

GOVERNMENT OF PAKISTAN MINISTRY OF MARITIME AFFAIRS DIRECTORATE GENERAL  
PORTS & SHIPPING

No. 3(3)/2021-CNS Karachi, \_\_20 April, 2026

## **CIRCULAR NO. 001/2026**

**To: All Ship Owners, Operators, Shipping Companies, Masters of Pakistani-Flagged Vessels, Recognized Organizations (ROs), Mercantile Marine Department (MMD) Surveyors, Marine Surveyors, All Port Authorities, and All Concerned.**

**SUBJECT: TECHNICAL INTERPRETATIVE INSTRUCTIONS FOR FLAG STATE INSPECTION OF PAKISTANI-FLAGGED VESSELS — INCLUDING VESSEL TARGETING CRITERIA AND REMOTE FLAG STATE INSPECTION PROCEDURES**

### **PART A**

#### **PURPOSE AND LEGAL BASIS**

##### **A.1 Purpose**

This Circular issues formal **Technical Interpretative Instructions** to Flag state surveyors and Recognized Organizations (ROs) authorized to carry out Flag State Inspections (FSI) and General Examinations on behalf of the Government of Pakistan. The technical framework and interpretative guidance for uniform, thorough, and consistent Flag State Inspections.

- A risk-based **Vessel Targeting System** to prioritize inspection resources; and
- **Remote Flag State Inspection (RFSI) procedures** for Pakistani-flagged vessels not scheduled to visit Pakistani ports.

##### **A.2 Legal and Regulatory Basis**

This Circular is issued under authority of:

**Merchant Shipping Ordinance (MSO), 2001** (as amended)

**UNCLOS 1982, Article 94** — Duties of the Flag State regarding safety at sea

**UNCLOS 1982, Article 217** — Flag State enforcement obligations

**IMO III Code 2013 (Resolution A.1070(28)), Part II, Paragraphs 16.1 and 16.2** — Requirement for thorough administrative and technical interpretative instructions

**SOLAS 1974** (as amended); **MARPOL 73/78** (as amended); **MLC 2006**(as amended); **Load Lines Convention 1966/Protocol 1988**(as amended); **Tonnage Convention 1969**(as amended); **STCW Convention 1978/1995/2010**(as amended); **COLREGS 1972**(as amended)

### **A.3 Applicability**

These instructions apply to all Flag State surveyors, ROs authorized by DGPS, and all Pakistani-flagged vessels as defined in DGPS Circular No. 001/2026, whether inspected physically in port or through Remote Flag State Inspection procedures.

## **PART B**

### **VESSEL TARGETING SYSTEM (RISK-BASED PRIORITIZATION)**

#### **B.1 Purpose of Targeting**

The Vessel Targeting System provides Flag State with a structured, risk-based method to prioritize which Pakistani-flagged vessels require priority inspection — whether through physical FSI or Remote FSI. It ensures inspection resources are concentrated on vessels presenting the higher risk to safety, pollution prevention, and flag State reputation, consistent with Pakistan's obligations under III Code Part II.

#### **B.2 Targeting Risk Parameters**

Each Pakistani-flagged vessel shall be assigned a **Composite Risk Score (CRS)** based on the following parameters, maintained in the Flag State Computerized Information System:

##### **Parameter 1 — Vessel Age**

- 0–5 years: 0 points (Low)
- 5–15 years: 5 points (Medium)
- Over 15 years: 10 points (High)

##### **Parameter 2 — PSC Detention History (last 36 months)**

- No detention: 0 points (Low)
- 1 detention: 10 points (Medium)
- 2 or more detentions: 20 points (High)

##### **Parameter 3 — PSC Deficiency Record (last inspection)**

- 0–2 deficiencies: 0 points (Low)
- 3–5 deficiencies: 5 points (Medium)
- More than 5 deficiencies: 15 points (High)

##### **Parameter 4 — Time Since Last FSI / General Examination**

- Within schedule per Circular 001/2026: 0 points (Low)
- Approaching schedule deadline (within 3 months): 5 points (Medium)
- Overdue — no FSI in required period: 15 points (High)

### **Parameter 5 — Vessel Type / Cargo Risk**

- General cargo / Container / Dry bulk (new): 0 points (Low)
- Bulk carrier (aged) / Chemical tanker / Gas carrier: 5 points (Medium)
- Oil tanker / Passenger ship / High-speed craft: 10 points (High)

### **Parameter 6 — Certificate Status**

- All certificates valid: 0 points (Low)
- One certificate approaching expiry (<3 months): 5 points (Medium)
- Expired or suspended certificate: 20 points (High)

### **Parameter 7 — ISM / Company Performance**

- No ISM non-conformities; DOC/SMC valid: 0 points (Low)
- Minor ISM non-conformities recorded: 5 points (Medium)
- Major non-conformity; DOC/SMC suspended; company with prior detentions: 15 points (High)

### **Parameter 8 — Casualty / Incident History (last 36 months)**

- No reportable casualty: 0 points (Low)
- Minor incident / near miss reported: 5 points (Medium)
- Serious incidents: 20 points (High)

### **Parameter 9 — Crew Certification Compliance**

- All STCW certificates valid and endorsed: 0 points (Low)
- One or two crew certificates approaching expiry: 5 points (Medium)
- Expired, fraudulent, or non-endorsed certificates reported: 20 points (High)

### **Parameter 10 — Complaints / Intelligence**

- No complaints received: 0 points (Low)
- Complaint received from crew, port authority, PSC officer, RO, or other authority: 20 points (High)

## **B.3 Composite Risk Score — Priority Bands**

**PRIORITY I — HIGH RISK (65 points and above)** Immediate FSI / RFSI regardless of schedule. Escalate to Principal Officer, MMD.

