"Port State Control / US Coast Guard – Deficiencies / Detentions"
PORT STATE CONTROL / USCG – DEFICIENCIES / DETENTIONS

• PORT STATE CONTROL (PSC) IS A SHIP INSPECTION PROGRAM

• FOREIGN VESSELS WHEN ENTERING A SOVEREIGN STATE’S WATER ARE SUBJECT TO BE BOARDED AND INSPECTED TO ENSURE COMPLIANCE WITH VARIOUS MAJOR INTERNATIONAL MARITIME CONVENTIONS AND/OR LOCAL REGULATIONS

• PORT STATE CONTROL OFFICERS (PSCO) SHOULD USE THEIR PROFESSIONAL JUDGEMENT IN CARRYING OUT THEIR DUTIES, SHOULD HAVE RESPECT, BE POLITE, HANDLE DISAGREEMENTS, BE OBJECTIVE AND ALWAYS UPDATING THEIR KNOWLEDGE
Η ΕΠΙΘΕΩΡΗΣΗ ΑΠΟ ΤΙΣ ΕΝΤΕΤΑΛΜΕΝΕΣ ΛΙΜΕΝΙΚΕΣ ΑΡΧΕΣ (PSC) ΤΗΣ ΚΑΘΕ ΧΩΡΑΣ, ΤΩΝ ΕΙΣΕΡΧΟΜΕΝΩΝ ΣΤΑ ΛΙΜΑΝΙΑ ΤΗΣ ΠΛΟΙΩΝ, ΕΧΕΙ ΣΚΟΠΟ ΝΑ ΕΞΑΚΡΕΙΒΩΣΕΙ ΤΗΝ ЕΦΑΡΜΟΓΗ ΩΛΩΝ ΤΩΝ ΔΙΕΘΝΩΝ ΚΑΙ ΤΟΠΙΚΩΝ ΑΠΑΙΤΗΣΕΩΝ.

Η ΕΠΙΘΕΩΡΗΣΗ ΑΥΤΗ ΕΧΕΙ ΤΗΝ ΜΟΡΦΗ ΤΗΣ ΑΣΤΥΝΟΜΕΥΣΗΣ, ΕΙΝΑΙ ΥΠΟΧΡΕΩΤΙΚΗ ΚΑΙ ΕΧΕΙ ΑΝΑΛΟΓΕΣ ΣΥΝΕΠΕΙΕΣ ΣΕ ΠΕΡΙΠΤΩΣΗ ΠΟΥ ΒΡΕΘΟΥΝ ΠΑΡΑΛΗΨΕΙΣ.

Η ΕΠΙΘΕΩΡΗΣΗ ΓΙΝΕΤΑΙ ΑΠΟ ΠΡΟΣΟΝΤΟΥΧΟΥΣ, ΑΡΤΙΑ ΚΑΤΗΡΤΙΣΜΕΝΟΥΣ ΚΑΙ ΕΚΠΑΙΔΕΥΜΕΝΟΥΣ ΣΕ ΘΕΜΑΤΑ ΝΑΥΤΙΛΙΑΣ ΕΠΙΘΕΩΡΗΤΕΣ (PARIS / TOKYO MOUs – USCG – AMSA)

PSC PROGRAMS ARE OF A REGIONAL NATURE

IN THIS REGARD SEVERAL COUNTRIES SHARING COMMON WATERS HAVE GROUPED TOGETHER UNDER A MEMORANDUM OF UNDERSTANDING (MOU) TO ENSURE THAT VESSELS TRADING IN THEIR AREA ARE NOT SUBSTANDARD.
PSC ARE INSPECTING THE FOLLOWING MAJOR MARITIME CONVENTIONS / SECTORS:

• SOLAS:
  - LIFE SAVING / FIRE FIGHTING EQUIPMENT
  - ISM CODE / ISPS CODE
  - NAVIGATIONAL / COMMUNICATION / GMDSS PROCEDURES

• MARPOL:
  - ANNEX I – REG. FOR PREVENTION OF POLLUTION BY OIL & OIL RECORD BOOK
  - ANNEX IV – SEWAGE
  - ANNEX V – GARBAGE MANAGEMENT
  - ANNEX VI – AIR POLLUTION FROM SHIPS
  - IOPP

