

40 years of Paris MoU



on Port State Control

1978

Eight nations bordering the North Sea signed "**The Hague Memorandum**". It was the first step in bringing port State control inspections into a harmonised environment. The co-operation centered around the **ILO Convention 147**

1978

16 March 1978 - The **Amoco Cadiz** ran aground off the coast of Brittany. **68 million** gallons of crude oil was spilled. This created an urgent demand by the public and politicians for action



1982

26 January 1982 - The Memorandum of Understanding on PSC was adopted and signed by **14 Maritime Authorities** during the 2nd Ministerial Conference on PSC. The MoU included 7 relevant instruments

1980

2 December 1980 - A regional European Conference of Maritime Safety was held to establish a Memorandum of understanding on Port State Control. This was the **1st Ministerial Conference on Port State Control**. 14 European nations took part, as well as the EC, ILO and IMO. The Memorandum now extended to the IMO conventions

The Netherlands' Ministry of Transport provided the Secretariat Paris MoU on PSC
The French Maritime Administration developed the 'information system on inspections'- SIRENaC

1982

The MoU entered into effect of **1 July 1982**.
Signing members: Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Netherlands, Norway, Portugal, Spain, Sweden and the United Kingdom.
The **1st PSC Committee meeting** was held in The Hague - Netherlands

1982



Mr. Gerrit Dubbeld appointed as Secretary

1985



Mrs. Sylvie Maier joined the Secretariat in 1982 and succeeded Mr. Dubbeld

1987



Mr. Henk Huibers succeeded Mrs. Maier and became the 3rd Secretary of the Paris MoU Secretariat

1986

23 April 1986 - The **3rd Ministerial Conference** was held in The Hague. Theme: 'Safe Ships on Clean Seas'. Other regions in the world were encouraged to take similar steps in the protection of the environment and enhancing the safety at sea

1989

31 December 1989 - **MARPOL Annex V** entered into force and became a relevant instrument for the Paris MoU on PSC

1987

The **first PSCircular** was issued as a means to encourage communication between all the Port State Control Officers

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1991

14 March 1991 - The 4th Ministerial Conference was held in Paris. Theme: 'Safe Operation of Ships and Pollution Prevention. Introduction of operational control requirements to PSC inspections, addressing the human element. **The first step towards harmonisation of training PSCOs were made.** Further harmonisation of inspection procedures were agreed

These efforts resulted in a meeting of the **Working Group on Harmonisation (WGH)** to harmonise the detention criteria within the member States

1994

The Maritime Authority of **Canada** joined the Paris MoU

1996

The **MoU Advisory Board (MAB)** was established to form a bridge between EU members and non-EU members and the European Commission. The MAB advises the PSC Committee on matters of strategic and political importance and provides guidance to the Secretariat and Database Manager during the year

1998

The **Technical Evaluation Group (TEG)** was established as a preparatory meeting for the PSC Committee, to consider technical issues and proposals from task forces, prior to the policy discussions during the PSC Committee meeting

1999

The **1st Concentrated Inspection Campaign (CIC)** was launched. Theme: 'Safety of Pilot Ladders'

2000

First publication of the **White-Grey-Black List**

1992

The Maritime Authority of **Poland** joined the Paris MoU

MARPOL Annex III entered into force and became a relevant instrument for the Paris MoU

1994

14 September 1994 - The 5th Ministerial Conference was held in Copenhagen. Theme: 'A common Endeavor Against Sub-standard Shipping'. The member States agreed **to implement common procedures for detention**, on publication of information on detained ships and the geographical scope of the MoU

1996

The Maritime Authority of **the Russian Federation** joined the Paris MoU

1997

The Maritime Authority of **Croatia** joined the Paris MoU

Mr. Richard Schiferli was appointed as Secretary-General of the Paris MoU



1998

24 - 25 March 1998 - **The 1st Joint Ministerial Conference 'Tightening the Net'** between the Paris MoU and the Tokyo MoU was held in Vancouver. The most important outcome of the conference was: the commitment to *'harmonisation of various areas of port State control administration and inspection procedures can be achieved on an inter-regional basis. To this end, both Port State Control Committees will keep each other fully informed of all new port State control initiatives undertaken in their respective regions, in order to review whether reciprocal measures can be introduced'*

