



25 Years of the Black Sea Memorandum of Understanding on Port State Control

BLACK SEA PORT STATE CONTROL SECRETARIAT
ISTANBUL / TÜRKİYE

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Messages From the Chair and the Secretary

Message from the Chair



Kristina RZGOEVA

Chair
BS MoU PSC Committee

Black Sea Memorandum of Understanding (BS MoU) is celebrating the 25th Anniversary. This remarkable milestone stands as a testament to the strength, vision, and commitment that have defined our work from the very beginning.

Over the past 25 years, the BS MoU has played a pivotal role in advancing maritime safety, fostering cooperation among member states, and promoting the sustainable management of our shared maritime resources. As we reflect on our achievements, it is evident that our success has been built on the unwavering dedication of our members, who have worked tirelessly to uphold the principles of safety, security, and environmental responsibility.

This anniversary is a moment to honor the progress we have made, while also acknowledging the challenges we have overcome together. The dedication of each member

Authority and the collaborative spirit that defines our committee have been key to our continued success. The BS MoU has maintained its relevance with the industry with great dedication of the member Authorities and the Secretariat. It is through this partnership that we have been able to strengthen maritime safety standards, improve inspection protocols, and safeguard the well-being of seafarers and our oceans.

As we celebrate this special occasion, we also look ahead to the future. The next 25 years hold vast opportunities to further our mission, address emerging challenges, and continue advancing the cause of maritime safety for the benefit of all Member Authorities. I have no doubt that, with the continued dedication and expertise of all our esteemed members, the BS MoU will remain at the forefront of ensuring safer and more sustainable maritime operations.

I would like to take this opportunity to express my deepest gratitude to each member Authority who made this possible, from Chairs to Database Managers and Secretariat who have made this anniversary possible, and I look forward to the continued growth and success of our partnership.

Thank you for being a part of this incredible journey. Together, we will continue to navigate the future of maritime safety with purpose, innovation, and resolve.

Message from the Secretary



Onur TURHAN

Secretary
BS MoU Secretariat

As we commemorate the 25th anniversary of the Memorandum of Understanding on Port State Control in the Black Sea Region, it is with great honour that I present this report, reflecting a quarter-century of unwavering dedication to maritime safety, security, and environmental protection in the region. Since its establishment, the Black Sea MoU has played a crucial role in strengthening Port State Control measures, ensuring compliance with international standards and fostering regional cooperation among its member Authorities.

Over the past 25 years, our collective efforts have significantly contributed to the enhancement of maritime safety and the prevention of substandard shipping. The dedication and professionalism of our PSCOs, supported by the continuous commitment of our member States, have been instrumental in achieving these milestones.

This anniversary is not only a moment to reflect on our past achievements but also an opportunity to reaffirm our commitment to the future. As we navigate the evolving challenges of the maritime industry, the Black Sea MoU remains steadfast in its mission to uphold the highest professional standards, enhance capacity-building initiatives and strengthen partnerships with international and regional organizations, including the International Maritime Organization (IMO) and other regional PSC regimes.

I extend my deepest gratitude to all those who have contributed to the success of the Black Sea MoU over the years, i.e. our member Authorities and international partners. It is through our shared dedication and cooperation that we continue to ensure maritime safety, protection of the marine environment and the maintenance of working and living conditions for people working at sea.

I have full confidence that the Black Sea MoU will continue to advance its mission, overcoming challenges through the unwavering commitment and collaborative efforts of its member Authorities. With steadfast dedication, we shall persist in enhancing Port State Control measures, fostering cooperation, and upholding the highest professional standards to achieve our ultimate objective of the elimination of substandard shipping in the region, with a view to harmonizing the efforts of the member Authorities.

25 years of Strengthening and Harmonizing PSC in the Black Sea and Beyond

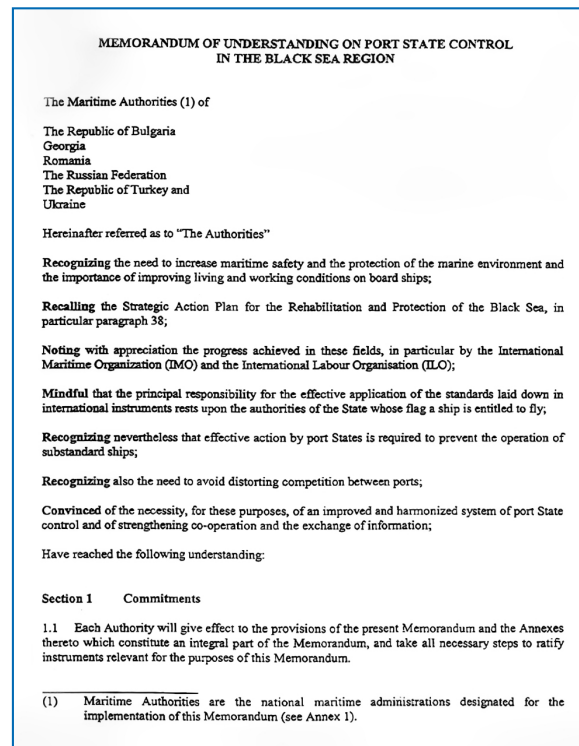
Establishment of the Black Sea MoU

Within the framework of the Convention on the Protection of the of the Black Sea Against Pollution, the Governments of Black Sea coastal States recognized the need for a harmonized system of Port State Control in 1996. This initiative led to the adoption of a Memorandum of Understanding on Port State Control.

In this connection, the first preparatory meeting held in Varna, Bulgaria from 14 to 17 September 1999. At the invitation of the Secretary-General of the International Maritime Organization (IMO) and the Government of Türkiye, delegations from Bulgaria, Georgia, Romania, the Russian Federation, Türkiye and Ukraine met in Istanbul, Türkiye from 4 to 7 April 2000 for the second preparatory and signatory meeting on the development of Port State Control in the Black Sea. Besides IMO, co-organisers of the Meeting, observers from the International Labour Organization (ILO), the Danish Environment Protection Agency (DEPA), the Activity Centre for Environmental and Safety Aspects of Shipping (ERAC) and the United Nations Black Sea Environmental Programme (BSEP) and the West and Central African MOU were also present.

Signature of the Black Sea Memorandum of Understanding on Port State Control

The Memorandum of Understanding on Port State Control in the Black Sea Region (Black Sea MoU) was signed, subject to acceptance, by the representatives of Bulgaria, Georgia, Romania, Russian Federation, Türkiye and Ukraine in Istanbul, Türkiye on 7 April 2000. The representatives of IMO, the International Labour Organization (ILO), the Danish Environment Protection Agency (DEPA), the Activity Centre for Environmental and Safety Aspects of Shipping (ERAC) and the United Nations Black Sea Environmental Programme (BSEP) and the West and Central African MOU signed as witnesses of the Agreement.



As of 19 December 2000, the Memorandum entered into effect for three maritime States; Georgia, Romania and Türkiye and by 12 December 2002, it was fully in force for all six maritime states.