• STCW – CREW QUALIFICATIONS / CERTIFICATION / COMPETENCE / ENDOWEMENTS AND TRAINING

• LOAD LINE (LL)

• COLREGS (REGULATIONS FOR PREVENTING COLLISIONS AT SEA)

• ILO CONVENTIONS 147 AND MLC 2006
REGIONAL PSC MOUs

- PARIS MOU – EU AND OTHER EUROPEAN COUNTRIES
- ACUERDO DE VINA DEL MAR – CENTRAL AND SOUTH AMERICAN COUNTRIES
- TOKYO MOU – AUSTRALIA (AMSA), ASIA COUNTRIES AND PACIFIC ISLANDS
- CARIBBEAN MOU – ISLANDS IN CARIBBEAN TERRITORY
- BLACK SEA MOU
- INDIAN OCEAN MOU (INCLUDING WEST AUSTRALIA)
- WEST & CENTRAL AFRICA MOU
- MEDITERRANEAN MOU
- RIYADH MOU – ARABIAN GULF COUNTRIES
- UNITED STATES COAST GUARD – USCG
IN ADDITION OF THE INTERNATIONAL CONVENTIONS / RULES USCG ENSURES THAT U.S FEDERAL AND INDIVIDUAL STATES ACTS / REGULATIONS ARE OBSERVED BY FOREIGN VESSELS ENTERING THE 200 MILES USA ECONOMICAL ZONE.

IN THIS REGARD USCG PERIODICALLY INSPECTS:

- TANK VESSEL EXAMINATION (TVE) (AS PER CFR 33 REQUIREMENTS)
- NON-TANK VESSEL PSC INSPECTIONS
- ISPS CODE INSPECTIONS
- OPA 90 / VRP
- VESSEL GENERAL PERMIT (VGP) INSPECTIONS
• AMSA PSC TARGETS SHIPS BASED ON A “RISK FACTOR” WHICH IS A NUMERICAL CALCULATION OF THE PROBABILITY OF A PARTICULAR SHIP’S LIKELIHOOD OF DETENTION

• THIS CALCULATION TAKES INTO ACCOUNT A NUMBER OF CRITERIA AND BASED ON THIS, THE SHIPS AND MANAGING COMPANIES ARE GROUPED INTO PRIORITY GROUPS WITH EACH GROUP HAVING A SPECIFIC DESIRED INSPECTION RATE

• MANAGING COMPANIES ARE ALSO EVALUATED AS LOW, AVERAGE OR HIGH RISK

• SHIP INSPECTIONS INTERVALS ARE BASED ON THE RELATED RISK FACTOR

• AMSA INSPECTORS ARE HIGHLY QUALIFIED PROFESSIONALS
# 2007 Risk Indicators

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<th>Importance</th>
<th>Bulk Carriers</th>
<th>Other Ship Types</th>
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<td>Gross Tonnage</td>
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<td>Recognised Org.</td>
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**No longer useful:**

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<tbody>
<tr>
<td>Gross Tonnage</td>
<td>Time since Special Survey</td>
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HOOK FAILURE
SAFETY STROP
OR
FALL PREVENTER DEVICE
- FPD
PARIS MOU TARGETING SYSTEM

• FROM 1 JANUARY 2011 THE PARIS MOU INTRODUCED THE NEW PSC INSPECTION REGIME.

• THE NEW INSPECTION REGIME AIMS TO TARGET SUBSTANDARD SHIPS AND OPERATORS AND
  REWARD GOOD OPERATORS WITH LESS FREQUENT INSPECTIONS.

• SHIPS ARE TARGETED BASED ON THEIR RISK PROFILE.

