

# Paris MoU



on Port State Control



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Port State Control  
Consistent Compliance

ANNUAL REPORT 2018



**Port State Control**  
Consistent Compliance

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# Paris MoU

on Port State Control

# Annual Report 2018

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# Introduction

## CHAIR AND SECRETARY-GENERAL



***During 2018 the Paris MoU continued with its work of inspecting ships on the basis of the relevant instruments of the Memorandum. This annual report contains details of the main work and developments within the Paris MoU for the year. The annexes and tables contain details of the outcome of the inspections carried out by our Member Authorities. The Paris MoU website continues to be a reliable source for information and tools which assist in providing inspection details to its users.***

The Paris MoU held its 51st annual Port State Control Committee meeting in Cascais, Portugal in May 2018. The Committee meeting adopted several measures and took decisions to further improve our port State control regime. One of the important topics on the agenda was

the further development of the flag and recognized organization (RO) performance lists. Furthermore, on the basis of the decisions taken by Ministers in 2017 during the 3rd Joint Ministerial Conference of Paris and Tokyo MoU in Vancouver, follow-up actions were initiated to further reduce the operation of sub-standard ships in the region. For example, further agreements were made with regard to the Concentrated Inspection Campaign on MARPOL Annex VI from September to November 2018 and the decision was taken to issue a Letter of Warning during 2019 in order to raise awareness with the new Sulphur requirements that will enter into force in 2020.

The cooperation between the Paris MoU and other regional agreements on port State control (including the United States Coast Guard) was further strengthened during this year. In that regard, we very much value the active participation of these organisations as observers during meetings of the Paris MoU, aimed at enhancing mutual cooperation and harmonisation. Also the constructive

cooperation with the International Labour Organization and the International Maritime Organization is considered to be highly beneficial to the objectives of the Paris MoU.

During this years' meeting of the Committee our retiring Secretary-General Mr. Richard Schiferli supported the Paris MoU for the last time in this role. The Committee expressed its appreciation for his contribution to the objectives of the Paris MoU during his time at the helm of the Secretariat and wished him fair winds and following seas in his retirement.

Mr. Schiferli was succeeded by Mr. Luc Smulders, taking over the role of Secretary-General of the Paris MoU from the 1st of November 2018. Mr. Smulders commented: "I am very much looking forward to assisting and facilitating the Paris MoU in carrying out its mission. The professionalism of the Paris MoU as a whole and its positive effect on responsible shipping off our coasts and in our ports make me look forward to the future with confidence. And I'm very glad that Richard Schiferli left behind a Secretariat that is more than capable to continue delivering its services to the Paris MoU."

Mr. Brian Hogan, Chairman of the Paris MoU Committee concluded: "On behalf of the Committee I wish to thank Mr. Richard Schiferli for his very significant contribution and dedication to the Paris MoU. He will be greatly missed and I would like to wish him well on his retirement. I welcome Mr. Smulders to the Paris MoU and look forward to fruitful collaboration in the future."

The Paris MoU members and bodies continued to positively contribute to the goals and results of the Organisation. The European Commission and the European Maritime Safety Agency (EMSA) were also thanked for their co-operation and strong working relationship with the Paris MoU. All members that had hosted events were thanked in particular.

In conclusion, the Port State Control Officers (PSCOs) and administrators in the Member Authorities of the Paris MoU are the people who ensure the success of our endeavours. They are the ones who are the core of the Paris MoU and who continue to deliver on our common objectives. They deserve our special thanks and appreciation.



Brian Hogan

A handwritten signature in blue ink that reads "Brian Hogan". The signature is fluid and cursive.

Chairman of the Paris MoU Committee



Luc Smulders

A handwritten signature in black ink that reads "Luc Smulders". The signature is stylized and cursive.

Secretary-General of the Paris MoU

# Executive SUMMARY

*In 2018 there were 24 Refusal of Access Orders (ban) issued. This shows a decrease from 32 in 2017. Refusal of access (banning) has been used 77 times since 2016.*

*The detention percentage has decreased to 3.15% (from 3.87%). Consequently, the number of detainable deficiencies has decreased as well to 3,171 (from 3,883 in 2017). The number of inspections carried out was 17,952; this is slightly higher than in 2017 (17,923).*

Over the past three years 73 ships have been banned for multiple detentions and four ships were banned "failing to call at an indicated repair yard". Ten ships of these ships were banned for a second time.

Over a three year period the flags of Comoros, the United Republic of Tanzania and Togo have recorded the highest number of bannings.

Looking at the Paris MoU "White, Grey and Black List" the overall situation regarding the quality of shipping seems to be stabilising. Although some flag States have moved between lists, the total amount of 41 flags on the "White List" is almost similar to that in 2017 (40). The "Grey List" contains 18 flags (20 in 2017); the "Black List" 14 flags (13 in 2017).

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 566 detentions recorded in 2018, 97 (17%) were considered RO related (14.3% in 2017).

The number of inspections is stabilising. The detention percentage in 2018 (3.15%) however shows a significant decrease compared to 2016 (3.85%) and 2017 (3.87%). The level of detainable deficiencies has decreased as well from 3,883 in 2017 to 3,171 this year.

Members with the largest number of inspections, namely Spain, the United Kingdom, Italy, the Russian Federation, the Netherlands, Germany and France, jointly accounted for 52% of the total number of inspections this year.

With 1,098 inspections and 145 detentions the ships flying a "Black-listed flag" had a detention rate of 13.2%, which is substantially less than the 16.9% in 2017. For ships flying a "Grey-listed flag" the detention rate was 6.4%, which is lower than the 7.4% in 2017. Ships flying a "White-listed flag" had a detention rate of 2.3% which is slightly less than in 2017 (2.5%) and 2016 (2.6%).

The five most frequently recorded deficiencies in 2018 were "ISM" (4.73%, 1,911), "fire doors/openings in fire-resisting divisions" (2.62%, 1,057), "nautical publications" (2.01%, 811), "charts" (1.72%, 693) and "oil record book" (1.64%, 661). The first four are consistent with 2016. Relatively the total number of the top five has slightly increased from 12.6% in 2017 to 12.7% this year. ■





# Paris MoU 2018

on Port State Control

## Three year trend detention %



2016: 3.85%



2017: 3.87%



2018: 3.15%

## Inspection results



17,952  
Inspections



9,368  
Inspections  
with deficiencies



566  
Detentions



24  
Bannings

## Number of White, Grey and Black flags



41



18



14

## Performance in number of ROs



High  
11



Medium  
15



Low  
2



Very low  
4

## Top 5 category of deficiencies

13%

Fire Safety

12.07%

Safety of Navigation

8.17%

Life Saving Appliances

7.96%

Labour Conditions - Health protection, medical care, welfare and social security protection

7.14%

Certificates & Documentation - Documents

# Paris MoU DEVELOPMENTS

*Once a year the Port State Control Committee, which is the executive body of the Paris MoU, meets in one of the member States. The Committee considers policy matters concerning regional enforcement of port State control, reviews the work of the Technical Evaluation Group and Task Forces and decides on administrative procedures.*





The Task Forces, of which 12 were active in 2018, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the Task Forces are submitted to the Technical Evaluation Group (TEG) at which all Paris MoU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board (MAB) advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the Task Forces and Secretariat between meetings of the Committee. The Board meets several times a year and was composed of participants from Canada, Iceland, Finland, the United Kingdom and the European Commission in 2018.

### **PORT STATE CONTROL COMMITTEE**

The Port State Control Committee held its 51st meeting in Cascais, Portugal from 7-11 May 2018. The MoU comprises 27 member States.

Anticipating the new maximum limits for sulphur in ships fuel oil, entering into force on 1 January 2020, the Paris MoU agreed to an information campaign by issuing a "Letter of Warning" as of 1 January 2019, to encourage timely compliance. The objective was to send a signal to the industry that port State control will take enforcement of the new sulphur limits seriously from "day one".

The Committee also approved the questionnaire for the Concentrated Inspection Campaign (CIC) on MARPOL Annex VI carried out jointly with the Tokyo MoU. The CIC aims at checking the compliance with requirements for the prevention of air pollution from ships. The CIC was carried out from September to November 2018.

As part of a review of the current inspection regime, significant progress was made with a new methodology for calculating flag State and recognized organization (RO) performance, used for targeting ships for inspection.

The Paris MoU considered the "Ministerial Declaration" signed during the 3rd Joint Ministerial Conference between the Paris and Tokyo MoUs held in Vancouver last year and agreed on a course of action to implement the decisions.

The results of the 2017 CIC on Safety of Navigation, including ECDIS (Electronic Chart Display and Information System) were given great attention by the Committee.



The general conclusion was that the results show a good overall implementation of the requirements on board the ships inspected, although voyage planning remains an area of concern.

The Committee adopted the 2017 Annual Report, including the White, Grey and Black List and the performance list of recognized organizations. The lists were published in early June and used for targeting purposes from 1 July 2018.

The number of ships which have been refused access to the Paris MoU region after multiple detentions has increased from 20 in 2016 to 33 in 2017 and is a threefold increase over the number in 2015.

On the retirement of the Secretary-General Mr. Richard Schiferli, Chairman Mr. Brian Hogan thanked him for his accomplishments over the past 21 years. In this regard the Committee expressed deep gratitude for the services of Mr. Schiferli and wished him well on his forthcoming retirement.

**TECHNICAL EVALUATION GROUP**

The TEG convened in Cornwall, Canada in December 2018. Task Forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee. Issues considered by the TEG included, among others:

- RO responsibility;
- Information System Developments;
- Operational controls;
- Evaluation of Paris MoU Statistics;
- New inspection policy within the Paris MoU;
- Training Policy;
- CIC on Stability (in general) 2020;
- Policy on (joint) CIC;
- Guidance on expanded inspections;
- CIC on Emergency systems (2019) and procedures.

**PORT STATE CONTROL TRAINING AND SEMINARS**

Over the past years, the training programs have helped PSCOs from members States, observers and other MoUs refine and enhance their skills in the application of PSC procedures. They also increased their understanding of IMO/ILO conventions and regulations that were the subject of these training programs.

The basic aim remains to achieve a higher degree of harmonisation and to standardise inspections throughout the region.

The Secretariat organises five different programmes for Port State Control Officers:

- Seminars (twice a year);
- Expert Trainings (twice a year);
- Specialised Trainings (once a year; Bulk Cargoes in 2018).

## SEMINARS

The Seminars are open to members, co-operating members and observers. The agenda is more topical than Expert and Specialised Training and deals with current issues such as inspection campaigns and new requirements.

### **PSC Seminar 65**

The 65th Port State Control Seminar was held in June 2018 in Copenhagen, Denmark. The main topic of discussion was the train-the-trainer course for the CIC on MARPOL Annex VI. EMSA presented the first version of the Distance Learning Package for the CIC. Furthermore, Paris MoU procedures and specific inspection issues were discussed. The Secretariat presented an overview of developments in the Paris MoU. EMSA gave a presentation on the developments in EMSA and the EU.

### **PSC Seminar 66**

The 66th Port State Control Seminar was held in November 2018 in Brussels, Belgium. PSCOs from the Paris MoU member States and Co-operating Member Montenegro attended the Seminar. The main topics of discussion were the developments on the CIC on MARPOL Annex VI, ECDIS and Integrated Bridge Communication systems.

The Secretariat presented an overview of developments in the Paris MoU and presented cases on several subjects for discussion. EMSA presented an overview of the developments within EMSA and the EU.

## EXPERT AND SPECIALIZED TRAINING

For the Expert Training, the central themes are "The Human Element" and "Safety and Environment". The theme of the Specialized Training changes every year. The training programmes are intended for experienced PSCOs. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice. Lecturers for the training programmes are invited from the Paris MoU Authorities and the maritime industry.

Expert and Specialized Training aim to promote a higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures. Since 2012 the IMO has been sponsoring PSCOs from other PSC agreements to attend the Paris MoU Expert training programmes.

### **The 14th Expert Training "Safety and Environment"**

The fourteenth Expert Training programme was held in The Hague, the Netherlands, in March 2018. Important

issues during this training were new requirements in the Annexes to the MARPOL Convention, SOLAS life-saving appliances and the use of Operational Drills during a PSC inspection. The International Maritime Dangerous Goods Code (IMDG Code) was also discussed. Participants from the Black Sea MoU and EMSA took part in the training.

### **The 6th Specialized Training on the Inspection of Bulk Cargoes**

The sixth Specialized Training programme on the inspection of Bulk Cargoes was held in The Hague, in April 2018. Participants from the Paris MoU member States as well as Montenegro, the Mediterranean MoU and EMSA took part in the training. Specific requirements for the construction of Bulk Carriers, next to specific certification, were discussed. Also the specific requirements when Bulk Cargo ships are subject to an expanded were discussed.

*"Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures."*

### **The 18th Expert Training "The Human Element"**

The eighteenth Expert Training programme on the Human Element was held in The Hague, the Netherlands in October 2018. The programme was dedicated to the MLC 2006 and STCW Convention. As an introduction to the program, the participants were asked to complete a questionnaire providing insight into their personal "enforcement style". A lecturer from the CSmart Academy gave a lecture on Bridge / Engine Room Resource Management. At the end of the program, a communication and interaction exercise was conducted. Participants from member States, from the Co-operating Member Montenegro and from several MoUs took part in the training.

## TRAINING IN COOPERATION WITH EMSA

The Paris MoU also assists EMSA in the "PSC Seminar for Port State Control Officers". The PSC Seminars are delivered to PSCOs from all Member States. In 2018 the fully established Professional Development Scheme (PDS) for PSCOs of the Paris MoU encompassed 4 Seminars for PSCOs.

The Paris MoU inspection regime focuses on eradication of sub-standard shipping and on rewarding good performing ships in terms of the inspection frequency. It translates

to “less, but higher quality inspections”. The regime is underpinned by an elaborate set of procedures, all aimed at providing more guidance for better inspections.

Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures. For the seminars organised for PSCOs during 2018 the earlier adopted approach was followed in order to maximize familiarisation with the procedures governing port State control inspections.

The overarching goal for the seminars remained the establishment of a harmonized approach towards Port State Control in the geographical working area of the Paris MoU. Feedback sessions with participants during the seminars indicated that indeed a wider understanding of the procedures and the available tools such as the Paris MoU manual, RuleCheck and the distance learning modules, had been achieved. The constantly evolving methodology of delivering the lectures during the seminars is deemed effective in achieving the objectives set for the seminars.

*“To increase public awareness of unsafe ships, particularly serious port State control detentions are published under the heading ‘Caught in the Net’.”*

All seminars were organised by EMSA and held at its premises in Lisbon, Portugal. Lecturers were provided both by EMSA and the Paris MoU Secretariat. The 154 participants attending these seminars during 2018 originated from all Paris MoU Member States.

#### **DETENTION REVIEW PANEL**

Flag States or ROs that cannot resolve a dispute regarding a detention with the port State may submit their case for review. The detention review panel consists of representatives from four different MoU member Authorities, on a rotating basis, and the Secretariat.

In 2018 the Secretariat received seven requests for review. One case was withdrawn during the process of gathering the information to be provided to the panel. Two cases could not be accepted because a national appeal had been lodged.

The other four cases met the criteria for the Detention Review Panel and were submitted to MoU members for review. In one case the detention review panel concluded that the port State’s decision to detain was not justified. On request of the panel, the port State reconsidered the detention. In the two other cases the panel concluded that the detaining port State would not have to reconsider the decision to detain.

#### **PARIS MOU ON THE INTERNET**

The Paris MoU Secretariat is constantly improving the accessibility of information on the website. Since the end of 2018 the website is hosted by another provider that has a more customer-centric approach.

Inspection search, current detentions, current bannings and publications are in the top 5 of most popular web pages of 2018. Popular pages (inspection search & current detentions) are embedded pages made available by courtesy of EMSA.

Flag and port States, government agencies, charterers, insurers and classification societies are continuously looking for data and information. They were able to monitor their performance and the performance of others on a continuous basis. Validated port State control data can be accessed and offers visitors more detailed information.

To increase public awareness of unsafe ships, particularly serious port State control detentions are published under the heading ‘Caught in the Net’. These detentions are described in detail and illustrated with photographs. In 2018 the details of only one ship were published:

- General cargo ship “MISTRAL”, flag Turkey (IMO 9045651).

Other information of interest such as monthly detention lists, annual reports, performance lists and news items can be downloaded from our website: [www.parismou.org](http://www.parismou.org)

#### **CONCENTRATED INSPECTION CAMPAIGNS**

Concentrated Inspection Campaigns (CICs) have been held annually in the Paris MoU region over the past years. These campaigns focus on a particular area of compliance with international regulations with the aim of raising awareness, gathering information and enforcing the level of compliance. Each campaign is prepared by experts and identifies a number of specific items for inspection.

### CIC 2018 MARPOL ANNEX VI

PSCOs in the Paris MoU region have performed a Concentrated Inspection Campaign (CIC) on MARPOL Annex VI from 1 September through 30 November 2018.

In general the results of the CIC indicate that the elements inspected during the CIC show a proper implementation of the requirements on board ships.

Results show that 4,021 inspections have been performed using the CIC questionnaire. Of those inspections 7 detentions (0.2%) have CIC topic related deficiencies. The total number of detentions in the three month period was 131.

### CO-OPERATION WITH OTHER ORGANIZATIONS

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Nine regional MoUs have been established.

In order to provide co-operation to these MoUs, they may apply for observer status. Regional agreements seeking observer status must demonstrate that their member Authorities invest demonstrably in training of PSCOs, publish inspection data, have a code of good practice, have been granted official IGO-status at IMO and have a similar approach in terms of commitment and goals to that of the Paris MoU.

All regional agreements have obtained official observer status to the Paris MoU: the Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU, Riyadh MoU, Acuerdo de Viña del Mar, Abuja MoU and Indian Ocean MoU. The United States Coast Guard is also an observer at Paris MoU meetings.

The International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MoU on a regular basis since 1982.

In 2006 the Paris MoU obtained official status at the IMO as an Inter-Governmental Organization. A delegation of the MoU participated in the 5th session of the Sub-Committee on Implementation of IMO Instruments (III-5) in September 2018.

Submitted to III-5 were: the 2017 Annual Report including inspection data; the performance of flag Administrations and Recognized Organizations; a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG in 2017; the results of the 2017 joint Concentrated Inspection

Campaign (CIC) on Safety of Navigation, including ECDIS; and information on the improvement of flag performance.



### MEMBERSHIP OF THE PARIS MOU

In preparation for prospective new members of the Paris MoU, the Port State Control Committee has adopted criteria for co-operating status for non-member States and observer status for other PSC regions.

Specific criteria, including a self-evaluation exercise, have to be fulfilled before co-operating status can be granted.

In 2011 the maritime Authority of Montenegro joined the MoU as a co-operating member with the prospect of becoming a full member in the future.

The Paris MoU currently has 8 members with dual or even triple membership: both Canada and the Russian Federation are also members of the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. With Bulgaria and Romania there are further ties with the Black Sea MoU. Malta and Cyprus are also members of the Mediterranean MoU. France and the Netherlands are members of the Caribbean MoU, whilst France is also a member of the Indian Ocean MoU. ■

# Facts & Figures 2018

*In the following pages the facts and figures of 2018 are listed. The detention percentage of 3.15% in 2018 has significantly decreased compared to the 3.87% in 2017. The number of ships that received a refusal of access (banning) order has decreased from 32 in 2017 to 24 this year.*



## INSPECTIONS

With a total number of 17,952 inspections performed in 2018, the inspection figures are almost similar to 2017 (17,923). The average of number of inspections per ship of 1.17 times per year equals that of 2017.

## DEFICIENCIES

The number of deficiencies over the past 3 years has been: 42,131 (2016); 41,125 (2017) and 40,368 (2018). The percentage of inspections performed with one or more deficiencies recorded, remained constant: 52% (2016), 52% (2017) and 52% (2018).

The average number of deficiencies per inspection of 2.3 is the same as in 2017.

## DETAINABLE DEFICIENCIES

After two years of stabilising detainable deficiencies (3,896 in 2016; 3,883 in 2017), 2018 shows a significant decrease to 3,171. A relative minus of more than 18%.

## DETENTIONS

Some deficiencies are clearly hazardous to safety, health or the environment and the ship is detained until they are rectified. Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take account of the fact that some ships are detained more than once a year.

Compared to 2017, the number of detentions has decreased significantly from 693 to 566 detentions; a decrease of about 18%. Where the average detention rate in 2017 was still 3.87%, in 2018 it dropped to 3.15%.

## "WHITE, GREY AND BLACK LIST"

The "White, Grey and Black (WGB) List" presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

Regarding the "White, Grey and Black List" for 2018, a total number of 73 flags are listed: 41 on the "White List", 18 on the "Grey List" and 14 on the "Black List". In 2017 the total number of flag States on the list was also 73 of which 40 on the "White List", 20 on the "Grey List" and 13 on the "Black List".

The "White List" represents quality flags with a consistently low detention record. Compared to 2017, the number of flags on the "White List" has increased with

one. Lithuania and the Russian Federation have entered the "White List" while Saudi Arabia has dropped to the "Grey List".

Flags with an average performance are shown on the "Grey List". Their appearance on this list may serve as an incentive to improve and move to the "White List". At the same time flags at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

On this year's "Grey List" a total number of 18 flags is recorded. Last year the "Grey List" recorded 20 flags. New on the "Grey List" is the already mentioned flag of Saudi Arabia. Vanuatu has entered the "Grey List" from the "Black List". Bulgaria has become a non-listed flag.

The flag of Albania has dropped to the Black-listed flag. New on the performance list and to the "Black list" is Mongolia.

A graph of the distribution of listed and non-listed flags indicates that only 0.8% of the ships inspected are from flags not listed on the WGB list.

## SHIP TYPE

In 2018 the top 5 detention rates were: general cargo/multipurpose ships at 6.3% (up from 4.8% in 2017); other at 5.9% (from 4.8% in 2017); heavy load (4.1% similar to 4.3%), refrigerated cargo at 3.4% (up from 1.7%) and tug at 3.3% (up from 1.6%).



*"The detention percentage has decreased to 3.15% (from 3.87%)."*

## PERFORMANCE OF RECOGNIZED ORGANIZATIONS

For several years the Committee has closely monitored the performance of ROs acting on behalf of flags. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In 2018 32 ROs were recorded on the performance list.

Compared with last year's performance level, the level of RO performance is similar, with 4 ROs in the very low performing parts.

Details of the responsibility of Recognized Organizations for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a Recognized Organization in accordance with the Paris MoU criteria, it is recorded "RO responsible" and the RO is informed. Out of 566 detentions recorded in 2018, 97 (17%) were considered RO related (14.3% in 2017).

## REFUSAL OF ACCESS OF SHIPS

A total of 24 ships were refused access (banned) from the Paris MoU region in 2018. 22 for reasons of multiple detentions, 2 for failing to call at an indicated repair yard. A number of ships remain banned from previous years. Several ships have been banned a second time after multiple detentions, resulting in a minimum banning period of 12 months. The total number of 24 is down from 32 in 2017.

## DEFICIENCIES PER MAIN CATEGORY

The number of deficiencies in the following six areas accounted for approximately 68% of the total number of deficiencies. The trends in these areas are clarified below.

### **Certificates & Documentation**

The number of deficiencies recorded as related to ships' certificates, crew certificates and documents show a decrease from 6,745 in 2017 to 6,275 in 2018. The relative part regarding the total deficiencies has dropped accordingly from 16.4% in 2017 to 15.5% in 2018.

### **Safety of Navigation**

In 2018, deficiencies in Safety of Navigation accounted for 12.1% of all deficiencies recorded. The decrease related to 2017 when the deficiencies were 13.6%, is probably due to the CIC Safety on Navigation held in 2017. The number of deficiencies in Safety of Navigation decreased from 5,611 in 2017 to 4,874 in 2018.

### **Fire safety**

In 2018 deficiencies in fire safety accounted for 13% of all deficiencies recorded, similar to 2017. Although the percentage is stabilising, there is a slight further decrease in the number of deficiencies that were recorded: from 5,409 in 2016 via 5,385 in 2017 to 5,248 in 2018.

### **Pollution prevention**

The total number of deficiencies recorded in the several pollution prevention areas in 2018 were 2,973. The increase in the number of deficiencies compared to 2017 (2,025 deficiencies) can be explained by the new requirements resulting from the Ballast Water Management Convention. The share of deficiencies in the several pollution prevention areas compared to the total number of deficiencies was 7.4% in 2018, while in 2017 this share was only 4.9%.

### **Working and living conditions**

Most deficiencies on working and living conditions (MLC 2006, areas table) have been found in the following areas. Health and safety and accident prevention (area 11) 3,090 (41.8% of all MLC deficiencies); food and catering (area 10) 1,260 (17.1%); hours of work and rest (area 6) 628 (8.5%); accommodation (area 8) 639 (8.6%) and seafarer's employment agreements (area 4) 554 (7.5%) deficiencies.

The percentage of deficiencies regarding working and living conditions, related to the total of deficiencies is 14.9%. A decrease from 15.5% in 2017 and 16.1% in 2016. The total number of deficiencies in 2018 was 6,006, a decrease from 6,372 in 2017.

### **Safety Management**

The number of ISM related deficiencies has increased in 2018 to 1,911. 2017 shows 1,787, 2016 recordings were 1,855. The percentage regarding the total deficiencies has increased from 4.3% in 2017 to 4.7% in 2018. ■





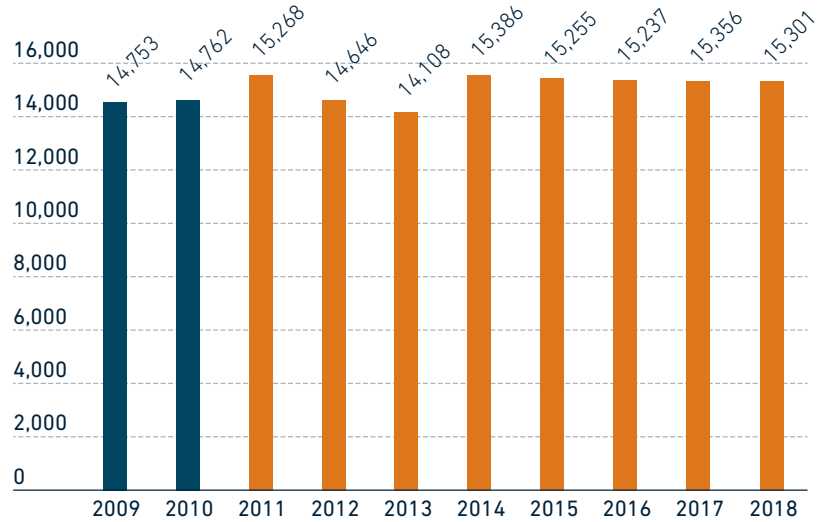
# STATISTICAL ANNEXES



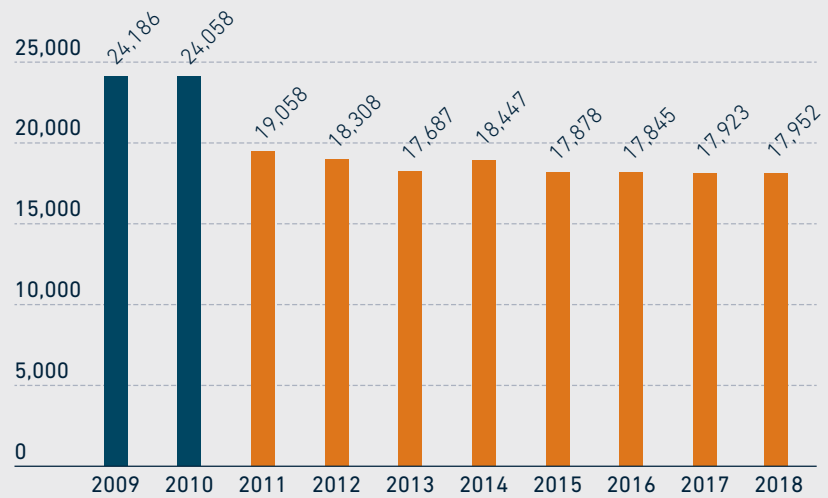
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## BASIS PORT STATE CONTROL FIGURES 2018

