

DRAFT

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the _____ 2026

G.S.R. ____(E).— In exercise of the powers conferred by sub-section (2) of section 2, read with sections 77, 114, 116, 124, 127, 131, 134, 135, 146, 151 and 307 of the Merchant Shipping Act, 2025 (24 of 2025), the Central Government hereby makes the following rules, namely:—

PART I

PRELIMINARY

1. Short title and commencement.— (1) These rules may be called the ***Merchant Shipping (Port State Control and Flag State Implementation) Rules, 2026***.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.— (1) In these rules, unless the context otherwise requires, —

1. “**Act**” means the Merchant Shipping Act, 2025 (24 of 2025).
2. “**Administration**” shall have the same meaning and powers as defined in Chapter II of the Act.
3. “**Certification**” includes the verification of the validity of all required certificates and other documents pertaining to a vessel, its company or port, with all requisite surveys completed and endorsed by the competent authority or Recognized Organization, and which shall be produced on demand.
4. “**Chief surveyor**” shall have the same meaning assigned to it in sub-section (10) of section 3 of the Act read with clause (d) of sub-section (1) of section 8
5. “**Clear grounds**” means evidence that the condition of a vessel, its equipment, or its crew does not substantially meet the requirements of the relevant conventions, or that the master or crew are not familiar with essential shipboard safety, security, or pollution prevention procedures.
6. “**Detention**” means an intervention action taken by the port State or flag State under these rules to ensure that a vessel that is found not to comply substantially with the applicable requirements of relevant conventions does not sail until it can proceed to sea without presenting a danger to the vessel or persons on board, or an undue risk to the marine environment.

7. **“Deficiency”** A condition found not to be in compliance with the requirements of the relevant convention.
8. **“Indian Ocean Memorandum of Understanding (IOMOU)”** means the Memorandum of Understanding on Port State Control in the Indian Ocean Region, to which India is a party.
9. **“Indian Ocean Computerised Information System (IOCIS)”** means the centralized electronic database and inspection management system under the IOMOU, used for recording and sharing Port State Control inspection data and vessel risk profiles.
10. **“Mercantile Marine Department (MMD)”** shall have the same meaning assigned to it in sub-section (1) of section 11 of the Act.
11. **“Principal Officer (PO)”** shall have the same meaning assigned to it in sub-section (2) of section 11 of the Act
12. **“Port State Control (PSC)”** means the inspection of foreign vessels in India’s ports, anchorages or offshore facilities to verify that the condition of the vessel, its equipment, and its operation comply with the requirements of applicable international conventions and that the vessel is manned and operated in compliance with those conventions and with these rules.
13. **“Port State Control Officer (PSCO)”** means a Surveyor appointed under clause (d) of sub-section (1) of section 8 or under section 9 of the Act, who is duly authorized by the competent authority to carry out Port State Control inspections and who acts under the responsibility of the Central Government for the purposes of these rules.
14. **“Recognized Organization (RO)”** means an organization authorised by the Central Government under section 9 of the Act, and assessed to be in compliance with Part 2 of the Code for Recognized Organizations, as adopted by the Organization through Resolution MSC.349(92) and MEPC.237(65), and as subsequently amended by the Organization.
15. **“Ship Risk Profile (SRP)”** means the classification assigned to a vessel in the Indian Ocean Computerised Information System (IOCIS) under the New Inspection Regime of the Indian Ocean Memorandum of Understanding, based on the vessel’s performance record over the preceding 36 months. Vessels are classified as High Risk Ships (HRS), Standard Risk Ships (SRS), or Low Risk Ships (LRS) according to criteria such as type and age of vessel, flag State performance, RO performance, company performance, and the vessel’s PSC inspection history.
16. **“Substandard vessel”** means a vessel whose hull, machinery, equipment, or operational safety is substantially below the standards required by the relevant conventions, or whose crew or their certifications do not conform to the safe manning requirements. A substandard vessel may be evidenced, *inter alia*, by:
 - (i) absence of principal equipment or arrangements required by the conventions;

- (ii) non-compliance of equipment or arrangements with the relevant specifications of the conventions;
- (iii) substantial deterioration of the vessel or its equipment;
- (iv) insufficiency of operational proficiency or unfamiliarity of the crew with essential operational procedures; or
- (v) insufficiency of manning or of valid certification of seafarers.

17. **“Unsafe vessel”** means a vessel, including an unseaworthy vessel, which—

- (a) poses a risk to safety of life; or
- (b) poses an unreasonable threat of harm to environment by reason of its safe manning, hull, machinery, equipment, training and working conditions of seafarers or operational safety being substantially below the required standards; or
- (c) fails to comply with such other requirements as may be prescribed.
- (d) does not have the crew meeting the requirements of the relevant conventions, or that the master or crew are not familiar with essential shipboard safety, security, or pollution prevention procedures

18. **“Surveyor”** shall have the same meaning assigned to it in sub-section (66) of section 3 of the Act read with clause (d) of sub-section (1) of section 8 or section 9

(2) Words and expressions used in these rules but not defined herein shall have the meanings respectively assigned to them in the Act or in the relevant international conventions and codes referred to in these rules.

3. Port State Control Officers and Flag State Inspectors.— (1) Port State Control Officers and Flag State Inspectors authorized to carry out Port State Control inspections and Flag State inspections under these rules shall be appointed as surveyors under clause (d) of sub-section (1) of section 8 of the Act.

Provided that any additional service experience and specialized training requirements for Port State Control and Flag State implementation duties shall be as prescribed in **Schedule I**.

(2) Authorized PSCOs and Flag State Inspectors shall conduct inspections only under the directions of the jurisdictional Field Authority as defined in rule 4.

(3) Every PSCO and Flag State Inspector shall carry an official identity card issued by the jurisdictional Principal Officer, Mercantile Marine Department (MMD), certifying his or her authorization as a PSCO and/or Flag State Inspector.

(4) The identity card shall meet the minimum requirements specified in **Schedule II**, including clear identification of the officer, photograph, the issuing authority and validity.

4. Field Authority (FA).— (1) The Principal Officer of the Mercantile Marine Department (MMD) appointed under sub-section (2) of section 11 of the Act for each port or region is hereby designated as the Field Authority responsible for all Port State Control inspections and Flag State inspections carried out under his jurisdiction.

(2) The Field Authority shall nominate and assign authorized PSCOs or Flag State Inspectors to carry out Port State Control inspections and Flag State inspections, as applicable, on vessels arriving at ports, anchorages, and offshore installations within its jurisdiction.

(3) The Field Authority, upon being satisfied with the reports of Port State Control inspections or Flag State inspections conducted by the officers under his jurisdiction, shall approve those reports and forward them to the National Authority for final review and for uploading to the IOMOU database, as required.

(4) The Principal Officer, MMD (as Field Authority) shall be the designated detaining authority for vessels found to be substandard or unsafe or otherwise not in compliance, under sub-section (2) of section 307 of the Act and in accordance with applicable IMO resolutions and IOMOU Port State Control procedures. No vessel shall be detained without the approval of the Principal Officer of the respective jurisdiction, except as provided in these rules.

5. National Authority (NA) — (1) The Chief Surveyor appointed under sub-clause (ii) of clause (d) of sub-section (1) of section 8 of the Act is hereby designated as the National Authority for Port State Control and Flag State Implementation. The National Authority shall have overall responsibility for the uniform implementation of these rules throughout India.

(2) The National Authority, upon receipt of the inspection reports forwarded by the Field Authorities under rule 4(3), shall review and, if found satisfactory, approve the Port State Control or Flag State inspection reports for final submission or uploading to the IOMOU central database (IOCIS) and for any further action required at the national or international level.