The Memorandum

The Black Sea MoU outlines the commitment of participating states to ensure effective implementation of PSC measures. Its latest version consists of ten sections and eight annexes:

Section 1	Commitments
Section 2	Relevant Instruments
Section 3	Inspection Procedures, Rectification and Detention
Section 4	Provision of Information
Section 5	Operational Violations
Section 6	Training Programmes and Seminars
Section 7	Organization
Section 8	Financial Mechanism
Section 9	Amendments
Section 10	Administrative Provisions
Annex 1	Ships of Non-Parties and Below Convention Size
Annex 2	Maritime Labour Convention
Annex 3	Inspection Type and Clear Grounds
Annex 4	Ship Risk Profile
Annex 5	Inspection and Selection Scheme
Annex 6	Minimum Criteria for Port State Control Officers
Annex 7	Terms of Reference of the Secretariat
Annex 8	Qualitative Criteria for Adherence to the Memorandum

Amendments to the Black Sea MoU

Since its adoption, the Memorandum has undergone 14 amendments, refining PSC procedures, expanding relevant instruments, and strengthening regulatory frameworks. These amendments include:

	CONTENT OF AMENDMENTS	Date of Adoption	Effective Date
1 st	Amendment to inspection procedures	15 December 2000	14 August 2001
2 nd	Amendments related to the prescription of the Black Sea Information System	30 April 2004	1 September 2004
3 rd	Revision of the regional port State control Manual and appropriate amendments to the text of the Memorandum	21 April 2005	1 January 2006
4 th	Inclusion of Manual amendment procedures	18 April 2006	1 August 2006
5 th	Change of location of the Black Sea Information System	19 April 2007	1 May 2007
6 th	Inclusion of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS) as a relevant instrument	18 April 2008	27 September 2008
7 th	Inclusion of the International Convention on Civil Liability for bunker Oil Pollution Damage, 2001 (Bunkers 2001) as a relevant instrument.	9 July 2009	1 January 2010
8 th	Revision of regional target inspection rate into 75%	8 April 2010	1 January 2011
9 th	Inclusion of MLC 2006 as a relevant instrument	11 April 2013	20 August 2013
10 th	Incorporation of provisions for new inspection regime (NIR)	22 April 2015	1 January 2016
11 th	Amendment to the Qualification Criteria for PSC Officers and cancellation of follow up inspections and introduction of expanded inspection	14 April 2016	1 January 2017
12 th	Inclusion of BWM 2004 as a relevant instrument	28 March 2017	8 September 2017
13 th	Inclusion of the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969, as amended (CLC PROT 1992) and the Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007) as relevant instruments, harmonization with withdrawal or abrogated ILO Conventions and further clarification on inspection procedures	13 April 2022	1 January 2023
14 th	Inclusion of the reference to the MARPOL 1997 Protocol, i.e. MARPOL Annex VI as a relevant instrument and clarification on inspection procedures for financial liability conventions	28 March 2024	1 January 2025

Organizational Enhancement

Black Sea Port State Control Committee

The Port State Control Committee established under the Memorandum monitors and controls the implementation and ongoing operation of the Memorandum. The Committee comprises representatives of the six member States and observers' representatives from the International Maritime Organization (IMO), the International Labour Organization (ILO). The Committee granted observer status to the USCG, the Republic of Azerbaijan, the Republic of Kazakhstan, the Republic of Moldova, the Paris MoU, the Mediterranean MoU, the West and Central Africa MoU, the Riyadh MoU, the Tokyo MoU, the Indian Ocean MoU and the Viña del Mar Agreement and the Commission on the Protection of the Black Sea Against Pollution.

The PSC Committee of the Black Sea MoU meets once a year, in principle, and is responsible for:

1. carry out the specific tasks assigned to it under the Memorandum;
2. promote by all means necessary, including seminars for surveyors, the harmonization of procedures and practices relating to the inspection, rectification and detention;
3. develop and review guidelines for carrying out inspections under the Memorandum;
4. develop and review procedures, including those related to the exchange of information;
5. keep under review other matters relating to the operation and the effectiveness of the Memorandum; and
6. promote by all means necessary the harmonization of the operation and effectiveness of the Memorandum with those of similar agreements for other Regions.

Black Sea PSC Secretariat

To coordinate the daily activity of the organization, the Secretariat of the Black Sea MoU was established in Istanbul, Türkiye.

The Secretariat, a non-profit making organization, is totally independent from any maritime administration or organization and solely be accountable to the Committee. The Secretariat is an executive body of the Black Sea MoU to deal with, to implement and to coordinate various activities, issues and tasks referred to it.

Under the direction of the Committee and the cooperation by all member Authorities and organizations, the Secretariat:

1. serves the work of the Committee efficiently and effectively;
2. coordinates the Black Sea PSC activities properly;
3. provides, maintains and disseminates comprehensive, transparent and up-to-date information, materials and publications;
4. keeps and enhances close and effective communications within the Black Sea MoU and with the outside parties and individuals;
5. organizes and implements technical cooperation programmes; and
6. establishes close and productive cooperation and relation with other regional PSC regimes and relevant stakeholders.

Black Sea Information System (BSIS)

For the purpose of providing effective information exchange facilities both in the region and with the other regional PSC Regimes, under Section 4.3 of the Memorandum, the Black Sea Information System (BSIS) was developed and launched by the Russian Federation, based on the technique used for the Tokyo MoU Asia Pacific Computerized Information System (APCIS) which was also developed by the same State.

BSIS enables data exchange within the region and with other MoUs, risk profiling and targeting of substandard vessels and real-time access to inspection histories. In this line, BSIS provides necessary tools to assist PSC Officers to conduct inspections. PSC Officers use a comprehensive database which contains data received from a variety of sources on a large number of vessels. This information includes the general particulars of a vessel and its PSC inspection history.

As the further step for providing more transparent and timely information on PSC activities, to provide industry with the MoU news, procedures, inspection results and statistics, the Black Sea MoU launched an official website containing information and recent developments on the Memorandum at www.bsmou.org.

To reach PSC inspection data publicly, there is an access link to BSIS on the web-page. The website also arranges registered access for members and observers, this section includes necessary confidential documents, procedures and sources for PSCOs.

Strategic Development

Recognizing the need for a forward-looking approach, the Black Sea MoU agreed to develop a strategic action plan. In this respect, Strategic Plan, along the with Strategic Directions and Plan of Action, was firstly adopted at PSCC16 in 2015.

Strategic Plan for the Black Sea MoU outlines the vision and mission of the Black Sea MoU, identifying key trends, developments, and challenges affecting Port State Control. Trends, developments and challenges also consists of developments on the work of IMO/ILO on PSC-related matters, maritime safety and environmental protection, maritime security concerns, human elements, digitization, and cooperation with other PSC regimes.

Strategic Directions and Plan of Action consists of purpose, strategic directions, planned actions, performance indicators and action plan. The directions and plan of action are revised at each PSC Committee.

This strategic framework ensures that the Black Sea MoU remains adaptive and aligned with global maritime developments.

Enhancing PSC Efficiency

Targeting and New Inspection Regime (NIR)

To improve the effectiveness of ship inspections, a targeted selection mechanism was introduced through amendments to the Memorandum, which came into effect on 1 January 2006.

To further align with international best practices, the Black Sea MoU introduced a New Inspection Regime (NIR) for selection of ships from 1 January 2016. The NIR enhanced the existing ship targeting system by incorporating additional parameters, such as flag State, Recognized Organization (RO), and company performance. It also introduced a refined Ship Risk Profile with weighting points assigned to each factor, determining the frequency of inspections based on risk levels. The combination of Ship Risk Profile and Time Windows provides a structured and transparent approach to prioritizing ship inspections.

Technical and Procedural Guidelines

Port State Control inspections are based on the regulations contained in the treaties from the IMO and ILO. The Technical and Procedural Guidelines provide a standardized framework for PSC Officers, ensuring consistency and compliance with international maritime conventions.

The Black Sea PSC Manual serves as the principal reference document, detailing inspection procedures and compliance measures. Additionally, the Black Sea MoU issues regular updates, guidance, and clarifications under the publication “Notice to the PSC Officers”, ensuring that officers remain informed of procedural changes and emerging regulatory requirements.

The Black Sea Port State Control Guidelines are regularly reviewed in line with the latest IMO and ILO procedures and developments in the Paris and Tokyo MoUs. This ensures that the Black Sea MoU remains harmonized with other regional PSC regimes and up to date with evolving international standards.

Concentrated Inspection Campaigns (CICs)

To assess compliance with key maritime safety, security, and environmental protection standards, the Black Sea MoU has conducted 22 Concentrated Inspection Campaigns (CICs) since 2004. Each campaign focuses on a specific area of concern, targeting recurring deficiencies and ensuring uniform enforcement of international regulations. The campaigns covered the following topics:

Maritime Security	Propulsion and Auxiliary Machinery
ILO (Living and Working Conditions on Board)	Hours of Rest
GMDSS	Crew Familiarization for Enclosed Space Entry
MARPOL Annex I Reg.16-17	Cargo Securing Arrangements
ISM	Safety of Navigation
Safety of Navigation (SOLAS Ch. V)	MARPOL Annex VI
Lifeboat Launching Arrangements (SOLAS Ch. III)	Emergency Systems
Tanker Damage Stability	Stability in General
Harmful Substances	STCW
Structural Safety and the Load Lines	Fire Safety
Fire Safety Systems	Crew Wages and Seafarer Employment Agreements under MLC, 2006.

