

Paris MoU



on Port State Control

THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Port State Control

Progress and performance;
highlights of the Paris MoU 2025

ANNUAL REPORT 2025

Paris MoU



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Annual Report 2025

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Introduction

CHAIRMAN AND SECRETARY-GENERAL



We are pleased to present the Paris MoU Annual Report for 2025, continuing our commitment to transparency and the enhancement of maritime safety. Our overarching aim remains to provide clear and accessible information to all stakeholders within the maritime community.

This report sets out the work carried out by the members of the Paris MoU and their Port State Control Officers (PSCOs) and administrative colleagues. Every day PSCOs from the members carry out inspections throughout our wide geographical region on all types of ships. Collectively this results in an average of approximately 45 inspections per day for the MoU as a whole. This continuous daily activity ensures the safety, security, pollution prevention and

living and working conditions for seafarers. It also leads in facilitating a level playing field for the shipping sector resulting in quality shipping in our region. This benefits all our members and the citizens of our region. The Paris MoU publishes benchmarks in the form of performance lists for flags and Recognized Organizations providing important information on the overall performance of the international shipping industry. This report provides details of these lists together with the statistics on our inspections for the past year.

For the past three years, we have expressed our concerns regarding the relatively high average detention rates. In 2025, the percentage recorded remained relatively high at 4.18%. This follows the recorded rates of 4.27%, 3.86%, and 4.03% in the previous three years, representing a further

increase in 2025. These figures remain significantly higher than the pre-COVID-19 period – a trend that necessitates continued close monitoring in the coming period. Notably, an analysis of recorded deficiencies has not revealed any specific area as the primary cause of this increase in non-compliance. We therefore urge all stakeholders to re-evaluate their operational practices and ensure strict adherence to international maritime standards as this higher rate is an indicator for potential concerns of a reduction in shipping standards.

While our existing inspection regime remains robust, we are increasingly confronted by shipping operating outside legitimate oversight. Ships engaged in such activities may be substandard and transit the coastal waters of Paris MoU members without making port calls. As such they fall outside our regular risk-based port State control system creating risks to the safety of navigation, the well-being of seafarers, and the prevention of marine pollution.

During 2025, Port State Control MoUs strengthened their cooperation, leading to improved sharing of information

relevant to our collective work. This reinforces our belief that certain challenges – most notably the rise of "false flags" and fraudulent certification – is best addressed through such global collaboration.

The contributions of the International Maritime Organization (IMO) and International Labour Organization (ILO) remain crucial in promoting this global harmonisation. The Paris MoU remains steadfast in its commitment to fostering safer, cleaner, and more efficient shipping. We extend our sincere gratitude to the European Commission, EMSA, and all our partner organisations for their continuous support. Above all, we acknowledge the dedication of our Port State Control Officers (PSCOs) and maritime administration colleagues, whose tireless efforts are the foundation of our success. Our commitment to working with international partners remains essential as we navigate these challenges and strive for a future of enhanced maritime safety and transparency. ■



Brian Hogan

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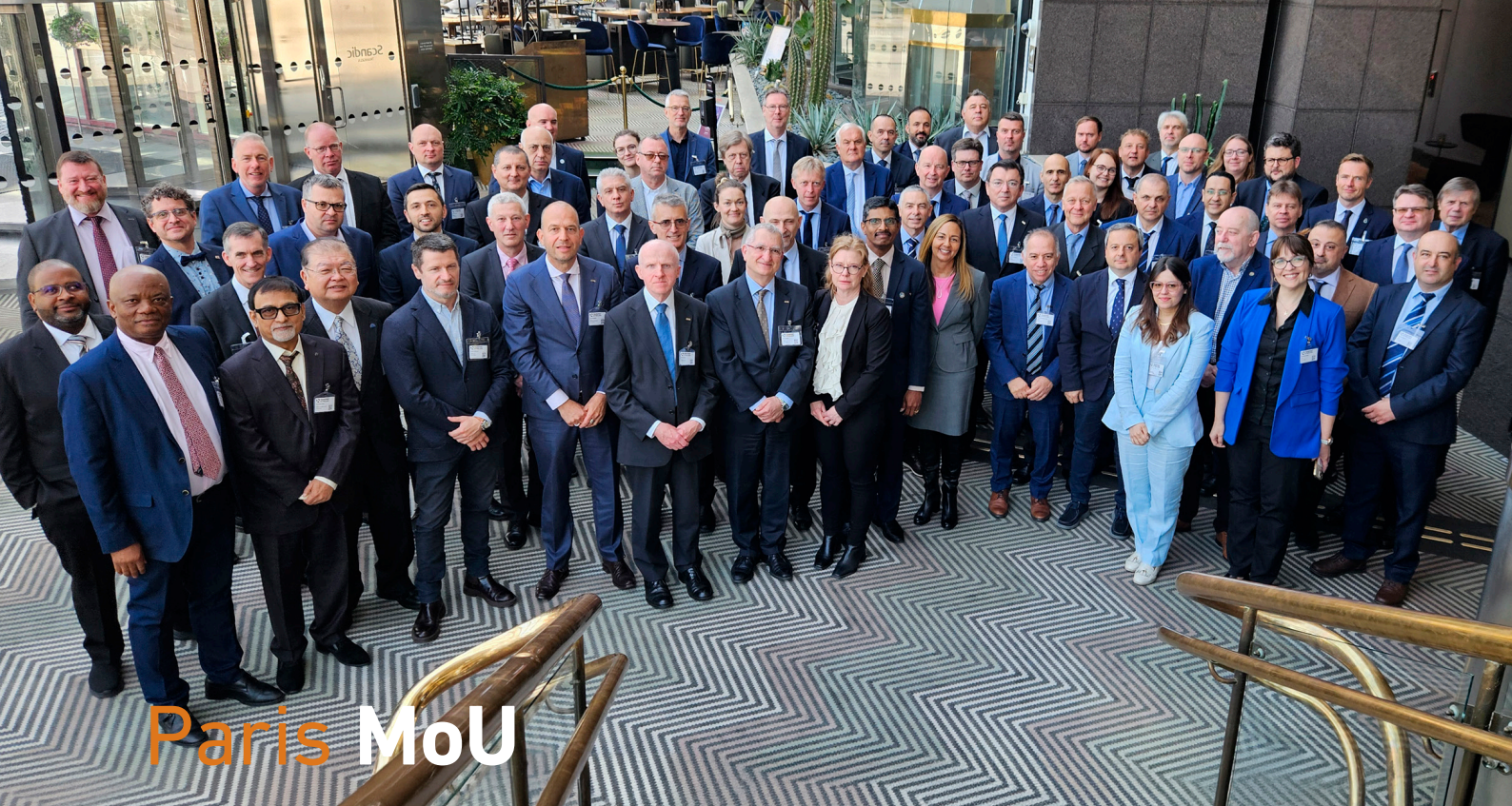
Chairman of the Paris MoU Committee



Luc Smulders

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Secretary-General of the Paris MoU



MISSION & VISION

The mission of the Paris MoU is to accomplish the elimination of substandard shipping by inspecting the ships in the region using a risk-based methodology. This risk-based inspection method ensures that the merchant ships in the region meet the international safety, security and environmental standards, and that crew members have adequate working and living conditions in compliance with the international maritime labour standards.

To actively pursue this mission, the Paris MoU focuses on the elements below:

1. The Paris MoU will further develop its risk-based inspection mechanism to more effectively eliminate substandard shipping.
2. This will keep pace with developments in technology and digitisation in the maritime industry and requires specific attention for alternative designs & arrangements.
3. Increasing attention will be paid to effective control of environmental compliance by ships operating in the region.
4. In addition, the Paris MoU will continue to focus on harmonisation within the Paris MoU itself as well strengthen harmonisation with other Port State Control Agreements, including by facilitating the use of each other's data.
5. Given the importance that internationally operating fishing vessels are also subject to port State control, the Paris MoU will explore the possibility and feasibility of a port State control regime for fishing vessels.

MEMBERS AND OBSERVERS

The Paris MoU consists of the maritime Authorities of: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation¹, Slovenia, Spain, Sweden, United Kingdom of Great Britain and Northern Ireland.

Various observer organisations participate in the meetings in the context of the Paris MoU. This concerns the International Maritime Organization (IMO), the International Labour Organization (ILO) and the following other regional Port State Control Agreements: Abuja MoU, Acuerdo de Viña del Mar, Black Sea MoU, Caribbean MoU, Indian Ocean MoU, Mediterranean MoU, Riyadh MoU, Tokyo MoU and the United States Coast Guard.

MAIN ACTIVITIES OF PARIS MOU REGARDING INSPECTIONS AND HARMONISATION

Once a year, the Port State Control Committee – the executive body of the Paris MoU – meets in one of the member States. During these meetings, the Committee considers policy issues related to the regional implementation of port State control, reviews the work of the Technical Evaluation Group and task forces, and decides on administrative procedures.

The task forces are each assigned a specific work programme focused on enhancing operational, technical and

¹ Suspended until further notice with effect from 20 May 2022.

administrative port State control procedures. The outcome of the task forces is discussed by the Technical Evaluation Group (TEG), in which all Paris MoU members and observers are represented. The evaluation by TEG is submitted to the Committee for final consideration and decision.

