

PREFACE

My long – standing marine experience along with my maritime knowledge, which I obtained through the years, made me write this book in order to provide in a comprehensive way, key information about the range of issues related to Port State Control inspections. A general introduction is provided to the Port State Control with reference to the existing regional agreements World wide

The Paris MOU was the first regional port state control agreement and it has provided the template for all other Agreements. Therefore this book examines the PARIS MOU regime in detail and more specifically the Directive 2009/16/EC of the European Parliament and of the COUNCIL of 23 April 2009, which sets up an inspection system which takes into account the work carried in accordance with PARIS MOU. A total number of 21 Annexes is attached herewith to make the above Directive more comprehensive which include in an explanatory way many issues of the Paris MOU on Port State Control inspections.

Specifically in Annex 3 a maintenance on board guide [CHECK LIST] is included which can be used as a preparatory instrument for a successful port state control inspection or as a guide for routine maintenance on board the vessels. In this way the Persons Designated Ashore [DPA] and Masters with the rest Ratings of the ships will be able to identify on time the serious deficiencies that can lead to detention and rectify them by themselves prior to the inspection officer's visit, avoiding the detention of their ship with all the well-known unpleasant consequences. Furthermore and for practical reasons in Annex 21 the most important Regulations of the Maritime Labor Convention 2006 are included referring to the working and living conditions on board such as minimum age of seafarers, medical certificates, accommodation, hours of work and rest e.t.c. The above mentioned Convention has been ratified by the majority of the Maritime Countries of the World. Finally PARIS MOU jointly with TOKYO MOU schedules every year for a period of 3 months a concentrated campaign inspection, focusing on some very important technical issues. So this year the inspections to be done will focus on the procedures for entry into enclosed spaces, which is the cause of many casualties on board the vessels. To assist the seafarers in comprehending this very significant issue, a full presentation is included in PART «C» of ANNEX III with relevant appendices attached.

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