• THE RISK PROFILE IS CALCULATED USING VARIOUS CRITERIA SUCH AS:
  - AGE
  - SHIPS TYPE
  - FLAG
  - RO / CLASS
  - COMPANY PERFORMANCE/REPUTATION
  - HISTORY / PREVIOUS DETENTIONS
SHIPS AND COMPANIES ARE DESIGNATED AS AVERAGE RISK – BELOW AVERAGE RISK OR MEDIUM RISK

HIGH RISK SHIPS ARE SUBJECT TO AN EXPANDED INSPECTIONS EVERY 5-6 MONTHS, LOW RISK SHIPS TO AN INSPECTION EVERY 24-36 MONTHS AND STANDARD RISK SHIPS EVERY 10-12 MONTHS

DETENTION AVERAGE OF PARIS MOU FOR THE LAST 36 MONTHS = 6.1%

SHIPS OVER 12 YEAR AGE ARE SUBJECT TO AN EXPANDED PSC INSPECTION
BY USING THE COMPLIANCE TARGETING MATRIX USCG DETERMINES VESSEL PRIORITY P1, PII OR NP AS PER THE TOTAL TARGETING SCORE IN FIVE CRITERIA (I–V)

NP MEANS THAT VESSEL POSES A LOW SAFETY AND ENVIRONMENTAL RISK
USCG PSC SAFETY AND ENVIRONMENTAL PROTECTION COMPLIANCE TARGETING MATRIX

**Ship Management**
5 Points
- Listed Owner, Operator, or Charterer

**Flag State**
7 Points
- Flag State has a detention ratio 2 or more times the overall average for all flag States
- Flag State has a detention ratio that is between the overall average and up to 2 times the overall average for all flag States

**Recognized Organization**
Priority I
- Detention ratio equal to or greater than 2%
- 5 Points
- Detention ratio less than 2% but greater than or equal to 1%
- 3 Points
- Detention ratio less than 1% but greater than or equal to .5%
- No Points
- Detention Ratio less than .5%

**Vessel History**
Priority II
- First time to U.S. or no port State control exam in the previous 12 months
- 5 Points Each
- Detention, Denial of Entry, or Expulsion in the previous 12 months
- 1 Point Each
- COTP restricted the operations of the vessel for safety related issues in the previous 12 months (including LODs)
- 1 Point Each
- Reportable marine casualty in the previous 12 months
- 1 Point Each
- Marine Violation in the previous 12 months

**Ship Particulars**
(See Note)
- 4 Points
- General Cargo Ship
- Ro-Ro Cargo Ship
- Vehicle Carrier
- Passenger Ship that are involved in "day trips" or ferry service
- 2 Points
- Bulk Carrier
- Refrigerated Cargo
- 1 Point
- Oil or Chemical Tanker

**Ship Age (Use Delivery Date)**
- 0-4 years - subtract 5
- 5-9 years - subtract 2
- 10-14 years - add 0
- 15-19 years - add 3
- 20-24 years - add 5
- 25+ years - add 7

Note: For Quotiship 21 vessels only: points should not be added in this column, but points can be subtracted for age.

**Total Targeting Score**
(Sum of Columns I-V) determines vessels priority (PI, PII, or NPV)
PSC CONCENTRATED INSPECTION CAMPAIGNS – CIC

PSC CIC ARE FOCUSED TO ENSURE SHIP COMPLIANCE AT SELECTED OPERATIONAL AREAS IDENTIFIED AS NEEDED SPECIAL ATTENTION

THE CIC IS USUALLY CONDUCTED BY THE MAJOR MOUs, IS PRE-ANNOUNCED AND LAST FOR A PERIOD OF 3 MONTHS

CIC INSPECTION IS CARRIED OUT IN ADDITION OF THE STANDARD PSC INSPECTION

RECENT CICs:

- FIRE SAFETY SYSTEMS
- STRUCTURAL CONDITION & LOAD LINES
- DAMAGE STABILITY
- GMDSS
- STCW / ILO WORK / REST HOURS
PSC DEFICIENCIES / DETENTIONS

ALL CONDITIONS ON BOARD FOUND NOT IN COMPLIANCE WITH RELEVANT REQUIREMENT BY THE PSC OFFICERS ARE RECORDED AS DEFICIENCIES AND REQUESTED TO BE RECTIFIED WITHIN A DEFINED TIME LIMIT.