Eliminating Substandard Shipping

To discourage substandard practices, the Black Sea MoU:

- Maintains a public detention list;
- Publishes monthly Ship Watch List (ships detained three or more times in 24 months); and
- Provides limited public access to BSIS data.

Code of Good Practice for Port State Control Officers

Recognizing the critical role of Port State Control Officers (PSCOs) in upholding maritime safety and regulatory compliance, the Black Sea MoU adopted the Code of Good Practice for Port State Control Officers Conducting Inspections in 2007. Subsequently, IMO adopted a global Code of Good Practice for PSC Officers, which was approved by the Marine Environment Protection Committee (MEPC) and the Maritime Safety Committee (MSC) and issued under MSC-MEPC.4/Circ.2 on 1 November 2007.

While largely identical to the Black Sea MoU's original Code, the IMO version incorporated certain refinements. To ensure alignment, the Black Sea MoU Code of Good Practice was subsequently amended in accordance with the IMO's provisions.

The primary objective of the Code is to assist PSCOs in conducting inspections at the highest professional standards. It emphasizes that PSCOs are essential to the effective implementation of the Black Sea MoU, serving as the direct interface between the organization and the global maritime industry. Accordingly, PSCOs are expected to operate within legal frameworks, adhere to national regulations, and perform their duties in a fair, transparent, and impartial manner.

The Code is structured around three core principles that govern the conduct of PSCOs:

Integrity – Maintaining moral soundness, honesty, and freedom from corrupt practices or undue influence.

Professionalism – Adhering to established standards of conduct, applying technical knowledge, and upholding the highest levels of expertise.

Transparency – Ensuring openness, accountability, and consistency in the execution of PSC inspections.

Additionally, the Code provides detailed guidelines on expected actions and behavior for PSCOs, which are included in an annex.

The Black Sea MoU recognizes that good PSC practices are central to its mission and continues to promote adherence to the Code of Good Practice, ensuring the highest standards in Port State Control inspections throughout the region.

Training and Capacity Building

Ensuring the continuous professional development of Port State Control Officers remains a key priority for the Black Sea MoU. To enhance the harmonization and standardization of competencies among Port State Control officers, the BS MoU Policy on the Training of New Entrant PSC Officers was introduced. This policy provides a framework for Member States to ensure that newly appointed PSCOs acquire the necessary knowledge, proficiency, and skills to perform inspections effectively and in alignment with international standards.

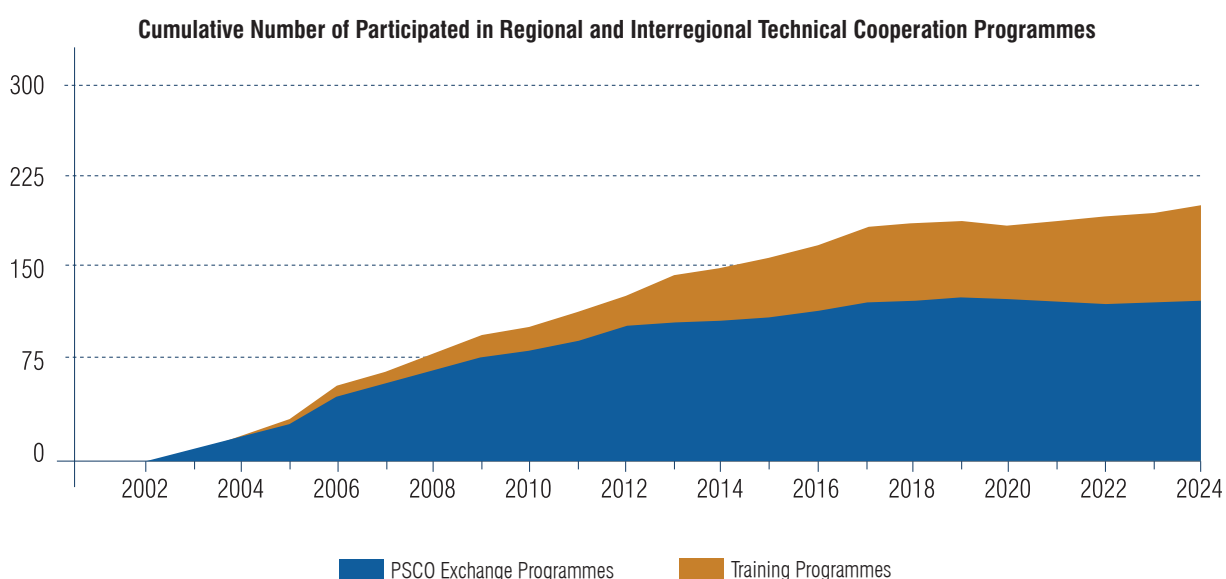
In addition, the BS MoU Policy on the Professional Development Scheme for Port State Control Officers was established to define a competency benchmark for PSCOs within member Administrations. This policy sets a minimum standard of professional knowledge and proficiency, requiring officers to conduct a specified number of PSC inspections annually and participate in structured training and development programmes.

A range of training courses and seminars have been organized by member Authorities within the training strategy of BS MoU. Furthermore, PSCOs from member Authorities have actively participated in technical cooperation activities with other regional PSC regimes, i.e. the Paris MoU Seminars, Expert Trainings, Specialized Trainings, the Tokyo MoU General Trainings, Seminars, Specialized Trainings, the Indian Ocean MoU and the Viña del Mar Agreement Expert Missions and Trainings.

Port State Control Officers Exchange Programme

As a part of technical cooperation initiatives, the Black Sea MoU conducts both regional and interregional Port State Control Officers Exchange Programmes. These exchanges foster collaboration, facilitate the sharing of best practices, and improve harmonization in PSC inspections.

The Black Sea MoU has engaged in interregional exchanges with the Paris MoU and the Mediterranean MoU, further strengthening ties between PSC regimes. To date, a total of 132 exchanges have been conducted under the PSCO Exchange Programmes.



Through these capacity-building initiatives, the Black Sea MoU remains committed to ensuring that PSCOs uphold the highest professional standards, contributing to maritime safety, environmental protection, and the well-being of seafarers in the Black Sea region.

External Relations and Cooperation

Specialized Agencies of the United Nations

The Black Sea MoU has established close relationships with the specialized agencies of the United Nations, particularly the International Maritime Organization (IMO) and the International Labour Organization (ILO). Both organizations have held observer status within the Black Sea MoU since its inception, contributing to the region's regulatory alignment with global maritime safety and labour standards.

The Black Sea MoU holds intergovernmental organization (IGO) status at IMO and maintains an active data exchange agreement with IMO, which has been in effect since 4 March 2013.

Commission on the Protection of the Black Sea Against Pollution

The Commission on the Protection of the Black Sea Against Pollution (the Black Sea Commission or BSC) via its Permanent Secretariat is the inter governmental body established in implementation of the Convention on the Protection of the Black Sea Against Pollution (Bucharest Convention), its Protocols and the Strategic Action Plan for the Environmental Protection and Rehabilitation of the Black Sea.

Recognizing the shared commitment to environmental protection, the Black Sea MoU granted observer status to the Black Sea Commission in 2005, further strengthening collaboration on marine environmental issues.

Cooperation with Other Regional PSC Regimes

The Black Sea MoU actively cooperates with other regional PSC regimes and has mutually granted observer status to all such organizations, with the exception of the Caribbean MoU. This cooperation facilitates information sharing, harmonization of inspection procedures, and collaborative enforcement actions against substandard shipping.

Joint Ministerial Conferences of the Paris and Tokyo Memoranda

Joint Ministerial Conferences of the Paris and Tokyo Memoranda of Understanding on PSC have been convened three times so far to eliminate substandard shipping practices that result in loss of life, damage to property and harm to marine environments. The Conferences adopted Joint Declarations to that effect.

