

# Paris MoU



on Port State Control



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

## Port State Control

Progress and performance;  
highlights of the Paris MoU 2023

## ANNUAL REPORT 2023

**Paris MoU**



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## Paris MoU



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# Annual Report 2023

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# Introduction

## CHAIRMAN AND SECRETARY-GENERAL



***This year, the Paris MoU presents its Annual Report - that of 2023 - only in a digital format. Compared to previous versions, the focus of the Annual Report is now more clearly aimed at the public in general and the shipping sector in particular.***

One of the important developments this year was that, as of 1 July 2023, the Maritime Authority of Montenegro became a member of the Paris MoU on port State control. A relevant consequence of this is that the safety net formed by the joint efforts of the members of the Paris MoU is further strengthened in the Adriatic Sea. Ships whose cargo is destined for mainland Europe have virtually no choice but to disembark that cargo in a port

that falls under the Paris MoU regime. This means that those ships are also subject to the risk-based inspection methodology of the Paris MoU.

As this safety net becomes increasingly effective in the Paris MoU region, it is of course also important to eliminate substandard shipping regardless of the region in which it operates. This requires coordination between the various regional port State control regimes including by joining each other's annual meetings and by simultaneously carrying out (3-month) concentrated inspection campaigns (CIC). This year this involved a CIC on Fire Safety. In addition, an important contribution to mutual coordination and cooperation was made this year by the International Maritime Organization by organising a Workshop for Memoranda on Port State Control.

In last year's foreword, we expressed our concerns about the high average detention rate in 2022 of 4.18% and the possible link with COVID-19. For 2023 we record a minimal improvement to an average detention rate of 3.81%. Still significantly higher than the average detention rate before COVID-19 emerged (2.94% in 2019). This means that we will continue to monitor developments closely in the coming period. As in previous years we expect that the chain partners in the maritime sector, each with their own responsibilities, will take the measures necessary to guarantee safe and environment-friendly shipping, with adequate working and living conditions on board.

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

In conclusion, the Port State Control Officers are the ones at the heart of the Paris MoU together with their colleagues in the maritime administrations and who together continue to deliver on our common objectives. Special thanks and appreciation go to them. ■



Brian Hogan

A handwritten signature in black ink that reads "Brian Hogan". The signature is fluid and cursive.

Chairman of the Paris MoU Committee



Luc Smulders

A handwritten signature in black ink that reads "Luc Smulders". The signature is stylized and cursive.

Secretary-General of the Paris MoU



# Paris MoU

## MISSION & VISION

The mission of the Paris MoU is to accomplish the elimination of substandard shipping by inspecting the ships in the region using a risk-based methodology. This risk-based inspection method ensures that the merchant ships in the region meet the international safety, security and environmental standards, and that crew members have adequate working and living conditions in compliance with the international maritime labour standards.

To actively pursue this mission, the Paris MoU focuses on the elements below:

1. The Paris MoU will further develop its risk-based inspection mechanism to more effectively eliminate substandard shipping.
2. This will keep pace with developments in technology and digitisation in the maritime industry.
3. Increasing attention will be paid to effective control of environmental compliance by ships operating in the region.
4. In addition, the Paris MoU will continue to focus on harmonisation within the Paris MoU itself as well strengthen harmonisation with other Port State Control Agreements, including by facilitating the use of each other's data.
5. Given the importance that internationally operating fishing vessels are also subject to port State control, the Paris MoU will explore the possibility and feasibility of a port State control regime for fishing vessels.

## MEMBERS AND OBSERVERS

The Paris MoU consists of the maritime Authorities of: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, Montenegro<sup>1</sup>, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation<sup>2</sup>, Slovenia, Spain, Sweden, United Kingdom of Great Britain and Northern Ireland.

