

**SYRIAN ARAB REPUBLIC
MINISTRY OF TRANSPORT**

RESOLUTION NO. 1242

THE MINISTER OF TRANSPORT –

BY VIRTUE OF THE RULES AND REGULATIONS OF LEGISLATIVE DECREE NO.93 ISSUED IN 1974 REGARDING THE FORMATION OF THE MINISTRY.
LEGISLATIVE DECREE NO. 50 ISSUED IN 2006 REGARDING THE FORMATION OF THE CABINET OF MINISTERS.
LEGISLATIVE DECREE NO. 154 ISSUED IN 1961 INCLUDING THE DUTIES AND LIABILITIES OF THE GENERAL DIRECTORATE OF PORTS.
THE RULES AND REGULATIONS OF SHIPPING NO. 46 ISSUED IN 2006
LEGISLATIVE DECREE NO. 48 ISSUED IN 2007 INCLUDING JOINING THE MEDITERRANEAN COUNTRIES' UNDERSTANDING MEMORANDUM .
RULES AND REGULATIONS OF LAW NO. 27 ISSUED IN 2008; ARTICLE NO. 16
AND BY VIRTUE OF THE SUGGESTION OF THE GENERAL DIRECTOR OF PORTS –

DECIDES THE FOLLOWING :

ARTICLE NO. 1 – DEFINITIONS

THE FOLLOWING EXPRESSIONS MEAN THE FOLLOWING :

THE MINISTRY : THE MINISTRY OF TRANSPORT.

THE MINISTER : THE MINISTER OF TRANSPORT.

THE DIRECTORATE : THE GENERAL DIRECTORATE OF PORTS (SPECIALISED MARINE DEPARTMENT)

PORT AUTHORITY CONTROL :

THE CONTROL CARRIED OUT BY SPECIALISED PERSONNEL AT THE INSPECTION DEPARTMENT ON FOREIGN VESSELS CALLING SYRIAN PORTS TO VERIFY THEIR TECHNICAL READINESS, AND WHETHER THEY MEET THE REQUIREMENTS OF THE INTERNATIONAL AGREEMENTS; NAVIGATIONAL SAFETY, PROTECTING THE MARINE ENVIRONMENT AND THE PROFESSIONAL AND LIVING CIRCUMSTANCES OF THE CREW MEMBERS.

UNDERSTANDING MEMORANDUM: THE MEDITERRANEAN COUNTRIES UNDERSTANDING MEMORANDUM OF 1998 CONCERNING PORT AUTHORITY CONTROL.

INTERNATIONAL MARITIME AGREEMENTS: ANY RELEVANT MARITIME AGREEMENT APPLIED IN THE FIELD OF PORT AUTHORITY CONTROL. THEY INCLUDE:

- INTERNATIONAL AGREEMENT OF LOAD LINES 1966, AS AMENDED.
- THE INTERNATIONAL SAFETY OF LIVES AT SEA; SOLAS 1974, AS AMENDED.
- THE INTERNATIONAL AGREEMENT OF TRAINING AND REHABILITATION, AND THE ISSUANCE OF OFFICERS' AND SEAFARERS' WATCHKEEPING CERTIFICATES AT SEA ISSUED IN THE YEAR 1978

AS AMENDED.

- THE INTERNATIONAL TONNAGE AGREEMENT OF 1969.
- THE INTERNATIONAL AGREEMENT OF PREVENTING COLLISION AT SEA 1972.
- THE INTERNATIONAL LABOUR ORGANISATION AGREEMENT CONCERNING WORKING AT SEA.

THE INSPECTOR : THE PERSON AUTHORISED BY THE DIRECTORATE TO CARRY OUT INSPECTION WORKS REGARDING THE APPLICATION OF PORT AUTHORITY CONTROL.

CLEAR CAUSES: CLUES SHOWING THAT THE SHIP, HER EQUIPMWENTS AND CREW MEMBERS DO NOT MEET WITH THE RELATIOVE INTERNATIONAL MARITIME AGREEMENT.

DEFECTS : THE CASE OF NOT ABIDING TO THE REQUIREMENTS OF THE INTERNATIONAL MARITIME AGREEMENTS.

ARREST : THE ACTION TAKEN BY THE PORT AUTHORITY TO PREVENT THE SHIP FROM LEAVING PORT IN INTERNATIONAL VOYAGES, AND SHE WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ONE OF THE INTERNATIONAL MARITIME AGREEMENTS OR MORE TO WHICH THE SYRIAN ARAB REPUBLIC IS A MEMBER OF THIS AGREEMENT.

THE VESSEL : AS FAR AS THE APPLICATION OF THIS LAW IS CONCERNED, THE VESSEL IS ANY SHIP WHICH OPERATES INTERNATIONAL VOYGES, AND WHICH IS SUBJECT TO THE TERMS AND CONDITIONS OF ONE OF THE INTERNATIONAL MARITIME AGREEMENTS OR MORE, WHICH SYRIA IS A MEMBER OF THESE AGREEMENTS.

INSPECTION : VISITING A SHIP TO VERIFY THE VALIDITY OF HER CERTIFICATES, HER STATUS, THE CREW MEMBERS, SHIP'S EQUIPMENTS AND THE PROFESSIPONAL CONDITION OF THE CREW AND THEIR LIVING CIRCUMSTANCES.

MORE DETAILED INSPECTION : THE INSPECTION WHICH IS CARRIED OUT WHEN CLEAR REASONS ARE AVAILABE SHOWING THAT THE SHIP, HER EQUIPMENTS AND HER CREW MEMBERS DON'T MATCH WITH THE DOCUMENTS AND CERTIFICATES ON BOARD.

ARTICLE NO. 2

THE MARINE INSPECTION DEPARTMENT AT THE DIRECTORATE WILL BE ASSIGNED TO SUPERVISE AND FOLLOW UP THE APPLICATION OF PORT AUTHORITY ON FOREIGN VESSELS CALLING SYRIAN PORTS TO VERIFY THEIR TECHNICAL READINESS, AND WHETHER THEY MEET THE REQUIREMENTS OF THE INTERNATIONAL AGREEMENTS ; MARITIME SAFETY, PROTECTING THE MARINE ENVIRONMENT AND THE LIVING AND PROFESSIONAL STATUS OF THE CREW MEMBERS. THE FOLLOWING GENTLEMEN ARE NAMED:

- ENGINEER ALAA SULEIMAN. MARINE INSPECTION DIRECTOR
- ENGINNER BAKR BIBI. FROM MARINE INSPECTION DEPARTMENT.
- ENGINNER ABDUL MOTI BRIMO. DO

- DR. ADNAN ABOUB FROM MARINE INSPECTION DEPARTMENT.

- ENGINEER AYHAM NAAMAN.

DO

WHO WILL CARRY OUT THE FOLLOWING DUTIES:

1. NEEDED TECHNICAL INSPECTION ON FOREIGN SHIPS CALLING SYRIAN PORTS.
2. PREPARING THE NECESSARY REPORTS IN ACCORDANCE WITH THE UNDERSTANDING MEMORANDUM.
3. CIRCULATING REPORTS TO THE CONCERNED PARTIES DEPENDING ON THE CASE STATE.
4. PREPARING STATISTICS TABLES REGARDING COMPLETED INSPECTIONS.
5. PARTICIPATING IN THE PERIODIC UNDERSTANDING MEMORANDUM MEETINGS , SESSIONS AND WORKSHOPS.
6. EXCHANGING INFORMATION WITH THE UNDERSTANDING MEMORANDUM INFORMATION EXCHANGE CENTRE .
7. FOLLOWING UP THE RESOLUTIONS AND AMENDMENTS ON RELATING INTERNATIONAL AGREEMENTS.