DEFICIENCIES ACTIONS CODE:

• 10 – DEFICIENCY RECTIFIED
• 15 – AT NEXT PORT
• 16 WITHIN 14 DAYS
• 17 – BEFORE DEPARTURE
• 18 – WITHIN 3 MONTHS
• 19 – MAJOR NON-CONFORMITY
• 30 – SHIP DETAINED

PSC INSPECTION ACTION CODE:

• 40 – NEXT PORT INFORMED
• 50 – FLAG STATE INFORMED
• 70 RECOGNIZED ORGANIZATION INFORMED
PSC DETENTION

SHIPS ARE DETAINED WHEN CONDITION OF THE VESSEL OR ITS CREW DOES NOT CORRESPOND SUBSTANTIALLY WITH THE APPLICABLE CONVENTIONS / REGULATIONS

SUCH STRONG ACTION IS TO ENSURE THAT THE SHIP WILL NOT SAIL UNTIL IT CAN PROCEED AT SEA WITHOUT PRESENTING A DANGER TO THE SHIP OR PERSONS ON BOARD, OR WITHOUT PRESENTING AN UNREASONABLE THREAT OF HARM TO THE MARINE ENVIRONMENT
MOST FREQUENT DETAINABLE DEFICIENCIES

1. Lifeboats (Lifesaving appliances) - 198
2. Oil filtering equipment (MARPOL-Annex I) - 173
3. Emergency Fire Pump (Fire safety measures) - 163
4. Maintenance of the ship and equipment (ISM related deficiencies) - 133
5. Fire-dampers (Fire safety measures) - 128
6. Ventilators, air pipes, casings (Load lines) - 101
7. Means of control (Fire safety measures) - 91
8. Fire prevention (Fire safety measures) - 80
9. Ventilation (Fire safety measures) - 78
10. Jacketed piping system for high pressure fuel lines (Fire safety measures) - 72
Photographs of Deficiencies identified during Port State Control

Life Saving

Inadequate re-setting of on-load release gear

Wasted support bracket
Photographs of Deficiencies identified during Port State Control

Fire Fighting

Leaking fire line

Wasted fire damper

Disconnected CO2 bottle
Fittings

Missing butterfly nut

Broken fair lead

Wasted hatch

Cracked bulwork stay
Hydraulic Jack / Oil drops

Removal of bended rails

Deck Light

Hatch Cover’s Controls
Fire line

Air vents
Limit switch to be repaired

Hydraulic controls Oil pan

Electric line on deck Protective piping
Major Categories of PSC Detentions

- FIRE SAFETY MEASURES 19%
- LIFE SAVING APPLIANCES 13%
- SAFETY OF NAVIGATION 13%
- STABILITY STRUCTURE / EQUIPMENT 11%
- MARPOL ANNEX I 8%
- PROPULSION & AUXILIARY MACHINERY 11%
- SHIP’S CERTIFICATES / DOCUMENTS 9%
- LOADLINES 6%
- ISM RELATED DEFICIENCIES 6%
- WORKING SPACES 4%
Fire Safety Deficiencies

- FIRE DAMPERS / QUICK CLOSING DEVICES (287)
- FIRE FIGHTING EQUIPMENT AND APPLIANCES (169)
- EMERGENCY FIRE PUMP (138)
- FIRE PUMPS (86)
- FIRE DETECTION SYSTEM (79)
- FIXED FIRE EXTINGUISHING SYSTEM CLOSING DEVICES (78)
MARPOL Deficiencies

- oil filtering equipment [40]
- shipboard oil pollution emergency plan (SOPEP) [36]
- oil record book [27]
- 15 PPM alarm arrangements [23]
- retention of oil on board [22]
- other (MARPOL - Annex I) [19]
- prevention of pollution by oil (IOPP) [18]
- garbage record book [17]
- garbage management plan [11]
- oil discharge monitoring and control system [9]
IF THE AFFECTED COMPANY BY A PSC DETENTION DISAGREES WITH THE DECISION MADE BY THE PSCO AN APPEAL MAY BE MADE TO RELEVANT PSC APPEALS DEPARTMENT

REGIONAL MOUs HAVE IN PLACE THEIR OWN APPEAL PROCEDURES

THE APPEAL MUST HAVE THE SUPPORT OF THE FLAG STATE AND GENERALLY SHOULD BE MADE WITHIN 28 DAYS.
PSC INSPECTIONS ARE NOT PRE-ANNOUNCED