Various observer organisations participate in the meetings in the context of the Paris MoU. This concerns the International Maritime Organization (IMO), the International Labour Organization (ILO) and the following other regional Port State Control Agreements: Abuja MoU, Acuerdo de Viña del Mar, Black Sea MoU, Caribbean MoU, Indian Ocean MoU, Mediterranean MoU, Riyadh MoU, Tokyo MoU and the United States Coast Guard.

## MAIN ACTIVITIES OF PARIS MOU REGARDING INSPECTIONS AND HARMONISATION

Once a year, the Port State Control Committee, which is the executive body of the Paris MoU, meets in one of the member States. The Committee considers policy issues related to the regional implementation of port State control, reviews the work of the Technical Evaluation Group and task forces, and decides on administrative procedures.

The task forces are each assigned a specific work programme aimed at improving operational, technical and

1 From 1 July 2023.

2 Suspended until further notice with effect from 20 May 2022.



administrative port State control procedures. Reports from the task forces are discussed by the Technical Evaluation Group (TEG), in which all Paris MoU members and observers are represented. The evaluation by TEG is submitted to the Committee for final consideration and decision.

The MoU Advisory Board advises the Port State Control Committee on matters of a policy nature and provides direction to the task forces and the Secretariat between meetings of the Committee. The Board meets several times a year and in 2023 consisted of participants from Canada, the European Commission, France, Italy and the United Kingdom.

To achieve its mission, the Paris MoU carries out approximately 18,000 inspections annually. The results of these inspections are published at individual ship level and in various, more general information reports. In addition, the option is given to download inspection results in bulk.

In order to strive for harmonisation between the member Authorities, the Paris MoU provides trainings and seminars for its Port State Control Officers (PSCOs).

Training plays an important role in achieving the goals of the Paris MoU (the elimination of substandard shipping) and aims to achieve a higher degree of harmonisation and standardisation of inspections across the region. During the year, the Secretariat, in cooperation with member Authorities, organises various trainings:

1. Seminars;
2. Expert Training (Safety & Environment and The Human Element);
3. Specialised Training (Tanker, Bulk Carrier or Passenger Ships).

Participants from all member Authorities participated in one (or more) of the trainings and seminars; sometimes also as a trainer. Representatives from other MoU Regions participated in various trainings and seminars.

The seminar in June was hosted and organised by Canada and the seminar in November by the United Kingdom. Some 180 Port State Control Officers took part in one of the training courses and seminars.

### ROLE OF EMSA

EMSA supports and advises the Paris MoU in various ways. For example, EMSA manages the information system in which the inspection results are recorded and ensures updates and upgrades to the system. The inspection data recorded in the system is not only relevant as input

for the risk-based inspection methodology itself, but is also shared with the IMO in order to draw conclusions about compliance with IMO requirements. In addition, this information is also interesting and relevant for the Paris MoU member Authorities themselves, for the shipping industry and for the general public.

Secondly, EMSA participates in the work of the Paris MoU by attending meetings and participating in task forces to advise the members of possible developments in the European Union with regard to port State control.

In addition, in a joint effort with the Paris MoU, EMSA also offers training for new entrant PSCOs and for experienced PSCOs (refresher trainings). This training programme has been revised during the year and will be delivered in a new format with different modules on specific topics delivered online and face-to-face.



### DEVELOPMENTS

During the 2023 meeting of the Paris MoU Port State Control Committee (PSCC), several topics were discussed and decided.

The most important decision taken was to accept the maritime authority of Montenegro as a full member of the Paris MoU.

In addition, the Committee discussed the evaluation of the Concentrated Inspection Campaign (CIC) on STCW, held from 1 September to 30 November 2022. A total of 4,112 inspections were carried out using the CIC-questionnaire. A good level of compliance was demonstrated. Detailed information on the CIC results has been made available on the Paris MoU website. ■

# International COOPERATION

The Paris MoU is actively involved in international meetings and initiatives to enhance harmonisation in the field of port State control inspections.

