

A-24: PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Name of the convention: Paris Memorandum of Understanding on Port State Control

Acronym or short name: ParisMoU

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

Participating Maritime Authorities & Associate Members: Belgium, Canada, Croatia, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Russian Federation, Spain, Sweden, UK.

Observers: Japan, United States, [IMO](#), [ILO](#), Slovenia, [Tokyo MoU](#), Caribbean MoU

Summary description (in plain language): The Paris MOU, is an administrative agreement between the maritime authorities of seventeen European countries and Canada. 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 no. 147. However, just as the Memorandum was about to come into effect, in March 1978, a massive oil spill occurred off the coast of Brittany (France), as a result of the grounding of the supertanker 'Amoco Cadiz'. This 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, effective instrument known as the Paris Memorandum of Understanding on Port State Control was adopted in January 1982 and was, initially, signed by fourteen European countries.

The geographical scope of the Paris MOU region covers the European coastal States and the coastal States of the North Atlantic basin from North America to Europe.

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 1.1](#)).

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

Date of first approval: 26 January 1982

Date of coming into force: 1 July 1982

Dates of revision and Reasons of revisions: 25th amendment, 9/5/2003 (entry into force: 22/7/2003)

The Paris MOU, whose Committee is meeting in Dubrovnik, Croatia this week, is introducing tough rules to target high risk ships. Certain categories of ships from flags on the Black List will be banned after 2 or 3 detentions. Expanded inspection for older oil tankers, chemical and gas carriers, bulk carriers and passenger ships is mandatory after 12 months from the last expanded inspection.

In a move to target high risk ships, a ship with a Target Factor greater than 50 will be inspected after a month from the last inspection in the Paris MOU.

Banning rules are extended. A ship registered with a flag on the Black List will be refused access to ports in the MOU region:

- after the 2nd detention in 3 years if it is in the "very high risk" or "high risk" category on the Black List
- after the 3rd detention in 2 years if it is in a lower risk category on the Black List

Detentions from 22 January 2002 count towards a ban. To lift it the flag State and, where appropriate, class must certify that the ship complies with required standards, and the ship must complete an expanded inspection at the owners expense.

Port State inspectors will record the charterer of a ship carrying liquid or solid bulk cargoes. Shipowners need to make sure that the information is available on board.

A ship required under international rules to carry a functioning voyage data recorder may be detained if it is found not to be functioning properly.

With the implementation of the ISPS Code, ParisMoU acted by stating that from January 1, 2004, all vessels visiting ports in the ParisMoU region that do not have an International Ship Security Certificate (ISSC) available onboard will be issued with a letter of warning.

Applicability (situation of ratification): The memorandum will take effect on 1st July 1982
([section 8.4](#))

Stakes for ports: Ports 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:

- Entering region for first time in the last 12 months.
- Not inspected in the last 6 months.
- Previous detention in last 12 months
- No. of deficiencies during last 12 months.

Port State Control Officers have to take in account during their inspection the Target factor, such
as: Flag State on Black list; Targeted ship type; Non EU recognized classification society; Age of
the ship; Class deficiency ratio; Above average; Flag .With the implementation of the ISPS Code,
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Links with other conventions: [LL 66](#) & [LL PROT 88](#), [SOLAS 74](#), [SOLAS PROT 78](#) & [SOLAS
PROT 88](#), [MARPOL 73/78](#), [STCW 78](#), [COLREG 72](#), [TONNAGE 69](#), [ILO Convention No. 147](#)

Key-words: port state control, inspection, training

Internet hyperlink with other website:

(full text) www.parismou.org/PDF/25amend.pdf