

# Port State Control Inspections



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## Introduction

After the terrible accident of the VLCC Amoco Cadiz, the first memorandum was agreed in the European region forming the Paris MoU on Port State Control, in order to ensure the good performance and the labour conditions on board merchant vessels.

Port State control, or PSC, is the exercise of the right of a port State, when granting permission to a foreign flagged ship to enter a port of the port State, to inspect the vessel to ensure that it meets international safety, pollution and other requirements.

Although the flag State and owner of a ship have fundamental responsibility for ensuring that these requirements are implemented, supervision by the flag State is many times insufficient. There is also often a lack of adequate competence and experience on the part of ship crews and others that can all too often have an adverse impact on safety.

PSC has been established as a means of proactively complementing the role of flag States with the primary aims of improving ship safety and eliminating substandard ships. This consists of conducting inspections of various aspects of a ship once it has arrived in port, including the safety of life and property onboard the ship, prevention of pollution by the ship, and the living and working conditions onboard the ship.

In order to carry out PSC effectively, a recommendation concerning regional co-operation in the control of ships and discharges was adopted as a resolution by the IMO.

The importance of PSC is now recognized by most countries around the world. Regional cooperation among port States has led to the concluding of Memoranda of Understanding, or MOUs, that seek to promote and realize more effective PSC for a given region.

Since the development of the Paris MoU, MoUs concerning the implementation of PSC regimes have been concluded in a total of nine regions in the world, as summarized in the following table (only member states are listed).

European and North Atlantic region - Paris MoU  
Asia-Pacific region - Tokyo MOU  
Latin American region - Viña del Mar  
Caribbean region - Caribbean MOU  
Mediterranean region - Mediterranean MOU  
Indian Ocean region - Indian Ocean MOU  
Black Sea region - Black Sea MOU  
West and Central Africa region - Abuja MOU  
Arab States of the Gulf - Riyadh MOU.



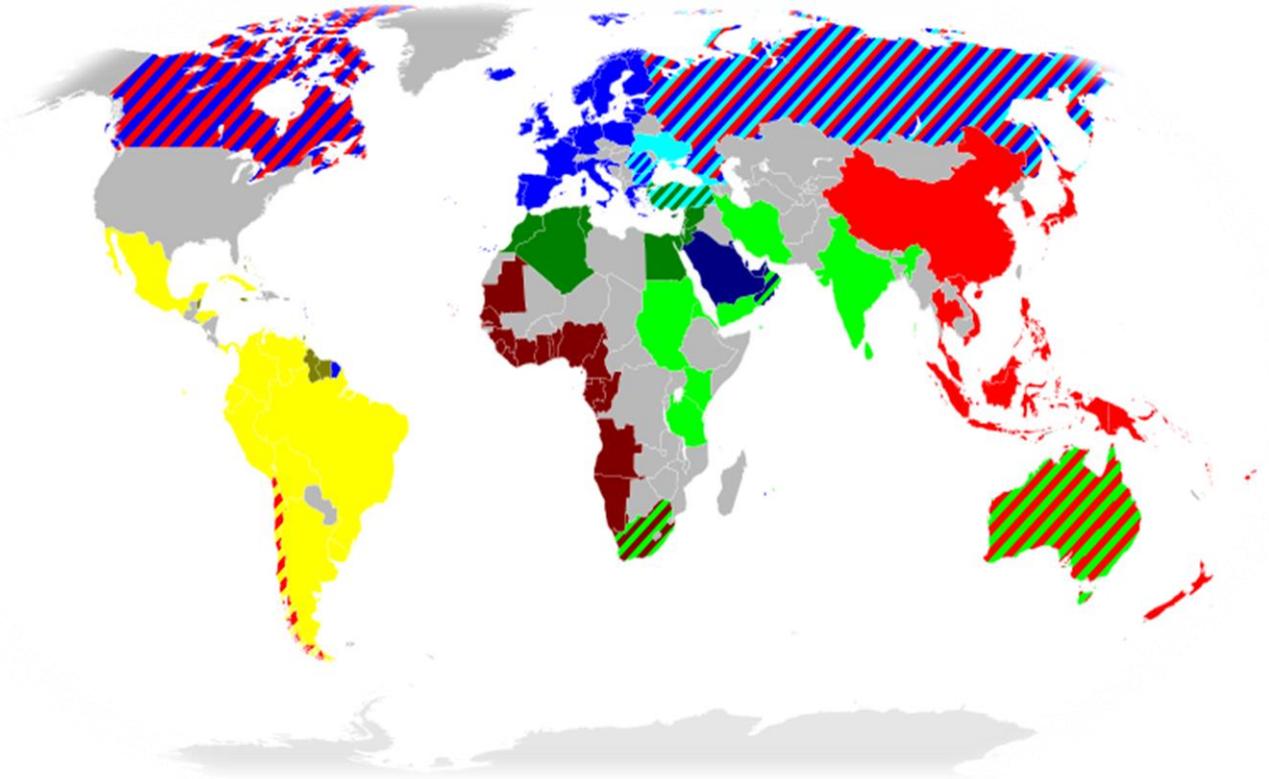


Image 2: Nations participating in Port State Control highlighted.

**Annotation:**

- Paris MoU – Blue
- Tokyo MoU – Red
- Acuerdo Latino – Yellow
- Indian Ocean MoU – Green
- Mediterranean MoU – Dark green
- Caribbean MoU – Olive
- Black Sea MoU – Cyan
- Riyadh MoU – Navy blue

Both Canada and Russia are signatories to Canada's Atlantic ports and Russia's Baltic ports comply with the Paris MOU, while Pacific ports comply with the Tokyo MOU.

## Paris MoU on Port State Control.

# Paris MoU



Image 3: Paris MoU logo.

In 1978 the Hague Memorandum between a number of maritime authorities in Western Europe was developed. It dealt mainly with enforcement of shipboard living and working conditions as required by ILO Convention.

However, the Amoco Cadiz incident caused a strong political and public outcry in Europe for far more stringent regulations with regard to the safety of shipping. This pressure resulted in a more comprehensive memorandum which covered:

- safety of life at sea
- prevention of pollution by ships, and
- living and working conditions on board ships

Subsequently a new Memorandum of Understanding on Port State Control was signed in January 1982 by fourteen European countries at a Ministerial Conference held in Paris, France. It entered into operation on 1 July 1982.

Since that date, the Paris Memorandum has been amended several times to accommodate new safety and marine environment requirements stemming from the International Maritime Organization (IMO) and requirements related to working and living conditions of seafarers.

The Paris Memorandum of Understanding on Port State Control is the official document in which the 27 participating Maritime Authorities agree to implement a harmonized system of Port State Control.

The Memorandum of Understanding consists of a the main body, including annexes, in which the Authorities agree on:

- their commitments and the relevant international conventions
- the inspection procedures and the investigation of operational procedures
- the exchange of information
- the structure of the organization and amendment procedures.

## **Paris MoU Inspection Types**

A port State control visit on board a ship will normally start with, as a minimum and to the extent applicable, examination of the documents in accordance with Annex 10 of the Paris MOU.

In addition the PSCO conducts a general inspection of several areas on board to verify that the overall condition of the ship complies with that required by the various certificates.

If the ship is found to comply, the PSCO will issue a 'clean' inspection report to the master of the ship. In case deficiencies have been identified, the inspection report will include deficiencies found report indicating any follow-up actions to be taken to rectify the deficiencies indicated. Next, the data of the respective ship and the inspection result will be recorded on the central computer database, located in Lisbon, Portugal.

Furthermore, control on compliance with on board operational requirements may be included in the control procedures, particularly if the PSCO has reason to believe that the crew demonstrates insufficient proficiency in that area.

The following inspection types can be carried out:

### **1. Initial inspection**

An initial inspection will consist of a visit on board the ship in order to:

- check the certificates and documents
- check that the overall condition and hygiene of the ship (navigation bridge, accommodation and galley, decks and forecastle, cargo holds/area, engine room) meets generally accepted international rules and standards;
- verify, if it has not previously been done, whether any deficiencies found by an Authority at a previous inspection have been rectified in accordance with the time specified in the inspection report.

### **2. More detailed inspection**

A more detailed inspection will be carried out whenever there are clear grounds for believing, during an inspection, that the condition of the ship or of its equipment or crew does not substantially meet the relevant requirements of a relevant instrument. Clear grounds exist when a Port State Control Officer finds evidence, which in his/her professional judgment warrants a more detailed inspection of the ship, its equipment or its crew. The absence of valid certificates or documents is considered a clear ground.

A more detailed inspection will include an in-depth examination in:

- the area(s) where clear grounds were established
- the areas relevant to any overriding or unexpected factors
- other areas at random (documentation, structural condition, emergency systems, pollution prevention etc).

The more detailed inspection will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

### 3. Expanded inspection

- An expanded inspection shall include a check of the overall condition, including human element where relevant, in all the risk areas and subject to their practical feasibility or any constraints relating to the safety of persons, the ship or the port, verification of the specific items in these risk areas listed for each ship type must be part of an expanded inspection.
- Inspectors must be aware that the safe execution of certain on-board operations, e.g. cargo handling, could be jeopardized by tests carried out during such operation.
- The expanded inspection will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

### 4. Concentrated Inspection Campaign

Concentrated inspection campaigns focus on specific areas where high levels of deficiencies have been encountered by PSCOs, or where new convention requirements have recently entered into force. Campaigns take place yearly over a period of 3 months (September - November) and are combined with a regular inspection.

