



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Notice

No. 5-034-5

Rev. Aug/2025

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS, AND OFFICERS OF
MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: United States, Australia, and China Pre-Arrival Requirements and Other
Measures to Improve Compliance**

References: (a) RMI [Maritime Act 1990](#)
(b) RMI Maritime Regulations ([MI-108](#))
(c) RMI Marine Notice [2-011-20](#), *Notice of Intended Entry into Port*
(d) RMI Form [MSD 340](#), *Critical Items Checklist*

PURPOSE

This Marine Notice (MN) addresses the Republic of the Marshall Islands (RMI) Maritime Administrator's (the "Administrator") pre-arrival requirements and measures for improved compliance for RMI-flagged vessels. These pre-arrival requirements are compulsory for port calls in the United States (US), Commonwealth of Australia (Australia), and the People's Republic of China (China). This MN also stresses the need for continued vigilance by shipowners, operators, Masters, officers, and crew to ensure RMI-flagged vessels comply with all national and international rules and regulations. It is based on the guiding principle of Management by Walking Around (MBWA).

This MN supersedes Rev. Aug/2017. It has been updated to add compliance requirements for vessels calling ports in the US, Australia, and China.

BACKGROUND

Under RMI laws and regulations, RMI-flagged vessels calling at any port:

- are required to comply fully with all national and international standards for safety, security, environmental protection, and the welfare of seafarers; and
- must be able to demonstrate compliance.

See RMI [Maritime Regulations](#), Chapter I, §2.11 (*Compliance with International Conventions, Agreements and National Standards*) and Chapter 5 (*Marine Inspection*).

Although the Administrator publishes [Marine Notices](#), [Marine Safety Advisories](#), and other documents to address compliance and provide methods of prevention, substandard conditions are still being found during flag State inspections, port State control (PSC) examinations, and other boardings. Such conditions include:

- blocked, disconnected, or tied open quick closing fuel oil valves;
- the hyper-mist fire extinguishing system not ready for use, not lined up in automatic mode or with the water supply valve shut rather than open;
- inoperable oily water separator (OWS), oil content meter (OCM), or not being able to demonstrate proper operation of either;
- failure of the crew to adequately carry out a fire, abandon ship, engine room evacuation, or confined space entry drill;
- items such as smoke detectors rendered inoperable;
- substandard cleanliness or condition of the engine room; and/or
- failure to report inoperable equipment, such as:
 - fire dampers or other fire protection and extinguishing systems;
 - emergency fire pumps not fully operational or not able to take suction in ballast condition; and/or
 - rescue boat engines not able to start.

APPLICABILITY

This MN applies to all RMI-flagged vessels.

REQUIREMENTS

1.0 Requirements Prior to Arrival in US Ports

1.1 Electronic Notice of Arrival (eNOA)

- .1 MN [2-011-20](#) requires all RMI-flagged vessels entering US ports or places within the navigable waters of the US which includes internal waters and the territorial seas of the US and any deepwater port as defined in 33 CFR 148.5 to submit a copy of the eNOA to the Administrator at NOA@register-iri.com when submitting it to the US Coast Guard (USCG) 96 hours prior to entering US waters.¹

¹ Refer to 33 Code of Federal Regulations (CFR) §160.212 for required time frames for submittal of eNOA.

- .2 As part of the required information that must be included on the eNOA,² all non-operational equipment or systems must be listed. Proactively listing inoperative equipment or systems on the eNOA and notifying the Administrator can often help prevent adverse PSC actions.

1.2 Critical Items Checklist

- .1 In addition to the eNOA, all RMI-flagged vessels arriving in US ports or places must submit the *Critical Items Checklist* ([MSD 340](#)) together with the eNOA to the Administrator at NOA@register-iri.com 96 hours before arrival.
- .2 The MSD 340 must be completed and signed by both the Master and Chief Engineer. Utilizing the principles of MBWA, it is expected that the Master and Chief Engineer will personally verify each item on the MSD 340.
- .3 If the vessel is making consecutive port calls within the US, the MSD 340 must be submitted before arriving at the first US port.
- .4 An updated MSD 340 must be submitted if the condition of any item listed changes during these consecutive port calls or after the vessel calls at a port outside the US.

