



MARSEILLE/FOS-SUR-MER



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INFORMATION NOTE

Dear Sirs,

PSC inspection and fine in Gabon

As the Club's correspondent for Gabon, we take the liberty to forward you the attached documents recently received from Gabonese Merchant Marine and which may be of interest to your Members during future calls at Gabonese ports.

The Merchant Marine has listed all items which could lead, if defective, to a vessel's detention following a PSC inspection by the Gabonese authorities.

As all vessels are subject to a PSC inspection in Gabon we strongly suggest that your Members strictly check the items in the attached list and comply with their Agent's pre-arrival recommendations.

The attached documents refer to detention only, as provided by Abuja MOU in case of vessel's deficiencies.

However, in Gabon PSC inspections often result in huge and unwarranted fines on the vessel which are grounded on local law (vide attached decree N°000103/MMMEP/CAB/DRC).

FYI, further to two cases we faced in 2017 and following the intervention of the Abudja's MOU complaining about these local Merchant Marine's fines, the Gabonese Ministry of Transport suspended these fines for a period of six months as from July 2017.

Unfortunately, after this period we then saw the practice of local fines for vessel's PSC deficiencies slowly resuming.

In November 2018, local Merchant Marine changed their practices and we now understand that they are invoicing some fees (a lump sum of USD 3,000) for their inspection (vide letter attached).

However, it is not certain at this stage whether they intend to stop the practice of fining vessels for alleged deficiencies.

We therefore recommend Members exercise all caution before calling Gabon.

You will note from the attached documents that all Class, official and other documents / certificates etc. must be valid / in date and must be originals (copies are not accepted). All Admiralty charts and other publications must be up-to-dated etc. Safety equipment must be serviceable and tested before arrival.

According to Gabonese Customs, inward / outward port clearance must mention:

- the name of the vessel and that of the Master
- the name of the previous port (for inward clearance) and name of the port of destination (for outward clearance), and the name of the Gabonese port if the vessel is in transit and to load further cargo
- the date of issuance of the clearance and the date of departure of the vessel
- the quantity loaded or discharged
- the flag
- the signature and stamp of the Custom services
- Clearance document must be free of any alteration.

In case of doubt, before arrival, Master should inform his agent in order for him to contact the Merchant Marine or Customs.

We remain at your disposal for any assistance Clubs/Members may need.

Thanks and best regards.

Yours faithfully,



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DETAINABLE DEFICIENCIES FREQUENTLY FOUND BY THE GABONESE PORT - STATE CONTROL OFFICERS DURING PSC INSPECTIONS

Purpose: This support has been specially designed to make it easier for ships to clear our parts. The objective is that all ships before arriving in our different ports have this support and check each item to facilitate the inspection during the stopover of the ship. We are call the defects mentioned are grounds for detention, our objective being only to guarantee the safety of the ships by ensuring the application of the conventions laid down by the OMI. The consignees and representatives of the ship-owners will have the responsibility to send this document to any ship or ship-owners one week before the arrival of the ship in Gabonese territorial water. Also, we remind you that this list is not exhaustive.

1) Ship's Certificates & Documents

1.1) We verify

- Statutory certificates, All in Original from, except the document of compliances -The following products are mandatory to be approved type.
 - Prime Mover
 - Reduction gears
 - Flexible hoses
 - Electronic Gears units / Governor
 - Life saving appliances
 - Crank case safety valve
 - Oil mist detector
 - Air vent valve
 - Bridge navigational system alarm

Question: Does type approval of a product need to be renewed?

According MSC. 1/Circ 1221, yes, the validity of type approval certificate is generally five years, after which the certification needs to be renewed, but the marine product not expired.

2) Certification and Watch keeping for Seafarers

2.1) We verify:

- Certificate of competence
- Flag endorsement
- National endorsement according Manila amendment.

2.2) Officers do not hold the required endorsement on their certificates of competency.

2.3) The number of officers/ratings working on board is less than the manning scale specified in its Minimum Safe Manning Certificate.

3) Life saving Appliances

- 3.1) Lifeboat on-load release gear is defective, e.g. hydrostatic interlock in open position and partially seized, boat hooks are not fully reset, boat hooks are in unlocked position, on-load release gear is not set as per manufacturer's instructions, etc.
- 3.2) Lifeboat fittings and accessories are defective, e.g. defective bilge pump, broken grip lines, wasted keel bolts and nuts of the foundation of boat hooks, pitting is found on stern plate, seat belts are broken etc.
- 3.3) Lifeboat engine or rescue boat engine cannot be started or the lifeboat engine is not capable of operating for not less than 5 minutes after starting from cold with the lifeboat out of water.
- 3.4) Lifeboat inventories are not placed on lifeboat or not maintained as required, e.g. insufficient quantity of drinking water, magnetic compass has a bubble, etc.
- 3.5) Rescue boat and launching arrangements are not properly maintained, e.g. davit is inoperative.
- 3.6) Personal lifesaving appliances are not properly maintained, e.g. lifejackets are not provided with lights and whistles.

