Paris MoU

on Port State Control



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Port State Progression

Detention rate down

ANNUAL REPORT 2019

Paris MoU

on Port State Control

Port State Progression
Detention rate down

ANNUAL REPORT 2019



Paris MoU
on Port State Control



Annual Report **2019**

CONTENTS

Introduction Chair and Secretary-General	4
Executive summary	6
Paris MoU developments	8
Facts & Figures 2019	14
Statistical Annexes Annual Report 2019	18
White List	27
Grey List	28
Black List	31
Explanatory note - “White”, “Grey” and “Black List”	56
Secretariat Paris Memorandum of Understanding on Port State Control	57

Introduction
CHAIRMAN AND SECRETARY-GENERAL



During 2019 the Paris MoU continued with its work of inspecting ships on the basis of the relevant instruments of the Memorandum. This annual report provides an overview of the main activities and developments within the Paris MoU for the year. The annexes and tables provide details of the results of inspections carried out by our Member Authorities. The Paris MoU invites those interested in shipping to visit its website as a reliable source of information about the Paris MoU, including the results of the inspections carried out.

The Paris MoU held its 52nd annual Port State Control Committee meeting in St. Petersburg, the Russian Federation, in May 2019. The Committee 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 both flag and Recognized Organization (RO) performance lists.

In addition, the Committee took decisions in preparation for the verification of compliance with the new MARPOL Annex VI requirements regarding the sulphur content of marine fuels (IMO 2020).

A Concentrated Inspection Campaign was carried out, together with the Tokyo MoU, on emergency systems and procedures. Compliance on the topic was found satisfactory.

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 harmonization. The Paris MoU

strives to participate in other MoU meetings for the same purposes. We also seek constructive cooperation with the International Labour Organization and the International Maritime Organization as important chain partners in the field of maritime safety, pollution prevention and adequate working and living conditions on board.

The Paris MoU members and bodies have continued to positively contribute to the goals and results of the Organisation. The European Commission and the European Maritime Safety Agency (EMSA) are also thanked for their co-operation and strong working relationship with the Paris MoU. All members that have hosted events throughout 2019 are 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.



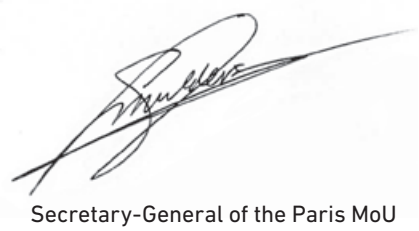
Brian Hogan



Chairman of the Paris MoU Committee



Luc Smulders



Secretary-General of the Paris MoU

Executive **SUMMARY**

In 2019 there were 27 Refusal of Access Orders (ban) issued. This shows an increase compared to 2018 when 24 bans were issued. The detention percentage has decreased to 2.94% (from 3.17%). The number of detainable deficiencies has decreased again to 2,995 (from 3,250 in 2018). The number of inspections carried out was 17,908; this is at a similar level as in 2018: 17,955.

In the past three years 76 ships have been banned for multiple detentions, six ships were banned "failing to call at an indicated repair yard" and one ship for jumping detention. In the same period, 13 ships were banned for a second time (10 in the period 2016 to 2018).

Over a three-year period the flags of Comoros, the Republic of Moldova, the United Republic of Tanzania and Togo have recorded the highest number of 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 similar to that in 2018 (41). The Grey List contains 16 flags (18 in 2018); the Black List 13 flags (14 in 2018).

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 526 detentions recorded in 2019, 80 (15%) were considered RO related (17% in 2018).

The number of inspections is stabilising. The detention percentage in 2019 (2.94%) shows a slight further decrease compared to 2018 (3.17%). In 2017 the percentage was 3.88. The level of detainable deficiencies has decreased as well from 3,250 in 2018 to 2,995 this year.

Members with the largest number of inspections, namely Spain, Italy, the United Kingdom, Netherlands, Canada, the Russian Federation and Germany, jointly accounted for 51% of the total number of inspections this year.

With 1,029 inspections and 124 detentions the ships flying a "Black-listed flag" had a detention rate of 12%, which is a little less than the 13.2% in 2018. For ships flying a "Grey-listed flag" the detention rate was 7%, which is higher than the 6.4% in 2018. Ships flying a "White-listed flag" had a detention rate of 2.2% which is slightly less than in 2018 (2.3%) and 2017 (2.5%).

The five most frequently recorded deficiencies in 2019 were "ISM" (4.47%, 1,781), "fire doors/openings in fire-resisting divisions" (2.60%, 1037), "oil record book" (1.61%, 642), "nautical publications" (1.56%, 622) and "cleanliness of engine room" (1.37%, 544).

Relatively the total number of the top five of deficiencies has decreased from 12.7% in 2018 to 11.6% this year. ■



Paris MoU 2019

on Port State Control

Three year trend detention %

2017: 3.88%

2018: 3.17%

2019: 2.94%

Inspection results

17,908
Inspections

9,320
Inspections
with deficiencies

526
Detentions

27
Bannings

Number of White, Grey and Black flags

41

16

13

Performance in number of ROs

High
11

Medium
14

Low
5

Very low
3

Top 5 category of deficiencies

13%
Fire Safety

11%
Safety of Navigation

8%
Life Saving Appliances

8%
Labour Conditions - Health protection, medical care, welfare and social security protection

7%
Emergency Systems

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 issues related to the 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 2019, 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) in which all Paris MoU members and observers are represented. The evaluation by TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board 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 Norway, the Russian Federation, Belgium, Finland and the European Commission in 2019.

PORT STATE CONTROL COMMITTEE

The Port State Control Committee held its 52nd Committee meeting in St. Petersburg, the Russian Federation, from 13-17 May 2019. The MoU is comprised of 27 member Authorities.

The Committee considered the report of the Concentrated Inspection Campaign (CIC) on MARPOL Annex VI. The CIC was carried out from September to November 2018. The general conclusion was that the overall compliance with MARPOL Annex VI was satisfactory. The Committee reminded the industry to ensure that a fuel change-over procedure is provided on board and used as required and that bunker delivery notes are kept on board for a minimum of three years.

The Committee approved the questionnaire for the CIC on Emergency Systems and Procedures to be carried out jointly with the Tokyo Memorandum of Understanding on Port State Control. The CIC aims at ensuring compliance with the requirements for the preparation of emergency equipment and the crew's ability to respond to emergency situations. The CIC was to be carried out from September to November 2019.

The Committee adopted the 2018 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 2019.

The Committee in 2018 took note of a considerable decrease in the number of ships which have been detained in the Paris MoU region, reducing the detention percentage from 3.87% in 2017 to 3.15% in 2018.



Decisions were taken on a new methodology to calculate flag State performance based on the average detention rate and recognized organization (RO) performance based on detainable deficiencies. When the new methodology is implemented, performance tables will be listed alphabetically and categorized as high, medium and low performance.

TECHNICAL EVALUATION GROUP

As in 2018, the TEG convened in Cornwall, Canada in December 2019. 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;
- Evaluation of Paris MoU Statistics;
- New inspection policy within the Paris MoU;
- CIC on STCW;
- CIC on Stability (in general) 2020;
- CIC on Fire Safety 2022;
- Polar Code Inspection Campaign;
- Digitization developments.

PORT STATE CONTROL TRAINING AND SEMINARS

Over the past years, the training programs have helped PSCOs from members Authorities, observers and other MoUs refine and enhance their skills in the application of port State control procedures. They have 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 harmonization and to standardize 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; Passenger ships in 2019).

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 67

The 67th Port State Control Seminar was held in June 2019 in Hamburg, Germany. PSCOs from the Paris MoU member Authorities, Co-operating Member Montenegro,

EMSA, the Tokyo MoU and the Indian Ocean MoU attended the Seminar. The main topic of discussion was the train-the-trainer course for the CIC on Emergency Systems and Procedures. 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 68

The 68th Port State Control Seminar was held in November 2019 in The Hague, Netherlands. PSCOs from the Paris MoU member Authorities, Co-operating Member Montenegro, EMSA and the Indian Ocean MoU attended the Seminar. The main topic of discussion was the application of the Ballast Water Management Convention in Canada, specifically the way Canada exercises control on D2 and D3 compliance.

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 harmonization and standardization of their inspection practice. Lecturers for the training programmes are invited from the Paris MoU Authorities and the maritime industry.

Expert and Specialized Trainings aim to promote a higher degree of professional knowledge and harmonization of more complex port State control issues and procedures.

The 15th Expert Training "Safety and Environment"

The fifteenth Expert Training programme was held in The Hague, the Netherlands, in March 2019. 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. Representatives from the Black Sea MoU and EMSA took part in the training.

The 6th Specialized Training on the Inspection of Passenger ships

The sixth Specialized Training programme on the inspection of Passenger Ships was held in Tűrku, Finland in April 2019. Participants from the Paris MoU members Authorities as well as Co-operating Member Montenegro, the Indian Ocean and Tokyo MoU took part in the training. Specific requirements for the construction of Passenger Ships, next to specific certification, were discussed. Also the specific requirements on Ballast Water Management, MARPOL, and Life Saving Appliances were discussed.

The 19th Expert Training "The Human Element"

The nineteenth Expert Training programme on the Human Element was held in The Hague, the Netherlands in October 2019. The programme was dedicated to the MLC,2006 and STCW Convention. As an introduction to the program, participants were asked to complete a questionnaire providing insight into to 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 Authorities and Co-operating Member Montenegro took part in the training.

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

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 2019 the fully established Professional Development Scheme (PDS) for PSCOs of the Paris MoU encompassed 5 Seminars for PSCOs.

The Paris MoU inspection regime focuses on eradication of substandard shipping and on rewarding well-performing ships in terms of the inspection frequency. It translates to "less, but higher quality inspections". The regime is supported by a comprehensive 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 organized for PSCOs in 2019, the previously adopted approach was

followed in order to maximize familiarization with port State control inspection procedures.

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 broader 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.

All seminars were organized by EMSA. Lecturers were provided both by EMSA and by the Paris MoU Secretariat. The 189 participants attending these seminars during 2019 originated from all Paris MoU Member Authorities.

"To increase public awareness of unsafe ships, particularly serious port State control detentions are published under the heading 'Caught in the Net'."

DETENTION REVIEW PANEL

Flag States or ROs that are unable to 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 2019 the Secretariat received eight requests for review. One case could not be accepted because a national appeal had been lodged.

The other seven cases met the criteria for the Detention Review Panel and were submitted to MoU members for review. In two cases the detention review panel concluded that the port State's decision to detain was not justified. On request of the panel, the port States reconsidered the detentions. In the five 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.

Inspection search, current detentions, current bannings and publications are in the top 5 of most popular webpages of 2019. Some 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, 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 2019 the details of the following ships were published:

- General cargo ship "TOK TOK", flag Samoa (IMO 7337543);
- Offshore supply ship "VIRILE", flag Comoros (IMO 9012795).

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**

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 2019 EMERGENCY SYSTEMS

PSCOs in the Paris MoU region have conducted a Concentrated Inspection Campaign (CIC) on Emergency systems and procedures from September 1 to November 30, 2019.

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 4009 inspections have been performed using the CIC questionnaire. Of those inspections 48 detentions (1.2%) have deficiencies related to the topic of the CIC. The total number of detentions in the three-month period was 121.

CO-OPERATION WITH OTHER ORGANIZATIONS

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognized. Apart from the Paris MoU, nine other regional PSC Agreements (including the US Coast Guard) have been established.

To cooperate with these other PSC Agreements, 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.

Since 2006 the Paris MoU has had an official status at the IMO as an Inter-Governmental Organization. A delegation of the MoU participated in the 6th session of the Sub-Committee on Implementation of IMO Instruments (III-6) in July 2019.

The 2018 Annual Report including inspection data, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG in 2018 and the results of the 2018 joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI were submitted to III-6.

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 Authorities and observer/associate status for other PSC regions.