The Paris MoU participates every year in the meetings of the IMO Sub-Committee on Implementation of IMO Instruments (III Sub-Committee) where information is shared on the inspection results achieved in the previous year. In addition, documents are usually submitted jointly with other MoUs. An important example of this is the joint submission on “Flag Administrations underperforming in the Paris MoU, Tokyo MoU and US Coast Guard regions”.

In addition, the Paris MoU strives to remain actively involved with other MoUs by participating in their

Committee meetings when time and costs permit. In 2023, the Paris MoU participated in the meetings of the Abuja MoU, Black Sea MoU, Caribbean MoU, Indian Ocean MoU, Mediterranean MoU and Tokyo MoU.

The Paris MoU also actively participated in the IMO workshop for Port State Control MoU/Agreement Secretaries, Database Managers and Chairpersons. During that workshop it was announced that the IMO would accommodate an overarching webservice where the MoUs can, in an initial phase, exchange ship particulars and, at a later stage, possibly also inspection results. This development would facilitate the PSCO's efforts when ships enter from a different region and the PSCO can easily access the most up-to-date data and information. ■



# Paris MoU



# 2023

on Port State Control

## Three year trend detention %



2021: 3.49%



2022: 4.25%



2023: 3.81%

## Inspection results



16,769  
Inspections



9,430  
Inspections  
with deficiencies



639  
Detentions



11  
Bannings

## Number of White, Grey and Black flags



42



17



12

## Performance in number of ROs



High  
11



Medium  
18



Low  
2



Very low  
1

## Top 5 Main group of deficiencies

17%

SOLAS ch. II-2

12%

SOLAS ch. II-1

10%

MLC 2006 Title 4

9%

SOLAS ch. III

8%

SOLAS ch. V

# Information, statistics AND AVAILABILITY

## Information from the Annual Report

*The information published by the Paris MoU in its Annual Report mainly contains general information on inspection results and is aimed at the public in general and the shipping industry in particular. Flag States and Recognized Organizations (ROs) are mainly addressed in the latter category.*

### GENERAL INFORMATION

Throughout 2023, the refusals-of-access (bans) issued remained at a lower level than in the pre-COVID period. The number of bans was 11 and seems stable compared to previous years.

The detention rate for 2023 (3.81%) is lower than for 2022 (4.25%). However, the decrease does not result in a percentage close to that of 2019, before COVID-19 (2.98%). The Paris MoU will closely monitor the trend in the coming years.

Looking at the detainable deficiencies, there is not a particular convention or part of a convention that shows more non-compliance compared to previous years. There are the usual suspects of areas showing higher recording, both in numbers and relatively. These are respectively fire safety (SOLAS Chapter II-2: 17.3%), mainly structural and electrical elements of the ship and electrical (SOLAS Chapter II-1: 11.5%) and health protection, medical care, welfare and social security protection (MLC title IV: 10,0%).

At deficiency level, ISM (4.8%), fire doors (3.2%) and cleanliness of engine room (1.4%) show high rates of non-compliance.

### FLAG AND RO PERFORMANCE

The Flag and RO Performance Lists have become an important tool for stakeholders within the maritime industry and beyond.

In terms of flag performance, there are no major changes compared to the previous year(s). The number of low performing flags remains stable at a lower level than before COVID-19.

Additionally, although the detention rate is relatively high, the distribution of flag States across categories (White, Grey, Black) has not changed substantially.

With regard to RO performance, no deviating trends can be identified regarding the performance categories. A positive observation is that the number of ROs in the lowest performance category remains limited.

Nevertheless, there has been an increase in the number of detainable deficiencies with RO responsibility, resulting in more detainable deficiencies attributed to individual ROs. While this does not appear to have an impact on the performance categories, it does show a decline in the quality of some ROs.

### Statistics

The detailed figures and statistics can be found in the annex to this textual part of the 2023 Annual Report.