4) Fire Safety Measures

- 4.1) Fire pumps including emergency fire pump and main fire pump are inoperative or with insufficient discharge pressure.
- 4.2) Water supply system including fire lines, fire hydrants, fire hoses and nozzles are found defective, e.g. fire line is temporarily repaired, fire hydrant seized, fire hose is found with leakage, etc.
- 4.3) Fire fighting equipment is not properly maintained, e.g. portable foam fire extinguishers are defective, fireman's outfits rotted, cylinder of EEBD is empty, etc.
- 4.4) Fire detection system is defective.
- 4.5) Engine room fixed fire fighting system is not properly maintained, e.g. pressure testing of CO₂ cylinders is not carried out, engine room sprinkler system is inoperative, etc.
- 4.6) Fire doors of engine room and crew accommodation are not closed or locked open.
- 4.7) Engine room ventilation fan fire damper is inoperative, holed or wasted.
- 4.8) Funnel flap is inoperative, holed or wasted.
- 4.9) Fuel oil tank quick closing valve is inoperative.
- 4.10) Fire pumps, fire mains, water service pipes, hydrant, hoses, nozzles, coupling and international shore connections (MSC.1/CIRC 1388, FSS CODE CHAPTER 12. PARAGRAPH 2.2.1.3 FOR THE SHIPS CONSTRUCTED ON OR AFTER 1 JANUARY 2012).
- 4.11) In engine room, 1 EEBD empty or missing.
- 4.12) Dry power portable fire extinguisher annual and pressure test expired.
- 4.13) Co₂ portable fire extinguisher annual inspection expired.

5) Stability, Structure and Related Equipment

- 5.1) Hull structure and deck fittings are not properly maintained or in poor condition, e.g. a crack is found on main deck plating, bulwark structure detached from deck plating at various locations, etc.
- 5.2) Sea chest, pipe and valve are not properly maintained or in poor condition, e.g. heavy corrosion is found on sea chest.
- 5.3) Steering gear is defective, e.g. steering gear is inoperative, steering gear is not capable of putting the rudder over from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds, under the same conditions.
- 5.4) Emergency generator is inoperative, e.g. starting arrangement is inoperative, diesel engine jacket cooling water is frozen.
- 5.5) Emergency air compressor is inoperative.
- 5.6) Cargoes are not properly secured, e.g. many containers are not secured correctly in accordance with the ship's cargo securing manual.

6) Alarm Signals

- 6.1) Bilge level alarms in engine room, bow thruster room and cofferdams are defective.
- 6.2) Level alarms of fuel oil settling and service tanks are defective, e.g. low-level alarm of fuel oil service tank is defective.

7) Load Lines

- 7.1) Cargo hold hatch coamings, hatch covers and securing devices are not properly maintained. e.g. cargo hold hatch covers are badly wasted in way of rubber gasket channels, cargo hold hatch securing cleats and bolts are unsecured, etc.
- 7.2) Weathertight door is defective including corrosion on panels, stiffeners, securing devices, rubber gaskets and channels, door frames, and weather door is unable to be closed properly.
- 7.3) Air vents/air pipes are defective, e.g. fuel oil tank air vents wasted and wire meshes are missing, air pipe closing appliances are rusty, etc.
- 7.4) Sounding pipes in engine room are not properly maintained, e.g. sounding pipes of double bottom tanks are maintained in opening position, self-closing devices are missing, etc.
- 7.5) Air ventilators such as window type and mushroom type, are not properly maintained. 7.6) The ship is overloaded.

8) Propulsion & Auxiliary Machinery

- 8.1) Main and auxiliary machinery were defective, e.g. water leakage from main engine cylinder head, fuel oil leakage from diesel generator engine cylinder head, etc.
- 8.2) Main engine and diesel generator engine high pressure jacketed fuel oil pipes are defective, e.g. holed or broken.
- 8.3) Main engine and diesel generator engine exhaust gas pipes are found with leakage.
- 8.4) Insulation of fuel oil pipe in engine room is wetted through with fuel oil, missing or worn out.
- 8.5) Engine room is not maintained in clean and tidy conditions, e.g. machinery is oily, purifier room is oily, bilge tank tops are oily, large quantity of garbage in engine room, etc.