**PRIORITY II — MEDIUM-HIGH RISK (35 – 64 points)** Priority scheduling for FSI/RFSI within 60 days. Enhanced checklist coverage.

**PRIORITY III — MEDIUM RISK (15 – 34 points)** Standard FSI/RFSI as per Circular 001/2026 schedule.

**PRIORITY IV — LOW RISK (0 – 14 points)** May be eligible for exemption per Circular 001/2026, Clause C(v). Targeted RFSI via document review only.

## **B.4 Automatic Targeting Triggers**

Irrespective of CRS, the following events shall **automatically** trigger a Priority I FSI or RFSI:

- Detention by any PSC MOU (Paris, Tokyo, Mediterranean, AMSA, USCG, Indian Ocean MOU) within the last 6 months;

- Serious marine casualty or pollution incident involving the vessel.
- Report of fraudulent crew certification.
- Expired or suspended DOC or SMC.
- Complaint from crew or seafarer welfare organization.
- Expiry of any statutory certificate without renewal.
- Vessel reported overdue on voyage without explanation.

## B.5 Targeting Data Sources

Flag state shall maintain targeting data by monitoring:

- Paris MOU, Tokyo MOU, Indian Ocean MOU, AMSA, USCG PSC inspection databases;
- DGPS Computerized Information System (FSI and RO report uploads);
- IMO GISIS (Global Integrated Shipping Information System);
- IHS Sea-web / Equasis vessel information;
- RO survey status reports submitted to Flag state ;
- LRIT data (vessel position monitoring);
- Crew complaints and port authority notifications.

# PART C

## REMOTE FLAG STATE INSPECTION (RFSI) PROCEDURES

### C.1 Scope and Purpose

A significant proportion of Pakistani-flagged vessels operate predominantly on international voyages and are not scheduled to call at Pakistani ports within the timeframe required by Flag state Circular No. 001/2026. To ensure Pakistan's Flag State oversight obligations under UNCLOS Articles 94 and 217 and III Code Part II are met for all Pakistani-flagged vessels, Flag state shall implement **Remote Flag State Inspections (RFSI)**.

An RFSI is a structured document-based and electronic verification procedure conducted by Flag state without physical attendance onboard, supplemented where possible by verification through authorized ROs at the vessel's port of call.

### C.2 Vessels Subject to RFSI

RFSI shall be applied to Pakistani-flagged vessels that:

- Have not visited a Pakistani port within the scheduled FSI interval per Circular 001/2026;
- Are operating exclusively on international voyages with no imminent call to Pakistan;
- Have been identified as Priority I or Priority II under the Vessel Targeting System; or
- Are subject to an automatic targeting trigger under B.4 above.

### C.3 RFSI Procedure — Step by Step

#### Step 1 — Vessel Identification and Notification

Flag state shall identify vessels due for RFSI using the targeting criteria in Part B. The Principal Officer shall issue a formal **RFSI Notification Letter** to the Ship Owner/Company Manager at least **14 days** prior to the RFSI commencement date, specifying:

- The vessel's targeting status and risk score;
- The list of documents required (see Step 2);
- The deadline for document submission (not less than 7 days before RFSI review);
- The name of the assigned RFSI Officer; and
- Contact details for submission.

## Step 2 — Document Submission by Company

The Ship Owner/Company Manager shall submit the following documents electronically to Flag state within the specified deadline via the Flag state Computerized Information System or designated secure email:

1. All valid statutory certificates (scanned copies) — as listed in Form A, Section 1 | SOLAS/MARPOL/MLC/LL/Tonnage
2. Continuous Synopsis Record (current) | SOLAS XI-1/5
3. Minimum Safe Manning Certificate | SOLAS V/14
4. Crew list with STCW certificate numbers | STCW I/2
5. Copies of CoC and CoP for all officers (DGPS-issued or endorsed) | STCW I/2, I/10
6. Oil Record Book — Part I (last 3 months entries) | MARPOL I/17
7. Oil Record Book — Part II (tankers, last 3 months) | MARPOL I/36
8. Garbage Record Book (last 3 months) | MARPOL V/10
9. Bunker Delivery Notes (last 3 BDNs) | MARPOL VI/18
10. Hours of rest/work records (last 3 months, sample of 3 crew) | MLC A2.3 / STCW A-VIII/1
11. Drill records — fire and abandon ship (last 6 months) | SOLAS III/19
12. ISM — latest internal audit report and NCR/observation log | SOLAS IX / ISM Code
13. Maintenance records — overdue PMS items list | ISM Code Ch.10
14. Latest PSC inspection report (if any within last 12 months)
15. SEEMP and latest CII rating | MARPOL VI/22; MEPC.352(78)
16. DMLC Part I and Part II | MLC 2006
17. Financial security certificates (P&I / repatriation) | MLC Standard A4.2
18. LRIT transmission confirmation / position report | SOLAS V/19-1
19. Photographs of load line marks (both sides), fire equipment stations, LSA equipment
20. RO survey status report (latest — confirming no overdue items) | III Code / SOLAS I