As mentioned, it includes the flag and RO Performance Lists and general information on the number of inspections, bans, detentions, deficiencies, inspection results for flags and ROs in 2023.

#### **Available information**

The Paris MoU publishes a wide range of information and data on port State control and the inspection results of the Paris MoU.

The main communication channel for the general publications is the Paris MoU website ([www.parismou.org](http://www.parismou.org)).

All general information about the Paris MoU, its Mission, the Memorandum of Understanding, public available instructions and relevant other PSC information can be found on that website.

In addition, the inspection results are also published:

- at individual ship level (in inspection database, inspection search);
- at a total level of inspections with options to drill down to flag/year/etc (in statistics and current lists, inspection results, KPIs);
- at aggregate level on deficiencies related to inspections with options to drill down to flag/year etc. (in statistics and current lists, inspection results deficiencies);
- in bulk as a downloadable dataset on all publicly released inspection results (on the specific Data Exchange Service (DS) page). ■





# STATISTICAL ANNEXES

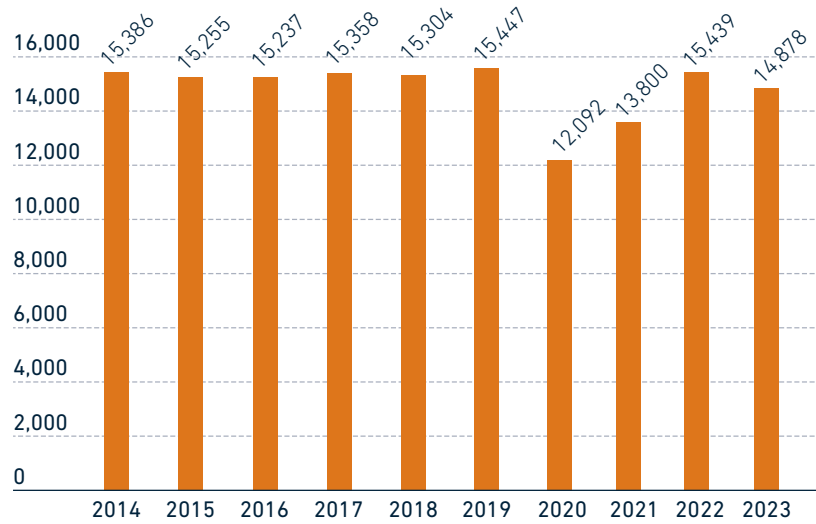


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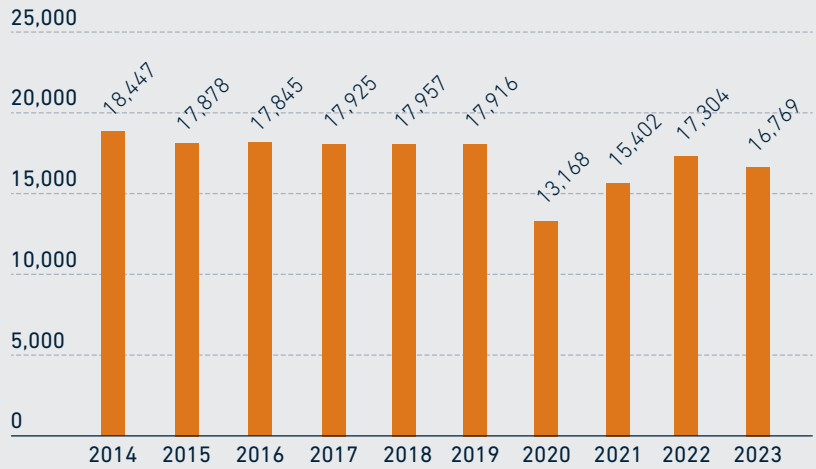
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## BASIC PORT STATE CONTROL FIGURES 2023

