

Press release

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INCREASED AVAILABILITY TO PARIS MOU DATA

The Paris Memorandum of Understanding on Port State Control (Paris MoU) starts sharing its inspection data with the public in bulk form.

To this end, the Paris MoU website (www.parismou.org) has been expanded with an additional, dedicated page where the inspection results can be downloaded. Both manual and automated. After receiving an account for the web page, the inspection results are available to be accessed.

The Paris MoU has made its inspection data publicly available through the website for many years now. This inspection data was available on an individual ship basis. Due to the increasing importance of the availability of reliable data for parties in the maritime industry and the demand from third parties to be able to analyse such data, the Paris MoU has decided to develop the possibility to make data available in bulk form. This is part of the work of the Paris MoU to strengthen its role in the chain of responsibility within the industry in order to improve maritime safety, pollution prevention and seafarer working and living conditions.

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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 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.