

Port State Control

2025 Annual Report

Taiwan, Republic of China



交通部航港局
Maritime and Port Bureau, MOTC

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I. Preface

1. According to the order by President of the Republic of China (90) hua tzung yi yi tz No.9000224660 Amendment to Article 50 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 TOKYO 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:

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 inspection to deter vessels with potential seaworthiness issues. 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

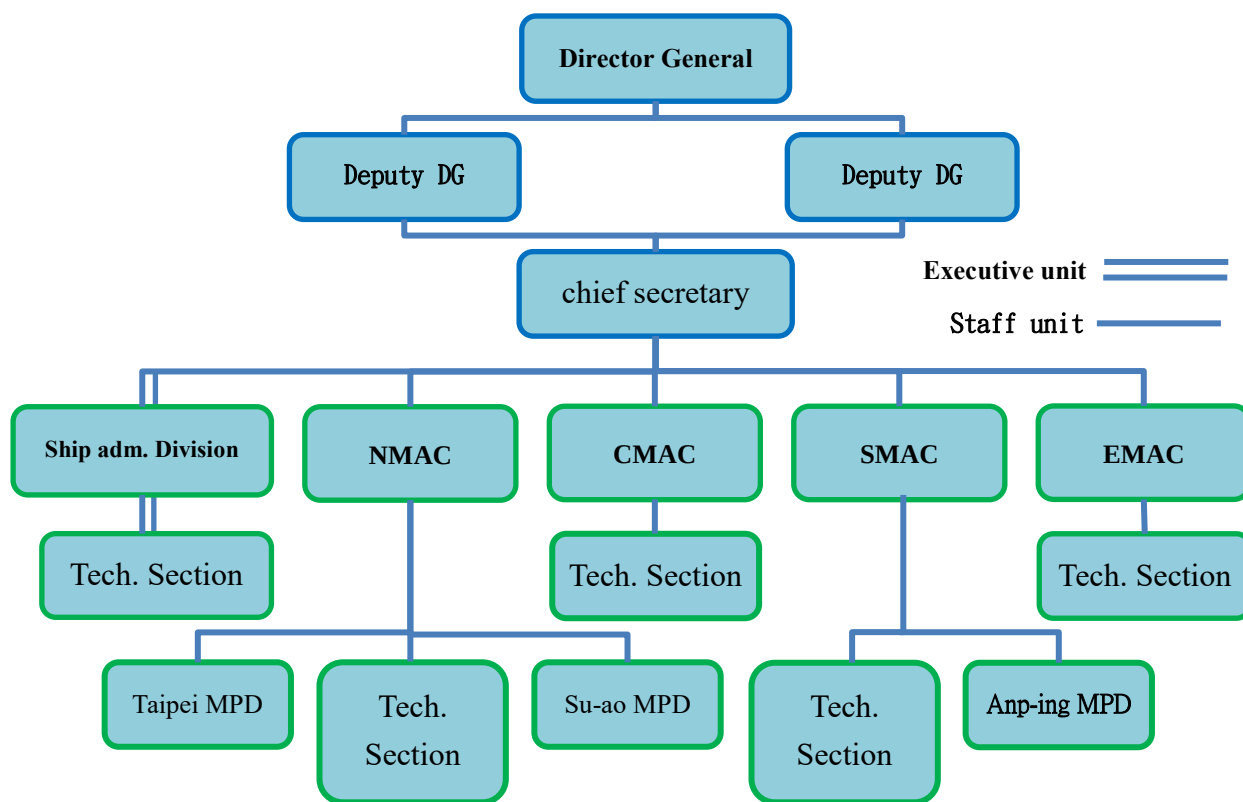


Fig 1 Organization Chart of PSC

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 :smwang@motcmpb.gov.tw

North Taiwan Maritime Affairs Center :

Chief: Nan-Tien, Cheng

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

Tel:886-836-23757#15 Fax:886-2-24284319

E-mail : ntcheng @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: Kuei-Sen, Yang

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

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

E-mail : ksyang@motcmpb.gov.tw

East Taiwan Maritime Affairs Center

Chief: han-yuag, Tsai

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

Tel:886-3-8227576 Fax:886-3-8224720

E-mail :hytsai@motcmpb.gov.tw

II. PSC Inspect Record during 2003-2025

1. PSC activities and performance

Ship's age more than 21 years be focused on the port state control inspect since 2003 to 2025 as Table 1.

Table 1 PSC activities and performance

2003-2024	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	19364	4153	2101	261	21.45%	50.59%	6.28%
	11y~15y	10893	2930	1474	135	26.90%	50.31%	4.61%
	16y~20y	7304	2456	1527	304	33.63%	62.17%	12.38%
	>21y	5850	4608	3763	1538	78.77%	81.66%	33.38%
	Total	43411	14147	8865	2238	32.59%	62.66%	15.82%

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 2025 as Fig 2.

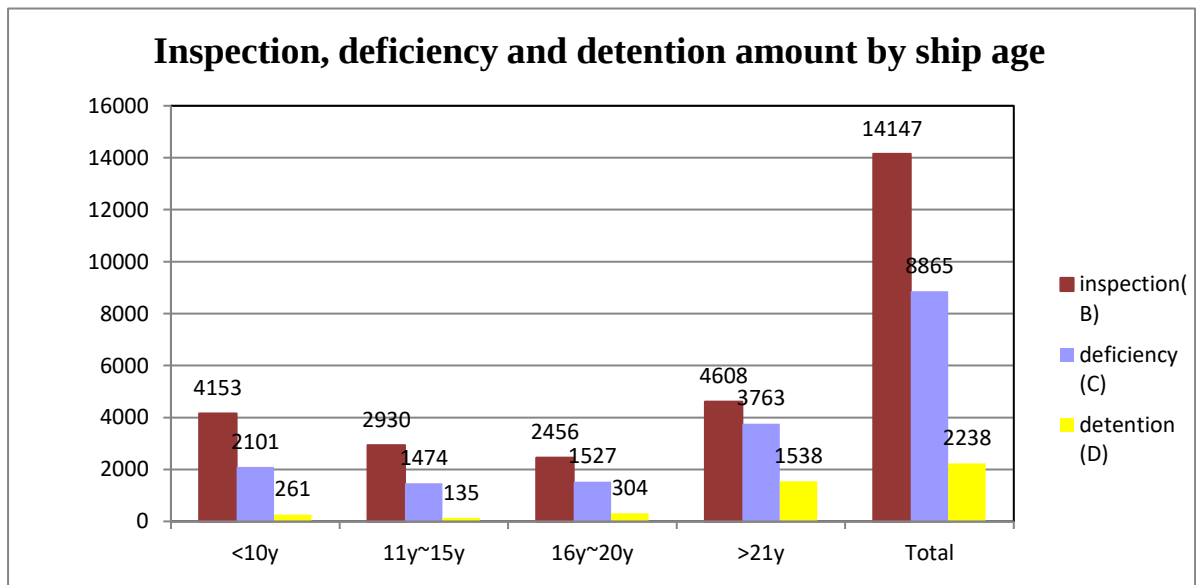


Fig 2 Inspection, deficiency and detention amount by ship age

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 2025 as Fig 3.