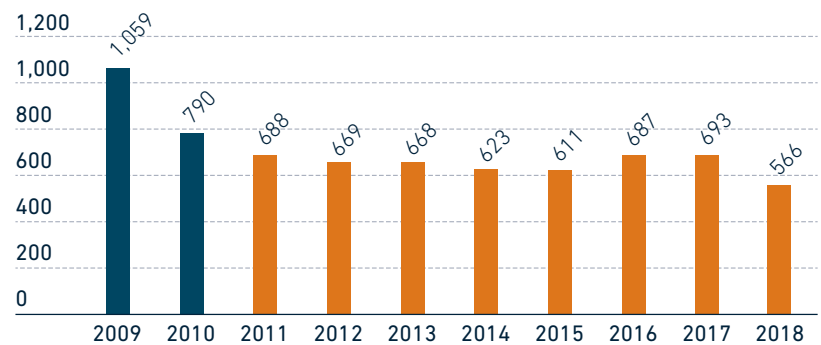
### NUMBER OF INDIVIDUAL SHIPS INSPECTED



### NUMBER OF INSPECTIONS

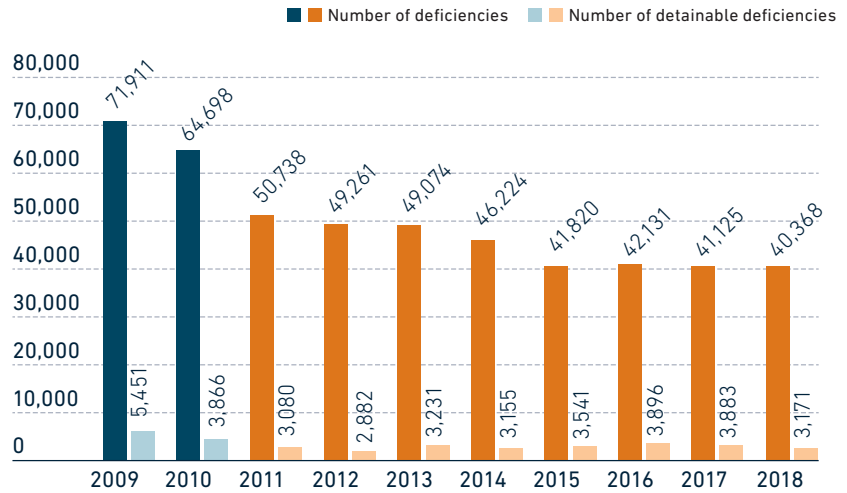


### NUMBER OF DETENTIONS

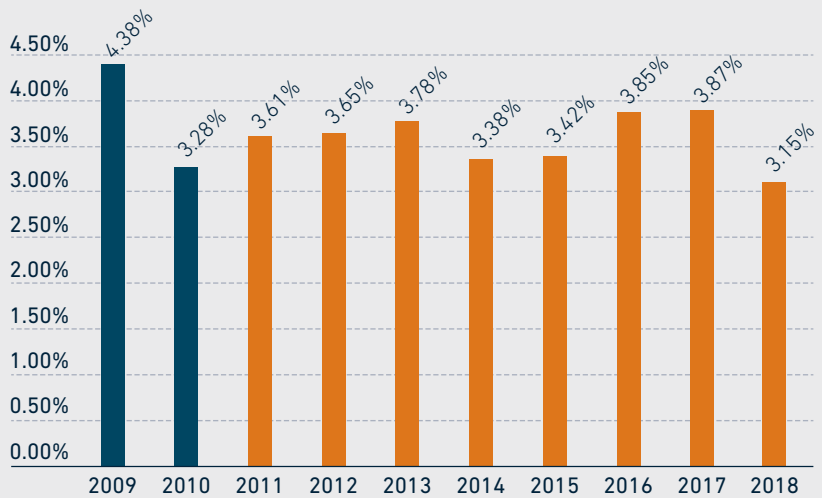


Note: The cut-off date for inspection data to be included in the Annual Report 2018 was 19-02-2019. Changes to inspection data after this date have as a rule not been taken into account. Due to PSCC50 decision the Annual Report data will, from now on, include the current annual year and all amended data in previous years back to 3 calendar years.

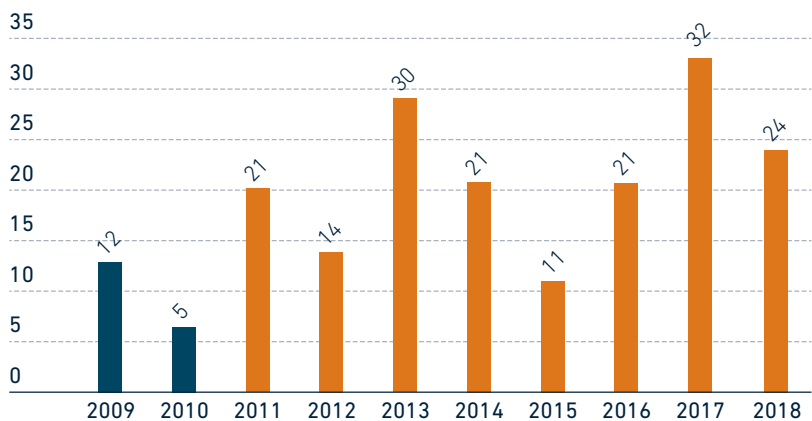
**NUMBER OF DEFICIENCIES AND DETAINABLE DEFICIENCIES**



**DETENTIONS IN % OF INSPECTIONS**



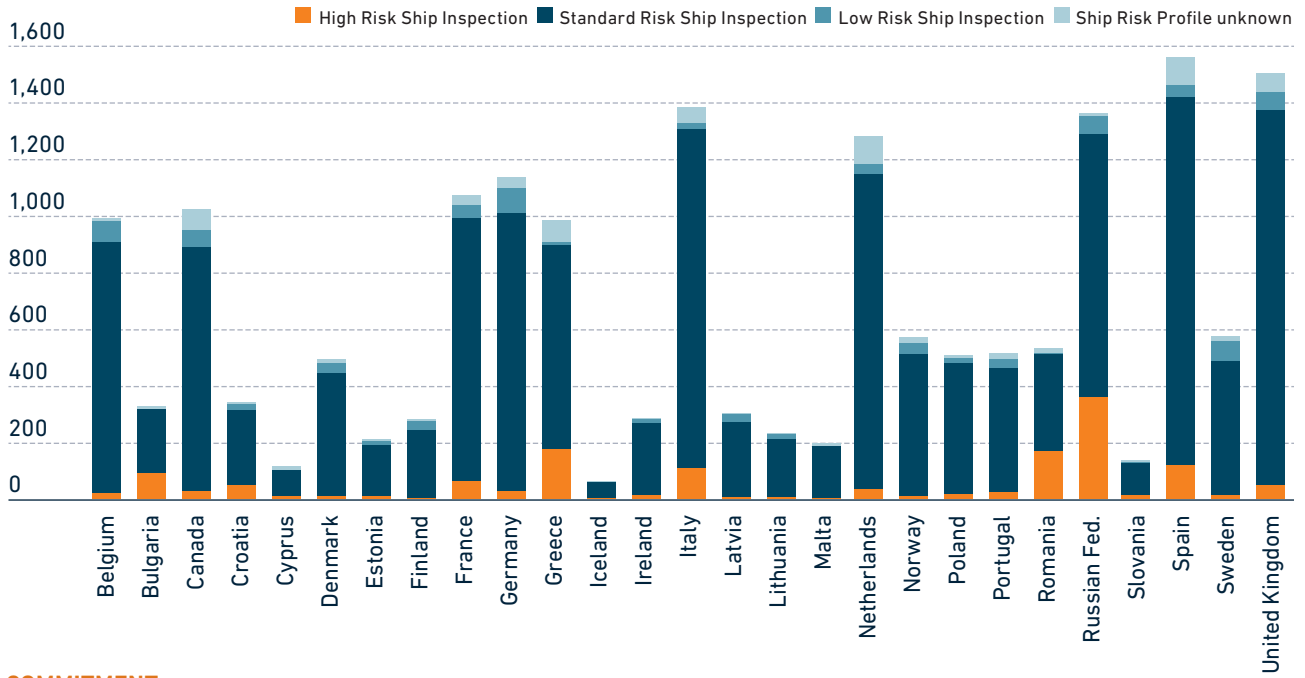
**NUMBER OF REFUSAL OF ACCESS**



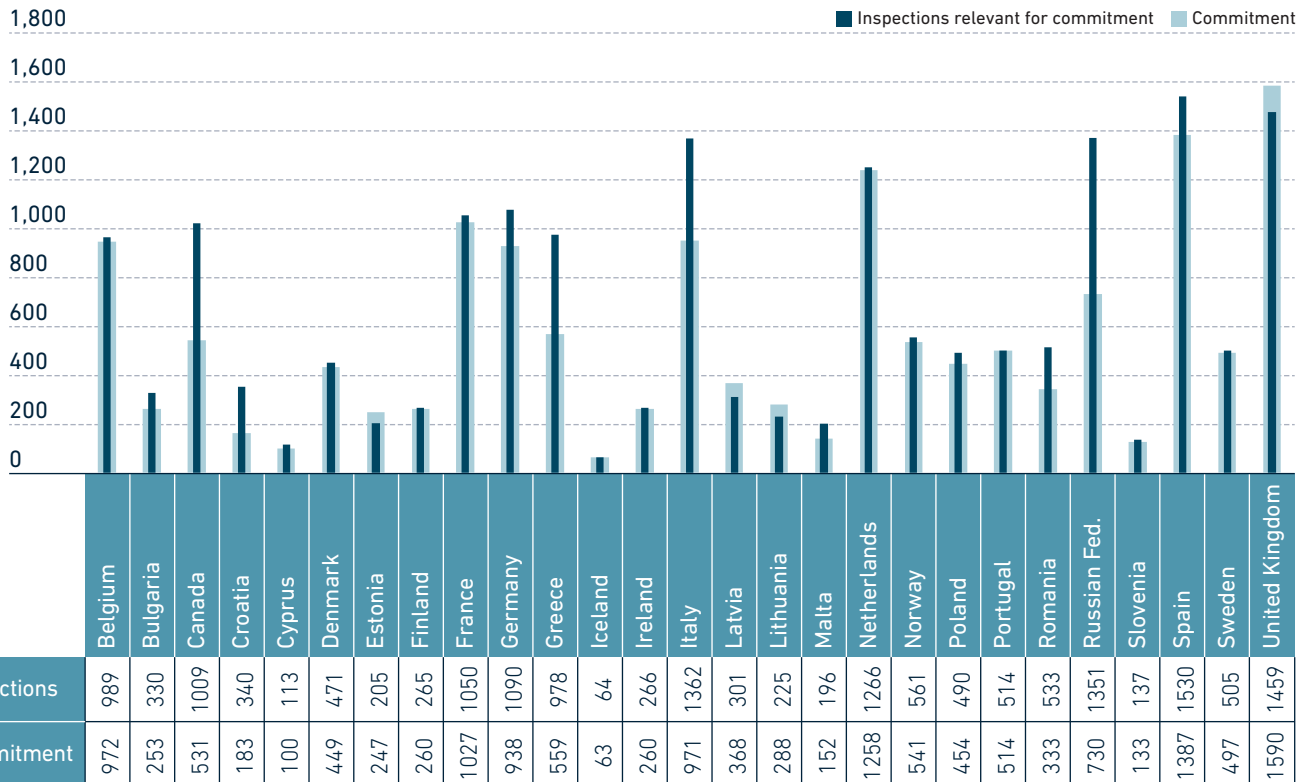
Note: The New Inspection Regime entered into force on the 1st of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before.

