

A-20: MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE BLACK SEA REGION

Name of the convention: Memorandum of Understanding on Port State Control in the Black Sea Region

Acronym or short name: Black Sea MoU

International organisation in charge of it: International Maritime Organization (IMO)

Participating Maritime Authorities & Associate Members: Bulgaria, Georgia, Romania, Russian Federation, Ukraine, Turkey

Observers: [IMO](#), [ILO](#)

Summary description (in plain language): This agreement deals with the procedure of Port State Control in Black Sea region. The geographical scope of the Black Sea MOU region consists of ports located on Black Sea coastline. Each Contracting Party has to establish and maintain a system of Port State Control in order to ensure that, without discrimination as to flag, foreign merchant ships calling at the ports of its state comply with the standards laid down ([section 1.1](#)).

Also, the Contracting Parties have to achieve 15% annual inspection rate per country within 3 years ([section 1.2](#)).

Date of first approval: 7 april 2000

Dates of revision: Ø

Reasons of revisions: Ø

Applicability (situation of ratification): This Memorandum will enter into force individually for each Authority on the date duly notified to the Secretariat. The memorandum is deemed as having entered into force on the date of entry into force for the third individual Authority ([section 10](#))

Stakes for ports: Coastal States are strictly involved in the control of foreign ships entering in their ports ([section 3](#)). Port State Control Officers are entitled to survey ships. They are liable for the inspection of those ships:

- Ships visiting a port of a State, for the first time or after an absence of 12 months or more.
- Ships which have been permitted to leave the port of 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 carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ships particulars, the ships 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.
- Ships which have been the subject of a report or notification by another Authority.
- Ships which have been:
 - Involved in a collision, grounding or stranding on their way to the port.
 - Accused of an alleged violation of the provisions on discharge of harmful substances or effluents.
 - Manoeuvred in an erratic or unsafe manner whereby routing measures, adopted by the IMO, or safe navigation practices & procedures have not been followed, or
 - Otherwise operated in such a manner as to cause a danger to persons, property or the environment.

Links with other conventions: [LL 66](#), [SOLAS 74](#), [MARPOL 73/78](#), [STCW 78](#), [COLREG 72](#), [TONNAGE 69](#), [ILO Convention No. 147](#)

Key-words: port state control, inspection, rectification, detention, training

Internet hyperlink with other website:

(full text) www.bsmou.org/PDF/BSMOOUT.pdf

