

## Version (12 points)

(translate into french)

### What is Ship Detention ?

According to the IMO, ship detention is the intervention action taken by the Port State when the condition of the ship or its crew does not correspond substantially with the relevant conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the normal schedule of the departure of the ship.

Port States have the authority to detain a ship until any deficiencies that could jeopardize the safety or create maritime environmental damage are addressed to assure safety and limit pollution concerns.

It has become increasingly common in the maritime industry nowadays as countries have begun to impose stricter regulations on ships entering their ports.

Depending on the country's laws and regulations governing vessels within its waters, deficiencies can range from health and safety regulations related to crew members onboard, environmental regulations such as oil discharge pollution prevention, and operational conditions such as having navigation equipment up-to-date.

Others could also be labour issues regarding wages owed to crew members, customs documentation problems etc... In some cases, this can also occur due to violations concerning national security protocols for sensitive cargo declarations during movement across territorial waters.

Detention of a ship is a serious matter and has financial consequences for the ship owner, charterer, and operator.

Depending on the severity of the issues, a ship may be detained for a few days or for several months and may not be allowed to leave the port until the issues are resolved.

Detention is a last resort and is only used when the port State has exhausted all other options, such as persuading the ship's flag State or the company that owns the ship to act.

There are several potential causes for detainment including :

- violations regarding human rights at sea,
- inadequacies around anti-pollution equipment onboard ships, and
- discrepancies between crew documentation and actual conditions encountered on board the vessels.
- expired safety certificates
- insufficient maintenance records
- lack of correct firefighting equipment
- issues related to crew competency
- illegal cargo movement without appropriate documents being presented upon arrival at port

Undoubtedly one of the main reasons why ships end up being detained include inadequate manning levels aboard

Aside from this factor, there may also exist several technical deficiencies that might require urgent repair work including :

- problems related to navigation equipment failure
- life-saving appliances malfunctioning
- pollution control measures disregarded
- emergency firefighting plans not being available
- watertight integrity

Ship detention is a serious problem that can negatively impact a ship's reputation and finances.

It is important to remember that any negligence or errors in compliance can lead to a ship being detained and so it is important for all ships operating in international waters to stay up to date with their regulations.

By taking these steps, you can ensure that your vessel remains safe and compliant with industry standards.

## Thème (8 points)

### **(Translate into english)**

1) Le code IMDG est basé sur un système internationalement reconnu qui fournit des conseils en matière d'intervention d'urgence pour les marchandises dangereuses impliquées dans un incendie ou un déversement à bord d'un navire.

2) Les marchandises dangereuses doivent toujours être étiquetées pour indiquer tous les risques qu'elles présentent pendant le transport.

3) L'inspecteur commencera par vérifier tous les certificats et documents avec le capitaine, puis visitera la passerelle, le pont, les logements, la salle des provisions et la salle de l'appareil à gouverner.

4) Le principal objectif de la convention SOLAS est de spécifier des normes minimales pour la construction, l'équipement et l'exploitation des navires, compatibles avec leur sécurité.

5) Les coursives, les passerelles, les escaliers et toutes les surfaces de pont utilisées pour le transit doivent être correctement entretenus et exempts de matériaux ou de substances susceptibles de provoquer des glissades ou des chutes.

6) Est-il possible d'obtenir l'assistance radar d'une station côtière ?

7) Veillez à ce que tous vos instruments de navigation soient en fonctionnement avant d'entrer dans cette zone

8) La décision d'abandonner le navire doit être prise par le capitaine ou l'officier responsable après avoir évalué tous les faits de la situation.