2000

The Maritime Authority of **Iceland** joined the Paris MoU

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2001

The **detention review panel** was established and it had to consider its first case later that year. To date the review panel handled over more than 100 cases

2003

The Maritime Authority of **Slovenia** joined the Paris MoU

The first **Specialised Training** on Tankers was organised, in co-operation with the industry

The **Target Factor for ships** was introduced, combining the Generic and Historic factors of a ship to establish a priority for inspection

2004

2-3 November 2004 - **The 2nd Joint Ministerial Conference** of the Paris MoU and the Tokyo MoU was held in Vancouver. Theme: 'Strengthening the circle of responsibility. *The most important results were the enhancement of inspection and targeting programs; the development of incentive programs for companies with good safety records; greater transparency to publicly name sub-standard ships' owners and charterers; the ongoing implementation of marine security initiatives; and enhanced regional training programs for PSCOs*



2005

MARPOL Annex VI entered into force and became a relevant instrument for the Paris MoU

The Maritime Authority of **Estonia** joined the Paris MoU

2006

The Paris MoU attended the **IMO Sub-Committee on Flag State Implementation** (FSI 14) for the first time, in the capacity of an Inter-governmental Organisation (IGO)

2002

The Paris MoU started with the **Expert Training programs**. The first program was aimed at 'The Human Element' (ILO & STCW were the core of the program). The second training focused on 'Safety & Environment' (SOLAS & MARPOL)

2003

MARPOL Annex IV entered into force and became a relevant instrument for the Paris MoU

The Secretariat started with the development of **Distance Learning Modules (DLP)**. The first modules under consideration were on the Paris MoU inspection procedures, STCW, ILO147 and The Human Element. The first modules became available in 2006

2004

A new code on Security was adopted by the IMO: the **ISPS code**

2005

The Maritime Authority of **Latvia** joined the Paris MoU

A task force on a **New Inspection Regime (NIR)** started working on a risk based approach and to target sub-standard shipping more effectively and reduce inspection burden on ships that are in compliance with the regulations. Over a period of several years, principles of the NIR have been discussed, amended and finally adopted

The Target Factor was replaced by the **Ship Risk Profile (SRP)**. The SRP classifies ships into Low Risk Ships (LRS), Standard Risk Ships (SRS) and High Risk Ships (HRS). Later this approach was also adopted by the Tokyo MoU and the Black Sea MoU

2006

The Maritime Authorities of **Cyprus, Lithuania** and **Malta** joined the Paris MoU

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2007

The Paris MoU celebrates its **25th anniversary** during the 40th PSC Committee meeting in Bonn, Germany



The Maritime Authorities of **Bulgaria** and **Romania** joined the Paris MoU

2012

Although established in 2006, the ILO harmonised convention **MLC2006** entered into force in August 2012. The existing procedures and guidelines dealing with the human element needed to be updated



2013

Following the maritime casualty of the **Costa Concordia** the PSC Committee decided to conduct a **Harmonised Verification Program** on all passenger ships coming into the Paris MoU region in the summer of 2013

2008

The Secretariat started with the development of a **Quality Management System** according to ISO9001:2008. The process resulted in the certification of the Secretariat in March 2011



2011

1 January 2011 - The **New Inspection Regime (NIR)** entered into force for the Paris MoU Authorities

The database, with the PSC inspections from the member Authorities, was transferred from SIReNaC to **THETIS**. The parameters that define the NIR are the basis of the new database. THETIS was developed by EMSA in co-operation with the member Authorities and the Secretariat

2013

The first PSCC Instruction for the **Ballast Water Management Convention** was adopted by the PSC Committee, with the Convention becoming a relevant instrument for port State control during PSCC46

2015

From 1 September to 30 November a CIC was conducted on the **Maritime Labour Convention, 2006**

