

ASSEMBLY  
27th session  
Agenda item 9

A 27/Res.1052  
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**Resolution A.1052(27)**

**Adopted on 30 November 2011  
(Agenda item 9)**

**PROCEDURES FOR PORT STATE CONTROL, 2011**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization regarding the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.787(19), by which it adopted the Procedures for Port State Control, and resolution A.882(21), by which it adopted amendments thereto,

RECALLING FURTHER that, at its twenty-first session, when adopting resolution A.882(21), it requested the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Procedures, as amended, under review, on the basis of experience gained from their implementation,

RECOGNIZING that efforts by port States have greatly contributed to enhanced maritime safety and security, and prevention of marine pollution,

RECOGNIZING ALSO the need to update the Procedures, as amended, to take account of the amendments to IMO instruments which have entered into force or have become effective since the adoption of resolutions A.787(19) and A.882(21),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-ninth session, and the Marine Environment Protection Committee, at its sixty-second session,

1. ADOPTS the Procedures for Port State Control, 2011, as set out in the Annex to the present resolution;
2. INVITES Governments, when exercising port State control, to implement the aforementioned Procedures;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Procedures under review and to amend them as necessary;
4. REVOKES resolutions A.787(19) and A.882(21).

1.7.9 **Stoppage of an operation:** Formal prohibition against a ship to continue an operation due to an identified deficiency(ies) which, singly or together, render the continuation of such operation hazardous.

1.7.10 **Substandard ship:** A ship whose hull, machinery, equipment or operational safety is substantially below the standards required by the relevant convention or whose crew is not in conformance with the safe manning document.

1.7.11 **Valid certificates:** A certificate that has been issued directly by a Party to a relevant convention or on its behalf by a recognized organization and contains accurate and effective dates meets the provisions of the relevant convention and to which the particulars of the ship, its crew and its equipment correspond.

## 1.8 PROFESSIONAL PROFILE OF PSCOs

1.8.1 Port State control should be carried out only by qualified PSCOs who fulfil the qualifications and training specified in section 1.9.

1.8.2 When the required professional expertise cannot be provided by the PSCO, the PSCO may be assisted by any person with the required expertise, as acceptable to the port State.

1.8.3 The PSCOs and the persons assisting them should have no commercial interest, either in the port of inspection, or in the ships inspected, nor should PSCOs be employed by, or undertake work on behalf of, recognized organizations.

1.8.4 A PSCO should carry a personal document in the form of an identity card issued by the port State and indicating that the PSCO is authorized to carry out the control.

## 1.9 QUALIFICATION AND TRAINING REQUIREMENTS OF PSCOs

1.9.1 The PSCO should be an experienced officer qualified as flag State surveyor.

1.9.2 The PSCO should be able to communicate in English with the key crew.

1.9.3 Training should be provided for PSCOs to give the necessary knowledge of the provisions of the applicable conventions which are relevant to the conduct of port State control, taking into account the latest IMO Model Courses for port State control.

1.9.4 In specifying the qualifications and training requirements for PSCOs, the Administration should take into account, as appropriate, which of the internationally agreed instruments are relevant for the control by the port State and the variety of types of ships which may enter its ports.

1.9.5 PSCOs carrying out inspections of operational requirements should be qualified as a master or chief engineer and have appropriate seagoing experience, or have qualifications from an institution recognized by the Administration in a maritime related field and have specialized training to ensure adequate competence and skill, or be a qualified officer of the Administration with an equivalent level of experience and training, for performing inspections of the relevant operational requirements.