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

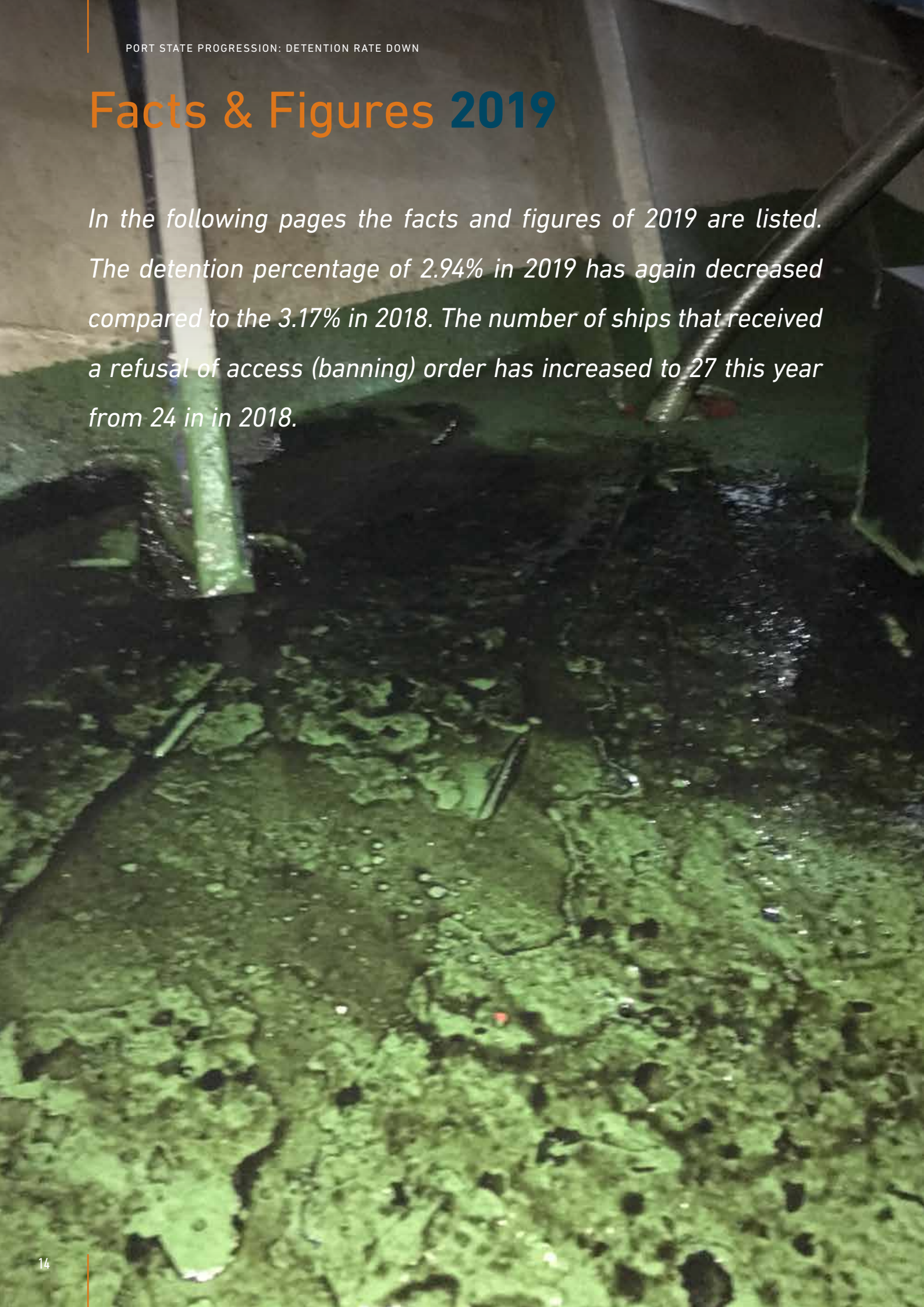
The Paris MoU currently has 8 members with dual or even triple membership:

Canada and the Russian Federation with 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 2019

In the following pages the facts and figures of 2019 are listed. The detention percentage of 2.94% in 2019 has again decreased compared to the 3.17% in 2018. The number of ships that received a refusal of access (banning) order has increased to 27 this year from 24 in in 2018.



INSPECTIONS

With a total number of 17,908 inspections performed in 2019, the inspection figures are almost similar to 2018 (17,955). The average number of inspections per ship of 1.16 times a year almost equals that of 2018 (1.17).

DEFICIENCIES

The number of deficiencies over the past 3 years has been: 40,871 (2017); 40,428 (2018) and 39,847 (2019). The percentage of inspections performed with one or more deficiencies recorded, remained constant over the three-year period: 52%.

The average number of deficiencies per inspection of 2.2 is the same as in 2018.

DETAINABLE DEFICIENCIES

The recorded detainable deficiencies have again decreased from 3,250 in 2018 to 2,995 in 2019.

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 account for the fact that some ships are detained more than once a year.

Compared to 2018, the number of detentions decreased again from 569 to 526 detentions; a decrease of about 8% on top of a decrease of 18% last year. Where the average detention rate in 2017 was 3.88%, in 2018 it dropped to 3.17%; this year it is 2.94%.

"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.

The "White List" represents quality flags with a consistently low detention record.

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.

Regarding the "White, Grey and Black List" for 2019, a total number of 70 flags are listed: 41 on the "White List", 16 on the "Grey List" and 13 on the "Black list". In 2018 the total number of flag States on the list was 73 of which 41 on the "White List", 18 on the "Grey List" and 14 on the "Black List".

A graph of the distribution of listed and non-listed flags indicates that only 0.9% of the ships inspected are from flags not listed on the WGB list.

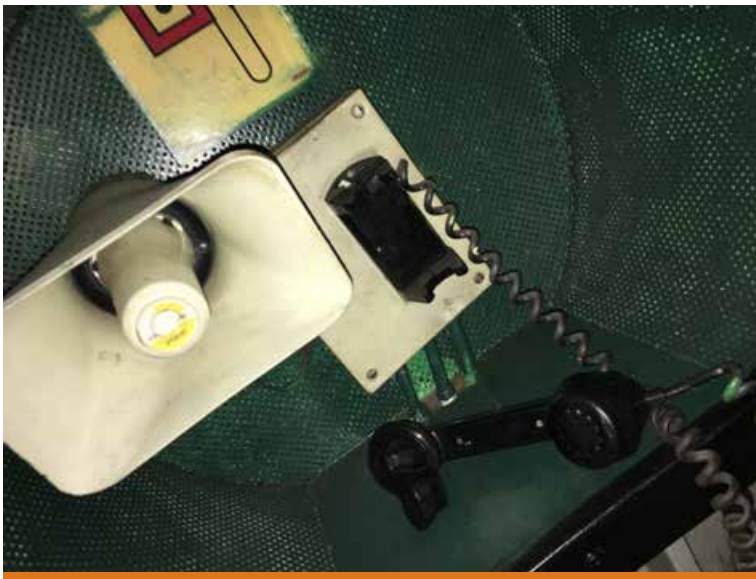
SHIP TYPE

In 2019 the top 5 detention rates in terms of ship types were: livestock carrier 5.3% (down from 11.9%); general cargo/multipurpose ships at 5.1% (down from 6.3%); NLS tanker at 5% (up from 0%); commercial yachts at 4.1% (up from 2.2%).

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 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 2019 33 ROs were recorded on the performance list.

Compared with last year's performance level, the level of RO performance is similar, with 3 ROs in the very low performing parts.



"The detention percentage has decreased to 2.94% (from 3.17%)."

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 526 detentions recorded in 2019, 80 (15%) were considered RO related (17% in 2018).

REFUSAL OF ACCESS OF SHIPS

A total of 27 ships were refused access (banned) from the Paris MoU region in 2019. 23 for reasons of multiple detentions, 3 for failing to call at an indicated repair yard and 1 for jumping detention. Several ships have been banned a second time after multiple detentions, resulting in a minimum banning period of 12 months. The total number of 27 is up from 24 in 2018.

DEFICIENCIES PER MAIN CATEGORY

The number of deficiencies in the following six areas (out of 16 defined) accounted for approximately 66% of the total number of deficiencies. The trends in these areas are described below.

Certificates & Documentation

The number of deficiencies recorded as related to ships' certificates, crew certificates and documents show a decrease from 6,287 in 2018 to 5,891 in 2019. The relative part regarding the total deficiencies has dropped accordingly from 15.5% in 2018 to 14.7% in 2019.

Safety of Navigation

In 2019, deficiencies in Safety of Navigation accounted for 11% of all deficiencies recorded. There was a decrease compared to 2018 when 12.1% was recorded in relation to Safety of Navigation. The number of deficiencies decreased from 4,887 in 2018 to 4,367 in 2019.

Fire safety

In 2019 deficiencies in fire safety accounted for 13.1% of all deficiencies recorded, similar to 2018. Same as the percentage, the numbers are stabilising as well: 5,249 in 2018, 5,231 in 2019.

Pollution prevention

The total number of deficiencies recorded in the several pollution prevention areas in 2019 were 2,684. The decrease in the number of deficiencies compared to 2018 (2,978 deficiencies) can be explained by the fact that in 2018 a CIC on MARPOL Annex VI was held. The new requirements resulting from the Ballast Water Management Convention have not balanced the decrease. The share of deficiencies in the several pollution prevention areas compared to the total number of deficiencies was 6.7% in 2019, while in 2018 this share was 7.3%.

Working and living conditions

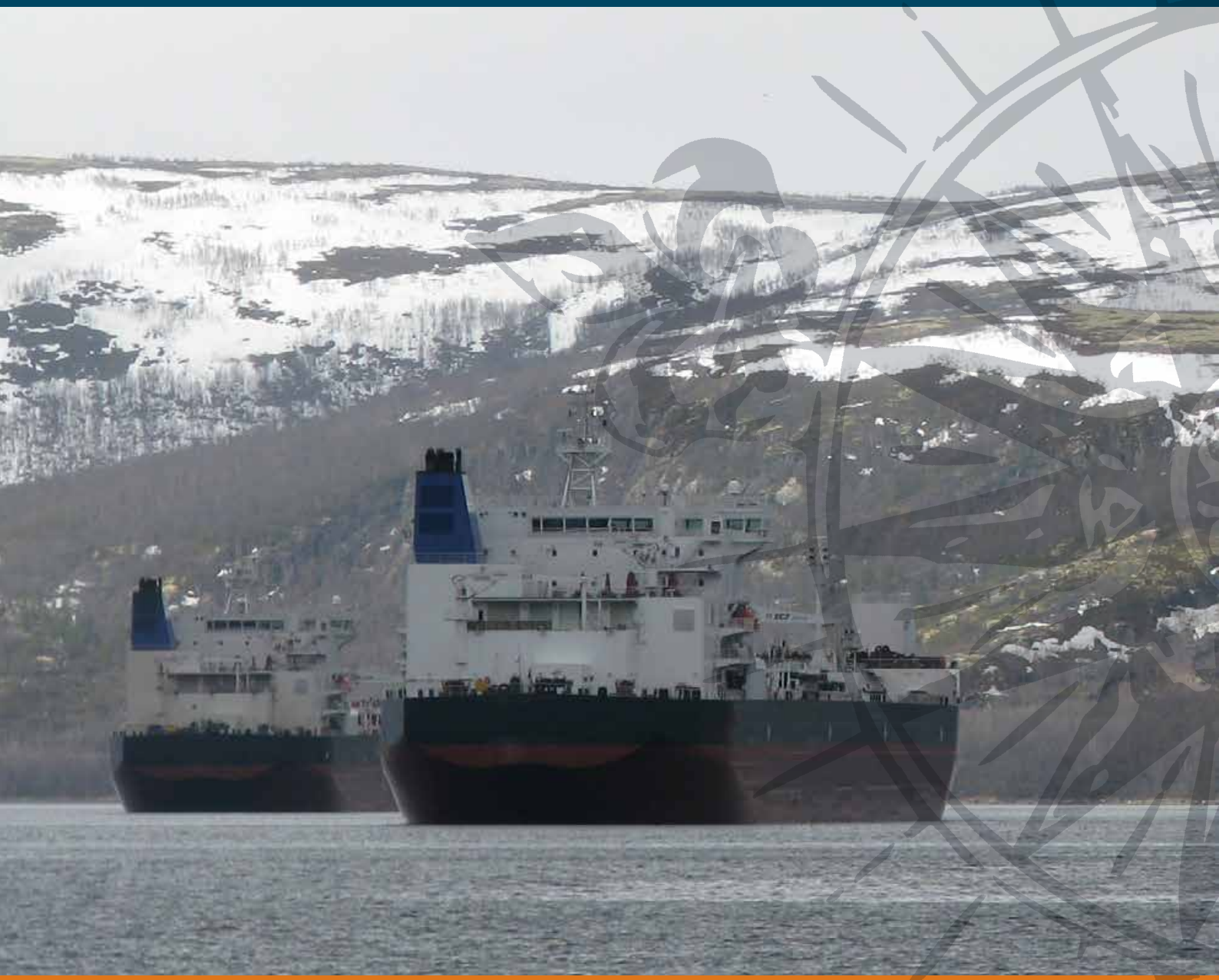
Most deficiencies on working and living conditions (MLC,2006, areas table) have been found in the following areas. Health and safety and accident prevention (area 11) 3,118 (41.1% of all MLC deficiencies); food and catering (area 10) 1,421 (18.7%); accommodation (area 8), 675 (8.9%); hours of work and rest (area 6) 642 (8.5%) and seafarer's employment agreements (area 4) 574 (7.6%) deficiencies.

The percentage of deficiencies regarding working and living conditions, related to the total of deficiencies is 15.7%. An increase from 14.9% in 2018. 2017 showed 15.6%. The total number of deficiencies in 2019 was 6,253, an increase from 6,015 in 2018.