ARTICLE NO. 3

THE DIRECTORATE HAS TO SECURE ALL FINANCIAL AND LOGISTIC REYUIREMENTS NECESSARY TO APPLY THIS RESOLUTION , AND TO ORGANISE KNOWLEDGE MODERNISING COURSES FOR THOSE RESPONSIBLE FOR APPLYING PORT CONTROL SYSTEM.

ARTICLE NO. 4

THE SHIP OWNER , HIS LEGAL REPRESENTATIVE OR CHARTERER HAVE THE RIGHT TO APPEAL AGAINST THE ARREST OF THE SHIP TO THE MINISTER, OR BY ANY ONE NOMINATED AND AUTHORISED FOR THIS PURPOSE WITHIN TEN DAYS FROM THE ARREST DATE. THE APPEAL SHOULD BE DISCUSSED WITHIN ONE WEEK FROM ITS DATE. IN ALL CASES, THIS APPEAL DOES NOT AFFECT THE ARREST DECISION ISSUED BY THE INSPECTOR. WHEN THE SHIP OWNER OR THE CHARTERER DOES NOT GET RESULTS FROM THIS APPEAL , HE, THEN, SHOULD CARRY OUT THE PROCEDURES STATED IN THE UNDERSTANDING MEMORANDUM.

ARTICLE NO. 5

UPON APPLYING THE UNDERSTANDING MEMORANDUM, THE FOLLOWING DUE FEES WILL BE COLLECTED AS FOLLOWS:

1. THE FEE OF USD 500 IS COLLECTED FOR EVERY REPEATED SHIP INSPECTION, WHENEVER THERE ARE DEFECTS, TO VERIFY THAT THESE DEFECTS HAVE BEEN CORRECTED; INCLUDING THE CASES REPORTED BY FOREIGN PORT AUTHORITIES WHICH REQUIRES INSPECTIONS.
2. NO FEES WILL BE COLLECTED FOR THE FIRST VISIT TO THE SHIP.
3. THE RATE OF 50% OF THE ABOVE FEE WILL BE ADDED DURINMG HOLIDAYS AND WEEKENDS.
4. ABOVE STATED FEES ARE TO BE COLLECTED FROM THE SHIP OWNER, HIS LEGAL REPRESENTATIVE, THE CHARTERER OR THE OPERATOR BEFORE THE SHIP LEAVES THE SYRIAN PORTS; THESE FEES TO BE DEPOSITED AT THE DIRECTORATE AGAINST OFFICIAL RECEIPTS.
5. COLLECTED MONEY AS A RESULT OF APPLYING PORT AUTHORITY CONTROL AS FOLLOWS:
 - A. 60% FOR THE STATE TREASURY.
 - B. 25% FOR THE SPECIALISED PERSONNEL CARRYING OUT INSPECTION DUTIES AT PORT CONTROL AUTHORITY.
 - C. 15% FOR THE STAFF MEMBERS OF THE DIRECTORATE OF PORTS.
6. THE FEES STATED IN ITEM NO. 5 WILL BE PAID EVERY THREE MONTHS.

ARTICLE NO. 6
PORT CONTROL AUTHORITY WILL BE APPLIED IN ACCORDANCE WITH THE ENCLOSED APPENDIX
WHICH WILL BE CONSIDERED AS AN UNSEPARABLE PART OF THIS RESOLUTION.

ARTICLE NO. 7
THIS RESOLUTION IS TO BE PUBLISHED IN THE OFFICIAL NEWSPAPER.

DAMASCUS / / 1430 A. HIJRI / 12/07/2009 A.D.

DR. YAAROB SULEIMAN BADR
MINISTER OF TRANSPORT
(SIGNATURE)

A TRUE TRANSLATION.

APPENDIX

1. FIRST PART : GENERAL RULES

1.1 THE DIRECTORATE WILL EXECUTE THE TOTAL OF INSPECTION VISITS OF 15% OF THE ESTIMATED NUMBER OF FOREIGN COMMERCIAL SHIPS MENTIONED HEREINAFTER AS " SHIPS " CALLING SYRIAN PORTS.

1.2 THE DIRECTORATE SEEKS TO INSPECT SHIPS WHICH HAVE NOT BEEN INSPECTED YET BY ANY OTHER PORT CONTROL AUTHORITY WITHIN THE PAST SIX MONTHS, IF THERE ARE NOT

CLEAR REASONS TO CARRY OUT INSPECTION; WITH THE EXCEPTION OF SHIPS STATED IN ITEM 1.3 WHICH MUST BE INSPECTED IF PORT CONTROL AUTHORITY FINDS IT NECESSARY TO DO SO.

- 1.3 WHEN CHOOSING SHIPS TO BE INSPECTED, THE FOLLOWING PRIORITY SHOULD BE TAKEN INTO CONSIDERATION:
 - A. SHIPS CALLING SYRIAN PORTS FOR THE FIRST TIME, OR AFTER ONE YEAR OF THE LAST CALL.
 - B. SHIPS SAILING FROM PORTS OF A STATE WHICH IS A MEMBER OF THIS MEMORANDUM, PROVIDED THAT THESE DEFECTS, BEING NOTICED, SHOULD BE RECOVERED WITHIN THE STATED PERIOD AND MUST BE FOLLOWED UP AFTER THE ELAPSE OF THIS PERIOD.
 - C. SHIPS REPORTED BY PILOTS, OR PORT AUTHORITIES, HAVING DEFECTS WHICH MIGHT AFFECT SAFE NAVIGATION.
 - D. SHIPS HOLDING CERTIFICATES REGARDING THE SHIP BUILDING AND EQUIPMENTS WHICH DO NOT CONFORM WITH THE RELATIVE INTERNATIONAL MARITIME AGREEMENTS.
 - E. SHIP CARRYING DANGEROUS OR POLLUTING CARGOES NOT BEING INFORMED TO THE CONCERNED PORT AUTHORITIES, OR THE COASTAL STATE WITH FULL INFORMATION OF THE SHIP'S DETAILS, HER ROUT AND ALL DETAILS RELATING HER DANGEROUS CARGOES ON BOARD.
 - F. SHIPS EXCLUDED FROM CLASSIFICATION, OR HAVE LOST THEIR CLASSIFICATION FOR REASONS RELATING SAFETY THROUGHOUT THE PAST SIX MONTHS.

