

## **KPI Information Update IU-17-2013** **(Frequently Asked Questions concerning the Tokyo MOU)**

The following are the FAQ extracted from the Tokyo MOU (with regard to Port & Flag State Control inspections) site which are considered useful for the ships visiting the area under coverage.

1- To whom should a query or complaint about a specific inspection be made?

Any query or complaint regarding a specific inspection should be made directly to the port State Authority that has carried out the inspection. Contact details of Tokyo MOU Member Authorities and an on-line query/contact form are available on this website.

2- How can the master or the company make an appeal about a detention?

If the master or the company disagrees with a detention, an appeal should be made directly to the port State Authority concerned. For more information, please refer to national appeal procedures.

3- What are the requirements/procedures to submit a request for review of a detention?

The company of the vessel concerned should send a request to the flag State administration or the recognized organization (acting on behalf of the flag State), who would then ask the port State Authority to review its decision to detain the vessel. Should the flag State or the recognized organization is still not satisfied with the outcome of reconsideration, a request for further review may be sent to the Secretariat within 90 days from the date of release of the detention. For more information, please refer to detention review.

4- Why can the PSC database not be updated based on information/evidence provided by

the ship or company showing rectification of deficiencies?

The PSC database is used solely for storage of the results of PSC inspections. Therefore, the database can only provide the information/conditions of the ship at the time of an inspection. Rectification of deficiencies can only be reflected in the database upon physical verification by a PSC officer through a follow-up inspection.

5- What should I do, if I find incorrect PSC inspection data?

When incorrect PSC data is found in the database, the port State Authority that conducted the inspection should be notified and request to correct the data as soon as possible. Only the port State Authority concerned can make amendments to its PSC data.

6- How can an outstanding deficiency be closed in the PSC database?

An outstanding deficiency can only be closed in the database upon physical verification by a PSC officer through a follow-up inspection. The vessel or company may request a follow-up inspection to verify that outstanding deficiencies have been addressed. In response to such a request, the port State Authority may arrange a follow-up inspection if appropriate and convenient. However, this is neither a mandatory requirement for the vessel or the company nor an obligation for port State Authority. A request to close outstanding deficiencies would entail fees and out of hours when called out normal working hours.

7- How can I find out the targeting factor for my ship?

The targeting factor for a specific ship can be found by searching for that ship in the PSC database.

8- How are inspection priority levels related to a ship's target factor defined?

The inspection priority levels are based on the following ranges of target factors:

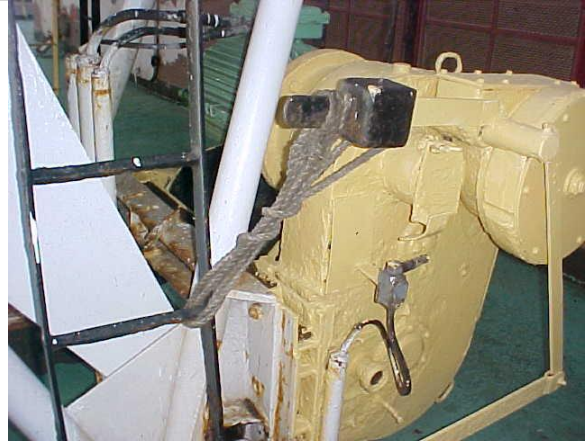
Inspection Priority Level Target factor

Very High > 100

High 41 to 100

Medium 11 to 40

Low 0 to 10



9- To whom should a complaint on attribution of RO responsibility for a detention be made?

A complaint on attribution of RO responsibility for a detention should be made directly to the port State Authority concerned.

10- Does the Tokyo MOU have a common policy on fees for PSC inspections?

There is no common policy or requirement under the Tokyo MOU regarding fees for PSC inspections. Certain port State Authorities charge fees for PSC inspections in accordance with their national legislation. Fees would be charged for follow-up inspections and/or detention cases or holiday and after-office hours. Should there be any question regarding fees for PSC inspections, the port State Authority concerned should be contacted.

