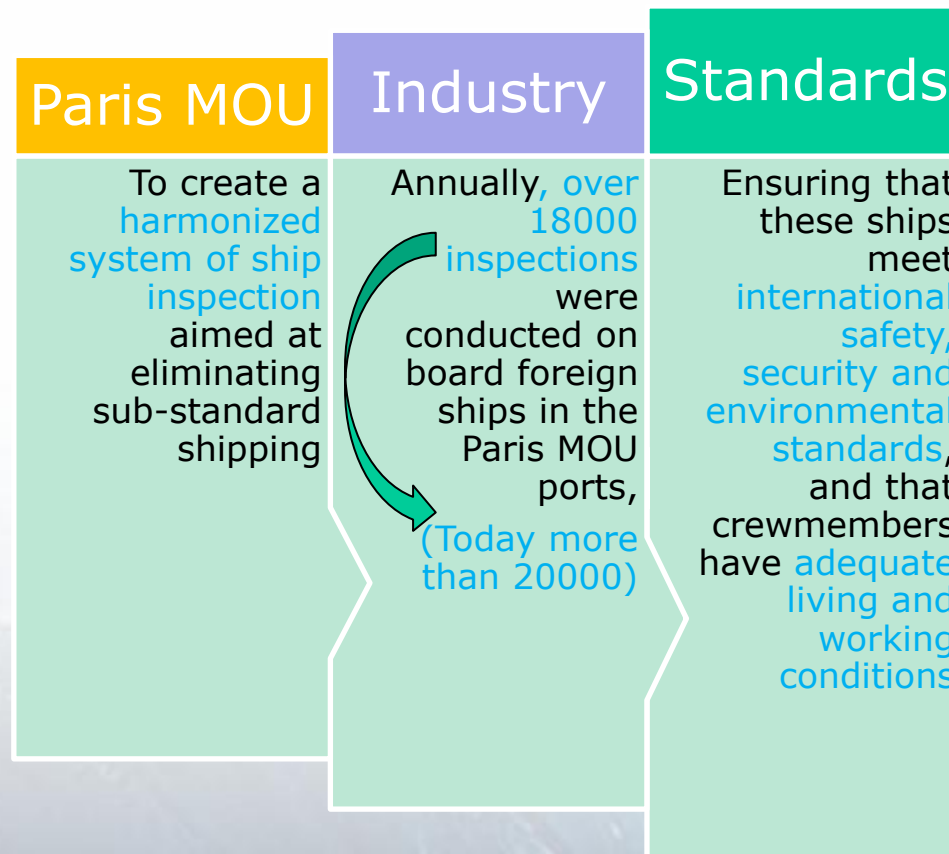


Code of Good Practice for PSCOs

**Training
on practical aspects of
PSC & ROPAX Lisbon
28-29 June 2012**

Requirement for a Code



Objective of the Code

To help
PSCOs to
conduct
inspections to
the highest
professional
level

PSCOs are
the tool for
achieving the
aims of the
Paris
MoU/PSC

PSCOs are
the daily
contact with
the industry

Acting
professionally
gives greater
credibility to
PSCOs and
their findings



Code of good Practice for PSCOs

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PORT STATE CONTROL COMMITTEE INSTRUCTION 41/2008/07

CODE OF GOOD PRACTICE FOR PORT STATE CONTROL OFFICERS CONDUCTING INSPECTIONS WITHIN THE FRAMEWORK OF THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

1

Introduction

This document provides guidelines regarding the standards of integrity, professionalism and transparency that the Paris Memorandum of Understanding on Port State Control (Paris MOU) expects of all Port State Control Officers (PSCOs) who are involved in or associated with port State control inspections. Co-operating members are invited to apply the Code. The Port State Control Committee, as the Executive Body of the Paris MOU, may modify the Code.

2 Objective

The Paris MOU was put in place in order to create a harmonized system of ship inspection aimed at eliminating the operation of sub-standard foreign flag merchant ships visiting the European and North Atlantic basin ports. Annually, over 18000 inspections are conducted on board foreign ships in the Paris MOU ports, ensuring that these ships meet international safety, security and environmental standards, and that crewmembers have adequate living and working conditions.

The object of this Code is to assist PSCOs in conducting their inspections to the highest

PROFESSIONAL LEVEL !!!