## INSPECTION EFFORTS 2018

### HRS, SRS AND LRS INSPECTIONS PER MEMBER STATE



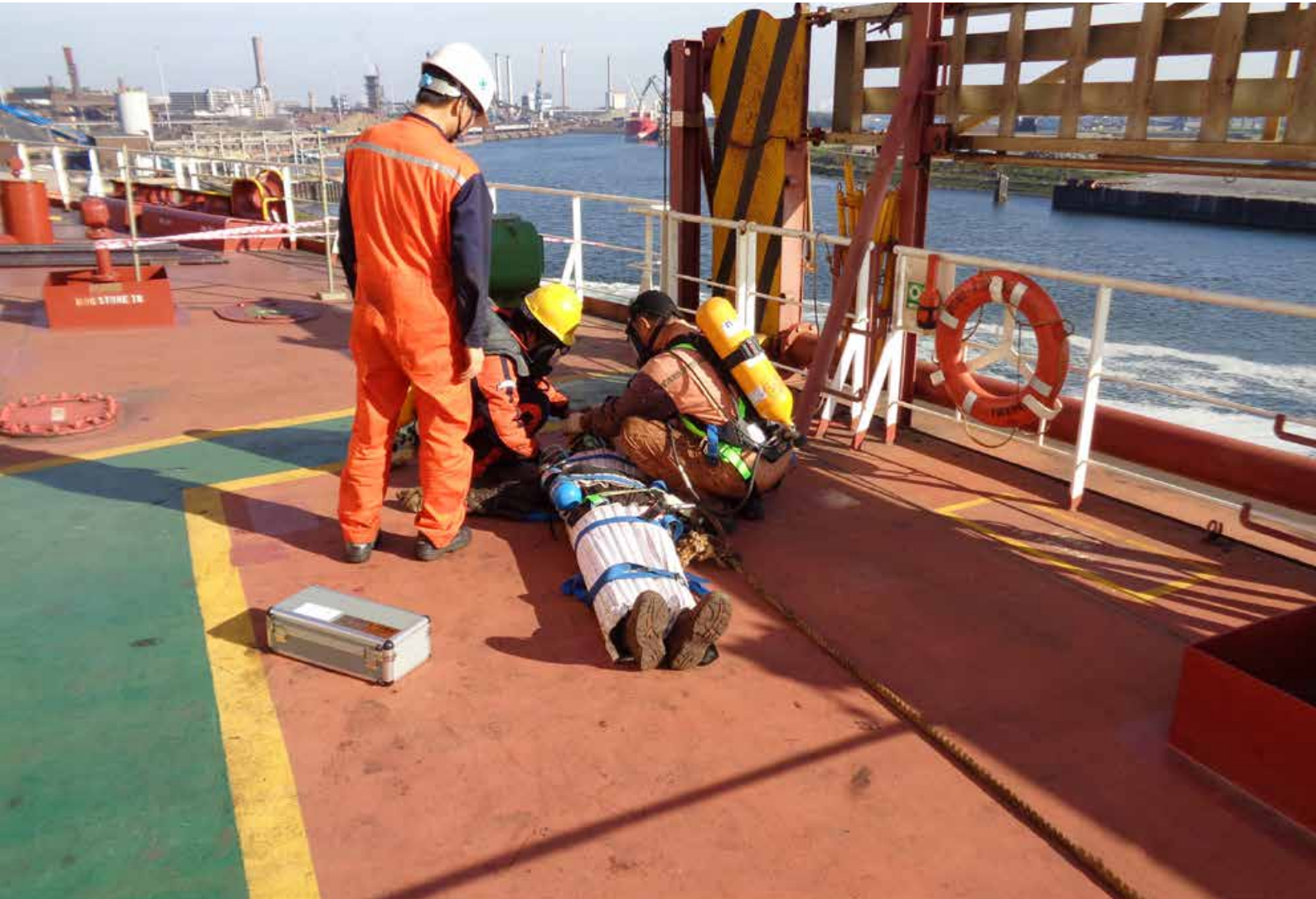
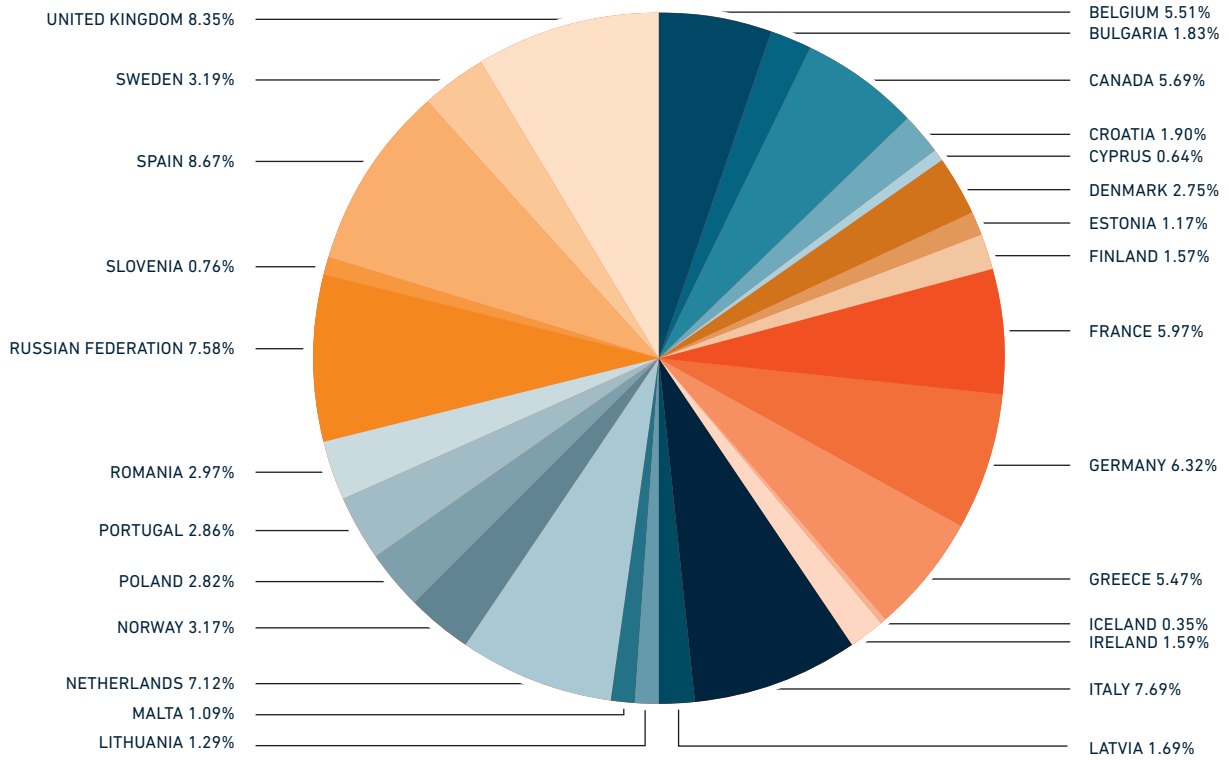
### COMMITMENT



Note: The number of inspections relevant for the commitment of MoU Port States differs from the total number of inspections used in other graphs and tables due to different dates of extraction.



## INSPECTION EFFORTS OF MEMBERS AS PERCENTAGE OF PARIS MOU TOTAL



## MOU PORT STATES'S INDIVIDUAL CONTRIBUTIONS TO THE TOTAL AMOUNT OF INSPECTIONS

ParisMoU Authority	Total nr of Inspections	Inspections with deficiencies	Inspections with detentions	Inspections with RO related detainable deficiencies	% Inspections with deficiencies	% Detentions	% Inspection of MoU total	% HRS	% SRS	% LSR	% SRP Unknown
Belgium	989	510	28	4	51.6	2.8	5.5	2.0	89.7	7.3	1.0
Bulgaria	329	229	16	3	69.6	4.9	1.8	27.1	68.7	0.0	4.3
Canada	1,022	431	19	1	42.2	1.9	5.7	2.5	84.4	5.7	7.3
Croatia	341	190	11	2	55.7	3.2	1.9	14.4	76.8	7.0	1.8
Cyprus	114	83	7	3	72.8	6.1	0.6	8.8	79.8	1.8	9.6
Denmark	493	269	6	1	54.6	1.2	2.7	1.6	88.2	7.5	2.6
Estonia	210	73	0	0	34.8	0.0	1.2	4.3	86.7	6.7	2.4
Finland	282	50	0	0	17.7	0.0	1.6	0.7	85.1	11.0	3.2
France	1,072	518	35	0	48.3	3.3	6.0	5.9	86.5	4.4	3.3
Germany	1,134	594	36	9	52.4	3.2	6.3	2.3	86.5	7.9	3.3
Greece	982	529	42	7	53.9	4.3	5.5	17.8	73.3	0.9	7.9
Iceland	63	31	1	0	49.2	1.6	0.4	1.6	92.1	1.6	4.8
Ireland	285	144	9	0	50.5	3.2	1.6	4.2	89.5	4.6	1.8
Italy	1,381	726	60	14	52.6	4.3	7.7	7.9	86.5	1.6	4.0
Latvia	303	116	3	0	38.3	1.0	1.7	2.0	87.5	8.9	1.7
Lithuania	231	89	0	0	38.5	0.0	1.3	2.6	89.2	6.9	1.3
Malta	196	75	6	2	38.3	3.1	1.1	1.5	93.4	0.0	5.1
Netherlands	1,278	730	28	1	57.1	2.2	7.1	2.7	87.0	2.7	7.6
Norway	569	282	8	0	49.6	1.4	3.2	1.6	88.2	6.7	3.5
Poland	507	348	26	2	68.6	5.1	2.8	3.0	91.1	3.7	2.2
Portugal	514	105	9	2	20.4	1.8	2.9	4.5	85.6	6.0	3.9
Romania	533	394	28	4	73.9	5.3	3.0	31.7	64.2	0.2	3.9
Russian Federation*	1,360	1,015	103	34	74.6	7.6	7.6	26.3	68.4	4.6	0.7
Slovenia	136	66	1	0	48.5	0.7	0.8	8.1	83.1	4.4	4.4
Spain	1,556	698	33	4	44.9	2.1	8.7	7.5	83.5	2.6	6.4
Sweden	573	217	11	0	37.9	1.9	3.2	2.1	82.7	12.4	2.8
United Kingdom	1,499	856	40	4	57.1	2.7	8.4	3.2	88.2	4.3	4.3
<b>Total</b>	<b>17,952</b>	<b>9,368</b>	<b>566</b>	<b>97</b>	<b>52.2</b>	<b>3.2</b>	<b>100.0</b>	<b>7.9</b>	<b>83.4</b>	<b>4.6</b>	<b>4.1</b>

\*For the Russian Federation only inspections in the ports of the Baltic, Azov, Caspian and Barents Sea are included.

## CURRENT DETENTIONS AS PER 31-12-2018 PER PORT STATE AUTHORITY SINCE 2011

Excluded detentions Annual figures 2011 - 2018

Detaining Authority	Interval	
	< 12 Months	> 12 Months
Belgium	-	1
Bulgaria	1	1
Canada	-	3
Greece	4	7
Ireland	-	1
Italy	-	3
Malta	-	1
Netherlands	-	3
Poland	-	1
Spain	-	5
United Kingdom	2	-
Norway	2	-
Iceland	1	-
<b>Grand Total</b>	<b>10</b>	<b>26</b>

Flag	< 12 Months	> 12 Months
Bolivia	-	2
Congo, the Democratic Republic of the	-	1
Cook Islands	-	1
Honduras	-	1
Indonesia	-	1
Malta	-	4
Moldova, Republic of	-	3
Palau	1	1
Panama	1	4
Portugal	-	1
Russian Federation	1	2
Saint Vincent and the Grenadines	-	1
Tanzania, United Republic of	-	2
Togo	2	-
Turkey	-	1
Ukraine	-	1
Samoa	1	-
Syrian Arab Republic	1	-
Cape Verde	1	-
Bahamas	1	-
Iceland	1	-
<b>Grand Total</b>	<b>10</b>	<b>26</b>

Full details on all currently detained ships in the Paris MoU region is available on the Paris MoU website.



