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## **2022 ANNUAL REPORT PARIS MOU ON PORT STATE CONTROL**

### **“Port State Control; 40 years of harmonisation”**

The Paris MoU has published its 2022 Annual Report, which can be found on the website ([www.parismou.org](http://www.parismou.org)), on 1 July 2023. This report provides an overview of the activities and statistics of the Paris MoU in 2022. Some of the highlights of the report are set out in this press release.

2022 was the year the Paris MoU celebrated its 40<sup>th</sup> anniversary. In those 40 years, the harmonisation between an increasing number of maritime member authorities has laid a solid foundation for the effective reduction of substandard shipping in the Paris MoU region. The Annual Report commemorates this as well as focusing mainly on the inspection results from 2022.

In the course of 2022, the number of inspections carried out by the Paris MoU has returned to its normal level, after having to accept a lower number for two years. COVID-19 no longer imposes restrictions on inspection efforts. However, the information from inspection results of 2022 was difficult to compare with that of the previous two years because of the different circumstances with a different number of inspections and deficiencies as a result. In some cases, it has therefore been decided to use the pre-COVID year 2019 as the reference year instead of 2021.

The number of inspections carried out in 2022 was 17,289. Comparable to the number of inspections in 2019: 17,916. The detention percentage has risen to 4.18% (2.98% in 2019; 3.49% in 2021). While a direct link to COVID-19 cannot be easily established, it is concerning that the 2022 detention rate is the highest in 10 years. This has increased the importance of Port State Control as a line of defence, where others – in particular shipowners, flag States and Recognized Organizations – fail to take their responsibility sufficiently.

In 2022, ten Refusal of Access Orders (bans) were issued. This is a significant decrease compared to the 25 bans issued in 2019. In the past three years 21 ships have been banned for multiple detentions, eight ships were banned for “failing to call at an indicated repair yard”. In the same period, four ships were banned for a second time. Over a three-year period the flags of Comoros and the Republic of Moldova have recorded the highest number of bans.

Regarding the “White, Grey and Black List” for 2022, a total of 66 flags are listed: 39 on the “White List”, 18 on the “Grey List” and 9 on the “Black List”. In 2019, before the COVID-19 pandemic and therefore giving the most relevant comparison, the total number of flag States on the list was 70, of which 41 were on the “White List”, 16 on the “Grey List” and 13 on the “Black List”. The comparison with 2019 shows a shift of some flag States from the White to the Grey list. The number of flag States on the “Black List” decreased by four.

The five most frequently recorded deficiencies in 2022 were “ISM” (4.8%, 2,248), “fire doors/openings in fire-resisting divisions” (2.9%, 1,373), “Seafarers’ Employment Agreement” (1.6%, 765), “cleanliness of engine room” (1.5%, 707) and “auxiliary engine” (1.3%, 600).

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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 28 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.