Safety Management

The number of ISM related deficiencies has decreased in 2019 to 1,781. 2018 shows 1,905, 2017 recordings were 1,778. The percentage regarding the total deficiencies has decreased from 4.7% in 2018 to 4.5% in 2019. ■


2 Comminuted or ground food wastes
3 The discharge of introduced avian products in the Antarctic
otherwise treated to be made sterile.
4 Offshore platforms located 12 nm from nearest land and
engaged in exploration or exploitation or associated processi
alongside or within 500 m of such platforms.
5 Cargo residues means only those cargo residues that cannot
unloading.
6 These substances must not be harmful to the marine environm



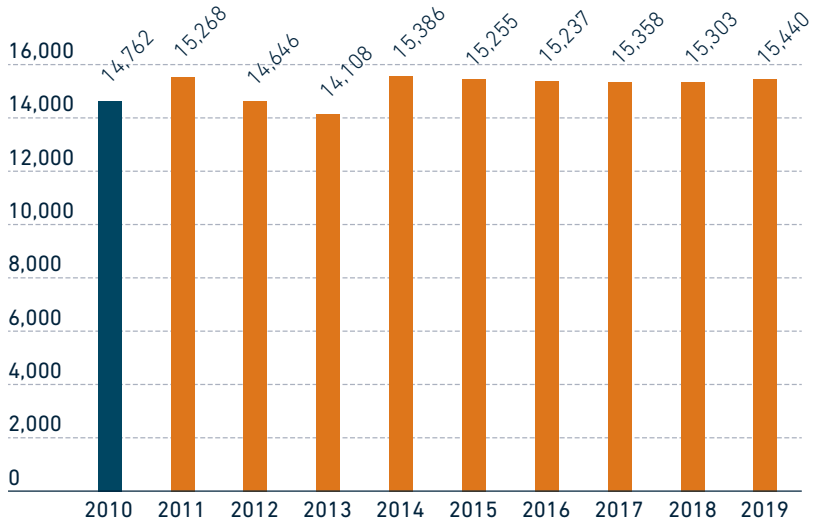
STATISTICAL ANNEXES



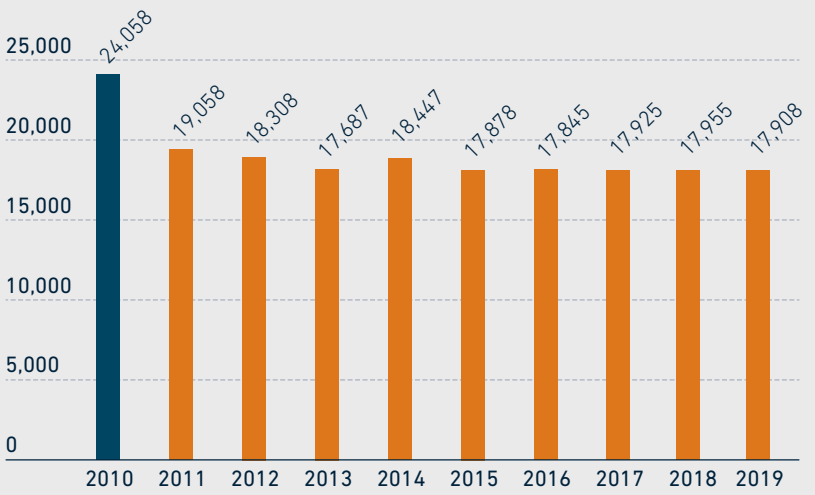
ANNUAL REPORT 2019

BASIS PORT STATE CONTROL FIGURES 2019

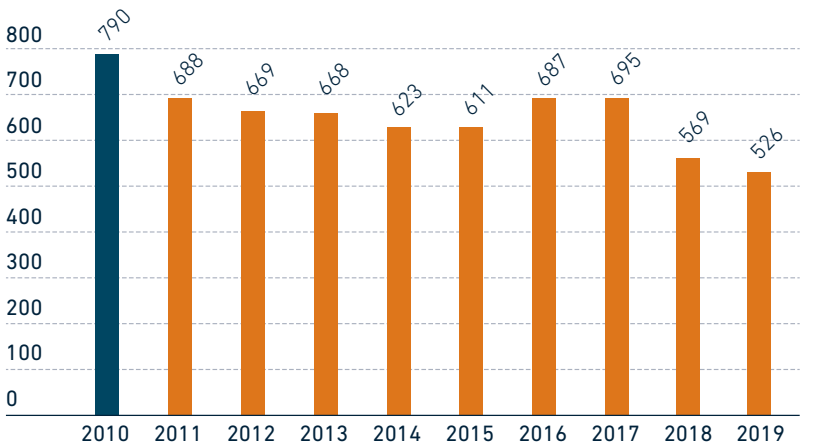
NUMBER OF INDIVIDUAL SHIPS INSPECTED



NUMBER OF INSPECTIONS

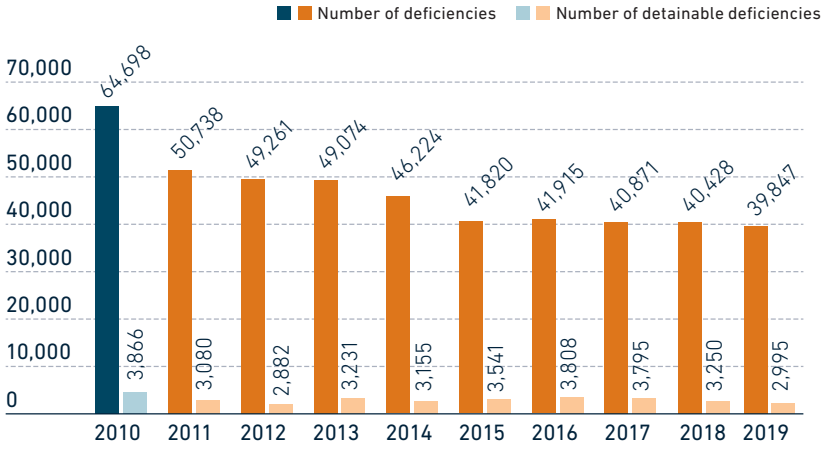


NUMBER OF DETENTIONS

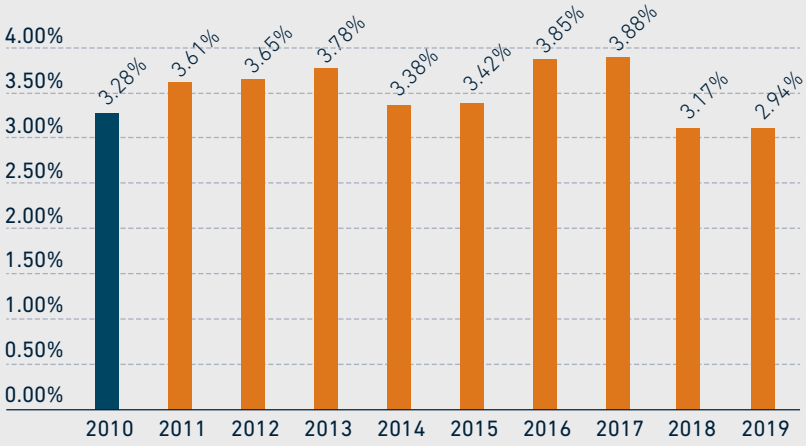


Note: The cut-off date for inspection data to be included in the Annual Report 2019 was 16-02-2020. Changes to inspection data after this date have as a rule not been taken into account. Due to PSCC50 decision the Annual Report data will, from now on, include the current annual year and all amended data in previous years back to 3 calender years.

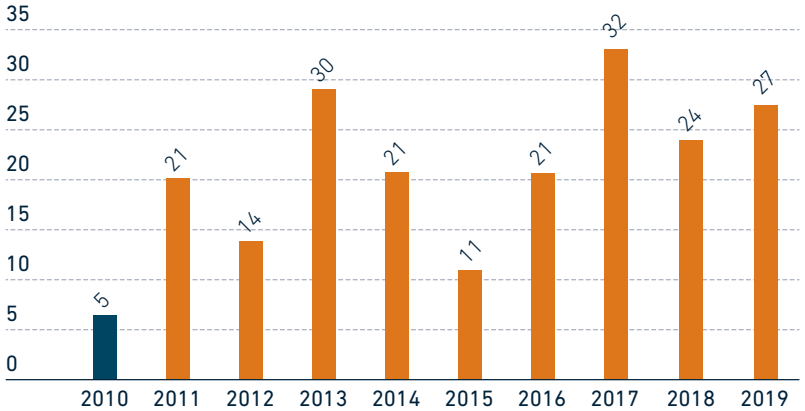
NUMBER OF DEFICIENCIES AND DETAINABLE DEFICIENCIES



DETENTIONS IN % OF INSPECTIONS



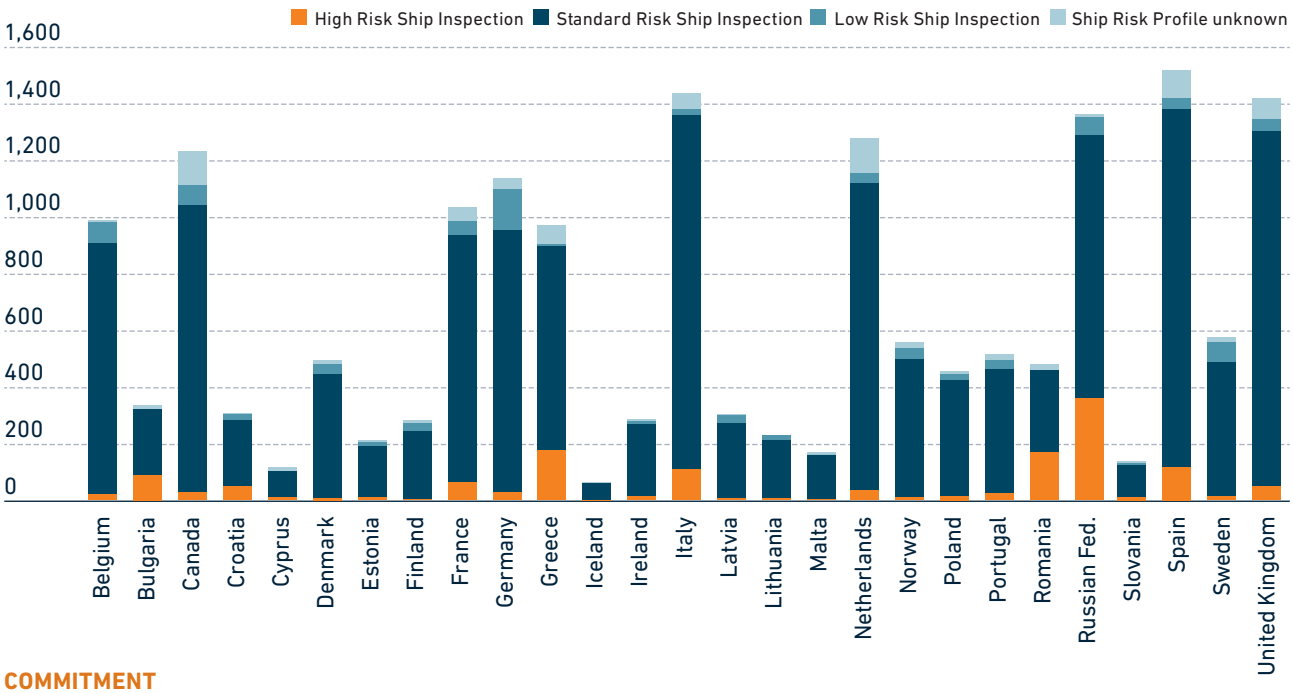
NUMBER OF REFUSAL OF ACCESS



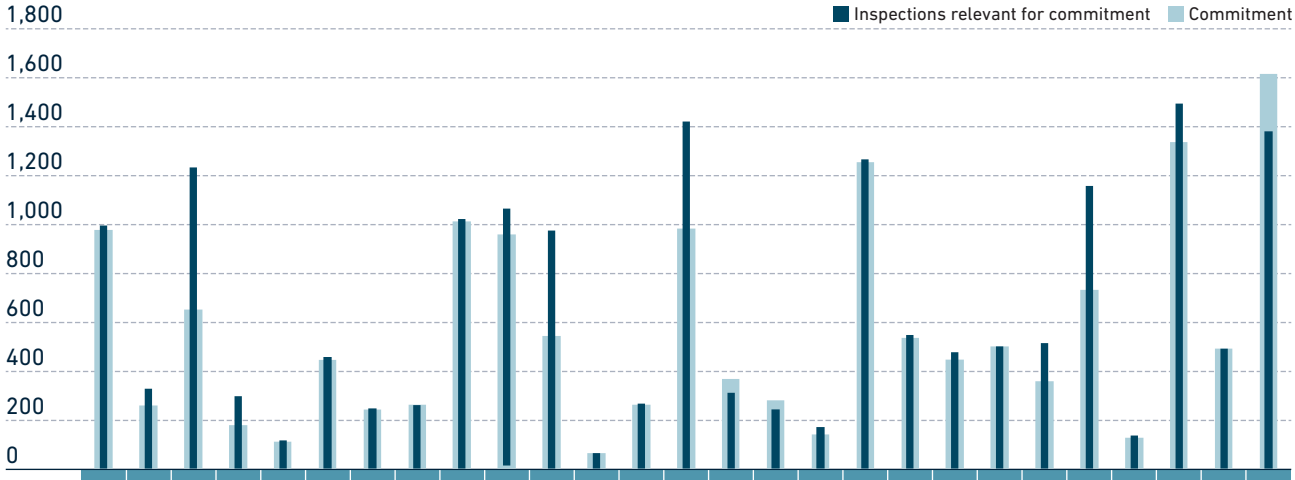
Note: The New Inspection Regime entered into force on the 1st of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before.