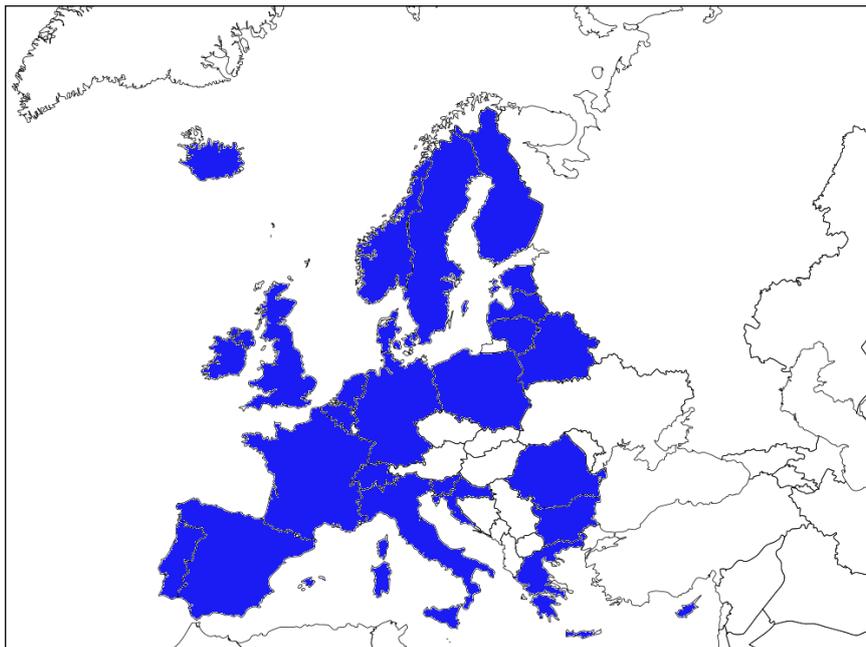


Image 4 Nations participating in the Paris MoU - Canada and Russian Federation excluded

## Ship Risk Profile, Detentions, White, Grey and Black list:

### Ship risk profile.

Each ship in the information system will be attributed a ship risk profile (SRP). This SRP will determine the ships priority for inspection, the interval between its inspections and the scope of the inspection.

Ships are assigned high, standard or low risk. This is based on generic and historic parameters. A ship's risk profile is recalculated daily taking into account changes in the more dynamic parameters such as age, the 36 month history and company performance. Recalculation also occurs after every inspection and when the applicable performance tables for flag and R.O.s are changed.

### Detentions.

When deficiencies are found which render the ship unfit to proceed or that poses an unreasonable risk to the environment, the ship will be detained. The PSCO will issue a notice of detention to the master.

The PSCO will inform the master that the ship's owner/operator has the right of appeal.

Appeal notice details can be found on the reverse side of the notice of the detention form and are various in the Paris member States.

Furthermore, a database including the current detentions is kept.

Public Site Detention Portlet(5.1.1.8@10.11.2016\_18:44)

Detention Results						
IMO	Name	Flag	Type	Date of Detention	Port of Detention	Detaining Authority
9350537	SIGMA	 Liberia	General cargo/multipurpose	20/01/2017	Livorno	Italy
8907577	GRAIN GLORY	 Cook Islands	Bulk carrier	20/01/2017	Constanta	Romania
9300219	INTREPID JOANNE	 Hong Kong, China	Bulk carrier	19/01/2017	Hamburg	Germany
9133903	HILAMAYA	 Russian Federation	General cargo/multipurpose	18/01/2017	Termini imerese	Italy
5411761	ARCA 1	 Panama	Oil tanker	18/01/2017	Sydney	Canada
8520446	SALIX	 Cook Islands	General cargo/multipurpose	17/01/2017	Ellesmere Port	United Kingdom
8616520	MSC MARIA LAURA	 Panama	Container	15/01/2017	Bremerhaven	Germany
8506024	FREM NORDICA	 Denmark	General cargo/multipurpose	06/01/2017	Cuxhaven	Germany
1005631	LIGAYA	 Bahamas	Commercial yacht	05/01/2017	Gibraltar	United Kingdom
7721952	CHARLY	 Togo	General cargo/multipurpose	04/01/2017	Thessaloniki	Greece
9177399	LUKA	 Belize	General cargo/multipurpose	02/01/2017	Piraeus	Greece
9138692	THEODOSIA	 Bahamas	Bulk carrier	30/12/2016	Szczecin	Poland
8516598	LADY DIDEM	 Congo, the Democratic Republic of the	General cargo/multipurpose	21/11/2016	Chalkis	Greece

Image 5: Current Detentions.

## White, Grey and Black list.

Each year a new White, Grey and Black list will be published in the Paris MoU Annual Report. The “White, Grey and Black (WGB) list” presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

White list						
RANK	FLAG	INSPECTIONS 2013-2015	DETENTIONS 2013-2015	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>WHITE LIST</b>						
1	Sweden	362	0	34	17	-2.00
2	United Kingdom	1,315	9	108	76	-1.93
3	France	262	0	26	11	-1.90
4	Denmark	1,137	9	94	65	-1.87
5	Norway	1,440	15	117	84	-1.80
6	Belgium	207	0	21	8	-1.80
7	Hong Kong, China	1,826	22	146	109	-1.77
8	Bahamas	2,268	30	179	138	-1.74
9	Italy	1,180	14	98	68	-1.72
10	Singapore	1,644	23	133	98	-1.68
11	Marshall Islands	3,248	53	252	203	-1.66
12	Netherlands	3,171	54	246	198	-1.63
13	Isle of Man, UK	729	9	63	39	-1.62
14	Finland	418	4	38	20	-1.61
15	Germany	698	9	60	37	-1.59
16	Cayman Islands, UK	363	4	34	17	-1.49
17	Bermuda, UK	233	2	23	9	-1.42
18	China	222	2	22	9	-1.37
19	Greece	902	18	76	50	-1.35
20	Gibraltar, UK	814	17	69	45	-1.29
21	Liberia	4,163	116	319	264	-1.25
22	Philippines	149	1	16	5	-1.21
23	Malta	4,453	137	340	283	-1.16
24	Luxembourg	215	3	22	8	-1.09
25	Cyprus	2,008	62	160	121	-1.06
26	United States of America	206	3	21	8	-1.03
27	Croatia	125	1	14	4	-0.96
28	Barbados	348	8	33	16	-0.93
29	Iran, Islamic Republic of	83	0	10	1	-0.93
30	Kazakhstan	82	0	10	1	-0.91
31	Saudi Arabia	81	0	10	1	-0.90
32	Faeroe Islands, DK	268	6	26	11	-0.84
33	Ireland	113	1	13	3	-0.83
34	Portugal	429	13	39	21	-0.72
35	Antigua and Barbuda	3,389	145	262	212	-0.70
36	Latvia	70	0	9	1	-0.69
37	Estonia	68	0	9	1	-0.65
38	Turkey	1,324	59	108	77	-0.50
39	Panama	6,105	313	461	394	-0.46
40	Russian Federation	1,322	63	108	77	-0.38
41	Spain	193	7	20	7	-0.04
42	Korea, Republic of	95	2	11	2	-0.03
43	Japan	72	1	9	1	0.00

Image 6: White List, 2015.

## Tokyo MoU on Port State Control.



Image 7: Tokyo MoU logo

Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was concluded in December 1993 at its final preparatory meeting in Tokyo and consists of 20 member Authorities in the Asia-Pacific region.

The Tokyo MOU was put in place in order to create a harmonized system of ship inspection aimed at eliminating the operation of sub-standard foreign flag merchant ships visiting the Asia-Pacific region. Annually, over 20,000 inspections

are conducted on board foreign ships in the Tokyo MOU ports, ensuring that these ships meet international safety, security and environmental standards, and that crewmembers have adequate living and working conditions.

Port State control (PSC) comes into the scene when ship-owners, recognized organizations and flag State administrations have failed to comply with the requirements of the international maritime conventions. Although it is well understood that the ultimate responsibility for implementing conventions is left to the flag States, port States are entitled to control foreign ships visiting their own ports to ensure that any deficiencies found are rectified before they are allowed to sail. Port State control is regarded as measures complementary to the flag State control.

The main objective of the Tokyo MOU is to establish an effective port State control regime in the Asia-Pacific region through co-operation of its members and harmonization of their activities, to eliminate substandard shipping so as to promote maritime safety, to protect the marine environment and to safeguard working and living conditions on board ships.

For the purpose of the Memorandum, a Port State Control Committee composed of representatives of each of the Member Authorities of the Memorandum is established. A representative from each of the Co-operating Member Authorities and Observers will be invited to participate without vote in the work of the Committee.

