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2020 ANNUAL REPORT PARIS MOU ON PORT STATE CONTROL

“Port State Control; dealing with the pandemic”

The Paris MoU has published its 2020 Annual Report, which can be found on the website (www.parismou.org), on 1 July 2021. This report provides an overview of the activities and statistics of the Paris MoU in 2020 which, due to the COVID-19 pandemic, was different from other years. Some of the highlights of the report are set out in this Press Release.

The impact of COVID-19 on the world has obviously affected the work of the Paris MoU. To deal with the restrictions as a result of COVID-19 and the consequences thereof, guidance was developed for the member Authorities of the Paris MoU on how best to deal with this situation. This Paris MoU guidance, that is partly based on and referring to guidance from both IMO and ILO, has been revised at various times to stay in line with the changed circumstances. The guidance has been shared with other port State control regimes, the IMO and the ILO as well as the public.

Nevertheless, the Paris MoU had to scale back efforts, resulting in decreasing numbers of inspections, refusal of access orders, detentions and deficiencies.

In 2020, seven Refusal of Access Orders (bans) were issued. This shows a decrease compared to 2019 when 27 were issued. In the past three years 55 ships have been refused access for multiple detentions, five ships for “failing to call at an indicated repair yard” and two ships for jumping detention. In the same period, 12 ships were refused access for a second time (13 in the period 2017 to 2019). Over a three-year period the flags of Comoros, the Republic of Moldova, the United Republic of Tanzania and Togo have recorded the highest number of refusal of access orders.

The detention percentage fell slightly to 2.81% (from 2.96% in 2019). The number of detainable deficiencies decreased to 1,942 (from 2,964 in 2019). The number of inspections carried out was 13,148. Clearly a substantial decrease to 2019: 17,913.

Looking at the performance of flag States in this challenging year, as reflected on the Paris MoU “White, Grey and Black List”, a small shift is noticeable resulting in a larger “Grey List”. The total number of 39 flags on the “White List” is slightly less than that of 2019 (41). The “Grey List” contains 22 flags (16 in 2019); the “Black List” lists 9 flags (13 in 2019). With 545 inspections and 41 detentions the ships flying a “Black-listed flag” had a detention rate of 9.36%, which is less than the 12% in 2019. For ships flying a “Grey-listed flag” the detention rate was 4.6%, which is less than the 7% in 2019. Ships flying a “White-listed flag” had a detention rate of 2.4% which is slightly higher than in 2019 (2.2%) and 2018 (2.3%).

Recognized Organizations (ROs) are authorised by flag States to carry out statutory surveys on their behalf. For this reason, it is important to monitor their performance, which is why a performance list for ROs is presented in the Annual Report as well. Out of 369 detentions recorded in 2020, 37 (10%) were considered RO related (15% in 2019). Noteworthy is the fact that for 2020 no RO is mentioned in the category “very low” on the RO performance list.

The five most frequently recorded deficiencies in 2020 were “ISM” (4.65%, 1,298), “fire doors/openings in fire-resisting divisions” (3.07%, 857), “seafarers’ employment agreement” (1.9%, 530), “cleanliness of engine room” (1.43%, 400) and “nautical publications” (1.36%, 381).

The number of deficiencies recorded on the seafarers’ employment agreement increased relatively from 1.2% to 1.9%. The highest increase of the most frequently recorded deficiencies.

The Paris MoU Annual Report also details the developments underway regarding the refinement and improvement of port State control in the region. The aim is to realise the mission of the Paris MoU to eliminate the operation of substandard shipping in the region.

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Notes to editors:

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose, if necessary. It is therefore also a port State's defence against visiting substandard shipping.