- 1.4 UPON CARRYING OUT INSPECTION ON A SHIP FLYING NON-MEMBER STATE FLAG OF ANY OF THE INTERNATIONAL MARITIME AGREEMENTS, THE DIRECTORATE GUARANTEES THAT THIS SHIP AND HER CREW MEMBERS WOULD HAVE NOT RECEIVED A TREATMENT BETTER THAN THAT PROVIDED TO A MEMBER-STATE SHIP OF THE INTERNATIONAL AGREEMENT.
- 1.5 FOR SHIPS UNDER 500 TONS, THE DIRECTORATE WILL APPLY THE APPLICABLE INTERNATIONAL MARITIME AGREEMENTS . AND WILL CARRY NECESSARY PROCEDURES TO GUARANTEE THE PREVENTION OF HAVING ACCIDENTS AFFECTING SAFETY, HUMAN HEALTH AND THE ENVIRONMENT CLARIFIED IN THIS APPENDIX IN PARTICULAR.
- 1.6 INSPECTION OPERATIONS WILL BE CARRIED OUT BY INSPECTORS AUTHORISED BY THE DIRECTORATE, THE WILL BE RESPONSIBLE BEFORE THIS DIRECTORATE. THOSE INSPECTORS SHOULD BE WELL QUALIFIED IN ACCORDANCE WITH THE FOLLOWING CRITERIA:
 - A. THE INSPECTOR SHOULD HAVE AT LEAST ONE YEAR EXPERIENCE AS AN INSPECTOR IN THE FLAG STATE, AND SHOULD HOLD THE FOLLOWING CERTIFICATES:
 - CERTIFICATE OF COPMPETENCY AS A MASTER WHICH ENTITLES HIM TO COMMAND A SHIP OF 10600 GRT OR MORE. OR
 - CERTIFICATE OF COMPETENCY AS A CHIEF ENGINEER WHICH ENTITLES HIM TO CARRY OUT HIS DUTIES ON BOARD VESSELS, THE MAIN POWER STATION OF THIS VESSEL EQUALS 3000 KW, AND SHOULD HAVE A SEA SERVICE OF NOT LESS THAN FIVE YEARS AS DECK OFFICER OR AN ENGINEER IN THE ENGINE ROOMS. OR
 - PASSED THE EXAMINATION AS A SHIP BUILDING ENGINEER, A MECHANICAL ENGINEER OR AN ENGINEER OF RELATIONS TO THE FIELD OF MARITIME WITH NO LESS THAN FIVE YEARS EXPERIENCE .
 - B. OR HE SHOULD BE QUALIFIED AS FOLLOWS:

SHOULD HAVE A UNIVERSITY DEGREE IN MARINE ENGINEERING, MECHANICAL ENGINEERING OR ELECTRICAL ENGINEERING. HE SHOULD ALSO HAVE SUITABLE TRAINING AND REHABILITATION AT ANY SCIENTIFIC ORGANISATION FOR INSPECTORS OF SHIP SAFETY WITH A MINIMUM EXPERIENCE OF TWO YEARS AS AN INSPECTOR FOR THE FLAG STATE. HE CARRIES ON INSPECTION WORKS ON SHIPS AND MARITIME CERTIFICATES IN ACCORDANCE WITH THE RELATIVE INTERNATIONAL MARITIME AGREEMENTS.

- C. THE INSPECTOR SHOULD BE ABLE TO COMMUNICATE WITH THE CREW MEMBERS IN THE ENGLISH LANGUAGE; SPEAKING AND WRITING.
 - D. THE INSPECTOR SHOULD HAVE FULL KNOWLEDGE OF THE INTERNATIONAL MARITIME AGREEMENTS ALONG WITH THE PROCEDURES RELATING TO THE PORT AUTHORITY CONTROL.
- 1.7 THE INSPECTOR WHO CARRIES OUT CONTROL AT THE PORT OF THE STATE CAN BE ASSISTED BY A SKILLED PERSON WHENEVER THE DIRECTORATE CAN NOT ARRANGE ONE.
- 1.8 THE CONTROL INSPECTOR AND THE ASSISTING PERSON AT THE STATE PORT, ARE STRICTLY FORBIDDEN TO HAVE ANY COMMERCIAL BENEFITS NEITHER AT THE PORT WHERE INSPECTION IS BEING CARRIED ON, NOR THE SHIPS THEY ARE INSPECTING. HE SHOULD NEVER HAVE ANY BUSINESS WITH PRIVATE ESTABLISHMENTS WHICH ISSUE CLASSIFYING CERTIFICATES, OR LEGAL ONES, OR WHO CARRY OUT NECESSARY INSPECTION FOR THE PURPOSE OF ISSUING CERTIFICATES FOR SHIPS.
- 1.9 EVERY INSPECTOR SHOULD CARRY AN IDENTIFICATION CARD IN THE FORM OF AN ID. CARD IN THE ARABIC AND THE ENGLISH LANGUAGES WHICH WILL BE ISSUED BY THE DIRECTORATE. IT SHOULD SHOW THE AUTHORISATION FOR THIS INSPECTOR TO CARRY OUT INSPECTION, THE CARD SHOULD CARRY THE FOLLOWING MINIMUM DETAILS :
- A. THE CARD ISSUING AUTHORITY.
 - B. BEARER'S FULL NAME .
 - C. BEARER'S NEW PHOTO.
 - D. BEARER'S SIGNATURE .
 - E. A STATEMENT CONFIRMING THAT THIS PERSON IS AUTHORISED TO CARRY OUT INSPECTION IN CONFORMITY WITH THE NATIONAL LEGISLATIONS.
- 2. SECOND PART : INSPECTION PROCEDURES, RECOVERY OF DEFECTS, HALTING OR ARRESTING:**

2.1 THE DIRECTORATE WILL CARRY OUT INSPECTION ON THE SHIPS WHICH INCLUDE VISITING THE SHIP TO VERIFY THE VALIDITY OF THE SHIP'S CERTIFICATES AND OTHER DOCUMENTS ALONG WITH THE SHIP'S STATUS, HER EQUIPMENTS, THE CREW MEMBERS, IN ADDITION TO THE LIVING AND WORK CIRCUMSTANCES OF THE SHIP'S CREW IN ACCORDANCE WITH THE RELEVANT INTERNATIONAL MARITIME AGREEMENTS.

2.2 THE DIRECTORATE GUARANTEES THAT THE INSPECTOR WILL CHECK THE REQUIRED CERTIFICATES AND DOCUMENTS, CONFORMING THEM WITH THE STANDARD THAT MAKES HIM FEEL SAFE ABOUT THE GENERAL STATE OF THE SHIP INCLUDING THE ENGINE ROOMS AND THE LIVING AND HEALTH CIRCUMSTANCES ON BOARD.

2.3 WHEN CLEAR REASONS - SHOWING THAT THE SHIP'S CIRCUMSTANCES, HER EQUIPMENTS AND HER CREW DO NOT FULFIL THE REQUIREMENTS OF ANY INTERNATIONAL MARITIME AGREEMENT- ARE AVAILABLE, A MORE DETAILED INSPECTION SHOULD BE CARRIED OUT INCLUDING MORE INSPECTIONS TO VERIFY THAT OPERATION REQUIREMENTS ARE MET WITH.

2.4 THE CLEAR REASONS STATED ABOVE ARE AVAILABLE WHEN THE INSPECTOR FINDS OUT A PROOF WHICH MAKES HIM, ACCORDING TO HIS PROFESSIONAL EXPERIENCE, BELIEVE THAT THE MATTER NEEDS MORE DETAILED INSPECTION ON THE SHIP, HER EQUIPMENTS OR CREW MEMBERS. THESE REASONS ARE CONSIDERED CLEAR ONES, THOSE REASONS WHICH ARE MENTIONED IN THE FOURTH PART OF THIS APPENDIX.