## Organizational Structure

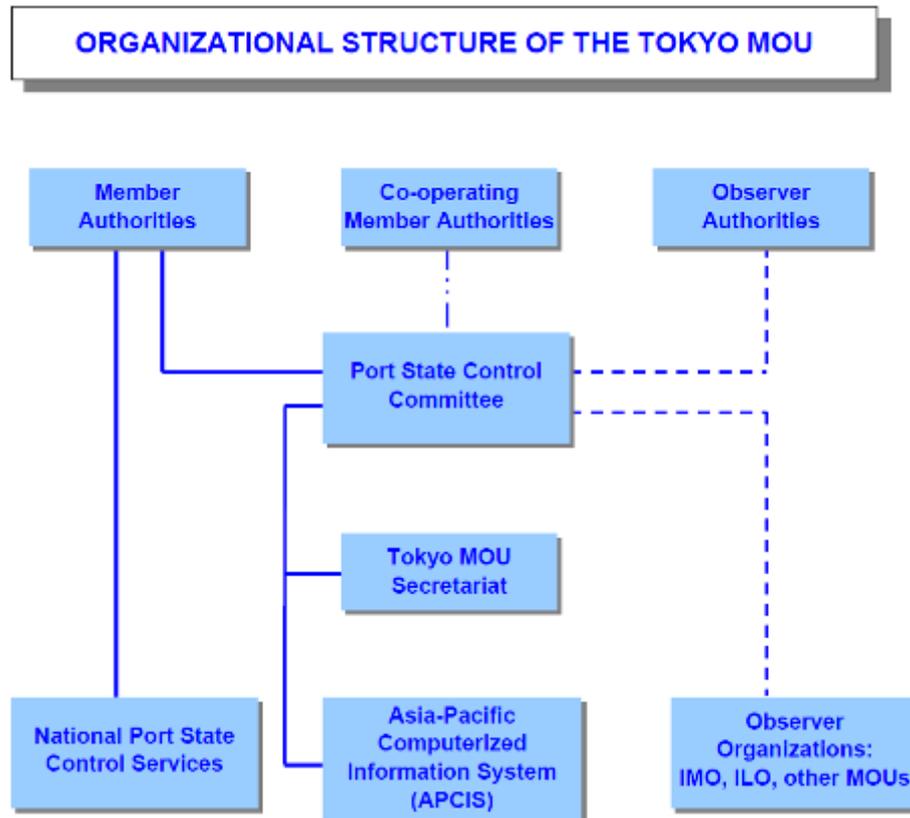


Image 8: Organizational Structure

**Member Authorities :** Australia, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, New Zealand, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu, Vietnam.

**Cooperating member Authority:** Panama

**Observer Authorities:** Republic of Korea, Macao (China), Solomon Islands, Kingdom of Tonga and United States Coast Guard

**Observer organizations:** International Maritime Organization (IMO), International Labour Organization (ILO), Paris MoU, Vina del Mar Agreement, Indian Ocean MoU, Black Sea MoU, Riyadh MoU.

### Tokyo MoU on Port State Control Committee

For the purpose of the Memorandum, a Port State Control Committee composed of representatives of each of the Member Authorities of the Memorandum is established. A representative from each of the Co-operating Member Authorities and Observers will be invited to participate without vote in the work of the Committee.

**The Committee shall:**

1. carry out the specific tasks assigned to it under the Memorandum;
2. promote by all means necessary, including training and seminars, the harmonization of procedures and practices relating to inspection, rectification and detention
3. develop and review guidelines for carrying out inspections under the Memorandum;
4. develop and review procedures for the exchange of information; and
5. keep under review other matters relating to the operation and the effectiveness of the Memorandum.

**Tokyo MOU Secretariat**

In accordance with the provisions of the Memorandum, the Tokyo MOU Secretariat was established on 15 March 1994 in Tokyo, Japan.

The main duties of the Secretariat are:

- serve Port State Control Committee and other meetings
- organize PSC officers training courses and seminars
- conduct research and analysis of the PSC inspection data in the region
- collect and disseminate information regarding PSC for the participating Authorities
- assist in providing technical assistance

**Port State Control Officers' Code of Good Practice**

Code of Good Practice is the document which provides the guidelines regarding the standards of integrity, professionalism and transparency that the Tokyo MOU expects of all Port State Control Officers (PSCOs) who are involved in or associated with port State control inspections.

The Code of Good Practice lists the actions and behavior expected of PSCOs during the inspections and encourages the Officers to use their professional judgment in carrying out their duties.

According to the Code, Port State Control Officers have to respect the ship and its Master's Authority, be polite and comply with the ship's housekeeping rules, never be racist or threatening.

Furthermore, to be independent and not have any commercial interest in their ports and the ships they inspect or companies providing services in their ports, Be free to make decisions based on the findings of their inspections, always follow the rules of their administrations, regarding the acceptance of gifts and favors, and firmly refuse any attempts of bribery.

## Acuerdo de Viña del Mar on Port State Control



Image 9: Acuerdo De Vina del Mar Logo

The Latin American Agreement on Port State Control of Vessels was adopted by South America, Cuba, Mexico and Panama (ROCRAM), on the 6th Meeting of the Operative Network for Regional Cooperation among Maritime

Authorities, held on 5 November 1992. The Agreement was

originally subscribed by Argentina, Brazil, Colombia, Chile, Ecuador, Mexico, Panama, Peru, Uruguay and Venezuela.

At present, the Latin American Agreement of Viña del Mar is formed by the following full Members: Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Guatemala, Honduras, Mexico, Panama, Peru, Dominican Republic, Uruguay and Venezuela.

The signature of the Viña del Mar Agreement, as it is known worldwide, is particularly important since it lays the foundations for closer cooperation among Maritime Authorities to coordinate supervision measures on foreign vessels calling at regional ports, in the light of the requirements set forth in enforceable international treaties regarding maritime safety and security, crew members training and certification and the prevention of sea and river pollution by ships.

Its main spirit and purpose are based on the commitment assumed by the Maritime Authorities in the region to maintain an efficient inspection system that guarantees, without discrimination as to flag, that all foreign ships visiting their ports comply with the regulations established by International Conventions.

Its structure rests mainly on two essential bodies: the Committee of the Agreement and the Secretariat including the latter the Information Center (CIALA).

## **Background**

In spite of technological developments, maritime accidents still happen and produce important losses of lives, property and damages to the marine environment, due, among other reasons, to:

- Improper maintenance of material and equipment.
- Increasing lack of experienced crews.
- Non-compliance with international safety standards.
- This state of affairs forces certain vessels to operate under deficient conditions.

Since those vessels are unable to meet the standards required by the International Maritime Organization conventions, they sail unsafely and pose a serious risk to maritime safety and marine environment.

In order to deter the operation of deficient vessels, Port States decided to increase their supervision and regional agreements were entered into according to Resolution 682 of the International Maritime Organization.

To this end, the Maritime Authorities of the region adopted the Latin American Agreement on Port State Control of Vessels, signed in Viña del Mar, Chile, on November 5, 1992.

## **Aims of AVM**

- The Maritime Authorities inspect annually at least 20% of the vessels calling at the region's ports
- A vessel (except passenger ships and bulk carriers) is omitted to be inspected in the same semester, unless deficiencies are detected or dangerous cargoes are to be carried.
- To avoid distortions, similar treatment without flag discrimination, is provided to all vessels.

## **Inspection Procedures**

The inspection is performed by qualified personnel, authorized by the Maritime Authority. The visit starts with a check on:

- Safety certificates and vessel documentation.
- Log books.
- Minimum Safety Manning Document.
- Crew Competence Certificates.
- Besides a general inspection is performed to determine the vessel condition.
- If the vessel does not carry the certificates on board or if there is clear evidence of a deficiency, a more detailed inspection is performed.

If deficiencies pose a risk to safety or the marine environment, the vessel is detained and the Master has to rectify the deficiencies before being allowed to sail. Moreover, the vessel Flag State is informed on the measure taken.

### **Code of good practice of PSCO's**

The purpose of this Code is to assist PSCO's to conduct their inspections at the highest professional level. Officers Responsible for Port State Supervision are essential components for achieving the objectives of the Viña del Mar Agreement. The Officer represents the daily contact of the Viña del Mar Agreement with the shipping and port industry. They are expected to act with respect to the rules, within the laws of their government and in an open, impartial and coherent manner.

### **Fundamental Principles of the Code**

The Code of Good Practice encompasses three fundamental principles under which all PSCO's actions are judged and evaluated: **integrity, professionalism and transparency**. They are defined as follows:

- Integrity is the state of firmness and moral fullness, honesty and freedom from corruptible influences or intentions.
- Professionalism is to efficiently apply universally accepted standards of professional conduct and technical knowledge. For PSCO's the standards of behavior are established by the Member Maritime Authority and are accepted with the general consent of the other Maritime Authorities that are Members of the Agreement.
- Transparency implies frankness and responsibility for actions.

Nothing in the Code shall exempt the PSCO from complying with the requirements set forth in the international conventions which constitute relevant instruments of the Viña del Mar Agreement and the applicable national rules.

## Annual Report

Each year, an Annual Report is published, including statistics that are based on the results of the inspections that have been conducted during the year. These statistics can refer to detentions, deficiencies, vessel's type, age and Flag etc.

### Main deficiencies recorded in the region

Code of Deficiencies	Description	%
3507	Maquinas Auxiliares - Auxiliary engine	5.60%
3124	Basuras - Garbage	4.62%
3206	Marcas de francobordo - Freeboard marks	4.06%
3514	Publicaciones Náuticas - Nautical publications	3.12%
3493	Instrucción y formación a bordo - On board training and instructions	2.71%
3506	Máquina de Propulsion Principal - Propulsion main engine	2.53%
3144	Control de acceso al buque - Access control to ship	1.73%
3309	Cartas nauticas - Charts	1.71%
3170	SOPEP	1.64%
3374	Certificados del Capitán y los Oficiales - Certificates for master and officers	1.58%
3329	Manómetros, termómetros, etc - Gauges, thermometers, etc	1.49%
3510	Otros (Maquinas) - Other (machinery)	1.43%
3526	Botes salvavidas - Lifeboats	1.37%
3182	Sistema de Gobierno - Steering gear	1.37%
3254	Equipo de Lucha contra Incendios - Fire fighting equipment and appliances	1.33%
3300	Limpieza de sala de Máquinas - Cleanliness of engine room	1.31%
3185	Instalacion Electrica en General - Electrical installations in general	1.27%
3412	Fuente de Energia de Emergencia - Generador de Emergencia - Emergency source of power - Emergency generator	1.23%
3304	Radar - Radar	1.19%
3385	Refrendado por el Estado de Bandera - Endorsement by flag State	1.05%
3307	Luces, Marcas, Seniales Sonoras - Lights, shapes, sound-signals	1.02%
3163	Registro sinóptico continuo (RSC) - Continuous synopsis record (CSR)	1.01%
3220	Alumbrado de Emergencia, Baterias e Interruptores Emergency, lighting, batteries and switches	1.00%

Image 10: Annual Report 2015: Table of main deficiencies recorded in the Region

## Indian Ocean MoU on Port State Control



Image 11: Indian Ocean MoU logo

The concept of having the IOMOU was mooted on the basis of a review of adequacy of the regions maritime safety infrastructure, as well as requirements in accordance with the I M O, carried out during the period August 1997 to September 1997. It was felt that a regional co-operation for the States on the Indian Ocean rim, would be the solution to control the plying of sub-standard ships in the region.