INSPECTION EFFORTS 2019

HRS, SRS AND LRS INSPECTIONS PER MEMBER STATE



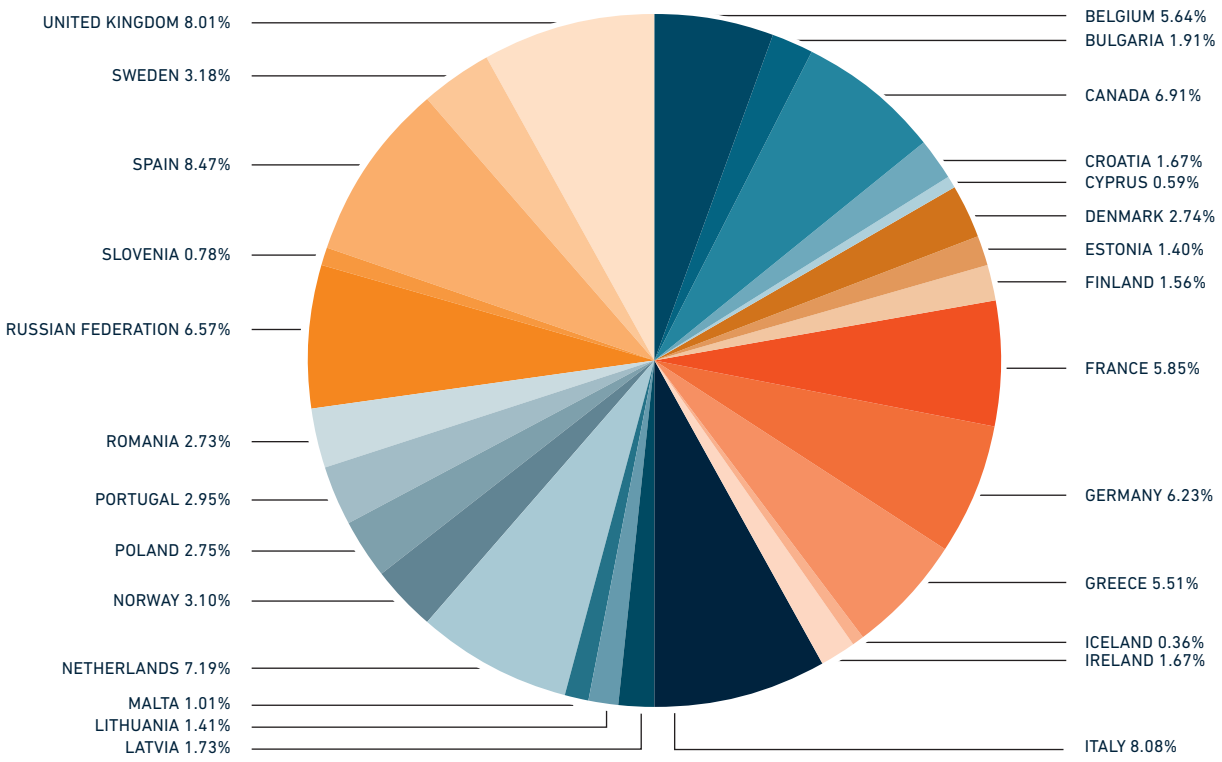
COMMITMENT



	Belgium	Bulgaria	Canada	Croatia	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Iceland	Ireland	Italy	Latvia	Lithuania	Malta	Netherlands	Norway	Poland	Portugal	Romania	Russian Fed.	Slovenia	Spain	Sweden	United Kingdom
Inspections	1,006	344	1,223	298	106	466	247	260	1,021	1,075	975	64	276	1,425	309	250	180	1,279	548	479	528	489	1,176	142	1,475	504	1,387
Commitment	990	247	640	182	103	453	243	260	1,012	944	559	66	267	986	358	293	158	1,266	538	453	527	346	730	140	1,330	503	1,612

Note: The number of inspections relevant for the commitment of MoU Port States may differ from the total number of inspections used in other graphs and tables. Certain inspections are not relevant for the commitment and therefore not included in the above diagram and table.

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	1,010	560	36	3	55.4	3.6	5.6	1.9	88.0	8.6	1.5
Bulgaria	342	218	12	1	63.7	3.5	1.9	31.0	64.6	0.3	4.1
Canada	1,237	611	25	3	49.4	2.0	6.9	2.4	83.5	5.3	8.7
Croatia	299	185	9	2	61.9	3.0	1.7	17.7	75.9	4.3	2.0
Cyprus	106	82	9	2	77.4	8.5	0.6	7.5	84.9	0.9	6.6
Denmark	491	258	4	0	52.5	0.8	2.7	0.8	89.0	7.7	2.4
Estonia	251	88	1	0	35.1	0.4	1.4	4.0	85.7	7.6	2.8
Finland	280	44	0	0	15.7	0.0	1.6	0.4	85.4	12.5	1.8
France	1,047	516	24	4	49.3	2.3	5.8	6.1	84.8	4.4	4.7
Germany	1,116	540	19	5	48.4	1.7	6.2	1.3	87.1	8.9	2.7
Greece	987	546	50	17	55.3	5.1	5.5	20.1	74.7	0.4	4.9
Iceland	64	33	1	0	51.6	1.6	0.4	1.6	84.4	0.0	14.1
Ireland	299	142	12	1	47.5	4.0	1.7	2.7	89.3	5.4	2.7
Italy	1,447	742	83	10	51.3	5.7	8.1	7.7	86.5	1.1	4.7
Latvia	309	109	3	0	35.3	1.0	1.7	4.2	88.0	7.4	0.3
Lithuania	253	86	0	0	34.0	0.0	1.4	4.7	85.4	8.7	1.2
Malta	181	80	8	4	44.2	4.4	1.0	4.4	90.1	0.0	5.5
Netherlands	1,287	689	22	1	53.5	1.7	7.2	2.8	84.5	3.1	9.6
Norway	555	308	14	0	55.5	2.5	3.1	2.0	88.1	5.9	4.0
Poland	492	338	19	2	68.7	3.9	2.7	4.9	85.0	5.9	4.3
Portugal	528	127	3	3	24.1	0.6	2.9	5.5	86.6	5.3	2.7
Romania	489	376	25	3	76.9	5.1	2.7	32.3	63.0	0.2	4.5
Russian Federation*	1,177	860	57	16	73.1	4.8	6.6	24.3	70.2	4.2	1.3
Slovenia	140	75	1	0	53.6	0.7	0.8	6.4	81.4	7.9	4.3
Spain	1,517	630	43	2	41.5	2.8	8.5	7.0	86.4	1.3	5.3
Sweden	570	234	8	0	41.1	1.4	3.2	2.6	79.8	15.1	2.5
United Kingdom	1,434	843	38	1	58.8	2.6	8.0	2.7	89.2	3.2	4.9
Total	**17,908**	**9,320**	**526**	**80**	**52.0**	**2.9**	**100.0**	**7.7**	**83.3**	**4.6**	**4.4**

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

CURRENT DETENTIONS AS PER 31-12-2019 PER PORT STATE AUTHORITY SINCE 2011

Excluded detentions Annual figures 2011 - 2019

Detaining Authority	Interval	
	< 12 Months	> 12 Months
Belgium	-	1
Bulgaria	-	2
Canada	-	3
Greece	-	11
Ireland	-	1
Italy	-	3
Malta	1	1
Netherlands	1	3
Poland	-	1
Spain	1	5
United Kingdom	3	2
Norway	-	2
Iceland	-	1
Russian Federation	3	-
Sweden	1	-
Grand Total	**10**	**36**

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	2	3
Palau	-	2
Panama	-	5
Portugal	1	1
Russian Federation	1	3
Saint Vincent and the Grenadines	1	1
Tanzania, United Republic of	-	2
Togo	1	2
Turkey	-	1
Ukraine	-	1
Samoa	1	1
Syrian Arab Republic	-	1
Cape Verde	-	1
Bahamas	-	1
Iceland	-	1
Belize	2	-
Singapore	1	-
Grand Total	**10**	**36**

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





WHITE LIST

RANK	FLAG	INSPECTIONS 2017-2019	DETENTIONS 2017-2019	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	United Kingdom	1,072	10	89	61	-1.81
2	Norway	1,621	19	131	96	-1.77
3	Bahamas	2,124	27	169	129	-1.76
4	Netherlands	2,960	40	231	184	-1.75
5	Denmark	1,300	16	107	75	-1.72
6	Marshall Islands	4,481	69	342	285	-1.71
7	Singapore	2,014	29	160	122	-1.69
8	Hong Kong, China	1,973	31	157	119	-1.63
9	Japan	154	0	16	5	-1.63
10	Bermuda (UK)	223	1	22	9	-1.60
11	Germany	580	7	51	30	-1.58
12	Cayman Islands (UK)	487	6	44	24	-1.53
13	Liberia	4,288	88	328	272	-1.52
14	Sweden	310	3	30	14	-1.50
15	France	304	3	29	13	-1.48
16	Isle of Man (UK)	620	10	54	32	-1.43
17	Malta	4,652	110	355	297	-1.42
18	Belgium	226	2	23	9	-1.39
19	Italy	1,030	21	86	58	-1.36
20	Greece	822	17	70	45	-1.31
21	Gibraltar (UK)	663	14	58	35	-1.24
22	Cyprus	2,084	56	166	126	-1.22
23	Ireland	143	1	16	4	-1.15
24	Luxembourg	207	3	21	8	-1.04
25	Turkey	883	25	75	49	-1.01
26	Portugal	1,098	33	91	62	-0.99
27	Barbados	396	10	37	19	-0.89
28	Croatia	111	1	13	3	-0.80
29	Finland	447	13	41	22	-0.79
30	Antigua and Barbuda	2,345	93	185	143	-0.77
31	Faroe Islands, DK	251	7	25	10	-0.57
32	Latvia	95	1	11	2	-0.56
33	China	149	3	16	5	-0.55
34	Spain	149	3	16	5	-0.55
35	Philippines	144	3	16	5	-0.49
36	Panama	6,232	323	470	403	-0.44
37	Russian Federation	1,258	59	103	73	-0.40
38	Estonia	86	1	10	2	-0.37
39	Lithuania	109	2	13	3	-0.33
40	United States	225	8	23	9	-0.18
41	Korea, Republic of	73	1	9	1	-0.02

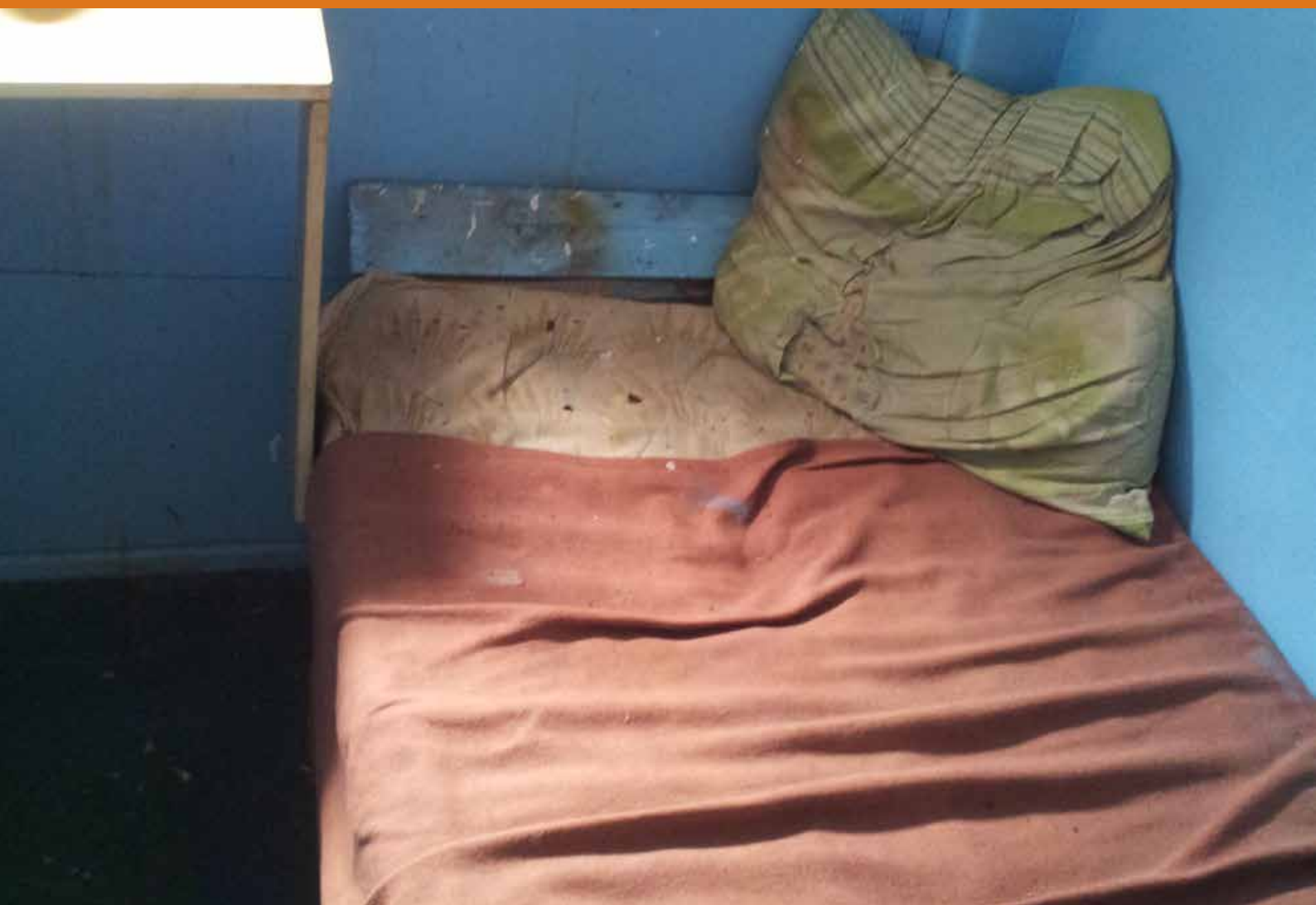
GREY LIST

RANK	FLAG	INSPECTIONS 2017-2019	DETENTIONS 2017-2019	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
GREY LIST						
42	Morocco	65	1	8	1	0.04
43	Saudi Arabia	57	1	8	0	0.09
44	Poland	87	3	11	2	0.15
45	Algeria	84	3	10	2	0.17
46	Curacao	70	3	9	1	0.26
47	Thailand	31	1	5	0	0.29
48	Kazakhstan	41	2	6	0	0.36
49	Lebanon	66	4	9	1	0.42
50	Azerbaijan	62	4	8	1	0.46
51	Iran, Islamic Republic of	125	9	14	4	0.52
52	Switzerland	76	6	9	1	0.58
53	India	59	5	8	0	0.62
54	Vanuatu	260	20	25	11	0.62
55	Egypt	45	4	6	0	0.63
56	Saint Vincent and the Grenadines	458	37	42	23	0.76
57	Tuvalu	46	6	7	0	0.92