(3) The National Authority shall be responsible for approving and maintaining the list of surveyors authorized to carry out Port State Control and Flag State inspections in India. The National Authority is empowered to grant, suspend or withdraw the authorization of any PSCO or Flag State Inspector, based on performance, competence, or any misconduct, in accordance with the requirements of these rules and the Act.

PART II

PORt STATE CONTROL

CHAPTER 1 – General Provisions

6. Application of Part II.— Unless expressly provided otherwise, the provisions of this Part shall apply to:

(1) any vessel, other than an Indian vessel (i.e. a foreign-flagged vessel), to which the relevant conventions apply, when such vessel is within a port, terminal, anchorages, port facilities, Indian offshore facilities or the territorial waters of India, and is engaged in a vessel-port interface or is otherwise in Indian jurisdiction;

(2) only those provisions of the conventions and other instruments listed in Schedule III and/or subsequently ratified by India which are in force and to which India is a party through ratification or accession, such that India is bound to enforce their requirements as a Port State; and

(3) all Port State Control inspections carried out under the framework of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control, as applicable to India.

7. No more favourable treatment for non-Parties— No more favourable treatment shall be given to vessels entitled to fly the flag of a State which is not a party to a relevant convention, than is accorded to vessels flying the flag of a State that is a party to that convention. Such vessels shall be subject to equivalent inspections and must meet an equivalent level of safety, security and environmental protection as required of vessels to which the relevant conventions apply from their date of entry in to force.

8. Vessels to which relevant conventions do not apply— (1) With respect to vessels which are of a tonnage, type, or service not covered under certain relevant conventions or below the convention applicability thresholds, any certificates or other documents issued by or on behalf of the flag State Administration for such vessels shall be accepted during a Port State Control inspection as *prima facie* evidence of compliance. The scope of the inspection in such cases shall primarily be to verify that the vessel's condition and operations are consistent with the safety, pollution prevention, and security standards stated in those certificates or documents.

(2) To the extent that a relevant international instrument does not apply to a vessel by virtue of its small size or particular nature, the Port State Control Officer shall nonetheless assess whether the vessel is of an acceptable standard of safety and pollution prevention, taking into account factors such as the vessel's size, age, type, service and area of operation, the equipment provided, the nature of cargo carried, and the length and nature of its voyage. The PSCO shall ensure that such a vessel is not evidently hazardous to the vessel, its personnel, or the environment, even if it is not fully convention-covered.

9. Exemptions, equivalents, and alternative design arrangements.— (1) While carrying out Port State Control inspections, PSCOs shall recognize that under various conventions the flag State may grant specific exemptions, accept equivalent arrangements, or approve alternative design and arrangements (ADA) for a vessel. Where a vessel holds a valid Exemption Certificate or documentary evidence of an equivalence or ADA issued by its flag State Administration in accordance with the relevant convention, and the certificate or documentation correctly references the applicable convention provisions, the PSCO shall accept that the vessel complies with the related requirements of that convention.

(2) If an Exemption Certificate or approved equivalent/alternative arrangement is presented, the PSCO shall verify that it pertains to the requirement in question and is issued under the appropriate convention clause. Such presentation should comply with the convention provision from which exemption or deviation is granted.

(3) In case of any doubt as to the authenticity or validity of an exemption, equivalence or alternative design approval, the PSCO may seek clarification from the vessel's flag State Administration or consult the flag State's published information, before taking any enforcement action. The PSCO may postpone a decision on detaining or penalizing the vessel for that specific item until such clarification is obtained, unless the item in question presents an immediate danger.

CHAPTER 2 – Port State Control Inspection Procedures

10. Compliance with international procedures.— India, being a member of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control, shall conduct Port State Control inspections in accordance with the guidelines and procedures established in the IOMOU PSC Manual and the applicable IMO resolutions on procedures for Port State Control. The PSCOs shall adhere to the standardized inspection routines, methodologies, and obligations set forth in these international instruments, in so far as they are not inconsistent with the Act and these rules.

11. Oversight and internal control.— The Principal Officers of the jurisdictional MMDs, in their capacity as Field Authorities under rule 4, shall supervise and monitor the Port State Control activities in their respective regions. The Director General of Maritime Administration (through the National Authority) shall exercise overall oversight and serve as the appellate authority for any appeal or clarification sought in relation to a Port State Control inspection decision or detention.

12. Targeting of vessels for inspection.— Port State Control inspections shall be carried out on visiting foreign vessels based on the following priorities and information:

(1) Vessels identified as High-Risk Ships (HRS) or Standard Risk Ships (SRS) according to their Ship Risk Profile (SRP) as determined by the IOCIS (Indian Ocean Computerised Information System) or any targeting mechanism adopted under the IOMOU, shall be inspected as a high priority, whereas Low-Risk Ships (LRS) may be subject to less frequent inspections in line with the regional procedures.

(2) Vessels which are the subject of a request or notification by another port State or any coastal State or flag State regarding deficiencies or suspected non-compliance, if bound for or in an Indian port, may be selected for inspection as deemed necessary.

(3) Vessels for which information or a complaint has been provided by the vessel's crew, a professional body, an association, a trade union, or any other person or organization with a legitimate interest in the safety of the vessel, the welfare of its crew and passengers, or the protection of the marine environment, shall be investigated through inspection if it presents reasonable grounds.

(4) Vessels reported by a pilot or by a port authority as having deficiencies or anomalies that may pose a risk to safety or the environment shall be considered clear grounds for a focused or expanded inspection of the vessel.

(5) Any vessel at the specific direction of the Field Authority or at the direction of the National Authority, when such direction is given based on emerging safety or security

concerns, incidents, or the need to conduct concentrated inspection campaigns or accident investigations.

13. Types of Port State Control inspections.— The nature and extent of a Port State Control inspection may be categorized as shown below and detailed in **Schedule IV**

- (1) **Initial Inspection**
- (2) **More Detailed Inspection**
- (3) **Expanded Inspection**
- (4) **Concentrated Inspection Campaign (CIC)**

14. Conduct of operational tests and drills.— While carrying out an inspection, a PSCO may evaluate the crew's ability to conduct drills or operational tests of equipment, guided by the relevant IMO Resolutions on Port State Control, including the guidelines for the control of operational requirements. If the master expresses concern that a particular test may be unsafe at that time, the PSCO shall duly consider postponing or modifying the test, or verifying the requirement through alternative means, to avoid creating a hazardous situation.

15. Reporting after inspection.— (1) Upon completion of a Port State Control inspection, the PSCO shall ensure that the inspection findings are properly recorded and reported. All PSC inspection reports and data shall be entered into the online IOCIS module or any central database specified by the National Authority, without delay. The standard reporting forms (Form A for the initial inspection report and Form B for detailed report of deficiencies) shall be generated from the system. A printed copy of the report (Form A and, if applicable, Form B) shall be signed and stamped by the PSCO and delivered to the master of the vessel prior to the vessel's departure. The master shall acknowledge receipt of the report on a copy retained by the PSCO or in electronic form as per system capability.

(2) In the event that the electronic system is unavailable or other technical issues prevent immediate online reporting, the PSCO may issue a manual (paper) inspection report. In such cases, prior concurrence of the Field Authority should be obtained where practicable.

(3) Any manual report shall follow the format specified in **Schedule V** and contain all information equivalent to the standard Form A and Form B. The manually issued report must be entered into the electronic system by the PSCO or MMD office as soon as technical issues are resolved.

16. Re-inspection of deficiencies.— (1) If a vessel was allowed to sail with deficiencies rectifiable within a prescribed period, and the vessel calls at an Indian port for the purpose of clearing such deficiencies, the PSCO shall promptly undertake the follow-up inspection to verify whether the previously noted deficiencies have been rectified without causing undue delay to the vessel's schedule.