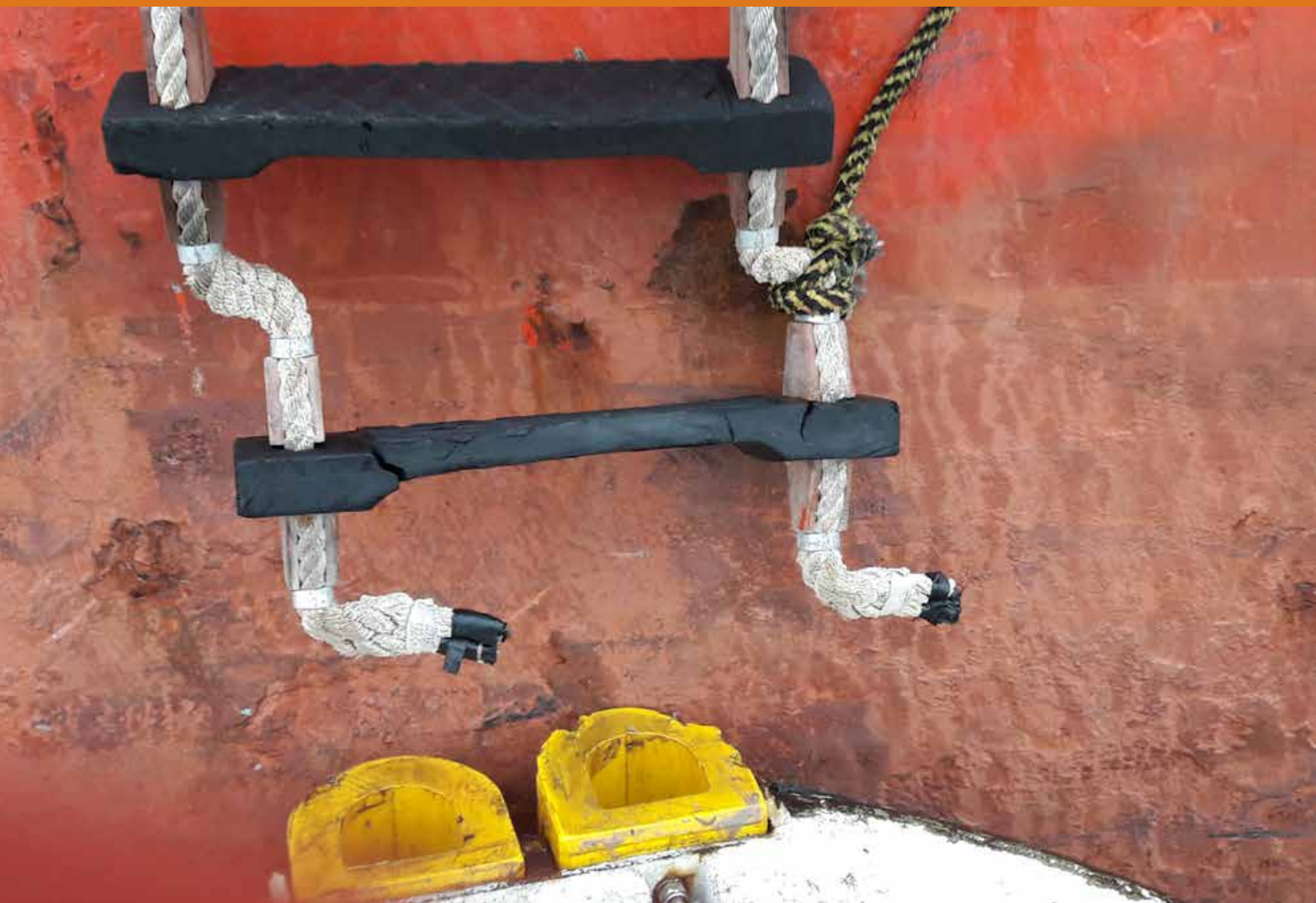
## WHITE LIST

RANK	FLAG	INSPECTIONS 2016-2018	DETENTIONS 2016-2018	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>WHITE LIST</b>						
1	Isle of Man (UK)	651	5	57	34	-1.80
2	Bahamas	2,207	27	175	134	-1.78
3	Singapore	1,925	24	154	116	-1.76
4	France	279	1	27	12	-1.75
5	United Kingdom	1,154	13	96	66	-1.74
6	Netherlands	2,978	44	232	185	-1.71
7	Marshall Islands	4,248	66	325	270	-1.70
8	Cayman Islands (UK)	480	4	43	24	-1.70
9	Norway	1,489	21	121	88	-1.66
10	Hong Kong, China	1,983	30	158	120	-1.66
11	Denmark	1,232	18	101	71	-1.62
12	Germany	550	7	49	28	-1.54
13	Luxembourg	199	1	20	8	-1.51
14	Japan	133	0	15	4	-1.51
15	Ireland	130	0	14	4	-1.49
16	Sweden	299	3	29	13	-1.46
17	Liberia	4,206	96	322	267	-1.44
18	Italy	1,039	20	87	59	-1.41
19	Gibraltar (UK)	675	12	59	36	-1.38
20	Malta	4,680	117	357	298	-1.37
21	Belgium	221	2	22	9	-1.36
22	Cyprus	1,964	47	157	118	-1.32
23	Greece	876	19	74	48	-1.28
24	Bermuda (UK)	244	3	24	10	-1.25
25	Estonia	87	0	11	2	-0.98
26	China	161	2	17	5	-0.96
27	Portugal	958	30	81	54	-0.92
28	Barbados	358	10	34	17	-0.74
29	Antigua and Barbuda	2,581	108	202	159	-0.70
30	Latvia	99	1	12	2	-0.63
31	Finland	425	14	39	21	-0.61
32	Turkey	1,047	42	87	59	-0.61
33	Philippines	146	3	16	5	-0.51
34	Spain	142	3	15	4	-0.46
35	Lithuania	115	2	13	3	-0.44
36	Poland	87	1	11	2	-0.40
37	Croatia	110	2	13	3	-0.35
38	Panama	6,200	343	468	400	-0.32
39	Faroe Islands, DK	235	8	23	10	-0.27
40	Russian Federation	1,243	66	102	72	-0.17
41	Korea, Republic of	75	1	9	1	-0.08

## GREY LIST

RANK	FLAG	INSPECTIONS 2016-2018	DETENTIONS 2016-2018	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>GREY LIST</b>						
42	Saudi Arabia	63	1	8	1	0.05
43	United States	206	9	21	8	0.08
44	Libya	30	0	5	0	0.12
45	Algeria	87	3	11	2	0.15
46	Switzerland	100	4	12	2	0.18
47	Egypt	43	1	6	0	0.19
48	Curacao	88	4	11	2	0.26
49	Kazakhstan	52	2	7	0	0.27
50	Thailand	33	1	5	0	0.27
51	Morocco	68	3	9	1	0.28
52	Saint Vincent and the Grenadines	506	33	45	25	0.38
53	Iran, Islamic Republic of	127	9	14	4	0.51
54	Lebanon	71	6	9	1	0.63
55	Azerbaijan	55	5	7	0	0.66
56	Tunisia	41	5	6	0	0.83
57	India	71	8	9	1	0.88
58	Tuvalu	47	6	7	0	0.90
59	Vanuatu	246	24	24	10	0.98



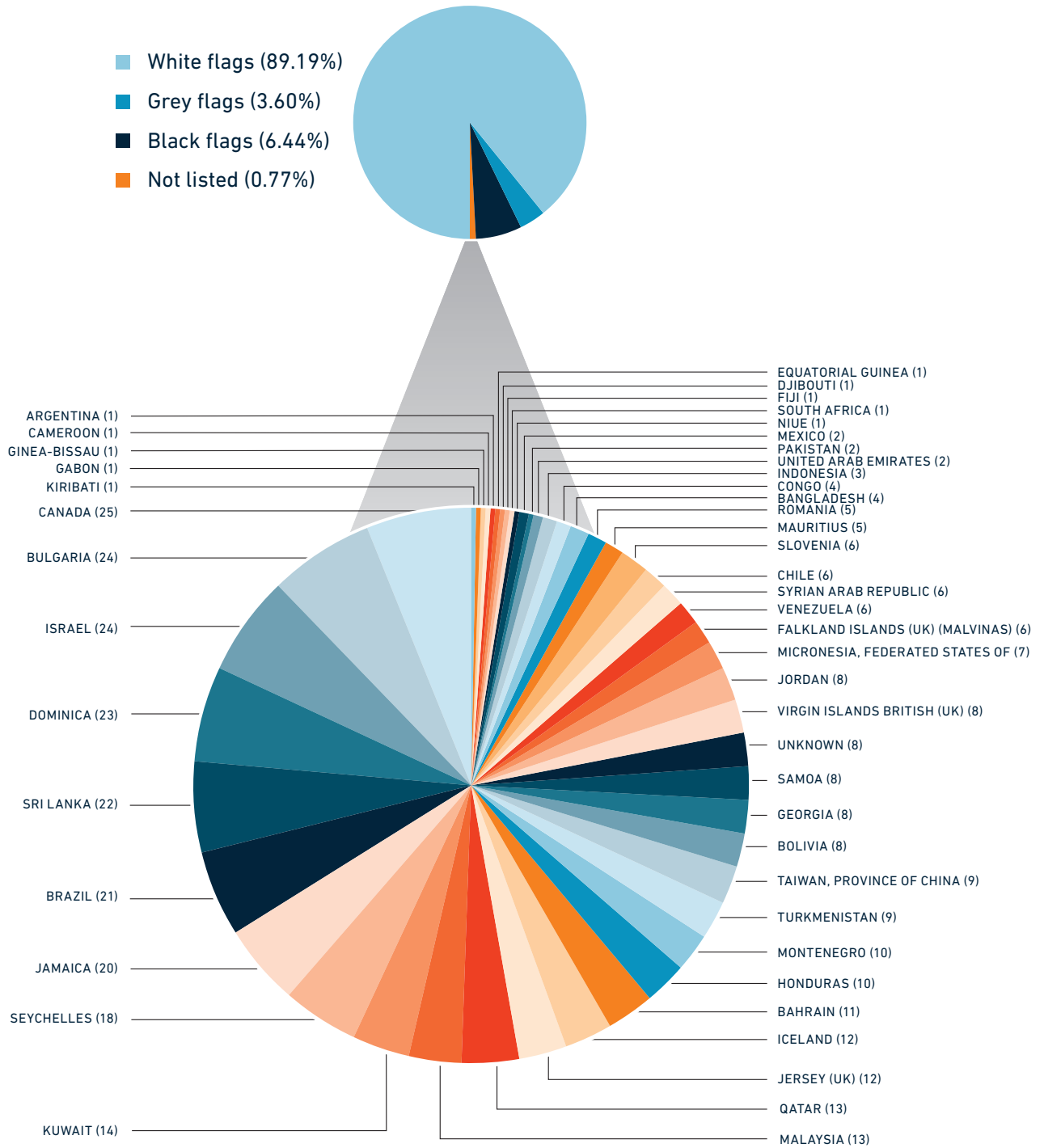




## BLACK LIST

RANK	FLAG	INSPECTIONS 2016-2018	DETENTIONS 2016-2018	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>BLACK LIST</b>						
60	Cook Islands	424	46	39		1.50
61	Belize	361	44	34	Medium Risk	1.84
62	Saint Kitts and Nevis	233	31	23		1.96
63	Albania	69	12	9	Medium to High Risk	2.20
64	Mongolia	36	8	6		2.65
65	Sierra Leone	333	55	31		3.10
66	Ukraine	82	17	10		3.29
67	Moldova, Republic of	409	69	38		3.31
68	Tanzania, United Republic of	326	58	31	High Risk	3.48
69	Cambodia	44	11	6		3.67
70	Palau	210	41	21		3.74
71	Comoros	351	67	33		3.92
72	Togo	486	92	44		4.03
73	Congo, Republic of the	98	26	12	Very High Risk	5.15

### DISTRIBUTION OF LISTED AND NON-LISTED FLAGS 2016-2018



## FLAGS MEETING CRITERIA FOR LOW RISK SHIPS 2018

Flags meeting criteria for Low Risk Ships (as per 1 July 2019)		
Antigua and Barbuda	Bahamas	Belgium
Bermuda (UK)	Cayman Islands (UK)	China
Croatia	Cyprus	Denmark
Estonia	Faroe Islands, DK	Finland
France	Germany	Gibraltar (UK)
Greece	Hong Kong, China	Ireland
Isle of Man (UK)	Italy	Japan
Korea, Republic of	Latvia	Liberia
Lithuania	Luxembourg	Malta
Marshall Islands	Netherlands	Norway
Panama	Poland	Portugal
Russian Federation	Singapore	Spain
Sweden	Turkey	United Kingdom

To meet the criteria for Low Risk Ships, flags should be on the Paris MoU White list and have submitted evidence of having undergone an IMO (V)IMSAS Audit.

Non-listed flags having undergone IMO (V)IMSAS Audit	
Canada	Malaysia
Georgia	Slovenia

Flags who's total number of inspections over a 3-years rolling period do not meet the minimum of 30 are not included in the Paris MoU White list. Consequently some flags cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO VIMSAS Audit.

Non-listed flags with no detentions 2016-2018*			
Argentina (1)	Gabon (1)	Mexico (2)	Slovenia (6)
Bangladesh (4)	Guinea-Bissau (1)	Micronesia, Federated States of (7)	South Africa (1)
Brazil (21)	Jamaica (20)	Montenegro (10)	Syrian Arab Republic (6)
Cameroon (1)	Jersey (UK) (12)	Niue (1)	Taiwan, Province of China (9)
Chile (6)	Kiribati (1)	Pakistan (2)	Turkmenistan (9)
Dominica (23)	Kuwait (14)	Qatar (13)	United Arab Emirates (2)
Falkland Islands (UK) (Malvinas) (6)	Malaysia (13)	Romania (5)	Venezuela (6)
Fiji (1)	Mauritius (5)	Seychelles (18)	Virgin Islands British (UK) (8)

Flags who's total number of inspections over a 3-years rolling period do not meet the minimum of 30 are not included in the Paris MoU White, Grey and Black lists. The flags in this table had too few inspections to be included in the lists, but had no detentions in the mentioned period. \* Note: The flags are listed in alphabetical order. The number of inspections over the mentioned period taken into account is shown in brackets. Flags on this list do not meet the criteria for Low Risk Ships.

## INSPECTIONS, DETENTIONS AND DEFICIENCIES 2018

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Albania	29	26	8	89	89.7	27.6
Algeria	28	23	2	5	82.1	7.1
Antigua and Barbuda	784	448	41	171	57.1	5.2
Azerbaijan	19	17	3	15	89.5	15.8
Bahamas	731	345	9	40	47.2	1.2
Barbados	122	62	2	10	50.8	1.6
Belgium	69	42	1	2	60.9	1.4
Belize	109	93	16	107	85.3	14.7
Bermuda (UK)	69	20	-	-	29.0	-
Bolivia	1	1	-	-	100.0	-
Brazil	10	5	-	-	50.0	-
Bulgaria	8	7	-	-	87.5	-
Cameroon	1	1	-	-	100.0	-
Canada	8	6	-	-	75.0	-
Cayman Islands (UK)	167	71	2	6	42.5	1.2
Chile	2	2	-	-	100.0	-
China	42	14	1	4	33.3	2.4
Comoros	130	125	20	153	96.2	15.4
Cook Islands	129	114	13	70	88.4	10.1
Croatia	39	13	-	-	33.3	-
Curacao	16	12	1	15	75.0	6.3
Cyprus	707	389	20	99	55.0	2.8
Denmark	429	169	8	20	39.4	1.9
Dominica	7	4	-	-	57.1	-
Egypt	15	13	-	-	86.7	-
Estonia	24	2	-	-	8.3	-
Falkland Islands (UK) (Malvinas)	2	2	-	-	100.0	-
Faroe Islands	76	50	2	13	65.8	2.6
Finland	156	72	7	20	46.2	4.5
France	98	57	1	10	58.2	1.0
Georgia	4	4	1	3	100.0	25.0
Germany	186	94	1	6	50.5	0.5
Gibraltar (UK)	215	117	5	15	54.4	2.3
Greece	273	97	3	13	35.5	1.1
Honduras	3	3	1	3	100.0	33.3
Hong Kong, China	635	247	8	26	38.9	1.3
India	21	12	1	5	57.1	4.8
Indonesia	3	3	1	1	100.0	33.3
Iran, Islamic Republic of	47	45	3	31	95.7	6.4