2.5 UPON COMPLETION OF THE INSPECTION, THE INSPECTOR HAS TO SUBMIT AN INSPECTION REPORT TO THE MASTER, ACCORDING TO THE FORM SHOWN IN THE FIFTH PART OF THIS APPENDIX. THE REPORT SHOULD SHOW THE INSPECTION RESULTS AND THE DETAILS OF ANY DECISION HE HAS TAKEN AND THE CORRECTING PROCEDURES THAT THE MASTER, THE SHIP OWNER OR THE CHARTERER SHOULD TAKE.

2.6 THE PORT CONTROL AUTHORITY SHOULD VERIFY THAT ALL DEFECTS AND SHORTAGES, SHOWN BY THE INSPECTOR, HAVE BEEN AMENDED.

2.7 WHEN THESE DEFECT OR SHORTAGES HAVE BEEN FOUND DANGEROUS ON SAFETY, HEALTH OR ENVIRONMENT, THE DIRECTORATE WILL ARREST THE SHIP OR PREVENT HER FROM OPERATION. THIS ARREST MUST NOT BE RELEASED BEFORE ELIMINATING THIS DANGER; EXCEPT THE CASES MENTIONED IN ITEM 2.9 BELOW.

2.8 ONCE A SHIP IS ARRESTED, THE DIRECTORATE WILL IMMEDIATELY INFORM THE FLAG STATE OF THE SHIP, THE CONCERNED CONSUL OF HER COUNTRY; IN CASE OF HIS ABSENCE, THE NEAREST DIPLOMATIC OFFICE OF THE FLAG STATE WILL BE INFORMED OF THE ACTION TAKEN. IF NECESSARY THE DIRECTORATE WILL INFORM THE CERTIFICATES' ISSUING ORGANISATION.

2.9 WHEN IT IS DIFFICULT TO REMEDY THE DEFECTS AND SHORTAGES, STATED IN ITEM 2.7, AT THE PORT OF INSPECTION, THE DIRECTORATE MAY ALLOW THE SHIP TO SAIL TO ANOTHER PORT, OR TO A NEAREST REPAIRS DOCK IN ACCORDANCE WITH SUITABLE CONDITIONS DEFINED BY THE DIRECTORATE, TAKING INTO CONSIDERATION THE SAILING OF THE VESSEL SAFELY WITHOUT ANY DANGERS ON SAFETY, HEALTH OR ENVIRONMENT. IN THIS CASE THE DIRECTORATE WILL INFORM THE CONCERNED AUTHORITIES AT THE NEXT PORT OF CALL, OR THE DOCK YARD TO WHICH THE SHIP IS HEADING. ALL OTHER PARTIES MENTIONED IN ITEM 2.8 SHOULD BE INFORMED ACCORDINGLY. ALL CONCERNED AUTHORITIES SHOULD BE NOTIFIED ACCORDING TO THE METHODS STATED IN THE FIFTH PART OF THIS APPENDIX. ON THEIR PART, THESE AUTHORITIES SHOULD PASS FULL PROCEDURES TAKEN TO THE DIRECTORATE.

2.10 THE DIRECTORATE WILL TAKE ALL NECESSARY MEASURES, REGARDING ALL VESSELS MENTIONED IN ARTICLE NO. 2.9 WHICH RESUMED SAILING WITHOUT ABIDING TO THE CONDITIONS STATED BY THE ARRESTING AUTHORITIES, OR THOSE VESSELS WHICH DID NOT ENTER THE PORT OR THE REPAIRS DOCK YARD, TO DENY ENTRY PERMISSION TO ALL PORTS WHICH ARE MEMBERS OF THE MEMORANDUM, TILL THE OWNER, THE OPERATOR OR THE FLAG STATE NOTIFY THE PORT WHERE THE VESSEL WAS FOUND

DEFECT, OR INFORM THE RECEIVING THE PORT AUTHORITIES THAT THE VESSEL IS SUBJECT TO ALL RELATIVE APPLICABLE CERTIFICATES.

2.11 IN CASE OF EXCEPTIONAL FORCE MAJEUR CIRCUMSTANCES, SHIPS ARE ALLOWED TO ENTER SYRIAN PORTS TO MINIMISE DANGERS ON LIFE OR POLLUTION.

2.12 THE RULES AND REGULATIONS OF ITEMS 2.9 AND 2.10, SHALL NOT, AT ALL CIRCUMSTANCES, AFFECT THE REQUIREMENTS OF THE RELEVANT INTERNATIONAL MARITIME AGREEMENTS, OR THE PROCEDURES SET BY THE INTERNATIONAL ORGANISATIONS RELATING METHODS OF INFORMING PORT CONTROL AUTHORITIES.

2.13 UPON CARRYING OUT CONTROL PROCEDURES, ALL POSSIBLE EFFORTS SHOULD BE DONE TO AVOID SHI'S ARREST OR DELAY WITHOUT ANY JUSTIFIED REASON.

2.14 WHEN THE SHIP MASTER, THE SHIP OWNER OR HIS LEGAL REPRESENTATIVE INFORM PORT CONTROL AUTHORITY BEFORE OR UPON ARRIVAL OF THE SHIP TO THE PORT OF ANY DAMAGE, BREAKDOWN OR DEFECT MAY HAVE BEEN FOUND IN THE SHIP, HER EQUIPMENTS OR MACHINERIES, THAT HE INTEND TO REPAIR BEFORE THE DEPARTURE OF THE SHIP FROM THE PORT, ARREST WILL BE RECORDED ONLY IN CASE PF DISCOVERING OTHER DEFECTS NECESSITATE ARRESTING AFTER THE MASTER HAVING INFORMED OF HIS SHIP'S READINESS TO BE INSPECTED. THIS PROCEDURE WILL BE APPLICABLE WHEN THE DIRECTORATE IS BEING INFORMED OF ENLISTING THE SHIP ON THE SCHEDULE OF SHIPS TO BE INSPECTED AT PORT REGARDING FLAG REQUIREMENTS, LEGAL REQUIREMENTS OR CLASSIFYING ORGANISATIONS' REQUIREMENTS.

2.15 DURING EXCEPTIONAL CIRCUMSTANCES, WHEN A SHIP IS ON HER WAY TO A SPECIFIC REPAIRS' DOCK, WILL BE ALLOWED TO ENTER A PORT TO CARRY OUT SAFETY TEMPORARY REAPIRS, PROVIDED THAT SHE WILL NOT ALLOWED TO CARRY OUT ANY COMMERCIAL ACTIVITY EXCEPT DISCHARGING HER CARGOES, IF NECESSARY FOR SAFETY PURPOSES. THEN SHE WILL BE ALLOWED TO SAIL TO THE REPAIRS' DOCK IF HER FLAG STATE ISSUES HER OFFICIAL CERTIFICATES WITH A VALIDITY THAT COVERS THIS VOYAGE ONLY. THE PORT THAT ACCEPTS A SHIP TO ENTER ON THE BASIS THAT THIS SHIP DOES NOT FORM ANY HARM ON SHIP'S SAFETY, ENVIRONMENT OR MAKE HER CREW BEARING HARD UNNECESSARY WORKS.