(2) The Field Authority shall ensure that PSCOs are available on short notice to carry out re-inspections, especially if a detained vessel or a vessel with required corrective action is awaiting clearance to sail. Where a vessel has officially communicated its readiness for re-inspection after rectification of deficiencies that were required to be dealt with prior to departure, the re-inspection should be treated with priority to avoid unnecessary port delays.

(3) In cases where port operational constraints necessitate shifting a vessel detained or under repair for deficiencies, from a berth to anchorage or another location, the port authorities may do so only with the concurrence of the jurisdictional Principal Officer and subject to any safety measures specified by him. In no event shall a detained vessel be allowed to leave the port limits until released, but moving the vessel within port or to anchorage for safety or port logistical reasons is permissible under supervision.

CHAPTER 3 – Detention of Vessels (Port State Control)

17. Grounds for detention (PSC)—

(1) A foreign vessel inspected under these rules shall be provisionally detained if the condition of the vessel or its crew or its operation is found to be clearly hazardous to safety, health or the environment, such that it does not correspond substantially with the requirements of applicable conventions. Detention shall be imposed to ensure that the vessel will not proceed to sea until it can do so without presenting a danger to the vessel, persons on board or an unreasonable threat of harm to the marine environment. The professional judgment as to whether a deficiency or accumulation of deficiencies amount to a ground for detention shall be guided by the criteria in the IMO Port State Control Procedures and the IOMOU guidelines.

(2) When a vessel is detained, the attending PSCO shall issue a Detention Order to the master in the form specified in **Schedule VI**. The Detention Order shall identify the vessel, the date and place of detention, the reasons for detention (with reference to the specific deficiencies or non-conformities), and the conditions to be fulfilled for the release of the vessel. A separate Release Order as per **Schedule VII** shall be issued to the master once the vessel is found fit to proceed to sea and the detention is lifted.

(3) Only the Principal Officer of the jurisdictional Mercantile Marine Department, as the designated Field Authority shall be competent to confirm and enforce the detention of a vessel under these rules. A PSCO who discovers detainable deficiencies shall, as soon as possible, consult and obtain approval from the Principal Officer for the decision to detain. No vessel shall be officially detained or reported as detained in the records without the explicit concurrence of the Principal Officer in charge.

18. Suspension of inspection.— (1) If during a more detailed inspection, the overall condition of the vessel, its equipment, or its crew's conditions are found to be substantially below required standards, the PSCO may, in consultation with the jurisdictional Principal Officer, may decide to suspend the inspection and the master shall be notified in writing that the inspection is suspended until further notice and the vessel is deemed to be detained.

(2) The re-inspection of the vessel shall remain suspended until the vessel's flag State Administration or its Recognized Organization has taken appropriate remedial measures to bring the vessel into full compliance with the relevant requirements. The vessel is permitted to trade normally, only after a satisfactory re-inspection by the PSCO, which will be a full inspection of the vessel and not limited to the deficiencies mentioned in the initial inspection report.

19. Notification of detention.— When a vessel is detained, or an inspection is suspended under rule 18, the PSCO through the Field Authority shall promptly inform the following parties: the flag State Administration of the vessel, the consul or diplomatic representative of the flag State in India, the Recognized Organization that has issued class or statutory certificates for the vessel and the National Authority. Such notification should include the reasons for detention and, where relevant, the measures required for the vessel's release. If a vessel is detained, a report of detention in the prescribed format shall also be transmitted to the IOMOU Secretariat in accordance with international reporting procedures.

20. Vessels with accidental damage or force majeure circumstances.— If a vessel arrives at an Indian port directly as a result of distress, an emergency, or to seek refuge after suffering accidental damage at sea or in port, the Port State Control authority may conduct an inspection focused on assessing the vessel's fitness to continue its voyage safely.

Provided that, prior to or on entering the port, the master or company has notified the relevant authorities of the incident and the damage suffered, and has also informed the flag State as required, the PSCO shall refrain from issuing a detention for deficiencies directly caused by the accident, except where there is clear evidence of negligence or the vessel would present an unreasonable danger if it were to sail.

21. Disclaimer to master— The PSCO shall provide the Master with a detailed inspection report clearly outlining all identified deficiencies. In the event of detention, the PSCO should recommend that the vessel arrange a thorough examination by the flag State or the relevant Recognized Organization before requesting a re-inspection by the Port State. The PSCO shall also inform the Master of the vessel's right to appeal in the event of a detention. The PSCO shall inform the Master that a Port State Control inspection is a sampling inspection and that the deficiencies recorded by the PSCO may not be exhaustive.

CHAPTER 4 – Port State Control of Indian Vessels Abroad

22. Obligations of Indian vessels and companies (foreign PSC)— (1) The owner or manager of any Indian-registered vessel shall monitor the results of any Port State Control inspection conducted on that vessel by a foreign authority. The owner/manager shall ensure that a copy of any PSC inspection report issued by a foreign port State authority to their vessel is forwarded to the PSC National Authority of the Directorate General of Maritime Administration as a matter of priority.

(2) The owner or manager of an Indian flag vessel shall, **within 7 working days** of the completion of a Port State Control inspection in a foreign port, upload the inspection report

to the Directorate's designated web-based system or portal, regardless of whether deficiencies were reported on the vessel or not.

(3) In the event an Indian flag vessel is detained by a port State control authority in a foreign port, the owner or manager shall notify the Port State Control & Flag State Implementation cell of the Directorate General of Maritime Administration immediately and, in any case, not later than 24 hours from the time of detention. Such notification should include relevant details of the detention, including a copy of the detention order and the list of deficiencies.

23. Corrective and preventive actions after foreign detentions.— When an Indian flag vessel has been detained abroad, the owners, managers, and Master must take comprehensive corrective and preventive actions, as follows:

(1) All detainable deficiencies identified by the foreign port State must be rectified without delay, and a comprehensive inspection is undertaken to bring the vessel in full compliance, prior to the PSCO is invited for re-inspection.

(2) If a vessel's inspection was suspended by a foreign port State authorities, then before offering the vessel for re-inspection, the company shall ensure that the following steps are taken:

(a) A comprehensive inspection of the vessel is conducted by a qualified superintendent from the company or by the Recognized Organization that issued the vessel's certificates on behalf of India.

(b) An additional Safety Management System audit is carried out on the vessel by a Recognized Organization, preferably one that was not responsible for the most recent statutory surveys of the vessel, to verify the effectiveness of the company's Safety Management System on board. Any non-conformity found must be addressed and cleared.

(c) All deficiencies noted by the port State's inspection are fully rectified before the vessel is again presented for Port State Control re-inspection and adequate evidence of rectification be readily available.

(d) No new Conditions of Class shall be issued on the vessel after detention without the prior knowledge and concurrence of the Directorate General of Maritime Administration.

(e) The Directorate may impose additional audits or operational restrictions until confidence in the vessel's compliance is restored.

(3) Only after completing the above steps should the vessel be offered to the original Port State for re-inspection or be moved to a repair yard or alternative port for such re-inspection.

24. Appeals against foreign detention.— (1) If the owner or operator of an Indian flag vessel disagrees with the validity of the detention by a foreign port State authority – believing the circumstances of the detention were unwarranted or beyond the

requirements of the conventions – the owner may lodge a formal appeal or protest against that detention, in accordance with the legislation of the port State. Before doing so, the owner or operator shall inform the Directorate General of Maritime Administration and obtain concurrence to proceed with the appeal. Any such appeal must be submitted within the time frame specified by the detaining authority's national law or by the applicable PSC Memorandum of Understanding governing the port State.

