig 2.

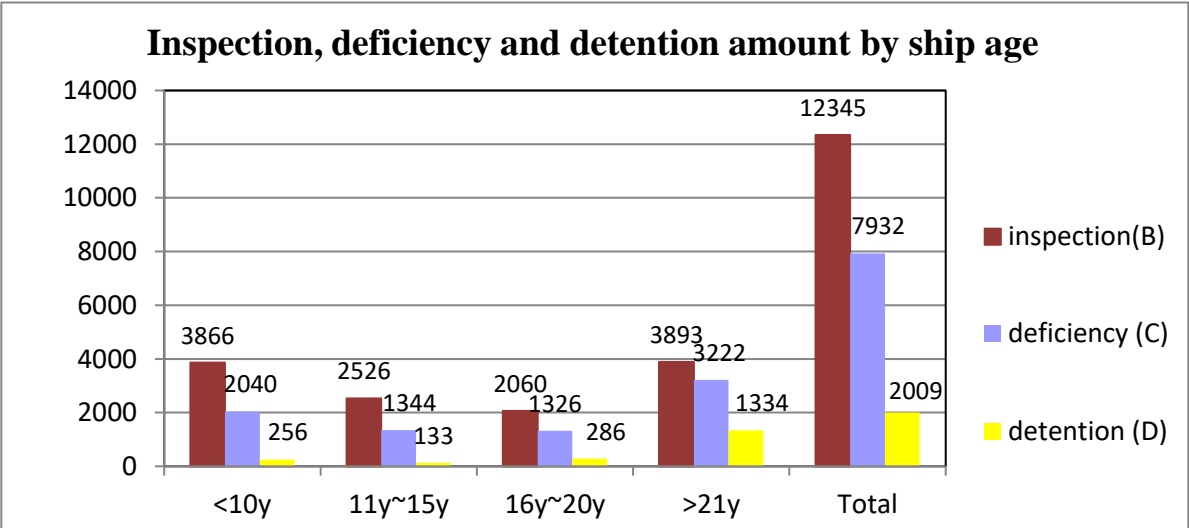


Fig 2 Inspection, deficiency and detention amount by ship age

### 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 2023 as Fig 3.

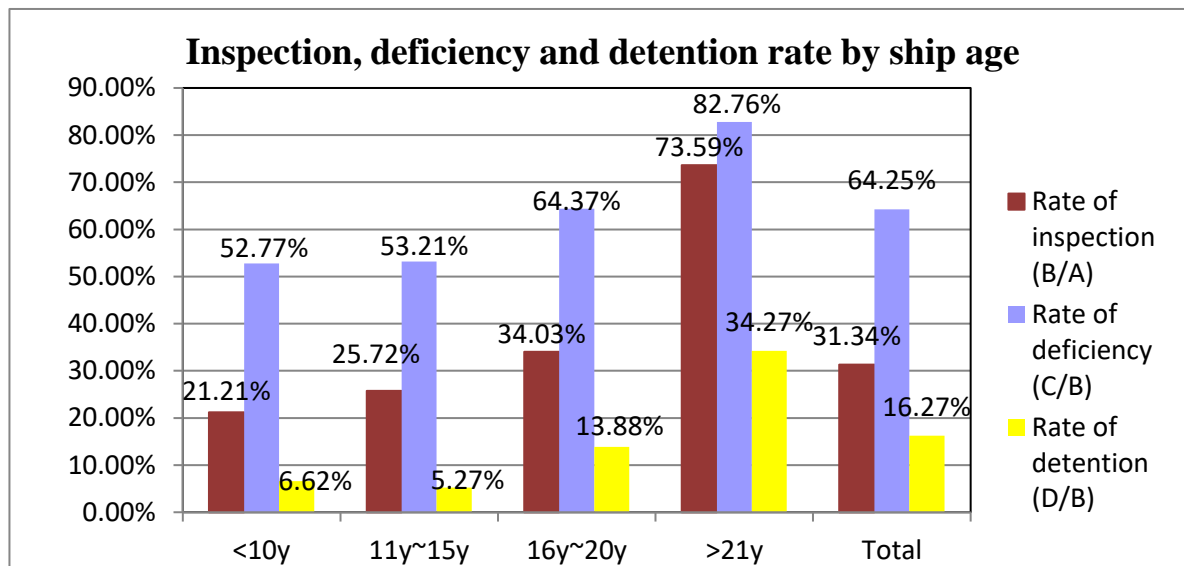


Fig 3 Inspection, deficiency and detention rate by ship age

### 4. PSC performance:

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

The number of inspections increased from 140 ships to 831 ships, and the rate of inspection increased from 4.65% to 17.25% from 2003 to 2023, as shown in Fig 4.

