



**TECHNICAL CIRCULAR No. 864 of 4<sup>th</sup> March 2025**

To	All Surveyors/Auditors. All flags
Title	<b>PSC Inspections of Ships Carrying Industrial Personnel</b>
Reference	Paris MoU

**Paris MoU Releases Guidelines for PSC Inspections of Ships Carrying Industrial Personnel**

The Paris MoU has released the *Guidelines for PSC Inspections of Ships Carrying Industrial Personnel*. The purpose of this document is to provide basic guidance for port state control inspections in compliance with the IP Code. The document consists of a brief explanation of the IP Code and its applicability, a description of the ship's inspection, and a list of possible deficiencies and deficiencies that may result in the ship's detention.

The International Convention for the Safety of Life at Sea (SOLAS 1974) was adopted in 1974 and entered into force in 1980. The convention has been amended several times since entry into force. The recent amendment adopted by Resolution MSC.521(106) added a new Chapter to the Convention – Chapter XV, Safety Measures for Ships carrying Industrial Personnel.

The PSCO should verify:

1. The documentary evidence of training and ship specific familiarization for a sufficient number of industrial personnel are fully checked.
2. Subdivision and stability requirements of the IP Code are complied with noting that the requirements for a ship or high-speed cargo craft constructed on or after 01 July 2024 are more onerous than for a cargo ship or high-speed cargo craft as appropriate;
3. Additional regulations for ships certified in accordance with SOLAS Chapter I or Chapter X, as appropriate, are satisfied (IP Code Part IV & V); and that where dangerous goods are carried, the ship or high-speed cargo craft complies with the requirements of Part IV Regulation 8 or Part V Regulation 8 of the IP Code as appropriate.

Deficiencies that may warrant detention

A PSCO should use his/her professional judgment to determine whether to detain the ship until any noted deficiencies are corrected or to permit a vessel to sail with deficiencies.

In order to assist the PSCO in the use of these guidelines, the following deficiencies should be considered to be of such nature that they may warrant the detention of a ship:

1. failure of the vessel to hold a valid Industrial Personnel Safety Certificate, as required by IP Code Part I Regulation 3.1 and by SOLAS Chapter XV Regulation 5, by the required deadline related to the relevant survey cycle;

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2.failure of the master to hold the required evidence of training and familiarization of all Industrial Personnel (IP Code Part III Regulation 1);  
3.failure to comply with additional regulations as specified in Part IV of the IP Code for ships certified in accordance with SOLAS Chapter I or craft certified in accordance with Chapter X;  
4.failure to comply with additional regulations as specified in Part V of the IP Code for high-speed cargo craft certified in accordance with SOLAS Chapter X.  
5.missing or defective equipment; and ships carry toxic products, low-flashpoint products or acids, while total number of persons on board exceeds 60.  
Before detaining a ship, reference should be made to a PSCC Instruction “Guidance on Detention and Action Taken” when deficiencies are found.

REFERENCES:

- The Paris MoU has released the *Guidelines for PSC Inspections of Ships Carrying Industrial Personnel*.

ATTACHMENTS: No

Kindest Regards,  
CONARINA Technical Office

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