(2) Nothing in this rule shall prejudice the right of the vessel owner to pursue compensation or any legal remedy available under the foreign state's laws if a detention is found to be wrongful. The Indian Administration shall keep records of all detentions of Indian vessels and the outcomes of any appeals for continuous improvement of flag State performance.

PART III –
FLAG STATE IMPLEMENTATION
CHAPTER 1 – General Provisions

25. Application of Part III.— Unless expressly provided otherwise, the provisions of this Part shall apply to:

- (1) any vessel which is registered in India under the Act, and any vessel required by the Act to be so registered, wherever the vessel may be operating, including dynamically positioned units and other craft subject to the Act;
- (2) all River-Sea Vessels (RSV) and all Indian Coastal Vessels, irrespective of their tonnage or service category, to the extent that the safety, security, and pollution prevention provisions of the Act and rules made thereunder apply to them.

26. Relevant conventions and obligations (Flag State).— The implementation of Flag State Implementation and inspection procedures under these rules for Indian vessels, companies, and Recognized Organizations shall be guided by India's obligations under international law and instruments, including:

- (a) Article 217 of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) – which requires that a flag State ensure vessels flying its flag comply with applicable international rules and standards, and prescribes enforcement measures against vessels that violate such rules; and
- (b) Part II of the IMO Instruments Implementation Code (III Code) – which provides the mandatory standards for flag States in administering the safety and environmental provisions of IMO conventions, including oversight of surveys, inspections, casualty investigations, and issuance of certificates.

Accordingly, the Directorate General of Maritime Administration shall establish and enforce a coherent system for Flag State inspections, audits, and related measures as detailed in these rules, to meet or exceed the III Code standards.

27. Exemptions, equivalents, and alternative design (Flag State).— (1) The Director-General of Maritime Administration, when so empowered by the Act or authorized by the Central Government, may grant specific exemptions from particular provisions of the Act or rules, allow equivalent solutions, or approve alternative design and arrangements (ADA) for Indian vessels, in accordance with the provisions of the applicable conventions and the Act.

(2) When an exemption is granted to an Indian vessel (or class of vessels) under the Act or relevant convention, or an equivalent or ADA is approved by the Directorate General of Maritime Administration, the decision shall be documented by issuance of an Exemption Certificate or similar instrument. If a vessel carries a valid Exemption Certificate or documentation of an approved equivalence/alternative issued by the Directorate or by an RO on its behalf, it shall be presumed that the vessel complies with that requirement.

(3) If any doubt arises during a Flag State Inspection as to whether a particular exemption, equivalence or ADA has been duly authorized, the Flag State Inspector should refrain from imposing sanctions for non-compliance on that item until verification is received from the competent authority, unless the situation poses an immediate hazard that warrants intervention despite the claimed exemption.

CHAPTER 2 – Flag State Inspection Procedures

28. Frequency of inspections (FSI).— (1) Indian flag vessels shall undergo periodic Flag State inspections at the frequency determined by the Director General which will take into account the vessel's type, age, trading area, and Port State Control and Flag State Inspection performance.

(2) In addition to scheduled inspections, any Indian flag vessel that has been detained by a Port State Control authority in a foreign port shall be subjected to a Flag State Inspection at its first port of call in India after such detention. Furthermore, the National Authority may impose additional oversight measures on the operator, such as intensified inspection of other vessels in its fleet or an audit of the company's shore management (Document of Compliance audit under ISM Code), if the detention indicates systemic issues.

(4) Notwithstanding the regular schedule, the Principal Officer of any MMD or the Directorate's PSC/FSI Branch may at any time direct that a surprise or unscheduled Flag State Inspection be carried out on any Indian flag vessel, based on Bonafide complaints, emerging safety information, casualties, incident reports, or unsatisfactory Port State reports which suggest that an inspection is warranted before the next scheduled date.

29. Oversight and control (Flag State).— (1) The Principal Officers as Field Authorities, are responsible for administering Flag State inspections within their areas.

(2) The National Authority of the Directorate General of Maritime Administration maintains oversight of the entire Flag State Implementation regime and acts as the coordinating and first appellate authority.

(3) Any disagreements or disputes arising from Flag State inspections may be referred to the National Authority for resolution.

30. Conduct of Flag State inspections.— (1) A Flag State Inspection shall be a comprehensive and detailed examination of the vessel, covering all aspects of the statutory requirements that apply to the vessel.

(2) If during any inspection or survey conducted by an RO, any serious deficiencies are observed that, in the judgment of the attending surveyor, could affect the safe operation of the vessel or present an imminent risk to the crew or environment, the Recognized Organization must immediately inform the National Authority before the vessel departs the port where the examination is conducted. The National Authority, upon receiving such information, will instruct whether the vessel should remain in port until repairs are effected or may sail under restrictions to a repair yard.

31. Operational tests and drills (FSI).— The Flag State Inspector may require operational tests or drills similar to those in Port State inspections to assess the crew and vessel's preparedness.

Provided that no test or drill should be conducted if the master reasonably objects on the grounds that it would compromise immediate safety.

32. Reporting of Flag State inspections.— (1) On completion of a Flag State Inspection, the inspector shall prepare a detailed inspection report in the format specified by the Directorate and shall be uploaded to the centralized web-based system maintained by the Directorate General of Maritime Administration for Flag State Implementation. A printed or electronic copy of the inspection report shall be provided to the Master for vessel's records, which should be acknowledged by the Master's signature.

(2) If, due to technical issues or remote location, the inspector cannot directly upload the report online, the inspector must ensure the report format follows **Schedule VIII**, capturing all necessary particulars and details of deficiencies. This manual report must then be entered into the digital system at the earliest opportunity by the inspector.

(3) Recognized Organizations conducting flag-related surveys or inspection on Indian vessels as part of statutory certification are required to promptly report their findings to the Administration and shall upload the examination report to the Directorate's digital system on completion of the examination.

33. Follow-up and re-inspection (FSI).— (1) If during a Flag State Inspection deficiencies are found that require rectification within a given time frame, a follow-up Flag State re-inspection may be necessary to verify closure of those deficiencies. In such cases, once the owner or master notifies that the required corrective actions have been taken, the Flag State Inspector or another officer authorized by the Field Authority shall, without undue delay and with minimal impact on the vessel's schedule, carry out a re-inspection to verify closure of deficiencies.

(2) The Field Authority shall ensure that authorized Flag State Inspectors are available at short notice for such re-inspections, particularly if a vessel's sailing or cargo operations are being held up pending verification of rectifications.

(3) In situations analogous to rule 17(3), if the rectification of deficiencies on an Indian vessel requires it to be shifted due to port constraints, the same protocol applies: the

vessel may be moved within port limits with Principal Officer's consent and appropriate precautions, but shall not be allowed to evade a required re-inspection by departing port without clearance from the Field Authority.

CHAPTER 3 – Detention of Vessels (Flag State)

34. Detention of Indian-flag vessels by Flag State.—

(1) If upon inspection or otherwise it is found that the condition of an Indian flag vessel or its crew or its operation fails to comply substantially with the requirements of the Act or the rules or applicable conventions, and if such non-compliance creates a situation of danger to life, property or the marine environment, the Principal Officer (as Field Authority), may provisionally detain the vessel and the vessel shall be prevented from sailing until necessary actions are taken to remove the hazards.

(2) When a vessel is provisionally detained by the flag State, a Detention Order shall be issued to the master in the format specified in **Schedule IX**. The detention order shall clearly state that the vessel is detained under the authority of the Government of India (flag State) and list the grounds (deficiencies or breaches of the Act/rules) that warrant the detention. A copy of this order must also be immediately communicated to the vessel's owner or operator and the Recognized Organization responsible for the vessel's certification, in addition to the National Authority. A Release Order as per **Schedule X** shall be given once the vessel is deemed fit to proceed.

