

3 July 2018

2017 ANNUAL REPORT PARIS MOU ON PORT STATE CONTROL

“Safeguarding Responsible and Sustainable Shipping”

Refusal of access (banning) has been used 65 times since 2015. This year again shows a large increase from 20 bans in 2016 to 33 bans in 2017. The detention percentage has stabilised to 3.82% (from 3.84%). The number of detainable deficiencies has stabilised as well at 3,706 (from 3,781 in 2016). The number of inspections carried out was 17,916 this is slightly higher than in 2016 (17,842).

An important highlight was the Third Joint Ministerial Conference between the Paris and Tokyo MoUs held in Vancouver in May 2017. The conference theme was “*Safeguarding Responsible and Sustainable Shipping*”. The actions from the signed “Ministerial Declaration” will guide the work of the Paris MoU going forward.

A Concentrated Inspection Campaign (CIC) on Safety of Navigation, including ECDIS was carried out from September to November 2017. The general conclusion was that the results show a good overall implementation of the requirements on board the ships inspected, although voyage planning remains an area of concern.

Over the past three years 62 ships out of a total of 65 have been banned for multiple detentions. Three ships were banned “failing to call at an indicated repair yard”. Ten ships have been banned for a second time.

Over a three year period the flags of 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 performance of shipping seems to be stabilising. Although some flag States have moved between lists, the total amount of 40 flags on the “White list” is similar to 2016 (42).

This year there were two new entries to the “White List”; Poland and the Republic of Korea. The Islamic Republic of Iran, Kazakhstan, the Russian Federation and the United States of America moved from the “White List” to the “Grey List”. Tuvalu which was not listed last year also entered the “Grey List”.

New to the “Black List” is Ukraine. In 2017 there were 13 flags on the “Black List” (12 in 2016), the Republic of the Congo recording the worst performance for the second year in a row.

Recognized Organizations (ROs) are delegated by flag States to carry out statutory surveys on their behalf. For this reason, it is important to monitor their performance.

For several years the Paris and Tokyo MoU have made a joint submission to IMO addressing the correlation between flags and the ROs working on their behalf. The results are also published in the Annual Report. It is useful information for the industry in determining the risks posed by sub-standard shipping.

After a slight decrease of the total number of inspections last year, the number has increased in 2017 to 17,916. The increase of the detention percentage from 3.42% in 2015 to 3.84% in 2016 has stabilised this year at 3.82%. The level of detainable deficiencies has also stabilised this year to 3,706 (to 3,781 in 2016).

As the states with the highest number of inspections Spain, Italy, United Kingdom, Russian Federation, the Netherlands, Canada and France, together made up over 51% of the total number of inspections, but each member contributes to the inspection efforts by means of the fair share mechanism.

With 1,216 inspections and 205 detentions the ships flying a “Black listed flag” had a detention rate of 16.8%, which is less than rate of 18.71% in 2016. For ships flying a “Grey listed flag” the detention rate was 7.4%, which is higher than the rate of 2016 of 5.5%. For ships flying a “White listed flag” the detention rate is 2.5% which is at the same level as 2016 (2.6%) and 2015 (2.5%).

The five most frequently recorded deficiencies in 2017 were “ISM” (4.4%, 1,774), “fire doors/openings in fire-resisting divisions” (2.5%, 1024), “nautical publications” (2.3%, 929), “charts” (2.0%, 797) and “voyage or passage plan” (1.5%, 594). The first four are consistent with 2016. The “voyage or passage plan” has replaced “oil record book”. Relatively the total number of the top five is slightly decreasing from 12.9% in 2016 to 12.6% in 2017.

Contact

Mr. Richard W.J. Schiferli
Secretary General Paris MoU
on Port State Control

PO Box 16191
2500 BD The Hague
The Netherlands

Tel: +31 (0)70 456 1508
E-mail: secretariat@parismou.org
Web-site: www.parismou.org

Notes to editors:

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

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

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment 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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.