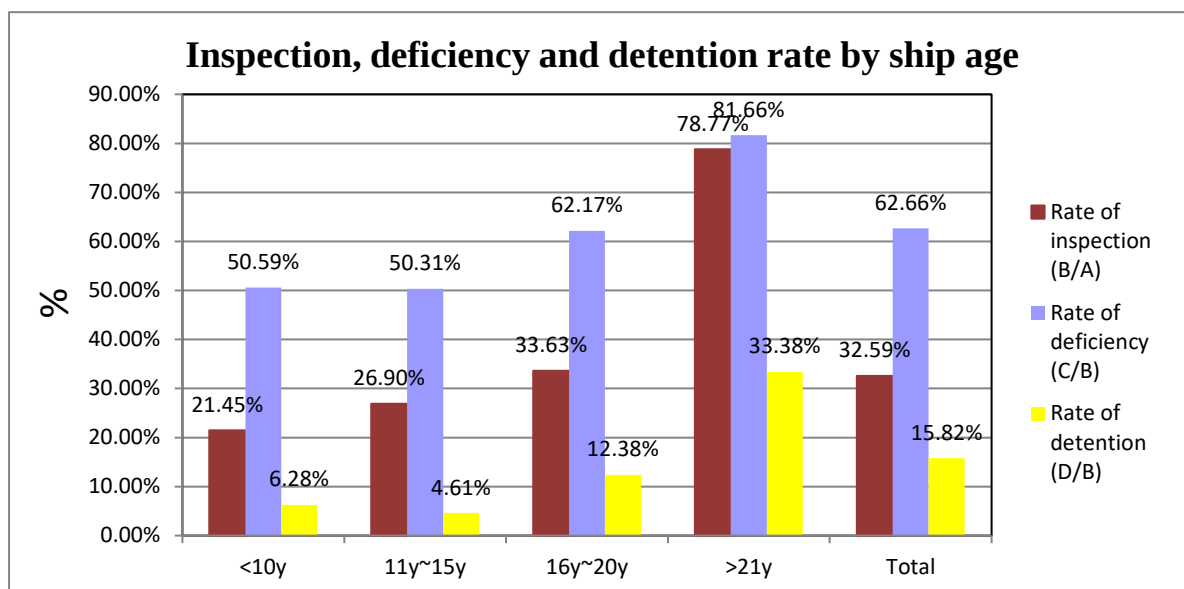


Fig 3 Inspection, deficiency and detention rate by ship age

4. PSC performance:

(1). PSC inspection amount and rate

The numbers of inspection from 140 ships to 867 ships as well as the rate of inspection from 4.65% raise to 18.79% since 2003 to 2025 as Fig 4.

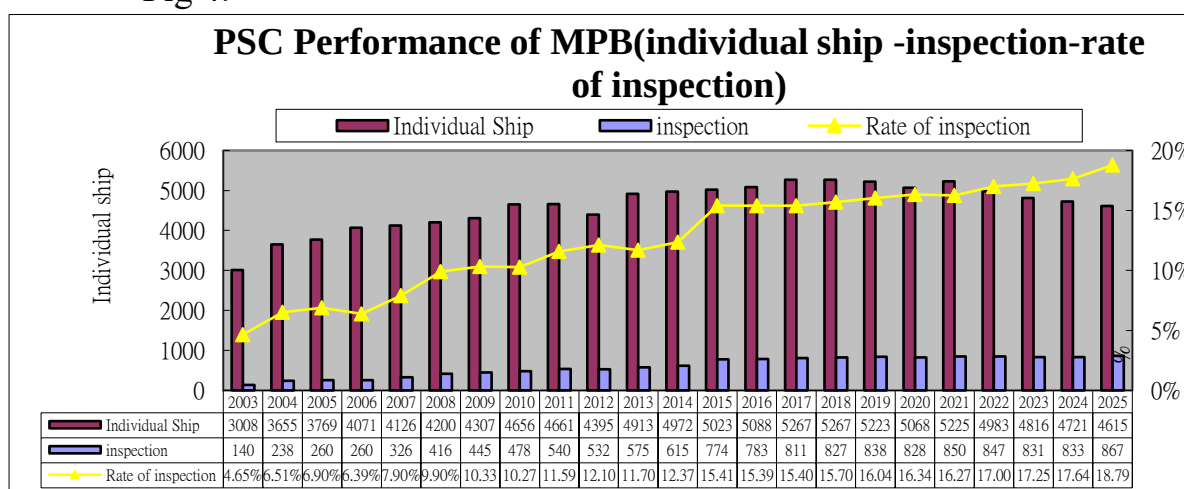


Fig 4 PSC inspection amount and rate

(2).PSC inspection deficiency amount and rate

The number of ships with deficiencies increased from 104 in 2003 to a peak of 635 in 2015, followed by a gradual decline thereafter. In 2025, following the implementation of a targeted inspection campaign (5 black flags, as Mongolia, Cameroon, Togo, Sierra Leone and Tanzania) the number of ships with deficiencies increased to 531, with a deficiency rate of 61.25%, as shown in Fig. 5.