2.16 THE SHIP OWNER OR THE CHARTERER CAN APPEAL AGAINST THE ARREST DECISION TO THE MINISTRY OR THE SPECIALIST COURT IN ACCORDANCE WITH THE APPLICABLE LAW IN SYRIA; CONFIRMING THAT THIS APPEAL DOES NOT STOP ARRESTING DECISION.

2.17 IF INSPECTION DISCLOSES DEFECTS THAT JUSTIFY SHIP'S ARREST, THE SHIP OWNER OR THE OPERATOR MUST COVER ALL INSPECTION COSTS FOLLOWING THE FIRST INSPECTION. THE SHIP WILL NOT BE RELEASED TILL FULL COSTS ARE BEING SETTLED DOWN, OR SUBMITTING ENOUGH GUARANTEE WHICH COVERS THE COSTS IN FULL.

3. THIRD PART: GUIDING LINES WHICH BE TAKEN INTO CONSIDERATION BY INSPECTORS WHEN INSPECTION GENERAL CARGO SHIPS OF LESS THAT 500 TONS, AND TRADITIONALLY BUILT VESSELS.

3.1 CARGO SHIPS OF LESS THAN 500 TONS :

WHEN ANY RELATIVE INTERNATIONAL MARITIME AGREEMENT DOES NOT APPLY ON VESSELS OF LESS THAN 500 TONS , THE INSPECTOR WILL BE GUIDED BY THE RULES OF " SFAETY RULES OF CARGO SHIPS IN THE MEDITERRANEAN".

3.2 TRADITIONALLY BUILT VESSELS: WHEN ANY RELATIVE INTERNATIONAL MARITIME AGREEMENT DOES NOT APPLY ON A TRADITIONALLY BUILT VESSEL, THE INSPECTOR ROLE IS TO EVALUATE THIS VESSEL; WHETHER THIS VESSEL IS OF ACCEPTABLE LEVEL OF SAFETY, HEALTH AND ENVIRONMENT. UPON CARRYING OUT THIS EVALUATION, THE INSPECTOR SHOULD PUT IN MIND SOME FACTORS SUCH AS THE DURATION OF THE VOYAGE, THE ROUTE TO DE CONDUCTED AND ITS NATURE, THE SIZE OF THE VESSEL , HER KIND, HER EQUIPMENTS AND THE KIND OF CARGOES LOADED.

3.3 UPON CARRYING OUT HIS DUTIES, THE INSPECTOR WILL BE GUIDED BY ANY CIRTFICATES OR OTHER DOCUMENTS ISSUED BY THE FLAG STATE. IN THE LIGHT OF THESE CERTIFICATES AND

DOCUMENTS, AND THROUGH HIS GENERAL IMPRESSION ABOUT THE VESSEL, AND WITH THE HELP OF HIS PROFESSIONAL EXPERIENCE, THE INSPECTOR WILL DECIDE WHETHER THIS VESSEL SHOULD GO UNDER MORE DETAILED INSPECTION OR NOT. WHEN THE INSPECTOR IS CARRYING OUT MORE DETAILED INSPECTION, HE SHOULD PAY CARE TO THE FOLLOWING POINTS :

- POINTS RELATING TO STATING LOAD LINES:
 - FIRMLY CLOSING OF HATCHES AGAINST WEATHER PHENOMENA (OR AGAINST WATER , WHATEVER THE CASE IS).
 - HOLDS' HATCHES AND CLOSING DEVICES.
 - DRAINAGE ARRANGEMENTS.
 - SIDE OPENINGS.
 - VENTILATORS AND VENTELATION DUCTS.
 - STABILITY DATA.
- POINTS RELATING TO SAFETY OF LIVES AT SEA :
 - LIVES' SAVING EQUIPMENTS.
 - FIRE FIGHTING EQUIPMENTS.
 - GENERAL CONSTRUCTIVE CIRCUMSTANCES (EXAMPLE: HULL, THE DECK, HATCHES ...ETC.)
 - MAIN ENGINES' EQUIPMENTS AND ELECTRICAL SUPPLIES.
 - NAVIGATIONAL EQUIPMENTS INCLUDING RADIO DEVICES.
- POINTS RELATING TO " PREVENTING POLLUTION FROM THE SHIP " :
 - MEANS TO CONTROL OIL LEAKAGE AND OIL MIXTURE; MEANS OF SEPARATING WATER, AND OTHER SIMILAR METHODS(TANKS) FOR HOLDING OIL , OIL MIXTURE AND THE RESIDUES.
 - THE PRESENCE OF OIL IN ENGINE ROOMS.
- IN CASES WHERE THERE ARE DEFECTS AFFECTING THE SAFETY, HEALTH OR ENVIRONMENT, THE INSPECTOR HAS TO TAKE NECESSARY PROCEDURES WHICH MAY INCLUDE ARRESTING THE SHIP, TAKING INTO ACCOUNTS THE FACTORS STATED TO GUARANTEE REMEDY OF THESE DEFECTS, OR TO VERIFY THAT THE SHIP IS IN A STATE ALLOWING HER TO SAIL SAFELY, WITHOUT CAUSING ANY CLEAR DANGER ON SAFETY, HEALTH AND ENVIRONMENT, TO ANOTHER PORT.

4. FOURTH PART : THE FACTS THAT ARE CONSIDERED " CLEAR REASONS " .

1. A REPORT OR A NOTICE FROM ANOTHER PORT AUTHORITY.
2. A REPORT OR A COMPLAINT FROM THE MASTER, FROM ANY OF THE CREW MEMBERS OR FROM ANY ORGANISATION HAVING BENEFIT FROM SAFE NAVIGATION OF SHIPS, OR FOR WORK AND LIVING CIRCUMSTANCES OF THE CREW MEMBERS OR FOR PREVENTING POLLUTION; IF THE DIRECTORATE DOES NOT CONSIDER THAT REPORT OR COMPLAINT STANDS ON CLEAR CAUSES.
3. OTHER INDICATIONS THAT REQUIRE DETAILED INSPECTION:
 - A PROOF OF SHORT OPERATION ARISES DURING THE APPLICATION OF PORT CONTROL AUTHORITY PROCEDURES ACCORDING TO SOLAS 74, MARIOPL 73/78, TRAINING AND CREW STANDARD 1978.
 - A PROOF OF CARGO UNSAFE HANDLIN, OR NOT IN ACCORDANCE WITH THE GUIDE LINES OF THE INTERNATIONAL MARITIME ORGANISATION.
 - HAVING AN ACCIDENT DUE TO SHORTAGE IN THE EXECUTION OF SAFE OPERATION REQUIREMENTS.
 - A PROOF, NOTICED DURING A FIRE FIGHTING DRILL OR DURING SHIP'S ABANDONING, SHOWING THAT THE CREW IS NOT ACCUSTOMED TO BASIC PROCEDURES OF THESE CIRCUMSTANCES.

