**Disclaimer: The official version of the law and any amendments thereto is published in Arabic in the Official Gazette. This version of the law, including amendments thereto, is provided for guidance and easy reference purposes. The Legislation & Legal Opinion Commission does not accept any liability for any discrepancy between this version and the official version as published in the Official Gazette and / or any inaccuracy or errors in the translation.**

**For any corrections, remarks, or suggestions, kindly contact us on translate@lloc.gov.bh**

**Published on the website on May 2024**

**Law No. (11) of 2012 ratifying the Commercial Navigation Cooperation Convention between the Government of the Kingdom of Bahrain and the Government of the Kingdom of Morocco**

We, Hamad bin Isa Al Khalifa King of the Kingdom of Bahrain.

Having reviewed the Constitution,

And the Commercial Navigation Cooperation Convention between the Government of the Kingdom of Bahrain and the Government of the Kingdom of Morocco signed definitively on 13 June 2002 in the city of Marrakesh,

The Shura Council and the Council of Representatives have approved the following law, which we have ratified and enacted:

**Article One**

the Commercial Navigation Cooperation Convention between the Government of the Kingdom of Bahrain and the Government of the Kingdom of Morocco signed definitively on 13 June 2002 in the city of Marrakesh, was ratified and attached to this Law.

**Article Two**

The Prime Minister and the ministers– each within his jurisdiction- shall implement this Law, and it shall come into force from the day following the date of its publication in the Official Gazette.

**King of the Kingdom of Bahrain**

**Hamad bin Isa Al Khalifa,**

Issued at Riffa Palace:

On: 20 Rabi' al-Akhir 1433 A.H.

Corresponding to: 12 March 2012

Commercial Navigation Cooperation Convention between the Government of the Kingdom of Bahrain and the Government of the Kingdom of Morocco

Confirming the fraternal ties between the sons of one Arab people in both the Kingdom of Bahrain and the Kingdom of Morocco, and in implementation of the directives of the political leadership of the two brotherly countries regarding the support and deepening of the existing economic and trade relations between them, the development of maritime navigation between the ports of the two countries, and the establishment of the foundations for joint cooperation in the field of maritime transport, the following has been agreed upon:

Article One

This Convention aims to:

a– Establishing and developing means of cooperation and coordination between the two countries in maritime transport operations,

b– Granting all facilities that contribute to the development of maritime transport operations

between the ports of the two countries,

c– Developing economic and commercial relations between the two brotherly peoples.

d– Coordination, cooperation and exchange of experiences in the field of training and rehabilitation

workers in the field of maritime transport and ports,

e– Cooperation in the construction, repair and maintenance of vessels,

f–Cooperation in monitoring unsafe vessels and promoting exchange

Information about the conditions of those Vessels navigating the area between

The Mediterranean sea and the Red Sea.

Article Two

This Convention applies within the Kingdom of Bahrain and the Kingdom of Morocco

Article Three

To apply this Convention:

The term “Vessel of the contracting party” shall mean every commercial vessel or every vessel belonging to the state designated for commercial purposes and registered in the territory of this party and carrying its flag and legislation, as well as every vessel chartered by the concerned institutions.

However, this phrase does not include:

- Coastal transport vessels for guidance and towing,

- Research vessels of marine, oceanic and scientific charts which are not subject to regulations.

- Sea ​​fishing vessels,

- Nuclear-propelled vessels

- Vessels without scales.

The term “concerned establishment” means every vessel that fulfils the following conditions:

a– To be Actually subordinate to the public or private interests of one of the parties

b– Be based in its national territory,

c– To be recognized by the competent maritime authority.

The term “Vessel crew member” means the captain and every person who works on board the vessel for its operation, command or maintenance and is recorded in the crew book.

The term "competent maritime authority" means the minister in charge of commercial navigation and maritime transport or the employees to whom he would delegate all or part of his duties.

Article Four

The two contracting parties seek to operate a regular navigation service for the transport of passengers and goods between the ports of each of the contracting parties with the aim of developing economic and commercial relations between them.

For the concerned institutions to undertake, through mutual talks, to elaborate the details of operating a joint navigation service between the ports of the two countries.

Article Five

The two contracting parties shall continue their efforts to develop relations between the authorities and institutions concerned with maritime transport in their countries, in particular conducting consultations and exchange of information between the shipping authorities and institutions in their countries.

Article Six

The two contracting parties shall cooperate and encourage the participation of shipping companies in transportation of goods and passengers between their ports on the basis of equality and mutual benefits.

The transportation of goods by sea between the two contracting countries shall be subject to equal and fair division, and each contracting party shall have the right to transfer its share on board owned or chartered vessels.

The cargo that the vessels of one of the two parties do not wish to be transported shall be presented to the vessels of the other contracting party to consider the possibility of transporting them and giving them priority.

Article Seven

The methods of applying the provisions of Article six of this convention shall be determined through consultations between the institutions of the two contracting parties.

The institutions concerned with transport shall take the necessary measures to ensure the organization of transport within the framework of conventions on the transport of various materials or passengers in order to ensure the best utilization of transport for the benefit of the vessel owners and shippers affiliated to both parties.

Article Eight

The two contracting parties shall take, within the framework of their laws, all measures to facilitate and conduct navigation traffic between their ports, provide possible facilities for ships, avoid unnecessary delays, and expedite the procedures applied in their ports to the maximum extent possible.

Article Nine

Each of the two contracting parties, in its owned and leased ports, shall grant the navigational establishments of the other contracting party facilities for entering and anchoring at the berths, loading, unloading, and departure. The vessels belonging to each of the two parties in the territorial waters and ports of the other party shall enjoy the same care enjoyed by the vessels of this party.

Article Ten

Each party recognizes documents indicating the nationality of vessels, standards, tonnages and other documents related to vessels or goods issued by the other contracting party in a manner that does not contradict international conventions or their amendments and regulations related to marine safety, prevention of marine pollution and commercial navigation regulating these matters and to which both parties are bound.

Article Eleven

Each Contracting Party shall recognize the documents determining the status of seafarers issued by the competent authority for

Article Twelve

Holders of documents determining the status of seafarers mentioned in Article ten and who are members of the crew of a vessel of one of the contracting parties are allowed to disembark at the port city as long as their vessels are in the port of the other party, as long as the captain submits the crew list to the competent authorities in accordance with the regulations in force in the port and the aforementioned persons during disembarkation, return to and from the vessel are subject to the customs laws and regulations in force in the country of disembarkation.

Article Thirteen

The holders of the identification documents mentioned in Article ten of this convention shall be allowed to transit to their vessels in the other contracting country, or from one vessel to another, or from the vessel on their way to their country, or to any direction, with the prior approval of the competent authorities of the party concerned, and in all such cases the authorities, without delay, shall grant the seafarers the necessary facilities for crossing in accordance with the prevailing laws and regulations.

**Article Fourteen**

In the event that a member of the crew of a vessel belonging to one of the two contracting parties disembarked in the port of the other contracting party for health reasons, the authorities of the other party grant him the right to stay throughout the period of treatment and secure his return to his country of origin or transit to another port to join his vessel or any other vessel belonging to the other party.

Article Fifteen

For crew members belonging to a third country who work on board vessels belonging to one of the two contracting parties, the documents to determine the capacity are those promulgated by the competent authorities in their countries and holders