

methodology of delivering the lectures during the seminars is deemed effective in achieving the objectives set for the seminars.

All seminars were organised by EMSA. Lecturers were provided both by EMSA and by the Paris MoU Secretariat. In January a regular seminar was organized for 36 participants. During the rest of the year and due to the travelling restrictions imposed by the pandemic, traditional face-to-face seminars were adapted and delivered in a virtual mode. 92 new entrants participated in three virtual training sessions.

#### DETENTION REVIEW PANEL

Flag States or ROs that are unable to resolve a dispute regarding a detention with the port State may submit their case for review. The detention review panel consists of representatives from four different MoU member Authorities, on a rotating basis, and the Secretariat.

In 2020 seven cases were submitted to the Secretariat. In one case, the request was withdrawn during the gathering of all relevant information. The other six cases met the criteria for the Detention Review Panel and were submitted to MoU members for review. In all these six cases, the panel concluded that the port State should not be requested to reconsider the detention.

*"The Paris MoU also developed a flexible information tool on inspections, detentions, deficiencies and flag States that is presented through the website."*

#### PARIS MOU ON THE INTERNET

The Paris MoU Secretariat is constantly improving the accessibility of information on the website.

Inspection search, current detentions, current bannings and publications are in the top 5 of most popular webpages of 2020. Some popular pages (inspection search & current detentions) are embedded pages made available by courtesy of EMSA.

The Paris MoU also developed a flexible information tool on inspections, detentions, deficiencies and flag States that is presented through the website.

Flag and port States, government agencies, charterers, insurers and classification societies are continuously looking for data and information. They were able to monitor

their performance and the performance of others on a continuous basis. Validated port State control data can be accessed and offers visitors more detailed information.

Other information of interest such as monthly detention lists, annual reports, performance lists and news items can be downloaded from our website: [www.parismou.org](http://www.parismou.org)

#### CONCENTRATED INSPECTION CAMPAIGNS

Concentrated Inspection Campaigns (CICs) have been held annually in the Paris MoU region over the past years. These campaigns focus on a particular area of compliance with international regulations with the aim of raising awareness, gathering information and enforcing the level of compliance. Each campaign is prepared by experts and identifies a number of specific items for inspection.

The prepared CIC on Stability, as mentioned in Paris MoU developments earlier, was postponed to 2021.

#### CO-OPERATION WITH OTHER ORGANISATIONS

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Apart from the Paris MoU, nine other regional PSC Agreements (including the US Coast Guard) have been established.

All other PSC Agreements have observer status at the Paris MoU. This facilitates the co-operation between the Regional Agreements. Regional agreements have demonstrated that their member Authorities invest demonstrably in training of PSCOs, publish inspection data, have a code of good practice, have been granted official IGO-status at IMO and have a similar approach in terms of commitment and goals to that of the Paris MoU.

The regional agreements are: the Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU, Riyadh MoU, Acuerdo de Viña del Mar, Abuja MoU and Indian Ocean MoU. The United States Coast Guard is also an observer at Paris MoU meetings.

The International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MoU on a regular basis since 1982.

Since 2006 the Paris MoU has had an official status at the IMO as an Inter-Governmental Organisation. The 7<sup>th</sup> session of the Sub-Committee on Implementation of IMO Instruments (III-7) in July 2020 was postponed until further notice.

The 2019 Annual Report including inspection data, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG in 2019 and the results of the 2019 joint Concentrated Inspection Campaign (CIC) on Emergency Systems and procedures were nevertheless submitted for a future meeting.

### MEMBERSHIP OF THE PARIS MOU

In preparation for prospective new members of the Paris MoU, the Port State Control Committee has adopted criteria for co-operating status for non-member Authorities and observer/associate status for other PSC regions.

Specific criteria must be met, including completion of a self-evaluation questionnaire, before co-operating status can be granted.

The Paris MoU currently has 8 members with dual or even triple membership:

Canada and the Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. With Bulgaria and Romania there are further ties with the Black Sea MoU. Malta and Cyprus are also members of the Mediterranean MoU. France and the Netherlands are members of the Caribbean MoU, whilst France is also a member of the Indian Ocean MoU. ■



# Facts & Figures 2020

*The facts and figures for 2020 are listed on the following pages. The COVID-19 crisis has had a clear impact on the actual number of the inspections. This affects also the usual presentation where a comparison is made with previous years. This comparison shows both the absolute and the relative differences with the results from those years.*

*The main impact is the decrease in the number of inspections in 2020: from a level of almost 18,000 in recent years to 13,148. A decrease of 27%. The detention percentage of 2.81% has decreased only slightly (2.96% in 2019). The number of ships that received a refusal of access (banning) order dropped from 27 in 2019 to 7 this year.*

## INSPECTIONS

As mentioned, the total number of inspections carried out in 2020 is 13,148. A substantial decrease compared to the numbers in 2019 (17,913).

## DEFICIENCIES

The number of deficiencies in the past 3 years was 40,265 (2018), 39,755 (2019) and 27,926 (2020) respectively. The percentage of inspections carried out with one or more deficiencies recorded decreased slightly over the three-year period to 50%; against 52% in previous years.

The average number of deficiencies per inspection of 2.1 is comparable to that in 2019 (2.2).

## DETAINABLE DEFICIENCIES

The recorded detainable deficiencies have decreased from 2,964 in 2019 to 1,942 in 2020.

## DETENTIONS

Some deficiencies are clearly dangerous to safety, health or the environment and the ship will be detained until rectified. Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to account for the fact that some ships are detained more than once a year.