## Step 3 — FLAG STATE Desktop Review

The assigned RFSI Officer shall conduct a structured desktop review of all submitted documents, verifying:

- Validity and completeness of all statutory certificates;
- Consistency between crew list, CoC/CoP copies, and safe manning certificate;
- Authenticity of Flag state -issued/endorsed certificates.
- ORB entries for suspicious patterns or irregularities.
- Hours of rest compliance.
- Drill frequency and crew participation.
- Outstanding PSC deficiencies and rectification status;
- ISM NCR trends — recurring issues to be dealt with.
- MARPOL compliance indicators (BDN Sulphur content, SEEMP/CII); and
- Overdue survey items per RO status report.

The RFSI Officer shall complete the **RFSI Desktop Review Form (Form C — Annexure B)** recording findings against each parameter.

## Step 4 — Remote Interview (Master / DPA)

For Priority I and Priority II vessels, the RFSI Officer shall conduct a **video/telephone interview** with the Master and/or DPA to verify:

- Master's awareness of certificate status and survey due dates;
- SMS implementation — familiarity with emergency procedures;
- Understanding of MARPOL discharge prohibitions and ORB obligations;
- GMDSS radio watch-keeping arrangements;
- Outstanding deficiencies from last PSC inspection — rectification status; and
- Crew welfare and any complaints received.

The interview shall be documented and retained on file as part of the RFSI record.

### **Step 5 — RO Verification (where applicable)**

Where the vessel is at a port where the authorized RO has a presence, Flag state may direct the RO to conduct a **physical verification inspection** on its behalf. The RO shall:

- Conduct verification against the Flag State Inspection Checklist (Forms A and B — Annexure A);
- Submit the completed inspection report to MMD within 2 working days;
- Confirm rectification of deficiencies identified in the desktop review; and
- Report any additional deficiencies observed.

Physical verification by an RO on Flag state behalf shall be treated as equivalent to an FSI for the purposes of Flag state Circular No. 001/2026, provided the RO submits a complete Form A/B report to MMD.

### **Step 6 — RFSI Outcome and Reporting**

Upon completion of Steps 3–5, the RFSI Officer shall:

- Issue a formal **RFSI Completion Report** recording all findings, deficiencies, and actions;
- Classify deficiencies as Minor, Major, or Serious per Part F of this Circular;
- Issue a **Deficiency Notice** for any Major or Serious deficiencies with a rectification deadline;
- Upload the RFSI Completion Report to the Flag state Computerized Information System within **5 working days**; and
- Notify the Principal Officer of any Serious deficiency for immediate escalation.

## **C.4 RFSI Limitations and Follow-Up Physical FSI**

An RFSI based solely on document review (without RO physical verification) shall be considered a **partial oversight measure** only. Flag state shall ensure that any vessel inspected by RFSI without physical verification is subject to a full physical FSI at the earliest opportunity when the vessel calls at a Pakistani port or a port where RO physical attendance can be arranged.

An RFSI does **not** relieve the ship owner of the obligation to ensure physical FSI compliance. It is an additional Flag State oversight tool for vessels trading internationally.

## **C.5 Non-Cooperation by Ship Owner / Company**

Failure to respond to an RFSI Notification or to submit required documents within the deadline shall:

- Result in automatic upgrading of the vessel to **Priority I**;
- Be recorded as a **non-compliance** against the company's annual DOC audit;
- Be reported to the Principal Officer for enforcement action under MSO 2001; and
- Result in issuance of a **formal notice of non-compliance** with III Code obligations.

## **PART D**

### **GENERAL PRINCIPLES OF FLAG STATE INSPECTION**

#### **D.1 Scope of Inspection**

A Flag State Inspection shall verify that: the vessel holds valid statutory certificates; the actual condition corresponds to the certificates held; all IMO convention requirements are fully implemented onboard; the crew is certified per STCW; and the SMS is effectively implemented.

#### **D.2 Standard of Inspection**

FSI surveyors shall apply the standard of "**no clear grounds required**". Unlike PSC, there is no threshold before proceeding to detailed inspection. Every FSI shall cover all areas relevant to the vessel's certificate portfolio.

#### **D.3 Reference Documents**

Surveyors shall carry: consolidated texts of applicable IMO conventions; IMO Model Course materials for the vessel type; Flag State Inspection Checklists (Forms A and B — Annexure A); relevant MSC and MEPC circulars; and STCW Convention 1978/1995/2010(as amended);

## **PART E**

### **TECHNICAL INTERPRETATIVE INSTRUCTIONS BY CONVENTION**

#### **E.1 SOLAS 1974 (as amended)**

**E.1.1 Chapter I — Surveys and Certification** Verify all statutory certificates are valid and issued/endorsed by an authorized RO on behalf of the Government of Pakistan. Confirm survey records are consistent with certificate endorsements. Where a certificate has been issued by a foreign Administration, confirm Flag State has formally recognized such certificate.

**E.1.2 Chapter II-1 — Construction and Stability** Verify Damage Control Plan and Stability Booklet are approved and understood by officers. Check watertight integrity, bilge pumping, and structural modification approvals. For vessels 15 years and above, request evidence of thickness measurements at last renewal survey — absence is a deficiency.