The MoU Advisory Board advises the Port State Control Committee on policy matters and provides direction to the task forces and the Paris MoU Secretariat between meetings of the Committee. The Board meets several times a year and – in 2025 – consisted of Canada, France, Italy succeeded by Germany, the United Kingdom and the European Commission.

To achieve its mission, the Paris MoU carries out approximately 18,000 inspections annually. Results are published for each distinct ship inspected, as well as in various aggregate information reports. Additionally, inspection data is available for bulk download.

To enhance harmonisation among member Authorities, the Paris MoU provides training and seminars for its Port State Control Officers (PSCOs).

Recognising that training is vital to achieve our primary goal – the elimination of substandard shipping – these programmes aim to enhance the harmonisation and standardisation of inspections across the region. Throughout the year, the Secretariat, in cooperation with member Authorities, organises various training initiatives:

1. Seminars;
2. Expert Training (focusing on Safety & Environment and The Human Element);
3. Specialised Training (targeting Tankers, Bulk Carriers or Passenger Ships);
4. Member State On Site Training (focus on procedures).

PSCOs from all member Authorities participated in one (or more) of the trainings and seminars; sometimes also as a trainer. Representatives from other MoU Regions participated in various trainings and seminars.

ROLE OF EMSA

EMSA supports and advises the Paris MoU in various capacities. Most notably, EMSA maintains the information system for recording inspection results, ensuring continuous updates and upgrades. This data is not only integral to the risk-based inspection methodology but is also shared with the IMO to evaluate compliance with international requirements. Furthermore, this information remains a vital resource for member Authorities, the shipping industry, and the general public.

EMSA further supports the Paris MoU through active participation in various meetings and task forces, advising member Authorities on EU regulatory developments. Additionally, EMSA and the Secretariat collaborate to offer new-entrant and refresher training for PSCOs. Following a 2025 revision, this curriculum is now delivered via a new modular structure, incorporating both digital and in-person learning across specific technical areas.

DEVELOPMENTS

At the 2025 meeting of the Paris MoU Port State Control Committee (PSCC), several topics were discussed and decided.

A significant priority was the preparation for updated Flag and RO performance methodologies, scheduled for implementation in July 2027.

The Committee also evaluated the Concentrated Inspection Campaign (CIC) on Crew Wages and SEAs on MLC, 2006, held from 1 September to 30 November 2024. Overall, the results show a good level of implementation of the MLC, 2006 provisions on which the CIC focused. A total of 30 ships out of the total of 3,863 ships (0.78%) were detained for at least one CIC-related topic detainable deficiency. Detailed information on the CIC results has been made available on the Paris MoU website. ■



International COOPERATION

The Paris MoU actively participates in international meetings and initiatives to harmonise port State control inspections globally.

Each year, the Paris MoU contributes to the IMO Sub-Committee on Implementation of IMO Instruments (III Sub-Committee), sharing inspection results from the previous year. These documents are usually submitted jointly with other MoUs; a notable example of this is the joint submission by the Paris MoU, Tokyo MoU and the United States Coast Guard regarding “underperforming Flag Administrations”.

Furthermore, the Paris MoU maintains strong ties with other regional port State control agreements, including by attending their Committee meetings when time and resources permit. In 2025, the Paris MoU attended meetings of the Black Sea, Mediterranean and Tokyo MoUs in person, while participating in several other meetings virtually. ■



Paris MoU



2025

on Port State Control

Three year trend detention %



2023: 3.81%



2024: 4.03%



2025: 4.18%

Inspection results (2025)



16,474
Inspections



9,879
Inspections
with deficiencies



688
Detentions



19
Bannings

Number of White, Grey and Black flags



40



19



10

Performance in number of ROs



High
11



Medium
18



Low
3



Very low
0

Top 5 Main group of deficiencies

17%

SOLAS chapter II-2

12%

SOLAS chapter II-1

10%

MLC, 2006 Title 4

9%

SOLAS chapter III

8%

SOLAS chapter V

Information, statistics AND AVAILABILITY

Information from the Annual Report

The Paris MoU Annual Report primarily provides comprehensive data on inspection results for both the general public and the shipping industry. Flag States and Recognized Organizations (ROs) are specifically addressed within the latter category.

GENERAL INFORMATION

During 2025, the number of refusals-of-access (bans) increased to 19, marking a rise following several years of relatively low numbers.

The detention rate also saw an upward trend, reaching 4.18% in 2025 compared to 4.03% in 2024. This follows a period of consistently high detention percentages over recent years, such as 4.25% recorded in 2022. The Paris MoU will continue to closely monitor this development.

An analysis of (detainable) deficiencies reveals no significant shift towards non-compliance in any specific convention or regulatory area. Instead, the data identifies recurring areas of concern that consistently show higher rates of non-compliance, both in absolute and relative terms. These are respectively fire safety (SOLAS Chapter II-2: 16.8%), structural and electrical elements (SOLAS Chapter II-1: 11.6%) and health protection, medical care, welfare and social security protection (MLC title IV: 10%).

At the specific deficiency level, fire doors (3.1%) and Seafarers' Employment Agreements (1.3%) remain prominent areas of non-compliance. Additionally, the broader ISM-related deficiencies were recorded at 4.5%.

FLAG AND RO PERFORMANCE

The Flag and RO Performance Lists continue to serve as a valuable tool for stakeholders in the maritime industry and beyond, utilising inspection and detention data aggregated over the three previous calendar years.

Regarding flag performance, no significant shifts were observed compared to previous year(s). The number of low-performing flags remains consistently low, maintaining levels below those seen pre-COVID-19. Despite a relatively high detention rate, the distribution of flag States across the White, Grey and Black Lists remains largely stable.

The performance categories for Recognized Organizations show no deviating trends, with a positive observation that the number of ROs in the lowest performance category remains limited. However, the number of detainable deficiencies with RO responsibility remains at an elevated level compared to previous years. While this increase has not yet impacted the overall performance category rankings, it indicates a measurable decline in the quality of certain ROs. This trend resulted in a higher volume of detainable deficiencies being attributed to specific ROs throughout 2025.

Statistics

Detailed figures and statistical data can be found in the annex of the 2025 Annual Report. This section includes the flag and RO Performance Lists, alongside key 2025 metrics



covering inspections, bans, detentions, and deficiencies for both flag States and Recognized Organizations.

Available information

The Paris MoU publishes a wide range of information and data on port State control and inspection results.

The main communication channel for these publications is the Paris MoU website (**www.parismou.org**). This site provides general information about the Paris MoU, its mission, the Memorandum of Understanding, publicly available instructions, and other relevant Port State Control information.

Additionally, inspection results are published at several levels of detail:

- Individual ship level: accessible via the inspection database and search tool;
- Total inspection level: providing options to drill down by flag, year, and other criteria within statistics, current lists, and KPIs;
- Aggregate deficiency level: focusing on deficiencies related to inspections with similar drill-down options for flags, years, etc.;
- Bulk data: available as a downloadable dataset of all publicly released inspection results via the Data Exchange Service (DS) page. ■





STATISTICAL ANNEXES

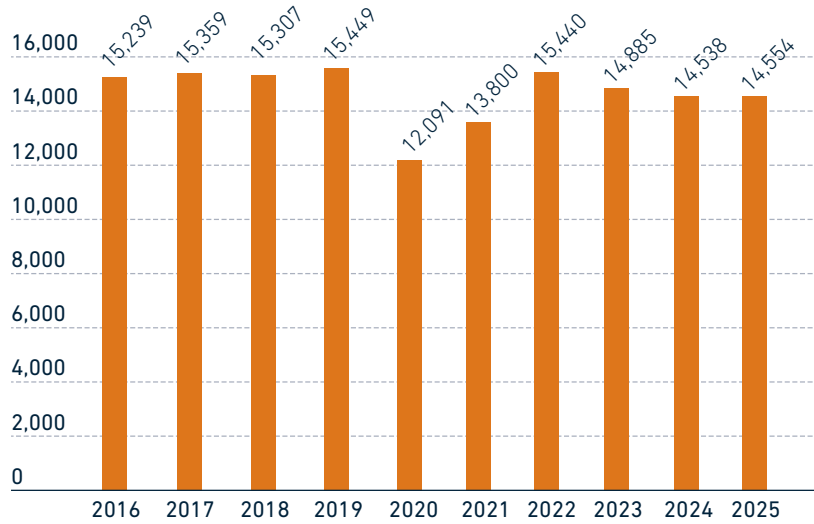


THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

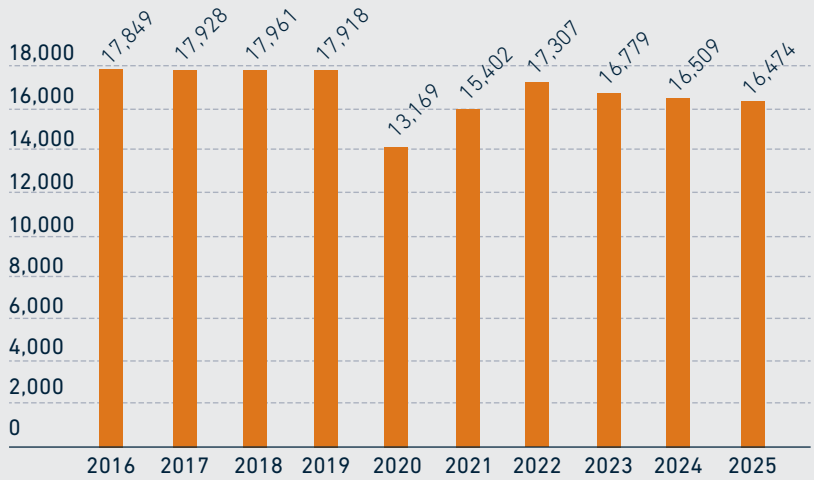
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BASIC PORT STATE CONTROL FIGURES 2025

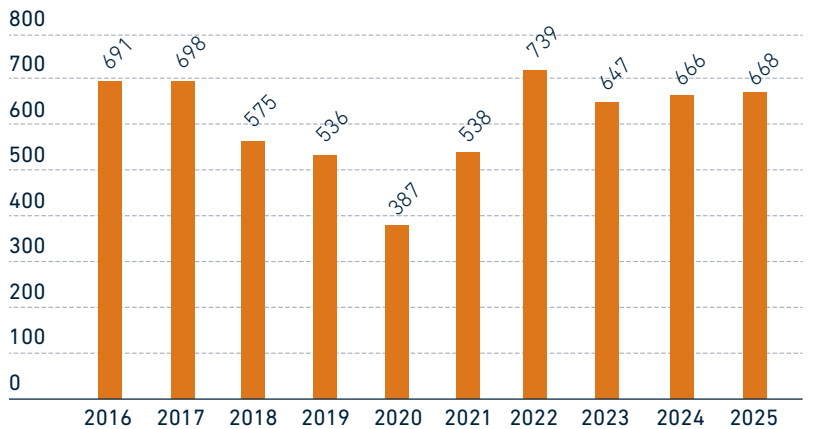
NUMBER OF DISTINCT SHIPS INSPECTED



NUMBER OF INSPECTIONS

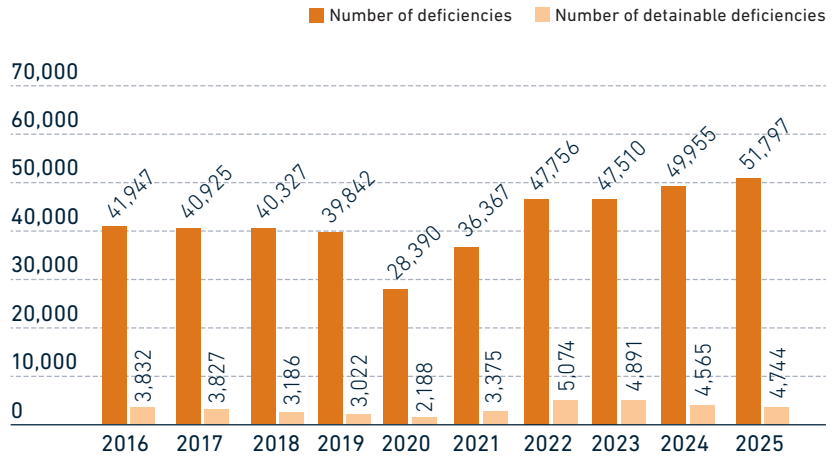


NUMBER OF DETENTIONS

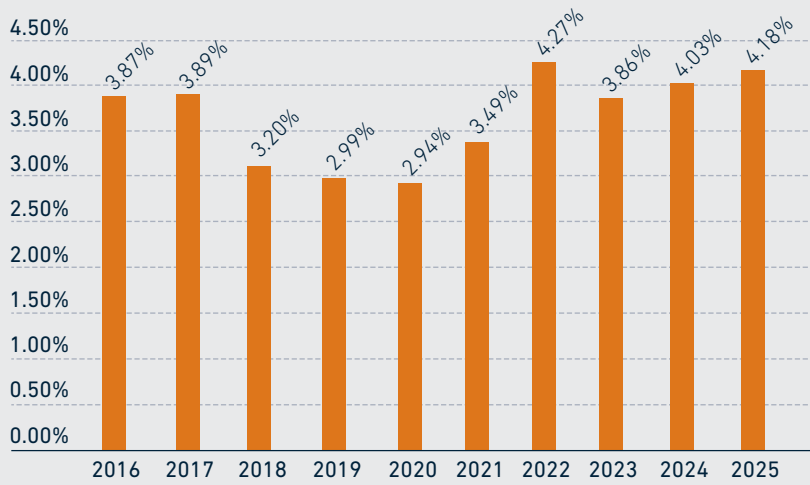


Note: The cut-off date for inspection data to be included in the Annual Report 2025 was 12-02-2026. Changes to inspection data after this date have as a rule not been taken into account. As a result of a decision by PSC50 (2017), the Annual Report data will include the current annual year and all amended data in previous years back to three calendar years.

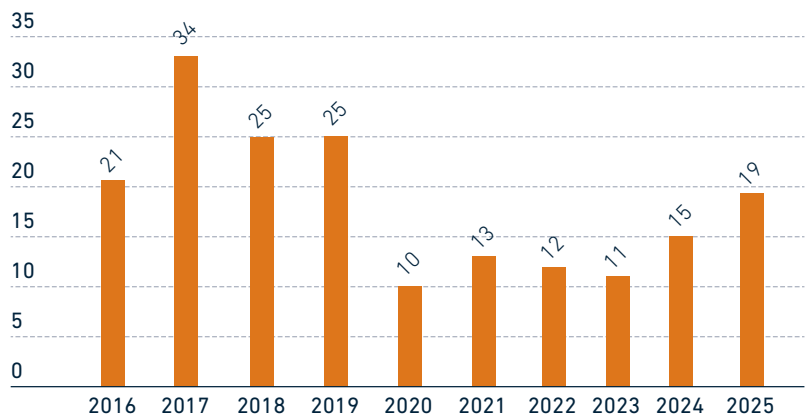
NUMBER OF DEFICIENCIES AND DETAINABLE DEFICIENCIES



DETENTIONS IN % OF INSPECTIONS



NUMBER OF REFUSAL OF ACCESS





WHITE LIST

RANK	FLAG	INSPECTIONS 2023-2025	DETENTIONS 2023-2025	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	Cayman Islands, UK	299	0	29	13	-1.95
2	Sweden	312	1	30	14	-1.81
3	Norway	1,742	23	140	104	-1.72
4	Denmark	1,163	15	96	67	-1.68
5	Japan	244	1	24	10	-1.67
6	Singapore	1,727	27	139	103	-1.62
7	France	292	2	28	13	-1.61
8	Finland	349	3	33	16	-1.59
9	Netherlands	2,610	46	205	161	-1.59
10	Luxembourg	217	1	22	9	-1.58
11	Italy	817	14	70	45	-1.45
12	Hong Kong (China)	1,416	28	115	83	-1.44
13	Germany	457	8	41	23	-1.28
14	Portugal	2,268	58	179	138	-1.28
15	Bahamas	1,604	40	130	95	-1.26
16	Malta	3637	101	280	229	-1.25
17	Isle of Man, UK	362	6	34	17	-1.24
18	Bermuda, UK	141	1	15	4	-1.13
19	China	294	5	28	13	-1.12
20	United States	139	1	15	4	-1.11
21	Marshall Islands	5,166	167	392	331	-1.11
22	Cyprus	2,155	65	171	131	-1.10
23	Spain	88	0	11	2	-1.00
24	United Kingdom	696	19	60	37	-0.99
25	Greece	544	15	48	28	-0.91
26	Saudi Arabia	77	0	10	1	-0.83
27	Ireland	72	0	9	1	-0.73
28	Gibraltar, UK	250	6	25	10	-0.73
29	Liberia	6,319	276	476	408	-0.73
30	Croatia	97	1	11	2	-0.59
31	Barbados	957	39	80	54	-0.56
32	Türkiye	611	23	54	32	-0.56
33	Estonia	87	1	11	2	-0.40
34	Jersey, UK	54	0	7	0	-0.22
35	Antigua and Barbuda	1,757	95	141	105	-0.20
36	Panama	5,731	338	433	369	-0.19
37	Faroe Islands	225	8	23	9	-0.18
38	Belgium	164	5	17	6	-0.16
39	Poland	43	0	6	0	0.04
40	Canada	35	0	5	0	0.09

GREY LIST

RANK	FLAG	INSPECTIONS 2023-2025	DETENTIONS 2023-2025	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
GREY LIST						
41	Korea, Republic of	219	9	22	9	0.03
42	Lithuania	107	3	12	3	0.04
43	Latvia	174	8	18	6	0.15
44	India	45	1	6	0	0.18
45	Morocco	43	1	6	0	0.19
46	San Marino	75	3	9	1	0.23
47	Algeria	71	3	9	1	0.26
48	Sierra Leone	172	10	18	6	0.33
49	Thailand	44	2	6	0	0.34
50	Russian Federation	83	5	10	1	0.41
51	Lebanon	35	2	5	0	0.42
52	Philippines	92	6	11	2	0.45
53	Egypt	38	3	6	0	0.56
54	Saint Vincent and the Grenadines	245	19	24	10	0.63
55	Cook Islands	68	6	9	1	0.66
56	Albania	48	5	7	0	0.74
57	Bangladesh	55	6	7	0	0.80
58	Tuvalu	32	4	5	0	0.81
59	Tunisia	31	5	5	0	1.00





BLACK LIST

RANK	FLAG	INSPECTIONS 2023-2025	DETENTIONS 2023-2025	BLACK TO GREY LIMIT	RISK	EXCESS FACTOR
BLACK LIST						
60	Saint Kitts and Nevis	372	42	35	Medium Risk	1,59
61	Palau	517	60	46		1,80
62	Togo	213	28	22		1,87
63	Guinea-Bissau	83	13	10		1,91
64	Belize	259	35	25	Medium to High	2,08
65	Vanuatu	339	48	32		2,40
66	Viet Nam	44	9	6		2,48
67	Comoros	254	59	25	Very High Risk	4,99
68	Tanzania, United Republic of	205	59	21		6,55
69	Cameroon	138	44	15		7,14



FLAGS MEETING CRITERIA FOR LOW RISK SHIPS 2025

Flags meeting criteria for Low Risk Ships (as per 1 July 2026)		
Antigua and Barbuda	France	Netherlands
Bahamas	Germany	Norway
Barbados	Gibraltar, UK	Panama
Belgium	Greece	Poland
Bermuda, UK	Hong Kong (China)	Portugal
Canada	Ireland	Saudi Arabia
Cayman Islands, UK	Isle of Man, UK	Singapore
China	Italy	Spain
Croatia	Japan	Sweden
Cyprus	Jersey, UK	Türkiye
Denmark	Liberia	United Kingdom
Estonia	Luxembourg	United States
Faroe Islands	Malta	
Finland	Marshall Islands	

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			
Australia	Dominica	Jordan	Nauru
Azerbaijan	Dominican Republic	Kazakhstan	Nigeria
Bahrain	Ethiopia	Kiribati	Pakistan
Bolivia	Gabon	Kuwait	Sao Tome and Principe
Brazil	Gambia	Libya	Seychelles
Bulgaria	Georgia	Malaysia	Slovenia
Cape Verde	Honduras	Mauritius	Sri Lanka
Chile	Iceland	Mexico	Switzerland
Congo	Indonesia	Monaco	Ukraine
Cuba	Iran, Islamic Republic of	Mongolia	United Arab Emirates
Djibouti	Jamaica	Montenegro	

Flags whose total number of inspections over a three-year rolling period do not meet the minimum of 30 are not included in the Paris MoU White List. Consequently some flags, which have had at least one inspection in the three-year period, cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO (V)IMSAS Audit.

Non-listed flags with no detentions 2023-2025*			
Australia (1)	Dominican Republic (2)	Malaysia (8)	Slovenia (3)
Bahrain (1)	Ethiopia (2)	Mauritius (8)	Taiwan, Province of China (13)
Bolivia (2)	Falkland Islands, UK (Malvinas) (1)	Monaco (3)	Virgin Islands British, UK (1)
Cape Verde (4)	Israel (12)	Niue (7)	
Chile (1)	Kuwait (26)	Sao Tome and Principe (3)	
Curacao (22)	Libya (16)	Seychelles (18)	

Flags that have had at least one inspection in the three-year period but for which the total number of inspections over that period does not meet the minimum of 30, will not be included in the White, Grey and Black Lists of the Paris MoU. 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 between brackets.

INSPECTIONS, DETENTIONS AND DEFICIENCIES 2025

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Albania	13	12	4	29	92.3	30.8
Algeria	20	17	1	19	85.0	5.0
Antigua and Barbuda	613	423	31	150	69.0	5.1
Australia	1	1	0	0	100.0	0.0
Azerbaijan	2	1	0	0	50.0	0.0
Bahamas	512	266	16	90	52.0	3.1
Bangladesh	23	18	3	20	78.3	13.0
Barbados	327	231	19	119	70.6	5.8
Belgium	55	27	2	5	49.1	3.6
Belize	92	88	9	70	95.7	9.8
Bermuda, UK	48	22	0	0	45.8	0.0
Bolivia	1	1	0	0	100.0	0.0
Brazil	8	6	0	0	75.0	0.0
Bulgaria	4	2	1	12	50.0	25.0
Cameroon	35	34	12	96	97.1	34.3
Canada	7	3	0	0	42.9	0.0
Cape Verde	1	1	0	0	100.0	0.0
Cayman Islands, UK	96	33	0	0	34.4	0.0
Chile	1	0	0	0	0.0	0.0
China	114	53	3	13	46.5	2.6
Comoros	89	86	21	264	96.6	23.6
Cook Islands	21	15	3	18	71.4	14.3
Croatia	28	18	0	0	64.3	0.0
Cuba	1	1	1	1	100.0	100.0
Curacao	5	4	0	0	80.0	0.0
Cyprus	679	438	22	77	64.5	3.2
Denmark	364	186	6	27	51.1	1.6
Djibouti	1	1	1	28	100.0	100.0
Dominica	8	6	0	0	75.0	0.0
Egypt	14	12	3	20	85.7	21.4
Estonia	29	13	0	0	44.8	0.0
Ethiopia	1	1	0	0	100.0	0.0
Falkland Islands, UK (Malvinas)	1	1	0	0	100.0	0.0
Faroe Islands	70	45	4	11	64.3	5.7
Finland	116	65	0	0	56.0	0.0
France	86	41	1	2	47.7	1.2
Gabon	2	2	0	0	100.0	0.0
Gambia	8	8	0	0	100.0	0.0
Georgia	4	4	2	8	100.0	50.0
Germany	141	78	4	15	55.3	2.8

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Gibraltar, UK	74	46	0	0	62.2	0.0
Greece	168	79	6	41	47.0	3.6
Guinea-Bissau	33	28	4	48	84.8	12.1
Honduras	7	7	2	14	100.0	28.6
Hong Kong (China)	428	241	12	79	56.3	2.8
Iceland	4	4	3	23	100.0	75.0
India	10	3	0	0	30.0	0.0
Indonesia	7	6	1	5	85.7	14.3
Ireland	25	8	0	0	32.0	0.0
Isle of Man, UK	128	73	2	7	57.0	1.6
Israel	4	4	0	0	100.0	0.0
Italy	271	119	1	1	43.9	0.4
Jamaica	7	3	0	0	42.9	0.0
Japan	81	38	0	0	46.9	0.0
Jersey, UK	18	6	0	0	33.3	0.0
Kazakhstan	1	1	1	4	100.0	100.0
Kiribati	1	1	1	8	100.0	100.0
Korea, Republic of	79	57	2	12	72.2	2.5
Kuwait	3	1	0	0	33.3	0.0
Latvia	60	42	2	4	70.0	3.3
Lebanon	10	8	1	2	80.0	10.0
Liberia	2,221	1,343	105	653	60.5	4.7
Libya	3	2	0	0	66.7	0.0
Lithuania	37	20	1	3	54.1	2.7
Luxembourg	70	37	0	0	52.9	0.0
Malaysia	4	2	0	0	50.0	0.0
Malta	1,225	595	33	154	48.6	2.7
Marshall Islands	1,657	890	55	303	53.7	3.3
Mauritius	4	2	0	0	50.0	0.0
Mexico	1	1	1	14	100.0	100.0
Monaco	1	1	0	0	100.0	0.0
Mongolia	5	4	0	0	80.0	0.0
Montenegro	4	3	1	14	75.0	25.0
Morocco	10	5	0	0	50.0	0.0
Nauru	4	4	2	16	100.0	50.0
Netherlands	832	428	13	64	51.4	1.6
Nigeria	1	1	0	0	100.0	0.0
Niue	3	2	0	0	66.7	0.0
Norway	548	305	10	51	55.7	1.8
Palau	146	136	21	242	93.2	14.4

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Panama	1,891	1,302	103	763	68.9	5.4
Philippines	31	14	2	7	45.2	6.5
Poland	12	3	0	0	25.0	0.0
Portugal	839	502	28	155	59.8	3.3
Russian Federation	4	3	0	0	75.0	0.0
Saint Kitts and Nevis	164	147	23	253	89.6	14.0
Saint Vincent and the Grenadines	73	51	4	15	69.9	5.5
San Marino	46	39	2	6	84.8	4.3
Sao Tome and Principe	1	0	0	0	0.0	0.0
Saudi Arabia	28	9	0	0	32.1	0.0
Seychelles	9	5	0	0	55.6	0.0
Sierra Leone	59	57	3	30	96.6	5.1
Singapore	572	303	9	44	53.0	1.6
Slovenia	1	0	0	0	0.0	0.0
Spain	27	9	0	0	33.3	0.0
Sri Lanka	2	2	1	11	100.0	50.0
Sweden	108	55	0	0	50.9	0.0
Switzerland	3	3	0	0	100.0	0.0
Taiwan, Province of China	3	2	0	0	66.7	0.0
Tanzania, United Republic of	85	85	24	276	100.0	28.2
Thailand	7	7	2	17	100.0	28.6
Togo	55	51	9	121	92.7	16.4
Tunisia	9	9	2	10	100.0	22.2
Türkiye	215	126	5	24	58.6	2.3
Tuvalu	17	14	2	21	82.4	11.8
Ukraine	1	1	0	0	100.0	0.0
United Arab Emirates	1	1	1	7	100.0	100.0
United Kingdom	206	120	4	15	58.3	1.9
United States	47	27	0	0	57.4	0.0
Vanuatu	109	99	13	104	90.8	11.9
Viet Nam	13	13	2	9	100.0	15.4

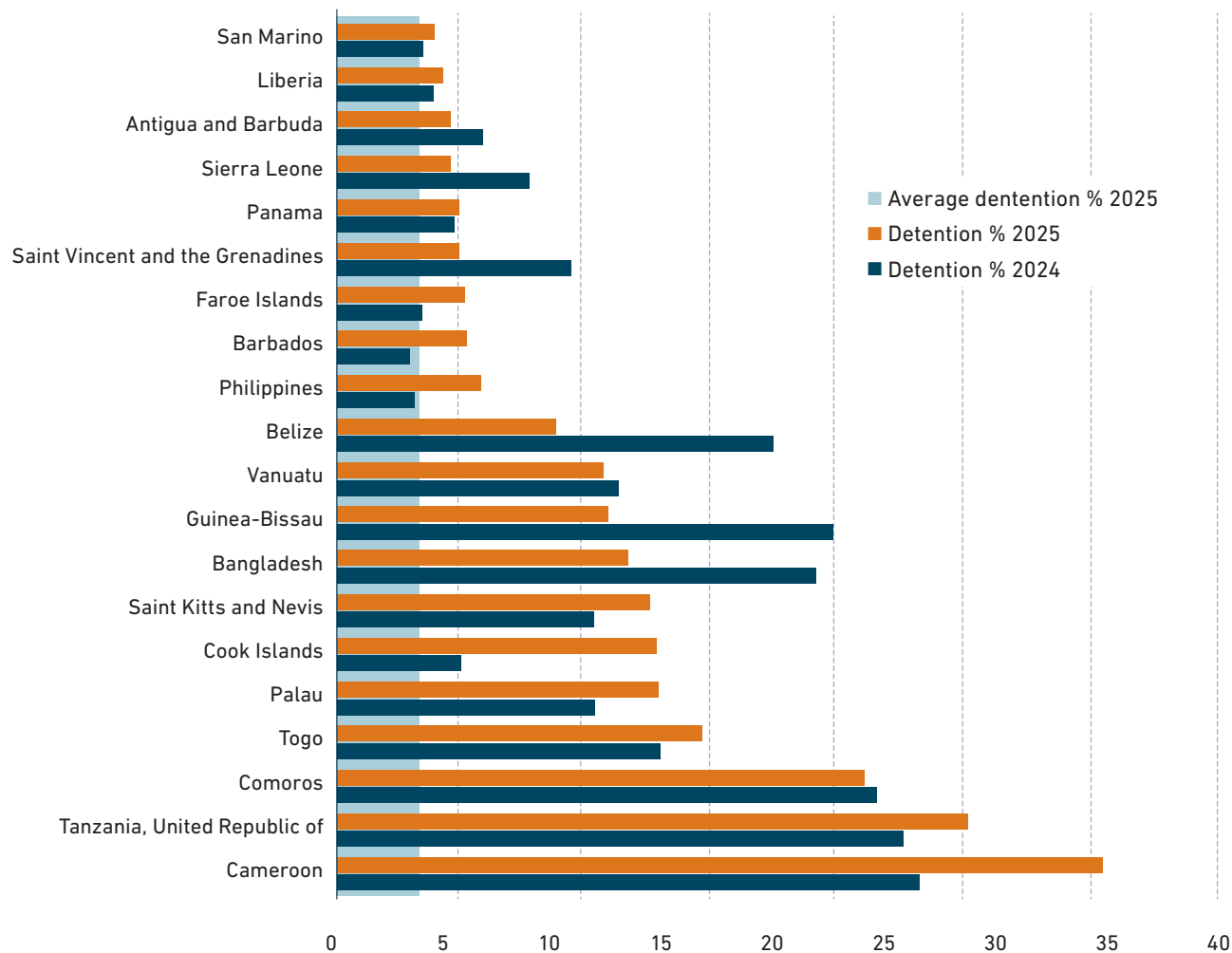


2025 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

Flag	Nr of Inspections	Inspections with detentions	% of Inspections with detentions	Excess of average 2025	Detentions % 2024	Excess of average 2024
Antigua and Barbuda	613	31	5.1	0.9	6.5	2.5
Bangladesh	23	3	13.0	8.9	21.4	17.4
Barbados	327	19	5.8	1.6	3.3	-0.8
Belize	92	9	9.8	5.6	19.5	15.5
Cameroon	35	12	34.3	30.1	26.1	22.1
Comoros	89	21	23.6	19.4	24.1	20.1
Cook Islands	21	3	14.3	10.1	5.6	1.5
Faroe Islands	70	4	5.7	1.5	3.8	-0.2
Guinea-Bissau	33	4	12.1	7.9	22.2	18.2
Liberia	2,221	105	4.7	0.5	4.3	0.3
Palau	146	21	14.4	10.2	11.5	7.5
Panama	1,891	103	5.4	1.3	5.2	1.2
Philippines	31	2	6.5	2.3	3.4	-0.6
Saint Kitts and Nevis	164	23	14.0	9.8	11.5	7.4
Saint Vincent and the Grenadines	73	4	5.5	1.3	10.5	6.4
San Marino	46	2	4.3	0.2	3.8	-0.2
Sierra Leone	59	3	5.1	0.9	8.6	4.6
Tanzania, United Republic of	85	24	28.2	24.1	25.4	21.3
Togo	55	9	16.4	12.2	14.5	10.5
Vanuatu	109	13	11.9	7.7	12.6	8.6

Only flags with 20 and more port State control inspections and with a detention percentage exceeding the average percentage of 4.18% are recorded in this graph (in 2024 the average was 4.03%).

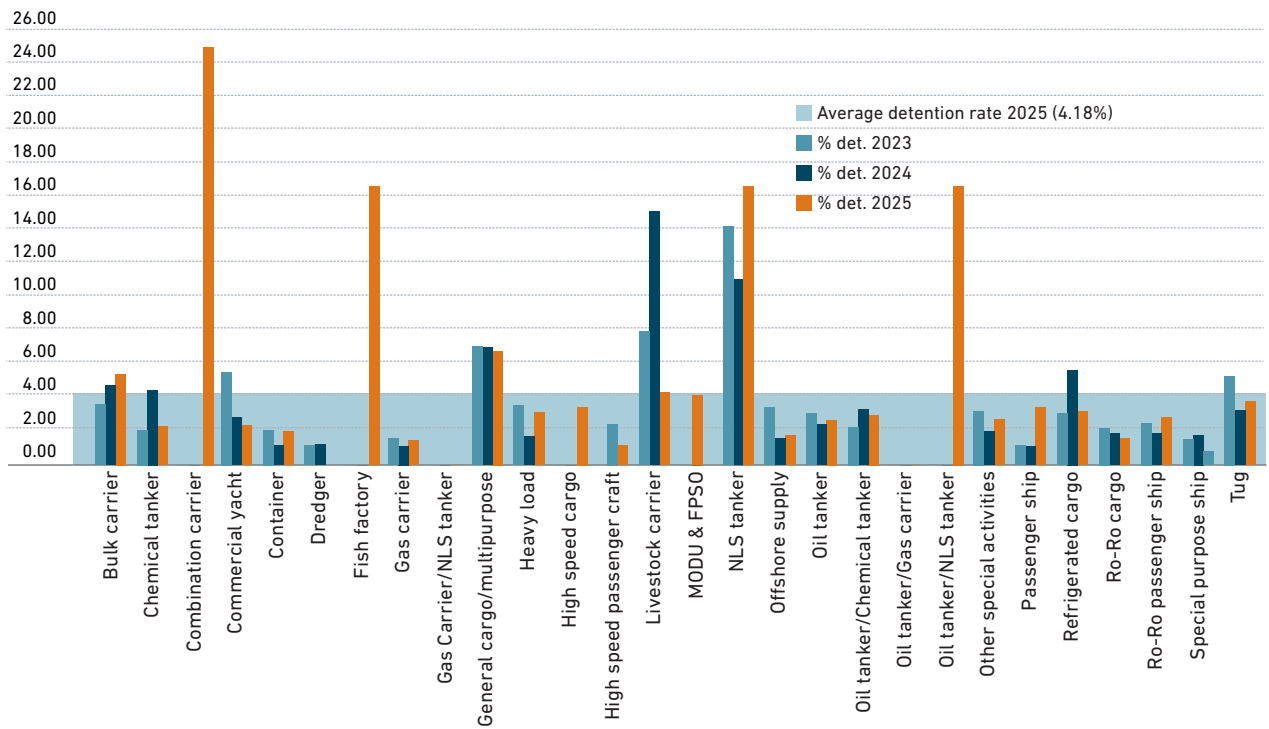
2025 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE



- Only flags with 20 and more port State control inspections in 2025 and with a detention percentage exceeding the average percentage of 4.18% are recorded in this graph. In 2024 the average detentions percentage was 4.03%.
- The light blue column represents the 2025 average detention percentage (4.18%).

INSPECTIONS AND DETENTIONS 2025 PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	Percentage of inspections with deficiencies	Nr of individual ships inspected	Inspections with detentions	Percentage of detentions to inspections 2025	Percentage of detentions to inspections 2024	Percentage of detentions to inspections 2023	+ / - average detention % 2025
Bulk carrier	3,659	2,452	67.0	3,324	197	5.38	4.71	3.61	1.21
Chemical tanker	348	183	52.6	324	8	2.30	4.43	2.11	-1.88
Combination carrier	4	4	100.0	4	1	25.00	0.00	0.00	20.82
Commercial yacht	260	96	36.9	259	6	2.31	2.82	5.52	-1.87
Container	1,866	1,090	58.4	1,707	37	1.98	1.04	2.10	-2.19
Dredger	68	40	58.8	66	0	0.00	1.11	1.06	-4.18
Fish factory	6	3	50.0	5	1	16.67	0.00	0.00	12.49
Gas carrier	499	223	44.7	463	7	1.40	1.09	1.58	-2.77
Gas carrier/NLS tanker	12	8	66.7	11	0	0.00	0.00	0.00	-4.18
Gen. cargo/multipurpose	4,173	2,875	68.9	3,413	283	6.78	6.99	7.07	2.61
Heavy load	64	40	62.5	62	2	3.13	1.69	3.57	-1.05
High speed cargo	29	11	37.9	29	1	3.45	0.00	0.00	-0.73
High speed passenger craft	88	48	54.5	63	1	1.14	2.38	0.00	-3.04
Livestock carrier	70	53	75.7	63	3	4.29	15.12	7.95	0.11
MODU & FPSO	23	15	65.2	22	0	0.00	4.17	0.00	-4.18
NLS tanker	6	3	50.0	4	1	16.67	11.11	14.29	12.49
Offshore supply	353	207	58.6	339	6	1.70	1.57	3.39	-2.48
Oil tanker	1,046	463	44.3	989	28	2.68	2.38	3.05	-1.50
Oil tanker/Chemical tanker	1,551	811	52.3	1,393	46	2.97	3.27	2.21	-1.21
Oil tanker/Gas carrier	5	2	40.0	5	0	0.00	0.00	0.00	-4.18
Oil tanker/NLS tanker	6	2	33.3	4	1	16.67	0.00	0.00	12.49
Other special activities	411	230	56.0	398	11	2.68	1.96	3.17	-1.50
Passenger ship	294	142	48.3	253	10	3.40	1.06	1.14	-0.77
Refrigerated cargo	127	84	66.1	121	4	3.15	5.65	3.03	-1.03
Ro-Ro cargo	649	299	46.1	606	10	1.54	1.86	2.18	-2.64
Ro-Ro passenger ship	465	294	63.2	273	13	2.80	1.82	2.46	-1.38
Special purpose ship	127	63	49.6	124	1	0.79	1.77	1.50	-3.39
Tug	265	138	52.1	255	10	3.77	3.25	5.31	-0.40



MAJOR CATEGORIES OF DEFICIENCIES 2023-2025

Deficiencies Main Group		2023		2024		2025	
		Def	Def %	Def	Def %	Def	Def %
Ballast Water Management		911	1.9	965	1.9	1,591	3.1
COLREG		442	0.9	453	0.9	488	0.9
Load Lines		2,657	5.6	2,622	5.3	2,637	5.1
MARPOL	MARPOL Annex I	1,534	3.2	1,636	3.3	1,593	3.1
	MARPOL Annex IV	519	1.1	487	1.0	486	0.9
	MARPOL Annex V	937	2.0	978	2.0	859	1.7
	MARPOL Annex VI	771	1.6	851	1.7	979	1.9
	MARPOL Other	57	0.1	75	0.2	43	0.1
MLC	MLC, 2006 Title 1	142	0.3	116	0.2	124	0.2
	MLC, 2006 Title 2	1,192	2.5	1,444	2.9	1,230	2.4
	MLC, 2006 Title 3	3,177	6.7	3,544	7.1	3,752	7.2
	MLC, 2006 Title 4	4,778	10.0	5,201	10.4	5,225	10.1
	MLC, 2006 Title 5	291	0.6	370	0.7	403	0.8
SOLAS	SOLAS chapter I	507	1.1	530	1.1	622	1.2
	SOLAS chapter II-1	5,468	11.5	5,659	11.3	6,004	11.6
	SOLAS chapter II-2	8,256	17.3	8,625	17.3	8,713	16.8
	SOLAS chapter III	4,417	9.3	4,519	9.1	4,815	9.3
	SOLAS chapter IV	794	1.7	782	1.6	859	1.7
	SOLAS chapter V	3,874	8.1	3,813	7.6	3,952	7.6
	SOLAS chapter VI	224	0.5	255	0.5	242	0.5
	SOLAS chapter XI-1	404	0.8	442	0.9	432	0.8
	SOLAS ISM Code	2,313	4.9	2,310	4.6	2,348	4.5
	SOLAS ISPS Code	422	0.9	353	0.7	327	0.6
	SOLAS LSA Code	331	0.7	422	0.8	517	1.0
	SOLAS Other	871	1.8	1,010	2.0	1,147	2.2
	STCW	STCW Code Part A chapter I	621	1.3	504	1.0	469
STCW Code Part A chapter VIII		1,118	2.3	841	1.7	733	1.4
STCW Other		246	0.5	675	1.4	691	1.3
Other		372	0.8	399	0.8	483	0.9

TOP 5 MAIN GROUPS

Main group of deficiencies	2023		2024		2025	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
SOLAS chapter II-2	8,256	17.33	8,625	17.29	8,713	16.83
SOLAS chapter II-1	5,468	11.48	5,659	11.35	6,004	11.60
MLC, 2006 Title 4	4,778	10.03	5,201	10.43	5,225	10.09
SOLAS chapter III	4,417	9.27	4,519	9.06	4,815	9.30
SOLAS chapter V	3,874	8.13	3,813	7.64	3,952	7.63

TOP 5 DEFICIENCIES

Deficiencies	2023		2024		2025	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
ISM	2,288	4.79	2,286	4.58	2,322	4.48
Fire doors/openings in fire-resisting divisions	1,523	3.19	1,614	3.23	1,609	3.11
Seafarers' employment agreement (SEA)	624	1.31	756	1.51	664	1.28
Cleanliness of engine room	676	1.42	651	1.30	654	1.26
Electrical installations in general	577	1.21	553	1.11	646	1.25



DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2025 (CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

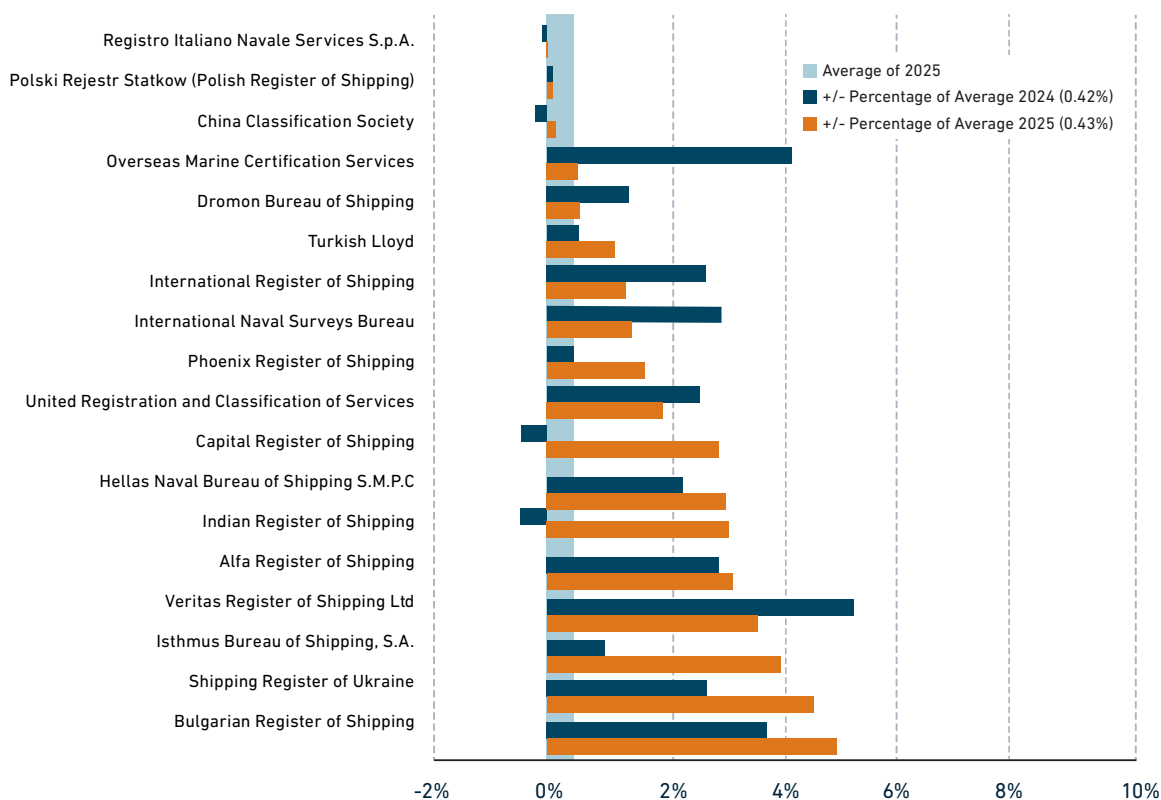
Recognized Organization	Abbr.	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2025. (0.43)	Detention % of individual ships	+/- Percentage of Average Indiv. 2025. (0.48)
Alfa Register of Shipping	AR	29	19	1	3.4	3.0	5.3	4.8
American Bureau of Shipping	ABS	2,099	1,955	3	0.1	-0.3	0.2	-0.3
Bulgarian Register of Shipping	BRS	78	58	4	5.1	4.7	6.9	6.4
Bureau Veritas	BV	4,092	3,620	10	0.2	-0.2	0.3	-0.2
Capital Register of Shipping	CRSCLASS	93	83	3	3.2	2.8	3.6	3.1
China Classification Society	CCS	536	493	3	0.6	0.1	0.6	0.1
Croatian Register of Shipping	CRS	85	75	0	0.0	-0.4	0.0	-0.5
DNV AS	DNV	6,078	5,504	8	0.1	-0.3	0.1	-0.3
Dromon Bureau of Shipping	DBS	208	164	2	1.0	0.5	1.2	0.7
Hellas Naval Bureau of Shipping S.M.PC	HNBS	30	21	1	3.3	2.9	4.8	4.3
Indian Register of Shipping	IRS	59	51	2	3.4	3.0	3.9	3.4
Intermaritime Certification Services	ICS	27	26	0	0.0	-0.4	0.0	-0.5
International Naval Surveys Bureau	INSB	167	136	3	1.8	1.4	2.2	1.7
International Register of Shipping	IS	117	92	2	1.7	1.3	2.2	1.7
Isthmus Bureau of Shipping, S.A.	IBS	71	61	3	4.2	3.8	4.9	4.4
Korean Register	KR	802	748	1	0.1	-0.3	0.1	-0.3
Libero Hellenic Register	LHR	34	28	0	0.0	-0.4	0.0	-0.5
Lloyd's Register	LR	3,840	3,485	8	0.2	-0.2	0.2	-0.2
Macosnar Corporation	MC	13	11	0	0.0	-0.4	0.0	-0.5
Maritime Lloyd	ML	13	8	0	0.0	-0.4	0.0	-0.5
Mediterranean Shipping Register	MSR	15	12	0	0.0	-0.4	0.0	-0.5
National Shipping Adjuster Inc.	NASHA	17	12	0	0.0	-0.4	0.0	-0.5
Nippon Kaiji Kyokai	NKK	3,012	2,789	11	0.4	-0.1	0.4	-0.1
Other	OTHER	95	77	11	11.6	11.2	14.3	13.8
Overseas Marine Certification Services	OMCS	107	93	1	0.9	0.5	1.1	0.6
Panama Maritime Documentation Services	PMDS	53	50	0	0.0	-0.4	0.0	-0.5
Phoenix Register of Shipping	PHRS	248	200	5	2.0	1.6	2.5	2.0
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	194	149	1	0.5	0.1	0.7	0.2
Qualitas Register of Shipping S.A.	QRS	46	39	0	0.0	-0.4	0.0	-0.5
Register of Shipping (Albania)	RSA	13	9	0	0.0	-0.4	0.0	-0.5

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 2025. (0.43)	Detention % of individual ships	+/- Percentage of Average Indiv. 2025. (0.48)
Registro Italiano Navale Services S.p.A.	RINA	2,473	2,052	11	0.4	0.0	0.5	0.1
Shipping Register of Ukraine	SRU	21	13	1	4.8	4.3	7.7	7.2
Turkish Lloyd	TL	130	110	2	1.5	1.1	1.8	1.3
United Registration and Classification of Services	URACOS	130	99	3	2.3	1.9	3.0	2.6
Veritas Register of Shipping Ltd	VRS	26	22	1	3.8	3.4	4.5	4.1
Vietnam Register	VR	13	10	0	0.0	-0.4	0.0	-0.5

* 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. (Recognized Organizations with 10 or more inspections are taken into account).

% OF DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2023-2025 (CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



* Only ROs with 10 and more port State control inspections in 2025 and with a detention percentage exceeding the average percentage of 0.43 are recorded in this graph. In 2024 the average detention percentage was 0.42. The light blue column represents the 2025 average detention percentage (0.43).



조타

조타기

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RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2023-2025

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance level	
American Bureau of Shipping	ABS	6,270	5	144	107	-1.89	High	
DNV AS	DNV	18,350	26	399	335	-1.84		
Korean Register	KR	2,233	3	56	33	-1.76		
Lloyd's Register	LR	11,729	25	260	209	-1.74		
Bureau Veritas	BV	12,261	31	271	219	-1.70		
Registro Italiano Navale Services S.p.A.	RINA	6,878	25	157	118	-1.54		
Nippon Kaiji Kyokai	NKK	8,908	42	200	156	-1.42		
China Classification Society	CCS	1,360	4	36	18	-1.41		
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	559	3	17	5	-0.56		
Russian Maritime Register of Shipping	RMRS	146	0	6	0	0.06		
Intermaritime Certification Services	ICS	78	0	4	0	0.19		
Dromon Bureau of Shipping	DBS	640	7	19	6	0.04		Medium
Phoenix Register of Shipping	PHRS	700	8	21	7	0.04		
Croatian Register of Shipping	CRS	220	1	8	0	0.07		
Turkish Lloyd	TL	325	3	11	2	0.12		
Qualitas Register of Shipping S.A.	QRS	134	1	6	0	0.23		
Indian Register of Shipping	IRS	259	4	9	1	0.36		
Macosnar Corporation	MC	60	1	3	0	0.46		
International Register of Shipping	IS	371	7	12	2	0.46		
Shipping Register of Ukraine	SRU	94	2	5	0	0.52		
Overseas Marine Certification Services	OMCS	285	6	10	1	0.53		
Panama Maritime Documentation Services	PMDS	160	4	7	0	0.62		
Alfa Register of Shipping	AR	69	2	4	0	0.63		
National Shipping Adjuster Inc.	NASHA	61	2	4	0	0.67		
Capital Register of Shipping	CRS-CLASS	93	3	5	0	0.71	Low	
Veritas Register of Shipping Ltd	VRS	88	3	4	0	0.73		
International Naval Surveys Bureau	INSB	539	14	17	5	0.78		
United Registration and Classification of Services	URACOS	379	11	13	3	0.84		
Isthmus Bureau of Shipping, S.A.	IBS	214	7	8	0	0.85		
Bulgarian Register of Shipping	BRS	273	11	10	1	1.35		
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	106	6	5	0	1.64		
Other	OTHER	342	35	12	2	6.72		

In this table only Recognized Organizations that had 60 or more inspections in a three-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 three-year rolling period.

NUMBER OF CERTIFICATES COVERING RO RESPONSIBLE DETAINABLE DEFICIENCIES 2025

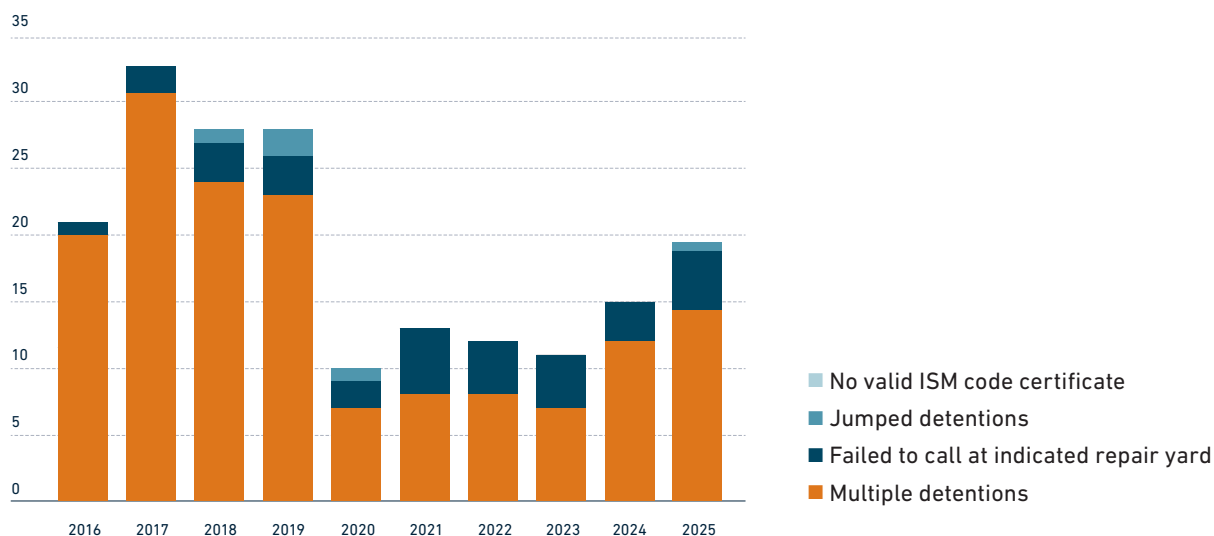
Recognized Organization	RO Abbrev.	Certificates	Total number of RO detainable deficiencies	% detainable deficiencies / certificates
American Bureau of Shipping	ABS	21,252	7	0.03
Bulgarian Register of Shipping	BRS	598	16	2.68
Bureau Veritas	BV	38,632	16	0.04
Capital Register of Shipping	CRSCLASS	1,123	13	1.16
China Classification Society	CCS	6,485	4	0.06
Croatian Register of Shipping	CRS	715	0	0.00
DNV AS	DNV	53,064	10	0.02
Dromon Bureau of Shipping	DBS	2,203	5	0.23
International Naval Surveys Bureau	INSB	1,425	12	0.84
International Register of Shipping	IS	1,085	4	0.37
Isthmus Bureau of Shipping, S.A.	IBS	705	7	0.99
Korean Register	KR	6,366	3	0.05
Lloyd's Register	LR	33,329	22	0.07
Nippon Kaiji Kyokai	NKK	33,032	25	0.08
Other	OTHER	742	70	9.43
Overseas Marine Certification Services	OMCS	582	4	0.69
Phoenix Register of Shipping	PHRS	2,202	26	1.18
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1,762	1	0.06
Registro Italiano Navale Services S.p.A.	RINA	23,909	46	0.19
Turkish Lloyd	TL	1,133	10	0.88
United Registration and Classification of Services	URACOS	1,212	14	1.16

(Recognized Organizations with more than 30 inspections).

REFUSAL OF ACCESS (BANNING) PER FLAG 2023-2025

Flag	Failed to call at indicated repair yard	Multiple detentions	Jumped detention	Total Banned	Multiple detentions		
					1 st ban	2 nd ban	3 rd ban
Belize	-	3	-	3	2	1	-
Cameroon	-	6	-	6	5	1	-
Comoros	1	2	-	3	2	-	-
Cook Islands	1	-	-	1	-	-	1
Liberia	2	-	-	2	-	-	-
Mongolia	-	1	-	1	1	-	-
Palau	2	4	-	6	3	1	1
Panama	-	6	1	7	6	-	1
Saint Kitts and Nevis	3	3	-	6	4	-	2
Tanzania, United Republic of	-	4	-	4	4	-	-
Togo	1	1	-	2	1	-	1
Vanuatu	1	3	-	4	2	1	-
Total	11	33	1	45	30	4	6

REFUSAL OF ACCESS 2016-2025







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

The normative listing of Flags provides an independent categorisation that has been prepared on the basis of Paris MoU port State inspection results over a three-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:

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

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

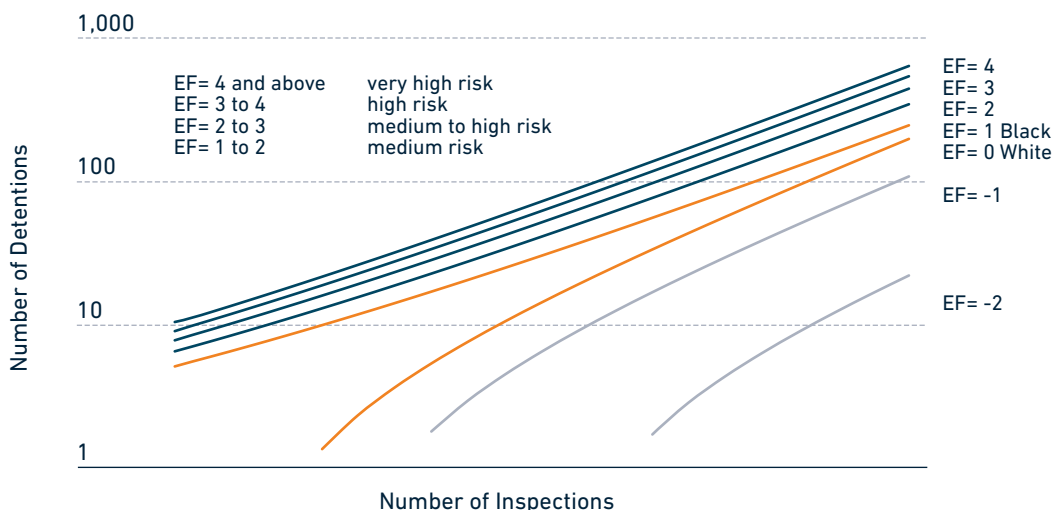
In the formula “N” is the number of inspections, “p” is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and “z” is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result “u” is the allowed number of detentions 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 three-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

Secretariat Paris Memorandum OF UNDERSTANDING ON PORT STATE CONTROL



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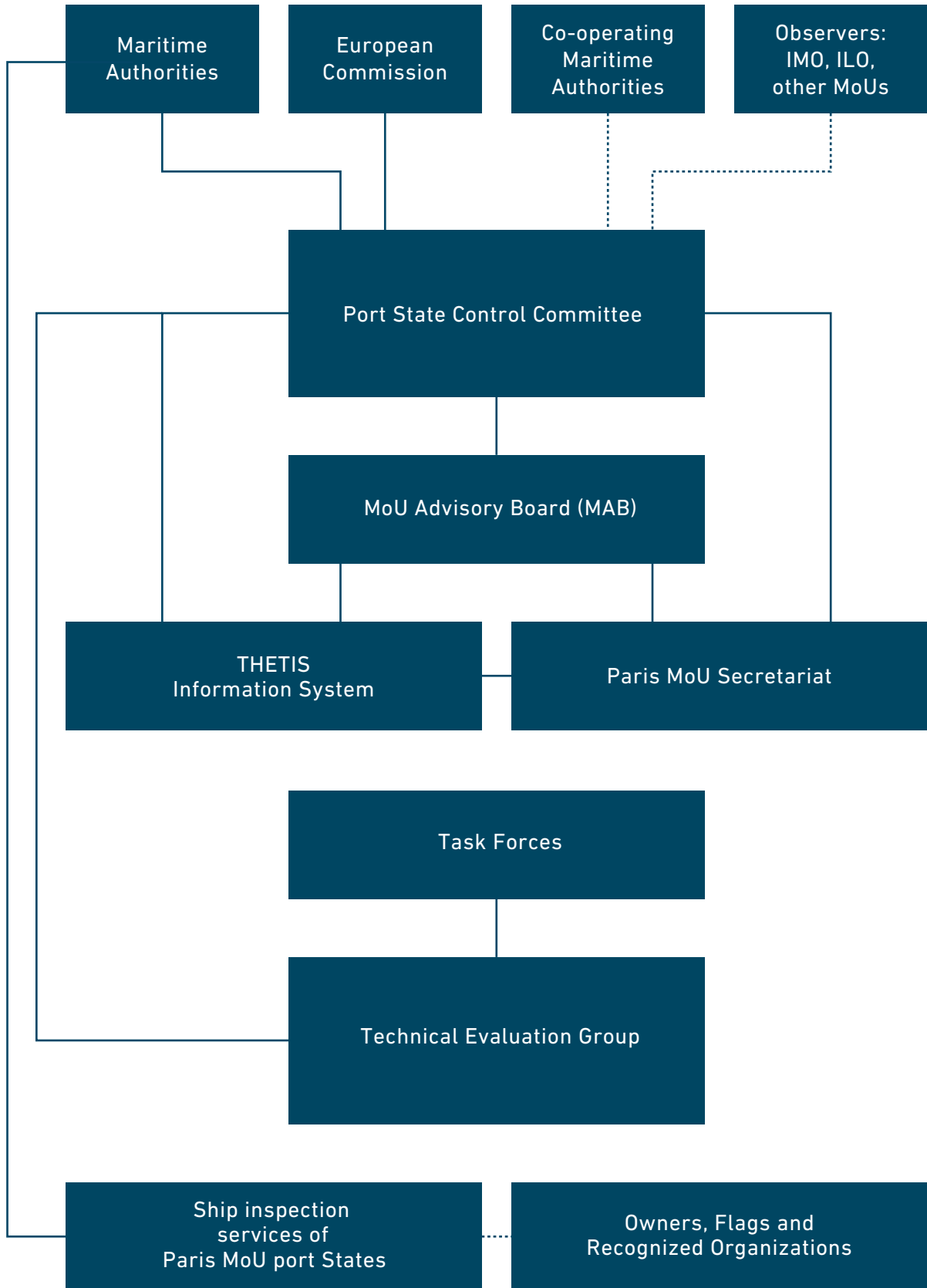
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Paris MoU fact sheet - ORGANISATIONAL STRUCTURE





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