35. Suspension of inspection (FSI).— (1) If a Flag State Inspector finds an Indian vessel in an extraordinarily poor state due to numerous serious deficiencies across the board, indicating a breakdown of the vessel's maintenance or management, and such that continuing a normal inspection is futile, he may, with Principal Officer's consent, suspend the inspection and report that the vessel is considered unseaworthy or substandard. The inspector will notify the master in writing that the inspection is suspended due to the vessel's condition and that the vessel is detained for comprehensive corrective action.

(2) Once the inspection is suspended and the vessel detained as above, the onus is on the vessel owner/manager to bring the vessel back to compliance. Only after the owner/manager and/or RO certify that the vessel meets all applicable requirements of conventions, the Act, and these rules will the Principal Officer arrange for a re-inspection. Such re-inspection shall be essentially a full inspection of the vessel, not limited only to previously found deficiencies, to ensure the vessel in its entirety is back in compliance. If that re-inspection is satisfactory, the detention can be lifted and the vessel allowed to trade.

36. Notification of detention (Flag State).— (1) When an Indian flag vessel is detained by the flag State Administration or when a flag State inspection is suspended equivalent to detention, the Principal Officer or inspecting authority shall ensure that the vessel's Master and company are formally notified, and any local port authority is informed that the vessel is not to sail.

(2) Additionally, the Flag State Inspector must inform the National Authority and the vessel's Recognized Organization immediately, providing details of the deficiencies and

conditions of detention. If the vessel is in a foreign port when detained by the flag State, the Indian Administration should also notify the port State's authority for coordination.

(2) In the case of a flag State detention, the Directorate General of Maritime Administration will review the case and may decide to depute additional surveyors or auditors, or form an inquiry to ascertain how the situation arose and thus to improve flag State performance.

PART IV –

MISCELLANEOUS

37. Survey and certification by ROs.— (1) Recognized Organizations (ROs) performing surveys, audits, and issuing certificates on behalf of the Government of India shall carry out such duties in accordance with the agreement or instrument of authorization executed between the Government and the RO (often termed the RO Agreement), and in line with the applicable IMO Instruments (including SOLAS, MARPOL, Load Line, etc. and the RO Code).

(2) The statutory certificates issued by an RO on behalf of India (such as Cargo Ship Safety Certificate, Safety Management Certificate, Load Line Certificate, MARPOL certificates, etc.) shall be in the forms prescribed by the Directorate General of Maritime Administration. ROs must use the certificate formats, languages, and content as specified by the Indian Maritime Administration, including any special endorsements or notations required by national regulations.

(2) ROs shall ensure that before issuing or renewing any statutory certificate, the vessel meets all relevant requirements of Indian laws (including the Act and these rules) and international conventions. If the Indian Maritime Administration has notified any additional national requirements or interpretations, through Orders, Notices or Circulars, the RO must apply those during surveys. The certificates should clearly indicate they are issued under the authority of the Government of India.

38. Reporting by ROs.— (1) Recognized Organizations shall provide periodic reports or access to their database for verification of reports of Indian Flag vessels to the National Authority regarding the statutory surveys and audits carried out by the RO, at the frequency and in format as specified by the said authority.

(2) An RO shall promptly report to the National Authority, if during any survey, audit or inspection, it finds a vessel not fit to proceed to sea or to continue operations without risk.

(3) Recognized Organizations shall also promptly inform the Directorate General of Maritime Administration of any accident, incident, or occurrence on an Indian flag vessel which comes to their knowledge and which has implications for safety or pollution prevention.

39. Oversight of ROs by Administration.— The Directorate General of Maritime Administration shall conduct monitoring, oversight, and audits of the Recognized Organizations acting on its behalf, in order to ensure that they carry out their duties to the standard required by the IMO RO Code and national regulations. This includes:

(a) Periodic audits of the ROs' offices and processes, at such intervals as specified by the Administration (for example, an annual or biennial audit program), to verify that the RO is performing surveys and certifications in line with the authorization.

(c) Review of RO performance indicators, such as the detention rates of Indian vessels surveyed by each RO, number of deficiencies reported, etc. and if any RO is identified as having relatively poor performance, the National Authority will engage with the RO for corrective measures which may include increased oversight or, if warranted, withdrawal of authorization for statutory services.

(d) The results of oversight shall be communicated to the RO with requirements for correction and preventive action where needed. Recognized Organizations are expected to cooperate fully with the Administration's oversight program, provide access to records and vessels as required, and align their procedures with any specific instructions of the Administration.

40. Banning of repeatedly substandard vessels.— (1) If a foreign flag vessel has been detained multiple times in Indian ports or found to consistently present serious deficiencies indicating a pattern of substandard operation, the Administration may decide to ban or debar that vessel from entering Indian ports and waters, which may be permanent or for a specified period of time.

(2) When a vessel is banned, the Directorate General shall issue a notice to the master, owner, and flag State of the vessel, as well as to all Port and Coastal Authorities as applicable in India, informing that the vessel is refused access to Indian ports and waters. The conditions (if any) for lifting the ban will be stated and the banned vessels that attempt to enter Indian ports in violation of a ban may be subject to further legal action under the Act.

41. Annual review of regime.— The National Authority shall conduct an annual review of the Port State Control and Flag State Implementation regimes. This review will analyze inspection data, key performance indicators such as number of inspections, deficiencies, detentions, detentions of Indian vessels abroad, and any incidents. The review will also assess the performance of PSCOs and Flag State Inspectors, identify areas for improvement, and evaluate whether the targeting criteria and inspection frequencies are being effectively implemented and the outcome of such reviews should be documented as an annual report to be published by the Director General for the information of all stakeholders.

42. Training and qualifications.— (1) The National Authority shall ensure that all Port State Control Officers and Flag State Inspectors undergo suitable initial training and receive periodic refresher training to keep their knowledge up to date. This includes participation in IOMOU and IMO seminars and exercises, and benefit from exchange programs or joint inspections to harmonize practices.

(2) A system of competency building may be maintained to authorize new inspectors and only those who meet the qualifications in Schedule I and demonstrate the necessary

competence shall be designated as PSCOs or Flag State Inspectors. The National Authority is responsible for revoking or suspending authorizations if an inspector is found lacking in performance or integrity.

43. Power to exempt vessels from these rules.— (1) The Director-General of Maritime Administration may, with prior approval of the Central Government and consistent with section 300 of the Act, exempt any foreign vessel or category of vessels from any specific requirement under these rules, in whole or in part, subject to such conditions as deemed appropriate.

(2) Such exemption shall be granted only if it is satisfied that granting the exemption will not contravene any of India's obligations under international conventions and that the vessel in question provides an equivalent level of safety and environmental protection by other means.

(3) Any such exemption granted shall be documented and may be revoked at any time if the conditions attached are not fulfilled or if the reasons for granting it cease to apply.

44. Obligations of foreign vessels in Indian ports.— (1) Every foreign flag vessel that enters a port or place in India, or is within Indian territorial waters, shall comply with all the requirements as specified by the Port State Control Authority or any other competent authority. This may include providing advance notice of arrival, details of certificates and crew list, records of discharges under MARPOL, security information as per the ISPS Code, any serious defects of hull or machinery and any other particulars relevant to Port State Control.

(2) During its stay in port, the vessel shall comply with applicable Indian laws and regulations including pollution control measures, customs and immigration laws, etc.

(3) Failure to provide required information or providing false information may itself be treated as an infraction and could lead to penalties or closer inspection.