As an observer in both the Paris MoU and Tokyo MoU, the Black Sea MoU participated in the second and third joint Ministerial Conferences. In spite of the fact that the Black Sea MoU is just an observer, BS MoU considered that the Declaration ideas are very useful and may be supported and utilized by the Black Sea MoU. Consequently, BS MoU agreed to implement the Declaration provisions in the Black Sea region as much as possible and to cooperate with both Paris and Tokyo Memoranda in that implementation.



Joint Working Session of the Black Sea and Mediterranean Memoranda

A Joint Working Session between the Black Sea and Mediterranean Memoranda of Understanding on Port State Control was held in Istanbul on 20 April 2006 upon the invitation of the Government of Türkiye. The maritime Authorities of the Black Sea MoU and the Med MoU participated in this joint working session. Representatives of IMO, United States Coast Guard, the Paris MoU, the Abuja MoU and the Black Sea Commission and the maritime Authorities of Italy, Spain and Moldova participated in the joint working session as observers.

The session resulted in the adoption of a Joint Declaration and a follow-up action plan aimed at strengthening PSC cooperation between the two regions. Additionally, both MoUs held their respective Committee meetings in parallel in Istanbul, Türkiye.

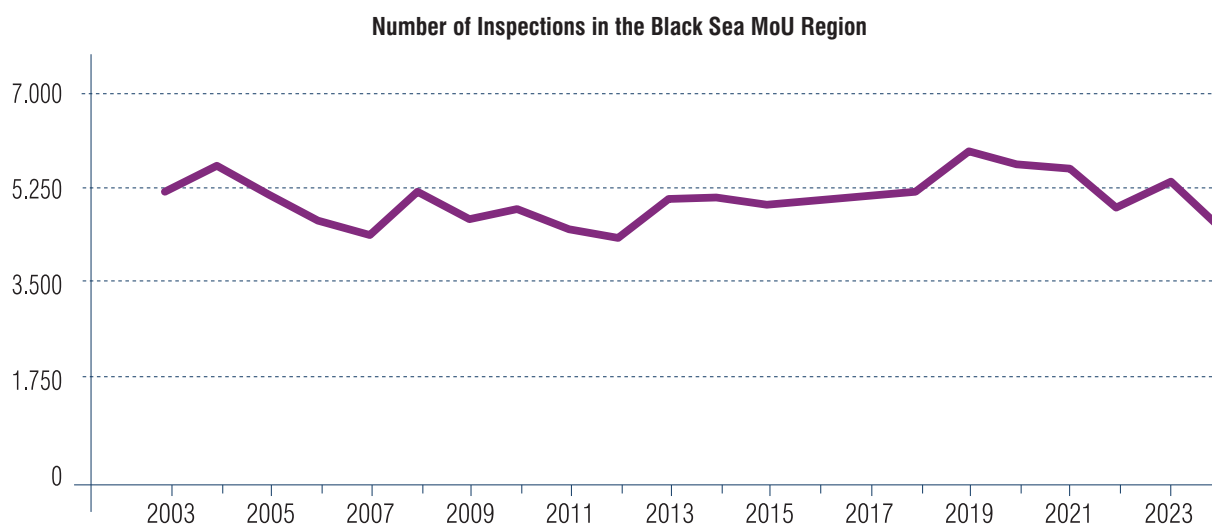


Engagement with Industry Stakeholders

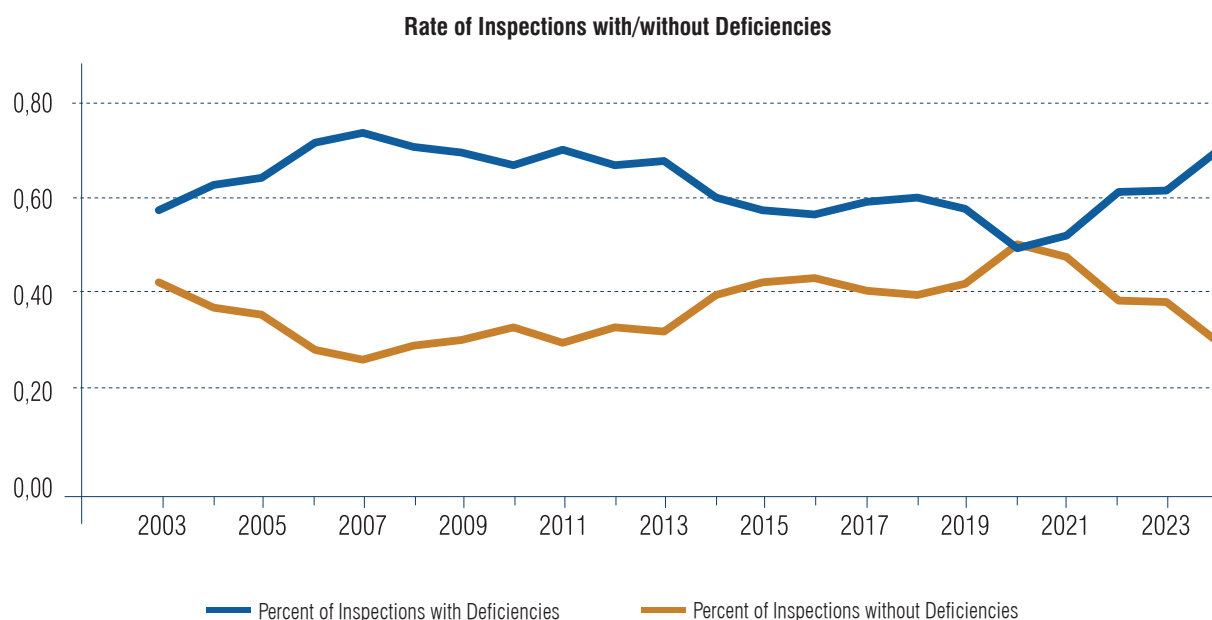
Recognizing the importance of engaging with the maritime industry, the Black Sea MoU facilitates dialogue with relevant industry stakeholders. In order to exchange of views with industries, representatives of the relevant stakeholders, upon deemed appropriate, participated in designated parts of the Black Sea Port State Control Committee meetings as guest, where they can share insights and contribute to discussions on PSC-related matters.