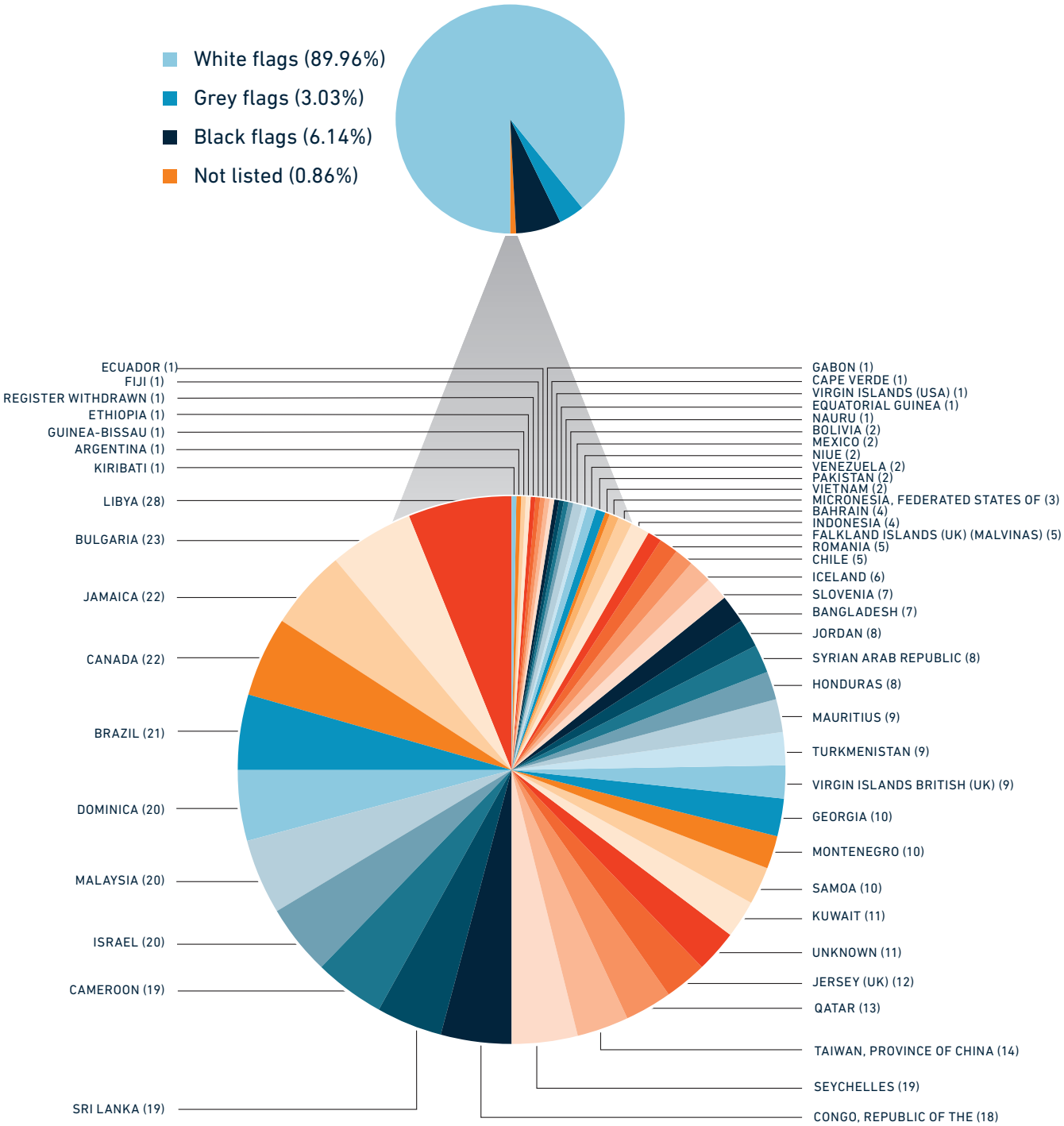

Castrol
100



BLACK LIST

RANK	FLAG	INSPECTIONS 2017-2019	DETENTIONS 2017-2019	BLACK TO GREY LIMIT	RISK	EXCESS FACTOR
BLACK LIST						
58	Tunisia	38	6	6	Medium Risk	1.16
59	Cook Islands	379	38	35		1.22
60	Saint Kitts and Nevis	163	19	17		1.30
61	Mongolia	49	8	7		1.57
62	Sierra Leone	362	43	34		1.75
63	Belize	322	43	31	Medium to High Risk	2.13
64	Palau	221	31	22		2.14
65	Ukraine	89	15	11		2.29
66	Tanzania, United Republic of	354	53	33		2.67
67	Moldova, Republic of	381	57	35		2.70
68	Togo	492	80	44	High Risk	3.21
69	Albania	74	16	9		3.42
70	Comoros	380	69	35		3.67

DISTRIBUTION OF LISTED AND NON-LISTED FLAGS 2017-2019



FLAGS MEETING CRITERIA FOR LOW RISK SHIPS 2019

Flags meeting criteria for Low Risk Ships (as per 1 July 2020)		
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	Portugal	Russian Federation
Singapore	Spain	Sweden
Turkey	United Kingdom	United States

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	Bulgaria
Canada	Georgia
Malaysia	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 2017-2019*			
Argentina (1)	Gabon (1)	Mauritius (9)	Slovenia (7)
Bolivia (2)	Guinea-Bissau (1)	Mexico (2)	Sri Lanka (19)
Brazil (21)	Iceland (6)	Micronesia, Federated States of (3)	Syrian Arab Republic (8)
Cape Verde (1)	Israel (20)	Montenegro (10)	Taiwan, Province of China (14)
Chile (5)	Jersey (UK) (12)	Nauru (1)	Turkmenistan (9)
Ecuador (1)	Kiribati (1)	Niue (2)	Venezuela (2)
Ethiopia (1)	Kuwait (11)	Pakistan (2)	Viet Nam (2)
Falkland Islands (UK) (Malvinas) (5)	Libya (28)	Romania (5)	Virgin Islands (USA) (1)
Fiji (1)	Malaysia (20)	Seychelles (19)	Virgin Islands British (UK) (9)

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 2019

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Albania	28	28	6	41	100.0	21.4
Algeria	27	17	1	6	63.0	3.7
Antigua and Barbuda	714	400	16	60	56.0	2.2
Azerbaijan	24	21	-	-	87.5	-
Bahamas	676	305	8	28	45.1	1.2
Bangladesh	6	6	1	4	100.0	16.7
Barbados	143	80	2	17	55.9	1.4
Belgium	82	37	1	5	45.1	1.2
Belize	98	88	11	59	89.8	11.2
Bermuda (UK)	72	27	-	-	37.5	-
Bolivia	1	1	-	-	100.0	-
Brazil	6	3	-	-	50.0	-
Bulgaria	8	8	1	3	100.0	12.5
Cameroon	18	18	5	84	100.0	27.8
Canada	5	1	-	-	20.0	-
Cape Verde	1	1	-	-	100.0	-
Cayman Islands (UK)	148	55	2	5	37.2	1.4
China	44	12	2	6	27.3	4.5
Comoros	127	119	21	194	93.7	16.5
Cook Islands	113	98	8	28	86.7	7.1
Croatia	34	21	-	-	61.8	-
Curacao	20	8	-	-	40.0	-
Cyprus	726	383	20	85	52.8	2.8
Denmark	469	185	2	12	39.4	0.4
Dominica	6	5	1	3	83.3	16.7
Ecuador	1	1	-	-	100.0	-
Egypt	18	17	3	19	94.4	16.7
Estonia	31	3	1	9	9.7	3.2
Ethiopia	1	-	-	-	-	-
Falkland Islands (UK) (Malvinas)	1	1	-	-	100.0	-
Faroe Islands	91	65	2	7	71.4	2.2
Finland	158	80	3	28	50.6	1.9
France	111	59	2	5	53.2	1.8
Georgia	4	3	-	-	75.0	-
Germany	212	109	4	14	51.4	1.9
Gibraltar (UK)	226	132	7	22	58.4	3.1
Greece	250	102	6	34	40.8	2.4
Honduras	2	1	-	-	50.0	-
Hong Kong (China)	642	279	12	62	43.5	1.9
Iceland	1	1	-	-	100.0	-

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
India	15	3	-	-	20.0	-
Indonesia	1	1	-	-	100.0	-
Iran, Islamic Republic of	35	32	1	2	91.4	2.9
Ireland	53	18	1	1	34.0	1.9
Isle of Man (UK)	204	76	5	14	37.3	2.5
Israel	8	4	-	-	50.0	-
Italy	348	177	7	25	50.9	2.0
Jamaica	7	4	1	7	57.1	14.3
Japan	64	21	-	-	32.8	-
Jersey (UK)	5	3	-	-	60.0	-
Jordan	1	1	-	-	100.0	-
Kazakhstan	14	10	-	-	71.4	-
Korea, Republic of	24	13	1	1	54.2	4.2
Kuwait	5	2	-	-	40.0	-
Latvia	34	19	-	-	55.9	-
Lebanon	26	23	2	6	88.5	7.7
Liberia	1,472	709	35	175	48.2	2.4
Libya	10	4	-	-	40.0	-
Lithuania	32	13	-	-	40.6	-
Luxembourg	75	38	2	9	50.7	2.7
Malaysia	10	3	-	-	30.0	-
Malta	1,506	706	30	121	46.9	2.0
Marshall Islands	1,568	661	25	115	42.2	1.6
Mauritius	5	2	-	-	40.0	-
Moldova, Republic of	131	122	20	146	93.1	15.3
Mongolia	23	23	3	14	100.0	13.0
Montenegro	3	3	-	-	100.0	-
Morocco	18	11	-	-	61.1	-
Nauru	1	1	-	-	100.0	-
Netherlands	973	470	7	38	48.3	0.7
Niue	2	2	-	-	100.0	-
Norway	597	301	5	25	50.4	0.8
Pakistan	1	1	-	-	100.0	-
Palau	63	61	5	68	96.8	7.9
Panama	2,026	1.176	92	545	58.0	4.5
Philippines	49	25	2	11	51.0	4.1
Poland	29	18	3	12	62.1	10.3
Portugal	402	212	11	44	52.7	2.7
Qatar	8	8	2	8	100.0	25.0
Register Withdrawn	1	1	1	13	100.0	100.0

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Romania	1	1	-	-	100.0	-
Russian Federation	425	236	12	83	55.5	2.8
Saint Kitts and Nevis	33	26	3	21	78.8	9.1
Saint Vincent and the Grenadines	141	97	12	73	68.8	8.5
Samoa	1	1	1	15	100.0	100.0
Saudi Arabia	16	5	-	-	31.3	-
Seychelles	7	2	-	-	28.6	-
Sierra Leone	124	117	9	96	94.4	7.3
Singapore	696	241	14	55	34.6	2.0
Slovenia	3	2	-	-	66.7	-
Spain	55	24	1	5	43.6	1.8
Sri Lanka	6	3	-	-	50.0	-
Sweden	112	46	2	5	41.1	1.8
Switzerland	22	15	5	17	68.2	22.7
Syrian Arab Republic	3	3	-	-	100.0	-
Taiwan, Province of China	7	3	-	-	42.9	-
Tanzania, United Republic of	92	92	10	83	100.0	10.9
Thailand	14	4	-	-	28.6	-
Togo	151	141	22	162	93.4	14.6
Tunisia	12	12	2	13	100.0	16.7
Turkey	252	159	4	30	63.1	1.6
Turkmenistan	3	2	-	-	66.7	-
Tuvalu	9	7	1	6	77.8	11.1
Ukraine	34	33	4	23	97.1	11.8
United Kingdom	313	168	6	12	53.7	1.9
United States	84	41	1	4	48.8	1.2
Vanuatu	89	75	8	52	84.3	9.0
Viet Nam	2	2	-	-	100.0	-
Virgin Islands (USA)	1		-	-		-
Virgin Islands British (UK)	3	1	-	-	33.3	-

