

Paris MoU on port state control

Official reference	Paris Memorandum of Understanding on port state control	
Official website	www.parismou.org	
Relevant dates	Document	26/01/1982
	Entry into force	1/07/1982
	Ratification by Belgium	13/09/1998
Policy level	International	
Type of instrument	Memorandum of Understanding	
Geographical reach	Member States (27 countries in 2013) (EU-Coastal States and North-Atlantic Ocean)	
International contact point	Secretariat Paris MoU on PSC	
Competent authority in Belgium	Federal authorities: FPS Mobility and Transport; DG Shipping	
Federal ratification	Koninklijk besluit van 13 september 1998 houdende havenstaatcontrole en wijziging van het koninklijk besluit van 20 juli 1973 houdende zeevaartinspectiereglement	

// abstract:

This Memorandum of Understanding stipulates that every State and its respective authorities should respect the efficient system for Port State Control (PSC), in order to ensure that foreign freighters calling at the ports, or anchoring in front of these ports, respect the standards set by the international regulating instruments (*AFS* p.20; *Bunkers Convention* p.25; *BWM* p.26; *CLC* p.27; *COLREG* p.28; *Convention on load lines* p.36; *MARPOL* p.38; *SOLAS* p.46; *STCW* p.47; *TONNAGE* p.48) (see also section 2 of the Memorandum). Through an information system called 'THETIS', national PSC is informed on the ships that need to be inspected. Each ship has a ship risk profile (SRP) in which the priority, the scope of the inspection and the time interval are stipulated. All ships in 'THETIS' are assigned as high, standard or low risk in the system and are assigned to level I or level II of the priority level.

An initial inspection consists of boarding the ship and includes an examination of all necessary documents and a general check-up on the condition and hygiene of the ship. They also verify if detected shortcomings have been corrected within the time set in the previous inspection report. A more detailed inspection is carried out, if there are clear grounds for suspecting - based upon the initial inspection - that the ship, her equipment or her crew do not meet the requirements mentioned in the relevant instruments.

The Memorandum points out the importance of cooperation and information-exchange between several authorities. Furthermore, each authority needs to work out a suitable procedure for pilotage and for the port authorities in case they perceive clear aberrations that can affect the ship's safety, or that can possibly threaten the marine environment.