- THE UNAVAILABILITY OF A NEW MAIN LIST.
- INDICATIONS OF POOR COMMUNICATION BETWEEN THE CREW MEMBERS THEMSELVES, AND BETWEEN THEM AND OTHER PERSONS ON BOARD, OR THE SHIP LACKS ABILITY OF COMMUNICATION WITH COASTAL AUTHORITIES; WHETHER IN A COMMON LANGUAGE, OR IN THE LANGUAGE OF THOSE AUTHORITIES.

5. FIFTH PART : PASSING THE INFORMATION TO PORT CONTROL AUTHORITY:

CONTENTS :

- 5.1 INSPECTION REPORT ACCORDING TO THE UNDERSTANDING MEMORANDUM FOR PORT CONTROL AUTHORITY; FORM " A " .
- 5.2 INSPECTION REPORT ACCORDING TO THE UNDERSTANDING MEMORANDUM FOR PORT AUTHORITY; FORM " B " /
- 5.3 EXCHANGING LETTERS BETWEEN THE AUTHORITIES OF THE AREA.
- 5.4 A SAMPLE OF THE TELEX OR FAX ABOUT THE SHIPS INSPECTED.

A TRUE TRANSLATION.

THE PROCEDURES OF PORT CONTROL AUTHORITY

FIRST ; PROCEDURES OF CHOOSING THE SHIP

1. THE SHIP TARGETED TO BE INSPECTED BY THE PORT CONTROL AUTHORITY IS CHOSEN AFTER TAKING INTO CONSIDERATION THE RECEIVED NOTICE OF ARRIVAL , THE STATISTICS AND THE DATA BASE OF THE MEMORANDUM IN ACCORDANCE WITH THE FOLLOWING CRITERIA:
 - VESSELS CALLING SYRIAN PORTS; WHETHER FOR THE FIRST TIME, AFTER TWELVE MONTHS OR MORE.
 - VESSELS ALLOWED TO SAIL FROM THE PORT OF A STATE WHICH IS A MEMBER OF THE MEMORANDUM DURING A DEFINED PERIOD OF TIME; FOLLOW UP SHOULD BE CARRIED OUT AFTER THE ELAPSE OF THIS PERIOD.
 - VESSELS REPORTED BY PILOTS, OR BY PORT AUTHORITIES TO HAVE DEFECTS WHICH MAY AFFECT SAFE NAVIGATION.
 - VESSELS WITH LEGAL CERTIFICATES CONCERNING SHIP BUILDING AND SHIP SAFETY WHICH ARE NOT APPROVED ACCORDING TO THE RELATIVE INTERNATIONAL MARITIME AGREEMENTS.
 - SHIPS LOADING DANGEROUS OR POLLUTING CARGOES AND WHICH HAVE NOT INFORMED THE CONCERNED PORT AUTHORITIES OF COASTA STATES ALL INFORMATION ABOUT THE SHIP'S DETAILS, HER ROUTE, AND ALL DETAILS CONCERNING THE DANGEROUS OR POLLUTING CARGOES LOADED ON BOAR.
 - SHIPS DENIED CLASSIFICATION, OR THOSE LOST THEIR CLASSIFICATION FOR SAFETY REASONS THROUGHOUT THE PERIOD OF THE PAST SIX MONTHS.

SECOND ; PROCEDURES OF INSPECTION :

1. INSPECTION IS APPLIED ON SHIPS WHICH HAVE NOT BEEN INSPECTED DURING THE PAST SIX MONTHS, ULESS THERE WERE CLEAR REASONS TO CARRY OUT INSPECTION. THESE PROCEDURES

ARE NOT APPLIED ON VESSELS STATED IN ITEM " FIRST" , BUT THEY CAN BE INSPECTED WHENEVER THE PORT AUTHORITY FINDS IT NECESSARY TO DO SO.

2. INSPECTION PROCESS IS CARRIED OUT ON THE SHIP BY TWO INSPECTORS IN MAXIMUM AT THE BERTHING PORT WITHIN THE OFFICIAL WORKING HOURS ON THE FIRST VISIT, THE DIRECTORATE WILL SECURE TRANSPORTATION MEANS FOR THE INSPECTORS.
3. THE INSPECTOR WILL CARRY OUT INSPECTION WORKS ON THE SHIP TO VERIFY THE VALIDITY OF THE CERTIFICATES AND OTHER DOCUMENTS, THE SHIP'S STATE, HER EQUIPMENTS, CREW MEMBERS AND THE LIVING AND WORKING CIRCUMSTANCES ON BOARD IN ACCORDANCE WITH THE RELATIVE INTERNATIONAL AGREEMENTS.
4. WHEN CLEAR REASONS ARE AVAILABLE SHOWING THAT THE SHIP'S STATE, HER EQUIPMENTS OR HER CREW MEMBERS DO NOT MEET THE REQUIREMENTS OF ANY INTERNATIONAL MARITIME AGREEMENT; HENCE THE INSPECTOR WILL CONDUCT A MORE DETAILED INSPECTION INCLUDING FURTHER INSPECTIONS TO VERIFY THAT THE SHIP HAS FULFILLED OPERATION REQUIREMENTS ON BOARD.
5. UPON COMPLETING INSPECTION WORKS, THE INSPECTOR WILL SUBMIT A REPORT TO THE MASTER, ACCORDING TO THE FORMS ENCLOSED, STATING THE RESULTS OF INSPECTION, AND THE DETAILS OF ANY DECISION TAKEN BY THE INSPECTOR (ARRESTING, ARREST RELEASE OF HALTING), AND THE CORRECTING PROCEDURES THAT THE MASTER, THE SHIP OWNER OF THE OPERATOR SHOULD MAKE.
6. THE INSPECTOR WILL INFORM THE CONCERNED PORT AUTHORITY, WHERE THE SHIP IS BERTHING, OF THE DECISION TAKEN IN CASE OF ARRESTING OR HALTING.

THIRD; PROCEDURES OF SHORTAGE REMEDY, ARRESTING AND HALTING :

1. IN CASES WHERE DANGER OR SHORTAGE ARE QUITE CLEAR ON SAFETY, HEALTH OR ENVIRONMENT, THE INSPECTOR MUST ARREST OR HALT THE SHIP FROM BEING OPERATED, PROVIDED THAT ARRESTING OR HALTING WILL NOT BE LIFTED BEFORE ELIMINATING THIS DANGER; EXCLUDING CASES STATED IN ITEM 3 BELOW.
2. UPON ARRESTING A VESSEL, THE OFFICE WILL IMMEDIATELY INFORM THE FLAG STATE AND THE STATE CONSUL; WHEN THE LATTER IS ABSENT, THE NEAREST DIPLOMATIC MISSION OF THAT STATE MUST BE INFORMED OF THE ACTION TAKEN IN ACCORDANCE WITH THE ENCLOSED FORM. WHEN NECESSARY, THE ISSUING ORGANISATION OF THE CERTIFICATES WILL BE INFORMED.
3. WHERE THE REMEDY OF THE SHORTAGES MENTIONED IN ITEM 1, IS DIFFICULT TO BE ACHIEVED AT THE BERTHING PORT WHERE INSPECTION WAS EFFECTED, THE PORT CONTROL AUTHORITY MAY ALLOW THE SHIP TO SAIL TO ANOTHER PORT, OR TO A NEAREST REPAIRS' DOCK YARD WHICH IS SUBJECT TO THE SUITABLE CONDITIONS SET BY THE DIRECTORATE, PROVIDED THAT THE DIRECTORATE WILL GUARANTEE SAILING WITHOUT ANY DANGERS ON SAFETY, HEALTH OR ENVIRONMENT. IN THESE CIRCUMSTANCES THE OFFICE WILL INFORM THE CONCERNED STATE OF THE NEXT PORT OF CALL, OR THE REPAIRS' DOCK YARD TO WHICH THE SHIP IS HEADING, OTHER PARTIES STATED IN ITEM 2 ABOVE WILL BE INFORMED ACCORDINGLY. ALL AUTHORITIES SHOULD BE INFORMED IN ACCORDANCE WITH THE FORM ENCLOSED.
4. THE INSPECTORS OF THE PORT CONTROL AUTHORITY WILL REPEAT INSPECTION ON THE SHIP TO VERIFY WHETHER THE DEFECTS OR SHORTAGES, DISCOVERED IN THE PREVIOUS INSPECTION, HAVE BEEN FULFILLED AGAINST THE REQUEST OF THE SHIP OWNER OR HIS LEGAL REPRESENTATIVE WITHIN THE OFFICIAL WORKING HOURS, AFTER THAT OR DURING WEEKENDS AND HOLIDAYS.