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Ireland	51	23	-	-	45.1	-
Isle of Man (UK)	202	81	2	6	40.1	1.0
Israel	4	1	-	-	25.0	-
Italy	343	152	10	39	44.3	2.9
Jamaica	8	2	-	-	25.0	-
Japan	47	14	-	-	29.8	-
Jersey (UK)	3	2	-	-	66.7	-
Jordan	4	4	1	3	100.0	25.0
Kazakhstan	11	9	1	1	81.8	9.1
Kiribati	1	1	-	-	100.0	-
Korea, Republic of	24	9	-	-	37.5	-
Kuwait	3	2	-	-	66.7	-
Latvia	30	13	-	-	43.3	-
Lebanon	18	16	2	9	88.9	11.1
Liberia	1,436	657	29	154	45.8	2.0
Libya	9	5	-	-	55.6	-
Lithuania	40	18	1	5	45.0	2.5
Luxembourg	65	25	-	-	38.5	-
Malaysia	8	3	-	-	37.5	-
Malta	1,531	757	38	171	49.4	2.5
Marshall Islands	1,501	620	14	77	41.3	0.9
Mauritius	1	1	-	-	100.0	-
Moldova, Republic of	106	102	6	77	96.2	5.7
Mongolia	14	14	1	4	100.0	7.1
Montenegro	5	3	-	-	60.0	-
Morocco	22	18	-	-	81.8	-
Netherlands	988	501	19	72	50.7	1.9
Norway	536	275	7	25	51.3	1.3
Palau	77	73	10	49	94.8	13.0
Panama	2,101	1,177	99	642	56.0	4.7
Philippines	45	27	1	5	60.0	2.2
Poland	28	15	-	-	53.6	-
Portugal	378	206	11	47	54.5	2.9
Qatar	4	1	-	-	25.0	-
Romania	2	2	-	-	100.0	-
Russian Federation	448	259	14	57	57.8	3.1
Saint Kitts and Nevis	54	44	5	48	81.5	9.3
Saint Vincent and the Grenadines	155	105	9	51	67.7	5.8
Samoa	8	8	2	13	100.0	25.0

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Saudi Arabia	23	11	1	5	47.8	4.3
Seychelles	5	1	-	-	20.0	-
Sierra Leone	122	118	19	131	96.7	15.6
Singapore	653	242	9	22	37.1	1.4
Slovenia	2	-	-	-	-	-
Spain	50	23	-	-	46.0	-
Sri Lanka	6	4	-	-	66.7	-
Sweden	104	48	1	6	46.2	1.0
Switzerland	25	16	1	1	64.0	4.0
Syrian Arab Republic	2	2	-	-	100.0	-
Taiwan, Province of China	3	2	-	-	66.7	-
Tanzania, United Republic of	124	124	16	161	100.0	12.9
Thailand	6	5	-	-	83.3	-
Togo	175	160	26	172	91.4	14.9
Tunisia	12	11	2	8	91.7	16.7
Turkey	304	185	7	41	60.9	2.3
Turkmenistan	5	5	-	-	100.0	-
Tuvalu	25	20	5	26	80.0	20.0
Ukraine	29	28	5	40	96.6	17.2
United Kingdom	386	169	2	8	43.8	0.5
United States	71	40	2	2	56.3	2.8
Vanuatu	91	79	6	32	86.8	6.6
Virgin Islands British (UK)	3	2	-	-	66.7	-



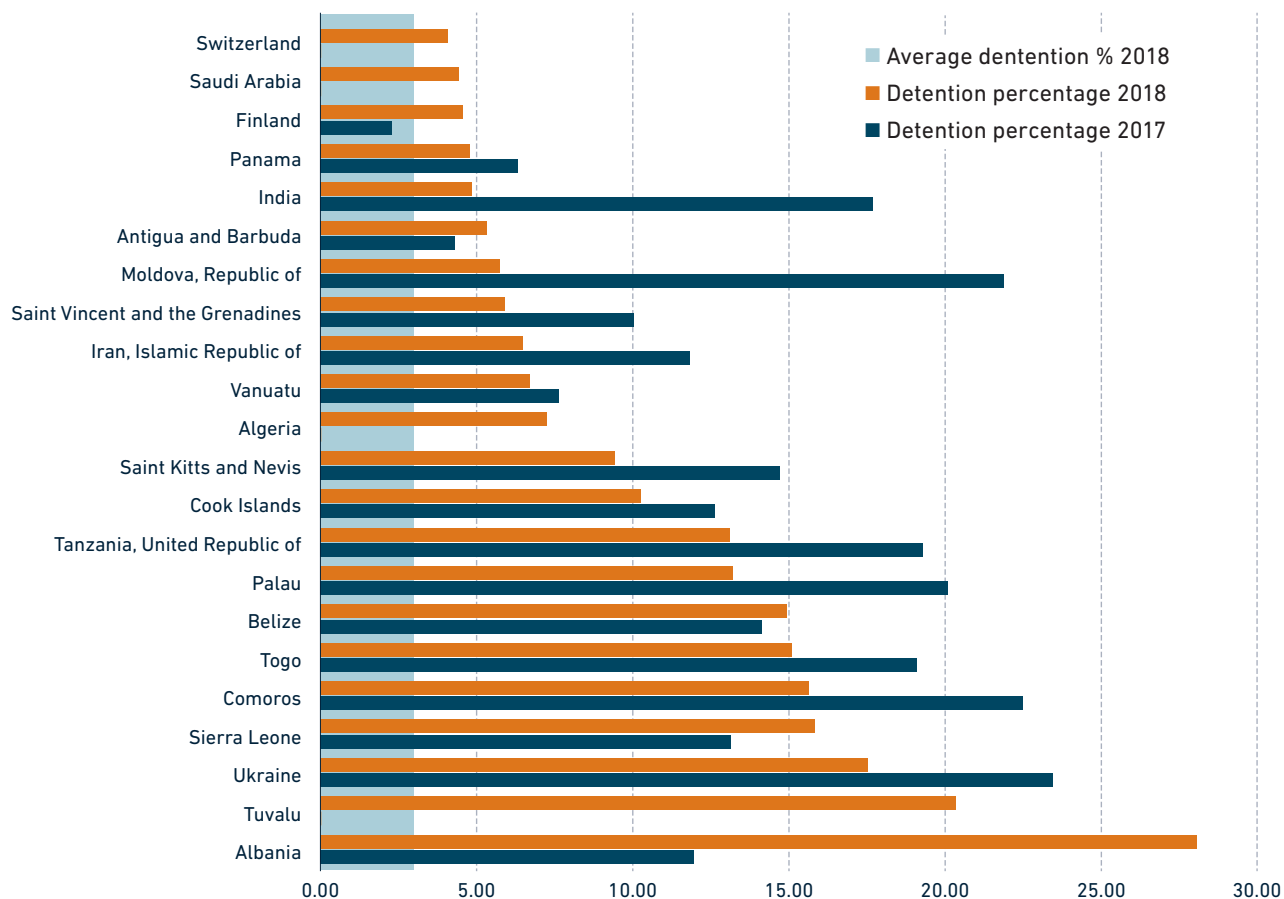
## 2018 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

Flag	Nr of Inspections	Inspections with deficiencies	% of Inspections with detentions	Excess of average 2018	Detentions % 2017	Excess of average 2017
Albania	29	8	27.6	24.4	11.8	7.9
Tuvalu	25	5	20.0	16.8	-	-3.9
Ukraine	29	5	17.2	14.1	23.1	19.2
Sierra Leone	122	19	15.6	12.4	12.9	9.1
Comoros	130	20	15.4	12.2	22.1	18.3
Togo	175	26	14.9	11.7	18.8	14.9
Belize	109	16	14.7	11.5	13.9	10.0
Palau	77	10	13.0	9.8	19.8	15.9
Tanzania, United Republic of	124	16	12.9	9.8	19.0	15.1
Cook Islands	129	13	10.1	6.9	12.4	8.5
Saint Kitts and Nevis	54	5	9.3	6.1	14.5	10.6
Algeria	28	2	7.1	4.0	-	-3.9
Vanuatu	91	6	6.6	3.4	7.5	3.6
Iran, Islamic Republic of	47	3	6.4	3.2	11.6	7.8
Saint Vincent and the Grenadines	155	9	5.8	2.7	9.9	6.0
Moldova, Republic of	106	6	5.7	2.5	21.5	17.7
Antigua and Barbuda	784	41	5.2	2.1	4.3	0.4
India	21	1	4.8	1.6	17.4	13.5
Panama	2,101	99	4.7	1.6	6.2	2.4
Finland	156	7	4.5	1.3	2.3	-1.6
Saudi Arabia	23	1	4.3	1.2	-	-3.9
Switzerland	25	1	4.0	0.8	-	-3.9

Only flags with 20 and more port State control inspections and with a detention percentage exceeding the average percentage of 3.15% are recorded in this graph. (Last year the average was 3.82%).



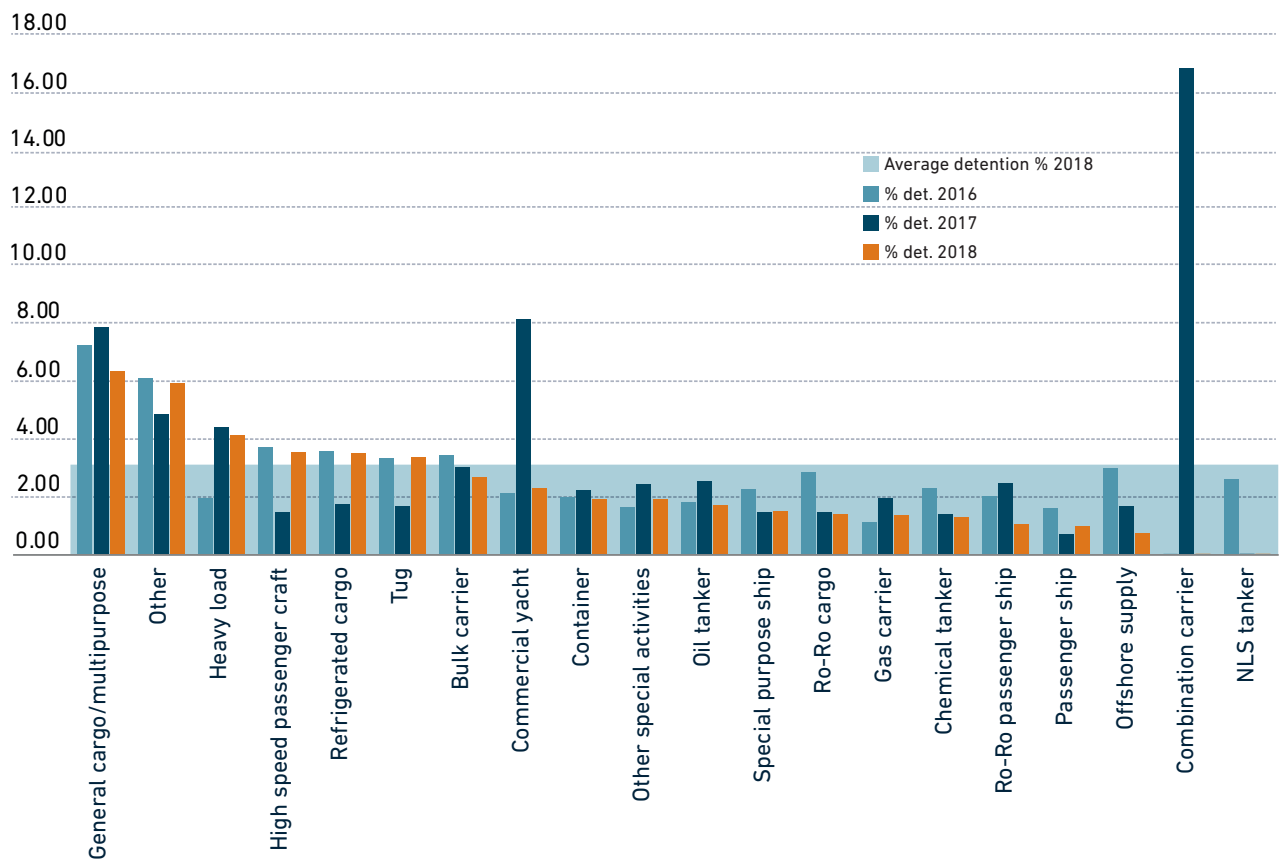
## 2018 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE



- Only flags with 20 and more port State control inspections in 2018 and with a detention percentage exceeding the average percentage of 3.15% are recorded in this graph. In 2017 the average detentions percentage was 3.82%.
- The light blue column represents the 2018 average detention percentage (3.15%).