The first preparatory meeting was held from 13th to 17th October, 1997, at Mumbai, India at the invitation of the Secretary General of the IMO,

and following the generous offer of the Government of India, to host the meeting.

The second preparatory and signatory meeting was held between 1st and 5th June 1998, at Pretoria, South Africa, hosted by the Government of South Africa. A draft Memorandum was drawn at this meeting, which was subsequently finalized.

The MOU on port State control for the Indian Ocean, was signed, subject to acceptance, by the representatives of Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania and Yemen.

The Memorandum was kept open for signature, at the headquarters of the Secretariat i.e. Goa, India, from 5th June 1998 to 22nd January 1999. During this period of time, also Australia, Sudan, Tanzania, India, Eritrea and South Africa signed the Memorandum of Understanding.

Subsequently, Mauritius, Srilanka, Iran, Kenya, Maldives, Oman, Yemen, France, Bangladesh, Comoros and Mozambique acceded to the MOU. As at september 2013 seventeen countries have become parties to the Memorandum. The Memorandum came into effect on 1st April 1999.

### Present status of member States of IOMOU

The committee during their first meeting of IOMOU had agreed to the work program for the first year of operation, as follows:

- preparation of a manual for port State control officers;
- publishing of details of training courses for port State control officers;

- approaching the Tokyo MOU for assistance with regard to the IT system;
- publishing statistics on port State control inspections, on a monthly basis;
- publishing of a quarterly newsletter, informing members of the latest developments;
- publishing an annual report after the second Committee meeting.

### Organizational Structure of the IOMoU

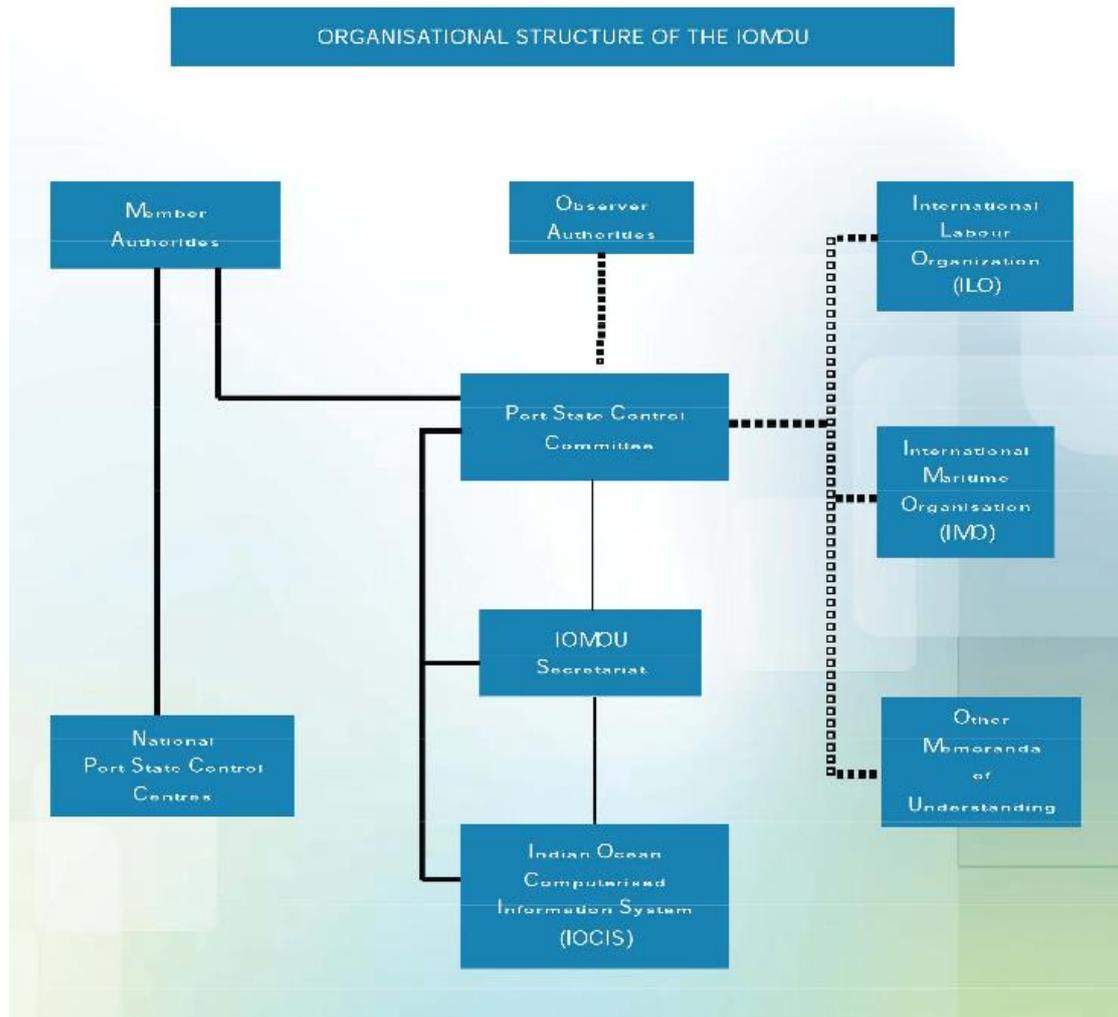
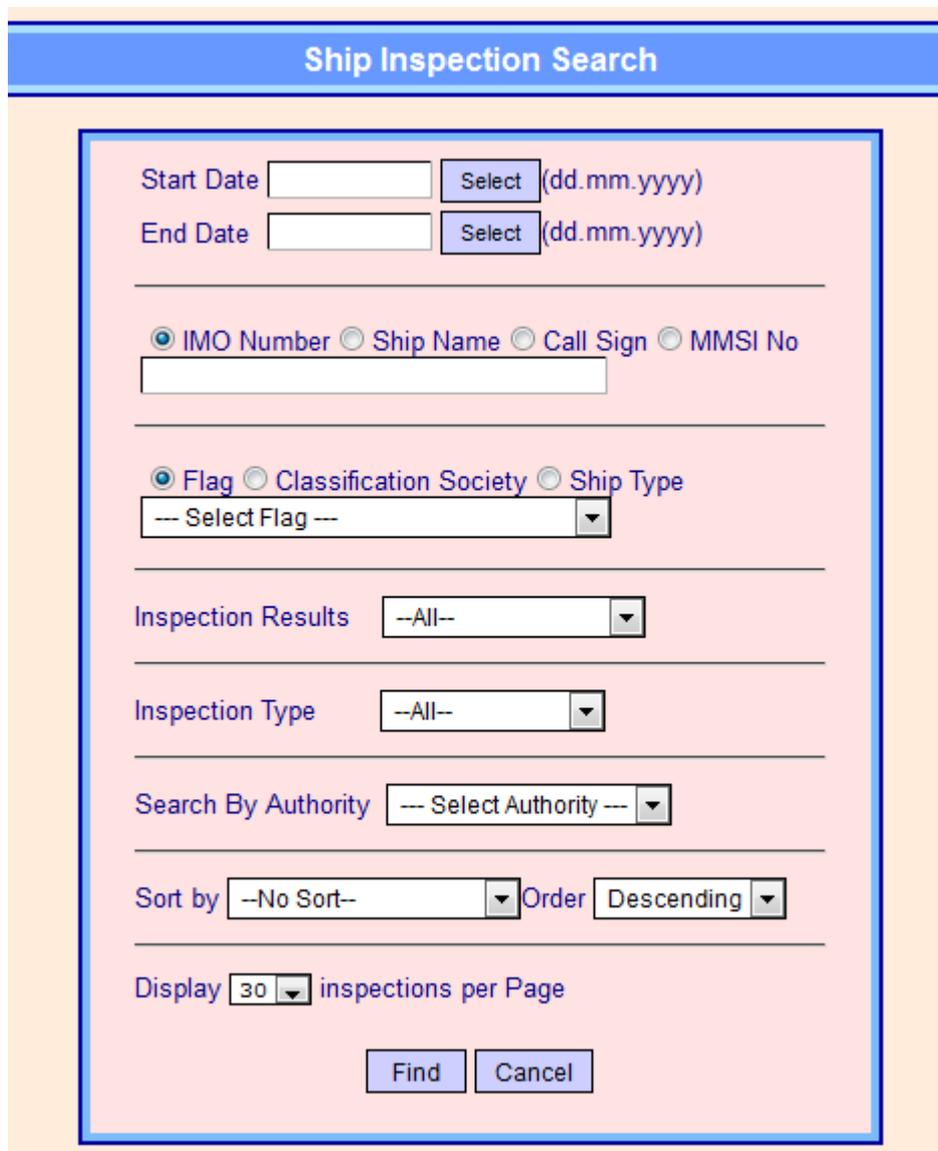


Image 12: Organizational Structure of the IOMoU

The Indian Ocean Memorandum of Understanding Secretariat is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMoU on Port State Control. It services the Committee meetings and assists the Committee in its activities.

