

Contact person:
Richard W.J. Schiferli
General Secretary Paris MoU
on Port State Control
Tel. +31 (0)70 456 1509
Fax +31 (0)70 456 1599
email:
Richard.Schiferli@parismou.org

PO Box 20653
2509 LR The Hague
The Netherlands



Press release

22 June 2009

2008 ANNUAL REPORT ON PORT STATE CONTROL

“ Making headway”

The average detention percentage appears to have stabilized over the past four years at around 5%. A serious matter: in 1 out of every 20 inspections a ship is not allowed to proceed to sea.

More worrying is an increasing trend in the number of deficiencies between 2005 and 2008 of 34%. This implies that on average the condition of ships is deteriorating rapidly.

Nearly 60% of inspections result in 6 deficiencies on average and 458 inspections revealed more than 20 deficiencies in 2008.

The 2008 “Black Grey and White List” only underscores this development with more flags in the very high risk and high-risk categories.

With the global economic recession gaining momentum at the end of 2008 the prospects for 2009 are worrying. Commercial shipping operators, as in other industries, are seeking to reduce costs. If wrong choices are made this could impact on the safety of shipping. There is some concern that a relaxation in the regulatory regime by some flag States and some recognised organizations could impact negatively on shipping.

In reviewing the 2008 figures it appears that ships older than 15 years account for 75% of all deficiencies. There is a concern that with the economic downturn that ships working lives will be extended which could result in greater levels of deficiencies with a resulting decrease in safety.

The New Inspection Regime project of the Paris MoU approaching to its final stage of development received political support (from Europe) and the Paris MoU starts concentrating on putting the details into place. While low-risk ships will be rewarded with a 24 to 36 month inspection interval, the high-risk ships will be subject to a more rigorous inspection regime with an inspection every 6 months. Banning measures will be extended to all ship types and apply to flags on the “Black List” and “Grey List”. This should have an effect on a large number of ships, which manage to continue trading in the area after multiple detentions. They will no longer be welcome in Paris MoU ports after 2011.

The 27 members of the agreement have carried out 24,647 inspections in 2008. The number of detentions has dropped slightly from 1,250 in 2007 to 1,220 in 2008. Over the period 2006-2008 ships flying a “black listed flag” have the highest detention rate.

With 16,070 inspections and 1,906 detentions they score a detention rate of 11.86 %. For ships flying a "grey listed flag" the detention rate is 6.30% (3,319 inspections, 209 detentions) and ships flying a "white listed flag" 3% (49,330 inspections and 1,478 detentions).

In 2008 a total of 19 ships were banned. From these ships 18 were flying a "black listed flag" at the time of the banning.

While detention percentages of most ship types have decreased in 2008, the record for gas carriers and tankers has increased. An area of concern, which needs to be closely monitored.

Certain areas of deficiencies also show a concerning increase compared with 2007:

Safety of navigation (29.19%)
MARPOL Annex IV, V, VI (17,12%)
Security (22.71%)
Equipment and machinery (19,48%)
Stability and structure (19.41%)
Working and living conditions (17,67%)

Between the 1st of September and 30th of November 2008 a Concentrated Inspection Campaign (CIC) on "Safety of Navigation" was carried out. Port State control focussed on compliance with SOLAS Chapter V requirements. The results from this campaign show that one out of every five inspections revealed navigation deficiencies during the CIC. A total of 5,809 inspections have been carried out on 5,470 ships. Several ships were inspected more than once.

During the campaign 1,872 "Safety of Navigation" related deficiencies were recorded. 81 inspections (1.39%) resulted in a detention where one or more SOLAS Chapter V detainable deficiencies were found. The most commonly found detainable deficiencies were related to "Charts", "Nautical Publications" and "Voyage Data Recorder".

The full report will soon be available on the Paris MoU web site: www.parismou.org

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.

At least once a year the inspections focus on a certain area of concern or when new requirements enter into force. In the fall of 2008 the inspection campaign will be aimed at verifying that ships are in compliance with the requirements of SOLAS Chapter V (Navigation).

Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management 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