

A-22: MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL FOR THE INDIAN OCEAN REGION

Name of the convention: Memorandum of Understanding on Port State Control for the Indian Ocean Region

Acronym or short name: Indian Ocean MoU

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

Participating Maritime Authorities & Associate Members: Australia, Bangladesh, Djibouti, Eritrea, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania, Yemen.

Observers: [IMO](#), [ILO](#), [PMAESA](#) (Port Management Association of Eastern and Southern Africa), Ethiopia

Summary description (in plain language): This agreement deals with the procedure of Port State Control in Indian Ocean region. Each Contracting Party have 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 1.2](#)).

Also, the Contracting Parties have to achieve 10% annual inspection rate per country within 3 years ([section 1.3](#)).

Date of first approval: 5 June 1998

Date of coming into force: 1 April 1999

Dates of revision: ∅

Reasons of revisions: ∅

Applicability (situation of ratification): This memorandum will enter into force for each Authority 90 days from the date of acceptance or accession ([section 10.6](#)).

Stakes for ports: Coastal States are strictly involved in the control of foreign ships entered 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, 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 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 whose statutory certificates on the ship's construction and equipment have not been issued in accordance with the relevant instruments.

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

Key-words: inspection, port state control, training

Internet hyperlink with other website:

(full text) www.iomou.org/mou.pdf

<http://www.pmaesa.org/>

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