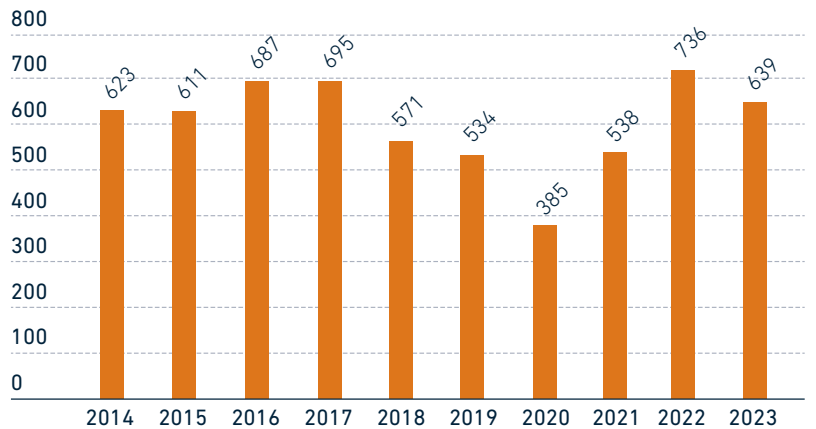
### NUMBER OF INDIVIDUAL SHIPS INSPECTED



### NUMBER OF INSPECTIONS



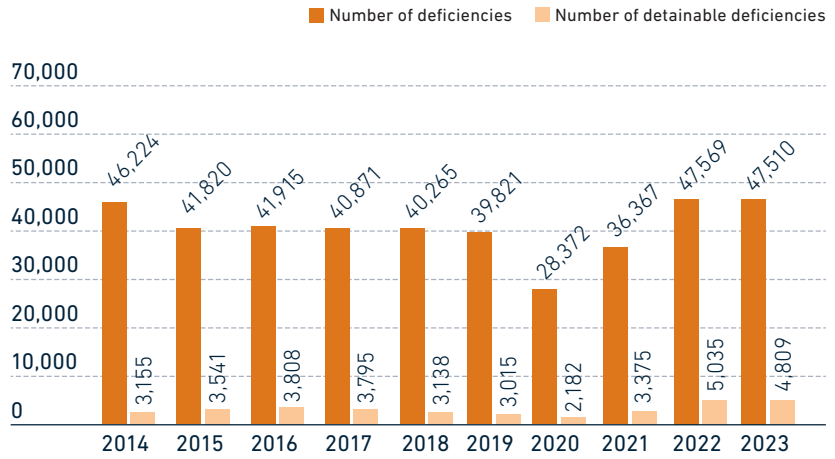
### NUMBER OF DETENTIONS



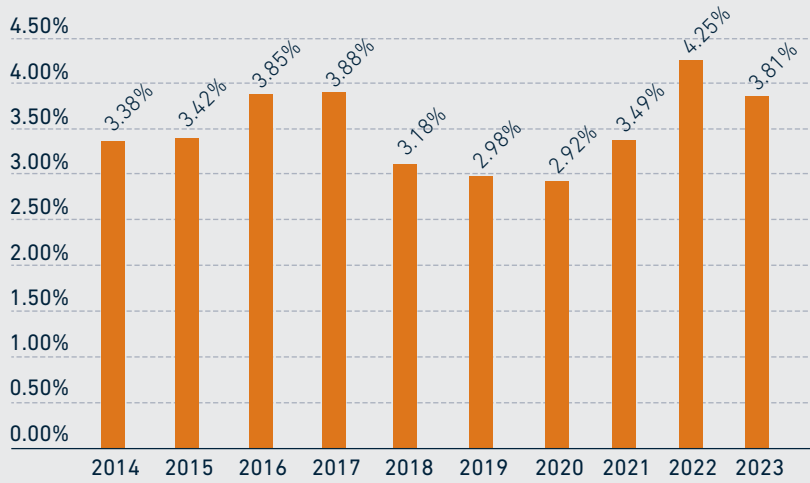
Note: The cut-off date for inspection data to be included in the Annual Report 2023 was 12-02-2024. Changes to inspection data after this date have as a rule not been taken into account. As a result of a decision by PSC50, the Annual Report data will, from now on, include the current annual year and all amended data in previous years back to 3 calendar years.



