



CIRCULAR MCO – 001-2024

January 25th, 2024

FROM | MCO HEAD OFFICE – TECHNICAL DEPARTMENT
TO | SURVEYORS/ MANAGERMENTS/ OWNERS/ OPERATORS
SUBJECT | PARIS MOU PILOT ON PSC ON FISHING VESSELS

Dear all,

By this means we would like to draw your attention to a recent publication by Paris MoU in regards to a pilot on the implementation of Port State Control on fishing vessels.

Due to the increased attention on fishing vessels safety, pollution prevention as well as working and living conditions onboard, the Paris MoU will conduct a pilot in order to evaluate the implementation of harmonized approach to PSC on internationally operating fishing vessels. Pilot has been considered also due to the increasing accident statistics regarding fishing vessels as well as the increasing regulations covering fishing vessels.

Pilot on PSC on fishing vessels will be conducted in the years 2024 and 2025 and will be aimed at internationally operating fishing vessels of 24 meters and above. Criteria and context based for the pilot as follows:

- Any internationally operating fishing vessel will be visited only once a year, unless specific signals that a ship is substandard would give reason to do otherwise.
- A port State control visit is based on the rights of the port State as set out in international conventions which state port State control can be enforced.
- The visit is also for information purposes and may be used to raise awareness and inform the fishing industry of the convention requirements, where appropriate.
- Parties participating in the pilot are flexible in visiting fishing vessels. No specific targeting methodology is used.
- The collection of information will cover general information, ship particulars and compliance at a general level relating to safety, environmental requirements and living and working conditions in force in current conventions.
- Current conventions in effect which will be at least taken into account are: SOLAS, MARPOL (Annex I, IV, V, VI), STCW-F and ILO 188.
- In this pilot project of gathering information, general remarks, not specifically based on a convention requirement can be recorded as well, if deemed appropriate for information and evaluation purposes.
- Should a Port State Control Officer (PSCO) consider it necessary to detain the fishing vessel, due to non-compliance related to currently applicable conventions, the PSCO will detain the vessel based on national legislation.
- The principles applied within the Paris MoU related to undue delay of the vessel and the code of good practice are also applicable during the pilot project.

We advise vessel owners and managers of fishing vessels to take preventive actions against possible PSC detentions not only in the Paris MoU are but in other areas as other MoU`s may follow with similar project as the Paris MoU concerning fishing vessel safety, pollution prevention and living and working conditions performance and compliance.

Should you have any further questions, don't hesitate to contact us.

Best regards,



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