Compared to 2019, the number of detentions has decreased significantly from 531 to 369 detentions. The relative average detention rate remained at a similar level: 3.18% in 2018, 2.96% in 2019, and 2.81% this year.

## “WHITE, GREY AND BLACK LIST”

The “White, Grey and Black (WGB) List” presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions during a 3-year rolling period for flags with at least 30 inspections in the period.

The “White List” represents quality flags with a consistently low detention record.

Flags with an average performance are shown on the “Grey List”. Their appearance on this list may serve as an incentive to improve and move to the “White List”. At the same time flags at the lower end of the “Grey List” should be careful not to neglect control over their ships and risk ending up on the “Black List” next year.

Regarding the “White, Grey and Black List” for 2020, a total number of 70 flags are listed: 39 on the “White List”, 22 on the “Grey List” and 9 on the “Black List”. In 2019 the total number of flag States on the list was also 70 of which

41 on the “White List”, 16 on the “Grey List” and 13 on the “Black List”.

A graph of the distribution of listed and non-listed flags indicates that only 0.9% of the ships inspected are from flags not listed on the WGB list because the number of inspections of ships under those flags is too low to be taken into account statistically.

## SHIP TYPE

In 2020 the top 4 detention rates in terms of ship types were: livestock carrier 11% (up from 5.3%); MODU (Mobile Offshore Drilling Unit) & FPSO (Floating Production, Storage and Offloading) 6.3% (was 0%); Passenger ship 4.5% (up from 0.7%) and general cargo/multipurpose ships at 4.3% (down from 5.1%). The general category “other” shows a percentage of 11.1% (down from 18.2%).

## PERFORMANCE OF RECOGNIZED ORGANIZATIONS

For several years the Committee has closely monitored the performance of ROs acting on behalf of flag States. To calculate the performance of ROs, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In 2020 32 ROs were recorded on the performance list.

Compared to last year’s performance level, the RO performance level has slightly improved. It is noteworthy that, unlike in the past 3 years, no more ROs are categorised as very low performing.



*“Compared to 2019, the number of inspections has decreased significantly from almost 18,000 to a little over 13,000.”*

Details of the responsibility of ROs for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to an RO in accordance with the Paris MoU criteria, it is recorded "RO responsible" and the RO is informed. Out of 369 detentions recorded in 2020, 37 (10%) were considered RO related (15% in 2019). Both in terms of numbers and in relative terms, a significant decrease.

### REFUSAL OF ACCESS OF SHIPS

A total of 7 ships were refused access (banned) from the Paris MoU region in 2020. 6 for multiple detentions and 1 for jumping detention. Over a period from 2018 to 2020, 12 ships have been banned for the second time after multiple detentions, resulting in a minimum banning period of 12 months. The total number of 7 bannings in 2020 decreased from 27 in 2019.

### DEFICIENCIES PER MAIN CATEGORY

The number of deficiencies in the following six areas (out of the 16 areas defined) accounted for approximately 67% of the total number of deficiencies. The (broken) trends in these areas are described below.

#### *Certificates & Documentation*

The number of recorded deficiencies with regard to ship certificates, crew certificates and documents shows a decrease from 5,870 in 2019 to 3,969 in 2020. The relative share of the total deficiencies has only decreased from 14.7% in 2019 to 14.2% in 2020.

#### *Safety of Navigation*

In 2020, Safety of Navigation deficiencies accounted for 11% of all deficiencies recorded. A similar percentage as in 2019. The number of deficiencies decreased from 4,362 in 2019 to 3,097 in 2020.

#### *Fire safety*

In 2020 fire safety deficiencies accounted for 13.1% of all deficiencies recorded, the same as in 2019. In numbers, however, there is a decrease from 5,224 in 2019 to 3,661 in 2020.

#### *Pollution prevention*

The total number of deficiencies recorded in the different pollution prevention areas in 2020 was 1,865. This is a decrease compared to 2019; 2,676. The share of deficiencies in the different pollution prevention areas compared to the total number of deficiencies was 6.7% in both 2019 and 2020.

#### *Working and living conditions*

Most of the deficiencies in the field of working and living conditions (MLC,2006, areas as mentioned in the table on page 46 have been found in the following areas: Health and safety and accident prevention (area 11) 2,569 (44% of all MLC deficiencies); food and catering (area 10) 1,035 (17%); seafarer's employment agreements (area 4) 645 (10.7%) deficiencies; accommodation (area 8), 484 (8%); hours of work and rest (area 6) 446 (7.4%).

The percentage of deficiencies regarding working and living conditions, related to the total of deficiencies is 21.5%. An increase from 19% in 2019. The total number of MLC deficiencies in 2020 was 6,012, a small decrease from 6,253 in 2019.

Regarding specific deficiencies (as part of the distinct areas) an increase was seen in the deficiency of SEAs where other deficiencies in the top five decreased. The increase shows 484 (relative 6.4%) in 2019, 530 in 2020 (8.8%). The difference was also particularly visible in the detainable deficiencies where an increase is shown from 43 in 2019 (relative 11.8%) to 79 in 2020 (relative 26.2%).

In relation to the total recorded deficiencies regarding all relevant instruments of the Paris MoU, the SEA percentage increased from 1.2% to 1.9%.

#### *Safety Management*

The number of ISM-related deficiencies has decreased to 1,298 in 2020. In 2019, this was 1,782 deficiencies, compared to 1,906 in 2018. The percentage related to the total deficiencies has increased from 4.4% in 2019 to 4.6% in 2020. ■