9) Radiocommunications

- 9.1) GMDSS radio installation is defective, e.g. MF/HF radio is not working, NBDP (Narrow Band Direct Printing) equipment is defective.
- 9.2) GMDSS radio installation reserve power supply is defective.
- 9.3) GMDSS BATTERIES EXPIRATION

10) MARPOL

Annex I

- 10.1) Oil filtering equipment and/or 15 ppm oil content discharge monitor are inoperative.
- 10.2) Unauthorized by-pass discharge connection is found in the system of oil filtering equipment.

Annex VI

- 10.3) Fuel oil sulphur content exceeds the limits.
- 10.4) Incinerator is defective.

11) Safety of Navigation

- 11.1) Radar is inoperative.
- 11.2) Rudder angle indicator is inoperative.
- 11.3) Magnetic compass is not readable at helmsman position.
- 11.4) Nautical publications expired or not available, e.g. Notice to Mariners, List of lights and Fog Signals, etc.
- 11.5) Charts for the intended voyage are not updated, corrected or available.
- 11.6) Navigation bridge visibility is obstructed, e.g. Navigation Bridge is obstructed by containers.
- 11.7) PLEASE CHECK IF THE VDR RECEIVE SIGNALS FROM AIS OR RADAR AND ALSO, THE DECK OFFICERS WILL HAVE A PERFECT FAMILIARITY WITH ALL TEST RELATED TO THE VDR AND ECDIS.

12) SOLAS Related Operational Deficiencies

- 12.1) Crew members are not familiar with fire and abandon ship drills.

13) ISM Related Deficiencies

- 13.1) Officers are not familiar with operation of GMDSS radio installation.
- 13.2) The ship and equipment are not maintained according to Safety Management System.

14) Additional Measures to Enhance Maritime Security

- 14.1) Ship security is breached, e.g. access control for visitors at gangway is not carried out, Verification of visitors' identities is not carried out, additional measures for checking stowaways before departure of ports are not properly carried out, visitor register is not maintained, etc.
- 14.2) LRIT compliance in the form of Conformance Test Report is not available.
- 14.3) Crew members are not familiar with security drill and their duties.
- 14.4) COMPULSORY FOR THE TANKERS SHIPS BEFORE START LOADING OPERATION AT DOCK TO HAVE ON BOARD: OIL TRANSFERT PROCEDURES APPROVED BY THE FLAG ADMINISTRATION OR BY THE R.O, THIS MANUAL DESCRIBE THE DUTIES OF EACH OFFICERS AND OTHERS CREWS DURING THE LOADIND OR UNLOADING OF THE PRODUCTS.

15) Additional measures to Enhance Maritime Safety

- 15.1) Continuous synopsis record documents, Form 1, Form 2, or Form 3 are not available or not originals, or not updated.

Other Deficiencies (Examples) Frequently Found by the Gabonese inspector during PSC inspections

1) Ship's Certificates & Documents

- 1.1) Inspection certificates or reports for equipment are not available.
- 1.2) Initial survey report for: cargo ship safety construction, equipment, Iopp, radio certificates are not available on board.

2) Certification and Watchkeeping for Seafarers

- 2.1) Certificate of medical care expired.

3) Crew and Accommodation

- 3.1) Sanitary facilities (toilets) are not properly maintained, e.g. dirty, no flush water, etc.

4) Lifesaving Appliances

- 4.1) Lifeboat is dirty.
- 4.2) Launching appliance and associated accessories including davits, floating blocks, suspension chains, shackles, rings, limit switches, embarkation platform, lashing gear, etc. are defective, rusty, or with heavy corrosion.
- 4.3) Lifeboat embarkation light is defective or wasted.
- 4.4) Liferaft ladder is defective – ropes rotten and boards split.
- 4.5) SOLAS training manual is not maintained as required, e.g. it is not available in mess rooms or not specific for the ship.

5) Fire Safety Measures

- 5.1) Emergency fire pump suction and discharge pressure gauges are not working.
- 5.2) Open and close directions of operation are not marked on numerous fire dampers.
- 5.3) Self-contained breathing apparatus for fireman's outfit is found with low air pressure.

6) Stability, Structure and Related Equipment

- 6.1) Fuel oil settling tanks and service tanks are found with excessive oil residue on walls of the tanks and in save alls.
- 6.2) Fuel oil or lube oil tank sight glass gauge is wired open or gapped open.
- 6.3) Water ingress alarm system is not properly maintained, e.g. the system is turned off at time of inspection, and sensors in cargo holds are defective.
- 6.4) Lights in various locations are inoperative or damaged, e.g. exposed decks, bosun store, paint locker, bow thruster room, emergency generator room, CO2 room, crew cabins, etc.
- 6.5) Emergency generator starting battery is unserviceable.
- 6.6) Cargo hold hatch cover operation hydraulic system is found with leakages.
- 6.7) Gangway is unsafe, e.g. without safety net, handrails are not properly fitted or partly missing, lower platform with stanchions, etc.
- 6.8) Enhanced survey programme documents are not available, e.g. condition evaluation records.
- 6.9) Thickness measurement report is not available.

