



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

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Marine Operations Note: 01/2019

(This supersedes and replaces Marine Operations Note: 03-2018)

**SUBJECT: Advance Notice of Arrival and Pre-Arrival Checklist Requirements for Vessels
Calling on Ports in Australia, China, Europe and the USA**

Dear Owners, Operators, Designated Person Ashore and Master's:

Port State Control inspections and PSC detentions continue to increase in Australia, China, Europe and the USA. In the USA and Australia the USCG and AMSA, respectively, have increased emphasis on compliance with the International Safety Management Code (ISM Code) during PSC inspections.

This administration will work with vessel Owners, Operators, DPAs and Masters to ensure their crews and vessels are in compliance with all of the international conventions and are therefore prepared for Port State Control inspections and drills. Our experience has proven that the majority of PSC detentions could have been prevented, if the vessel's Safety Management System was effectively implemented, which includes the timely notification of issues to the Flag Administration and relevant Class Society.

The Administration's requirement to receive Advance Notice of Arrival (ANOA) and Pre-arrival Checklists (PAC) are helping to ensure compliance by identifying and reporting defects and initiation of corrective action prior to boarding by PSC. It is important to note that in every case where a vessel was detained for an uncorrected existing deficiency, the Administration was not provided with an ANOA or a completed, accurate PAC. We need your support to establish better communications between the ship's crew, the Administration, and PSC in order to continue to improve the implementation of the Administration's Compliance Assistance Program (CAP). The Administration frequently updates its PACs to identify the most common detainable deficiencies to provide the most value to the CAP. We have repeatedly found that when PSC inspectors are made aware that the Administration was informed of inoperative equipment or other deficiencies, and that appropriate corrective action was initiated, the PSC is more likely to let the Administration continue to address compliance.

The vessel operator is responsible for ensuring compliance with the international conventions as required by Liberia Maritime Regulation 2.35. The CAP requires owners, operators and DPAs to report deficiencies by submitting ANOAs and PACs to the Liberian Administration. It is imperative that we receive ANOAs with an accurate PAC so we may provide the appropriate assistance. Receiving an ANOA with a properly completed PAC in a timely manner will minimize discoveries of noncompliance with the international conventions by PSC, and any potential delays due to

detention or undue delay in order to correct deficiencies identified by PSC.

The Pre-Arrival Checklist (RLM-258) is routinely updated to include the most common detainable deficiencies and is available on the LISCR web site:

http://www.liscr.com/sites/default/files/online_library/RLM-258_PreArrivalChecklist.pdf

A completed ANOA with properly completed PSC shall be to be sent to NOA@liscr.com at least 4 working days, or 96 hours, prior their vessel's arrival at its first port of call for Australia, China, Europe, or the USA. A copy of an ANOA provided to the Coastal State with a PAC is accepted. In any case, the ANOA shall include the following information:

Vessel Name:
IMO Number:
Pot of Arrival:
Date of Arrival:
Contact information for the local agent:
Defective Equipment;
Compliance issues:
Vessel's Previous Port:
Date of departure:

If you have questions please contact us by email at safety@liscr.com or by telephone to +1-703-790-3434 and ask for the Safety Department.

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