



Press release

1 July 2022

2021 ANNUAL REPORT PARIS MOU ON PORT STATE CONTROL

“Port State Control; getting back on track”

The Paris MoU has published its 2021 Annual Report, which can be found on the website (www.parismou.org), on 1 July 2022. This report provides an overview of the activities and statistics of the Paris MoU in 2021, which was again different from regular years due to the ongoing COVID-19 pandemic. Some of the highlights of the report are set out in this press release.

The ongoing impact of COVID-19 on the world has obviously impacted the work of the Paris MoU. The Paris MoU has monitored the situation and revised guidance where necessary in line with changed circumstances and shared it with other port State control regimes, the IMO and the ILO as well as the public at large.

The overall situation did improve in 2021, resulting in increasing numbers of inspections, deficiencies, detentions and bannings.

The detention percentage has risen to 3.43% (2.92% in 2020). The number of detainable deficiencies increased to 3,274 (from 2,182 in 2020). The number of inspections carried out was 15,387. Clearly a substantial increase to 2020: 13,168.

In 2021, 11 Refusal of Access Orders (bans) were issued. This shows an increase compared to 2020 when 8 bans were issued.

In the past three years 36 ships have been banned for multiple detentions, seven ships were banned “failing to call at an indicated repair yard” and one ship for jumping detention. In the same period, 7 ships were banned for a second time.

Over a three-year period the flags of Comoros and the Republic of Moldova have recorded the highest number of bannings.

Looking at the Paris MoU “White, Grey and Black List” in this again challenging year, there is a small shift in the quality of shipping, resulting in a larger “White List” and a smaller “Black List”. The total number of 40 flags on the “White List” is slightly more than that of 2020 (39). The “Grey List” contains 21 flags (22 in 2020); the “Black List” 7 flags (9 in 2020).

Recognized Organizations (ROs) are authorised by flag States to carry out statutory surveys on their behalf. A performance list for ROs is presented in the Annual Report. Out of 528 detentions recorded in 2021, 64 (12.1%) were considered RO related (10.6% in 2020). Noteworthy is the fact that for the second year in a row no RO was included in the category “very low” on the RO performance list.

With 380 inspections and 60 detentions the ships flying a “Black-listed flag” had an average detention rate of 15.8%, which is substantially more than the 9.4% in 2020. For ships flying a “Grey-listed flag” the average detention rate was 8.2%, again substantially more than the 4.6 % in 2020. Ships flying a “White-listed flag” had an average detention rate of 2.8% which is slightly higher than in 2020 (2.4%) and 2019 (2.2%).

The five most frequently recorded deficiencies in 2021 were “ISM” (1,777; 4.9%), “fire doors/openings in fire-resisting divisions” (1,052; 3.9%), “seafarers’ employment agreement” (597; 1.7%), “auxiliary engine” (503; 1.4%) and “cleanliness of engine room” (471; 1.3%).

The Paris MoU Annual Report also details the future developments 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.