1.3 Non-compliance

- .1 Failure to properly complete and submit the MSD 340 or to accurately report non-operational items or equipment on board an RMI-flagged vessel may be cause for suspension of the Master's and/or Chief Engineer's RMI seafarer documents.
- .2 Additionally, failure to properly complete or submit the MSD 340 or the eNOA may result in the Administrator requiring an additional audit of the vessel or Company Safety Management System (SMS), and/or a special inspection.

2.0 Requirements Prior to Arrival to Australian and Chinese Ports

2.1 Critical Items Checklist

- .1 All vessels arriving at an Australian or Chinese port must submit the *Critical Items Checklist* (MSD 340) by email to inspections-hk@register-iri.com 96 hours before arrival.

² Refer to 33 CFR §160.206 for the items required to be submitted in an eNOA.

- .2 The MSD 340 must be completed and signed by both the Master and Chief Engineer. Utilizing the principles of MBWA, it is expected that the Master and Chief Engineer will personally verify each item on the MSD 340.
- .3 If the vessel is making consecutive port calls within Australia or China, the [MSD 340](#) must be submitted before arriving at the first port.
- .4 An updated MSD 340 must be submitted if the condition of any item listed changes during these consecutive port calls or the vessel calls in another country prior to returning to Australia or China.

2.2 Non-compliance

- .1 Failure to properly complete and submit the MSD 340 or to accurately report non-operational items or equipment on board an RMI-flagged vessel may be cause for suspension of the Master's and/or Chief Engineer's RMI seafarer documents.
- .2 Additionally, failure to properly complete or submit the MSD 340 may result in the Administrator requiring an additional audit of the vessel or Company SMS, and/or a special inspection.

3.0 Additional Measures to Improve Compliance

3.1 Use of the Critical Items Checklist

- .1 All RMI-flagged vessels are encouraged to use the *Critical Items Checklist* (MSD 340) prior to entering any port and all Masters and Chief Engineers are encouraged to utilize the principles of MBWA.
- .2 Should there be a known non-operational condition onboard or one that is identified as a result of using the MSD 340, owners or operators shall notify the Administrator and the appropriate coastal State authorities prior to entering port.

3.2 Quality Control Boarding (QCB)

- .1 A QCB is a special inspection (see RMI [Maritime Regulations](#), §5.34.6) conducted by the Administrator to verify compliance with national and international standards for safety, security, environmental protection, and the welfare of seafarers. The Administrator uses real-time risk assessments to identify vessels for QCBs.
- .2 QCBs have made a substantial impact on improving compliance of RMI-flagged vessels and as such are compulsory as determined by the Administrator.
- .3 QCBs may also be requested by an owner or operator. When requested, the Administrator will make every effort to schedule the QCB based on operational demands and inspector availability.

- .4 All costs associated with a QCB are billable to the billing agent on file with the Administrator.

3.3 Detentions

- .1 Owners, operators, and Masters of RMI-flagged vessels must notify the Administrator immediately of a detention. The notification should be sent to DutyOfficer@register-iri.com. Timely notification of a detention will enable the Administrator to carry out its responsibilities as a flag State in support of the vessel.
- .2 Any RMI-flagged vessel that is detained is subject to an immediate special inspection by the Administrator, prior to sailing, to determine the root cause of the detention.³
- .3 An additional survey may be required by the Recognized Organization for all statutory certificates that were the subject of the deficiency(ies) causing the detention.
- .4 Where an ISM deficiency resulted in the detention, an International Safety Management (ISM) Code audit of the SMS onboard the vessel may be required prior to sailing. The scope of this audit will be stipulated by the Administrator.
- .5 The ISM Company responsible for an RMI-flagged vessel being detained is required to submit a corrective action plan to address the underlying root cause of the substandard condition(s) which resulted in the detention. At the discretion of the Administrator, an audit of the Company's Document of Compliance may also be required. The scope and timing of this audit will be stipulated by the Administrator.

³ Refer to RMI [Maritime Regulations](#), §5.34.6. In addition, note that all costs resulting from the detention, including the cost of the special inspection and any administrative actions made necessary because of the detention, will be charged to the shipowner or operator.