45. Power to issue directions and guidelines.— (1) Notwithstanding anything contained in these rules, the Directorate General of Maritime Administration may issue administrative directions, circulars, or guidelines to any vessel, owner, operator, company, port authority, Recognized Organization, or persons subject to the Act, in order to give effect to the provisions of relevant international conventions or to further clarify the requirements of these rules.

(2) In case of any conflict between a general guideline and these rules, the provisions of the rules or the Act, as the case may be, will prevail to the extent of the conflict, unless a specific exemption or relaxation is granted under rule 44.

46. Fees.— (1) Every vessel owner or operator shall be liable to pay fees and charges for inspections and related services under these rules, in accordance with the scale of fees as prescribed.

(2) The Central Government may revise the fees from time to time and publish the updated scale in the Gazette. Non-payment of prescribed fees may result in enforcement actions until such fees are paid.

47. Penalties.— (1) Whoever fails to comply with any provision of these rules shall be liable to such penalty as is provided for in the relevant section of the Act under which these rules are made.

(2) This includes penalties for obstructing or hindering a PSCO or Flag State Inspector in the execution of their duties, penalties for sailing a vessel without rectifying deficiencies when required to do so, and penalties for providing false or misleading information to inspectors.

(2) These rules are to be read in conjunction with the Merchant Shipping Act, 2025. Any contravention of these rules that also constitutes an offence under the Act may be prosecuted and penalized under the Act's provisions.

(3) Disciplinary action may be taken against any surveyor or inspector who is found to have acted negligently or in bad faith in the enforcement of these rules, as per government service rules or the terms of authorization in case of ROs, but this sub-rule does not confer any rights on individuals and is stated for completeness of administrative intent.

48. Repeal and savings.— (1) On the date of commencement of these rules, any corresponding provisions in earlier rules, orders or notifications on the subjects covered by these rules shall stand superseded.

(2) Notwithstanding such supersession, any actions taken, inspections performed, detentions ordered, or authorizations made under the previous rules or notices shall be deemed to have been done under the corresponding provisions of these rules, and shall remain valid as if these rules were in force at the time.

(3) Any ongoing processes such as pending appeals or investigations under the old rules shall continue and be concluded under the provisions of these rules to the extent practical.

49. Appellate Authority – (1) In accordance with Section 7(3) of the Act, the Director General of Maritime Administration may exercise his appellate functions through the designated National Authority for Port State Control and Flag State Inspection for any person or entity aggrieved by an order or decision issued under these rules. The Director General shall also act as the final adjudicating authority for all matters arising under these rules.

(2) The decision, interpretation or order of the Director General of Maritime Administration on any such appeal or matter shall be final and binding on all parties concerned, and no further appeal or review shall lie under these rules against such decision.

Schedule I
(See Rule 3(1))
Service and training requirements for Flag State Inspector and PSCO

A. Service and training requirements for Flag State Inspector

1. Appointed as a 'surveyor' under Section 8 (1) (d) of the Merchant Shipping Act, 2025.
2. Certified as a Chief Engineer, Master mariner or a naval Architect employed with the Government of India on a regular basis.
3. Radio Surveyor/Inspector can only assist qualified Flag State Inspector for radio related inspections.
4. The officer should have conducted at least ten (10) FSI Inspections satisfactorily under a qualified Flag State Inspector.
5. The qualification record along with recommendation by the Principal Officer of the district concerned to be forwarded to the Chief Surveyor for Approval.
6. Re-Qualification of the authorized flag state inspector is required if the officer has not carried out at least two FSI in a calendar year.
7. Such officer is to get re-qualified by conducting at least two FSI under an authorized Flag State Inspector and on satisfactory completion of the same the authorization to be renewed by the concerned Jurisdictional Principal officer.
8. The requalification requirements are not applicable to Principal Officers, Dy. Chief Surveyors, Dy. Nautical Advisors and Dy. Chief Ship Surveyors.

B. Service and training requirements for Port state control Officer

1. Appointed as a 'surveyor' under Section 8 (1) (d) of the Merchant Shipping Act, 2025.
2. Certified as a Chief Engineer, Master mariner or a naval Architect employed with the Government of India on a regular basis.
3. Radio Surveyor/Inspector can only assist qualified Port State Control Inspector for radio related inspections.
4. The officer should have been a qualified Flag State Inspector for a period of at least six months and has a minimum of one year experience as flag state surveyor.
5. The officer should have completed at least ten (10) Flag State inspections as an authorized Flag State Inspector and satisfactorily carried out at least ten (10) PSC inspections under a qualified Port State Control officer (PSCO).
5. The qualification record along with recommendation by the Principal Officer of the district concerned to be forwarded to the Chief Surveyor for Approval.

6. Re-Qualification of the authorized Port State Control officer is required if the officer has not carried out at least two Port State Control inspections in a calendar year.
7. Such officer is to get re-qualified by conducting at least two Port State Control inspections under an authorized Port State Control officer and on satisfactory completion of the same the authorization to be renewed by the concerned Jurisdictional Principal officer.
8. The requalification requirements are not applicable to Principal Officers, Dy. Chief Surveyors, Dy. Nautical Advisors and Dy. Chief Ship Surveyors.

Schedule II
(See Rule 3(4))
Identity Card

REQUIREMENTS FOR THE IDENTITY CARD
FOR PORT STATE CONTROL OFFICERS AND FLAG STATE INSPECTORS

The identity card shall contain at least the following information:

- a) name of issuing Authority;
- b) full name of the holder of the identity card;
- c) an up-to-date picture of the holder of the identity card;
- d) the signature of the holder of the identity card;
- e) a statement to the effect that the holder of the identity card is authorised to carry out inspections in accordance with national legislation.

If the main language used on the identity card is not English, it must include a translation into that language.

The format of the identity card is left to the discretion of the jurisdictional P.O,MMD.

Schedule III
(See Rule 6(2))
List of relevant conventions.

- (1) the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974);
- (2) the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
- (3) the International Convention on Load Lines, 1966, as amended (LL 1966);
- (4) the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended (LL PROT 1988);
- (5) the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols, as amended (MARPOL);
- (6) the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978);
- (7) the International Convention on Tonnage Measurement of Ships, 1969, as amended (TONNAGE 1969);
- (8) the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS 2001);
- (9) the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972);
- (10) the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC 1969);
- (11) the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969, as amended (CLC PROT 1992);
- (12) the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (BUNKERS 2001);
- (13) the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as amended (BWM 2004); and
- (14) the Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007);
- (15) the Maritime Labour Convention, 2006
- (16) the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (2009)

Schedule IV
(See Rule 13)
Types of Port State control Inspections

(1) **Initial inspection** – An initial inspection includes visual observations of the vessel's structure and facilities and may include a walk-through of key areas. The inspection to be carried out on board a vessel includes checking the validity of the relevant certificates and other documents, the overall condition of the vessel, its equipment and its crew. During the inspection if there is evidence that the vessel, its equipment, or its crew do not correspond substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of vessels or the prevention of pollution a more detailed inspection has to be carried out.

(2) **More detailed inspection**- A more detailed inspection has to be carried out whenever there are clear grounds during the initial inspection and the grounds exist when a Port State Control Officer finds evidence, which warrants a more detailed inspection of the vessel, its equipment or its crew. A more detailed inspection will include an in-depth examination in the area(s) where clear grounds were established, the areas relevant to any overriding or unexpected factors and will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

(3) **Expanded Inspection**- An expanded inspection is broader in scope and depth, typically carried out on certain vessels with a higher risk profile (for example, aged oil tankers, gas or chemical tankers, bulk carriers, passenger vessels, or vessels with a history of detentions) or as required under the New Inspection Regime. Such inspections cover in detail at least the critical elements of vessel structure, machinery, navigation, life-saving, fire safety, environmental protection, and working and living conditions, as applicable. The High Risk Ships (HRS) and ships more than 15 years old are eligible for an expanded inspection which shall inter alia include a check of the overall condition, including the human element where relevant. Subject to their practical feasibility or any constraints relating to the safety of persons, the vessel or the port, verification of the specific items in the risk areas for each vessel type must be part of an expanded inspection. The PSCO must use professional judgement to determine the appropriate depth of examination or testing of each specific item.

