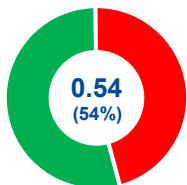


Performance

PARIS MoU – GERMAN FLAG May – August 2026

- Number of inspections: 56
 - With zero deficiencies: 30
 - Detentions: 3
- Deficiencies total: 129
 - ISM deficiencies: 14
 - Poorest performer: 23 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	4	0,33	1,33
Container	15	49	0,60	3,27
Pax / Ro-Ro Pax	4	5	0,25	1,25
GC / Multipurpose	20	38	0,50	1,90
Tug	3	1	0,67	0,33
Other / Special	11	32	0,64	2,91

Deficiencies count excludes deficiencies marked as
Accidental Damage



Focus

Seafarers certificates and documents – recurring deficiencies

Seafarers must hold certificates of competency (CoC) and proficiency (CoP) which confirm that all required trainings have been successfully completed and that the required level of competency has been attained.

Shipping companies must ensure that their ships have certified and trained crew members on board.

The **PSCO's** obligation is to review seafarers' certificates and documents and to confirm that they correspond e.g. to the position on board and the ship's characteristics and operational requirements.

Seafarers must have their original STCW certificates on board as well as any original endorsements of recognition. Certificates must be kept available in their original form.

Are copies acceptable?

No. Copies are not permitted and will not be accepted by PSCOs.

Will certified copies be accepted?

No. While they are often recognized by local authorities in the place of residence, there is no standardized international verification process.

Is the electronic form allowed?

The answer is: It depends. It is not sufficient to simply produce an image file or PDF file and keep it available e.g. on a USB stick. However, the electronic form can be sufficient if it is approved by the Administration of the flag State and if the minimum information, as required in the STCW Code, is available.

What about MLC-related?

Seafarers must have their original Medical Fitness Certificate on board. According to the MLC, SEAs on board may be copies. However, originals of passport, travel and vaccination documents must be on board.

PSC Pointers

JACKETED PIPING SYSTEM

SOLAS regulation II-2/4.2.2.5 requires all external high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors to be protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed forming a permanent assembly. The system is to include a means for collecting leakages and there has to be an alarm in case of a fuel line failure.

A PSCO may take the following into consideration during the inspection:

- The present system arrangement is capable of containing fuel from a fuel line failure and is of a sound and safe condition with functional alarm system
- Type approval
- Insulation is appropriate and not fuel-soaked
- Sound condition of connections and pipes without leakages, no loose connecting bolts.

Paris MoU

NEWS

2025 Annual Report

Paris MoU has published its 2025 Annual Report.

The detention rate trended upward and reached 4,18%. In 2020 the average rate was 2,98%.

An analysis of deficiencies and detainable deficiencies reveals no significant shift towards non-compliance within any single convention or regulatory area. Recurring areas of concern include

- fire safety (SOLAS II-2: 17%),
- structural & electrical elements (SOLAS II-1: 12%),
- health protection, medical care, welfare and social security protection (MLC IV: 10%).

Fire doors and seafarers' employment agreements remain prominent areas of non-compliance. ISM-related deficiencies accounted for 4.5% of the total.

The annual report provides statistical annexes which include the "White, Grey and Black (WGB) List" of the flag performance, the list of RO performances and details on deficiencies.

The CIC-result on Crew Wages and SEAs, held from 1 September to 30 November 2024, shows a good level of implementation of the MLC, 2006, provisions on which the CIC focused.

Link to: [Paris MoU Annual Report 2025](#)

LATEST REMARKABLE DEFICIENCIES

According to the Cargo Ship Safety Equipment Certificate the vessel has electronic nautical publications. On board only paper nautical publications could be found.

• Both MOB buoys 2,5kg only.

• Fixed fire extinguishing system of the paint locker is inoperative: water spray system is clogged.

• UV sterilizer was found in alarm condition.

• Printed EGC messages have been "stored" on a holder without any proof that crew is considering the messages.

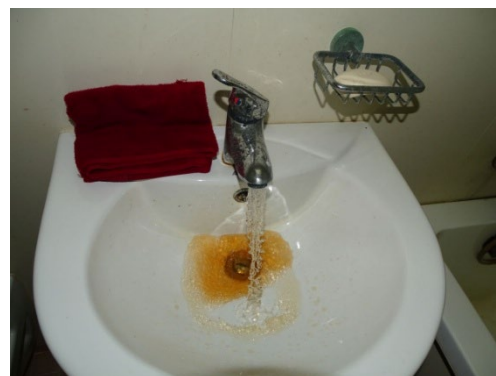
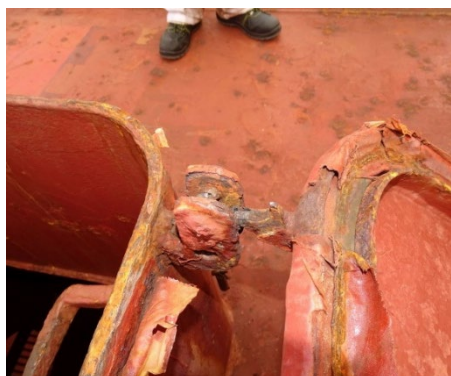
• Outboard engine of the rescue boat is inoperative.

• Class A fire door from galley to provision store cannot be shut.

• Unsafe access to and from the ship with gangway rigged up resting on the ship's railing which is not designed and approved to withstand this weight.

• Ships bell not meeting COLGREG criteria (diameter failed).

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?

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