**E.1.3 Chapter II-2 — Fire Safety** Verify Fire Control Plan posted and copy held ashore (Reg. II-2/15.2.4). Test fire detection and alarm systems. Inspect fixed fire-fighting systems (CO<sub>2</sub>/foam/mist), portable extinguishers, fire dampers, fire doors, fire pumps, and International Shore Connection. Verify fire drill records. For tankers: test inert gas system and verify O<sub>2</sub> content monitoring records.

**E.1.4 Chapter III — Life-Saving Appliances** Verify LSA inventory against Safety Equipment Certificate and LSA Plan. Inspect lifeboats, rescue boats, liferafts, immersion suits, EPIRBs, SARTs/AIS-SARTs, pyrotechnics, and MOB equipment. Verify muster list and drill records. SOLAS III/20.7 requires monthly crew participation in abandon ship and fire drills — absence of records is a deficiency.

**E.1.5 Chapter IV — GMDSS Radiocommunications** Verify GMDSS equipment is consistent with Safety Radio Certificate and the vessel's sea area (A1/A2/A3/A4). Test VHF DSC (Ch 70), MF/HF DSC, NAVTEX receiver, and INMARSAT terminal. Verify EPIRB, battery backup, radio log, and GMDSS operator certificates. A vessel operating in A3 waters without functioning INMARSAT or HF-DSC shall be considered to have a serious deficiency.

**E.1.6 Chapter V — Safety of Navigation** Verify charts/ECDIS are up to date and cover the trading area. Check ECDIS type-approval, chart update records, and officer type-specific training. Verify AIS (Class A), LRIT, VDR/S-VDR annual test certificate, radars, compasses, echo sounder, and speed log. Confirm a documented passage plan exists (berth-to-berth) — absence is a deficiency (SOLAS V/34).

**E.1.7 Chapters VI/VII — Carriage of Cargoes and Dangerous Goods** Verify IMDG Code compliance documentation for dangerous goods. Check Cargo Securing Manual is approved and applied. For bulk carriers: verify IMSBC Code compliance and stability documentation for the cargo carried.

**E.1.8 Chapter IX — ISM Code** Verify DOC and SMC validity. Inspect SMS implementation: drill records, maintenance records, NCR and near-miss reports. Verify DPA is identified and contact details are posted onboard. Systemic SMS failures shall be reported to Flag State Technical Committee for escalated action.

**E.1.9 Chapter XI-1 — Special Measures** Verify IMO number is permanently marked on hull or structural frame. Check CSR is complete and accurate. Verify Enhanced Survey Program (ESP) records for bulk carriers and tankers.

**E.1.10 Chapter XI-2 — ISPS Code** Verify ISSC is valid. Confirm SSP exists and is approved (do not review contents — confidential). Verify SSO is designated and trained. Check security drill records. Confirm AIS is not switched off except per SSP provisions. Security deficiencies shall be reported through secure channels to Flag State.

## **E.2 MARPOL 73/78 (as amended)**

**E.2.1 Annex I — Prevention of Pollution by Oil** Verify IOPP Certificate and Supplement. Inspect OWS — operational, 15ppm alarm functional, overboard discharge valve sealed or locked. Check Oil Record Book Part I: entries complete, signed, no suspicious gaps. Verify sludge/residue records are consistent with operational data. For tankers: check ORB Part II and COW procedures. Surveyors identifying suspicious ORB entries (impossibly rapid discharge, magic pipe bypass) shall immediately report to Principal Officer for investigation under MSO 2001.

**E.2.2 Annex II — NLS (if applicable)** Verify NLS Certificate, P&A Manual, and Cargo Record Book. Check cargo pump stripping efficiency certification.

**E.2.3 Annex IV — Sewage** Verify International Sewage Pollution Prevention Certificate. Check comminutor/disinfection unit operability. Verify sewage holding tank capacity and records.

**E.2.4 Annex V — Garbage** Verify Garbage Management Plan is onboard and implemented. Check Garbage Record Book entries. Confirm garbage placards posted in working language and English.

**E.2.5 Annex VI — Air Pollution** Verify IAPP Certificate and Supplement; confirm NO<sub>x</sub> Tier compliance. Check BDNs retained for 3 years with Sulphur content compliant (0.50% global cap / 0.10% ECA). Verify SEEMP is implemented. For vessels  $\geq 5,000$  GT: verify IEEC Certificate is valid. For ECA trading: confirm fuel changeover procedures are documented in the SMS and the fuel oil system is capable of operating on compliant fuel (Reg. 14).

### **E.3 Maritime Labour Convention 2006**

Verify MLC Certificate, DMLC Parts I and II. Check SEAs (signed and accessible), wage records, hours of work/rest records (max 14h/24h; 77h/7d). Inspect accommodation, food and catering, medical chest and medical log. Verify financial security certificate (repatriation and P&I cover) — absence is a **serious deficiency** (MLC Standard A4.2). Check complaint handling procedure is posted in an accessible location.

### **E.4 Load Lines Convention 1966 / Protocol 1988**

Verify ILLC is valid. Check load line marks on both sides correspond to the certificate. Verify current draft does not exceed applicable load line for the zone and season. Inspect hatch covers, ventilators, air pipes, sounding pipes, and freeing ports for watertight integrity. Refer to IMO Load Lines 2005 for interpretation of closing appliance requirements. Where GT/NT has not been updated following structural modification, issue deficiency notice and report to Flag State for re-survey.