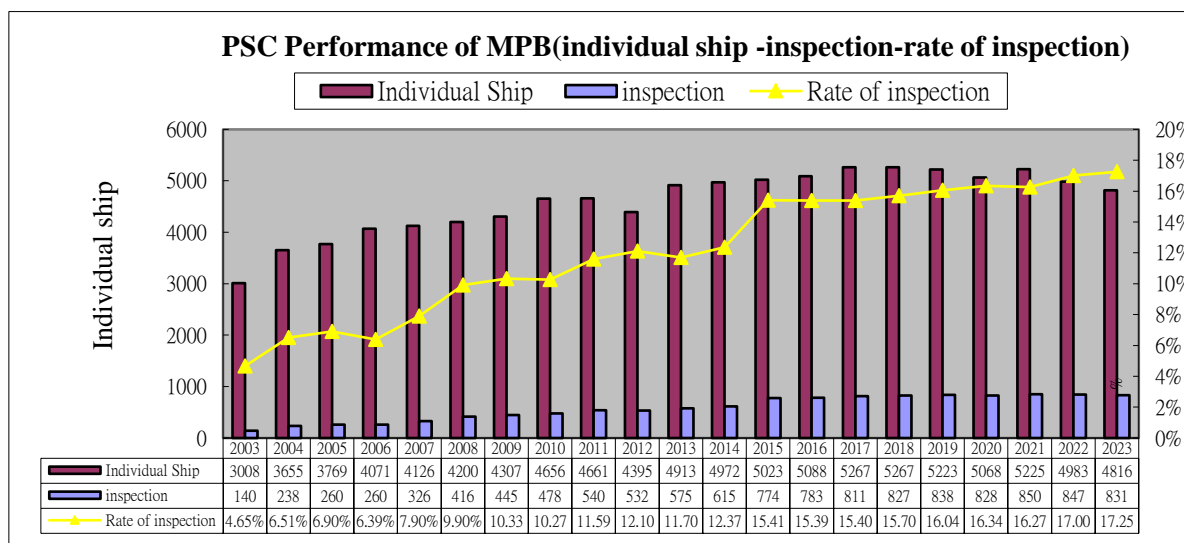


Fig 4 PSC inspection amount and rate

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

The number of deficient ships increased from 104 ships in 2003 to a peak of 635 ships in 2015, after which the number of deficient ships decreased to 233 ships due to the efficiency of PSC inspections, with the deficiency rate decreasing to 27.51% from 2003 to 2022, as shown in Fig 5. In the first half of 112, with the easing of the COVID-19, inspection procedures gradually returned to normal inspection methods. Thorough inspections were conducted on vessels, resulting in a slight increase in both the number of deficiencies and the deficiency rate. Efforts were made to strongly curb substandard ships from entering our country's waters.

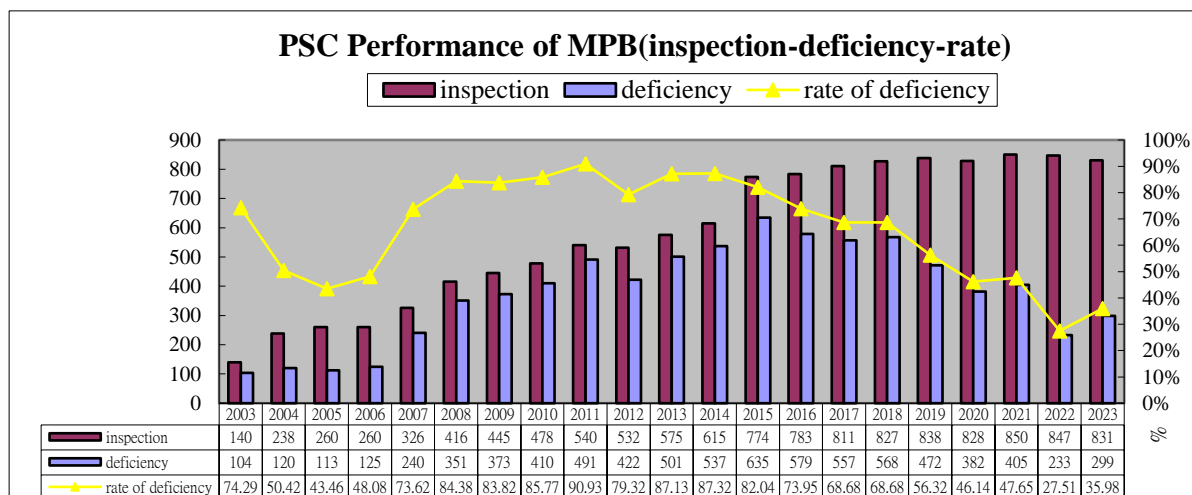


Fig 5 PSC inspection deficiency amount and rate

## (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 rate of detention suffered decreasing to 9.15% in 2023 due to efficiency by PSCO inspect causing phase out of sub-standard ship as Fig 6.

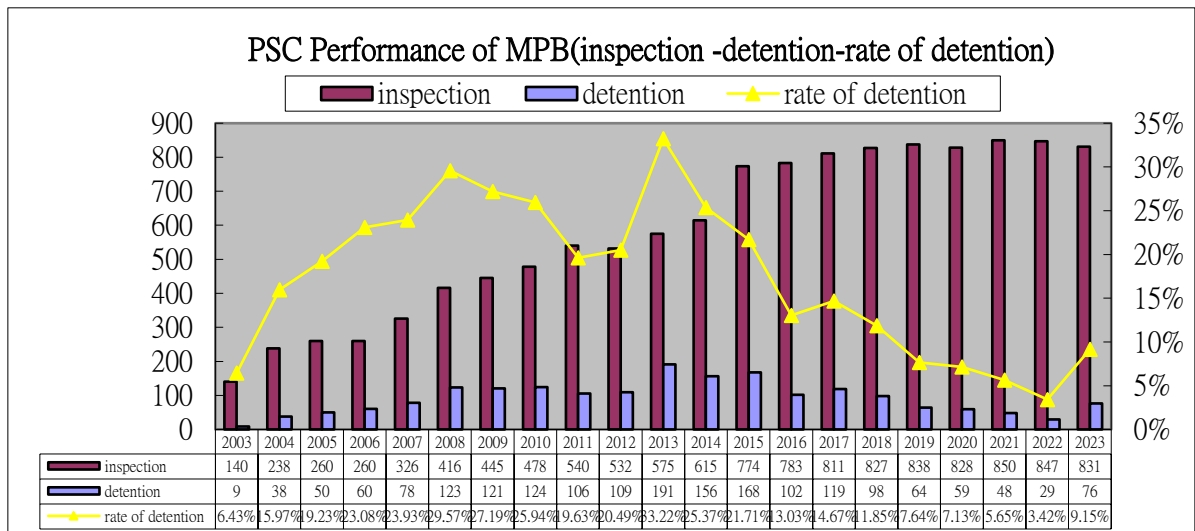


Fig 6 PSC inspection detention amount and rate

### III. Inspect Highlight in 2023

1. Cooperated with Tokyo MOU & Paris MOU announcements to carry out the PSC concentrated inspection campaign (CIC) on Fire Safety in 2023.
2. Enhanced inspection frequency of foreign oil tankers: According to the announcement of the Ministry of Transportation and Communications (MOTC) on September 19, 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 5000 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 the Republic of China from January 1, 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 2023. 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 2023 amount of individual ships .

The statistics provide from MTNet. There are finally 831 ships were inspected as ratio of 101.8% base on 816 ship (target of inspect amount), and 17.25% base on individual entry ship number in 2023.

### IV. 2023 PSC Performance

1. Foreign ship ( Individual Ship ) access to the port of Taiwan ROC were amount of 4,816 ships base on the 2023 statistics of MTNet, There are 831 ships were inspected which rate of inspect 17.25%.
2. Inspection performance in 2023: 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 831 ships were inspected which rate of inspection 101.8%; total amount of individual ship enter to port of Taiwan were 4,816 in 2023 which rate of inspection 17.25% as Table 2 and Fig 7.