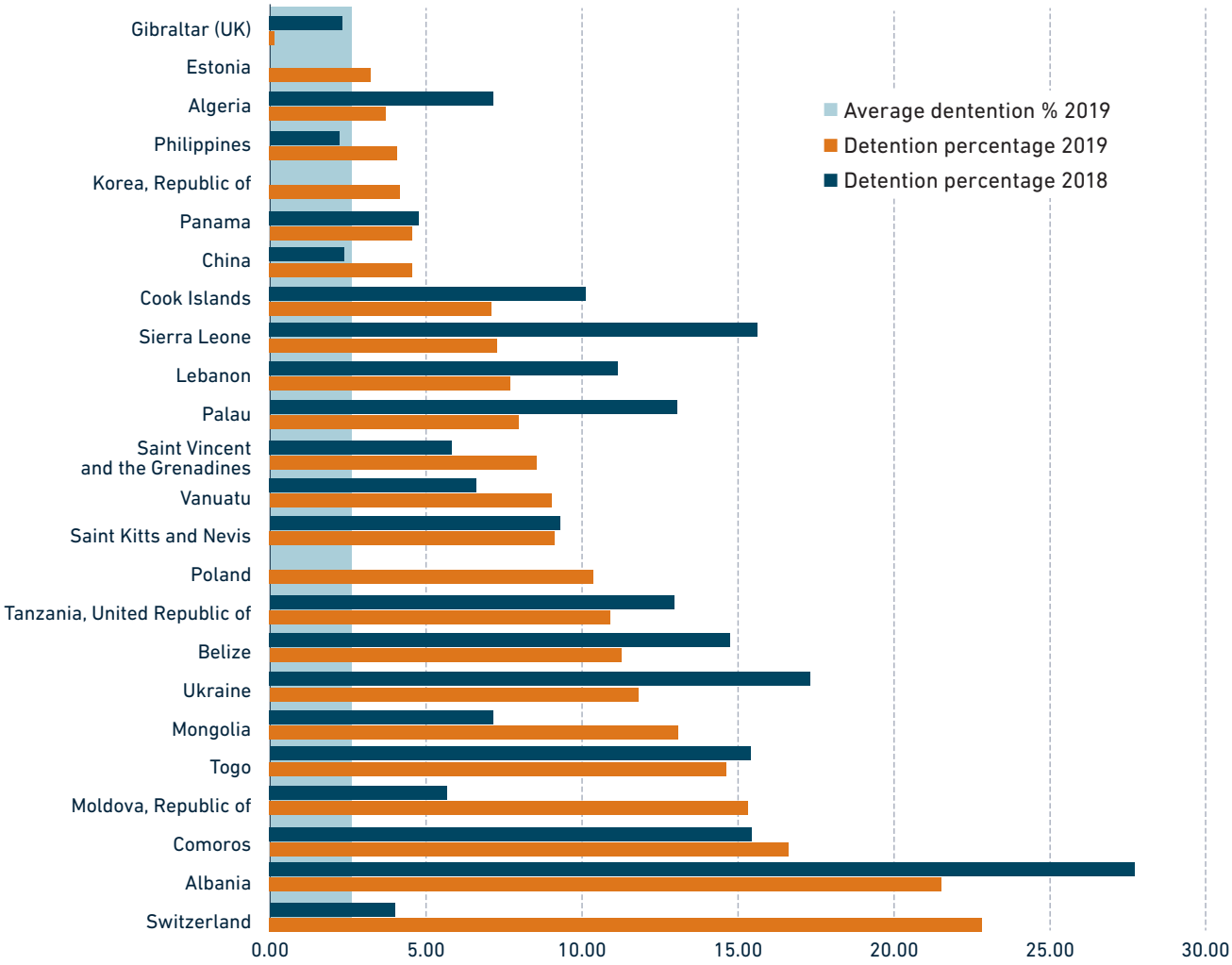


2019 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

Flag	Nr of Inspections	Inspections with deficiencies	% of Inspections with detentions	Excess of average 2019	Detentions % 2018	Excess of average 2018
Switzerland	22	5	22.7	19.8	4.0	0.8
Albania	28	6	21.4	18.5	27.6	24.4
Comoros	127	21	16.5	13.6	15.4	12.2
Moldova, Republic of	131	20	15.3	12.3	5.7	2.5
Togo	151	22	14.6	11.6	15.3	12.2
Mongolia	23	3	13.0	10.1	7.1	4.0
Ukraine	34	4	11.8	8.8	17.2	14.1
Belize	98	11	11.2	8.3	14.7	11.5
Tanzania, United Republic of	92	10	10.9	7.9	12.9	9.7
Poland	29	3	10.3	7.4	-	-3.2
Saint Kitts and Nevis	33	3	9.1	6.2	9.3	6.1
Vanuatu	89	8	9.0	6.1	6.6	3.4
Saint Vincent and the Grenadines	141	12	8.5	5.6	5.8	2.6
Palau	63	5	7.9	5.0	13.0	9.8
Lebanon	26	2	7.7	4.8	11.1	7.9
Sierra Leone	124	9	7.3	4.3	15.6	12.4
Cook Islands	113	8	7.1	4.1	10.1	6.9
China	44	2	4.5	1.6	2.4	-0.8
Panama	2,026	92	4.5	1.6	4.8	1.6
Korea, Republic of	24	1	4.2	1.2	-	-3.2
Philippines	49	2	4.1	1.1	2.2	-0.9
Algeria	27	1	3.7	0.8	7.1	4.0
Estonia	31	1	3.2	0.3	-	-3.2
Gibraltar (UK)	226	7	3.1	0.2	2.3	-0.8

Only flags with 20 and more port State control inspections and with a detention percentage exceeding the average percentage of 2.94% are recorded in this graph (last year the average was 3.17%).

2019 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

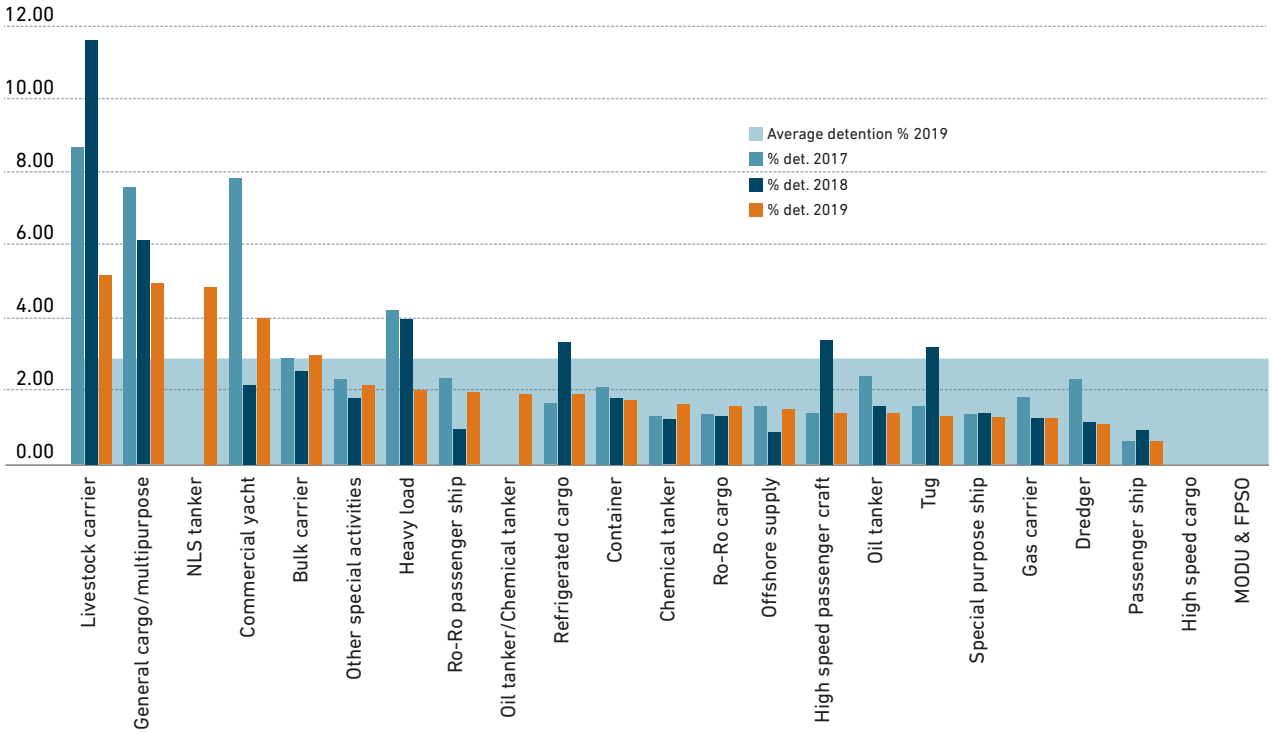


- Only flags with 20 and more port State control inspections in 2019 and with a detention percentage exceeding the average percentage of 2.94% are recorded in this graph. In 2018 the average detentions percentage was 3.17%.
- The light blue column represents the 2019 average detention percentage (2.94%).

INSPECTIONS AND DETENTIONS 2019 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 2019	% of detentions to inspections 2018	% of detentions to inspections 2017	+/- average detention % 2019
Bulk carrier	3,641	1,879	51.6	3,341	112	3.1	2.6	3.0	0.1
Chemical tanker	1,646	676	41.1	1,458	28	1.7	1.3	1.4	-1.2
Commercial yacht	267	114	42.7	262	11	4.1	2.2	8.1	1.2
Container	1,822	808	44.3	1,620	33	1.8	1.9	2.2	-1.1
Dredger	88	46	52.3	83	1	1.1	1.2	2.4	-1.8
Gas carrier	541	162	29.9	512	7	1.3	1.3	1.9	-1.6
General cargo/multipurpose	4,832	3,177	65.7	3,741	246	5.1	6.3	7.8	2.2
Heavy load	48	20	41.7	47	1	2.1	4.1	4.3	-0.9
High speed cargo	16	8	50.0	15	-	0.0	0.0	0.0	-2.9
High speed passenger craft	70	44	62.9	45	1	1.4	3.5	1.4	-1.5
Livestock carrier	113	100	88.5	72	6	5.3	11.9	8.9	2.4
MODU & FPSO	26	11	42.3	26	-	0.0	0.0	0.0	-2.9
NLS tanker	20	6	30.0	17	1	5.0	0.0	0.0	2.1
Offshore supply	452	247	54.6	426	7	1.5	0.9	1.6	-1.4
Oil tanker	1,400	516	36.9	1,311	20	1.4	1.6	2.5	-1.5
Oil tanker/Chemical tanker	151	72	47.7	149	3	2.0	0.0	0.0	-1.0
Other	11	7	63.6	11	2	18.2	0.0	12.5	15.2
Other special activities	540	290	53.7	517	12	2.2	1.9	2.4	-0.7
Passenger ship	302	154	51.0	262	2	0.7	1.0	0.7	-2.3
Refrigerated cargo	203	123	60.6	185	4	2.0	3.4	1.7	-1.0
Ro-Ro cargo	730	314	43.0	657	12	1.6	1.4	1.4	-1.3
Ro-Ro passenger ship	545	325	59.6	293	11	2.0	1.0	2.4	-0.9
Special purpose ship	151	70	46.4	148	2	1.3	1.4	1.4	-1.6
Tug	293	151	51.5	287	4	1.4	3.3	1.6	-1.6




12.00
10.00
8.00
6.00
4.00
2.00
0.00
Average detention % 2019
% det. 2017
% det. 2018
% det. 2019
Livestock carrier
General cargo/multipurpose
NLS tanker
Commercial yacht
Bulk carrier
Other special activities
Heavy load
Ro-Ro passenger ship
Oil tanker/Chemical tanker
Refrigerated cargo
Container
Chemical tanker
Ro-Ro cargo
Offshore supply
High speed passenger craft
Oil tanker
Tug
Special purpose ship
Gas carrier
Dredger
Passenger ship
High speed cargo
MODU & FPSO

MAJOR CATEGORIES OF DEFICIENCIES 2017-2019

		2017		2018		2019	
Deficiencies Main Group	**Category of deficiencies**	**Def**	**Def %**	**Def**	**Def %**	**Def**	**Def %**
Certificates & Documentation	Crew Certificates	1,577	3.9	1,169	2.9	1,232	3.1
	Documents	2,759	6.8	2,886	7.1	2,527	6.3
	Ship Certificates	2,357	5.8	2,232	5.5	2,132	5.4
Structural Condition		1,894	4.6	1,884	4.7	1,935	4.9
Water/Weathertight condition		1,779	4.4	1,854	4.6	1,813	4.5
Emergency Systems		2,052	5.0	2,062	5.1	2,604	6.5
Radio Communication		921	2.3	928	2.3	864	2.2
Cargo operations including equipment		195	0.5	240	0.6	218	0.5
Fire safety		5,328	13.0	5,249	13.0	5,231	13.1
Alarms		398	1.0	370	0.9	381	1.0
Working and Living Conditions (ILO 147)*	Living Conditions	18	0.0	8	0.0	17	0.0
	Working conditions	366	0.9	349	0.9	413	1.0
Working and Living Conditions (MLC, 2006)	MLC, 2006 Title 1	77	0.2	76	0.2	44	0.1
	MLC, 2006 Title 2	388	0.9	358	0.9	332	0.8
	MLC, 2006 Title 3	2,108	5.2	2,006	5.0	2,204	5.5
	MLC, 2006 Title 4	3,408	8.3	3,218	8.0	3,243	8.1
Safety of Navigation		5,583	13.7	4,887	12.1	4,367	11.0
Life saving appliances		3,295	8.1	3,303	8.2	3,197	8.0
Dangerous goods		62	0.2	64	0.2	61	0.2
Propulsion and auxiliary machinery		1,815	4.4	1,627	4.0	1,790	4.5
Pollution prevention	Anti Fouling	7	0.0	3	0.0	9	0.0
	Marpol Annex I	642	1.6	604	1.5	561	1.4
	Marpol Annex II	14	0.0	12	0.0	16	0.0
	Marpol Annex III	10	0.0	5	0.0	8	0.0
	Marpol Annex IV	368	0.9	326	0.8	357	0.9
	Marpol Annex V	470	1.1	762	1.9	587	1.5
	Marpol Annex VI	426	1.0	693	1.7	524	1.3
	Ballast Water	76	0.2	573	1.4	622	1.6
ISM		1,778	4.4	1,905	4.7	1,781	4.5
ISPS		503	1.2	555	1.4	507	1.3
Other		197	0.5	220	0.5	270	0.7

* 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 2019

	2018		2019	
Deficiencies	**Deficiencies**	**% Total deficiencies**	**Deficiencies**	**% Total deficiencies**
Fire safety	5,249	12.98	5,231	13.13
Safety of Navigation	4,887	12.09	4,367	10.96
Labour conditions-Health protection, medical care, social security	3,218	7.96	3,243	8.14
Life saving appliances	3,303	8.17	3,197	8.02
Emergency Systems	2,062	5.10	2,604	6.53

TOP 5 DEFICIENCIES 2019

	2018		2019	
Deficiencies	**Deficiencies**	**% Total deficiencies**	**Deficiencies**	**% Total deficiencies**
ISM	1,905	4.71	1,781	4.47
Fire doors/openings in fire-resisting divisions	1,054	2.61	1,037	2.60
Oil record book	662	1.64	642	1.61
Nautical publications	813	2.01	622	1.56
Cleanliness of engine room	510	1.26	544	1.37