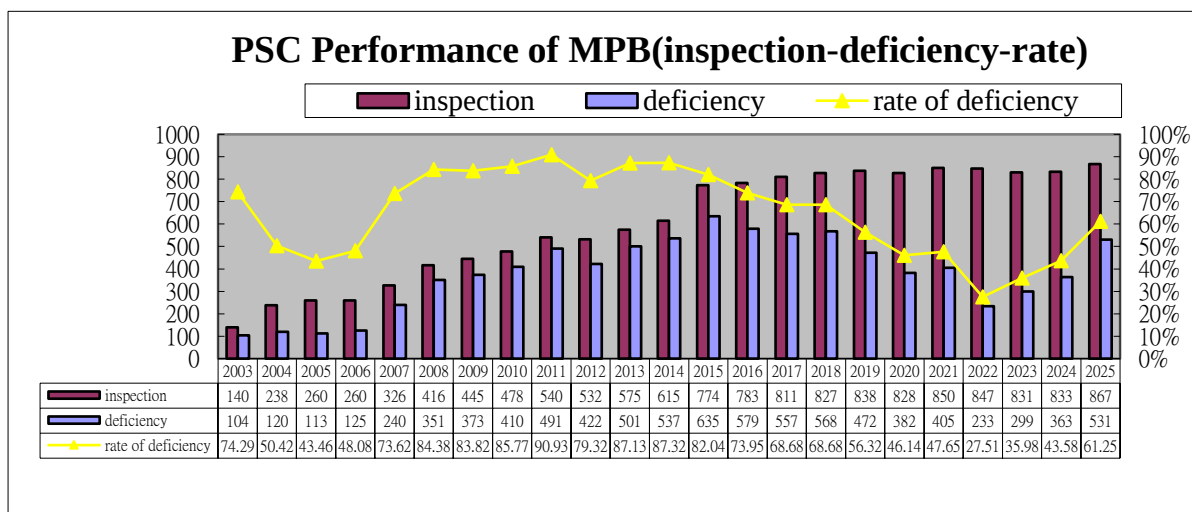


Fig 5 PSC inspection deficiency amount and rate

(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 rate of detention suffered decreasing to 3.42% in 2022. While following the implementation of a targeted inspection campaign (5 black flags, as Mongolia, Cameroon, Togo, Sierra Leone and Tanzania) in 2025, the numbers of detention ship increase to 155 ships, with a detention rate of 17.88%, as Fig 6.

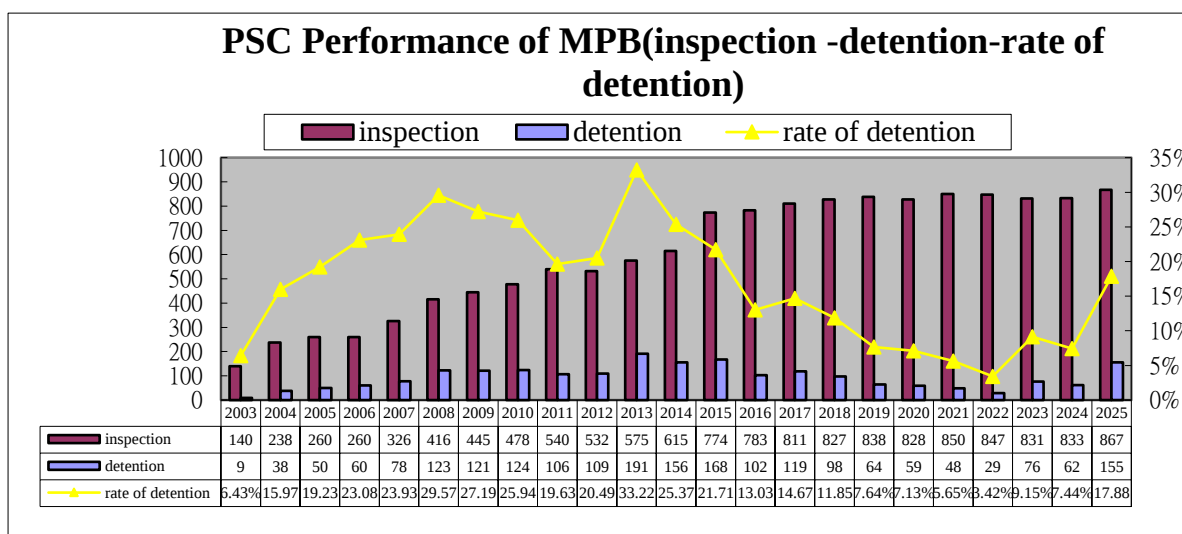


Fig 6 PSC inspection detention amount and rate

III. Inspect Highlight in 2025

1. Cooperated with Tokyo MOU & Paris MOU announcements to carry out the PSC concentrated inspection campaign (CIC) on Ballast Water Management (BWM) in 2025.
2. 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】
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 2025. 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 2025 amount of individual ships .

The statistics provide from MTNet. There are 867 ships were inspected, achieving the target value. Base on 816 ship (target of inspect amount), and 18.79% base on individual entry ship number 4,615 in 2025.

IV. 2025 PSC Performance

1. Foreign ship (Individual Ship) access to the port of Taiwan ROC were amount of 4,615 ships base on the 2025 statistics of MTNet, There are 867 ships were inspected which rate of inspect 18.79%.
2. Deficiencies types for Port State Control inspection in 2025

Analysis Major categories of deficiencies were Safety of Navigation, Fire safety, Certificate & Documentation, Life saving appliances, and Working and Living Conditions, etc. As Table 2.

Table 2 Major categories of deficiencies 2025

Deficiency	Number of deficiencies
Safety of Navigation	783
Fire Safety	647
Certificate & Documentation	486
Life Saving Appliances	409
Working and Living Conditions	405
Water/Weather Tight Conditions	378
Emergency Systems	213
Pollution Prevention	195
Radio Communications	157
Structural Conditions	147
Propulsion and Auxiliary Machinery	101
Alarms	84
Labour Conditions	71
ISM	66
Cargo Operations Including Equipment	36
ISPS	31
Dangerous goods	5
Other	330

3. Statistic List of ship types for Port State Control inspection in 2025

A total of 867 ships were inspected by port state control in 2025. There were 324 ships of bulk carrier, 271 ships of general cargo, 103 ships of oil tanker, and 55 ships of full container. PSC inspection focus on the high risk ship of bulk carrier 、 general cargo 、 oil tanker and full container as Table 3 and Fig 7.