(4) **Concentrated Inspection Campaign (CIC)**- Concentrated inspection campaigns focus on specific areas where a higher risk of non-compliance could exist. All PSCO's shall carry out CIC's on the specified subject during the specified period as announced by the Indian Ocean Memorandum of Understanding (IOMOU) from time to time.

Schedule V
(See Rule 15(3))
Format of Manual Port State Control Inspection Report

FORM A

Reporting office:

PORT STATE CONTROL INSPECTION REPORT
(INDIAN OCEAN MEMORANDUM OF UNDERSTANDING)

Head Office: PSC/FSI Cell,
 Directorate General of Maritime Administration, 9th Floor, Beta
 Building, Kanjurmarg East, Mumbai 400 042, India
 Tel: 91 22 25752034; FAX: 91 22 25752013; E-mail: psc-dgs@nic.in; cs-dgs@nic.in
 Website: www.dgshipping.gov.in

Copy to: Master /Head Office/PSCO
 If ship is detained, copy to: Flag State, Agents, Port, Recognized Organisation

1 Name of reporting authority **2** Name of ship.....

3 Flag of ship **4** Type of ship.....

5 Call sign **6** IMO number.....

7 Gross tonnage..... **8** Deadweight (where applicable).....

9 Year of build **10** Date of inspection.....

11 Place of inspection **12**

Classification society

13 Date of release from detention..... **14**

Company ID No..... **15** Particulars of ISM

Company and local agent

16 Relevant certificate(s)

Sr. No	Certificate Title	Issui ng Auth ority	Dat e of Iss ue	Dat e of Exp iry	Last Intermedi ate/Annua l survey		
					Date	Surve ying authori ty	Plac e

17 Deficiencies No Yes (see attached FORM B)
18 Other _____ Yes ***

18 Ship detained No
19 Supporting documents

Yes (see attached FORM B)

Yes ***
No Yes

19 Supporting documentation

No Yes (see annex)

Name.....

(Duly authorized PSCO of reporting authority)

Signature.....

This report must be retained on board for a period of two years and must be available for consultation by port State control officers at all times.

* This inspection report has been issued solely for the purposes of informing the master and other port States that an inspection by the port State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate **in excess** of the certificate the ship is required to carry.

APPELLATE AUTHORITY: 1. psc-dgs@nic.in; 2. cs-dgs@nic.in

FORM B

Reporting office:

**PORT STATE CONTROL INSPECTION REPORT
(INDIAN OCEAN) MEMORANDUM OF UNDERSTANDING**

(INDIAN OCEAN MEMORANDUM OF UNDERSTANDING)

Head Office: PSC/FSI Cell, M

Directorate General of Maritime Administration, 9th Floor, Beta Building, Kanjur Marg East, Mumbai 400 042, India
Tel: 0122 25752028, Fax: 0122 25752012, E-mail: dgma@dgma.gov.in

Tel: 91 22 25752034; FAX: 91 22 25752013; E-mail: psc-

dgs@nic.in; cs-dgs@nic.in
Web site: www.dgcbidding.gov.in

1 Name of ship.....
number.....
3 Date of inspection

. 2 IMO

4 Place of

5 Nature of deficiency

Sr No .	Nature of deficienc y1	Convention2/ Flag requiremen ts	Act ion Tak en3

Name.....

(duly authorized PSCO of reporting authority)

Signature.....

- ¹ This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out by Recognized Organization and all deficiencies are rectified before an application for re-inspection is made.
- ² To be completed in the event of a detention.
- ³ Actions taken include, i.e.: ship detained/released, flag State informed, classification society informed, next port informed.

Deficiency Action Codes

- ~~Deficiency Action Codes~~
- 10 deficiency rectified
- 15 rectify deficiency at next port
- 16 rectify deficiency within 14 days
- 17 rectify deficiency before departure
- 18 rectify deficiency within 3 months
- 21 corrective action taken on the ISM system by the Company is required within 3 months.
- 30 detainable deficiency
- 46 rectify detainable deficiencies at agreed repair port and agreed date
- 48 as in the agreed Flag State condition
- 49 as in the agreed Rectification Action Plan
- 99 other (specify)

PSC Inspection Action Codes

26 Competent security authority informed

27 Ship expelled on security grounds
40 next port informed
50 flag state/consul informed
55 flag state consulted
70 recognized organization informed
85 investigation of contravention of discharge provisions
(MARPOL)
151 ILO informed.
152 seafarers organisation informed
155 shipowner organisation informed.

APPELLATE AUTHORITY: 1. psc-dgs@nic.in; 2. cs-dgs@nic.in

Schedule VI
(See Rule 17(2))
Format of Detention Order for PSC



भारत सरकार/ GOVERNMENT OF INDIA

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय/DIRECTORATE GENERAL OF MARITIME ADMINISTRATION

F. No.

Date:

Detention Order

Reporting office:

Head Office: Directorate General of Maritime Administration, Beta Building, 9th Floor, I

Think Techno Campus, Kanjurmarg (East), Mumbai 400 042, India

Website: www.dgshipping.gov.in

Detention Order No.	Date:
---------------------------	-------------

Name of Ship	IMO	Port of Registry	Present Location	Name of Master
			PORT	CAPT.

Vessel _____, IMO No. _____, was inspected in accordance with IOMOU Port State Inspection Procedures adopted by the surveyors from this department on At..... The inspection team has reported deficiencies rendering the vessel to be categorized as 'Un-seaworthy' within the meaning of Sect. 278 of Merchant Shipping Act 2025 (24 of 2025).

In exercise of powers vested under section 307 Merchant Shipping Act 2025 (24 of 2025) the Principal Officer, MERCANTILE MARINE DEPARTMENT, _____, hereby orders the provisional DETENTION of _ Vessel _____, IMO No. _____,"under Port State Control, subject to the "Note" below:

Note:-

____ (name of the ship), ____ IMO No. ____ is thus detained and not allowed to sail out of the port limits of ____ (name of the port) ____ without permission from this

office. Unless otherwise informed explicitly the vessel has to carry out all necessary repairs in consultation with the classification / Flag state, comply with the rule requirements as per the applicable International Standards and presented for re-inspection to a surveyor from this department, or as intimated otherwise.

Encl:- PSC Report (Form A & B)

Name.....

Signature.....

Date.....

-Copy to (where applicable)

1. The Master (to also ensure that owners / Agent / RO is informed forth with)
2. The Directorate General of Maritime Administration, Mumbai. (PSC Cell)
3. Owners / Agent
4. Flag State Administration.
5. The Dy. Conservator DPA.
6. The Commissioner of Customs.
7. The Commander, Indian Coast Guard
8. Classification Society (RO)
9. Embassy/ Consulate
10. Agents

NOTE: - The Master of the vessel has the "right of appeal" against this order.

Appellate Authority: cs-dgs@nic.in

Schedule VII
(See Rule 17(2))
Format of Release Order for PSC



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय/DIRECTORATE GENERAL OF MARITIME ADMINISTRATION

F. No.....

Date:

Release Order

Reporting office:

Head Office:

Directorate General of Maritime Administration,
Beta Building, 9th Floor,
I Think Techno Campus,
Kanjurmarg (East)
Mumbai 400 042, India
Website: www.dgshipping.gov.in

PSC Release Order No.....	Date :
PSC Detention Order No.	Date:

Name of Ship	IMO	Port of Registry	Present Location	Name of Master

--	--	--	--	--

“”, IMO No..... was detained by this office on, in view of serious deficiencies observed on the vessel and was advised to carry out all necessary repairs in consultation with Flag State / Recognized Organization (RO) of the vessel.

