

PORT STATE CONTROL GOALS, IMPLEMENTATION AND ACHIEVEMENTS

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ABSTRACT

To impede substandard ships from cruising the seas and oceans of the globe, there is a safety net acting as filters or a gates.

The first gate is the flag state which is considered the main gate to impede substandard ships from passing but those ships which endanger the safety of lives at sea and the marine environment found their way through the flag state gate via flag of convenience countries. The second gate is the classification societies gate which is of a great importance where there are more than 100 in the world only 12 of them are members in the International Association of Classification Societies (IACS). Flag states approve and delegate classification societies and Recognized Organizations (ROs) to carry out part of the role of the flag state under their supervision and responsibility. The third gate is a combination of ship owners, managing companies, ships masters and crew which also failed to impede substandard ships. The fourth gate is guarded by insurance companies and P & I clubs. The fifth gate is guarded by charterers, shippers and receivers. All the previous five gates failed to impede the passage of substandard ships that is why there was a need for a strong gate with overriding authority to prevent substandard ships from sailing, but that gate could not be globally but could be regional basis to be able to trace the ships through data bases. The new gate is guarded by Port State Control (PSC) which has become of ever increasing importance in the field of marine safety and marine pollution prevention and thus in the work of the International Maritime Organization (IMO) over the past few years.

This paper reviews the role of the PSC, its goals and achievements over the years since its implementation till now and trying to find the answer of whether it achieved its goals or not by reviewing Paris MOU reports in 2013 and 2014.

Finally discussing the reasons for PSC not achieving its goals and providing some recommendations which can improve the PSC performance.

KEYWORDS: Substandard Ships, Deficiencies, Port State Control, Memorandum of Understanding