### **E.5 Tonnage Convention 1969**

Verify International Tonnage Certificate is onboard. Confirm no structural modifications have been made that would affect GT/NT without re-measurement and re-issuance.

### **E.6 STCW Convention 1978 (Manila Amendments 2010)**

Verify Safe Manning Certificate, CoC for all officers (DGPS-issued or endorsed), DGPS endorsements on foreign CoCs, CoPs (PSCRB, AFF, SSO, Tanker as applicable), GMDSS operator certificates, medical fitness certificates for all crew, and rest hour records. Where an officer holds a foreign CoC with DGPS endorsement, verify genuineness against the DGPS Records. Suspected fraudulent certificates shall be immediately reported to Principal Officer, MMD for investigation.

### **E.7 COLREGS 1972**

Test all navigation lights (masthead, sidelights, sternlight, anchor, NUC/RAM/aground lights as applicable). Check sound signaling appliances: whistle, bell, gong etc. Verify correct day shapes are onboard and accessible. Question the Officer of the Watch on relevant COLREG rules applicable to the vessel type and trading area — lack of knowledge shall be reported as a deficiency.

## PART F

### CLASSIFICATION OF DEFICIENCY AND ACTION

**MINOR DEFICIENCY** Definition: Technical non-conformity with no immediate safety or pollution risk.  
Action: Record; require rectification before next port or survey.

**MAJOR DEFICIENCY** Definition: Non-conformity that impairs safety, pollution prevention, or certificate validity.  
Action: Issue Deficiency Notice; set rectification deadline; verify closure.

**SERIOUS DEFICIENCY** Definition: Immediate danger to life, vessel, or environment; or persistent major deficiencies.

Action: Notify Principal Officer, MMD immediately. Vessel may be detained or restricted from sailing. Report to DGPS Technical Committee within 24 hours.

## PART G

### REPORTING REQUIREMENTS

#### G.1 Inspection Report Format

All FSI, General Examination, and RFSI reports shall contain: vessel name, IMO number, flag, GT, type, Date of built, call sign; name and qualification of surveyor; date, location, and duration of inspection; certificate status (all statutory certificates listed with expiry dates); deficiencies noted (with convention/regulation reference and classification); outstanding deficiencies from previous inspection; actions required and timelines; and surveyor's signature and stamp.

#### G.2 Upload Requirement

All FSI and General Examination reports shall be uploaded to the DGPS Computerized Information System within **2 working days** of completion. RFSI Completion Reports within **5 working days**.

#### G.3 Annual Flag State Inspection Summary Report

The Principal Officer, MMD shall prepare an Annual Flag State Inspection Summary Report for submission to DGPS by **31st January** each year, covering: total number of FSI/RFSI/General Examinations conducted; deficiency trends by convention and vessel type; serious deficiencies and actions taken; PSC detention correlation analysis; and targeting system performance review.

## PART H

### SURVEYOR COMPETENCE AND TRAINING

All MMD surveyors conducting FSI shall hold valid CoC of at least Chief Engineer/Chief Mate level or equivalent technical qualifications. MMD surveyors are required to complete **IMO Model Course 3.09** (Flag State Surveys and Certification) or equivalent within 18 months of appointment to FSI duties. RO surveyors conducting General Examinations on behalf of DGPS shall demonstrate equivalent competence as

verified during the annual RO Performance Assessment conducted by DGPS. DGPS shall maintain a **Register of Authorized FSI Surveyors**, reviewed and updated annually.

## **PART I**

### **REVIEW AND AMENDMENT**

This Circular shall be reviewed **every 5 years** or as necessary to reflect amendments to applicable IMO conventions and instruments. Ship owners, operators, and surveyors are advised to monitor DGPS circulars and IMO instruments for updates.



**Captain: Razaqat Hussain**  
**Chief Nautical Surveyor**

This circular issued with approval of Director General Ports & Shipping Ministry of Maritime Affairs Government of Pakistan

### **DISTRIBUTION:**

- The Director General, Ports & Shipping, Karachi
- Director Shipping, DG (P&S) Karachi
- Chief Engineer & Ship Surveyor, DG (P&S) Karachi
- Principal Officer, MMD, Karachi
- All Recognized Organizations (ROs) authorized by DGPS
- Pakistan National Shipping Corporation (PNSC)
- All Shipping Companies/Agents Registered in Pakistan
- All Port Authorities
- IMO Secretariat (for information)

**ANNEXURE- A**  
**REPORT OF INSPECTION IN ACCORDANCE WITH IMO FLAG STATE**  
**CONTROL PROCEDURES**  
**FORM A**

† To be completed in the event of a detention

Note: This form is used when Pakistan (as Flag State) inspects Pakistani-flagged ships to verify compliance with international conventions and confirm that issued certificates remain valid.