## INSPECTIONS AND DETENTIONS 2018 PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	% of inspections with deficiencies	Nr of individual ships inspected	Inspections with detentions	% of detentions to inspections 2018	% of detentions to inspections 2017	% of detentions to inspections 2016	+/- average detention % 2018
Bulk carrier	3,711	1,873	50.5	3,350	97	2.6	3.0	3.4	-0.5
Chemical tanker	1,752	736	42.0	1,564	22	1.3	1.4	2.2	-1.9
Combination carrier	6	3	50.0	6	-	0.0	16.7	0.0	-3.2
Commercial yacht	268	115	42.9	266	6	2.2	8.1	2.1	-0.9
Container	1,814	759	41.8	1,612	34	1.9	2.2	1.9	-1.3
Gas carrier	459	151	32.9	433	6	1.3	1.9	1.1	-1.8
General cargo/multipurpose	4,916	3,312	67.4	3,709	308	6.3	7.8	7.2	3.1
Heavy load	49	25	51.0	46	2	4.1	4.3	1.9	0.9
High speed passenger craft	86	60	69.8	48	3	3.5	1.4	3.7	0.3
NLS tanker	31	13	41.9	29	-	0.0	0.0	2.6	-3.2
Offshore supply	437	247	56.5	425	3	0.7	1.6	3.0	-2.5
Oil tanker	1,457	526	36.1	1,367	24	1.6	2.5	1.8	-1.5
Other	239	162	67.8	198	14	5.9	4.8	6.0	2.7
Other special activities	539	270	50.1	507	10	1.9	2.4	1.6	-1.3
Passenger ship	311	156	50.2	262	3	1.0	0.7	1.6	-2.2
Refrigerated cargo	232	148	63.8	206	8	3.4	1.7	3.5	0.3
Ro-Ro cargo	735	303	41.2	639	10	1.4	1.4	2.8	-1.8
Ro-Ro passenger ship	500	276	55.2	271	5	1.0	2.4	2.0	-2.2
Special purpose ship	138	69	50.0	130	2	1.4	1.4	2.2	-1.7
Tug	272	164	60.3	256	9	3.3	1.6	3.3	0.2



## MAJOR CATEGORIES OF DEFICIENCIES 2016-2018

Deficiencies Main Group	Category of deficiencies	2016		2017		2018	
		Def	Def %	Def	Def %	Def	Def %
Certificates & Documentation	Crew Certificates	1,598	3.8	1,598	3.9	1,165	2.9
	Documents	2,880	6.8	2,765	6.7	2,881	7.1
	Ship Certificates	2,373	5.6	2,382	5.8	2,229	5.5
Structural Condition		1,865	4.4	1,938	4.7	1,880	4.7
Water/Weathertight condition		2,066	4.9	1,798	4.4	1,841	4.6
Emergency Systems		2,174	5.2	2,060	5.0	2,062	5.1
Radio Communication		982	2.3	924	2.2	923	2.3
Cargo operations including equipment		221	0.5	196	0.5	240	0.6
Fire safety		5,409	12.8	5,358	13.0	5,248	13.0
Alarms		339	0.8	399	1.0	368	0.9
Working and Living Conditions (ILO 147)*	Living Conditions	193	0.5	18	0.0	8	0.0
	Working conditions	784	1.9	371	0.9	349	0.9
Working and Living Conditions (MLC, 2006)	MLC, 2006 Title 1	121	0.3	77	0.2	75	0.2
	MLC, 2006 Title 2	553	1.3	385	0.9	357	0.9
	MLC, 2006 Title 3	2,046	4.9	2,110	5.1	2,002	5.0
	MLC, 2006 Title 4	3,072	7.3	3,411	8.3	3,215	8.0
Safety of Navigation		5,244	12.4	5,611	13.6	4,874	12.1
Life saving appliances		3,642	8.6	3,307	8.0	3,300	8.2
Dangerous goods		62	0.1	62	0.2	64	0.2
Propulsion and auxiliary machinery		2,000	4.7	1,825	4.4	1,627	4.0
Pollution prevention	Anti Fouling	13	0.0	7	0.0	3	0.0
	Marpol Annex I	713	1.7	650	1.6	602	1.5
	Marpol Annex II	16	0.0	14	0.0	12	0.0
	Marpol Annex III	4	0.0	10	0.0	5	0.0
	Marpol Annex IV	337	0.8	372	0.9	326	0.8
	Marpol Annex V	551	1.3	470	1.1	762	1.9
	Marpol Annex VI	429	1.0	426	1.0	691	1.7
	Balast Water	0	0.0	76	0.2	572	1.4
ISM		1,855	4.4	1,787	4.3	1,911	4.7
ISPS		379	0.9	521	1.3	555	1.4
Other		210	0.5	197	0.5	221	0.5

\* For Member States of the Paris MoU that have not ratified the MLC, 2006, enforcement of the Merchant Shipping Convention (ILO 147) and the protocol of 1996 to the Merchant Shipping Convention (ILO P147) will initially continue.

### TOP 5 CATEGORIES OF DEFICIENCIES 2018

Deficiencies	2017		2018	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
Fire safety	5,358	13.03	5,248	13.00
Safety of Navigation	5,611	13.64	4,874	12.07
Life saving appliances	3,307	8.04	3,300	8.17
Labour conditions-Health protection, medical care, social security	3,411	8.29	3,215	7.96
Certificate & Documentation-Documents	2,765	6.72	2,881	7.14

### TOP 5 DEFICIENCIES 2018

Deficiencies	2017		2018	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
ISM	1,787	4.35	1,911	4.73
Fire doors/openings in fire-resisting divisions	1,026	2.49	1,057	2.62
Nautical publications	933	2.27	811	2.01
Charts	800	1.95	693	1.72
Oil record book	573	1.39	661	1.64

## MARITIME LABOUR CONVENTION, 2006

MLC Deficiencies per Area	Nr MLC Deficiencies	% of Total of Nr. MLC deficiencies	Nr Detainable MLC Deficiencies	% of Detainable deficiencies of MLC deficiencies
MLC,2006 Ship's certificates and documents	235	3.2%	12	5.1%
Area 1 Minimum age of seafarers	2	0.0%	0	0.0%
Area 2 Medical certification of seafarers	171	2.3%	11	6.4%
Area 3 Qualifications of seafarers	13	0.2%	0	0.0%
Area 4 Seafarers' employment agreements	554	7.5%	33	6.0%
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	19	0.3%	0	0.0%
Area 6 Hours of Works or rest	628	8.5%	20	3.2%
Area 7 Manning levels for the ship	45	0.6%	16	35.6%
Area 8 Accommodation	639	8.6%	40	6.3%
Area 9 On-board recreational facilities	23	0.3%	1	4.3%
Area 10 Food and catering	1,260	17.1%	50	4.0%
Area 11 Health and safety and accident prevention	3,090	41.8%	63	2.0%
Area 12 on-board medical care	219	3.0%	11	5.0%
Area 13 On-board complaint procedure	148	2.0%	3	2.0%
Area 14 Payment of wages	184	2.5%	59	32.1%
Area 15 Certificate or documentary evidence of financial security for repatriation	87	1.2%	6	6.9%
Area 16 Certificate or documentary evidence of financial security relating to shipowners liability	73	1.0%	5	6.8%
<b>Total</b>	<b>7,390</b>	<b>100.0%</b>	<b>330</b>	<b>4.5%</b>

## MLC DEFICIENCIES TOP 5

Deficiencies	2017		2018	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
Seafarers' employment agreement (SEA)	553	6.8	466	6.3
Electrical	435	5.4	364	4.9
Records of seafarers' daily hours of work or rest	420	5.2	351	4.7
Ropes and wires	337	4.2	303	4.1
Access / structural features (ship)	322	4.0	306	4.1

## MLC DETAINABLE DEFICIENCIES TOP 5

MLC detainable deficiencies	2017		2018	
	Detainable deficiencies	% Total detainable deficiencies	Detainable deficiencies	% Total detainable deficiencies
Wages	52	11.5	31	9.4
Seafarers' employment agreement (SEA)	42	9.3	31	9.4
Calculation and payment of wages	14	3.1	28	8.5
Manning specified by the minimum safe manning doc	26	5.8	16	4.8
Sanitary Facilities	22	4.9	19	5.8



## DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2018 (CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

Recognized Organization	Abbr	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2018. (0.39)	Detention % of individual ships	+/- Percentage of Average Indiv. 2018. (0.45)
Aegean Register of Shipping	CLASSARS	10	8	-	-	-0.39	-	-0.45
American Bureau of Shipping	ABS	2,046	1,925	1	0.05	-0.34	0.05	-0.40
ASIA Classification Society	ASIA	21	14	1	4.76	4.37	7.14	6.69
Bulgarian Register of Shipping	BRS	70	44	2	2.86	2.47	4.55	4.09
Bureau Veritas	BV	3,876	3,300	11	0.28	-0.11	0.33	-0.12
China Classification Society	CCS	303	289	-	-	-0.39	-	-0.45
Columbus American Register	COLAMREG	23	15	3	13.04	12.65	20.00	19.55
Cosmos Marine Bureau Inc.	CMB	13	8	1	7.69	7.30	12.50	12.05
Croatian Register of Shipping	CRS	51	44	-	-	-0.39	-	-0.45
DNV GL AS	DNVGL	6,450	5,621	4	0.06	-0.33	0.07	-0.38
Dromon Bureau of Shipping	DBS	205	125	3	1.46	1.07	2.40	1.95
Indian Register of Shipping	IRS	77	57	3	3.90	3.51	5.26	4.81
Intermaritime Certification Services, ICS Class	ICS	66	51	1	1.52	1.13	1.96	1.51
International Naval Surveys Bureau	INSB	215	151	5	2.33	1.94	3.31	2.86
International Register of Shipping	IS	64	47	4	6.25	5.86	8.51	8.06
International Ship Classification	ISC	18	9	1	5.56	5.17	11.11	10.66
Iranian Classification Society	IRCS	21	16	2	9.52	9.13	12.50	12.05
Isthmus Bureau of Shipping, S.A.	IBS	36	30	2	5.56	5.17	6.67	6.21
Korean Register of Shipping	KRS	447	426	1	0.22	-0.17	0.23	-0.22
Lloyd's Register	LR	4,137	3,689	6	0.15	-0.24	0.16	-0.29
Macosnar Corporation	MC	52	38	2	3.85	3.46	5.26	4.81
Maritime Bureau of Shipping	MBS	18	12	1	5.56	5.17	8.33	7.88
Maritime Lloyd	ML	48	30	2	4.17	3.78	6.67	6.21
Mediterranean Shipping Register	MSR	61	28	4	6.56	6.17	14.29	13.83
National Shipping Adjuster Inc.	NASHA	88	60	1	1.14	0.75	1.67	1.21
Nippon Kaiji Kyokai	NKK	2,785	2,529	8	0.29	-0.10	0.32	-0.14
Novel Classification Society S.A.	NCS	16	11	-	-	-0.39	-	-0.45
Other	OTHER	176	135	7	3.98	3.59	5.19	4.73
Overseas Marine Certification Services	OMCS	39	30	1	2.56	2.17	3.33	2.88
Panama Maritime Documentation Services	PMDS	41	41	-	-	-0.39	-	-0.45
Panama Register Corporation	PRC	10	7	-	-	-0.39	-	-0.45
Panama Shipping Registrar Inc.	PSR	34	23	1	2.94	2.55	4.35	3.90
Phoenix Register of Shipping	PHRS	208	139	3	1.44	1.05	2.16	1.71
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	199	139	-	-	-0.39	-	-0.45

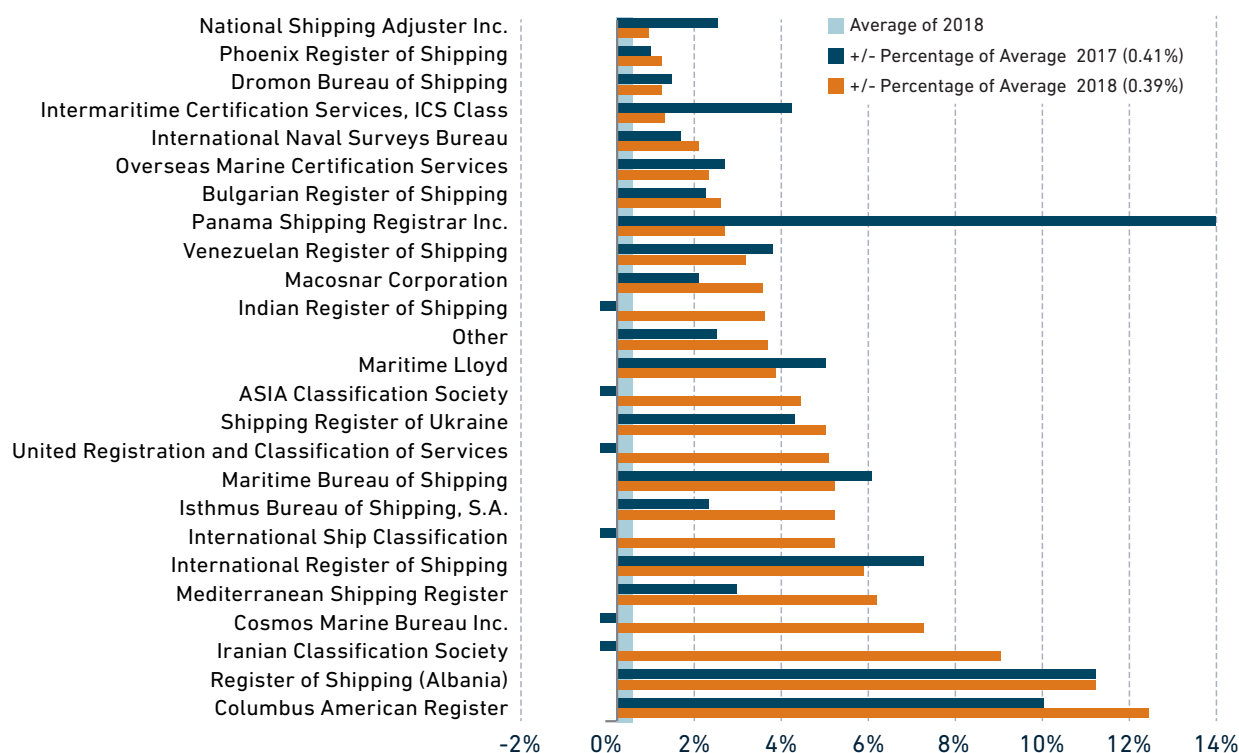


Recognized Organization	Abbr	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average of 2018. (0.39)	Detention % of individual ships	+/- Percentage of Average Indiv. 2018. (0.45)
Register of Shipping (Albania)	RSA	17	14	2	11.76	11.38	14.29	13.83
RINA Services S.p.A.	RINA	1,628	1,330	4	0.25	-0.14	0.30	-0.15
Russian Maritime Register of Shipping	RMRS	988	791	-	-	-0.39	-	-0.45
Shipping Register of Ukraine	SRU	131	74	7	5.34	4.95	9.46	9.01
Turkish Lloyd	TL	143	129	-	-	-0.39	-	-0.45
United Registration and Classification of Services	URACOS	37	25	2	5.41	5.02	8.00	7.55
Venezuelan Register of Shipping	VRS	29	19	1	3.45	3.06	5.26	4.81

\* As more than one Recognized Organization might have issued or endorsed statutory certificates with regard to the same ship, an inspection can be relevant for more than one RO and might appear multiple times in this column.