7) Alarm Signals

- 7.1) Fire visual alarm indicator in engine room is inoperative.
- 7.2) BNWAS alarm is inoperative on the bridge and inside of officers cabins.

8) Load Lines

- 8.1) Load line marks, lines to be used with load line marks, deck line marks and draft marks are not readable.
- 8.2) Guardrails on weather decks are found defective at various locations, e.g. deformation, damage, etc.
- 8.3) Cargo hold hatch cover gasket is found defective, e.g. deterioration, etc.

9) Mooring Arrangements

- 9.1) Mooring ropes on forecastle deck and poop deck are found in poor condition.
- 9.2) Windlass and mooring winch are found with oil leakage at hydraulic motors, pipes and fittings.
- 9.3) Fairleaders on forecastle deck and poop deck are stuck.

10) Propulsion & Auxiliary Machinery

- 10.1) Engine room is not maintained in clean and tidy conditions, e.g. machinery and equipment are oily, purifier room is oily, bilge tank tops are oily, large quantity of garbage is found in engine room, numerous items of flammable or non-flammable materials are stowed on various flats of engine room, e.g. diesel oil and paint in buckets without covers, planks, rubber hoses, emptied oil drums, old spare parts, etc.
- 10.2) Pumping and piping system is defective, e.g. main engine seawater cooling pump shaft bearing collar detached from pump casing fixture, ballast pump suction and delivery valves are defective, excessive leakage is found at gland packing of pumps such as boiler feed water pumps.
- 10.3) Steam pipeline in engine room is found with leakage.
- 10.4) Insulations of diesel generator engine exhaust pipes are not provided as required, e.g. partly damaged, missing or insufficient.
- 10.5) Some pressure gauges and thermometers are missing, inoperative or not readable.
- 10.6) Main engine oil mist detector is not properly maintained, e.g. inoperative, additional pipe is connected to oil mist detector.

11) Radiocommunications

- 11.1) GMDSS radio installation is not tested as required.
- 11.2) Entries to GMDSS logbook are not carried out as required.
- 11.3) Shore-based maintenance agreement expired.

12) MARPOL – Annex I

- 12.1) List of national operation contact points of SOPEP is not updated.
- 12.2) Entries to oil record book are not properly carried out as required.

13) MARPOL – Annex V

- 13.1) Entries to garbage record book are not properly carried out as required.
- 13.2) Garbage is not stored in accordance with garbage management plan.

14) Safety of Navigation

- 14.1) Navigational equipment is defective, e.g. radar, gyro compass.
- 14.2) Compass errors are not taken and recorded every watch.
- 14.3) Navigation side light housing interior is not in matt black.
- 14.4) AIS navigational status is not updated.
- 14.5) Ship's bell is missing.
- 14.6) Passage plan is not properly prepared as required, e.g. not complied with SOLAS requirements, not updated, not berth to berth, no record of navigation activities or positions from pilot station to berth, etc.

15) ISM Related Deficiencies

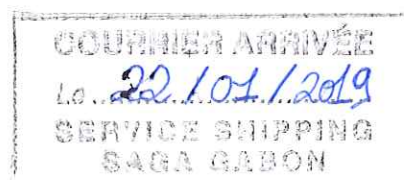
- 15.1) Obsolete certificates are not removed from main certificate file.
- 15.2) Multi-gas meter/detector or combined O₂/CH₄/H₂S meter/detector calibration certificates expired.

16) APPLICATION OF THE IMSBC CODE TO SHIPS AND TERMINALS

According to the code IMSBC in section 4.3.2 and 4.3.3, it is strictly recommended

