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| ***Annex to the MMC Measurements to Reduce PSC Detentions*** |
| **Annex 3 - Paris MOU - Criteria for the responsibility assessment of recognized organization (RO) (1)** |
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| *In applying these criteria, last survey means the actual date when the last statutory survey (annual, periodical, intermediate, etc.) was carried out by the RO. Last survey shall not be construed as the date when the certificate was issued. Only statutory surveys have to be taken into consideration to assess the RO responsibility.* |
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| 1. Only those deficiencies which, alone or in combination, warrant detention**(2)** will be evaluated to determine RO responsibility. |
| 1. Equipment deficiencies will only be class associated where equipment is covered by a RO survey or where RO has issued certification. |
| 1. Accidental damage suffered on a ship’s voyage to a port will not be class related **(3).** |
| 1. Serious wastage or other structural deficiencies not caused by voyage damage will be listed as a RO responsibility. |
| 1. Outdated equipment will not be associated with the RO unless outdated at the time of the last survey conducted by RO. |
| 1. Absence of highly pilferable equipment will generally not be listed as a CS responsibility - unless a large quantity is missing, and inspection is taking place within 90 days of the last survey conducted by RO. |
| 1. Expired statutory certificates will not be associated with the RO unless the certificates were not endorsed or were improperly issued by the RO following a survey conducted on behalf of the flag State. |
| 1. Manning issues, other than those referred to in point 10, whether conducted in accordance with SOLAS or STCW, will not be listed as RO responsibility. |
| 1. A time limit of 90 days from the last survey carried out by the RO will generally be placed on equipment deficiencies, unless apparent that the deficiency is such that it would have existed at the time of the relevant survey conducted by RO*.* |
| 1. Failure of human factor issues related to operational drills and tests and other manning issues where required and undertaken will be associated with RO responsibility only when the RO issued the relevant certificate. |
| 1. Deficiencies in the ISM Safety Management System shall be class-related only when the CS has issued the DOC and/or SMC, whichever is relevant, and if there is clear evidence that the lack of effective and systematic implementation of a requirement of the ISM Code existed at the last audit conducted by the RO. |
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| **(1)** RO means the recognized organization carrying out safety assessment work on ships.  **(2)** Without prejudice to the professional judgment of PSCOs, annex VI to Council Directive 95/21/EC and Section 9.3 of Annex 1 to the Paris MOU provide examples of deficiencies warranting detention.  **(3)** A class-related deficiency means that the ship’s RO that carried out the relevant survey or that issued certification had a responsibility in relation with the deficiencies that alone or in combination led to detention. |
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| ***In all cases of RO responsibility, the RO will immediately be officially notified in writing.*** |