- SHIPS SHOULD ALWAYS BE READY TO UNDERTAKE A PSC INSPECTION

- USCG IS THE ONLY PSC AUTHORITY THE BOARDING OF WHICH IS ANTICIPATED

- IN ORDER TO AVOID PROBLEMS AND POSSIBLE DETENTION, MALFUNCTION AND DEFECTS OF INSTRUMENTS, DEVICES OR SYSTEMS SHOULD BE REPORTED TO LOCAL PORT AUTHORITIES PRIOR ENTRY

- USCG AND AMSA HAVE IN PLACE MARINE NOTICES REGARDING DEFECTS / INCIDENTS REPORTING
• AMSA: MASTER IS ASKED TO ADVISE THAT “ALL EQUIPMENT IS OPERATING SATISFACTORILY”!

THE ANSWER “YES” OR “NO” IS SIGNED BY THE MASTER.

- IN CASE OF “NO”, THE PROBLEM AND RELEVANT ACTIONS ARE DISCUSSED AND USUALLY THERE IS NO FURTHER ACTION OR PROBLEM FOR THE SHIP

- IN CASE OF “YES”: IF PROBLEMS OR DEFECTS ARE NOTED OR EQUIPMENT FOUND INOPERATIVE, THEN THE DETENTION OF THE SHIP SHOULD BE EXPECTED
PSC DETENTION CONSEQUENCES

- DETENTION OF A SHIP IS EQUIVALENT TO A DISASTER
- THE DETENTION IS IMMEDIATELY COMMUNICATED TO ALL PSC MOUs AND IS ALSO AVAILABLE TO THE CLASS/RO, ISM ISSUING AUTHORITIES AND FLAG STATE
- MAJOR CHARTERERS, OCIMF OIL MAJORS AND RIGHTSHIP SYSTEM ARE ALSO INFORMED.
- IMMEDIATE CORRECTIVE/PREVENTIVE ACTIONS MUST BE TAKEN TO THE SATISFACTION OF THE PSC AUTHORITY IN ORDER TO LIFT THE DETENTION AND RELEASE THE VESSEL
- A DETAILED INVESTIGATION MUST BE Conducted TO IDENTIFY ROOT CAUSES. CORRECTIVE/PREVENTIVE ACTIONS SHOULD BE TAKEN TO THE SATISFACTION OF FLAG STATE, ISM ISSUING AUTHORITY AND 3rd PARTIES HAVING DIRECT INTEREST TO THE VESSEL (CHARTERER)
- FLAG STATE AND/OR ISM RO MAY REQUIRE ADDITIONAL EXTERNAL AUDITS TO BE CARRIED OUT ON THE SHIP OR COMPANY
COMMERCIAL CONSEQUENCES

• VESSEL AND MANAGING COMPANY ARE DOWNGRADED IN THE PSC MOUs TARGETING SYSTEMS

• THE VESSEL AND COMPANY ARE DOWNGRADED IN THE OCIMF SIRE/VETTING SYSTEM

• OCIMF – OIL COMPANIES PUT THE VESSEL IN A “TECHNICAL HOLD” – THE SHIP IS RESTRICTED FOR BUSINESS

• RIGHTSHIP RATING IS DOWNGRADED TO 2 STARS. THIS WILL HOLD FOR 12 MONTHS

• VESSELS RATED WITH 2 STARS IN THE RIGHTSHIP SYSTEM ARE NOT CHARTERED BY THE MOST OF THE MAJOR CHARTERERS IN THE DRY-CARGO MARKET

• REPUTATION OF THE COMPANY IS GREATLY AFFECTED
THE MOST COMMON CRITICAL EQUIPMENT AND SYSTEMS CAUSING DEFICIENCIES OR DETENTIONS:

- ENGINE ROOM FIRE DAMPERS
- EMERGENCY OR MAIN FIRE PUMPS
- FIRE MAIN / VALVES
- QUICK CLOSING DEVICES / EMERGENCY STOPS
- EMERGENCY GENERATOR
- OIL WATER SEPARATOR / OIL CONTENT METER
- SLUDGE TANKS (ILLEGAL CONNECTIONS)
- LIFEBOAT / LIFERAFTS
- LAUNCHING APPLIANCES
- CLEANLINESS OF ENGINE ROOM & STEERING GEAR
- NAUTICAL CHARTS / PUBLICATIONS / LOGS
- NAVIGATIONAL & COMMUNICATION EQUIPMENT / GMDSS
WHY SHIPS ARE DETAINED?