## Port State Control Inspection Computerized Data

For the purpose of providing more transparent information on activities of the IOMoU, the PSC Committee decided to publish the PSC inspection data on its website. The inspection database has been developed for providing the facilities to search and view the results of inspections conducted by the member Authorities of the IOMoU on PSC.



The image shows a web form titled "Ship Inspection Search". The form is enclosed in a blue border and has a light pink background. It contains several input fields and dropdown menus for searching inspection data. At the top, there are two date fields: "Start Date" and "End Date", each with a "Select" button and a format "(dd.mm.yyyy)". Below these are two rows of radio buttons for search criteria: "IMO Number", "Ship Name", "Call Sign", and "MMSI No"; and "Flag", "Classification Society", and "Ship Type". Each row has a corresponding input field. Further down, there are three dropdown menus: "Inspection Results" (set to "--All--"), "Inspection Type" (set to "--All--"), and "Search By Authority" (set to "-- Select Authority --"). At the bottom, there are two more dropdown menus: "Sort by" (set to "--No Sort--") and "Order" (set to "Descending"). Finally, there is a "Display" field set to "30" and the text "inspections per Page". At the very bottom, there are two buttons: "Find" and "Cancel".

Image 13: Ship inspection search parameters

In this section of the website, one can simply search for the inspection's results by adding the above parameters.

## Caribbean MoU on Port State Control



Image 14: Caribbean MoU logo

The Memorandum of Understanding on Port State Control in the Caribbean Region was signed in Christ Church, Barbados on February 9, 1996 by nine States namely: Antigua & Barbuda, Barbados, Dominica, Grenada, Guyana, Jamaica, the Netherlands Antilles, Suriname and Trinidad and Tobago. This was in reality a successful

culmination of years of discussion, research and assistance from the International Maritime Organisation.

The Membership has since increased to fifteen States, which are Members: Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Cayman Islands, Cuba, Curacao, Grenada, Guyana, Jamaica, Netherlands Antilles, St. Kitts and Nevis, Suriname, and Trinidad & Tobago with St. Kitts and Nevis being the most recent addition while other Observer States have indicated their willingness to become Members.

In 2015, the CMoU expanded its Membership, with France becoming a full member State and St. Vincent and the Grenadines joining as an associate member State. Discussions continue with Sint Maarten, St. Lucia and the British Virgin Islands who have indicated their interest in becoming members in the very near future.

The Member States are committed to inspecting 15% of international ships calling at their ports. Additionally, the nature of the region is such that there are many non-convention sized vessels in operation for which was developed the Caribbean Cargo Ship Safety (CCSS) code and the Code for Safety of Small Commercial Vessels (SCV).

The activities of the CMOU are guided by the principles outlined in the Memorandum. The main thrust is to secure compliance of ships with international conventions and standards with respect to:

- Safety of life at sea
- Security
- Marine pollution prevention and
- Working and living conditions onboard ships

## **Development of the CMOU**

CMOU's formation was in the beginning contributed by:

- The Paris MOU which outlined most of the guiding principles
- The United States Coast Guard assisted the region in terms of training attachments for Port State Inspections and other training initiatives.
- Lloyd's Registry Fairplay who worked on the Carib Ship Data Base.

The establishment of the CMOU has been rightly regarded as a catalyst for the advancement and development of Maritime Administrations in the Caribbean Region, since Member States were expected to have well established Maritime Administrations precedent to the carrying out of Port State Control. There was also collaboration with IMO and the Port State Control Committee to ensure that Member States accede to the key International Maritime Conventions.

## **Caribbean MoU Organization Chart**

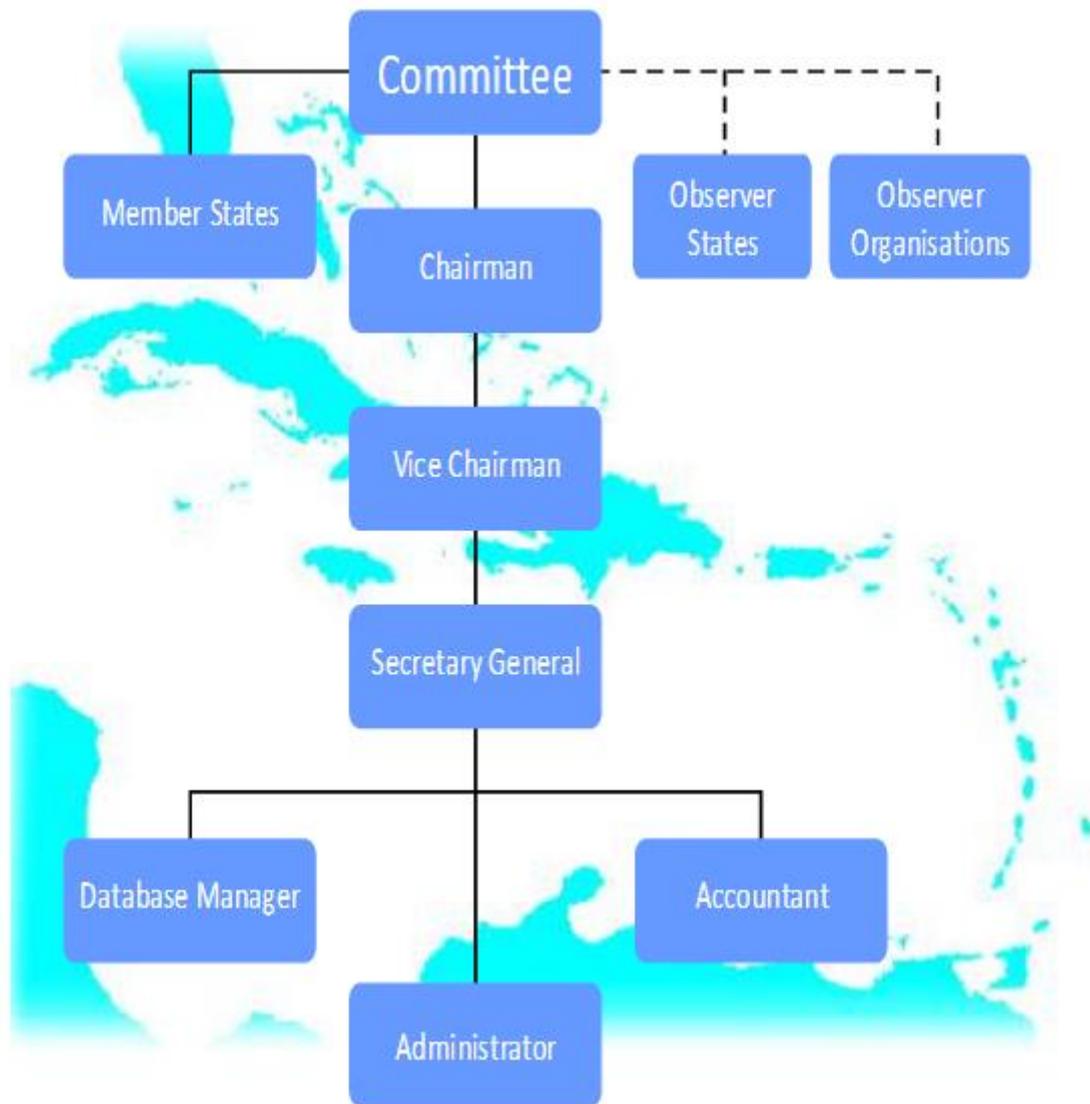


Image 15: CMOU Organizational Structure

### The Secretariat

The Secretariat is the planning and administrative arm of the CMOU. As dictated by the MoU it is located in a member state but acts independently of any individual administration. The CMOU therefore has a host State agreement in this regard. The Secretariat has been located to Kingston, Jamaica from 2002, after being originally located in Barbados.

The main objective of the Secretariat is to conduct the day-to-day administrative activities of the CMOU. It provides a liaison point and so facilitates the exchange of information among the Members, Observers, the IMO and other PSC regimes and affiliated organizations. It is responsible for the organization of all meetings and workshops/seminars.

The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work schedule for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee.

## Observer States

The observer states play an invaluable part of the CMOU network as they attend the meetings and contribute their insights and knowledge to the discussions. The Observer States are the following:

Anguilla, Bermuda, The British Virgin Islands, Dominica, France, St. Lucia, St. Vincent and the Grenadines, Turks and Caicos Islands.

## Observer Organizations

- International Maritime Organization (IMO)
- International Labour Organization (ILO)
- The Paris MoU (PMoU)
- The United States Coast Guard (USCG)
- IHS Fairplay
- Lloyd's Register (North America)

## Caribbean Maritime Inspection Center (CMIC)

For the reporting and storing of port State control inspection results and facilitating the exchange of information in the region, a computerized information system, was established in 2005 and it is located in Paramaribo, Suriname. The Centre is responsible for the reporting of port State control inspection results and providing information to member States and other cooperative organizations. This new system provides different options which are very useful in carrying out the duties of the PSCOs.

In addition, a module for the reporting of CICs has been included in this system along with the ability to input data on vessels under 500GT and without IMO numbers. With these major changes, the CMOU has started to put the necessary steps in place to be an independent system.

## Black Sea MoU on Port State Control



The Black Sea MOU on Port State control is a system of harmonized inspection procedures designed to target sub-standard ships with the main objective being their eventual elimination. It was established on 7<sup>th</sup> of April 2000, with participating nations as follows: Bulgaria, Georgia, Romania, Russian Federation, Turkey, and Ukraine.

Image 16: Black Sea MoU logo.

## **Main Principles**

### **PSCO**

Port State control is carried out by properly qualified Port State Control Officers (PSCO), acting under the responsibility of the maritime authority.