Table 2 Statistics data by quarters

2023	Q1	Q2	Q3	Q4	Total
Inspect target	204	206	204	202	816
Implementation	228	190	212	201	831
Rate	111.76%	92.23%	103.92%	99.50%	101.84%

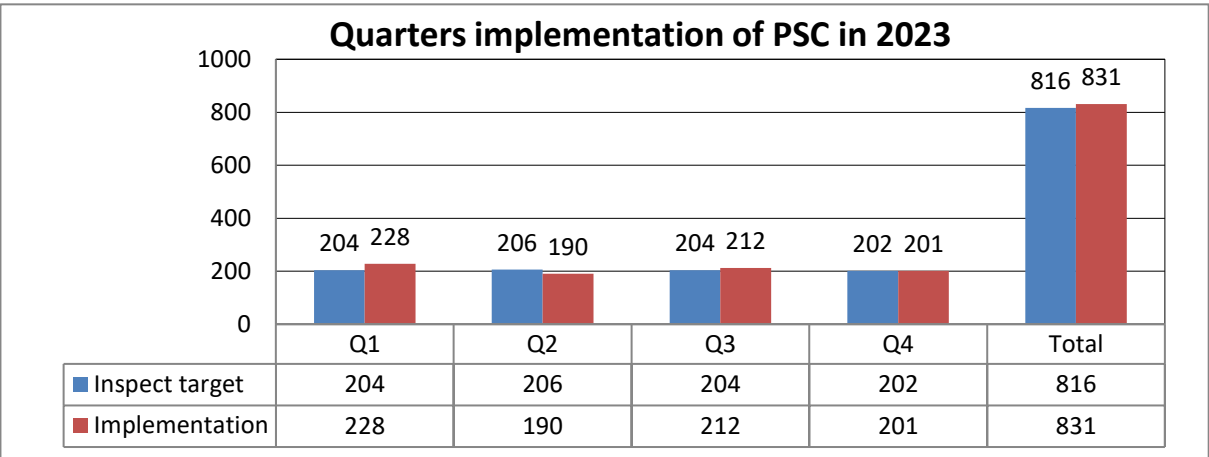


Fig 7 Statistics data by quarters

### 3. Deficiencies types for Port State Control inspection in 2023

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

Table 3 Major categories of deficiencies 2023

<b>Deficiency</b>	<b>Number of deficiencies</b>
Safety of Navigation	421
Certificate & Documentation	337
Working and Living Conditions	277
Life saving appliances	277
Fire safety	259
Water/Weathertight conditions	159
Pollution prevention	97
Structural Conditions	92
Other	78
Radio Communications	70
ISM	70
Emergency Systems	59
Labour Conditions	52
Alarms	35
ISPS	32
Propulsion and auxiliary machinery	29

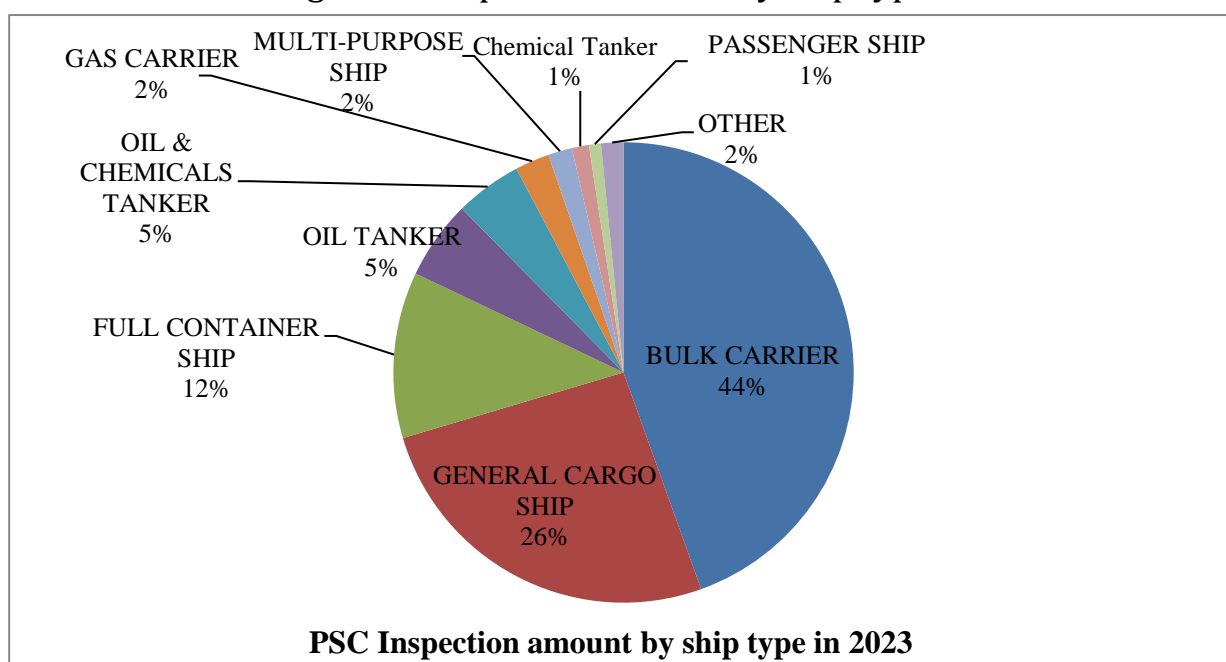
#### 4. Statistic List of ship types for Port State Control inspection in 2023

A total of 831 ships were inspected by port state control in 2023. There were 370 ships of bulk carrier, 215 ships of general cargo, 97 ships of Full container, 46 ships of oil tanker. PSC inspection focus on the high risk ship of bulk carrier 、 general cargo 、 full container and oil tanker as Table 4 and Fig 8.

Table 4 PSC inspection amount by ship type

Ship Type	Inspection	Percentage
Bulk Carrier	370	44.5%
General Cargo Ship	215	25.9%
Full Container Ship	97	11.7%
Oil Tanker	46	5.5%
Oil & Chemicals Tanker	39	4.7%
Gas Carrier	20	2.4%
Multi-Purpose Ship	14	1.7%
Chemical Tanker	10	1.2%
Passenger Ship	7	0.8%
Other	13	1.6%
Total	831	100.0%

Fig 8 PSC inspection amount by ship type



### 5. Inspection efforts of Flag state ship in 2023

Under statistical analysis Port State control inspection to sequence in order, were Panama 257, Hong Kong 106, Liberia 67, Mainland China 67, Marshall Islands 65, Singapore 57, Sierra Leone 36, etc. As Table 5 and Fig 9.