<b>Name of Reporting Authority:</b>	<b>Mercantile Marine Department Government of Pakistan Ministry of Maritime Affairs</b>	Plot No. 58, 5th Floor, KDLB Building 58-West Wharf Road, Karachi
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S.N	SHIP PARTICULARS		
01	Date of Inspection	02	Place of Inspection
03	Name of Ship	04	Flag of Ship: PAKISTAN
05	Type of Ship	06	Call Sign
07	IMO No.	08	Port of Registry
09	Year of Build	10	Official Number
11	Gross Tonnage	12	Net Tonnage
13	Classification Society (RO)	14	Date of Last Annual Survey
15	Company / Ship Manager		
16	Address † Date of detention (if applicable)	17	Release Date
18	Name and Signature of Master to confirm ship particulars are correct:		
	Name of Master:		Signature:

**SECTION 1: STATUTORY CERTIFICATES — ISSUED BY OR ON BEHALF OF THE FLAG STATE (MMD / RECOGNIZED ORGANIZATION)**

Purpose: As Flag State Administration, MMD verifies that all statutory certificates issued to this vessel remain valid, complete, and correctly endorsed. Certificates issued by Recognized Organizations (ROs) on MMD's behalf are also verified for continued validity.

S.N	Certificate / Document	Issuing Authority (MMD / RO Name)	Expiry Date	Status (Valid / Expired / Endorsed)
1	Certificate of Registry	MMD		
2	Continuous Synopsis Record (CSR)	MMD	N/A	
3	International Tonnage Certificate	MMD / RO		
4	Minimum Safe Manning Document	MMD		
5	International Load Line Certificate	MMD / RO		
6	Safety Equipment Certificate (SEQ)	MMD / RO		
7	Safety Radio Certificate	MMD / RO		
8	Safety Construction Certificate (SCC)	MMD / RO		

9	International Oil Pollution Prevention Certificate (IOPP)	MMD / RO		
10	International Sewage Pollution Prevention Certificate	MMD / RO		
11	International Air Pollution Prevention Certificate (IAPP)	MMD / RO		
12	International Energy Efficiency Certificate (IEEC)	MMD / RO		
13	Certificate of Fitness for the Carriage of Chemicals in Bulk (IBC Code) — If Applicable	MMD / RO		
14	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC Code) — If Applicable	MMD / RO		
15	International Certificate for Noxious Liquid Substances (NLS) — If Applicable	MMD / RO		
16	International Ballast Water Management Certificate (BWM)	MMD / RO		
17	Energy Efficiency Existing Ship Index Certificate (EEXI)	MMD / RO		
18	Carbon Intensity Indicator (CII) Rating Certificate	MMD / RO		
19	International Anti-Fouling System (AFS) Certificate	MMD / RO		
20	High-Speed Craft Safety Certificate (1994/2000 HSC Code) — If Applicable	MMD		
21	Permit to Operate High-Speed Craft — If Applicable	MMD		
22	Route Operational Manual (HSC Code) — If Applicable	MMD / Company	N/A	
23	Document of Compliance — ISM Code (DOC) — Issued to Company	MMD		
24	Safety Management Certificate — ISM Code (SMC)	MMD / RO		
25	Maritime Labour Convention (MLC 2006) Certificate	MMD		
26	International Ship Security Certificate (ISSC) — ISPS Code	MMD / RSO		
27	Document of Compliance — Special Requirements for Ships Carrying Dangerous Goods	MMD / RO		
28	Document of Compliance for Solid Bulk Cargoes (IMSBC Code) — If Applicable	MMD / RO		
29	CLC Civil Liability Certificate — Bunker	MMD		
30	CLC Civil Liability Certificate — Oil	MMD		
31	Nairobi WRC Certificate (Wreck Removal)	MMD		
32	Exemption Certificate (if any) — specify:	MMD		
33	Any other certificate / endorsement:			

## SECTION 2: IMSBC CODE COMPLIANCE — SHIPS CARRYING SOLID BULK CARGOES (If Applicable)

S.N	Check Item	Compliant (Yes / No / N/A)	Remarks / Deficiency
a	Has the Document of Compliance for Solid Bulk Cargoes been issued by MMD/RO and is it current?		
b	Is the cargo handling plan available and compliant with IMSBC requirements?		
c	Are loading/unloading procedures documented and aligned with IMSBC requirements?		
d	Are provisions in place for cargo moisture control and compliance with Transportable Moisture Limit (TML)?		

e	Is there an emergency response plan for hazardous bulk cargo on board?		
g(i)	Drill conducted during Flag State Inspection (specify type: Fire / Abandon Ship / Security / Other)		
f	Are ventilation requirements and cargo segregation compliant with IMSBC Code?		
g	Is crew trained and competent in IMSBC cargo handling and emergency procedures?		

### SECTION 3: IBC CODE COMPLIANCE — CHEMICAL TANKERS (If Applicable)

S.N	Check Item	Compliant (Yes / No / N/A)	Remarks / Deficiency
a	Has the Certificate of Fitness for Chemical Tankers been issued/endorsed by MMD/RO and is it valid?		
b	Are containment systems installed, maintained, and certified as per IBC Code standards?		
c	Is the Cargo Record Book maintained and up to date?		
d	Is the Operations Manual available and current?		
e	Is crew training documentation for handling dangerous chemicals available and current?		
g(i)	Drill conducted during Flag State Inspection (specify type: Fire / Abandon Ship / Security / Other)		
f	Are ventilation and gas detection systems operational and certified?		
g	Is personal protective equipment (PPE) appropriate for cargo being carried available?		
h	Is cargo compatibility verified and emergency response plan available?		