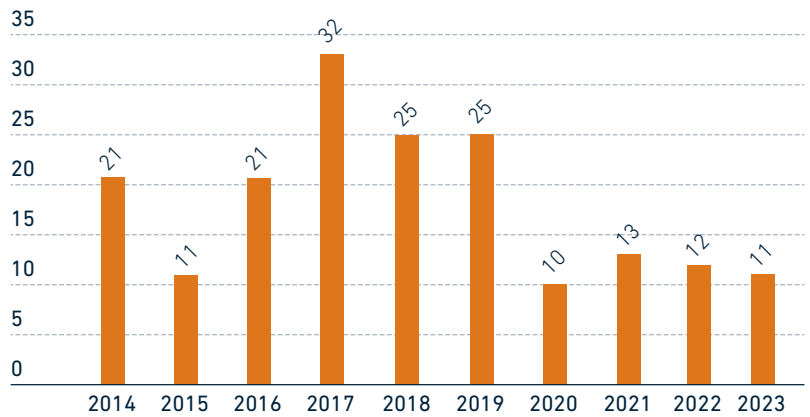
**NUMBER OF DEFICIENCIES  
AND DETAINABLE DEFICIENCIES**



**DETENTIONS IN  
% OF INSPECTIONS**



**NUMBER OF REFUSAL  
OF ACCESS**





## WHITE LIST

RANK	FLAG	INSPECTIONS 2021-2023	DETENTIONS 2021-2023	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>WHITE LIST</b>						
1	Denmark	1,250	12	103	72	-1.82
2	Netherlands	2,648	35	207	163	-1.76
3	Norway	1,758	25	141	105	-1.68
4	Singapore	1,735	25	139	103	-1.67
5	Italy	843	10	72	46	-1.67
6	Finland	362	3	34	17	-1.62
7	Japan	207	1	21	8	-1.55
8	United Kingdom	705	10	61	38	-1.54
9	Ireland	119	0	13	3	-1.40
10	Bahamas	1,802	39	144	108	-1.40
11	France	273	3	27	12	-1.38
12	Cyprus	2,164	50	172	131	-1.37
13	Greece	618	11	54	32	-1.36
14	Hong Kong (China)	1,596	39	129	94	-1.28
15	Sweden	325	5	31	15	-1.25
16	China	241	3	24	10	-1.24
17	Cayman Islands (UK)	322	5	31	15	-1.23
18	Bermuda (UK)	151	1	16	5	-1.22
19	Luxembourg	238	3	24	10	-1.22
20	Malta	3,862	112	297	244	-1.21
21	Germany	516	11	46	26	-1.15
22	Portugal	1,775	52	142	106	-1.11
23	Marshall Islands	5,274	176	400	338	-1.08
24	Belgium	175	2	18	6	-1.07
25	United States	135	1	15	4	-1.07
26	Gibraltar (UK)	349	7	33	16	-1.06
27	Türkiye	601	15	53	31	-1.05
28	Estonia	89	0	11	2	-1.02
29	Faroe Islands	217	4	22	9	-0.89
30	Liberia	5,496	214	416	353	-0.88
31	Barbados	697	23	60	37	-0.77
32	Isle of Man (UK)	346	10	33	16	-0.69
33	Spain	130	2	14	4	-0.65
34	Lithuania	100	1	12	2	-0.64
35	Antigua and Barbuda	1,684	76	136	100	-0.52
36	Russian Federation	606	26	53	32	-0.35
37	Croatia	85	1	10	2	-0.35
38	Saudi Arabia	76	1	9	1	-0.11
39	Thailand	41	0	6	0	0.05
40	Poland	40	0	6	0	0.06
41	Canada	32	0	5	0	0.11
42	Jersey (UK)	31	0	5	0	0.12

