



Marine Circular Nr. 03/ 2024, 21/08/2024

Subject: “G-B I.S.R. Paris MoU PSC Policy - Mandatory Pre-Arrival Notification for G-B I.S.R. Vessels Entering Paris MOU Region Ports and Submission of Pre-arrival Check List to the G-B I.S.R. (Operations Department)”

To: All Ship owners / Managers / Operators, DPA's, Masters and Officers of G-B I.S.R. Vessels, Flag State Inspectors / Surveyors, and Authorized Recognized Organizations.

Summary: The objective of this G-B I.S.R. Marine Circular is (a) to inform Ship Owners, Managers, Operators, Masters, Officers, Flag State Inspectors, Surveyors, and authorized Recognized Organizations of the International Ships Registry of Guinea-Bissau's policy concerning pre-arrival notification for G-B ISR vessels when entering Paris MoU region ports and (b) the submission to G-B ISR of a Pre-arrival Check List for G-B I.S.R.-registered vessels visiting ports within the Paris MoU region aiming to safeguard a low detention percentage of vessels calling to these ports that may be subject to Port State Control (PSC) inspections.

1. Applicability

1.1. This Marine Circular applies to all vessels registered with the G-B I.S.R., including passenger vessels and high-speed craft, when calling to ports situated within the Paris MoU Port State Control region.

2. Background on the G-B ISR Paris MoU Policy on PSC

2.1. Inspections undertaken by Port State control officers within the respective MoU regions are becoming more and more stringent and the overall count of deficiencies may be found increasing. Companies must utilize their resources effectively during such inspections and show substantial compliance so that vessels, flags, and class societies do not come under the targeted list.

2.2. Port State Control inspections are carried out as per guidelines of IMO Assembly Resolution A.1190 (30) & ILO guidelines under the Maritime Labour Convention 2006. Companies having registered vessels with the G-B I.S.R are required to understand the importance of maintaining vessels by keeping them manned with a trained crew, well-maintained equipment, and machinery, adequately supplied stores, and complied with MLC regulations to minimize the deficiencies. Master and crew members must be familiar with the above procedures and are confident during inspections. Ship officers having a professional approach and thorough knowledge of onboard equipment can give first good impression during such inspections.

3. Procedural Requirements of the G-B I.S.R for Mandatory Pre-Arrival Notification for Vessels Entering Paris MOU Region Ports

3.1. The International Ships Registry of Guinea-Bissau is committed to eliminating substandard shipping practices within its fleet and enhancing its performance within the Paris MoU on PSC. The policy aims to provide clear guidance to ship owners, managers, operators, masters, officers, Flag State inspectors, surveyors, and Recognized Organizations concerning vessel operations within the Paris MoU region. By

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implementing this policy, the G-B I.S.R. seeks to reduce the incidence of potential vessel detentions and streamline the process of addressing deficiencies.

3.2. To uphold international standards and ensure the quality of Guinea-Bissau-flagged vessels, all vessels registered with the G-B I.S.R. are subject to mandatory safety inspections before calling Paris MoU region ports. To facilitate these inspections, all relevant parties are required to notify the Flag State Administration of the vessel's intended departure port before its departure and in any case no later than 96 hours before departure.

4. Planning the Safety Inspection

4.1. Ship owners, managers, operators, and other parties responsible for the operation of G-B flagged vessels, as well as their agents or representatives, are required to notify the Administration of the vessel's intended departure port before its departure. Upon notification, these parties shall grant Flag State Inspectors unrestricted access to all areas of the ship for a potential safety inspection prior to departure towards Paris MoU ports.

4.2. It is the responsibility of owners and Masters to present their vessels for timely inspection when the required inspection is due by contacting the G-B I.S.R. / Operation Department (E-mail: ops@gbi-lb.org). The competent services of the G-B I.S.R. are to be informed of the vessel's schedule, including the next port of call, estimated time of arrival, and agent information, to allow if deemed necessary for a Flag State Inspector-Surveyor visit before entering any port within the Paris MoU region.

5. Pre-Arrival Notification

5.1. Ship owners, operators, or masters of vessels bound for a Paris MOU region port must provide the following information to the G-B ISR competent Operations Department at least 96 hours before the vessel's expected arrival:

- Vessel name and IMO number;
- Present Port of Call: To facilitate the timely appointment of a Flag State Surveyor-Inspector;
- Destination port within the Paris MoU Region;
- Expected arrival time at the port within the Paris MoU Region;
- Direct contacting information for the ship's master and owner/operator.

6. Paris MOU Pre-Ports Arrival Checklist for G-B I.S.R. Registered Vessels

6.1. In addition to the above to implement additional assessment requirements to safeguard the decrease in the detention numbers of vessels calling Paris MOU ports, a checklist has been developed by this Administration (as annexed to this Circular), to assist ship owners, and operators, technical managers, Designated Persons Ashore (DPA) and vessel Masters to focus on potential weak items that can result in grounds for detention through Port State Control Inspections by the Paris MOU.

6.2. The checklist must be sent ninety-six hours (96hrs) before the vessel arrives at Paris MOU ports, to the G-B I.S.R. Operations Department (E-mail: ops@gbi-lb.org) For sea voyages that last less than 96 hours (96hrs), the checklist must be sent at least twenty-four hours (24hrs) before arrival at the port within the Paris MoU region.



6.3. The use of this checklist is considered compulsory for all vessels registered with the G-B I.S.R. before arrivals at Paris MOU ports and shall be signed by the vessel Master and/or company Designated Person Ashore (DPA). The omission of this requirement may lead to administrative sanctions to the vessel Master, and/or Chief Engineer and/or to the vessel company as well. In extraordinary cases, such as equipment failures or any other situations that cannot be resolved on board the vessel immediately, Ship-Owners, operators, technical managers, DPA, or vessel's Master, shall immediately coordinate the effective corrective actions, together with the vessel-recognized Organization (R.O.) and if applicable under the coordination of the G-B I.S.R. Operations Department.

7. Imposed Administrative Sanctions Resulting from Non-Compliance

7.1. Non-compliance with the aforementioned requirements may result at the discretion of the G-B I.S.R. in the suspension or revocation of the vessel's registration certificates, and/or the imposition of disciplinary measures as deemed necessary by the International Ships Registry of Guinea-Bissau.

8. Effective Date

8.1. The provisions of the current Marine Circular have immediate effect as per the day of issuance.

9. Inquiries

9.1. Any inquiries relating to this Marine Circular may be addressed to the G-B I.S.R. – Operation Department (Email: ops@gbi-lb.org, Tel.: +30 210 4537950, +30 210 4537194).

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

Office of the General Ships Registrar



Attached in Electronic Format

Pre-Ports Arrival Checklist upon entering Paris MoU ports for G-B I.S.R. Registered Vessels (p.4).