

Subject :

Port State Control under the
Paris Memorandum

NK TECHNICAL INFORMATION

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To Shipowners and Shipyard concerned

According to the IMO News (No.4, 1983), during the first year of operation of the Paris Memorandum of Understanding on Port State Control, 8,839 ships were inspected by Authorities in the countries which signed the Memorandum with 217 ships being found to have deficiencies serious enough to result in their being delayed or detained.

Shipowners and shipyards concerned are invited to pay attention to the points of the Memorandum shown below.

1. The Memorandum was signed in January 1982 by the Governments of Belgium, Denmark, Finland, France, the Federal Republic of Germany, Greece, Ireland, Italy, the Netherlands, Norway, Portugal, Spain, Sweden and United Kingdom and entered into force on 1st July, 1982.
2. Each Authority will maintain 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 the standards laid down in the following instruments.
 - the International Convention on Load Lines, 1966;
 - the International Convention for the Safety of Life at Sea, 1974;
 - the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
 - the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto;
 - the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978;
 - The Convention on the International Regulations for Preventing Collisions at Sea, 1972;
 - the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention 147).

3. In applying the above-mentioned instrument for the purposes of port state control, the Authorities will ensure that no more favourable treatment is given to ships entitled to fly the flag of a state which is not a party to that instrument.
4. Each Authority will achieve, by 1st July, 1985, an annual total of inspections corresponding to 25% of the estimated number of individual foreign merchant ships which entered the ports of its state during a recent representative period of 12 months.
5. In the case of deficiencies which are clearly hazardous to safety, health or the environment being found in the inspection, the Authority will take appropriate action such as to require repairs or even to detain the ship as necessary.

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