## GREY LIST

RANK	FLAG	INSPECTIONS 2021-2023	DETENTIONS 2021-2023	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
<b>GREY LIST</b>						
43	Latvia	152	6	16	5	0.09
44	Korea, Republic of	126	5	14	4	0.13
45	Morocco	49	1	7	0	0.15
46	Iran, Islamic Republic of	48	2	7	0	0.30
47	Saint Vincent and the Grenadines	255	15	25	11	0.30
48	India	45	2	6	0	0.33
49	Lebanon	40	2	6	0	0.37
50	Egypt	45	3	6	0	0.48
51	Switzerland	30	2	5	0	0.48
52	Philippines	119	9	13	3	0.57
53	Bangladesh	34	3	5	0	0.61
54	Cook Islands	97	8	11	2	0.63
55	Panama	5,795	420	438	373	0.72
56	Albania	59	6	8	0	0.75
57	Tunisia	31	4	5	0	0.82
58	Sierra Leone	175	17	18	6	0.89
59	Saint Kitts and Nevis	192	19	20	7	0.94



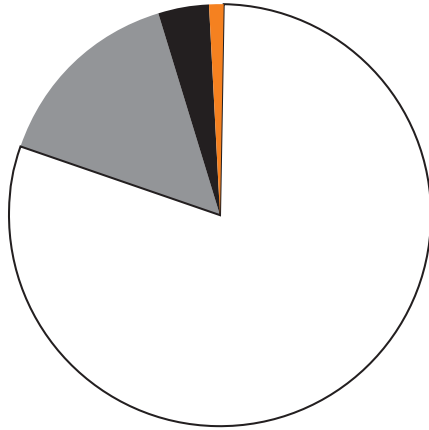


## BLACK LIST

RANK	FLAG	INSPECTIONS 2021-2023	DETENTIONS 2021-2023	BLACK TO GREY LIMIT	RISK	EXCESS FACTOR
<b>BLACK LIST</b>						
60	Belize	199	21	20	Medium Risk	1.09
61	Palau	334	33	32		1.13
62	Ukraine	54	9	7		1.76
63	Algeria	76	12	9		1.86
64	Togo	310	41	30	Medium to High	2.08
65	Azerbaijan	34	7	5		2.16
66	Vanuatu	353	50	33		2.42
67	Comoros	281	41	27	High Risk	2.44
68	Viet Nam	37	9	6		3.23
69	Moldova, Republic of	116	23	13	Very High Risk	3.36
70	Tanzania, United Republic of	119	29	13		4.71
71	Cameroon	122	35	14		6.03

## NUMBER OF INSPECTIONS PER PERFORMANCE LIST 2021-2023

- White flags (80.27%)
- Grey flags (14.74%)
- Black flags (4.11%)
- Not listed (0.88%)





## FLAGS MEETING CRITERIA FOR LOW RISK SHIPS 2023

Flags meeting criteria for Low Risk Ships (as per 1 July 2024)		
Antigua and Barbuda	Bahamas	Barbados
Belgium	Bermuda (UK)	Canada
Cayman Islands (UK)	China	Croatia
Cyprus	Denmark	Estonia
Faroe Islands	Finland	France
Germany	Gibraltar (UK)	Greece
Hong Kong (China)	Ireland	Isle of Man (UK)
Italy	Japan	Liberia
Lithuania	Luxembourg	Malta
Marshall Islands	Netherlands	Norway
Poland	Portugal	Russian Federation
Saudi Arabia	Singapore	Spain
Sweden	Thailand	Türkiye
United Kingdom	United States	

To meet the criteria for Low Risk Ships, flags should be on the Paris MoU White list and have submitted evidence of having undergone an IMO (V)IMSAS Audit.

