

Criteria for attribution of RO responsibility

1. RO means a Recognized Organization or other private body carrying out surveys and issuing or endorsing Statutory Certificates of ships on behalf of a flag State.

2. The RO responsibility is assessed only relating to detainable deficiencies that are:

- (i) covered by a statutory certificate that has been issued or endorsed by the RO with a date of survey; and
- (ii) the RO has carried out the last survey or verification audit for the relevant certificate(s).

Issued by	Annual/intermediate survey or verification audit carried out by	Can RO responsibility be assigned (if other criteria are met)?
Flag	None	NO
Flag	Flag	NO
Flag	RO	YES
RO	None	YES
RO	Flag	NO
RO	RO	YES

3. A detainable deficiency is associated with the RO if it is:

- (i) a serious structural deficiency including corrosion, wastage, cracking and buckling unless it is clear that the deficiency has occurred since the last survey conducted by the RO; or
- (ii) a serious deficiency in equipment or non-structural fittings (such as fire main, air pipes, cargo hatches, rails, masts, ventilation trunks/ducts, accommodation and recreational facilities etc.) AND it is less than 90 days since the last survey conducted by the RO, unless it is clear that the deficiency has occurred since the last survey conducted by the RO; or
- (iii) a serious deficiency in equipment or non-structural fittings which clearly would have existed at the time of the last survey; or
- (iv) a serious deficiency associated with out-of-date equipment which was out-of-date at the time of the last survey; or
- (v) a missing approval or endorsement of Plans and Manuals if required to comply with the provisions for issuance of statutory certificates which clearly would have existed at the time of the last survey; or
- (vi) a major non-conformity where there is clear evidence of a lack of effective and systematic implementation of a requirement of the ISM Code AND there is clear evidence that it existed at the last audit conducted by the RO provided that the audit took place within the last 90 days. It may also include operational drills and operational control and there is clear supporting evidence of failure;
- (vii) a detainable MLC-deficiency where there is clear evidence of a lack of implementation of a requirement of the MLC Convention and that it existed at the last inspection conducted by the RO;
- (viii) a detainable deficiency where a statutory certificate that has been issued or

extended in violation of any limitations imposed by the relevant convention.

4. A detainable deficiency is not associated with the RO if it is:

- (i) the result of accidental or voyage damage;
- (ii) missing equipment that is likely to have been stolen. The PSCO should seek evidence that follow up action has been taken by the master, for example an order for replacement equipment, contact with the flag State asking for a condition etc.
- (iii) an expired certificate unless the certificate was improperly issued by the RO following a survey conducted on behalf of the flag State.