Table 3 PSC inspection amount by ship type

Ship Type	Inspection	Percentage
BULK CARRIER	324	37.4%
GENERAL CARGO SHIP	271	31.3%
OIL TANKER	103	11.9%
FULL CONTAINER SHIP	55	6.3%
OIL & CHEMICALS TANKER	36	4.2%
MULTI-PURPOSE SHIP	19	2.2%
Mud Barge	10	1.2%
Chemical Tanker	9	1.0%
OTHER	40	4.6%
TOTAL	867	100.0%

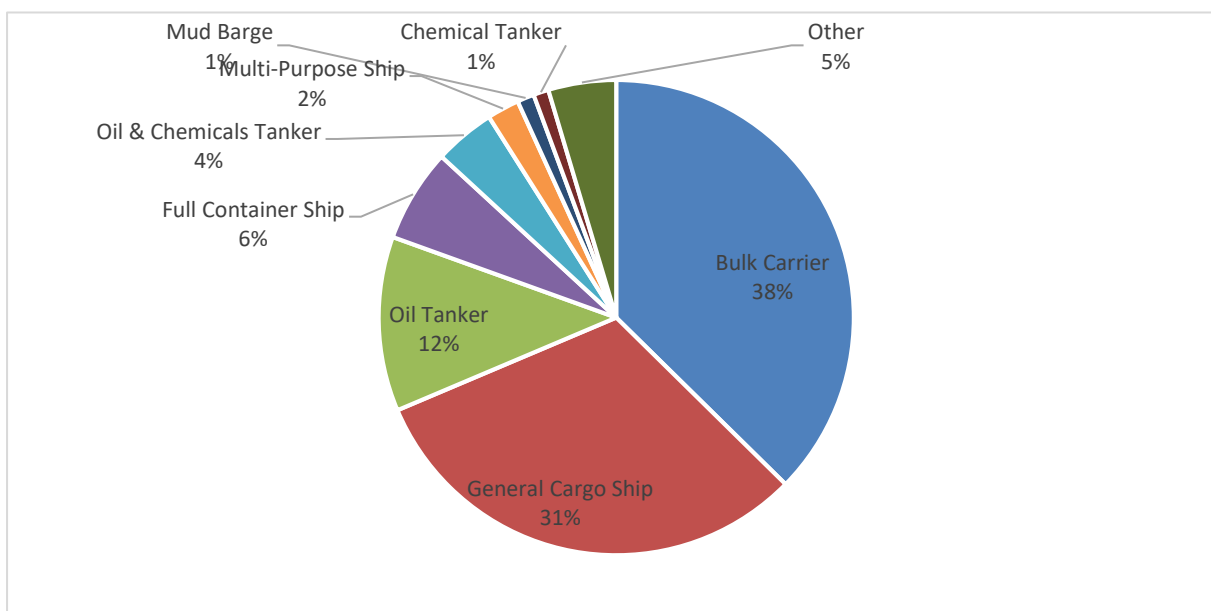


Fig 7 PSC inspection amount by ship type

4. Inspection efforts of Flag state ship in 2025

Under statistical analysis Port State control inspection to sequence in order, were Panama 226, Sierra Leone 82, Hong Kong 60, Liberia 52, Mongolia 49, Tanzania 46, Mainland China 45, Marshall Islands 42, Singapore 35, Belize 27, etc. As Table 4 and Fig 8.

Table 4 PSC inspection amount by flag state

Flag	Inspection	Percentage
Panama	226	26%
Sierra Leone	82	9%
Hong Kong	60	7%
Liberia	52	6%
Mongolia	49	6%
Tanzania	46	5%
Mainland China	45	5%
Marshall Islands	42	5%
Singapore	35	4%
Belize	27	3%
Republic of Korea	27	3%
Comoros	17	2%
Vietnam	14	2%
Togo	13	1%
Other	132	15%
Total	867	100%

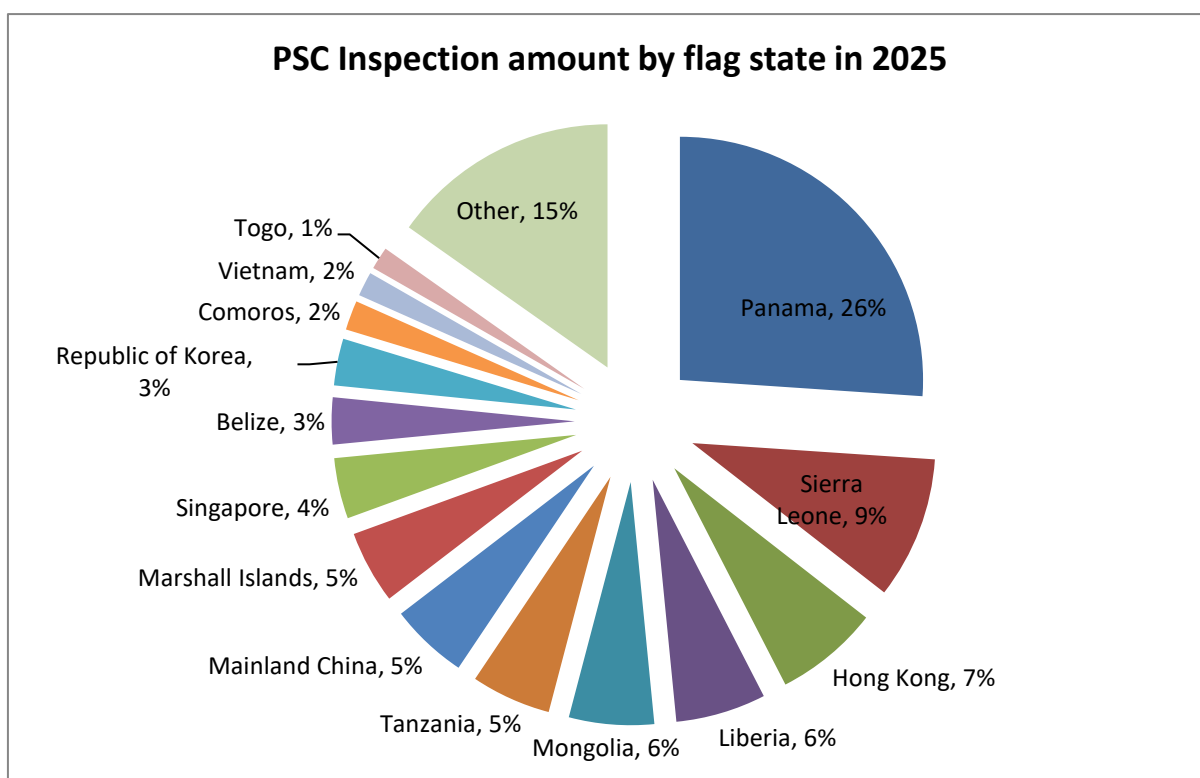


Fig 8 PSC inspection amount by flag state

5. Implementation of Port State Control in 2025

General categories on port state control inspection by age of vessel as Table 5, Fig 9 and Fig 10.