Table 5 PSC inspection amount by flag state

Flag	Inspection	Percentage
Panama	257	31%
Hong Kong	106	13%
Mainland China	67	8%
Marshall Islands	67	8%
Liberia	65	8%
Singapore	57	7%
Sierra Leone	36	4%
Belize	23	3%
Mongolia	19	2%

Republic of Korea	16	2%
Republic of Malta	13	2%
Bahamas	12	1%
Togo	10	1%
Vietnam	10	1%
Other	73	9%
Total	831	100%

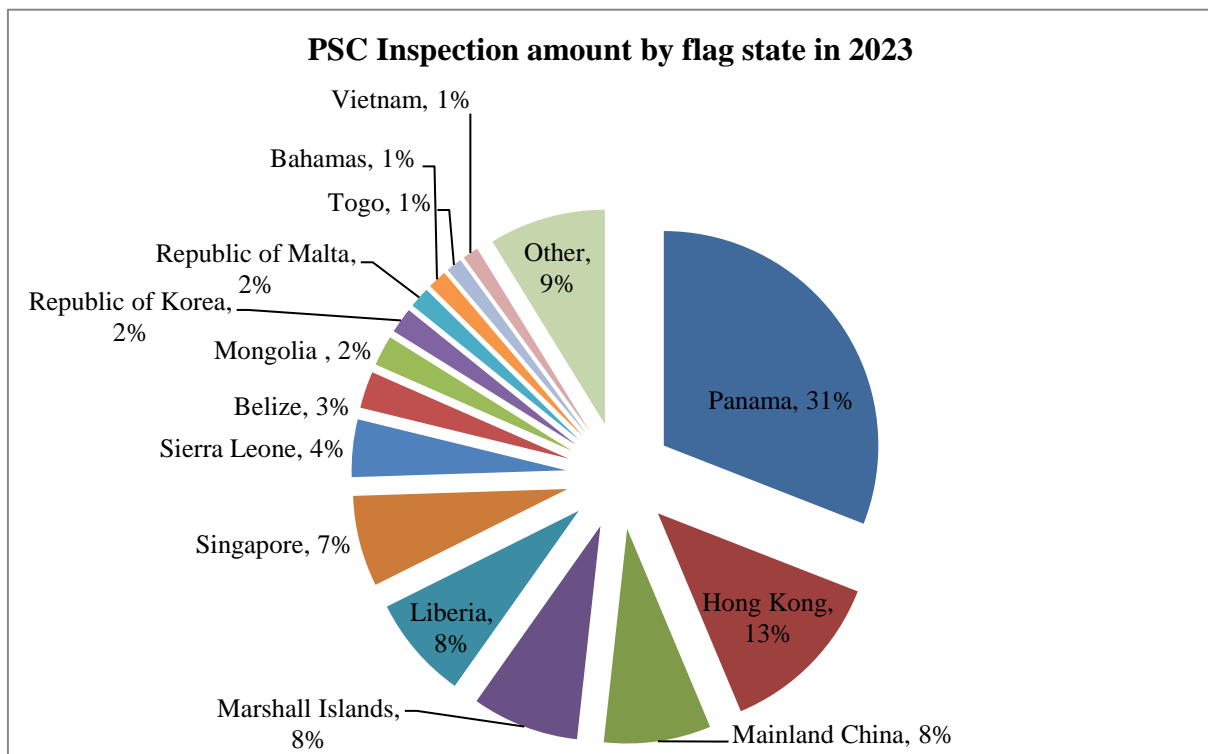


Fig 9 PSC inspection amount by flag state

## 6. Implementation of Port State Control in 2023

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

2023	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	1687	158	11	0	9.37%	6.96%	0.00%
	11y~15y	1428	279	73	1	19.54%	26.16%	0.36%
	16y~20y	934	175	80	17	18.74%	45.71%	9.71%
	>21y	738	219	135	58	29.67%	61.64%	26.48%
	Total	4816	831	299	76	17.25%	35.98%	9.15%

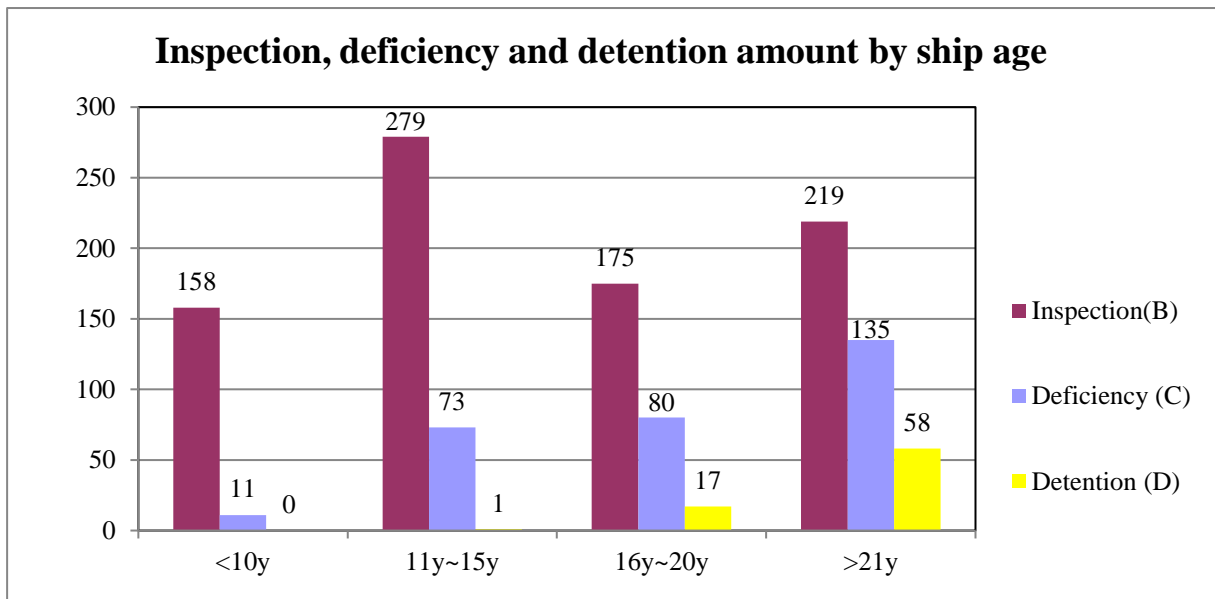


Fig 10 PSC inspection, deficiency and detention amount

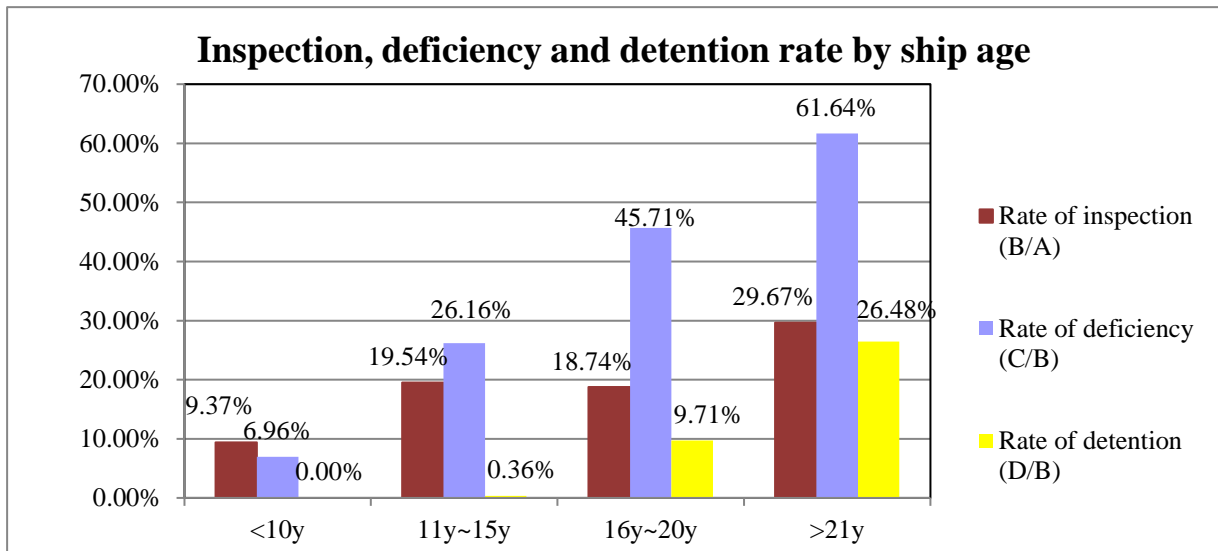


Fig 11 PSC inspection, deficiency and detention rate

## 7. Implementation of Port State Control on Maritime affairs centers in 2023

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

Table 7 Sum of inspection on Maritime affairs centers

2023	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	1,362	186	26	6	13.66%	13.98%	3.23%
Central MAC	2,260	221	123	11	9.78%	55.66%	4.98%
South MAC	3,117	357	129	58	11.45%	36.13%	16.25%
East MAC	188	67	21	1	35.64%	31.34%	1.49%

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

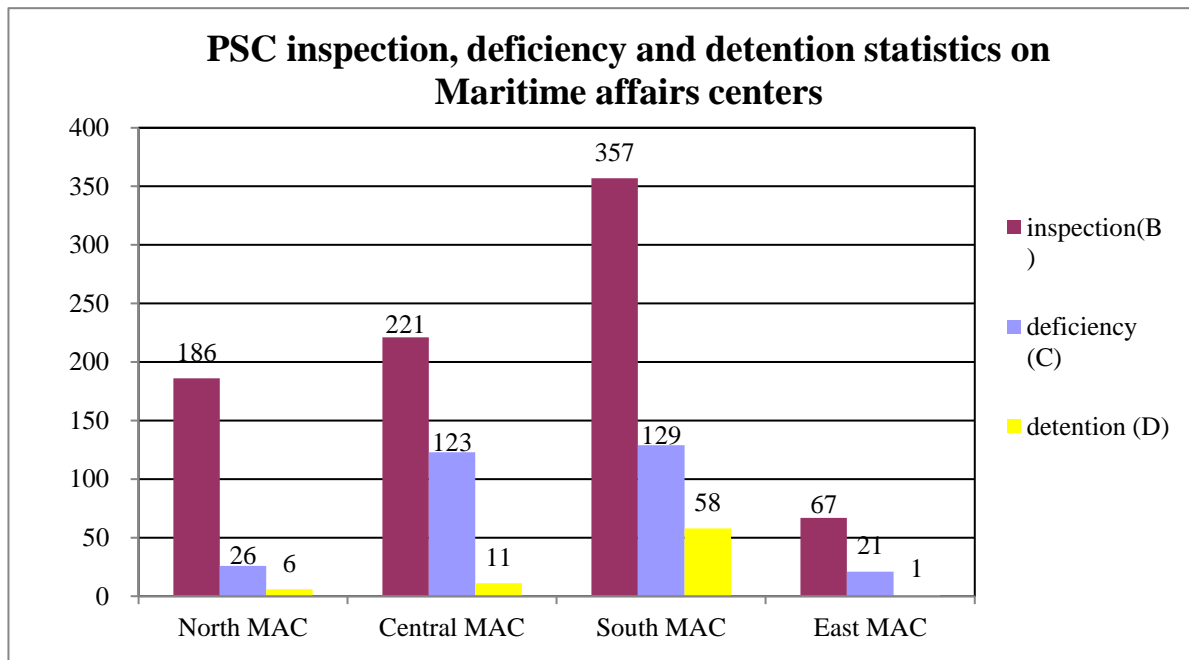


Fig 12 deficiency and detention statistics on Maritime affairs centers

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

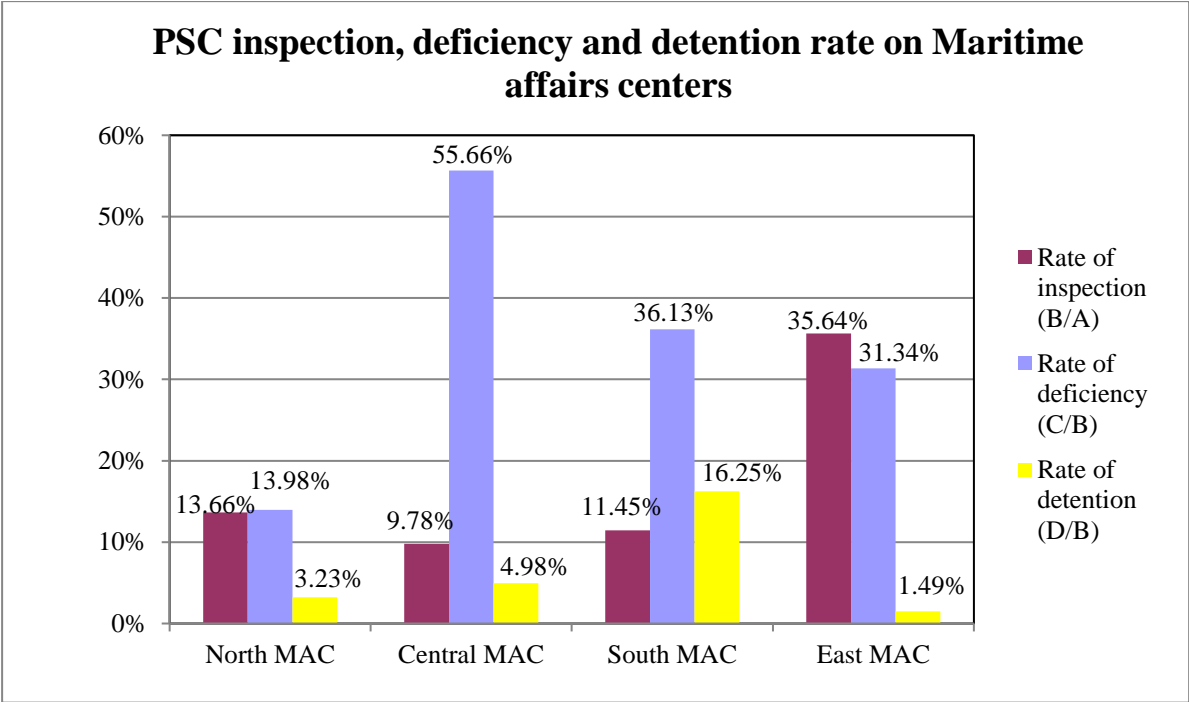


Fig 13 deficiency and detention rate on Maritime affairs centers

8. The COVID-19 situation has been slow down since May 2023, the MPB PSC has gradually resumed boarding inspections to align with international standards and effectively reduce sub-standard ships.

## V. Inspection Highlight In 2024

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 crew wages and seafarer employment agreement under MLC and cooperate with domestic professional classification societies or groups for Tokyo MOU CIC 2024.
2. Port State Control defines high-risk ships as follows, according to the MOTC in 2010:
  - 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 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】 .

- ii. Inspect some tankers and chemical vessels according to Annex II of MARPOL and the 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. 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 purposes described above, the target of inspection in 2024 is 816 ships, distributed as follows:

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 2023 and 2024

PSC inspection amount	Q1	Q2	Q3	Q4	Total	Rate of inspection
Target for inspection in 2023	204	206	204	202	816	15.00%
Inspected in 2023	228	190	212	201	831	17.25%
Target for inspection in 2024	204	206	204	202	816	15.00%

Table 9 PSC inspection amount between 2023 and 2024 by maritime affairs center

PSC inspection amount	NAC	CAC	SAC	EAC	Total
Target for inspection in 2023	184	218	349	65	816
Inspected in 2023	186	221	357	67	831
Target for inspection in 2024	184	218	349	65	816

Fig 14 Number of target & Inspected by Season during 2023-2024

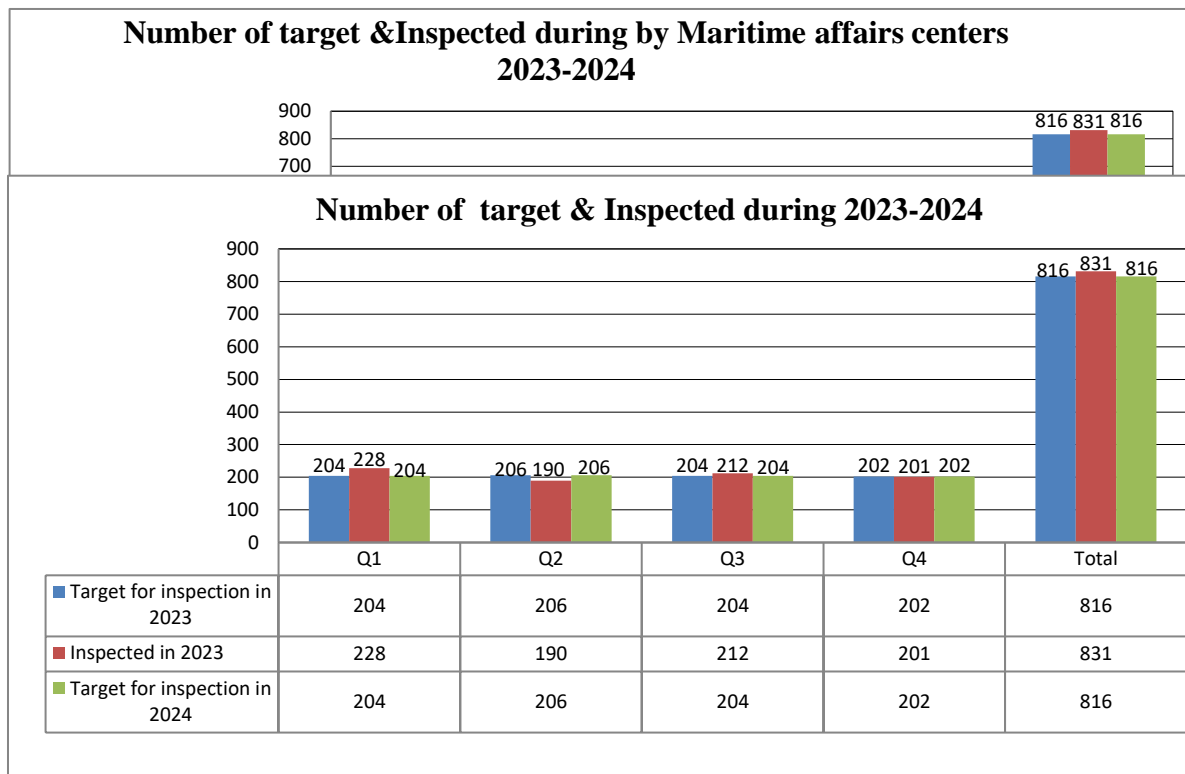


Fig 15 Number of target & Inspected during by Maritime affairs centers 2023-2024

## VII. PSCO training and recruit project in 2024

PSCOs may 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 Course 3.09 during 30th May to 17th June 2016. To cope with updates and revisions to relevant international conventions, MPB continues to collaborate with technologically advanced maritime nations, enhancing the professional skills of PSCOs.

## 1. The issues for PSCO professional training

For the purpose of enhancing the ability and quality of PSCOs, there are two projects being conducted: professional training for senior and junior officers.

(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 MLC in Tokyo MOU CIC will be held during September to November 2024, conducting the professional courses.
- ii. Training courses for PSCOs targeting specific types of vessels such as oil tankers and chemical carriers, or those with specific cargoes, in 2024.

(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 PSCOs :

(1). MPB conduct PSC inspection operations in accordance with the regulation of Maritime and Port Bureau, Ministry of Transportation and Communications. 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. There are 2 qualify persons in headquarter of MPB.
- ii. There are 14 qualify persons service on North maritime affairs center.
- iii. There are 6 qualify persons service on Central maritime affairs center.
- iv. There are 8 qualify persons service on South maritime affairs center.

- v. There are 3 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.

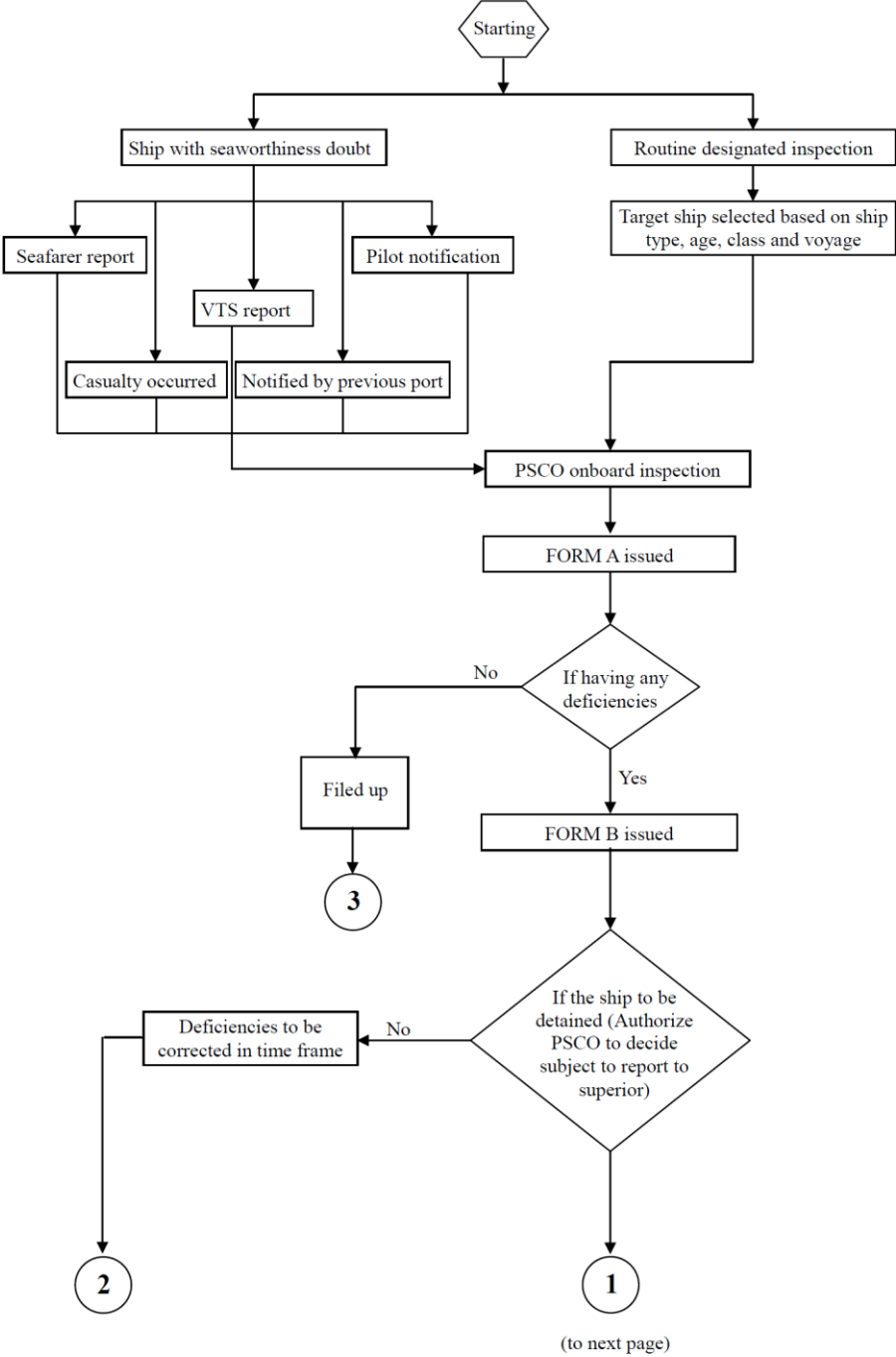
PSCO should ensure effective and harmonized inspection procedures, which are followed throughout the international regulation to maintain ship and life in safety 、 preventing environment pollution as well as kept port facilities and ship in security.