### SECTION 4: IGC CODE COMPLIANCE — GAS CARRIERS (If Applicable)

S.N	Check Item	Compliant (Yes / No / N/A)	Remarks / Deficiency
a	Has the Certificate of Fitness for Gas Carriers been issued/endorsed by MMD/RO and is it valid?		
b	Are cargo containment systems certified, maintained, and compliant with IGC Code?		
c	Is the Cargo Record Book maintained and up to date?		
d	Are Emergency Shutdown Systems (ESD) functional and tested at required intervals?		
e	Is gas detection equipment operational and calibrated?		
g(i)	Drill conducted during Flag State Inspection (specify type: Fire / Abandon Ship / Security / Other)		
f	Is tank pressure, temperature, and level monitoring system operational?		
g	Is a cargo-specific firefighting plan in place with appropriate crew training records?		
h	Are inert gas systems (if required) operational and certified?		

### SECTION 5: HSC CODE COMPLIANCE — HIGH-SPEED CRAFT (1994 / 2000 HSC Code) (If Applicable)

S.N	Check Item	Compliant (Yes / No / N/A)	Remarks / Deficiency
a	Has the High-Speed Craft Safety Certificate been issued by MMD and is it valid for the route operated?		
b	Is the Permit to Operate High-Speed Craft current and consistent with the safety certificate?		
c	Is the Route Operational Manual on board, approved by MMD, and up to date?		

d	Are all life-saving appliances (LSA) and fire-fighting equipment certified and compliant with HSC requirements?		
e	Does the navigation system meet HSC Code standards for high-speed operations?		
g(i)	Drill conducted during Flag State Inspection (specify type: Fire / Abandon Ship / Security / Other)		
f	Are crew members trained and certificated for HSC-specific operations and emergency scenarios?		
g	Is the Training Manual (HSC-specific) available and current?		

### SECTION 6: GENERAL SAFETY AND COMPLIANCE CHECKS

S.N	Check Item	Compliant (Yes / No / N/A)	Remarks / Deficiency
a	Proper stowage and segregation of cargo.		
b	Vessel's stability records and stability booklet available and approved by MMD/RO.		
c	Oil spill response plan (SOPEP/SMPEP) available and crew trained on implementation.		
d	SEEMP and CII tracking in line with MEPC.346 and MEPC.352.		
e	Fuel oil sulphur content compliance with MEPC.320(74) verified.		
g(i)	Drill conducted during Flag State Inspection (specify type: Fire / Abandon Ship / Security / Other)		
f	Electronic Record Books (MARPOL, fuel reporting) present and accurate.		
g	Emergency drills conducted and documented within required intervals.		
h	Communication equipment operational and tested.		
i	Security and access control measures in place (ISPS compliance).		
j	ISM — Non-conformities, near misses, accidents recorded and reported to MMD as required.		
k	Crew certificates (STCW) issued/endorsed by MMD — current and appropriate for position.		

### SECTION 7: DEFICIENCIES IDENTIFIED

S.N	Deficiency Description	IMO Code / Convention Reference	Action Required / Code
1			
2			
3			
4			

#### Action Taken Codes:

00	No Action Taken	19	Vessel Detained — awaiting Flag State directive
10	Deficiency Rectified	30	Require Rectification Before Next Survey
12	All Deficiencies Rectified	35	Reported to MMD Head Office
15	Rectify Deficiency at Next Port	36	Refer to Recognized Organization (RO)
16	Rectify Deficiency within 14 Days	40	RO Notified for Survey Action
17	Master Instructed to Rectify Before Departure	45	Company/Owner Notified
18	Rectify Non-Conformity within 3 Months	50	Detention Lifted — Rectification Confirmed

### SECTION 8: DETENTION (If Applicable)

<b>Vessel Detained: Yes / No</b>	<b>Penalty Imposed: Yes / No</b>	Amount: PKR _____
Grounds for Detention:		

Date Detention Lifted:	Authorized by (MMD Officer):	
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**SECTION 9: SUPPORTING DOCUMENTS REVIEWED**

Document	Available	Remarks
Ship's Log Book		
Engine Room Log Book		
Oil Record Book (Part I and II as applicable)		
Garbage Management Plan and Garbage Record Book		
Cargo Record Book (if chemical/gas tanker)		
ISM Safety Management Manual		
Muster List / Emergency Procedures		
Port State Control inspection records (previous)		

**SECTION 10: CERTIFICATION**

*This inspection report has been issued solely for the purposes of informing the Master, Company/Owner, and the Recognized Organization that a Flag State inspection by the Mercantile Marine Department has taken place. This inspection does not replace or supersede any statutory survey obligation. Master, Ship Owners and/or Operators are advised that detailed information may be subject to future publication.*

Date	Place of Inspection	Name of Authorized Flag State Surveyor (MMD)
<b>Signature:</b>	Designation: Flag State Surveyor / MMD	MMD Authorization Number:

**Distribution:**

- Original: Master of Ship
  - Copy 1: MMD Head Office (Karachi)
  - Copy 2: Ship Owner / Company Manager
  - Copy 3: Recognized Organization (RO) — if applicable
- If Detained: Copy to Ministry of Maritime Affairs / DGPS**

**REPORT OF INSPECTION IN ACCORDANCE WITH IMO FLAG STATE CONTROL PROCEDURES**  
**FORM B — DEFICIENCY RECORD**

*This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out by the Recognized Organization and all deficiencies are rectified before the vessel is permitted to continue trading under the Pakistani flag.*