Table 5 General categories on port state control inspection by age of vessel

2024	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	1710	113	33	4	6.61%	29.20%	3.54%
	11y~15y	983	151	49	1	15.36%	32.45%	0.66%
	16y~20y	1127	183	92	5	16.24%	50.27%	2.73%
	>21y	795	420	357	145	52.83%	85.00%	34.52%
	Total	4615	867	531	155	18.79%	61.25%	17.88%

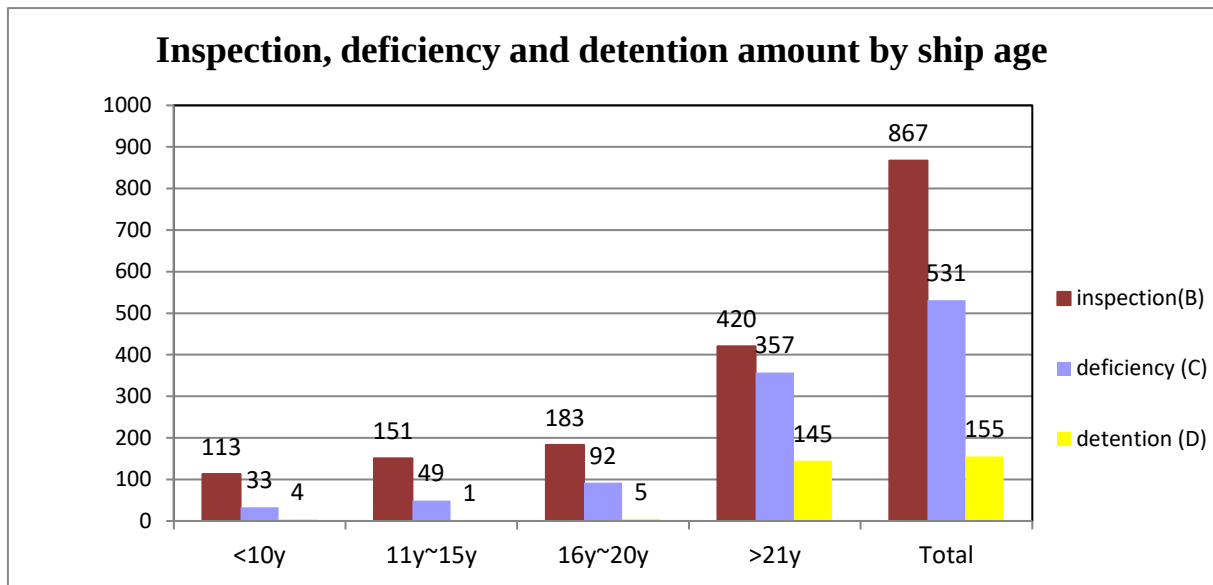


Fig 9 PSC inspection, deficiency and detention amount

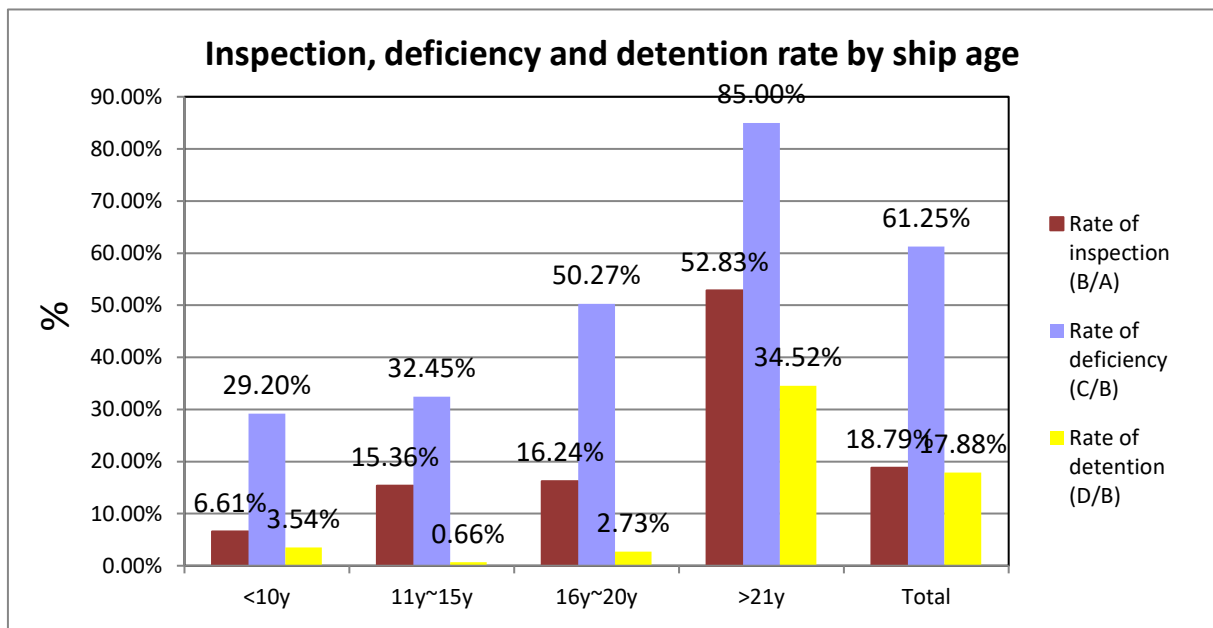


Fig 10 PSC inspection, deficiency and detention rate

6. Implementation of Port State Control on Maritime affairs centers in 2025

(1). Sum of inspection on Maritime affairs centers (Table 6)

Table 6 Sum of inspection on Maritime affairs centers

2025	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	1,231	197	91	41	16.00%	46.19%	20.81%
Central MAC	2,244	233	181	14	10.38%	77.68%	6.01%
South MAC	3,964	370	204	94	9.33%	55.14%	25.41%
East MAC	173	67	55	6	38.73%	82.09%	8.96%

(2). PSC inspection, deficiency and detention statistics on Maritime affairs centers (Fig 11)

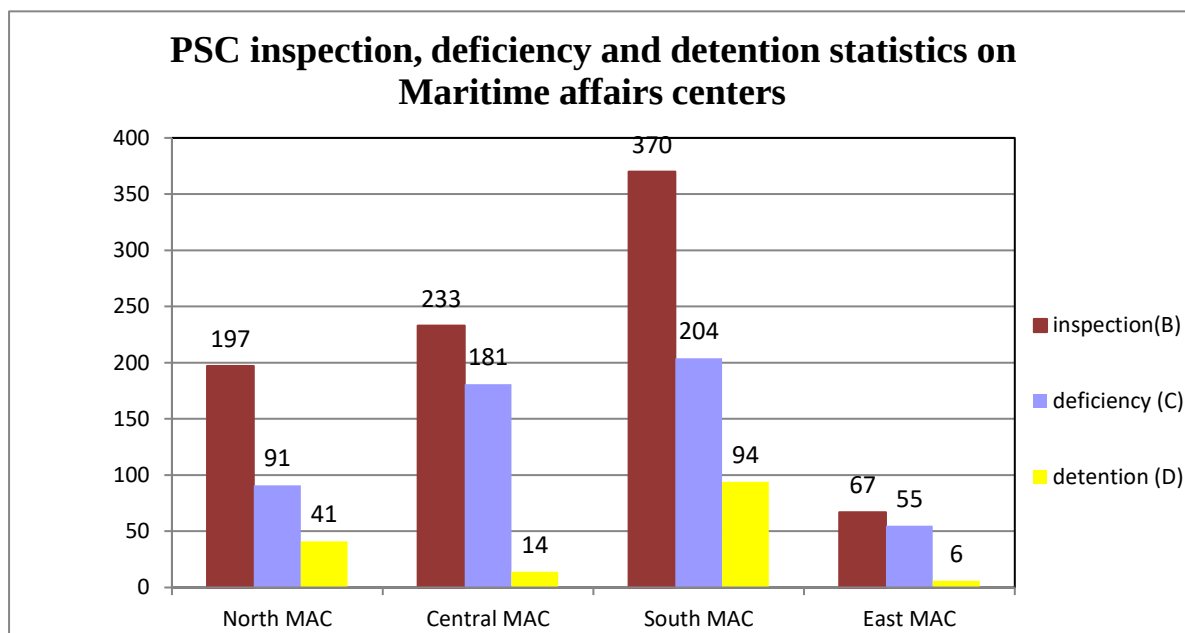


Fig 11 deficiency and detention statistics on Maritime affairs centers

(3). PSC inspection, deficiency and detention rate on Maritime affairs centers (Fig 12)

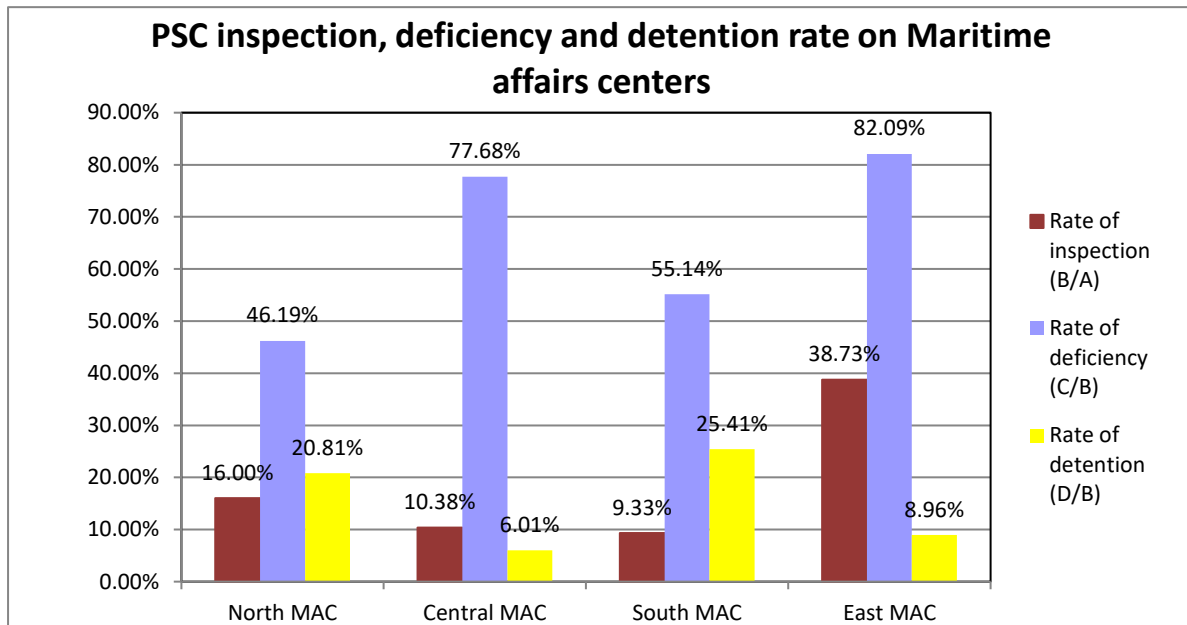


Fig 12 deficiency and detention rate on Maritime affairs centers

V. Inspection Highlight In 2026

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 Cargo Securing and cooperate with domestic professional classification societies or groups for Tokyo MOU CIC 2026.
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 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. 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. 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.
- 7. In recent years, it has been observed that inadequate management by certain flag States has resulted in vessels frequently remaining in prolonged lay-

up along our coastal areas, posing potential risks to port safety and the environment. Therefore, it is planned to increase the inspection frequency for specific high-risk flag States, with the aim of preventing substandard vessels with questionable seaworthiness from entering our international commercial ports.

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 2026 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 7 and Fig 13.

Table 7 PSC inspection amount between 2025 and 2026 by maritime affairs center

PSC inspection amount	NAC	CAC	SAC	EAC	Total
Target for inspection in 2025	184	218	349	65	816
Inspected in 2025	197	233	370	67	867
Target for inspection in 2026	184	218	349	65	816

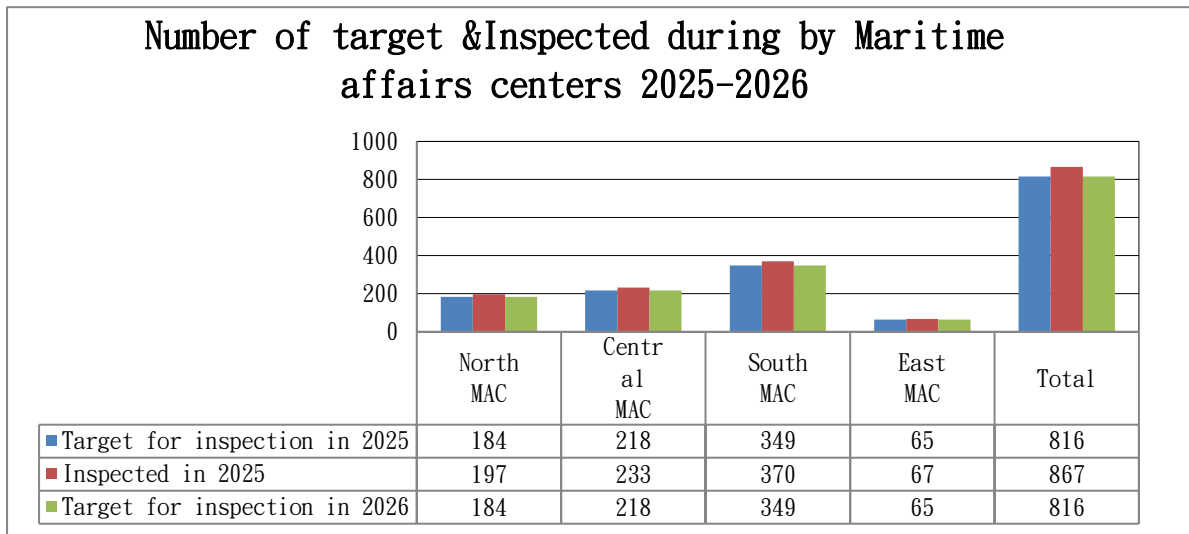


Fig 13 Number of target & Inspected during by Maritime affairs centers 2025-2026

VII. PSCO training and recruit project in 2026

PSCO could not be dedicated to the job of PSC inspection due to personal promotion or retirement. To address the manpower needs for PSC inspections, MPB conducted a foundational training program for Convention Officers (PSCOs) from May 30 to June 17, 2016, based on the IMO Model Course 3.09 on Port State Control. New recruits were trained and began performing PSC duties in 2017. 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 enhance ability and quality of PSCO, There are two project be conducted which Professional training for Senior and junior.

(1).Specifically training : MPB through the Canada-Taiwan MOU on Maritime Systems Technology Program, as well as in collaboration with relevant classification societies and survey centers, conducts training programs for senior port State control officers. These training efforts incorporate the current inspection priorities of both the Paris MoU and Tokyo MoU, with the aim of aligning Taiwan's port State control system with international standards and practices.

i. In 2026, in line with the Tokyo MoU Concentrated Inspection Campaign (CIC), classroom training will be conducted focusing on Cargo Securing.

ii. In 2026, a specialized training program is planned for gas

carriers (LNG/LPG), covering key inspection points for port State control officers related to the IGC Code and IBC Code.

(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.1206(34) 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 13 qualify persons service on North maritime affairs center.
- ii. There are 8 qualify persons service on Central maritime affairs center.
- iii. There are 8 qualify persons service on South maritime affairs center.
- iv. There are 5 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.

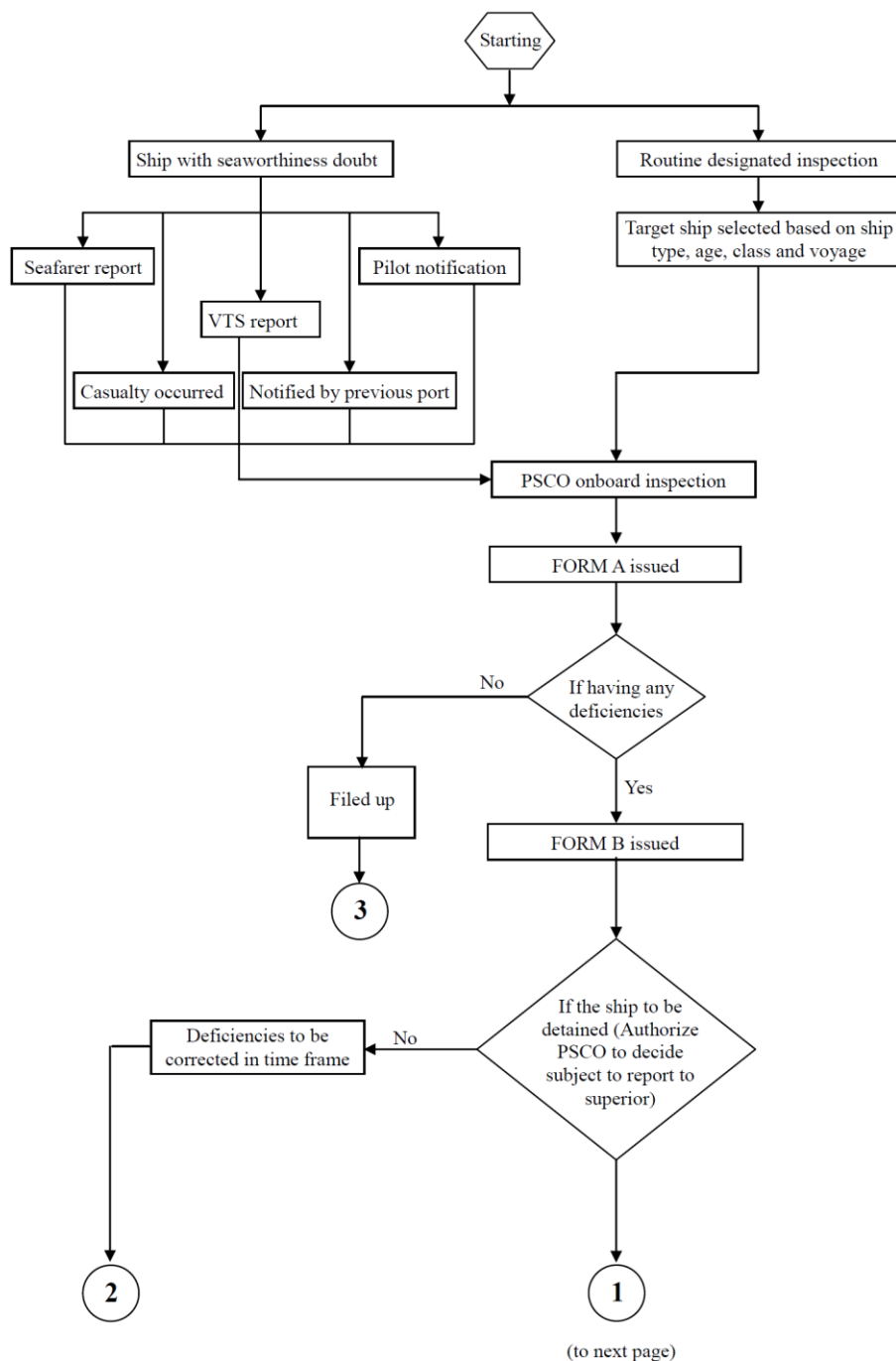
PSCO should ensure effective and harmonized inspection procedures, which are followed throughout the international regulation to maintain ship and life in safety 、 preventing environment pollution as well as kept port facilities and ship in security.

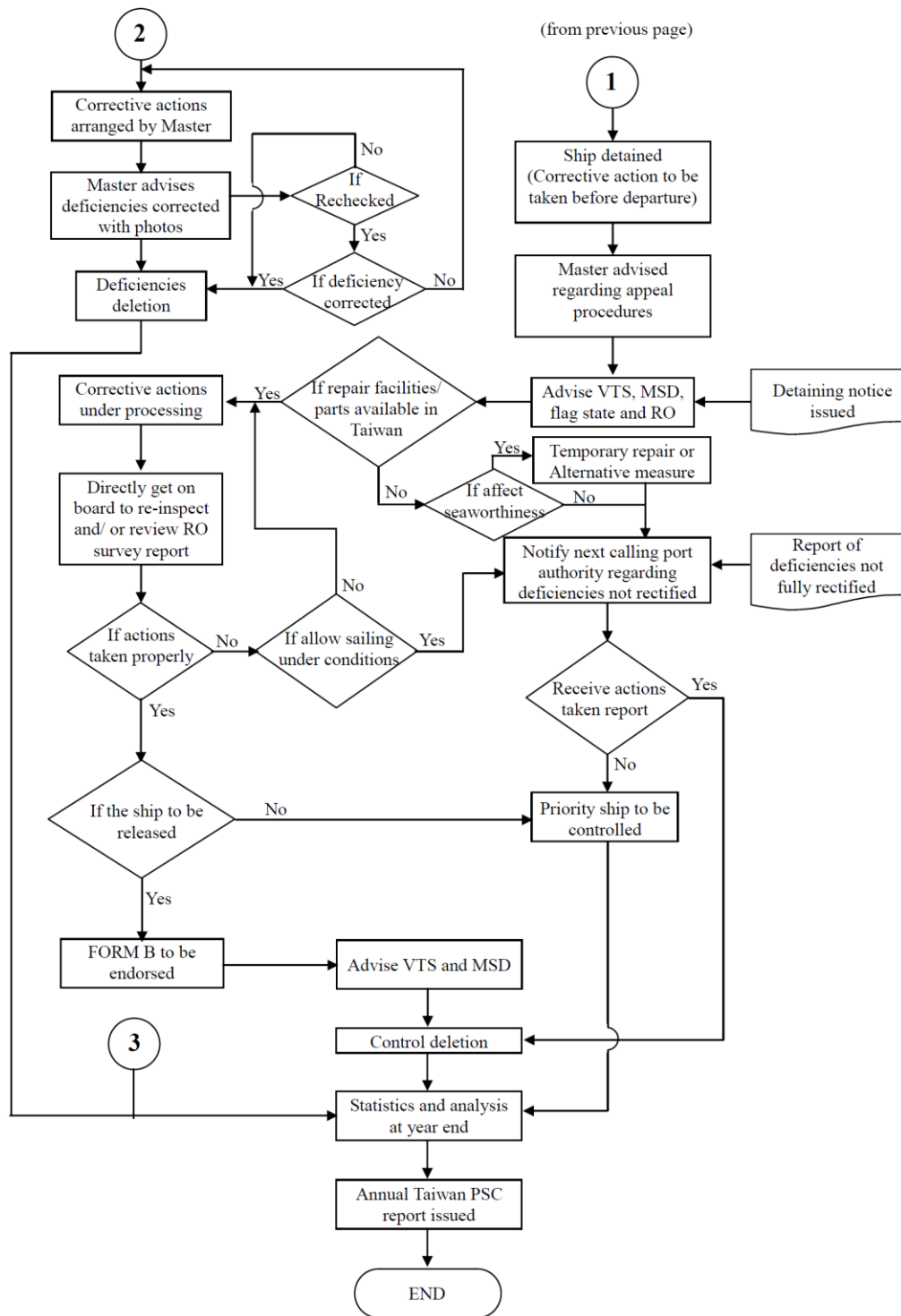
2. The Port State Control in Taiwan R.O.C has been conducted more than 10 years for vessel safety, ocean cleaning, as well as security of port facility and ships through serious inspection. In the other hand, make training for PSCOs to improve their ability and quality is necessary.
3. Port State Control 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. 1206(34) to revise the “Procedures for port State control, 2025” and MOTC announce the Procedures to adopt in Taiwan on 12th March 2026.

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. ☐ DG ☐ Chemical ☐ 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 ; ship@motcmpb.gov.tw

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

20 Item No.	21 Def. ¹⁾ Code	22 Nature of deficiency ²⁾	23 Convention ³⁾	24 Action taken ⁴⁾	25 Responsible RO ⁵⁾
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[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)

- 1) 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.
- 4) 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 (American 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 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) 3387571
BV (Bureau Veritas-Register)	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	(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)	勞氏驗船協會	kaohsiung@lr.org	830 高雄市鳳山區福誠二街 145 號 14 樓	0912-734-021
PRS(Poland Register of Shipping)	波蘭驗船協會	info@polish-boat-registration.com	Polish Boat Registration sp. z o.o. Hoża 86 office 410, 00-682 Warsaw, Poland	+48 58 346 17 00

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.de pt@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 9400
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- 1160
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