In the aftermath of several serious and fatal accidents the PSC Committee decided to conduct a **CIC on Crew Familiarisation for Enclosed Space Entry** from 1 September to 30 November

2017

2 - 4 May 2017 - The **3rd Joint Ministerial Conference** of the Paris MoU and the Tokyo MoU was held in Vancouver. Theme: 'Safeguarding Responsible & Sustainable Shipping'



2017



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2017

The PSC Committee decided to conduct a **CIC on Safety of Navigation**, including ECDIS, from 1 September to 30 November



2018

The PSC Committee decided to conduct a **CIC on MARPOL Annex VI** from 1 September to 30 November



2018



Mr. Luc Smulders was appointed as Secretary-General of the Paris MoU

2019

The number of deficiencies related to emergency systems has been in the top five categories for many years. The PSC Committee decided to conduct a **CIC on Emergency Systems and Procedures** from 1 September to 30 November

2020

The **COVID-19 crisis** has had a considerable effect on the maritime industry, with limited resources to do necessary surveys and inspection, postponement of the renewal of certificates and difficulties for crew members to board ships or take leave. The Paris MoU, in co-operation with the Tokyo MoU, have decided to **postpone the CIC for 2020**.

2020

Coping with COVID-19 circumstances, the Paris MoU held its 53rd Committee meeting by **virtual means** from 28 September to 2 October



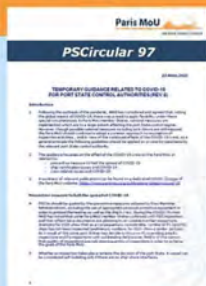
2021

Still coping with COVID-19 circumstances, the Paris MoU held its 54th Committee meeting by **virtual means** from 17 - 21 May

2021

Recalling the incident with the M/V HOEGH OSAKA in 2015, and noting the deficiencies in this area are serious and affect safety of the ship and the crew in general, the PSC Committee decided to conduct a **CIC on Stability (in general) in 2021**, from 1 September to 30 November

Issuance of **PSCircular 97** - guidance in relation to COVID-19 by the MoU Advisory Board (MAB)



2022

The Paris MoU celebrates its **40th anniversary** during the 55th PSC Committee meeting in Bucharest, Romania



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Over the past 40 years the chairperson of the PSC Committee has played an important role in directing the PSC Committee meeting. In the first 15 years the chairperson was designated by the host country of the PSC Committee meeting.

In 1997 Mr. Odd Vollene (Norway) was the first elected chairperson of the PSC Committee. In 1999 he was succeeded by Mr. Alan Cubbin (United Kingdom) and since 2006 Mr. Brian Hogan has been chairperson for the PSC Committee.

1982	Mr. Heeringa	1983	Mr. T.R. Funder
1984	Mr. L. Gonzales Alonso	1985	Mr. T.R. Cowley
1986	Mr. G.A. Dubbeld	1986	Mr. M. O'Ruairc
1987	Capt. H.J. Valkonen	1987	Mr. E. Jansen
1988	Mr. J. Panopoulos	1988	Mr. C. Brossier / Mr. H. Pinon
1990	Mr. L.C. van der Vel	1989	Mr. P. Keidel
1992	Mr. T.R. Funder	1990	Dr. T. Santapola
1992	Mr. H. Valkonen	1991	Mr. J. Bairao Reis
1994	Mr. G. Cadet	1991	Mr. B.E. Stenmark
1994	Mr. S.A. MacLoughlin	1992	Capt. M. Hubbard
1996	Dr. G. Pattofatto	1993	Mr. R. Lobeto Lobo
1996	Mr. J. Vonau	1993	Mr. P. Keidel
1997 - 1998	Adm. J.L. Leira Pinto	1995	Mr. J. Panopoulos
1997 - 1998	Mr. O.V. Vollene	1997	Mr. G.A. Dubbeld
2006 - 2022	Mr. B. Hogan	1997	Mr. LA. Nygaard
		1999 - 2005	Dr. G.G. Ivanov
			Mr. A. Cubbin