1. That in case of the transport of a cargo of concentrate or a cargo which may be liquidated, the sender shall provide the master or his representative with a signed certificate of permissible moisture content for transportation and a certificate or certificate a signed declaration of moisture content, issued by an entity authorized by the competent maritime authority.
2. The code strictly recommends in section 4.3.3, concerning the sampling procedures, that these procedures must be approved and their application verified by the competent authority of the port of loading, the document issued by the competent authority attesting to the approval of the procedures must be provided to the master by the port state control officers representing the authority on board.
3. PLEASE PAY ATTENTION THAT THE DECK OFFICERS ARE PROPERLY FAMILIAR WITH THE VARIOUS RADAR TEST, INCLUDING THOSE AT THE TOP OF SHIP, RADAR X -BAND SCANNER AND S-BAND.
4. WE ALSO WANT TO REMIND YOU THAT: ALL ENGINEROOMS CONSIST OF AT LEAST, TO CHECK MAIN ENGINES (propulsion), AUXILLARY ENGINES (power generation for the ship), COOLINGWATER SYSTEM, LUBRICATING OIL SYSTEM, FUEL SYSTEM, COMPRESSED AIR SYSTEM (starting-, control- and working air), DRINKINGWATER SYSTEM, SEWAGE SYSTEM, BILGE SYSTEM, BALLAST SYSTEM, BOILER(heating of tanks, accommodation etc.), REFRIGERATING SYSTEM, FIREFIGHTING SYSTEM, STORAGETANKS FOR LUBRICATING OIL, HYDRAULIC OIL, FUEL OIL, THERMICAL OIL, SPAREPARTS STORE, CONTROLROOM AND WORKSHOP.

BY THE GABONESE PORT STATE CONTROL OFFICERS



Received from PSC Inspector
Mr. NGAKOMI Stéphane.

CABINET DU MINISTRE

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LIBREVILLE - GABON



Libreville, le

N° 0 0 0 1 0 3 /MMMEP/CAB

ARRETE N° 0 0 0 1 0 3 /MMMEP/CAB/DRC

**Fixant la tarification des Taxes, Frais, Amendes et Prestations Médicales
perçus par la Marine Marchande.**

Le Ministre de la Marine Marchande chargé des Equipements Portuaires ;

Vu la Constitution ;

Vu les Décrets n°s 00127/PR et 00128/PR des 27 et 28 janvier 2002 fixant la composition du gouvernement, ensemble les textes modificatifs subséquents ;

Vu la loi n° 10/63 du 12 janvier 1963, portant Code de la Marine Marchande ;

Vu la loi n° 1807/PR/MMM du 13 novembre 1985, portant Attributions et Organisation du Ministère de la Marine Marchande, ensemble les textes modificatifs subséquents ;

Vu l'arrêté n° 880/MEFBP/DGCP instituant une régie de recettes à la Direction Générale de la Marine Marchande ;

Vu les nécessités de service ;

ARRETE

Article 1^{er} : Les montants des taxes, frais, amendes et prestations médicales sont arrêtés comme suit :

Handwritten signature and initials

Navires de 0 à 100 Tonneaux :	250.000 CFA
Navires de 101 à 200 Tonneaux :	350.000 CFA
Navires de 201 à 500 Tonneaux :	500.000 CFA
Navires au-delà de 501 Tonneaux :	50.000 CFA par fraction de 100 Tonneaux supplémentaires

V. AGREMENT TECHNIQUE CEMAC
PROFESSIONS MARITIMES
MANUTENTION TRANSIT

a) Personnes Physiques	
Frais d'études	75.000 CFA
Frais transmission CEMAC	50.000 CFA
Droits	500.000 CFA
b) Personnes Morales	
Frais d'études	150.000 CFA
Frais transmission	100.000 CFA
Droits	800.000 CFA
c) Autres activités	
Personnes Physiques	400.000 CFA
Personnes Morales	800.000 CFA

VI. IMMATRICULATIONS DES NAVIRES, TITRES DE
SECURITE ET FRAIS DE VISITE

- Pirogue artisanale

Visite de mise en service

Immatriculation	10.000 CFA
Titres de sécurité	20.000 CFA
Frais de visite	15.000 CFA

Visite annuelle

Renouvellement	35.000 CFA
Pénalités de retard	5.000/mois après 3 mois
Transfert de propriété	45.000 CFA
Radiation	10.000 CFA

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Navires de 0 à 100 Tonneaux :	250.000 CFA
Navires de 101 à 200 Tonneaux :	350.000 CFA
Navires de 201 à 500 Tonneaux :	500.000 CFA
Navires au-delà de 501 Tonneaux :	50.000 CFA par fraction de 100 Tonneaux supplémentaires

V. AGREMENT TECHNIQUE CEMAC
PROFESSIONS MARITIMES
MANUTENTION TRANSIT

a) Personnes Physiques	
Frais d'études	75.000 CFA
Frais transmission CEMAC	50.000 CFA
Droits	500.000 CFA
b) Personnes Morales	
Frais d'études	150.000 CFA
Frais transmission	100.000 CFA
Droits	800.000 CFA
c) Autres activités	
Personnes Physiques	400.000 CFA
Personnes Morales	800.000 CFA

