

Introduction

CHAIRMAN AND SECRETARY-GENERAL



There is no way we can begin without mentioning the COVID-19 outbreak and the impact it has had and continues to have on the global community. Both in relation to health and with regard to the restrictions imposed worldwide with the aim of limiting further spread.

This impact was, of course, also felt within the Paris MoU and the enforcement activities that the Paris MoU stands for. In 2020 inspection efforts dropped enormously from the time of the outbreak. This situation persisted for several months, but gradually the situation of COVID-19 improved and the Paris MoU efforts could be stepped up.

After efforts increased, it became clear that the restrictions posed by COVID-19 had major consequences for seafarers. Due to limitations in (the possibilities for) repatriation and shore leave, seafarers were in some cases compelled to remain on board for longer periods than was desirable and longer than the eleven months mentioned in the Maritime Labour Convention.

Considering that port State control officers (PSCOs) were confronted with these situations during their onboard visits, the Paris MoU issued guidance on how to best deal with them. The Paris MoU appreciated and uses the guidelines developed and issued by both the IMO and ILO.

The functioning of the Paris MoU as an organisation was also affected by the pandemic. The usual face-to-face Committee meeting in May was postponed, after which a written procedure was held in June to take the more urgent decisions. The Committee meeting, although in virtual form, was held at the end of September and the beginning of

October 2020. This caused the postponement of the annual meeting of the Technical Evaluation Group from December to the start of 2021. However, the Paris MoU succeeded in continuing developments based on decisions taken during PSCC53 to further improve our port State control regime.

One of the main decisions taken by the Committee was to start sharing inspection data in bulk and develop a web service for this.

The Paris MoU members and bodies have continued under these circumstances to positively contribute to the goals and results of the Organisation. The European Commission and the European Maritime Safety Agency (EMSA) are also thanked for their pro-active co-operation and strong working relationship with the Paris MoU.

The port State control officers are the ones at the heart of the Paris MoU and who continue to deliver on our common objectives. Special thanks and appreciation go to them in a very challenging year.



Brian Hogan

A handwritten signature in black ink that reads "Brian Hogan". The signature is written in a cursive style.

Chairman of the Paris MoU Committee



Luc Smulders

A handwritten signature in black ink that reads "Luc Smulders". The signature is written in a cursive style.

Secretary-General of the Paris MoU

Executive SUMMARY

The impact of COVID-19 on the world has obviously impacted the work of the Paris MoU. Partly on the basis of guidelines from both IMO and ILO, guidance was developed for the member Authorities of the Paris MoU on how best to deal with this situation. This Paris MoU guidance has been revised at various times to stay in line with the changed circumstances and shared with other port State control regimes, the IMO and the ILO as well as the public.

However, the Paris MoU had to scale back efforts, resulting in decreasing numbers of inspections, bannings, detentions and deficiencies.

In 2020, 7 Refusal of Access Orders (bans) were issued. This shows a decrease compared to 2019 when 27 bans were issued. The detention percentage fell slightly to 2.81% (from 2.96% in 2019). The number of detainable deficiencies decreased to 1,942 (from 2,964 in 2019). The number of inspections carried out was 13,148. Clearly a substantial decrease to 2019: 17,913.

In the past three years 55 ships have been banned for multiple detentions, five ships were banned "failing to call at an indicated repair yard" and two ships for jumping detention. In the same period, 12 ships were banned for a second time (13 in the period 2017 to 2019).

Over a three-year period the flags of Comoros, 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" in this challenging year, a small shift is noticeable in the quality of shipping resulting in a larger "Grey List". The total number of 39 flags on the "White List" is slightly less

than that of 2019 (41). The "Grey List" contains 22 flags (16 in 2019); the "Black List" 9 flags (13 in 2019).

Recognized Organizations (ROs) are authorised by flag States to carry out statutory surveys on their behalf. For this reason, it is important to monitor their performance, which is why a performance list for ROs is presented in the Annual Report as well. Out of 369 detentions recorded in 2020, 37 (10%) were considered RO related (15% in 2019). Noteworthy is the fact that no RO is mentioned in the category "very low" on the RO performance list.