### **Scope**

The geographical scope of the Black Sea MOU region consists of ports located on Black Sea coastline.

### **Structure**

The Port State Control Committee is the executive body of the Black Sea MOU. The Committee deals with matters of policy, finance and administration. Daily activity of the Black Sea MOU is supported by the permanent Secretariat located in Istanbul, Turkey.

### **Inspections**

A port State control visit on board will normally start with verification of certificates and documents. When deficiencies are found or the ship is reportedly not complying with the regulations, a more detailed inspection is carried out.

### **Instruments**

Only internationally accepted conventions shall be enforced during port State control inspections. These conventions are the so-called “relevant instruments”.

### **Non parties**

Flag State which are not a Party to conventions shall receive no more favorable treatment.

### **Actions against substandard ships**

When serious deficiencies are found, the ship shall be detained. The captain is instructed to rectify the deficiencies before departure.

### **Commitments**

- Each Authority will give effect to the provisions of the present Memorandum and the Annexes thereto which constitute an integral part of the Memorandum, and take all necessary steps to ratify instruments relevant for the purposes of this Memorandum.
- Each Authority will establish and maintain an effective system of port State control with a view to ensure that, without discrimination as to flag, foreign merchant ships calling at the ports of its State comply with the international standards.

- Each Authority, under the coordination of the Committee established pursuant to section 7.1, will determine an appropriate annual percentage of individual foreign merchant ships to be inspected. The Committee will monitor the overall inspection activity and its effectiveness throughout the region. As the target, subject to subsequent review, the Committee will endeavour to attain a regional annual inspection rate of 75% of the total number of individual ship visits in the region.
- Each Authority will consult, co-operate and exchange information with the other authorities in order to further the aims of the Memorandum

### **Inspection Procedures, Rectification and Detention**

In implementing the Memorandum, the Authorities will carry out inspections, which will consist of at least a visit on board a ship in order to check the certificates and documents referred to in the Manual , and furthermore satisfy themselves that the crew and the overall condition of the ship, its equipment, machinery spaces and accommodation, and hygienic conditions on board, meets the provisions of the relevant instruments.

In the absence of valid certificates, or if there are clear grounds for believing that the crew or the condition of the ship or its equipment does not substantially meet the requirements of a relevant instrument, or the master or crew are not familiar with essential shipboard procedure relating to the safety of ships or the prevention of pollution, a more detailed inspection will be carried out, including further checking of compliance with on board operational requirements.

Nothing in these procedures should be construed as restricting the powers of the Authorities to take measures within their jurisdiction in respect of any matter to which the relevant instruments relate.

The Authorities will ensure that, on the conclusion of an inspection the master of the ship is provided with a report of inspection, giving the result of the inspection and details of any action to be taken.

In the case of deficiencies, which are clearly hazardous to safety, health or the environment the Authority will detain the ship or will stop the operation in the course of which the deficiencies have been revealed. The detention order or the stoppage of the operation shall not be lifted until the hazard is removed.

Where deficiencies which caused a detention cannot be remedied in the port of inspection, the Authority may allow the ship concerned to proceed to an agreed port or repair yard available or in case of detainable deficiencies in accordance with MLC 2006, to the port where the Rectification Action Plan is to be implemented.

Each Authority is recommended to take measures, as appropriate within the constraints of its laws and regulations, including refusal of access to its ports and anchorages, against foreign ships with multiple detentions, and following occurrences by adhering procedures and conditions as set out in a Guideline:

- a foreign ship which proceeds to sea without complying with the conditions determined by the Authority in the port of inspection; or

- a foreign ship which refuses to comply with the applicable requirements of the relevant instruments by not calling into the indicated repair yard.

Access to a specific port may be permitted by the relevant authority of that port State in the event of force majeure or overriding safety considerations, or to reduce or minimize the risk of pollution, provided that adequate measures to the satisfaction of the authority of such State have been implemented by the owner, the operator or the master of the ship to ensure safe entry.

### Ship Risk Profile

All ships in the information system will be assigned either as high, standard or low risk based on generic and historic parameters.

**High Risk Ships (HRS)** are ships which meet criteria to a total value of 5 or more weighting points.

**Low Risk Ships (LRS)** are ships which meet all the criteria of the LRS parameters and have had at least one inspection in the previous 36 months.

**Standard Risk Ships (SRS)** are ships which are neither LRS nor HRS.

Ship Risk Profile						
Parameter		Profile				
		High Risk Ship (HRS) When sum of the weighting points $\geq 5$		Standard Risk Ship (SRS)	Low Risk ship (LRS)	
		Criteria	Weighting Points	Criteria	Criteria	
Type of Ship		Chemical tanker Gas Carrier Oil tanker Bulk carrier Passenger ship Ro-Ro cargo ship	1	Neither LRS nor HRS	-	
Age of Ship		All types			-	
		>12 ≤ 24 y	1		-	
		≥25 y	2		-	
Flag	Detention Index <sup>1</sup>	High	1		-	
	Detention Index <sup>2</sup>	Very High	2		-	
	Deficiency Index <sup>2</sup>	-	-		Low	
		IMO-Audit <sup>3</sup>	-		-	Yes
Recognized Organization	RO of BS MOU <sup>4</sup>	-	-		-	Yes
	RO related Detention Index <sup>5</sup>	High	1		-	
	RO related Detainable deficiency Index <sup>6</sup>	-	-		Low	
Company	Detention Index <sup>7</sup>	High	2		-	
	Deficiency Index <sup>8</sup>	-	-		Low	
Ship Historic Parameters	Deterations	Number of detentions within previous 36 months	2 detentions	1	No detention	
			3 or more detentions	2		
	Deficiencies	Deficiency Index <sup>9</sup>	Very High	1	Low	

Image 17: Ship Risk Profile Table

### Unexpected Factors

Unexpected factors could indicate a serious threat to the safety of the ship and the crew or to the environment but the need to undertake an additional inspection is for the professional judgment of the Authority.

These factors include:

- Ships reported by pilots or relevant authorities which may include information from Vessel Traffic Services about ships' navigation,
- Ships which did not comply with the reporting obligations
- Ships reported with outstanding deficiencies
- Previously detained ships (3 months after the detention),
- Ships which have been the subject of a report or complaint by the master, a seafarer, or any person or organization with a legitimate interest in the safe operation of the ship, ship on-board living and working conditions or the prevention of pollution, unless the Member State concerned deems the report or complaint to be manifestly unfounded,
- Ships operated in a manner to pose a danger,
- Ships reported with problems concerning their cargo, in particular noxious or dangerous cargo,
- Ships where information from a reliable source became known, that their risk parameters differ from the recorded ones and the risk level is thereby increased,
- Ships carrying certificates issued by a formerly BS MOU recognized organization whose recognition has been withdrawn since the last inspection in the BS MOU region

## Riyadh MoU on Port State Control



Image 18: Riyadh MoU logo.

In June 2004 The Riyadh Memorandum of Understanding on Port State Control in the

Gulf Region, known as the Riyadh MOU, was signed at a meeting in Riyadh by 6 countries (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and UAE).

The Riyadh Memorandum of Understanding (MoU) is an agreement to achieve safe, secure and efficient shipping in the maritime jurisdictions in the Gulf region. The Riyadh MoU is one of several regional agreements on Port State Control that have been signed by maritime authorities under the auspices of the International Maritime Organization. PSC governs the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with convention standards

The Riyadh MoU commits the maritime authorities of the six Gulf States (Kingdom of Bahrain, State Of Kuwait, Sultanate of Oman, State of Qatar, The Kingdom of Saudi Arabia, and United Arab Emirates ) to a unified system of port state control measures and to intensify cooperation and information exchange on issues concerning Port State Control.

Since the beginning of Riyadh MoU In 2004, member authorities in the GCC supported the memorandum and made every effort to improve the standard of PSC inspection within the GCC Region. Member authorities to ensure that the GCC Region does not became a safe area for substandard or unseaworthy shipping that increase the risk of serious accidents in the area causing loss of life and maritime environment.

Port State Control is of particular importance to the Riyadh MOU member Authorities due to the importance of the shipping trade and the sensitivity of the Riyadh MOU region to environmental damage. Therefore Riyadh MOU member Authorities are dedicating considerable resources to having an intense port State control program of the highest standard.