VI. IMMATRICULATIONS DES NAVIRES, TITRES DE
SECURITE ET FRAIS DE VISITE

- Pirogue artisanale

<u>Visite de mise en service</u>	
Immatriculation	10.000 CFA
Titres de sécurité	20.000 CFA
Frais de visite	15.000 CFA
<u>Visite annuelle</u>	
Renouvellement	35.000 CFA
Pénalités de retard	5.000/mois après 3 mois
Transfert de propriété	45.000 CFA
Radiation	10.000 CFA

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- Navire de Plaisance

Visite de mise en service

Immatriculation	10.000 CFA
Titres de sécurité	25.000 CFA
Frais de visite	20.000 CFA

Visite annuelle

Renouvellement	45.000 CFA
Pénalités de retard	8.000/mois après 3 mois
Transfert de propriété	55.000/mois
Radiation	10.000 CFA

- Navire de Servitude

Visite de mise en service

Immatriculation	15.000 CFA
Titres de sécurité	150.000 CFA
Frais	50.000 CFA

Visite annuelle

Renouvellement	200.000 CFA
Pénalités de retard	8.000/mois après 3 mois
Transfert de propriété	215.000
Radiation	15.000 CFA

- Navires de Pêche

Visite de mise en service

Jauge de 0 à 100 Tonneaux

Immatriculation	30.000 CFA
Titres de sécurité	200.000 CFA
Frais	135.000 CFA

de 101 à 500 Tonneaux

	30.000 CFA
	300.000 CFA
	135.000 CFA

Visite annuelle

Renouvellement	335.000 CFA
Pénalités de retard	10.000/mois
Transfert de propriété	365.000
Radiation	30.000 CFA

	435.000 CFA
	10.000/mois après 3 mois
	465.000 CFA
	30.000 CFA

au-delà de 500 Tonneaux

	50.000 CFA
	560.000 CFA
	390.000 CFA
	950.000 CFA
	10.000 CFA
	1.000.000 CFA
	50.000 CFA

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- Navire de Commerce

De 0 à 500 Tonneaux

de 500 à 1000 Tonneaux

Visite de mise en service

Immatriculation	30.000 CFA	150.000 CFA
Titres de sécurité	300.000 CFA	810.000 CFA
Frais	135.000 CFA	540.000 CFA

Visite annuelle

Rénouvellement	435.000 CFA	1.350.000 CFA
Pénalités de retard	10.000/mois après 3 mois	100.000 CFA/mois après 3 mois
Transfert de propriété	465.000 CFA	1.500.000 CFA
Radiation	30.000 CFA	150.000 CFA

De 1001 à 5000 Tonneaux

De 5001 à 10000 Tonneaux

Visite de mise en service

Immatriculation	200.000 CFA	300.000 CFA
Titres de sécurité	1.200.000 CFA	2.000.000 CFA
Frais	540.000 CFA	660.000 CFA

Visite annuelle de sécurité

Renouvellement	1.740.000 CFA	2.660.000 CFA
Pénalités de retard	100.000 CFA après 3 mois	- " -
Transfert de propriété	1.940.000 CFA	2.960.000 CFA
Radiation	200.000 CFA	200.000 CFA

De 10000 à 40000 Tonneaux

Au-delà de 40000 TJB

Visite de mise en service

Immatriculation	500.000 CFA	500.000 CFA
Titres de sécurité	3.000.000 CFA	5.000.000 CFA
Frais	1.100.000 CFA	2.200.000 CFA

Visite annuelle de sécurité

Renouvellement	4.100.000 CFA	7.200.000 CFA
Pénalités de retard	300.000 CFA après 3 mois	400.000 CFA après 3 mois
Transfert de propriété	4.600.000 CFA	7.700.000 CFA
Radiation	500.000 CFA	500.000 CFA

Visite de Partance Exceptionnelle

De 0 à 100 Tonneaux

150.000 CFA

Au-delà de 100 Tonneaux

35.000 par tranche de 100 Tonneaux

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VII. DOCUMENTS PROFESSIONNELS MARITIMES

- Fiche d'embarquement
 - Nationaux : 5.000 CFA
 - Etrangers : 10.000 CFA

- Carte de Marin
 - Nationaux : 10.000 CFA
 - Etrangers : 20.000 CFA

- Livret Professionnel Maritime
 - Nationaux : 20.000 CFA
 - Etrangers : 70.000 CFA
 - Pénalité de retard : 100.000 CFA

- Autorisation de Piloter
Les pirogues à moteur : 45.000 CFA

- Dérogation
 - Nationaux : 90.000 CFA } Cabotage national 120.000 CFA
 - Etrangers : 120.000 CFA } 240.000 CFA