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	247	3.3	10	4.0
Area 1 Minimum age of seafarers	1	0.0	1	100.0
Area 2 Medical certification of seafarers	171	2.3	12	7.0
Area 3 Qualifications of seafarers	13	0.2	1	7.7
Area 4 Seafarers' employment agreements	574	7.6	44	7.7
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	10	0.1	0	0.0
Area 6 Hours of Works or rest	642	8.5	18	2.8
Area 7 Manning levels for the ship	71	0.9	24	33.8
Area 8 Accommodation	675	8.9	46	6.8
Area 9 On-board recreational facilities	35	0.5	0	0.0
Area 10 Food and catering	1,421	18.7	49	3.4
Area 11 Health and safety and accident prevention	3,118	41.1	88	2.8
Area 12 on-board medical care	202	2.7	8	4.0
Area 13 On-board complaint procedure	133	1.8	3	2.3
Area 14 Payment of wages	163	2.1	55	33.7
Area 15 Certificate or documentary evidence of financial security for repatriation	56	0.7	2	3.6
Area 16 Certificate or documentary evidence of financial security relating to shipowners liability	52	0.7	1	1.9
Total	**7,584**	**100.0%**	**362**	**4.8%**

MLC DEFICIENCIES TOP 5

	2018		2019	
Deficiencies	**Deficiencies**	**% Total deficiencies**	**Deficiencies**	**% Total deficiencies**
Seafarers' employment agreement (SEA)	466	6.3	484	6.4
Electrical	365	4.9	370	4.9
Records of seafarers' daily hours of work or rest	351	4.7	337	4.4
Access / structural features (ship)	306	4.1	298	3.9
Ropes and wires	303	4.1	283	3.7

MLC DETAINABLE DEFICIENCIES TOP 5

	2018		2019	
MLC detainable deficiencies	**Detainable deficiencies**	**% Total detainable deficiencies**	**Detainable deficiencies**	**% Total detainable deficiencies**
Seafarers' employment agreement (SEA)	32	9.5	43	11.9
Wages	31	9.2	27	7.5
Calculation and payment of wages	29	8.6	28	7.7
Sanitary Facilities	19	5.6	23	6.4
Manning specified by the minimum safe manning doc	16	4.7	24	6.6



DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2019 (CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

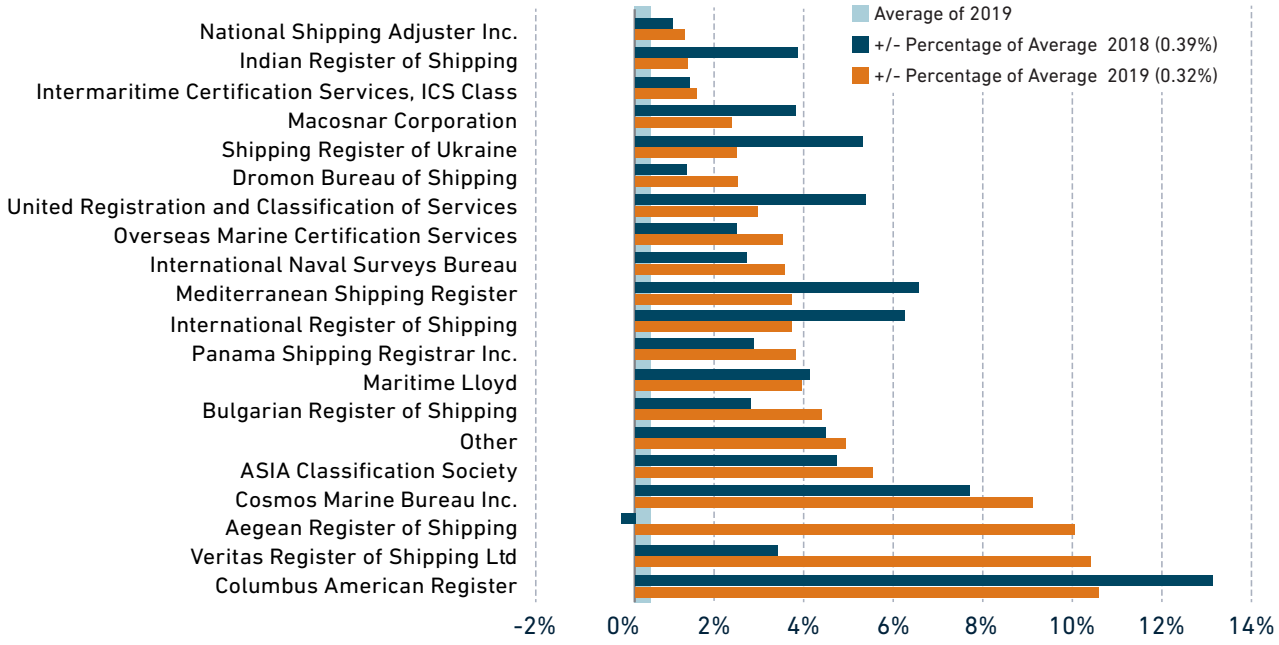
Recognized Organization	Abbr	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2019. (0.32)	Detention % of individual ships	+/- Percentage of Average Indiv, 2019. (0.37)
Aegean Register of Shipping	CLASSARS	20	11	2	10.00	9.68	18.18	17.82
American Bureau of Shipping	ABS	2,144	2,019	1	0.05	-0.27	0.05	-0.32
ASIA Classification Society	ASIA	18	18	1	5.56	5.24	5.56	5.19
Bulgarian Register of Shipping	BRS	90	60	4	4.44	4.12	6.67	6.30
Bureau Veritas	BV	3,798	3,246	6	0.16	-0.16	0.18	-0.18
China Classification Society	CCS	292	274	1	0.34	0.02	0.36	-0.00
Columbus American Register	COLAMREG	19	12	2	10.53	10.21	16.67	16.30
Cosmos Marine Bureau Inc.	CMB	11	6	1	9.09	8.77	16.67	16.30
Croatian Register of Shipping	CRS	59	50	-	-	-0.32	-	-0.37
DNV GL AS	DNVGL	6,507	5,713	6	0.09	-0.23	0.11	-0.26
Dromon Bureau of Shipping	DBS	232	149	6	2.59	2.27	4.03	3.66
Indian Register of Shipping	IRS	68	57	1	1.47	1.15	1.75	1.39
Intermaritime Certification Services, ICS Class	ICS	60	52	1	1.67	1.35	1.92	1.56
International Naval Surveys Bureau	INSB	194	142	7	3.61	3.29	4.93	4.56
International Register of Shipping	IS	53	35	2	3.77	3.45	5.71	5.35
Iranian Classification Society	IRCS	17	17	-	-	-0.32	-	-0.37
Isthmus Bureau of Shipping, S.A.	IBS	47	39	-	-	-0.32	-	-0.37
Korean Register of Shipping	KRS	474	441	1	0.21	-0.11	0.23	-0.14
Lloyd's Register	LR	4,122	3,704	2	0.05	-0.27	0.05	-0.31
Macosnar Corporation	MC	41	34	1	2.44	2.12	2.94	2.57
Maritime Bureau of Shipping	MBS	21	10	-	-	-0.32	-	-0.37
Maritime Lloyd	ML	50	29	2	4.00	3.68	6.90	6.53
Mediterranean Shipping Register	MSR	53	28	2	3.77	3.45	7.14	6.78
National Shipping Adjuster Inc.	NASHA	71	54	1	1.41	1.09	1.85	1.49
Nippon Kaiji Kyokai	NKK	2,875	2,650	4	0.14	-0.18	0.15	-0.22
Novel Classification Society S.A.	NCS	12	9	-	-	-0.32	-	-0.37
Other	OTHER	161	135	8	4.97	4.65	5.93	5.56
Overseas Marine Certification Services	OMCS	56	38	2	3.57	3.25	5.26	4.90
Panama Maritime Documentation Services	PMDS	50	49	-	-	-0.32	-	-0.37
Panama Shipping Registrar Inc.	PSR	26	20	1	3.85	3.53	5.00	4.63
Phoenix Register of Shipping	PHRS	205	148	1	0.49	0.17	0.68	0.31
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	196	138	1	0.51	0.19	0.72	0.36
Register of Shipping (Albania)	RSA	11	9	-	-	-0.32	-	-0.37
RINA Services S.p.A.	RINA	1,769	1,419	5	0.28	-0.04	0.35	-0.01

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 2019. (0.32)	Detention % of individual ships	+/- Percentage of Average Indiv, 2019. (0.37)
Russian Maritime Register of Shipping	RMRS	871	743	1	0.11	-0.20	0.13	-0.23
Shipping Register of Ukraine	SRU	117	62	3	2.56	2.24	4.84	4.47
Turkish Lloyd	TL	141	127	-	-	-0.32	-	-0.37
United Registration and Classification of Services	URACOS	33	23	1	3.03	2.71	4.35	3.98
Veritas Register of Shipping Ltd	VRS	29	28	3	10.34	10.03	10.71	10.35

* 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 more than 10 inspections are taken into account)

% OF DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2018-2019 (CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



* Only ROs with 10 and more port State control inspections in 2019 and with a detention percentage exceeding the average percentage of 0.32 are recorded in this graph. In 2018 the average detention percentage was 0.39.

* The light blue column represents the 2019 average detention percentage (0.32).

RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2017-2019

Recognized Organization	RO abrev	Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	6,254	3	144	106	-1.93	High
DNV GL AS	DNVGL	19,094	16	414	350	-1.90	
Lloyd's Register	LR	12,446	14	275	223	-1.86	
Nippon Kaiji Kyokai	NKK	8,507	17	192	148	-1.75	
Bureau Veritas	BV	11,464	26	254	204	-1.73	
RINA Services S.p.A.	RINA	4,865	11	114	81	-1.69	
Russian Maritime Register of Shipping	RMRS	2,785	6	68	43	-1.66	
Korean Register of Shipping	KRS	1,335	2	36	18	-1.66	
China Classification Society	CCS	890	1	25	10	-1.63	
Turkish Lloyd	TL	434	0	14	3	-1.46	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	582	4	18	6	-0.38	
Phoenix Register of Shipping	PHRS	585	6	18	6	0.03	Medium
Panama Maritime Documentation Services	PMDS	151	0	6	0	0.05	
Croatian Register of Shipping	CRS	163	1	7	0	0.17	
National Shipping Adjuster Inc.	NASHA	231	4	9	1	0.42	
Dromon Bureau of Shipping	DBS	616	12	19	6	0.47	
Indian Register of Shipping	IRS	184	4	7	0	0.54	
Isthmus Bureau of Shipping, S.A.	IBS	122	3	5	0	0.59	
Intermaritime Certification Services, ICS Class	ICS	192	5	8	0	0.66	
Macosnar Corporation	MC	136	4	6	0	0.70	
Overseas Marine Certification Services	OMCS	129	4	6	0	0.73	
United Registration and Classification of Services	URACOS	86	3	4	0	0.74	
Maritime Bureau of Shipping	MBS	70	3	4	0	0.83	
International Naval Surveys Bureau	INSB	620	17	19	6	0.87	
Bulgarian Register of Shipping	BRS	240	8	9	1	0.89	
Maritime Lloyd - Georgia	ML	154	7	6	0	1.26	Low
Mediterranean Shipping Register	MSR	176	8	7	0	1.38	
Veritas Register of Shipping Ltd	VRS	107	6	5	0	1.61	
Shipping Register of Ukraine	SRU	421	18	14	3	1.83	
Other	OTHER	447	19	14	4	1.85	
International Register of Shipping	IS	208	13	8	0	2.83	Very Low
Panama Shipping Registrar Inc.	PSR	101	8	5	0	3.16	
Columbus American Register	COLAMREG	61	7	4	0	4.75	

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.