**Statistics provided by the Annual Report of 2015**

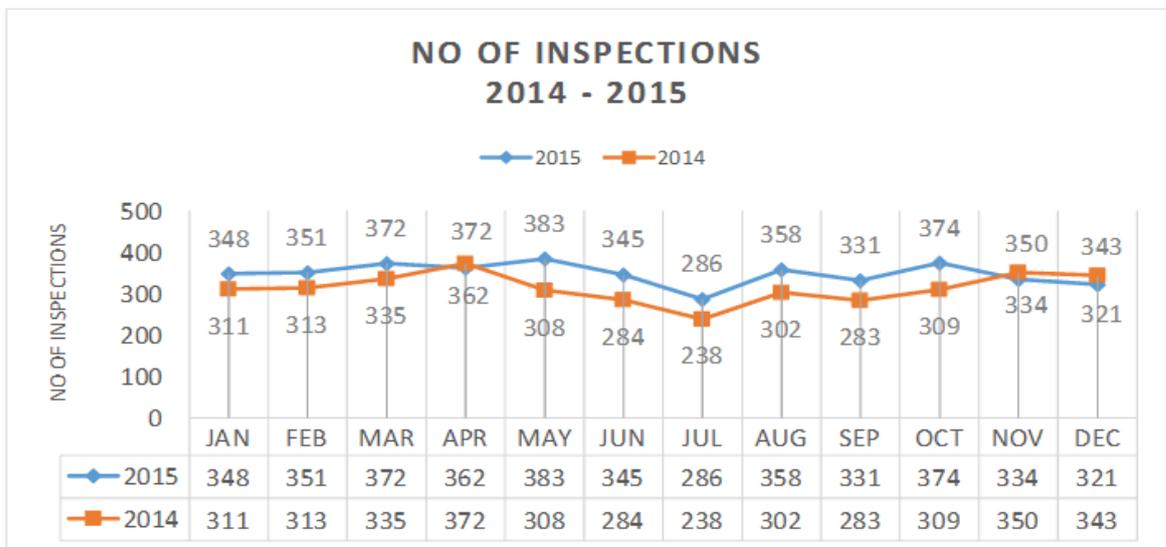


Image 19: Inspections table

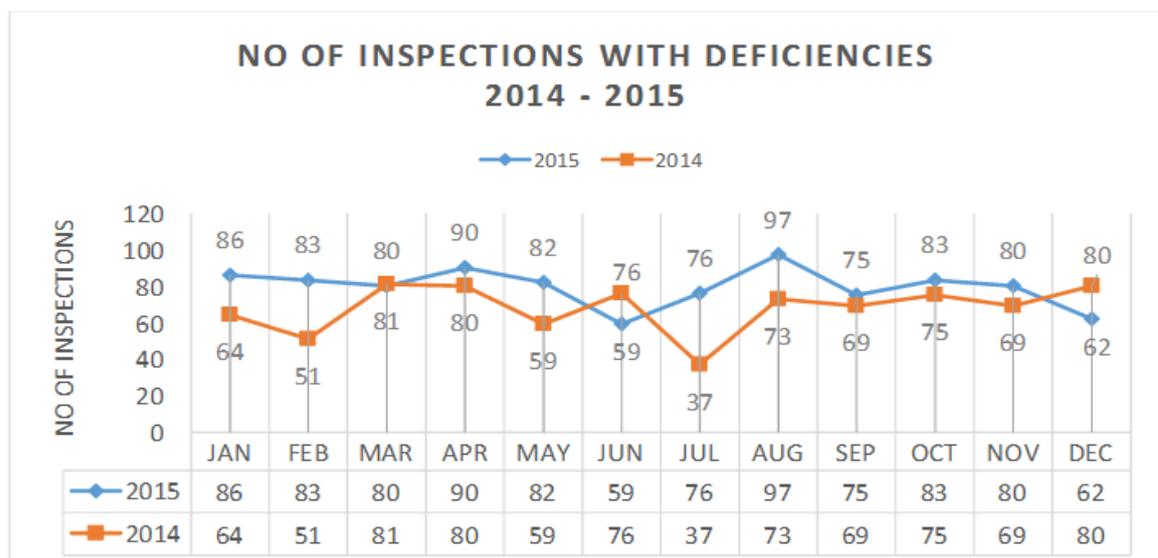


Image 20: Deficiencies table

PSC State	Inspection	Inspection with Deficiency	Inspection without Deficiency	Deficiency (%)	Detention	Detention (%)
Bahrain	33	13	20	39.39%	2	6.06%
Saudi Arabia	2297	323	1974	14.06%	18	0.78%
Kuwait	0	0	0	0%	0	0%
Oman	215	103	112	47.91%	1	0.47%
Qatar	492	134	358	27.24%	5	1.02%
United Arab Emirates	1128	380	748	33.69%	6	0.53%

Image 21: Recapitulation of Riyadh MoU Members Inspections.

## Riyadh MoU Organizational Structure

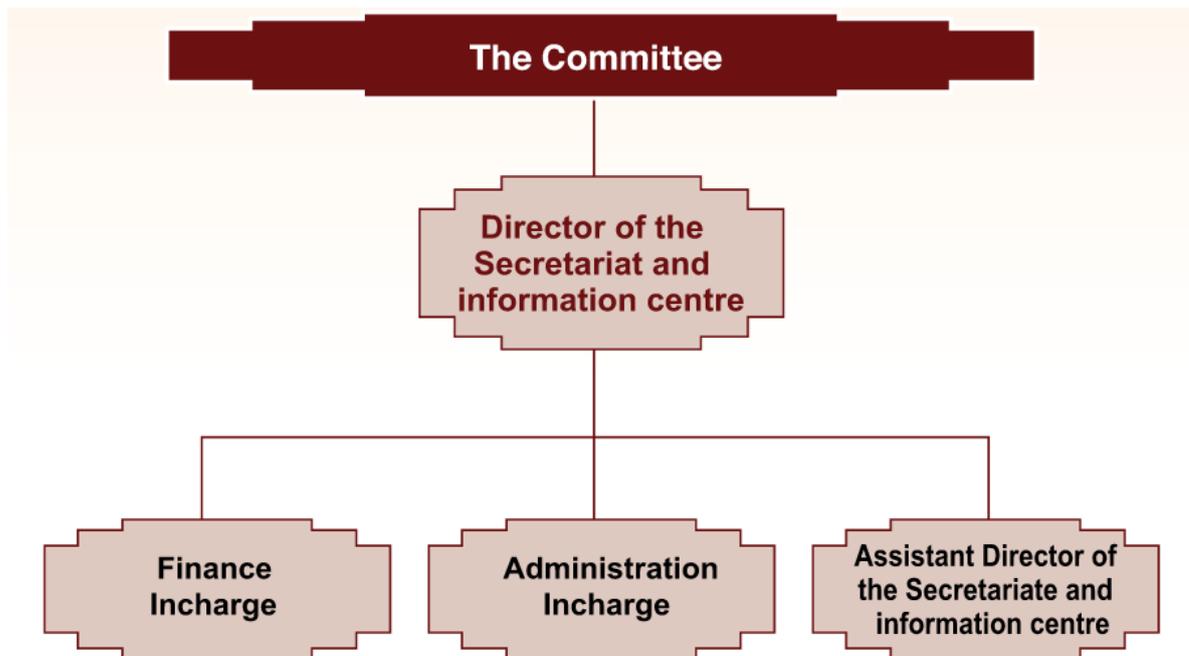


Image 22: Organizational Structure.

### **Riyadh MoU Secretariat**

The Riyadh MOU Secretariats Established on June 2005. in Muscat (Oman). in accordance with the provisions of the Memorandum.

The main responsibilities of the Secretariat are:

- prepares the necessary meetings
- organize PSC officers training courses and seminars
- assist in providing technical assistance to memorandum member's

### **Riyadh MoU Information Center**

For the purpose of the Memorandum, the Riyadh Information System (RiyadhSIS) is established for the purpose of exchanging information on port State inspections, in order to:

- Make available to Authorities information on inspections of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and their exercise of port State control on selected ships;
- Provide effective information exchange facilities regarding port State control in the region.

A database providing public access to the MoU's information has been developed as follows:

**Basic Search**

Basic Search   Advanced Search   Detention List

**Ships Data**

IMO Number :

Name :

Flag:

Type :

**Period of Inspection**

From :

To :

Image 23: Riyadh MoU database on the MoU's website.

## Abuja MoU on Port State Control

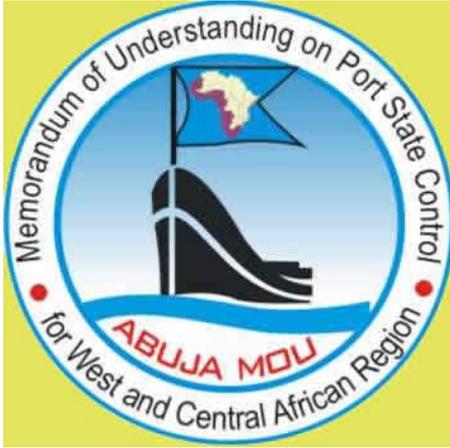


Image 24: Abuja MoU on Port State Control logo.

The Memorandum of Understanding on Port State Control for West and Central African Region generally referred to as Abuja MoU is one of the 9 Regional MoUs and 1 national MoU established pursuant to IMO Resolution A.682 (17) of 1991. The Organization operates under a Cooperative Agreement with the IMO. Abuja MoU was established on 22nd October 1999 as an inter-governmental organization comprising of the Maritime Administrations of countries abutting the Atlantic coast of Africa.

It's Members States are: Angola, Benin, Cote d'Ivoire, Gabon, Ghana, Nigeria, Congo, Guinea Konakry, Sao Tome & Principe, Senegal, Sierra Leone, South Africa, The Gambia and Togo.

### Items of General Importance

#### Items related to the conditions of assignment of load lines:

- weather tight (or watertight as the case may be) integrity of exposed decks;
- hatches and closing appliances;
- weather tight closures to openings in superstructures;
- freeing arrangements;
- side outlets;
- ventilators and air pipes;
- stability information.

#### Other items related to the safety of life at sea:

- life saving appliances;
- fire fighting appliances;
- general structural conditions (i.e. hull, deck, hatch covers, etc.);
- main machinery and electrical installations;
- navigational equipment including radio installations.

#### Items related to the prevention of pollution from ships:

- means for the control of discharge of oil and oily mixtures e.g. oily water separating or filtering equipment or other equivalent means (tank(s) for retaining oil, oily mixtures, oil residues);
- means for the disposal of oil, oily mixtures or oil residues;
- presence of oil in the engine room bilges;
- means for the collection, storage and disposal of garbage

## **Target Factors**

In targeting ships for inspection, the following are considered:

- Ships visiting a port of a State, the Authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;
- Ships which have been permitted to leave the port of a State, the Authority of which is a signatory to the Memorandum, on the condition that the deficiencies noted must be rectified within a specified period, upon expiry of such period;
- Ships which have been reported by pilots or port authorities as having deficiencies which may prejudice their safe navigation;
- Ships whose statutory certificates on the ship's construction and equipment, have not been issued in accordance with the relevant instruments;
- Ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship's particulars, the ship's movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal state;
- Ships, which have been suspended from their class for safety reasons in the course of the preceding six months.