\*\* Only detentions with RO related detainable deficiencies are taken into account.

### % OF DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2016-2017 (CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



\* Only ROs with 10 and more port State control inspections in 2018 and with a detention percentage exceeding the average percentage of 0.39 are recorded in this graph. In 2017 the average detention percentage was 0.41.

\* The light blue column represents the 2018 average detention percentage. (0.39)

## RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2016-2018

Recognized Organization	RO abbrev	Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level	
American Bureau of Shipping	ABS	6,009	2	139	102	-1.95	High	
DNV GL AS	DNVGL	18,192	18	395	332	-1.88		
China Classification Society	CCS	869	0	25	10	-1.87		
Lloyd's Register	LR	12,505	14	276	224	-1.86		
Bureau Veritas	BV	11,450	25	254	204	-1.74		
Nippon Kaiji Kyokai	NKK	8,393	23	189	146	-1.66		
Korean Register of Shipping	KRS	1,233	2	33	16	-1.62		
Turkish Lloyd	TL	487	0	15	4	-1.60		
RINA Services S.p.A.	RINA	4,427	13	104	73	-1.60		
Russian Maritime Register of Shipping	RMRS	2,926	15	71	46	-1.24		
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	531	3	16	5	-0.48		
Panama Maritime Documentation Services	PMDS	149	0	6	0	0.05		Medium
Phoenix Register of Shipping	PHRS	496	5	16	4	0.06		
Croatian Register of Shipping	CRS	153	1	6	0	0.19		
International Naval Surveys Bureau	INSB	617	9	19	6	0.23		
Indian Register of Shipping	IRS	155	3	6	0	0.49		
Overseas Marine Certification Services	OMCS	99	2	5	0	0.50		
Dromon Bureau of Shipping	DBS	542	11	17	5	0.51		
Macosnar Corporation	MC	131	3	6	0	0.56		
Intermaritime Certification Services, ICS Class	ICS	174	4	7	0	0.57		
Isthmus Bureau of Shipping, S.A.	IBS	117	4	5	0	0.78		
Bulgarian Register of Shipping	BRS	237	7	9	1	0.78		
National Shipping Adjuster Inc.	NASHA	217	7	8	0	0.84	Low	
Maritime Bureau of Shipping	MBS	84	4	4	0	0.94		
Maritime Lloyd - Georgia	ML	149	6	6	0	0.96		
Other	OTHER	399	13	13	3	0.99		
Venezuelan Register of Shipping	VRS	130	6	6	0	1.15		
Mediterranean Shipping Register	MSR	150	8	6	0	1.79		
International Register of Shipping	IS	254	14	9	1	2.44		Very Low
Panama Shipping Registrar Inc.	PSR	97	7	5	0	2.60		
Shipping Register of Ukraine	SRU	515	30	16	5	3.27		
Columbus American Register	COLAMREG	67	7	4	0	4.23		

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to P=0.02 and Q=0.01.

Performance of recognized organizations is measured over a 3-year rolling period.

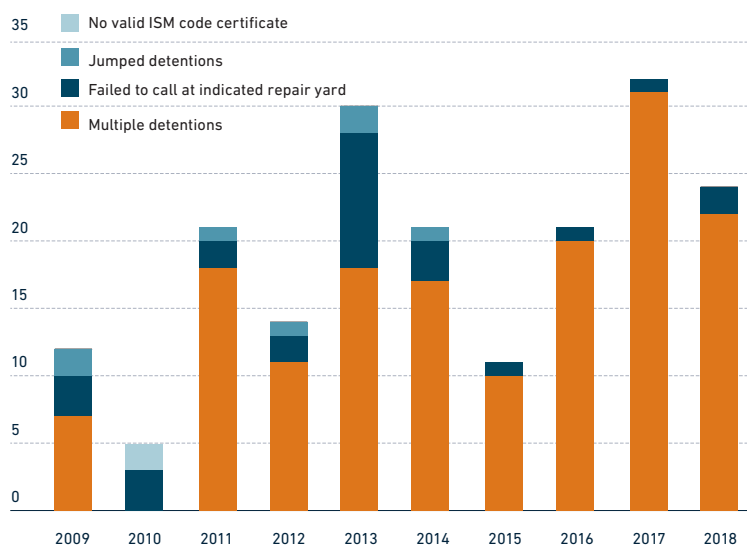
## NUMBER OF CERTIFICATES COVERING RO RESPONSIBLE DETAINABLE DEFICIENCIES 2018

Recognized Organization	RO abbrev	Certificates	Total number of RO detainable deficiencies	% deficiencies / certificates
American Bureau of Shipping	ABS	19,044	1	0.01
Bulgarian Register of Shipping	BRS	538	6	1.12
Bureau Veritas	BV	34,250	34	0.10
China Classification Society	CCS	3,161	0	0.00
Croatian Register of Shipping	CRS	592	0	0.00
DNV GL AS	DNVGL	56,659	11	0.02
Dromon Bureau of Shipping	DBS	2,481	9	0.36
Indian Register of Shipping	IRS	570	6	1.05
Intermaritime Certification Services, ICS Class	ICS	506	1	0.20
International Naval Surveys Bureau	INSB	1,904	29	1.52
International Register of Shipping	IS	667	13	1.95
Isthmus Bureau of Shipping, S.A.	IBS	312	3	0.96
Korean Register of Shipping	KRS	4,147	6	0.14
Lloyd's Register	LR	32,169	24	0.07
Macosnar Corporation	MC	432	8	1.85
Maritime Lloyd	ML	490	9	1.84
Mediterranean Shipping Register	MSR	693	7	1.01
National Shipping Adjuster Inc.	NASHA	782	3	0.38
Nippon Kaiji Kyokai	NKK	29,359	32	0.11
Other	OTHER	1,159	29	2.50
Overseas Marine Certification Services	OMCS	140	4	2.86
Panama Maritime Documentation Services	PMDS	151	0	0.00
Panama Shipping Registrar Inc.	PSR	346	1	0.29
Phoenix Register of Shipping	PHRS	1,910	8	0.42
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1,691	0	0.00
RINA Services S.p.A.	RINA	13,296	9	0.07
Russian Maritime Register of Shipping	RMRS	10,091	0	0.00
Shipping Register of Ukraine	SRU	1,441	18	1.25
Turkish Lloyd	TL	859	0	0.00
United Registration and Classification of Services	URACOS	389	6	1.54

### REFUSAL OF ACCESS (BANNING) PER FLAG 2016-2018

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions			Total Banned
			1 <sup>st</sup> ban	2 <sup>nd</sup> ban	3 <sup>rd</sup> ban	
Albania	-	-	1	-	-	1
Belize	-	-	2	-	-	2
Comoros	1	-	13	1	-	15
Cook Islands	-	-	1	-	-	1
India	-	-	1	-	-	1
Liberia	1	-	-	-	-	1
Moldova, Republic of	-	-	9	2	-	11
Palau	-	-	1	-	-	1
Panama	1	-	-	-	-	1
Saint Kitts and Nevis	-	-	2	-	-	2
Sierra Leone	-	-	1	1	-	2
Tanzania, United Republic of	1	-	14	3	-	18
Togo	-	-	17	2	-	19
Vanuatu	-	-	1	1	-	2
<b>Total</b>	<b>4</b>	<b>-</b>	<b>63</b>	<b>10</b>	<b>-</b>	<b>77</b>

### REFUSAL OF ACCESS 2009-2018





## CIC 2018 MARPOL ANNEX VI

Number of ships inspected during CIC	Nr of individual ships inspected during CIC	Nr of inspections performed with a CIC questionnaire	Nr of inspections without a CIC questionnaire
Inspections	4,217	4,021	283
Inspections with detentions	140	131	9
Detentions with CIC-topic related deficiencies	7	7	0

Number of inspections performed per ship during CIC	Nr of ships	% of total
1	3,975	1.0
2	23	0.0
3	0	0.0
<b>Total</b>	<b>3,998</b>	<b>1.0</b>

Ship type	Nr of inspections	Nr of detentions	Detention as % of inspections	Detentions CIC-topic related	Detentions CIC-topic related as % of inspections
Bulk carrier	887	29	3.3	2	0.2
Chemical tanker	426	4	0.9	0	0.0
Commercial yacht	32	1	3.1	1	3.1
Container	402	3	0.7	0	0.0
Gas carrier	100	1	1.0	0	0.0
General cargo/multipurpose	1,172	77	6.6	2	0.2
Heavy load	11	0	0.0	0	0.0
High speed passenger craft	3	1	33.3	0	0.0
NLS tanker	5	0	0.0	0	0.0
Offshore supply	100	0	0.0	0	0.0
Oil tanker	355	7	2.0	1	0.3
Other	55	1	1.8	0	0.0
Other special activities	112	2	1.8	0	0.0
Passenger ship	38	0	0.0	0	0.0
Refrigerated cargo	54	2	3.7	0	0.0
Ro-Ro cargo	163	1	0.6	1	0.6
Ro-Ro passenger ship	21	0	0.0	0	0.0
Special purpose ship	22	0	0.0	0	0.0
Tug	63	2	3.2	0	0.0
<b>Total</b>	<b>4,021</b>	<b>131</b>	<b>3.3</b>	<b>7</b>	<b>0.2</b>









# Explanatory note - “WHITE”, “GREY” AND “BLACK LIST”

**The normative listing of Flags provides an independent categorization that has been prepared on the basis of Paris MoU port State inspection results over a 3-year period, based on binomial calculus.**

The performance of each Flag is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MoU policy. Two limits have been included in the system, the 'black to grey' and the 'grey to white' limit, each with its own specific formula:

$$u_{black\_to\_grey} = N \cdot p + 0.5 + z \sqrt{N \cdot p \cdot (1 - p)}$$

$$u_{white\_to\_grey} = N \cdot p - 0.5 - z \sqrt{N \cdot p \cdot (1 - p)}$$

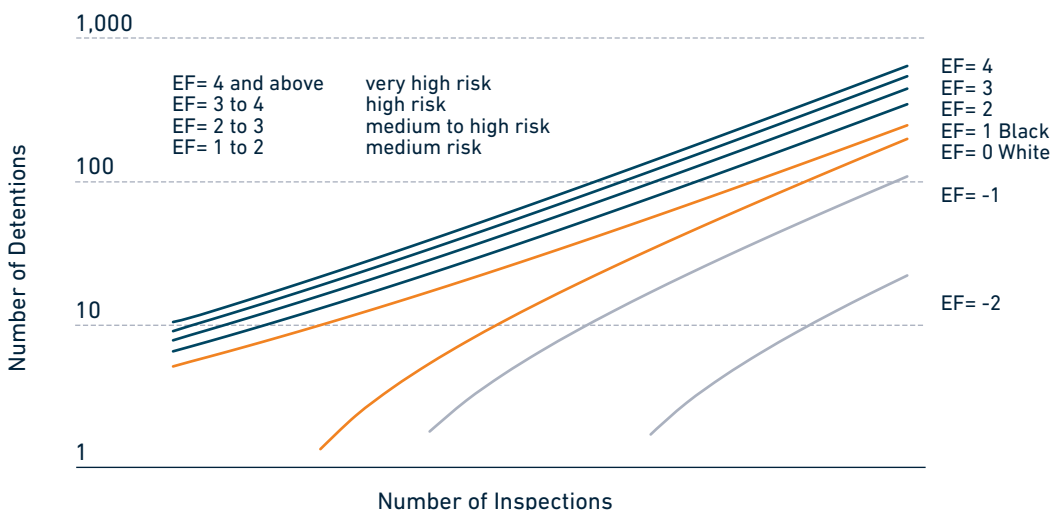
In the formula “N” is the number of inspections, “p” is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and “z” is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result “u” is the allowed number of detentions for either the Black or White List. The “u” results can be found in the table. A number of detentions above this 'black to grey' limit means significantly worse than average, where a number of detentions below the 'grey to white' limit means significantly better than average. When the amount of detentions for a particular Flag is positioned between the

two, the Flag will find itself on the Grey List. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period.

To sort results on the Black or White List, simply alter the target and repeat the calculation. Flags which are still significantly above this second target, are worse than the flags which are not. This process can be repeated to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags' performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus the EF is an indication for the number of times the yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column of the White, Grey or Black List. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%.

The White/Grey/Black Lists have been calculated in accordance with the principles above\*.

The graphical representation of the system below is showing the direct relations between the number of inspected ships and the number of detentions. Both axes have a logarithmic character as the 'black to grey' or the 'grey to white' limit.



\* Explanatory notes can be found on [www.parismou.org/publications](http://www.parismou.org/publications)

# Secretariat Paris Memorandum OF UNDERSTANDING ON PORT STATE CONTROL



## STAFF

**Mr. Luc Smulders**  
Secretary-General

**Mrs. Carien Drovers**  
Deputy Secretary-General

**Mr. Ivo Snijders**  
Secretary

**Mr. Maarten Vlag**  
Secretary

**Mr. Ronald Hulhoven**  
Secretary

**Mr. Lourens van 't Wout**  
ICT Advisor

**Mrs. Melany Cadogan - Eskici**  
Office Manager

**Mrs. Ingrid de Vree**  
Management Assistant

## COLOPHON

### PHOTOGRAPHS

**Cover photo:** Portugal  
Paris MoU Authorities  
Secretariat  
Frans de Vree Fotografie

### ADDRESS SECRETARIAT

Rijnstraat 8  
P.O. Box 16191  
2500 BD The Hague  
The Netherlands  
**Telephone:** +31 70 456 1508  
**www.parismou.org**  
**E-mail:** secretariat@parismou.org



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# Paris MoU fact sheet - ORGANIZATIONAL STRUCTURE