Code of good Practice for PSCOs

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
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IMO

E

Ref. T5/1.11(f)

MSC-MEPC.4/Circ.2
1 November 2007

PORT STATE CONTROL-RELATED MATTERS¹


CODE OF GOOD PRACTICE FOR PORT STATE CONTROL OFFICERS

1 The Marine Environment Protection Committee, at its fifty-sixth session (9 to 13 July 2007), and the Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), approved the text of the Code of good practice for port State control officers.

2 Member Governments and regional port State control regimes are invited to apply the Code of good practice for port State control officers as appropriate and to bring it to the attention of officials exercising port and coastal State actions and other parties, as appropriate.

Code of good Practice for PSCOs

Fundamental principles

- 
- ▼ Integrity
 - ▼ Professionalism
 - ▼ Transparency

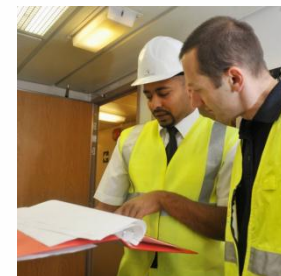
- ▼ Annex 1 list of actions and behaviours.

Code of good Practice for PSCOs

- Standard of behaviour expected from PSCOs
 - act within the law
 - follow government rules
 - act in a fair, open, impartial and consistent manner



Actions and Behaviour



Professional judgement in carrying out duties

Respect

- Do **not be prejudiced** by the race, religion or nationality of the crew
- Respect the **authority** of the Master
- Be **polite** but professional and firm as required

Actions and Behaviour

Conduct of inspection



- Comply with all health, safety and security requirements
- Apply the procedures of PSC and the Convention requirements consistent and professional, **but pragmatic**
- Explain the reason for the inspection, but **do not reveal** the identity of a person making a complaint

Actions and Behaviour

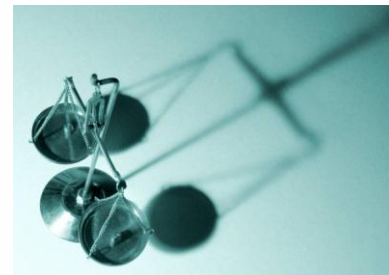
Disagreements



- Deal with any disagreement **calmly** and **patiently**
- Advise the master of the complaints procedure if the disagreement cannot be resolved within a reasonable time
- Advise the Master of the **review procedure** as well as the national right of **appeal** in the case of detention

Actions and Behaviour

Impartiality



- Be **independent** and do not have any commercial interest in the ports and ships inspected or companies providing services in that port.
- Be **free** to make decisions based on the findings of the inspection and not on any commercial considerations of the port.

Actions and Behaviour

Impartiality (cont.)

- Firmly **refuse** any attempts of bribery and **report** any case to the competent authority
- Not misuse their authority for gain



12

Updating knowledge

- Update you technical knowledge **regularly**

Actions and Behaviour

**IF YOU FOLLOW THE CODE YOU WILL ACT AS
A TRUE PROFESSIONAL !!!!**

13



Code of good Practice for PSCOs

SOME INDUSTRY DEVELOPMENTS...



ANNUAL REPORT

QUESTIONNAIRE REGARDING THE CONDUCT OF THE INSPECTOR (= ANNEX 1 IN QUESTIONNAIRE FORM; DID HE INTRODUCE HIMSELF PROPERLY, DID HE WEAR PPE, DID HE TREAT YOU WITH RESPECT.....(SOME 25 QUESTIONS...))

TO BE FILLED (by the crew) AFTER EACH PSC INSPECTION.



We launched our Vetting Inspection Feedback e-database and our Port State Control Inspection Feedback e-database to enable confidential feedback to be shared on vetting inspections regarding compliance with the SIRE Inspector code of conduct and compliance with IMO PSCO code of conduct.

What equipment, including personal equipment, to take on board?

- Individual Protective Equipment for the PSCOs (Helmet, Ear defenders, Jacket, Safety shoes, Gloves etc.)
- Overall, plus High Visibility marks;
- Mobile phone (attention on tankers etc.);
- Hammer
- ID
- Torch
- Camera

Safety?



Pre-inspection process

Additionally may be:

- Gas detector for the entry of enclosed spaces, (e.g. ballast tanks – CO₂ / O₂);
- Explosion meter;
- VHF radio for drills and for contact ashore;
- Lifejacket if boarding at an anchorage ;
- Laptop (or hard copies for reporting and of specific requirements in case the laptop is not permitted to be taken on the terminal site or perhaps in the event of breakdown of the laptop);

16

Safety?





QUESTIONS?