VIII. DOCUMENTS DE BORD

- Liste d'équipage : 10.000 CFA
- Liste à Passagers : 10.000 CFA
- Rôle d'équipage : 35.000 CFA
- Visa embarquement et/ou débarquement : 2.000 CFA

NAVIGATION MARITIME EN ZONE INTERDITE

- Navire de Plaisance : 500.000 à 5.000.000

- Navire de Servitude : 1.000.000 à 10.000.000

NAVIRE DE PECHE

De 0 à 100 Tonneaux : 5.000.000 à 20.000.000

Au-delà de 100 Tonneaux forfait : 35.000.000

NAVIRE DE COMMERCE

De 0 à 1000 Tonneaux : 10.000.000 à 50.000.000

De 1001 à 10.000 Tonneaux : 50.000.000 à 100.000.000

Au-delà de 10000 Tonneaux : 300.000.000

LOI N° 10/63 DU 12 JANVIER 1963 (ARTICLE 16)
 PRINCIPALES INFRACTIONS RELEVÉES EN MATIÈRE
 MARITIME FLUVIALE ET LAGUNAIRE

REF : LIVRE II - CHAPITRE V SECURITE DE LA NAVIGATION
 LIVRE VII - CHAPITRE V
 DELITS CONCERNANT LA POLICE DE NAVIGATION

NATURE DES INFRACTIONS	PREVUE PAR	REPRIMEE PAR	DESTINAT. P.V.	SANCTION
I - <u>DEFAUT DES TITRES DE NAVIGATION ET DE SECURITE</u>				
- Rôle d'équipage ou liste d'équipage	Article 11	Article 199		- 25 Tx : 9 à 3600
- Visa rôle ou liste d'équipage	Article 11	Article 205		* 25 Tx 36 à 9000 3.000 à 54.000
- Acte de Gabonisation (ou de Nationalité)	Article 8	Article 205		36.000 à 90.000
- Permis de Navigation	Article 15	Article 202		100.000 à 2.000.00
- Certificat de Navigabilité	Art. 33 C. UDEAC	Article 202		100.000 à 2.000.00
- Certificat d'immatriculation (P. pêche et bateaux de Plaisance)	Article 10	Article 202		10.000 à 180.000
- Certificat de francs bord ou d'exemption	Article 15 (33 UDEAC)	Article 202		100.000 à 2.000.00
- Certificat de sécurité (navires à passagers)	Article 15 (33 UDEAC)	Article 202		100.000 à 2.000.00
- Absence irrégulière et abandon de poste	Article 169			5.000 à 50.000
- Rôle du Capitaine à l'entrée et à la sortie des Ports	Article 171			18.000 à 180.000
- Abus d'Autorité, outrage, voies de fait envers un inférieur	Article 172			9.000 à 90.000
- Inexécution des obligations du Capitaine	Article 173			9.000 à 90.000
- Usurpation de commandement	Article 175			18.000 à 360.000
- Suppression ou détournement de lettres	Article 179			9.000 à 180.000
- Outrages envers un supérieur	Article 186			9.000 à 90.000
- Police Navigation (non-respect des règles ou ordres émanant de l'Autorité maritime relative à la police et des eaux et rades et à la Police de la navigation sur la sécurité maritime)	Article 192			9.000 à 90.000
- Refus par le Capitaine de se charger d'un dossier d'enquête ou du transport d'un prévenu	Article 193			18.000 à 180.000
- Abandon d'un blessé ou malade à terre	Article 196			9.000 à 180.000
- Infractions aux dispositions sur le travail, la nourriture et le couchage	Article 197			18.000 à 180.000

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- Infractions aux règles sur le commandement	Article 198		18.000 à 180.000
- Navigation sans titres (R.E ; Permis)	Article 199		36.000 à 90.000
- Introduction frauduleuse pour long cours cabotage international	Article 203		3.000 à 90.000
- Certificat de sécurité – matériel d’armement	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Certificat de sécurité radio	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Certificat de construction	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Certificat de jauge	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Certificat de dératisation – désinsectisation et analyse d’eau	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Certificat de prévention contre la pollution	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
- Retard de renouvellement		Article 202	100.000 à 2.000.000
- Autres titres de navigation et de sécurité prévue par les Conventions Internationales	Article 15 (33 UDEAC)	Article 202	100.000 à 2.000.000
II. DEF AUT DES DOCUMENTS DE BORD			
- Journal Passerelle		Article 192	9.000 à 90.000
- Journal Machine		Article 192	9.000 à 90.000
- Annuaire des marées		Article 192	9.000 à 90.000
- Jumelles		Article 192	9.000 à 90.000
- Défaut de tout autre moyen ou équipement de sécurité particulier prévu par les textes maritimes et fluviaux en vigueur		Article 192	9.000 à 90.000
III. DEF AUT DES TITRES DE COMMANDANT ET D’EXERCICE DE LA PROFESSION DE MARIN			
- Contrat d’engagement maritime (non visé article 78)	Article 73 et 75	Article 192	9.000 à 90.000
- Livret Professionnel maritime, Permis de Conduire, Dérogation	Article 70 et 76		9.000 à 90.000
- Carte de marin – Fiche d’embarquement	Article 70 et 76	Article 192	9.000 à 90.000
- Défaut de Brevets, diplômes, certificats, permis ou titres de commandement (Capitaine ou Patron, Second Capitaine ou Chef Mécanicien Officier)	Article 117	Article 192	9.000 à 90.000
- Défaut de dérogation	Article 118	Article 192	9.000 à 90.000
- Fausses pièces maritimes	Article 201	Article 192	9.000 à 90.000