<b>Name of Ship:</b>		<b>IMO No.</b>	
<b>Flag of Ship: PAKISTAN</b>		<b>Port of Registry:</b>	
<b>Date of Inspection:</b>		<b>Place of Inspection:</b>	

**Deficiencies Identified:**

S.N	Description of Defect	Applicable Convention / Code	Action Code	Target Rectification Date
1				
2				
3				
4				
5				
6				
7				
8				

**Defect Codes:**

1	Broken	6	Expired	11	Missing	16	Not As Required
2	Damaged	7	Holed	12	Not Manned	17	Not Operational
3	Dirty	8	Improperly Fitted	13	Not Maintained	18	Overdue Survey
4	Due for Service	9	Inoperable	14	Not Certified	19	Structural Defect
5	Entry Missing	10	Lack of Training	15	Not Endorsed by MMD	20	Other (specify)

Date	Place	Name & Designation (Authorized MMD Flag State Surveyor)
Signature:		MMD Authorization No.:

# ANNEXURE B — REMOTE FLAG STATE INSPECTION DESKTOP REVIEW FORM (FORM C)

## VESSEL PARTICULARS

Item	Details
Vessel Name	
IMO No.	
Flag	PAKISTAN
GT / Type	
Year of Build	
Current Position / Port	
Company / Manager	
Recognized Organization (RO)	
Composite Risk Score (CRS)	
Priority Band	
RFSI Officer (MMD)	
RFSI Date	

## SECTION 1 — CERTIFICATE VERIFICATION

S.No.	Review Item	Convention Ref	Status	Remarks
1.1	All statutory certificates valid and submitted	SOLAS/MARPOL/MLC/LL		
1.2	CSR complete and current	SOLAS XI-1/5		
1.3	Minimum Safe Manning Certificate current	SOLAS V/14		
1.4	No certificates expired or approaching expiry (<3 months)	All conventions		

## SECTION 2 — CREW CERTIFICATION

#	Review Item	Convention Ref	Status	Remarks
2.1	Crew list consistent with Safe Manning Certificate	SOLAS V/14		
2.2	All officer CoCs valid and DGPS-issued/endorsed	STCW I/2, I/10		
2.3	CoPs current (PSCRB, AFF, SSO, Tanker as applicable)	STCW VI		
2.4	Medical fitness certificates current for all crew	STCW I/9		

### SECTION 3 — MARPOL COMPLIANCE

S.No	Review Item	Convention Ref	Status	Remarks
3.1	ORB Part I — entries complete, no suspicious gaps	MARPOL I/17		
3.2	ORB Part II (tankers) — entries complete	MARPOL I/36		
3.3	BDNs — sulphur content compliant, retained $\geq 3$ years	MARPOL VI/18		
3.4	Garbage Record Book entries consistent with operations	MARPOL V/10		
3.5	SEEMP onboard; CII rating submitted	MARPOL VI/22		

### SECTION 4 — MLC COMPLIANCE

S.No	Review Item	Convention Ref	Status	Remarks
4.1	MLC Certificate and DMLC Parts I & II submitted	MLC 2006		
4.2	Hours of work/rest records — compliant sample reviewed	MLC A2.3		
4.3	Financial security certificates — repatriation and P&I	MLC A4.2		

### SECTION 5 — ISM / SAFETY MANAGEMENT

S.No	Review Item	Convention Ref	Status	Remarks
5.1	DOC and SMC valid	SOLAS IX		
5.2	Internal audit report — no systemic deficiencies	ISM Code Ch.12		
5.3	NCR / observation log — no recurring or unresolved items	ISM Code Ch.9		
5.4	PMS overdue items — none critical	ISM Code Ch.10		
5.5	Fire and abandon ship drill records — monthly frequency	SOLAS III/19		

### SECTION 6 — PSC / RO STATUS

S.No	Review Item	Convention Ref	Status	Remarks
6.1	Latest PSC report reviewed — no outstanding detainable deficiencies			
6.2	RO survey status — no overdue survey items	III Code / SOLAS I		

**SECTION 7 — LRIT / POSITION**

S.No	Review Item	Convention Ref	Status	Remarks
7.1	LRIT transmission confirmed — vessel position consistent	SOLAS V/19-1		

**SECTION 8 — REMOTE INTERVIEW (Priority I & II only)**

S.No.	Review Item	Convention Ref	Status	Remarks
8.1	Master interview conducted — date and participants recorded	III Code 16.1		
8.2	DPA interview conducted — NCR and emergency contact verified	ISM Code Ch.4		

**RFSI OUTCOME**

Overall Assessment (tick one):

- Satisfactory — No action required
- Minor deficiencies — Deficiency notice issued
- Major deficiencies — Rectification deadline set
- Serious deficiency — Escalated to Principal Officer, MMD
- Incomplete submission — Company notified; Priority upgraded

Physical FSI Required (tick one):

- Yes — at earliest port call
- Yes — RO directed to attend at current port
- No — document review sufficient

Next RFSI / FSI Due Date: \_\_\_\_\_

RFSI Officer Signature: \_\_\_\_\_ Name: Designation: MMD  
 Authorization No.: Date:

Reviewed and Approved by Principal Officer, MMD: Name: Date: