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2025 ANNUAL REPORT PARIS MOU ON PORT STATE CONTROL, INCLUDING PERFORMANCE LISTS

“Port State Control; Progress and performance, highlights of the Paris MoU 2025”

The Paris MoU has published its 2025 Annual Report, including performance lists which are available on its official website (www.parismou.org). This report provides a comprehensive overview of the activities and statistics of the Paris MoU throughout 2025. Key findings from the report are highlighted below.

Bans, detentions and deficiencies

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

The detention rate also trended upward, reaching 4.18% in 2025, compared to 4.03% in 2024. This follows a period of consistently elevated detention percentages in recent years, including the 4.25% recorded in 2022. The Paris MoU will continue to closely monitor these developments.

An analysis of deficiencies and detainable deficiencies reveals no significant shift towards non-compliance within any single convention or regulatory area. Instead, the data underscores recurring areas of concern that consistently show higher rates of non-compliance in both absolute and relative terms. These include 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: 10.0%). At the specific deficiency level, fire doors (3.1%) and Seafarers' Employment Agreements (1.3%) remain prominent areas of non-compliance. Additionally, broader ISM-related deficiencies accounted for 4.5% of the total.

Flag performance

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

In terms of flag performance, no major shifts occurred compared to the previous year. Although the overall detention rate remains relatively high, the distribution of flag States across the White, Grey, and Black categories has not changed substantially.

RO performance

The Committee maintains close oversight of the performance of Recognized Organizations (ROs) acting on behalf of flag Administrations. The methodology for assessing RO performance utilises the same formula applied to flag States. To be included in this performance list, an RO must have a minimum of 60 inspections over a three-year period. In 2025, 31 ROs met this criterion, a slight increase from the 29 ROs listed in 2024.

An assessment of RO performance revealed no concerning trends or significant deviations from previous years. Notably, the number of ROs in the lowest performance category remains small.

The results from these performance lists will be applied to Ship Risk Profile calculations starting 1 July 2026.

The complete 2025 Annual Report including performance lists will be officially published on 1 July 2026 and will be accessible on the Paris MoU website (www.parismou.org).

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Notes to editors:

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

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

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

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