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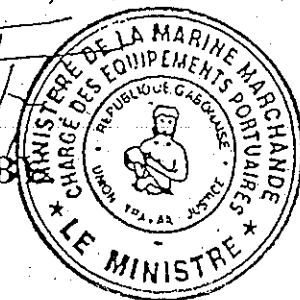
PRESTATIONS DE SERVICES
CENTRE MEDICAL DES GENS DE MER

Certificat Médical Permis de Conduire CD/en Mer	10.000 frs cfa + (selon examens complémentaires)
Quittance pour permis de conduire * Titre de navigation	2000 frs cfa au Trésor
Certificat Médical pour dossier d'examens	3.000 frs cfa tous patients confondus
Consultation Médicale.	2.500 frs cfa patients Ministère de la MM 3.000 frs cfa patients des Sces de Transp. (Port Môle) 5.000 frs cfa patients Extérieurs
Consultation Dermatologique	6.000 frs cfa patients Ministère de la MM 10.000 frs cfa patients Extérieurs
Consultation Gynécologique	6.000 frs cfa patients Ministère de la MM 10.000 frs cfa patients Extérieurs
Pansements Médicaux	2.000 frs cfa Pansement tous patients 2000 frs cfa points de sutures tous patients
Injections Médicales	1.000 frs cfa Injection anti-biotique IM ou IV 5.00 frs cfa Injection paludisme IM ou IV
	Spé. Pharmaceutique selon Produit S. infirmier 2.500 frs
CH n° 1 et 2	S. chambre nuit 5.000 frs S. chambre jour 2.500 frs
Hospitalisation	Spé. Pharmaceutique Selon Produit S. infirmier 2.500 frs
CH n° VIP	S. chambre nuit 5.000 frs S. chambre jour 2.500 frs

Article 2 : Le Directeur Général de la Marine Marchande, les Directeurs Techniques, les Délégués Provinciaux et le Médecin Chef sont chargés, chacun en ce qui le concerne, de l'application du présent arrêté qui prend effet à compter de sa date de signature et qui sera communiqué partout où besoin sera.

Fait à Libreville, le 24 MAR 2004

Félix SIB



Ampliations

- DGCF
- DGCP
- TPG
- Cours des Comptes.

MINISTÈRE DES TRANSPORTS
ET DE LA LOGISTIQUE

SECRETARIAT GENERAL

DIRECTION GENERALE
DE LA MARINE MARCHANDE

DIRECTION DES GENS DE MER,
DE LA NAVIGATION
ET DE LA SECURITE MARITIMES

BP : 803- Libreville/ GABON
Mail: dgmmgabon803gmail@.com

NO 0 6 7 7 /MT/SG/DGMM/DGMNSM/bga



NOTE
**TO THE ATTENTION OF THE ECONOMIC OPERATORS
OF THE MARITIME SECTOR**

The Director of SEAFARRERS, Shipping and Maritime Safety remind all shipowners, operators, consignees and other ships's agents that in accordance with the provisions of the 1999 Memorandum of Understanding on the Central Africa Region (Mon D'Abuja). In the context of the detention of the vessels, all costs relating to the inspections carried out by the competent authority shall be charged to the shipowner or the operator of the ship or his representative in the port state (Section 3.11 Mon d'Abuja).

As such, and subject to the rights on appeal to challenge a detentions pursuant to section 3.12 and 3.13 of the Memorandum of Understanding, a lump sum of US \$3000 is set for exceptional inspection fees for the purpose of lifting the detention.

I'm counting on you entire collaboration.

Fait à Owendo, le 29 NOV. 2017

Director of Seafarers,
Navigation and Maritime safety.

André William