25 Years of Contribution to Maritime Safety, Marine Environmental Protection and Seafarers' Living & Working Conditions

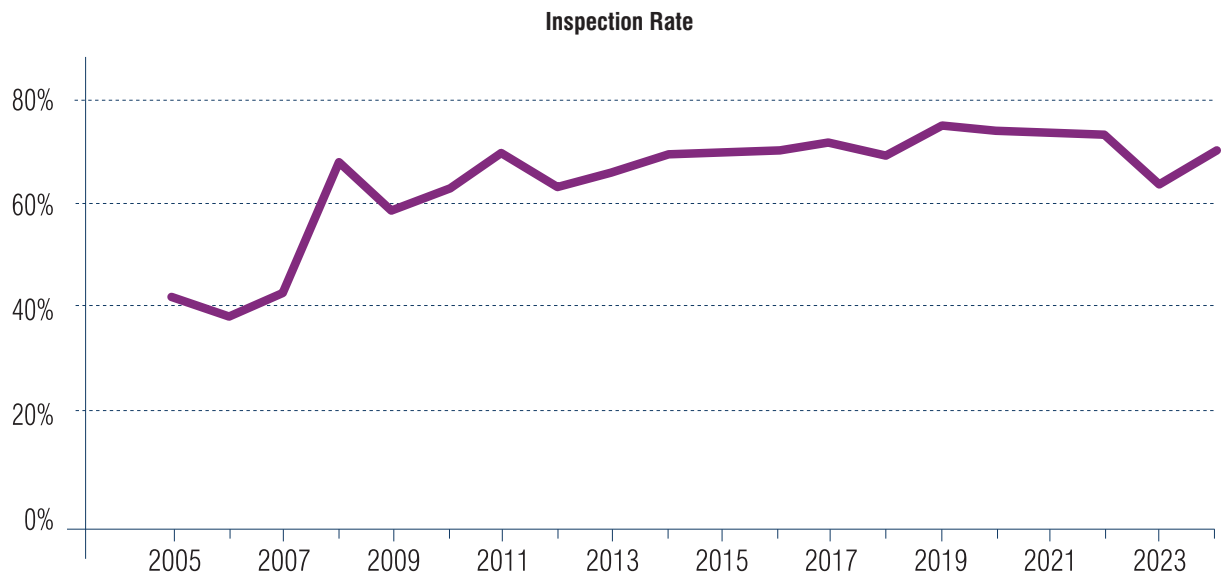
Trend of PSC Inspections



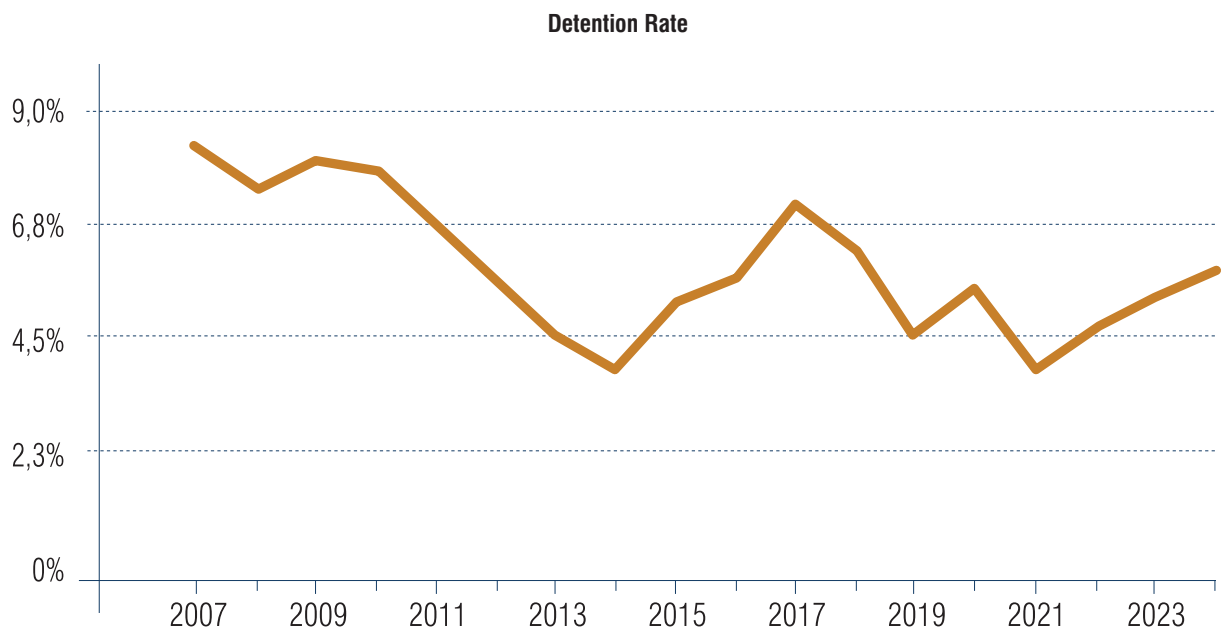
The number of inspections conducted in the Black Sea MoU region has exhibited fluctuations over the years. In an average, member Authorities conducted 5,094 inspections per year.



The trend analysis of inspections indicates a gradual increase in the percentage of inspections identifying deficiencies, underscoring the necessity for continued vigilance in ensuring compliance with international maritime standards. Until 2007, rate of inspections with deficiency had been increasing while rate of inspection without deficiency had been decreasing. From 2007 to 2020, rate of inspection without deficiency increased and the year of 2020 was the first time that the number of inspections without deficiencies was higher than the number of inspections with deficiencies. Then after 2020, rate of inspections with deficiency has been increasing while rate of inspection without deficiency has been decreasing.

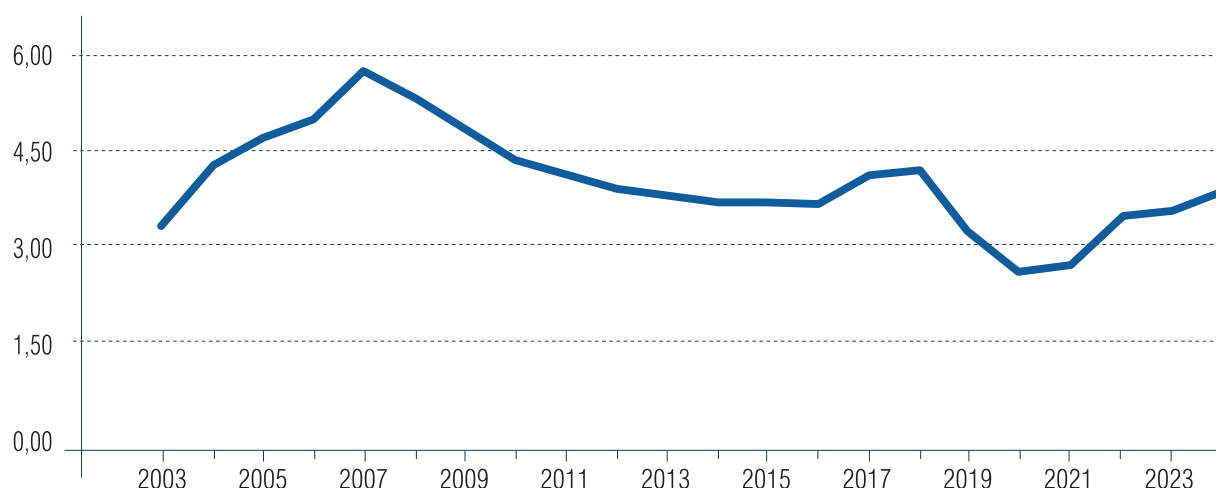


The inspection rate within the Black Sea MoU region has remained relatively stable since 2008, reflecting consistent enforcement efforts in accordance with the MoU's strategic objectives.



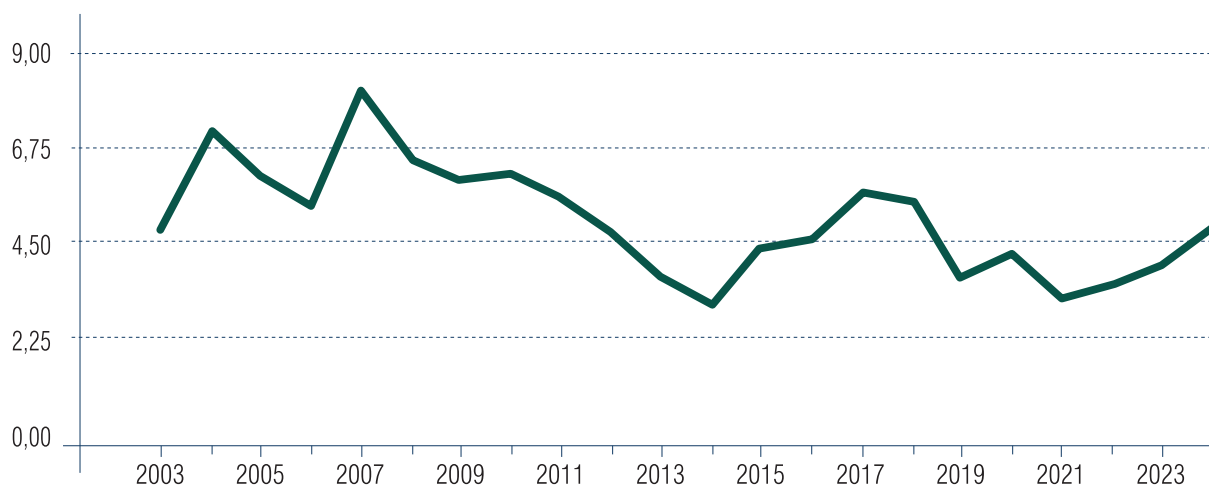
The detention rate has shown periodic fluctuations, indicating that while regulatory enforcement remains robust, continuous improvements in vessel compliance are necessary to further reduce detentions.

Average Number of Deficiencies per Inspection



The average number of deficiencies per inspection has demonstrated a general downward trend, suggesting an improvement in compliance levels among vessels operating within the Black Sea MoU region.