## **Information System on Inspections**

To assist Authorities in their selection of foreign flag ships to be inspected in their ports, it is necessary to have at the disposal of Authorities up-to-date information on particulars, calls and inspections of an individual foreign flag ship in the region of the Memorandum.

The information system manager, as defined in the agreement, will manage the Information System in accordance with an agreement adopted by the Committee. This agreement will contain all the details on standardized procedures, information exchange, data transmission, all information in the system and other relevant matters.

For that purpose the Authorities undertake to provide the Information System manager, by means of computerized data transmission, with information on ships inspected in the national ports. The insertion of information into the inspection files will be realized by means of direct, computerized input on a daily basis.

For the purpose of exchanging rapid information, the information system will embrace a communication facility which allows for a direct, computerized exchange of messages between individual Authorities.

## **Organizational form of the Abuja MoU on Port State Control**

### **ORGANS OF THE ABUJA MOU (Abuja MoU Ministerial Conference)**

The Abuja MoU Ministerial Conference is the highest decision making body of the Abuja MoU. It comprises of the Ministers of Maritime Transport of the participating Member countries. The Ministerial Conference so far has held twice since the establishment of the MoU in 1999.

#### **Abuja MoU Committee**

The Abuja MoU Committee is constituted by Representatives of each of the Maritime Authorities/Administrations that are party to the Memorandum. The function of the Committee is to oversee the general implementation of the MoU. The Committee meets at least once in every year at such times as it may decide. The Committee deliberates, decides and possible approves policies that is of mutual benefit to member States.

#### **Abuja MoU Bureau**

The Bureau of Abuja MoU advises the Committee on matters relating to the effective implementation of the MoU and also provide direction to the Secretariat as well as other subsidiary Committee or working group established under the Memorandum. The Bureau meets as necessary before and after the Committee Meetings. The Bureau consist of the following member States; Congo-Brazzaville (current Chairman), Nigeria (current Vice Chairman), Guinea-Conakry (1st Rapporteur), Ghana (2nd Rapporteur) and Secretariat.

#### **Secretariat**

The Abuja MoU Secretariat headed by a Secretary General is hosted by Government of Nigeria at 1 Joseph Street off Marina, Lagos. Headquarters Agreement between Abuja MoU and the Government of the Federal Republic of Nigeria was signed in 2005.

The Secretariat is funded by financial contributions from member States. The Secretariat's work include harmonization of PSC inspection practices and procedures, collation of inspection reports, organization of Committee meetings, exchange of information, facilitation of training and workshops, and preparation of annual reports.

## Mediterranean MoU on Port State Control



Image 25: Mediterranean MoU logo.

The Maritime Authorities of Algeria, Cyprus, Egypt, Israel, Lebanon, Malta, Morocco, Tunisia, Turkey and Palestinian Authority recognizing the need to increase maritime safety and the protection of the marine environment and the importance of improving living and working in the Mediterranean Region, established the Mediterranean MoU on PSC, on July 11<sup>th</sup>, 1997. Current members of the Memorandum are the following nations: Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Tunisia and Turkey.

Following are the commitments by all the members to have an effective and harmonized port State control in the region:

- to take all necessary steps to ratify instruments relevant for the purposes of the Memorandum;
- an effective system of port State control with a view to ensuring that, without discrimination as to flag, foreign merchant ships visiting the ports of its State comply with relevant regulations;
- to achieve within a period of 3 years from the coming into effect of the Memorandum an annual inspection of 15% of the estimated number of individual foreign merchant ships visiting the ports of its state during a period of 12 months.

Relevant instruments are the same as in the Paris MOU, except the two mentioned below:

- the Protocol of 1988 relating to the International convention on Load Lines, 1966;
- the International Convention on tonnage Measurement of Ships, 1969

In the selection of ships, priority is given to the following types of ships:

- ships visiting a port of a State, the authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;
- ships which have been permitted to leave the port of a State, the Authority of which is a signatory to the Memorandum, on the condition that the deficiencies noted must be rectified within a specified period, upon expiry of such period;
- ships which have been reported by pilots or port authorities as having deficiencies which may prejudice their safe navigation;
- ships whose statutory certificates on the ship's construction and equipment have not been issued in accordance with the relevant instruments;
- ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship particulars, the ship movement and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State;
- ships which have been suspended from their class for safety reasons in the course of the preceding six months.

There is nothing mentioned about ships, which have deficiencies that cannot be rectified at the port, and whose flag State is not a member of the Memorandum. It is not clear whether these vessels will be allowed to sail to the next port or not.

Section 6 of the memorandum, regarding training programs and seminars, provides that the authorities will endeavor to establish appropriate training programs and seminars.

It is submitted that training and seminars should be given top priority for port State control officers. Most of the members of the various MOU's lack the expertise required. They need to be trained. Before adopting the Agreement, Maritime Authorities should ensure that they have a minimum number of qualified port State control officers. The other MoU members can train them. Minimum training should be imparted at the earliest.

In this way the standard of inspection will be the same in all members States from the time the MOU starts functioning. At present the States are becoming members and then they decide about the training.

### **Provision of information**

Each Authority will report on its inspections under the Memorandum and their results, in accordance with the procedures.

The Authorities will supply the following information to the Memorandum Secretariat :

- Number of inspectors working on their behalf on port State inspections. Where inspections work on a part-time basis, the total is corrected into a number of full time employed inspectors.
- Number of individual ships entering their ports in a representative year prior to the Memorandum.
- Fees for inspections, if any.

This information will be updated at least every three years.

### **Organizational Form of the Mediterranean MoU on PSC.**

A Committee composed of a representative of each of the Authorities that are party to the Memorandum is established. A representative of the International Maritime Organization, of the International Labour Organization and of the European Commission are invited to participate without vote in the work of the Committee. Representatives of the maritime Authorities of other Mediterranean Coastal States and any other Organization or Authority which the Committee may deem appropriate, may be accorded the status of observer without vote.



**The Committee shall:**

- Carry out the specific tasks assigned to it under the Memorandum.
- Promote by all means necessary, including seminars for surveyors, the harmonization of procedures and practices relating to the inspection, and rectification
- Develop and review guidelines for carrying out inspections under the Memorandum.
- Develop and review procedures, including those related to the exchange of information.
- Keep under review other matters relating to the operation and the effectiveness of the Memorandum.
- Promote by all means necessary the harmonization of the operation and effectiveness of this Memorandum with those of similar agreements for other Regions.
- Adopt the budget and decide the contributions of every Party to the memorandum.

**The Secretariat**

Acting under the guidance of the Committee and within the limits of the resources made available to it, shall:

- Prepare meetings, circulate papers and provide such assistance as may be required to enable the Committee to carry out its functions.
- Facilitate the exchange of information, carry out the procedures that are specified in the memorandum's text and prepare reports as may be necessary for the purposes of the Memorandum.
- Carry out such other work as may be necessary to ensure the effective operation of the Memorandum.

## The need of a Global MoU on PSC

At present there are nine MoU's operating in the World.

The level of expertise and competence of the different Administrations is different. Some of them don't even have any trained port State control officers and the establishment to carry out flag State duties. They have delegated all the Statutory work to classification societies. With this scenario there is unfortunately, bound to be different levels of port State control inspection in each region although the standard of inspection should be the same all over.

Wh on a global basis, what will be achieved is listed below:

- when all the MOU's are linked together, and the data is stored at one place, it will be easier to target the substandard ship. What happens now, if a vessel is allowed to sail from one port, with certain deficiencies, according to the procedures the port State control would have to inform the authorities of the next port of call. The ship may not have rectified the deficiencies, or may declare a wrong port of call to the authorities, or even divert the vessel to a different port. If the data is available to the port, it is updated by the port State control authorities.
  - once all the Memoranda have trained their port State control officer, the standard of inspection will be the same to some extent;
  - if a ship is inspected by one MOU and she sails to a region where another MOU is in force, the port State control officer of that MOU will also board the ship, may be within a span of a month. If there is a link between the MOU's there will be no need for further inspection.
  - the cost of MOU's will downsize, which is a important factor for some of the developing States;
  - the manpower saved by harmonizing the MOU's inspection, can be very well utilized for flag State implementation, which indirectly will benefit the quality of ships, and may be less port State control detention will follow. There will be more monetary benefit for the ship-owner by not having any ship detained;
  - there will be more time for the vessel's staff to channel their energies into more productive work, than to prepare the ship for too many inspections. The argument against this can be that ships should always be ready for inspection, as they are supposed to be always seaworthy. But as any seafarer will testify, the experience is that for any inspection on board ship, the equipment's are always tried out, before the surveyor boards the ship, by the crew;
  - targeting of substandard ships will be easier;
  - the operator of the substandard ship will have no place to go, once all the ports are linked to a common database.

In conclusion, a world-wide MoU that would link all the 9 already operating Memoranda and their databases, would be a useful tool both for ship-owners and their crews, but also for the inspectors themselves.

## Sources

### Information have been extracted from:

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- Tokyo Mou Website: <http://www.tokyo-mou.org/>
- Vina Del Mar Website: <http://www.acuerdolatino.int.ar/>
- Mediterranean MoU Website: <http://www.medmou.org/>
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- Black Sea MoU Website: <http://www.bsmou.org/>
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- Riyadh MoU Website: <http://www.riyadh mou.org/>
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