5. THE SHIP MASTER OR HIS LEGAL REPRESENTATIVE MUST INFORM THE CONCERNED PORT DEPARTMENT, WHERE THE SHIP IS BERTHING, OF THE DECISION TAKEN IN CASE OF ARREST RELEASE OR HALTING.

FOURTH ; COLLECTING THE FEES DUE ON INSPECTION PROCESS :

1. IF INSPECTION SHOWS DEFECTS JUSTIFYING SHIP'S ARREST OR SHIP'S HALTING, THE SHIP OWNER OR HER OPERATOR WILL BEAR ALL THE FOLLOWING INSPECTION COSTS; INCLUDING TRANSPORTATION MEANS' COST FROM/TO THE SHIP.
2. ALL DUE FEES COLLECTED FROM INSPECTION WORKS ON SHIPS ARE TO BE DEPOSITED AT ONE OF THE CASHIERS OF THE DIRECTORATE AGAINST OFFICIAL RECEIPTS BY THE MASTER OR HIS LEGAL REPRESENTATIVE BY VIRTUE OF A STATEMENT OF INSPECTION FEES IN ACCORDANCE WITH THE ENCLOSED FORM.
3. THE SHIP WILL NOT BE ALLOWED TO LEAVE THE PORT AFTER RELEASING VESSEL FROM ARRESTING OR HALTING BEFORE SETTLEING DOWN ALL DUE AMOUNTS FOR THE SHIP'S REINSPECTION WORKS, OR SUBMITTING A BANK GUARANTEE TO PAY FULL COSTS.

FIFTH; THE PROCEDURES OF EXCHANGING INFORMATION AND CERTIFICATION :

1. THE OFFICE WILL RECEIVE SHIPS' ARRIVAL NOTICE OF FOREIGN SHIPS CALLING SYRIAN PORTS ONCE THEY ARRIVE TO PORT DEPARTMENT THROUGH FAX TO THE OFFICE.
2. UPON ARRESTING A SHIP, THE OFFICE WILL INFORM THE FLAG STATE, OR THE CERTIFICATES' ISSUING ORGANISATION.
3. WHERE DEFECTS AND SHORTAGES IN SHIPS CAN NOT BE REMEDIED IN SYRIAN PORTS, THE OFFICE MUST INFORM THE PORT AUTHORITIES OF THE NEXT PORT OF CALL.
4. THE OFFICE MUST DAILY ENTER ALL DATA RELATING INSPECTION ON FOREIGN SHIPS IN THE SITE OF THE MEMORANDUM EXCHANGE INFORMATION CENTRE.
5. THE OFFICE WILL PREPARE ALL STATISTICS RELATING THE WORK OF THE OFFICE ON MONTHLY BASIS.

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A TRUE TRANSLATION.

5.THE OFFICE OF PORT CONTROL AUTHORITY :

THIS OFFICE WILL PRACTICE WORK THROUGH SPECIALISED INSPECTORS CARRYING OUT THE FOLLOWING DUTIES :

- CONTOLING ALL FOREIGN SHIPS CALLING SYRIAN PORTS, AND CARRYING OUT INSPECTIONS WORKS ON THEM TO VERIFY THEIR COMMITMENT TO THE STANDARDS OF THE RELATIVE INTERNATIONAL MARITIME AGREEMENTS.
- EXECUTING THE RULES, REGULATIONS AND THE REQUIREMENTS OF THE MEDITERRANEAN COUNTRIES' UNDERSTANDING MEMORANDUM REGARDING PORT CONTROL AUTHORITY, AND ALL OTHER UNDERSTANDINGS ADOPTED BY SYRIA IN THIS FIELD, RECEIVING CORRESPONDANSE AND REPORTS, CO-ORDINATING WITH THE RELATIVE MARITIME AUTHORITIES.
- TAKING OUT ALL NECESSARY ACTIONS AGAINST ALL FOREIGN SHIPS VIOLATING THE STANDARDS OF THE RELATIVE INTERNATIONAL AGREEMENTS, AND CO-ORDINATING WITH OTHER CONCERNED PARTIES.
- EXECUTING NEEDED INSPECTIONS ON FOREIGN SHIPS , PREPARING, CERTIFYING AND CIRCULATING REPORTS TO CONCERNED PARTIES.
- FORBIDDING FOREIGN VESSELS FROM LEAVING SYRIAN PORTS BEFORE CORRECTING ALL DEFECTS DISCOVERED AS A RESULT OF THE INSPECTION.
- FOLLOWING UP ALL AMEDEMMENTS AND NEW CONDITIONS THAT TAKE PLACE IN THE INTERNATIONAL MARITIME AGREEMENTS AND UNDERSTANDINGS, AND GIVE SUGGESTIONS.
- PREPARING STATISTICS, LISTS AND ALL CORRESPONDANCE MATERIALS RELATING THE WORK OF THE OFFICE.
- PARTICIPATING IN ALL ACTIVITIES, CONFERANCES, SEMINARS, TRAINING AND REHABILITATING COURSES RELATING PORT CONTROL AUTHORITY.
- PREPARING FOR ALL PERIODICAL MEETINGS OF THE UNDERSTANDING MEMORANDUM AND TRAINING SEMINARS IN THE FIELD OF PORT CONTROL AUTHORITY HELD IN THE COUNTRY.

DESCRIPTION CARD

ADMINISTRATIVE UNIT	POST	POST QUALIFICATIONS AND REQUIREMENTS
<p>MARINE INSPECTION DEPARTMENT :</p> <p><u>PORT CONTROL AUTHORITY</u></p> <p>ITS ADMINISTRATIVE UNITS :</p> <ul style="list-style-type: none"> - PORT CONTROL AUTHORITY INSPECTORS. - ARCHIVE, CORRESPONDANCE AND CERTIFICATION SECTION. 	<p>HEAD OF THE OFFICE</p>	<ul style="list-style-type: none"> - SCIENTIFIC QUALIFICATION (UNIVERSITY DEGREE IN ENGINEERING (MARINE, MECHANICAL OR ELECTRICAL) - NOT LESS THAN 8 YEARS EXPERIENCE IN THE DIRECTORATE; FOURS YEARS OF WHICH AS A FLAG STATE INSPECTOR. - PROFICIENCY IN ENGLISH AND COMPUTER IS REQUIRED. - HAVING ATTENDED COURSES IN THE FIELD OF PORT CONTROL AUTHORITY, WITH A KNOWLEDGE OF THE INTERNATIONAL MARITIME AGREEMENTS.