This is to confirm that subsequent to the re-inspection of the vessel by this department on Principal Officer, MMD, , in exercise of power vested under section 307 Merchant Shipping Act 2025 (2024 of 2025), hereby Orders the release of “”, IMO No.....

Thus “”, IMO No. is permitted to sail out subject to the following conditions if any (if no conditions apply, please state NIL) from the port of.

1. All conditions imposed by the flag state for various dispensations are met.

Name.....

Signature.....

Date.....

Encl:- PSC Report (Form A & B)

Name

Signature.....

Date.....

Copy to- (where applicable)

1. The Master (to also ensure that owners / Agent / RO is informed forth with)
2. The Directorate General of Maritime Administration, Mumbai. (PSC Cell)
3. Owners / Agent
4. Flag State Administration.
5. The Dy. Conservator DPA.
6. The Commissioner of Customs.
7. The Commander, Indian Coast Guard
8. Classification Society (RO)
9. Embassy/ Consulate
10. Agents

Schedule VIII
(See Rule 32(2))

Format of Manual Flag State Inspection Report

FORM A

Reporting office:
FLAG STATE INSPECTION REPORT*

Head Office: PSC/FSI Cell,
Directorate General of Maritime Administration, 9th Floor, Beta
Building, KanjurMarg East, Mumbai 400 042, India
Tel: 91 22 25752034; FAX: 91 22 25752013; E-mail: psc-dgs@nic.in;
cs-dgs@nic.in Website: www.dgshipping.gov.in

Copy to: Master /Head Office/PSCO
If ship is detained, copy to: Flag State, Agents, Port, Recognized
Organisation

1 Name of reporting authority:- MMD, **2** Name of
ship.....

3 Flag of ship: INDIA..... **4** Type of
ship.....

5 Call sign **6** IMO
number.....

7 Gross tonnage..... **8** Deadweight (where
applicable).....

9 Year of build **10** Date of
inspection.....

11 Place of inspection
society.....

12 Classification

13 Date of release from detention..... 14 Company ID No.....

Particulars of ISM Company and local agent:.....

Indicate FSI is on Company's request / unscheduled inspection

Relevant certificate(s)

18 Deficiencies No Yes (see attached
FORM B)

19 Ship detained No Yes ***

20 Supporting
documentation No Yes (see annex)

Name.....

.....
(duly authorized FSI
reporting authority)

Signature.....

**This report must be retained on board for a period of two years
and must be available for consultation at all times.**

* This inspection report has been issued solely for the purposes of informing the master that an inspection by the flag State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificate the ship is required to carry.

APPELLATE AUTHORITY : 1. psc-dgs@nic.in; 2. cs-dgs@nic.in

FORM B

Reporting office:

FLAG STATE INSPECTION REPORT

Head Office: PSC/FSI Cell,
Directorate General of Maritime Administration, 9th Floor, Beta Building, Kanjurmarg
East, Mumbai 400 042, India
Tel: 91 22 25752034; FAX: 91 22 25752013; E-mail: psc-dgs@nic.in; cs-dgs@nic.in
Website: www.dgshipping.gov.in

1 Name of ship..... **2** IMO
number.....

3 Date of inspection **4** Place of
inspection.....

5 Nature of deficiency

Sr. No.	Nature of deficiency ¹	Conventio n ² /Flag requirem ents	Acti on Tak en ³

Name.....

.....
**(duly
authorized FSI reporting
authority)**

Signature.....

.....

- ¹ This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out by Recognized Organization and all deficiencies are rectified before an application for re-inspection is made.
- ² To be completed in the event of a detention.
- ³ Actions taken include, i.e.: ship detained/released, classification society informed, next port informed.

Deficiency Action Codes

- 10 deficiency rectified
- 15 rectify deficiency at next port
- 16 rectify deficiency within 14 days
- 17 rectify deficiency before departure
- 18 rectify deficiency within 3 months
- 21 corrective action taken on the ISM system by the Company is required within 3 months.
- 30 detainable deficiency
- 46 rectify detainable deficiencies at agreed repair port and agreed date
- 48 as in the agreed Flag State condition
- 49 as in the agreed Rectification Action Plan
- 99 other (specify)

PSC Inspection Action Codes

- 26 Competent security authority informed
- 27 Ship expelled on security grounds
- 40 next port informed
- 70 recognized organization informed
- 85 investigation of contravention of discharge provisions (MARPOL)
- 152 seafarers organisation informed
- 155 shipowner organisation informed.

Note: For ISM deficiencies only code 10, 18 and 30 can be used.

APPELLATE AUTHORITY: 1. psc-dgs@nic.in; 2. cs-dgs@nic.in

Schedule IX
(See Rule 34(2))
Format of Detention Order for FSI

File No.....

Date:

Detention Order

Reporting office:

Head Office: Directorate General of Maritime Administration, Beta Building, 9th Floor, I Think Techno Campus, Kanjurmarg (East), Mumbai 400 042, India

Website: www.dgshipping.gov.in

DETENTION ORDER No.

FLAG STATE INSPECTION

As per the requirements of Section 307 of the MS Act 2025(24 of 2025) , **Vessel**of INDIA, **IMO No.**..... is not allowed to operate and sail from the port of on account of the detainable deficiencies noted during the Flag State Inspection of the vessel by the Surveyor of this department on The deficiencies have been brought to the notice of the Master of the said vessel on..... for necessary action.

Authorized authority

Principal Officer-Cum-Joint DG (Tech)

Mercantile Marine Department,

Copy to:

1. The Master : “” (to also ensure that owners / Agent / RO / is informed forth with)
Master of Ship:- **Capt.** (Email ID :)
2. Owners / Agent:.. (Email ID :)
3. The Directorate General of Maritime Administration, Mumbai. (PSC Cell) (Email : psc-dgs@nic.in)
4. Port Authorities

NOTE: The Master of the vessel has the “right of appeal” against this order

Appeal Authority : **cs-dgs@nic.in**

Schedule X
(See Rule 34(2))
Format of Release Order for FSI

FILE No.....

Date:

Release Order

Reporting office:

Head Office: Directorate General of Maritime Administration, Beta Building, 9th Floor, I Think Techno Campus, KanjurMarg (East), Mumbai 400 042, India

Website: www.dgshipping.gov.in

Sub: “” IMO NO. of INDIA

Ref.: Detention Order No. Dated

The subject vessel was detained in accordance with the provisions of Section 307 of the Merchant Shipping Act 2025,(24 of 2025) vide Detention Order no..... dt..... Consequent to rectification of deficiencies observed during the inspection, the detention order referred above is hereby lifted and the vessel is allowed to proceed to sea subject to the condition that the vessel is in possession of all valid statutory certificates required under the provisions of M.S. Act, 2025 (24 of 2025).

Conditions. If any.

(i)

(ii).....

Authorized authority
Principal Officer-Cum-Joint DG (Tech)
Mercantile Marine Department,

Copy to:

1. The Master: “” (to also ensure that owners / Agent / RO / is informed forth with)
Master of Ship: - **Capt.** (Email ID :)
2. Owners / Agent: (Email ID :)
3. The Directorate General of Maritime Administration .(PSC Cell) (Email : psc-dgs@nic.in)
4. Port Authorities

NOTE: The Master of the vessel has the “right of appeal” against this order Appeal Authority: cs-dgs@nic.in, psc-dgs@nic.in