- CREW MAJOR OMISSIONS / FAILURES
- CREW NOT PROPERLY QUALIFIED / COMPETENT / TRAINED
- POOR MAINTENANCE
- ERROR ENFORCING CONDITIONS
- INCOMBATIBLE GOALS
- SHIP’S DESIGN
- HUMAN SAFETY BEHAVIOR
- THE SYNDROME OF PASSING-BY
- ACCOUNTABILITY
HOW TO MINIMIZE OR ELIMINATE PSC DETENTIONS

• SET CLEAR PSC INSPECTIONS OBJECTIVE AND TARGETS

• DETENTION CONSEQUENCES AWARENESS CAMPAIGNS

• SHIPBOARD PERSONNEL MUST BE TRAINED AND PROVIDED WITH RELEVANT GUIDANCE IN ORDER TO UNDERTAKE SUCCESSFUL PSC INSPECTIONS
DETENTION CASES STUDY

- EMERGENCY FIRE PUMP
- ENGINE FUN FIRE DAMPRER
- SEWAGE INOPERATIVE
- FIRE DETECTION SENSORS FOUND TAMPERED
- HYPER MIST SYSTEM MANUAL VALVES FOUND CLOSED
EMERGENCY FIRE PUMP
PSC DEFICIENCY CARDS (CARGO SHIPS)

FIRE DAMPERS (ENGINE ROOM)

Fig. 1

Fig. 2

Fig. 3

Fig. 4
- DEFECTIVE WATER BALLAST TANK AIR VENT CLOSING DEVICES
- DEFECTIVE LIFEBOAT STEERING SYSTEM
- DEFECTIVE LIFEBOAT ON-LOAD RELEASE SYSTEM
- EMERGENCY FIREPUMP UNABLE TO PRESSURIZE THE MAIN
- DEFECTIVE SEWAGE TREATMENT PLANT
- DEFECTIVE THREE WAY VALVE OF OWS
- LARGER SCALE CHARTS NOT USED IN THE PASSAGE PLAN
- SMS INTERNAL AUDITS WAS MORE THAN 12 MONTHS
- DEFECTIVE OIL CONTENT METER ALARM
- FIRE DETECTION SYSTEM OUT OF ORDER
- RELATED CREWS NOT FAMILIAR WITH THE OPERATIONS OF OWS
- CREW SLEEPING IN THE SHIP’S HOSPITAL
- NAVTEX ANTENNA & TRANSMITTER BROKEN
EXTRACTS FROM CLASS NK PSC ACTION CODE 30

- TOTAL NUMBER OF PERSONS WORKING AND LIVING ONBOARD AT THE ANCHORAGE 37. THERE ARE LIFE SAVING APPLIANCES FOR 25 PERSONS ONLY
- PROBLEMS ON STARTING EMERGENCY GENERATOR
- ALARMS FOUND IN VDR
- CEN COULD NOT EXPLAIN THE OPERATION OF CO2
- EMERGENCY FIRE PUMP LOW PRESSURE
- FUNNEL FLAP FIRE DAMPER STUCK OPEN
- MF/HF DSC NOT WORKING IN RESERVE POWER
- PORT LIFEBOAT INCOMPLETE RE-SETTING OF ON-LOAD RELEASE SYSTEM
- CREW UNABLE TO DEMONSTRATE PROFICIENCY IN FIRE DRILL
- BILDGE OIL OVER 15 PPM DISCHARGED OVERBOARD
- E/R VENTILATORS NOT CLOSED PROPERLY
- FIRE BOXES BLOCKED WITH GARBAGE
“ZERO TOLERANCE TO PSC DETENTION”

THANK YOU