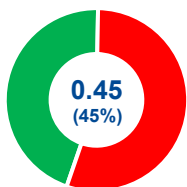


## Performance

### PARIS MoU – GERMAN FLAG January – April 2026

- Number of inspections: 55
  - With zero deficiencies: 25
  - Detentions: 0
- Deficiencies total: 152
  - ISM deficiencies: 8
  - Poorest performer: 27 def.

#### Flawless PSC KPI



*No. of inspections  
with zero deficiencies  
Total No.  
of inspections*

#### Deficiency Ratio



*No. of  
deficiencies  
Total No.  
of inspections*

	No. Insp.	No. Def.	Flawl. Ratio	
Tanker	3	9	0,33	3,00 ●
Container	14	33	0,43	2,36 ●
Pax / Ro-Ro Pax	6	57	0,17	9,50 ●
GC / Multipurpose	23	50	0,48	2,17 ●
Tug	4	0	1,00	0,00 ●
Other / Special	5	3	0,40	0,60 ●

*Deficiencies count excludes deficiencies marked as  
Accidental Damage*



Bundesrepublik Deutschland  
BG Verkehr - Dienststelle Schiffssicherheit

Federal Republic of Germany  
BG Verkehr - Ship Safety Division

### ZEUGNIS ÜBER DIE ORGANISATION VON SICHERHEITSMABNAHMEN

*Safety Management Certificate*

## Focus

### ISM - International Safety Management

In principle, the ISM verification is the responsibility of the flag State and the Company and does not fall under the scope of port State control.

Also, the SMS documentation may be in a language not understood by the PSCO which does not result in a deficiency recording.

On the other hand, there are clear guidelines for PSCOs on how to carry out a port State control. Where the PSCO finds deficiencies and concludes that these provide objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code, an ISM deficiency will be recorded. The cause may be a single deficiency or the combination of several deficiencies. Furthermore, ISM related deficiencies are indicated in the inspection report.

The guidelines include checking ISM-related documents. Certificates are a particularly sensitive issue. **Be alert!**

**There are clear guidelines on when a ship is to be considered for detention:**

- There is no SMC and/or copy of the DoC on board the ship.
- There is no valid SMC on board.
- The SMC intermediate verification is overdue or the SMC is expired and there is no objective evidence of an extension issued by the Administration.
- The DoC is expired or withdrawn.
- The ship type as indicated on the SMC is not listed on the DoC.
- Evidence of the DoC annual verification is not available on board.
- The Company name or address or the issuing authority on the DoC is not the same as on the SMC.

The best form of prevention is to carefully check and manage issued certificates. And to carry out audits in good time within the time window.

## PSC Pointers

### Potential implications of static compliance

The German Flag offers the "Checks on Board" as a practical preparation, mostly for port State controls abroad. The aim of these checklists is to help to improve the performance of ships and fleet by assisting with preparations for PSC inspections. They can make a significant contribution to certain shipping companies. But be careful: These lists should not be used on their own, but always in conjunction with other measures. Ticking off the items does not automatically mean the ship is in compliance or well prepared for an inspection.



Relying on such static compliance through the completion of checklists is not enough. Such checklists provide only a snapshot of the complex maritime environment. Moreover, they do not take into account the dynamic developments in the various countries and ports. Even though PSCOs are united under a MoU, there are regional and individual interpretations, as well as differing and changing priorities. Static conformance cannot take this into account. Additional tools or procedures may be needed to monitor this.

### NEWS

#### Data exchange with IMO

An updated data-exchange agreement between IMO and the Paris MoU was signed on 26 February 2026. The agreement supports the continued development of the PSC module within IMO's Global Integrated Shipping Information System (GISIS), including its integrated PSC database and potential associated web services. This allows full ship's inspection data to be shared more efficiently on behalf of Member States. The PSC module collects and displays agreed inspection data submitted by PSC MoUs supporting Member States in implementing IMO instruments and fulfilling reporting obligations.

This marks the sixth updated agreement concluded with a regional PSC regime. Similar agreements were signed in 2025 with the Secretariats of the Abuja, Indian Ocean, Tokyo, Mediterranean and Riyadh MoUs.

IMO, 05 March 2026

### LATEST REMARKABLE DEFICIENCIES

Seafarer employment agreement of a seafarer on board is expired.

The escape hatch on the aft mooring deck could not be properly operated from the inside.

Familiarization and knowledge of the emergency systems need to be improved by key officers. For example, the location of the emergency generator was not adequately known.

Publications on back up computer are not up to date.

A large amount of flammable liquids found unsafely stored and unsecured in the bosun store and garbage room.

Crew not familiar with lifeboat launching arrangements and procedures.

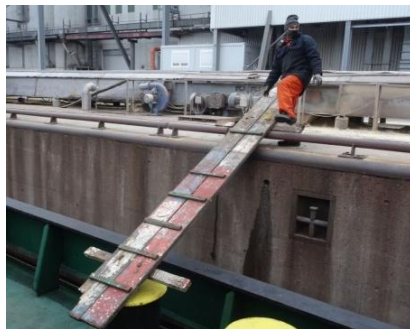
Excessive amount of oil or oil-like substance found under the main engine and gear.

Sewage treatment plant inoperable/decommissioned, but indicated in sewage certificate as fully operable.

Particulars in stability information booklet not up to date. Gross Tonnage incorrect.

Civil liability for Bunker oil pollution damage certificate – only a copy is available on board.

## Discovered during PSC



### AVOID DETENTIONS

- Make sure that any deficiencies of previous PSC inspections have been rectified before the due date.
- Remember to report defects & inoperable equipment/systems to PSC and Flag, Class, Company before entering port.



### Get in contact!

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Do you need ...

... advice?

... a dispensation?

... a statement?

... to inform the Flag State?