JOB DESCRIPTION :

SUPERVISES ALL DUTIES AND WORKS OF ALL EMPLOYEES OF THE OFFICE RELATING TO PORT CONTROL AUTHORITY'S AFFAIRS.

POST DUTIES :

1. HE WORKS ACCORDING TO WRITTEN OR ORAL INSTRUCTIONS IN ACCORDANCE WITH THE EFFECTIVE RULES AND REGULATIONS UNDER THE SUPERVISION OF HIS IMMEDIATE BOSS.
2. SUPERVISES AND PARTICIPATES IN APPLYING PORT CONTROL AUTHORITY MECHANISM ON FOREIGN PORTS CALLING SYRIAN PORTS.
3. SUPERVISES ALL PROCEDURES AND ACTIONS TAKEN AGAINST FOREIGN SHIPS VIOLATING THE STANDARDS OF THE RULES AND REGULATIONS OF THE INTERNATIONAL AGREEMENT RELATING PORT CONTROL AUTHORITY.

4. SUPERVISES SUPPLYING THE DIRECTORATE AND THE UNDERSTANDING MEMORANDUM DATA BASE WITH ALL INFORMATION RELATING THE WORK OF THE OFFICE.
5. SIGNING THE INCOMING AND OUTGOING POST, AND CARRY OUT NECESSARY STEPS.
6. PARTICIPATES IN STUDYING RELATIVE INTERNATIONAL MARITIME AGREEMENTS.
7. PARTICIPATES IN ALL ACTIVITIES, CONFERANCES, SEMINARS, REHABILITATING AND TRAINING COURSES RELATING TO HIS FIELD OF WORK.
8. PREPARES ALL PERIODIC MEETINGS OF THE UNDERSTANDING MEMORANDUM, COURSES AND TRAINING SEMINARS IN THE FIELD OF PORT CONTROL AUTHORITY HELD IN THE COUNTRY AND ABROAD.
9. FOLLOWS UP ALL AMENDMENTS AND CONDITIONS TAKING PLACE IN THE INTERNATIONAL MARITIME AGREEMENTS, IN THE UNDERSTANDING MEMORANDUM AND GIVING SUGGESTIONS.
10. SUGGESTING KNOWLEDGE AND INFORMATION MODERNISING COURSES FOR INSPECTORS.

DESCRIPTION CARD

ADMINISTRATIVE UNIT	POST	POST QUALIFICATIONS AND REQUIREMENTS
MARINE INSPECTION DEPARTMENT	PORT CONTROL AUTHORITY INSPECTOR	-SCIENTIFIC QUALIFICATIO: UNIVERSITY DEGREE IN ENGINEERING (MARINE, MECHANICAL, ELECTRICAL) -NOT LESS THAN SIX YEARS EXPERIENCE IN THE DIRECTORATE; TWO YEARS OF WHICH AS AN INSPECTOR IN THE FLAG STATE, OR PORT CONTROL AUTHORITY. - PROFICIENCY IN ENGLISH AND COMPUTER IS REQUIRED. -ATTENDING COURSES IN THE FIELD OF PORT CONTROL AUTHORITY, AND SHOULD HAVE GOOD KNOWLEDGE OF THE INTERNATIONAL MARITIME AGREEMENT.

JOB DESCRIPTION :

HE EXECUTES THE MECHANISM OF PORT CONTROL AUTHORITY ON FOREIGN SHIPS CALLING SYRIAN PORTS IN ACCORDANCE WITH THE EFFECTIVE RULES AND REGULATIONS.

POST DUTIES :

1. WORKS ACCORDING TO WRITTEN OR ORAL INSTRUCTIONS IN CONFORMITY WITH THE APPLICABLE LAWS UNDER THE SUPERVISION OF HIS IMMEDIATE BOSS.
2. EXECUTES INSPECTION WORKS ON FOREIGN SHIPS, PREPARES THE REPORTS FOR THE RESULTS OF THE INSPECTION, INFORMS THE SHIP MASTER OR THE SHIP AGENT AND THE PORT CONTROL AUTHORITY ACCORDINGLY.

3. TAKES NECESSARY PROCEDURES AGAINST THE FOREIGN SHIPS VIOLATING THE STANDARDS OF THE INTERNATIONAL AGREEMENTS, THE RULES AND REGULATIONS RELATING THE APPLICATION OF THE PORT CONTROL AUTHORITY, I.E. PREPARING NECESSARY REPORTS, TAKING ARRESTING DECISION, RE-INSPECT THE SHIP TO VERIFY THAT ALL DEFECTS HAVE BEEN RECOVERED, TAKING DECISION IN RELEASING SHIP'S ARREST, INFORMING THE OFFICE OF PORT CONTROL AUTHORITY, SHIP MASTER OR HER LEGAL REPRESENTATIVE WITH ALL ACTIONS TAKEN.
4. FOLLOWING UP ALL AMENDMENTS AND CONDITIONS TAKING PLACE IN THE AGREEMENTS AND INTERNATIONAL MARITIME UNDERSTANDINGS.
5. SHARING IN ALL ACTIVITIES, CONFERANCES, SEMINARS AND TRAINING COURSES RELATING HIS PROFESSION.

DESCRIPTION CARD

ADMINISTRATIVE UNIT	POST	POST QUALIFICATIONS AND REQUIREMENTS
MARINE INSPECTION DEPARTMENT <u>PORT CONTROL AUTHORITY OFFICE :</u> TRANSLATOR	TRANSLATOR	SCIENTIFIC QUALIFICATION : UNIVERSITY DEGREE - NOT LESS THAN THREE YEARS EXPERIENCE IN THE FIELD. - FLUENCY IN ENGLISH. - GOOD KNOWLEDGE OF INVESTING THE COMPUTER.

JOB DESCRIPTION :

EXECUTES ALL CORRESPONDANCE WORKS, CERTIFICATION, ARCHIVE WORKS RELATING TO PORT CONTROL AUTHORITY.

POST DUTIES :

1. WORKS ACCORDING TO WRITTEN OR ORAL INSTRUCTIONS IN ACCORDANCE WITH THE EFFECTIVE RULES AND REGULATIONS AND UNDER THE SUPERVISION OF HIS IMMEDIATE BOSS.
2. RECEIVING AND REGISTERING DOWN INCOMING AND OUTGOING POST.
3. ORGANISING STATISTICS, REPORTS, CORRESPONDANCE AND OFFICE CERTIFICATION.
4. INFORMING RELATIVE CONCERNED AUTHORITIES OF THE INSPECTION REPORTS, ARRESTING AND RELEASING DECISIONS.
5. SUPPLYING THE UNDERSTANDING MEMORANDUM DATA BASE WITH ALL INFORMATION RELATED TO THE OFFICE.

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