Detention Percentage



The percentage of detained vessels has varied over time, emphasizing the ongoing need for rigorous Port State Control measures to uphold safety, security, and environmental protection standards.

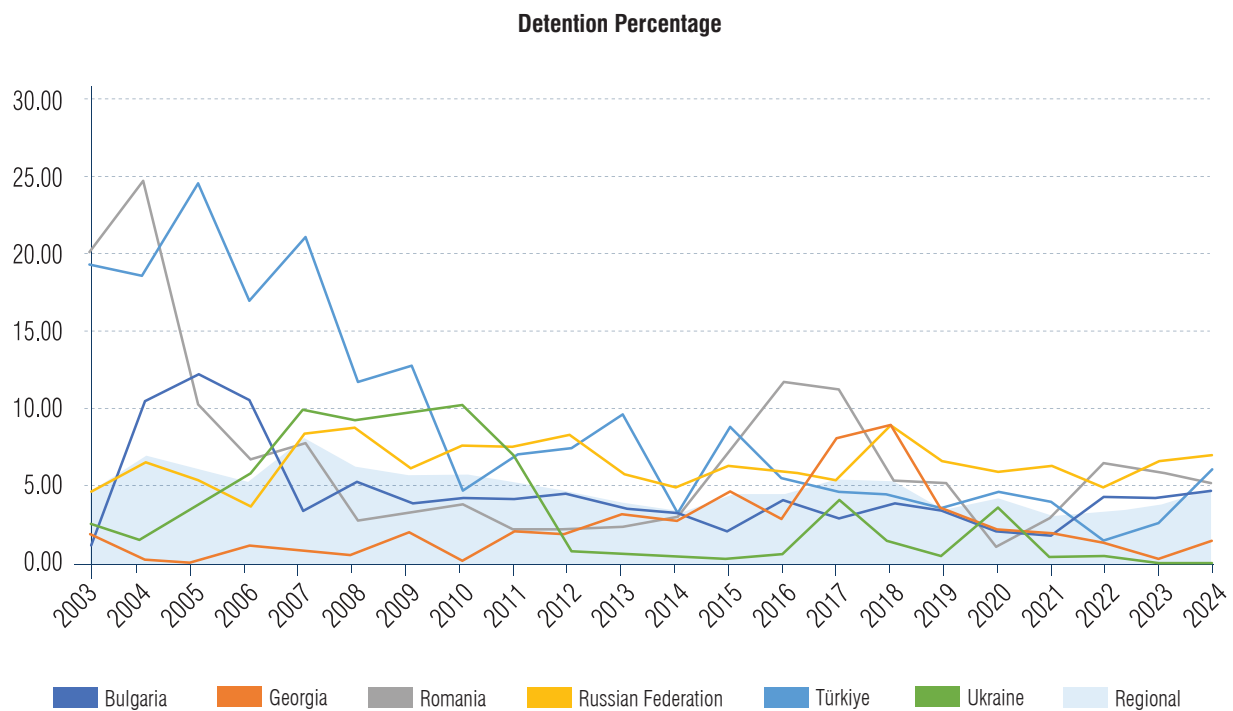
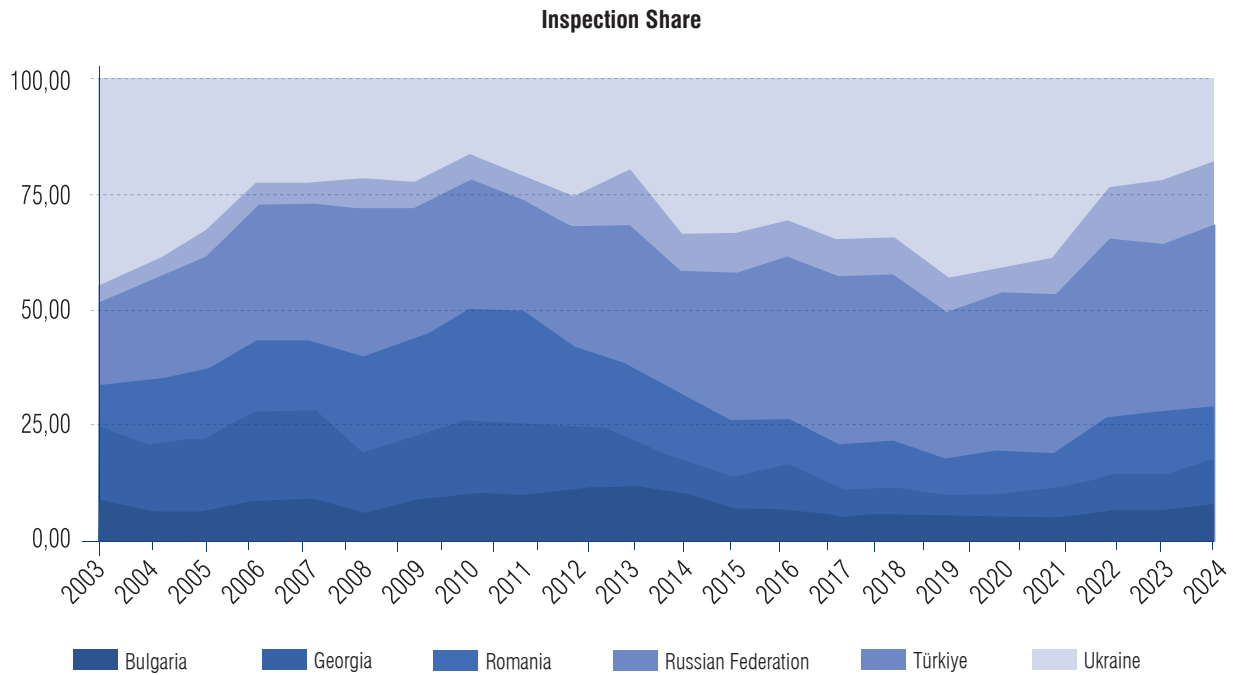
Inspection rate refers individual ships inspected as per cent of individual ships visited.

Detention rate refers individual ships detained as per cent of individual ships inspected.

