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Press release

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2010 ANNUAL REPORT ON PORT STATE CONTROL

“Voyage completed, a new horizon ahead”

Considered to be the worldwide index for flag performance, the Paris MoU “Black, Grey and White Lists” indicate further improvements towards quality shipping. Last year Panama was congratulated for its efforts to move up to the Grey List. This year Panama can be congratulated once more: the flag has managed to enter the White List. A very successful achievement and an example for other flags that through determined actions and political courage changes can be made.

Brian Hogan, chairman of the Committee stated: *“The Paris MoU relationship with the other PSC MoUs and the United States Coast Guard is growing and the Paris MoU is very proud of this and I would like to thank them for their co-operation and friendship. The Paris MoU is also very appreciative of the role, which the Member States of the International Maritime Organization allow the regional MoUs to play in the IMO especially at the Flag State Implementation, FSI, sub-committee. Many important decisions were taken at FSI during 2010 and we are pleased to actively participate in this sub-committee”.*

There are now 42 flags on the “White List”, 3 more compared with last year. Some flags have moved position with Bermuda (UK) still leading the list, followed by Germany and Sweden. DPR Korea has earned a much more questionable reputation for leading the Black List several years in a row.

Since 2007 the detention percentage has been decreasing gradually. The trend has continued and in 2010 the percentage reached 3.3%, an all-time low over the past decade. The efforts by the Paris MoU members are paying off.

The number of detentions has dropped significantly from 1,059 in 2009 to 790 in 2010. It is likely that some ships with the introduction of the new inspection regime in mind, have already moved to other trading areas.

In 2010 a total of 6 ships were banned. 7 less compared with last year. Failing to call at an indicated repair yard was the most common reason for banning in 2010.

With 7,219 inspections and 1,018 detentions the ships flying a “black listed flag” score a detention rate of 14.1 %. For ships flying a “grey listed flag” the detention rate is 6.4% (3,799 inspections, 242 detentions) and ships flying a “white listed flag” 2.9% (61,552 inspections and 1,776 detentions).

Recognized Organizations are responsible for carrying out most of the statutory surveys on behalf of flags. Flags have delegated this responsibility to them. For this very reason it is important to monitor their performance. The best performing RO over the period 2008-2010

is Registro Italiano Navale (RINA); followed by American Bureau of Shipping (ABS) and Det Norske Veritas (DNV).

The worst performing RO is Phoenix Register of Shipping (PH.R.S), located in Piraeus, in Greece. Several flags that have delegated to PH.R.S appear on the Paris MoU Black List.

The 2010 figures will be the close of reporting on the "traditional" PSC regime under the Paris MoU since its inception in 1982. Although the system has been modified on a number of occasions some elements, like the 25% inspection commitment for the MoU members has remained the same.

Since the new inspection regime will bring many changes in targeting ships for priority, inspections and possible sanctions, this will have an effect on the future statistics.

Richard Schiferli, General Secretary stated: *"After a long development period we are now ready to embark on a new voyage in the history of the Paris Memorandum on Port State Control. Of course these changes will take some time to get used to and to settle. The system will be closely monitored and adjusted where necessary. But I am confident that with the support from our members and the industry we can substantially reduce the operation of sub-standard ships and their operators in our region. At the same time it should be possible to prevent them from seeking employment elsewhere in the world. If other regional port State control agreements adopt a similar regime, this could be realised and the maritime safety on a global basis could benefit."*

Notes to editors:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Current membership includes 27 countries. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee.

The new inspection regime (NIR) introduced full coverage of visiting ships and a more risk-based method of ship selection and thereby a more effective use of resources.

Since 2011 inspection reports are recorded on a central database THETIS hosted by EMSA in Lisbon, Portugal. Inspection results, a list of banned ships and an overview of current detentions can be viewed on the Paris MoU public website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.

For more information on the Paris MoU on Port State Control please consult our Internet Website on the following address: www.parismou.org