The number of inspections has clearly decreased significantly in 2020; 13,148. However, the detention percentage in 2020 (2.81%) has only decreased slightly from 2.96%. The number of detainable deficiencies has also decreased from 2,964 in 2019 to 1,942 this year.

Members with the largest number of inspections, namely Spain, Italy, Canada, the United Kingdom, Greece, France and the Russian Federation, jointly accounted for 51% of the total number of inspections this year.

With 545 inspections and 41 detentions the ships flying a "Black-listed flag" had a detention rate of 9.36%, which is less than the 12% in 2019. For ships flying a "Grey-listed flag" the detention rate was 4.6%, which is less than the 7% in 2019. Ships flying a "White-listed flag" had a detention rate of 2.4% which is slightly higher than in 2019 (2.2%) and 2018 (2.3%).

The five most frequently recorded deficiencies in 2020 were "ISM" (4.65%, 1,298), "fire doors/openings in fire-resisting divisions" (3.07%, 857), "seafarers' employment agreement" (1.9%, 530), "cleanliness of engine room" (1.43%, 400) and "nautical publications" (1.36%, 381).

The deficiency on the seafarers' employment agreement increased relatively from 1.2% to 1.9%. The highest increase of the most frequently recorded deficiencies.

In addition, the total number of the top five of deficiencies has relatively increased from 11.2% in 2019 to 12.4% this year. ■

Paris MoU 2020

on Port State Control

Three year trend detention %



2018: 3.18%



2019: 2.96%



2020: 2.81%

Inspection results



13,148
Inspections



6,609
Inspections
with deficiencies



369
Detentions



7
Bannings

Number of White, Grey and Black flags



39



22



9

Performance in number of ROs



High
12



Medium
16



Low
4



Very low
0

Top 5 category of deficiencies

13%

Fire Safety

11%

Safety of Navigation

10%

Labour Conditions - Health protection, medical care, welfare and social security protection

8%

Life Saving Appliances

6%

Certificate & Documentation

COVID-19 AND THE IMPACT ON THE PARIS MOU

The year 2020 will be marked in years to come as the year of the COVID-19 crisis. The impact of the pandemic on the global health, social and economic situation was enormous.

Needless to say, this also affected the Paris MoU members and the Paris MoU activities in general. Health and travel restrictions made it fairly impossible to conduct inspections and attend trainings and meetings.

After “a first wave” in March 2020 within the region, the inspection activities of the Paris MoU came to an almost complete standstill. From June onwards, efforts could be gradually resumed, resulting in a 27% decrease in the number of inspections for 2020, compared to the usual 18,000 inspections per year.

Even before inspections checking compliance with international maritime conventions could be resumed, attention was paid to the potential consequences of the crisis for industry, seafarers and the work of the Paris MoU itself and the health and safety of our PSCOs.

One of the elements in which port States play a crucial role is to ensure a correct implementation of the ILO MLC, 2006. At the start of the pandemic in March 2020, temporary guidance for the member authorities and their Port State Control Officers was developed to deal with the impact of the outbreak of COVID-19 (PSCircular 97). Recognising that exemptions, waivers and extensions to certificates had been granted by many flag States, the general principle was to adopt a pragmatic and harmonised approach. Port State Control Authorities were encouraged to accept extensions of the validity of certificates and periods of service on board for seafarers and to note delays to surveys, inspections and audits, in line with guidance issued by the IMO (Circular Letter No. 4204/Add.19 and revisions) as well as the ILO (Information Notes). The temporary guidance has been revised a number of times to stay aligned with the evolving situation of the pandemic and the aforementioned IMO and ILO guidelines. For example, in a revision on 17 December 2020, the member Authorities were urged to pay specific

attention during inspections to compliance with ILO MLC, 2006 requirements, in particular to seafarers’ employment agreements (SEAs), thereby referring to the latest ILO “Information note on maritime labour issues and coronavirus (COVID-19)”.

The Paris MoU also examined the impact of the crisis on the work of the Paris MoU itself, including whether and to what extent the harmonised and risk-based methodology was also affected. It was decided to establish a Task Force to investigate and analyse such impacts and, if necessary, to develop measures to deal with the consequences of the COVID-19 pandemic. Inspection results were closely monitored throughout the year to anticipate any potential negative impacts or problems. ■