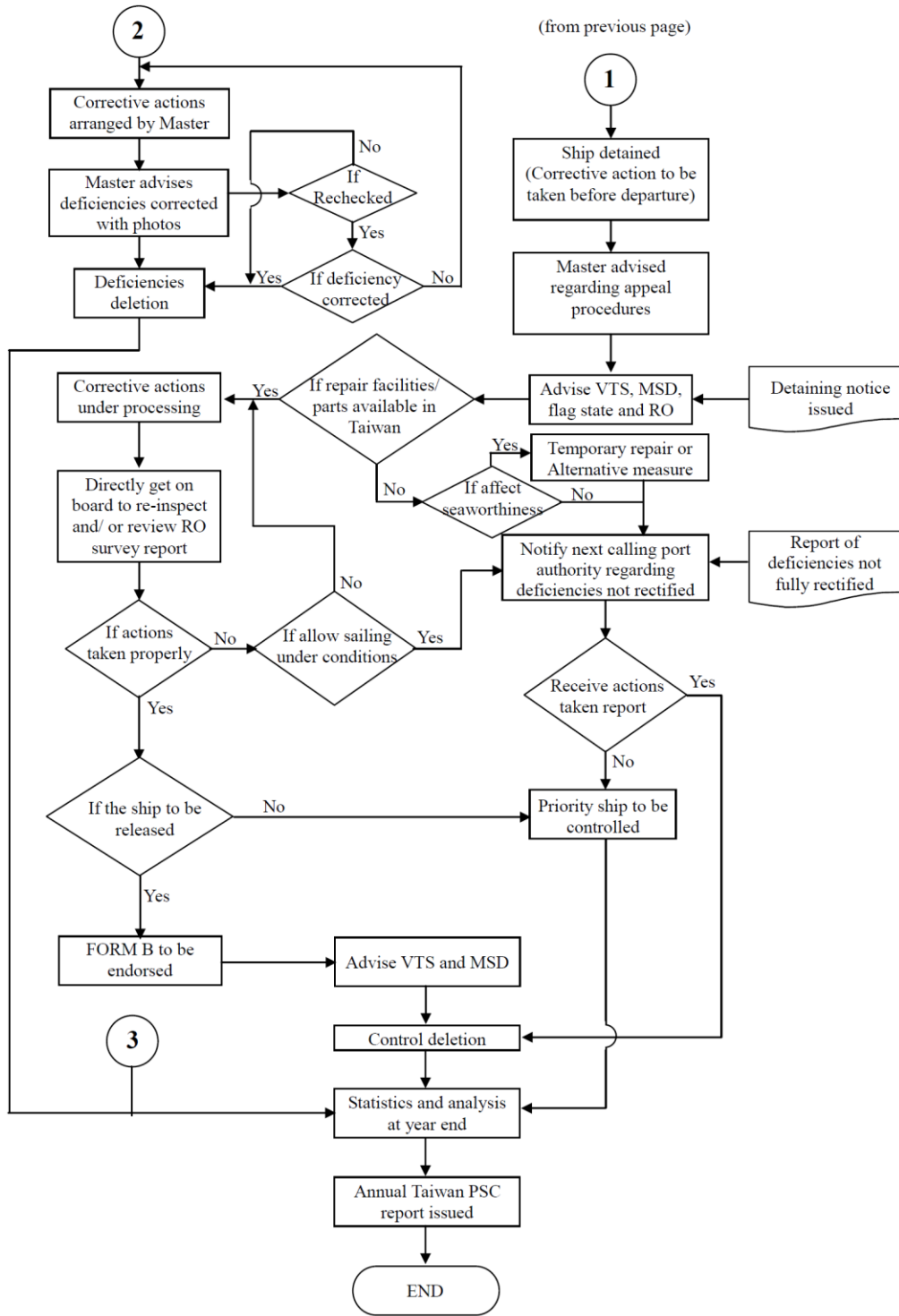
2. The Port State Control in Taiwan R.O.C has been conducted more than 10 years for vessel safety, ocean cleaning, as well as security of port facility and ships through serious inspection. In the other hand, make training for PSCOs to improve their ability and quality is necessary.
3. Port State Control Officers should inspect all ships in accordance with the Notice of 0.50% m/m sulphur content requirement for fuel oil, which came into effect on January 1, 2019, as issued by The Ministry of Transportation and Communications. Additionally, MEPC 70 decided on 'January 1, 2020' as the effective date for ships to comply with the global 0.50% m/m sulphur content requirement for fuel oil 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 announce the Procedures to adopt in Taiwan on 16 May 2022.

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

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 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 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	10458 臺北市松江路 146 號 3 樓	(02) 25230535
DNV GL Business Assurance Co., Ltd	立恩威國際驗證股份有限公司	Service.Taiwan@dnv.com	22046 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@dnv.com	806614 高雄市前鎮區成功二路 25 號 6 樓之 3	(07) 3387572
BV (Bureau Veritas-Registre)	法商法立德公證有限公司		105 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	105 臺北市松山區敦化北路 88 號 9 樓	(02) 87737235
CCS (China Classification Society)	中國船級社	ccs@ccs.org.cn	100007 北京市東直門南大街 9 號船檢大樓	
KR (Korean Register of Shipping)	韓國驗船協會	customerservice@krs.co.kr	釜山特別市江西區明知海洋城 9 路 36 (明知洞 3229-22)	070-8799-7114
LR (Lloyd's Register)	勞氏台灣船級社有限公司高雄營業所	kaohsiung@lr.org	806 高雄市前鎮區一心二路 128 號 9 樓	0966-538-231
PRS(Poland Register of Shipping)	波蘭驗船協會	info@polish-boat-registration.com	Polish Boat Registration sp. z o.o. Hoza 86 office 410, 00-682 Warsaw, Poland	+48 222 630 047

RINA	義大利驗船協會	anconaced@rina.org info@rina.org	803 高雄市鹽埕區 鹽埕街 40 巷 18 號 3 樓之 2	(07) 5324526
RS(Russian Register of Shipping)	俄羅斯驗船協會	pobox@rs-class.org international.dept@rsclass.org	8,Dvortsovata Naberezhnaya, Saint-Petersburg,Russian Federation	+7812 3802072
IR(Indian Register of Shipping)	印度驗船協會	ho@irclass.org	52A,Adi Shankaracharya Marg.Opp.Powal Lake,Powai,Mumbai 400 072-India	+91 22 3051 9800
PSR(Panama Shipping Register)	巴拿馬驗船協會	didelpr@panamashipping.com didelpr@gmail.com	0819 - 03193 VIA ESPAÑA, LA CRESTA, CALLE GABRIELA MISTRAL, CASA NO.10, Panama, Rep. of Panama	(507)263-6601 (057)263-6578
IBS(Isthmus Bureau of Shipping)	巴拿馬 IBS 驗船協會	ibs@ibs.com.pa	Williamson Place 0764, IBS Building, La Boca - Balboa, Panama	(507)211-2122