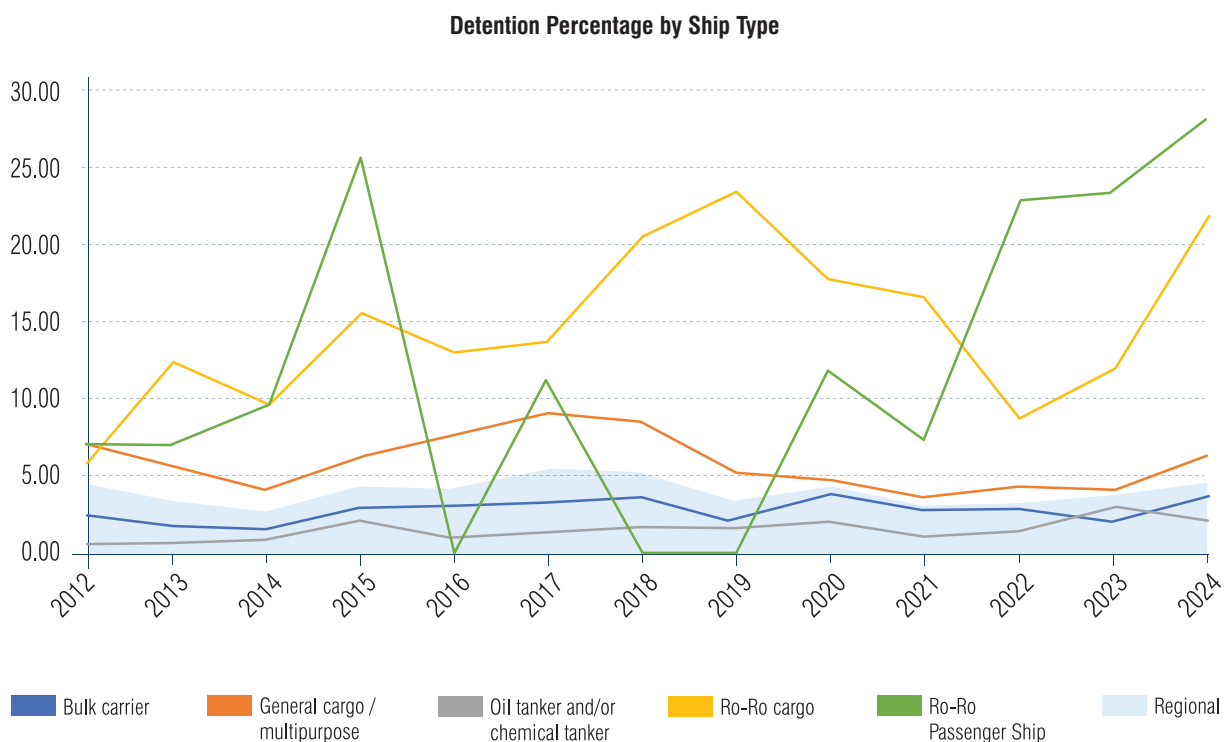
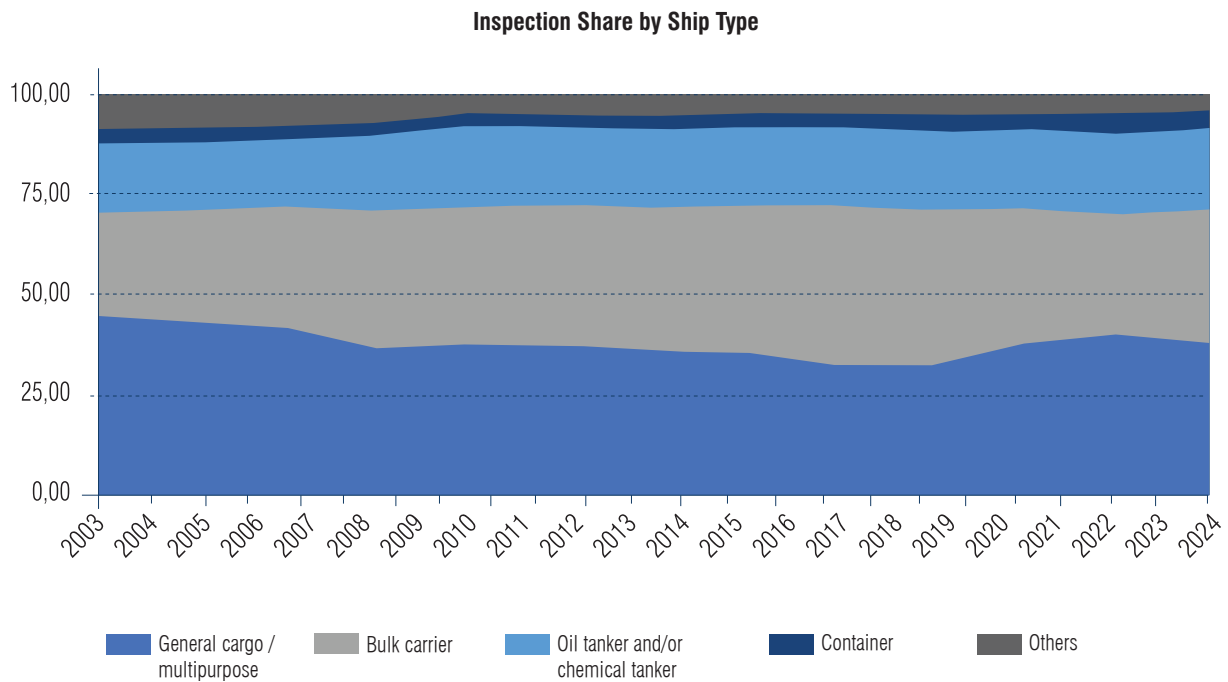
Detention percentage refers detentions as per cent of inspections.

Data on the number of individual ships that called at Ukrainian ports was not available. Consequently, data for the broader region was also unavailable. Therefore, for the purposes of this analysis, it has been assumed that throughout the year, vessels calling at Ukrainian ports also visited at least one port in other Member States.

Inspection Data by Authorities



Inspection Data by Ship Types



Major Categories of Deficiencies

CATEGORY OF DEFICIENCIES		(2013-2024)	
		NUMBER	%
Certificates and Documents	Crew Certificates	3,088	1.42
	Documents	14,601	6.73
	Ship Certificates	7,108	3.28
SOLAS	Structural Conditions	16,698	7.70
	Emergency Systems	12,350	5.69
	Radio Communications	9,619	4.43
	Cargo Operations Including Equipment	1,300	0.60
	Fire Safety	20,110	9.27
	Alarms	1,115	0.51
	Safety of Navigation	34,527	15.92
	Dangerous Goods	513	0.24
	Life-Saving Appliances	28,674	13.22
	Propulsion and Auxiliary Machinery	13,247	6.11
Pollution Prevention	BWM	776	0.36
	Anti Fouling	31	0.01
	MARPOL Annex I	3,107	1.43
	Annex II	64	0.03
	Annex III	131	0.06
	Annex IV	686	0.32
	Annex V	2,812	1.30
	Annex VI	454	0.21
ILO/MLC	Living Conditions	2,639	1.22
	Working Conditions	13,683	6.31
	Minimum Requirements for Seafarers	97	0.04
	Conditions of Employment	303	0.14
	Accommodation, Recreational	3,255	1.50
	Health Protection, Medical Care, Social Security	19,596	9.03
ISM		5,283	2.44
Others		1,190	0.55
TOTAL		216,926	

PSCC Meetings

Session	Date	Place	Host Authority	Chairperson	State/Nationality
01	13-15 December 2000	Istanbul	Türkiye	Dr. Vitaly Kliuev	Russian Federation
02	2-4 May 2001	Varna	Bulgaria	Mr. Haydar Berk	Türkiye
03	24-26 April 2002	Constanta	Romania	Mrs. Lyusiena Kostova	Bulgaria
04	21-23 April 2003	Odessa	Ukraine	Captain Marin Chintoan-Uta	Romania
05	26-30 April 2004	Novorossiysk	Russian Federation	Dr. Vitaly Kliuev	Russian Federation
06	19-21 April 2005	Batumi	Georgia	Dr. Vitaly Kliuev	Russian Federation
07	18-20 April 2006	Istanbul	Türkiye	Captain Valerian Imnaishvili	Georgia
08	16-19 April 2007	Varna	Bulgaria	Captain Ilker Tuncer	Türkiye
09	16-18 April 2007	Constanta	Romania	Captain Nikolay Apostolov	Bulgaria
10	7-9 July 2009	Novorossiysk	Russian Federation	Captain Serban Berescu	Romania
11	6-8 April 2010	Istanbul	Türkiye	Dr. Vitaly Kliuev	Russian Federation
12	29-31 March 2011	Batumi	Georgia	Captain Ilker Tuncer	Türkiye
13	5-7 June 2012	Odessa	Ukraine	Mr. Teimuraz Iobidze	Georgia
14	9-11 April 2013	Varna	Bulgaria	Deep Sea Capt. G. Sobolevskyy	Ukraine
15	8-10 April 2014	Constanta	Romania	Mrs. Radina Russeva	Bulgaria
16	21-23 April 2015	Batumi	Georgia	Captain Marian Popescu	Romania
17	12-14 April 2016	Sochi	Russian Federation	Captain Vakhtang Tavberidze	Georgia
18	28-30 March 2017	Izmir	Türkiye	Mrs. Natalia Kharchenko	Russian Federation
19	17-19 April 2018	Odesa	Ukraine	Mr. Hayri Hasandayiglu	Türkiye
20	16-18 April 2019	Burgas	Bulgaria	Captain Dmytro Petrenko	Ukraine
21	13-15 April 2021	Virtual		Captain Alexandar Iliev	Bulgaria
EO	5 February 2001	Virtual		Captain Alexandar Iliev	Bulgaria
22	12-13 April 2022	Virtual		Captain Alexandar Iliev	Bulgaria
23	25-28 April 2023	Constanta	Romania	Captain Alexandar Iliev	Bulgaria
24	26-28 March 2024	Batumi	Georgia	Captain Cosmin Dumitrache	Romania

JOINT WORKING SESSION OF THE BLACK SEA AND MED MOU COMMITTEES

Date	Place	Host Authority	Chairperson	State/Nationality
18-20 April 2006	Istanbul	Türkiye	Captain H. Cahit Yalçın	Türkiye

Chronological Overview

Chronological Overview

1996

› Within the framework of the Convention on the Protection of the of the Black Sea Against Pollution, the Governments of Black Sea coastal States recognized the necessity of establishing a harmonized system for Port State Control.