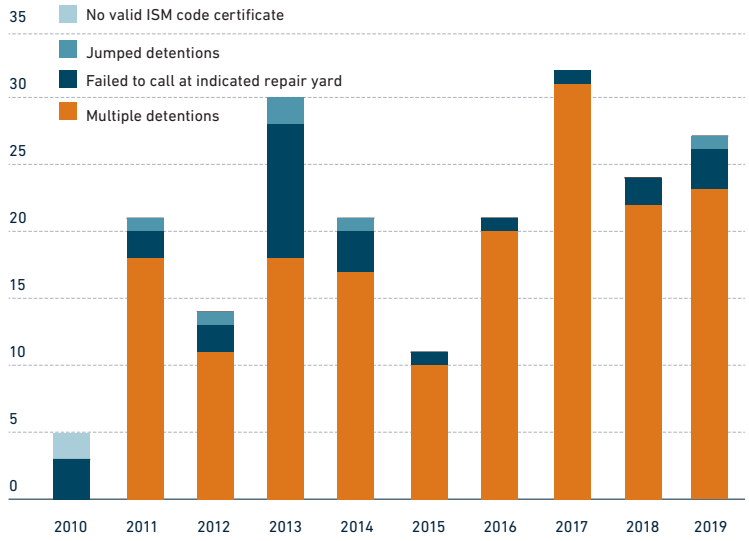
NUMBER OF CERTIFICATES COVERING RO RESPONSIBLE DETAINABLE DEFICIENCIES 2019

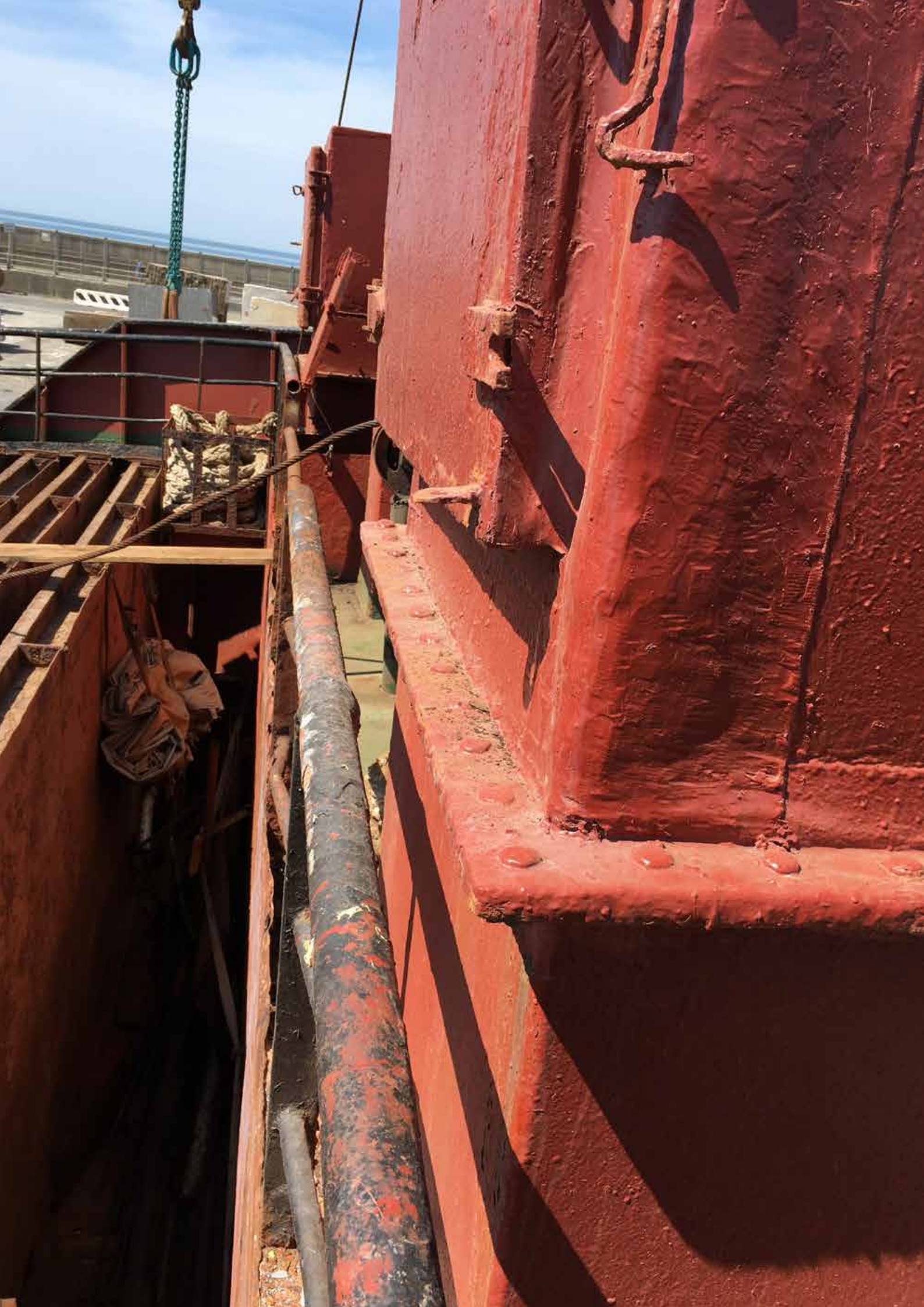
Recognized Organization	RO abrev	Certificates	Total number of RO detainable deficiencies	% deficiencies / certificates
American Bureau of Shipping	ABS	20,212	3	0.01
Bulgarian Register of Shipping	BRS	801	17	2.12
Bureau Veritas	BV	33,809	15	0.04
China Classification Society	CCS	3,150	8	0.25
Croatian Register of Shipping	CRS	577	0	0.00
DNV GL AS	DNVGL	58,535	15	0.03
Dromon Bureau of Shipping	DBS	2,716	20	0.74
Indian Register of Shipping	IRS	448	4	0.89
Intermaritime Certification Services, ICS Class	ICS	337	5	1.48
International Naval Surveys Bureau	INSB	1,599	21	1.31
International Register of Shipping	IS	560	16	2.86
Isthmus Bureau of Shipping, S.A.	IBS	370	0	0.00
Korean Register of Shipping	KRS	4,181	1	0.02
Lloyd's Register	LR	32,982	2	0.01
Macosnar Corporation	MC	261	2	0.77
Maritime Lloyd	ML	469	14	2.99
Mediterranean Shipping Register	MSR	585	6	1.03
National Shipping Adjuster Inc.	NASHA	582	17	2.92
Nippon Kaiji Kyokai	NKK	29,790	10	0.03
Other	OTHER	970	34	3.51
Overseas Marine Certification Services	OMCS	394	7	1.78
Panama Maritime Documentation Services	PMDS	160	0	0.00
Phoenix Register of Shipping	PHRS	1,852	3	0.16
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1,688	1	0.06
RINA Services S.p.A.	RINA	15,016	25	0.17
Russian Maritime Register of Shipping	RMRS	8,830	2	0.02
Shipping Register of Ukraine	SRU	1,277	8	0.63
Turkish Lloyd	TL	1,073	0	0.00
United Registration and Classification of Services	URACOS	301	1	0.33

REFUSAL OF ACCESS (BANNING) PER FLAG 2017-2019

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions			Total Banned
			1st ban	2nd ban	3rd ban	
Albania	-	-	2	-	-	2
Belize	-	-	2	-	-	2
Cameroon	1	-	-	-	-	1
Comoros	2	-	16	3	-	21
Cook Islands	-	-	1	-	-	1
India	-	-	1	-	-	1
Moldova, Republic of	1	-	10	3	-	14
Palau	-	-	4	-	-	4
Panama	1	-	-	-	-	1
Saint Kitts and Nevis	-	-	2	-	-	2
Sierra Leone	-	-	1	-	-	1
Tanzania, United Republic of	1	-	12	4	-	17
Togo	-	1	11	2	-	14
Ukraine	-	-	1	-	-	1
Vanuatu	-	-	-	1	-	1
Total	**6**	**1**	**63**	**13**	**-**	**83**

REFUSAL OF ACCESS 2010-2019





CIC 2019 EMERGENCY SYSTEMS AND PROCEDURES

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	4,228	4,009	322
Inspections with detentions	132	121	11
Detentions with CIC-topic related deficiencies	48	48	0

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	891	23	2.6	4	0.4
Chemical tanker	356	10	2.8	3	0.8
Commercial yacht	39	1	2.6	0	0.0
Container	391	7	1.8	3	0.8
Gas carrier	119	0	0.0	0	0.0
General cargo/multipurpose	1,126	60	5.3	26	2.3
Heavy load	10	1	10.0	0	0.0
High speed passenger craft	4	0	0.0	0	0.0
NLS tanker	2	0	0.0	0	0.0
Offshore supply	94	1	1.1	0	0.0
Oil tanker	328	3	0.9	2	0.6
Other	148	4	2.7	3	2.0
Other special activities	114	3	2.6	1	0.9
Passenger ship	42	0	0.0	0	0.0
Refrigerated cargo	53	2	3.8	2	3.8
Ro-Ro cargo	174	3	1.7	2	1.1
Ro-Ro passenger ship	29	2	6.9	1	3.4
Special purpose ship	28	1	3.6	1	3.6
Tug	61	0	0.0	0	0.0
Total	**4,009**	**121**	**3.0**	**48**	**1.2**







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:

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

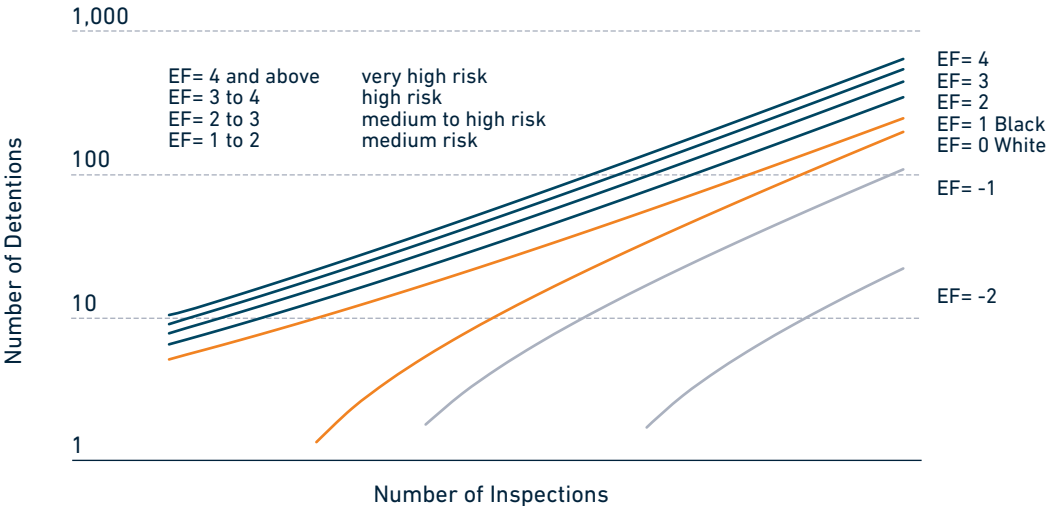
$$u_{white_to_grey} = N \cdot p - 0.5 - z\sqrt{(N \cdot p \cdot (1-p)}$$

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

Secretariat Paris Memorandum OF UNDERSTANDING ON PORT STATE CONTROL



STAFF

Mr. Luc Smulders
Secretary-General

Mrs. Carien Droppers
Deputy Secretary-General
(left Secretariat February 2020)

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

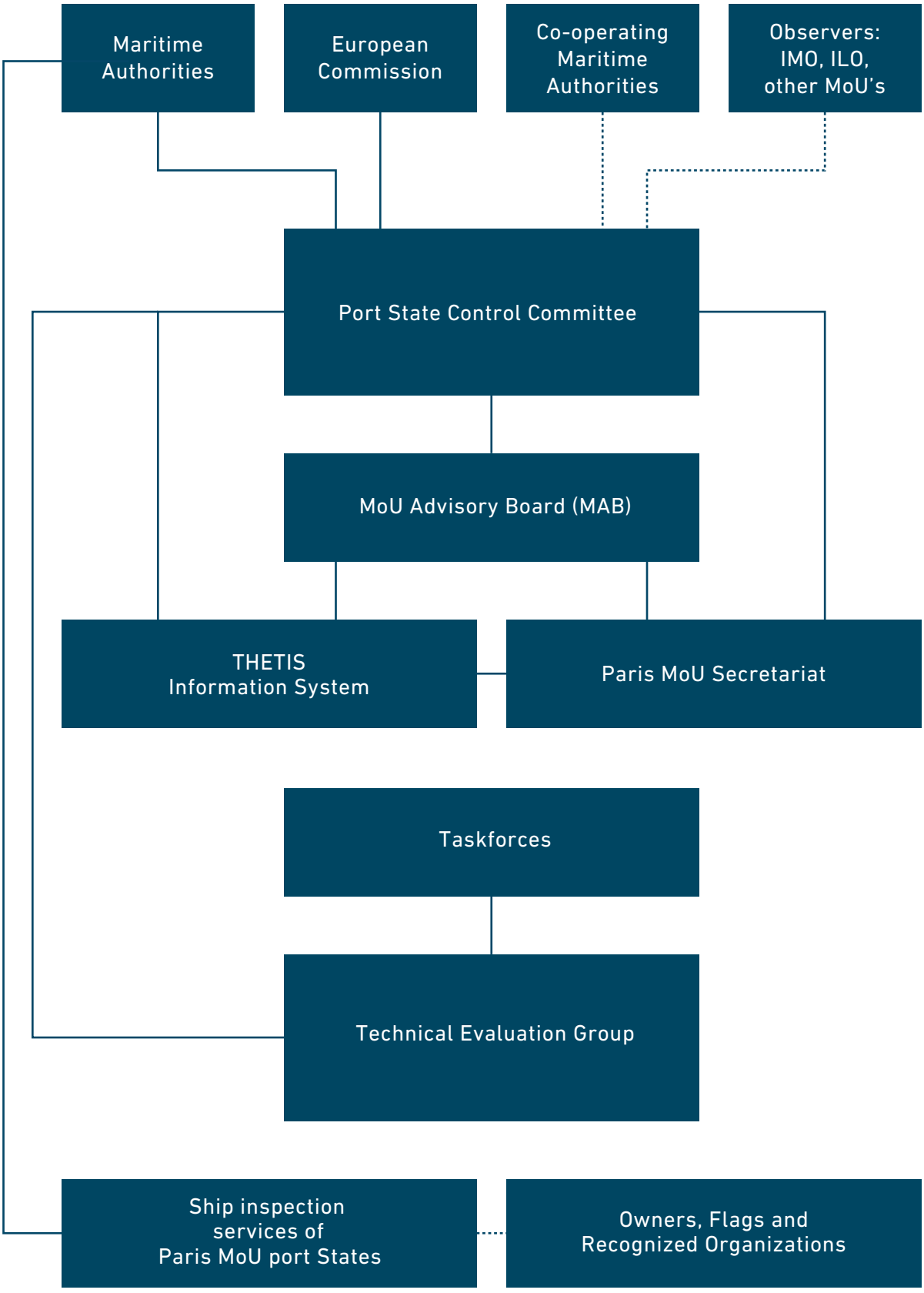
Cover photo: Russian Federation
Paris MoU Authorities Secretariat
Frans de Vree Fotografie

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



Paris MoU fact sheet - **ORGANIZATIONAL STRUCTURE**



Paris MoU

on Port State Control