1999

› The first preparatory meeting was convened in Varna, Bulgaria, from 14 to 17 September 1999, marking the initial steps towards regional cooperation on Port State Control.

2000

› The second preparatory and signatory meeting on the development of Port State Control in the Black Sea took place in Istanbul, Türkiye from 4 to 7 April 2000.

› On 7 April 2000, the Memorandum of Understanding on Port State Control in the Black Sea Region (Black Sea MoU) was officially signed in Istanbul, Türkiye.

› The first session of the Black Sea Port State Control Committee was held in Istanbul, Türkiye from 13 to 15 December 2000.

› As of 19 December 2000, the Memorandum entered into effect for three maritime States; Georgia Romania and Türkiye.

2002

› By 12 December 2002, the Memorandum became fully effective for all six maritime States.

› The BS MoU PSCO Manual was introduced on a trial basis, effective from 1 July 2002.

› The BS MoU was represented at the Second Workshop for regional Port State Control (PSC) agreement secretaries and directors of information centres, held at IMO Headquarters, London from 3 to 5 July 2002.

› The first training seminar was held from 21 to 25 October 2002 in Istanbul, Türkiye; with the Russian Federation providing training materials and instructors.

2003

› The Black Sea Information System (BSIS) was developed and launched by the Russian Federation.

› The 1st Annual Report was published.

› The Rules of Procedure for Review Board were adopted.

› The BS MoU Training Strategy was established.

› Regional PSCO Exchange Programmes commenced.

› On October 18, 2003, the BS MOU Secretariat Headquarter Agreement was signed with Türkiye.

› Observer Status granted to the BS MOU Secretariat by the Indian Ocean MOU, the Tokyo MOU and the Mediterranean MOU.

2004

› The official BS MoU website was launched.

› Agreed to grant observer status to the Med MoU Secretariat.

› The first Concentrated Inspection Campaign was conducted focusing on security matters.

2005

- Observer status was extended to the United States Coast Guard, the Abuja MoU Secretariat and the Permanent Secretariat of the Black Sea Commission.
- The Data Exchange Agreement was signed with S&P Global (former: IHS Markit, Lloyds Register Fairplay).
- A revised Regional PSC Manual was approved, effective from 1 January 2006.
- Observer Status was granted to the BS MOU Secretariat by the Viña del Mar Agreement and associate status by the Paris MoU.

2006

- Inter-governmental organization (IGO) status at IMO was granted, effective from 1 January 2006.
- A computer-based ship targeting system was introduced.
- Interregional PSCO Exchange Programmes were established and exchanges programmes commenced.
- A Joint Working Session between the Black Sea and Mediterranean Memoranda of Understanding on Port State Control was held in Istanbul on 20 April 2006 upon the invitation of the Government of Türkiye, leading to the adoption of a Joint Declaration and a follow-up action plan.

2007

- Online publication of the regional detention list.
- The BSIS central site was relocated to Moscow, the Russian Federation.

2008

- Inclusion of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS) as a relevant instrument.
- A new version of the regional Manual for PSC Officers, which has a new layout and content, in order to comply as much as possible with the respective documents of the Paris and Tokyo MOUs, was approved and entered into force from 1 September 2008.

2009

- Inclusion of International Convention on Civil Liability for bunker Oil Pollution Damage, 2001 (Bunkers 2001) as a relevant instrument.

2010

- The initial target inspection rate of 15% was achieved.
- A calculation method for RO performance was adopted and reflected in Annual Reports.

2011

- The Memorandum was amended to increase target inspection rate from 15% to 75% with an effective date of 1 January 2011.
- The Ship Targeting System was revised, including updated weighting points and new parameters.
- Monthly publication of the ship watch list was initiated on the MoU website, including ships with three or more detentions during previous twenty-four months.
- Agreement reached on publishing inspection fee policies of Member Authorities under the National Arrangements on PSC document published on the BS MoU website.

2012

- Observer status was granted to the State Maritime Administration of the Republic of Azerbaijan and the Riyadh MOU.

2013

- An Agreement with IMO was signed for data exchange with Global Integrated Shipping Information system (GISIS).
- New PSC coding system, harmonized with other regional PSC regimes, was implemented.

2014

- The Committee considered draft amendments to the Memorandum regarding the introduction of a New Targeting and Inspection System in the BS MoU and agreed in principle to make necessary preparation and developments in order to launch New Targeting and Inspection System into operation by 1st January 2016.
- The BS MOU was represented by the Secretary in the 1st session of the Implementation of IMO Instruments (III) Sub-Committee (14-18 July 2014) which was held in IMO Headquarter.

2015

- Approval of incorporation of the ship risk profile matrix which includes new performance model for flag, RO and company, taking into account the leading MoUs practice and discussion at IMO on the small flag to achieve a technically simple and relaxed model.
- The first strategic plan, strategic directions and action plan for the period of 2016-2020 were introduced.

2016

- The New Inspection Regime was implemented from the beginning of 2016 and information on ship risk profile and inspection priority were made available on the MoU website.
- The BS MoU Policy on the Training of New Entrant PSC Officers and the Policy on the Standards for Professional Development Scheme for the PSC Officers were adopted.
- An agreement with EQUASIS for PSC data provision was concluded.
- Engagement with the European Maritime Safety Agency (EMSA), as an observer in its Black Sea related projects and launching of BS MoU Folders, including BS MoU documents, trainings and others under EMSA tools for the BS MoU PSCOs.

2017

- › Inclusion of the Ballast Water Management Convention (BWM 2004) as a relevant instrument.
- › Revision of the Qualification Criteria for PSC Officers.
- › Cancellation of follow up inspections and introduction of expanded inspection.

2019

- › Observer status was granted to the Republic of Moldova and Kazakhstan.

2020

- › The Covid-19, Pandemic significantly impacted the maritime industry, with limited resources to do necessary surveys and inspections, postponement of the renewal of certificates and difficulties for crew members to board ships or take leave, leading to postponement of CIC and technical cooperation activities.

2021

- › The BS MoU mourned the loss of Capt. Hüseyin Yüce, Secretary of the BS MoU, on 7 January 2021 who served successfully as the Secretary of the BS MoU since the establishment of the BS MoU.
- › Mr. Onur Turhan was appointed as the new Secretary of the Black Sea MoU.
- › The BS MoU PSC Committee meeting held by virtual means due to the Covid-19, Pandemic.

2022

- › Observer status was granted to the Tokyo MoU, the Indian Ocean MoU, the Viña del Mare Agreement
- › The ship type “NLS Tanker” was added into the Ship Risk Profile as a risky ship type.

2023

- › The Black Sea MoU achieved observer status in all regional PSC regimes.
- › Inclusion of the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969, as amended (CLC PROT 1992) and the Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007) as relevant instruments, harmonization with withdrawal or abrogated ILO Conventions and further clarification on inspection procedures.

2024

- › Agreed to Inclusion of the correct reference to the MARPOL 1997 Protocol, i.e. MARPOL Annex VI as a relevant instrument and clarification on inspection procedures for financial liability conventions.
- › Trial implementation of the function for downloading PSC data in bulk form by flags and/or ROs.

The Secretariat and The BSIS Managers

Secretariat



Capt. Hüseyin YÜCE

Secretary
2000 - 2021



Mr. Onur TURHAN

Secretary
2021 -

Other Staff



Ms. Senay IRMAK

Office Manager
2006 -

BSIS Managers



Dr. Vitaly KLYUEV

2002 - 2007



Mr. Vladimir KUZMIN

2019 - 2023



Mrs. Natalia KHARCHENKO

2007 - 2019 / 2023 -



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