Non-listed flags having undergone IMO (V)IMSAS Audit			
Bahrain	Bolivia	Brazil	Brunei Darussalam
Bulgaria	Cape Verde	Cuba	Curacao
Djibouti	Dominica	Dominican Republic	Equatorial Guinea
Ethiopia	Gabon	Gambia	Guyana
Honduras	Iceland	Indonesia	Israel
Jamaica	Jordan	Kazakhstan	Kuwait
Malaysia	Mauritius	Mexico	Monaco
Mongolia	Montenegro	Nigeria	Pakistan
Qatar	Sao Tome and Principe	Seychelles	Slovenia
Turkmenistan	Tuvalu	United Arab Emirates	

Flags whose total number of inspections over a 3-years rolling period do not meet the minimum of 30 are not included in the Paris MoU White list. Consequently some flags, which have had at least one inspection in the 3-year period, cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO (V)IMSAS Audit.

Non-listed flags with no detentions 2021-2023*		
Bahrain (2)	Kuwait (23)	Slovenia (6)
Brunei Darussalam (1)	Malaysia (12)	Taiwan, Province of China (14)
Cape Verde (3)	Mauritius (6)	Timor-Leste (1)
Cuba (1)	Nauru (1)	Turkmenistan (1)
Dominican Republic (2)	Niue (5)	Virgin Islands British (UK) (6)
Falkland Islands (UK) (Malvinas) (2)	Pakistan (4)	Zambia (1)
Gabon (6)	San Marino (3)	
Israel (17)	Seychelles (15)	

Flags that have had at least one inspection in the three-year period but for which the total number of inspections over that period does not meet the minimum of 30, will not be included in the White, Grey and Black lists of the Paris MoU. The flags in this table had too few inspections to be included in the lists, but had no detentions in the mentioned period. \* Note: The flags are listed in alphabetical order. The number of inspections over the mentioned period taken into account is shown between brackets.

## INSPECTIONS, DETENTIONS AND DEFICIENCIES 2023

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Albania	21	20	1	14	95.2	4.8
Algeria	26	24	1	8	92.3	3.8
Antigua and Barbuda	558	365	25	154	65.4	4.5
Azerbaijan	7	5	2	17	71.4	28.6
Bahamas	600	314	12	51	52.3	2.0
Bahrain	1	-	-	-	-	-
Bangladesh	18	11	-	-	61.1	-
Barbados	292	186	9	56	63.7	3.1
Belgium	53	28	1	7	52.8	1.9
Belize	80	71	9	83	88.8	11.3
Bermuda, UK	44	18	-	-	40.9	-
Brazil	10	8	2	3	80.0	20.0
Bulgaria	3	3	-	-	100.0	-
Cameroon	57	53	20	192	93.0	35.1
Canada	16	12	-	-	75.0	-
Cape Verde	1	1	-	-	100.0	-
Cayman Islands, UK	97	40	-	-	41.2	-
China	83	50	-	-	60.2	-
Comoros	78	76	17	252	97.4	21.8
Cook Islands	29	21	2	18	72.4	6.9
Croatia	40	23	-	-	57.5	-
Cuba	1	1	-	-	100.0	-
Curacao	11	7	-	-	63.6	-
Cyprus	726	437	20	114	60.2	2.8
Denmark	430	197	5	17	45.8	1.2
Djibouti	2	2	1	5	100.0	50.0
Dominica	4	4	-	-	100.0	-
Dominican Republic	2	-	-	-	-	-
Egypt	13	9	-	-	69.2	-
Estonia	31	13	-	-	41.9	-
Faroe Islands	76	50	1	2	65.8	1.3
Finland	114	58	2	18	50.9	1.8
France	103	49	1	8	47.6	1.0
Gabon	2	1	-	-	50.0	-
Gambia	8	8	3	60	100.0	37.5
Germany	167	93	1	14	55.7	0.6
Gibraltar, UK	98	61	3	17	62.2	3.1
Greece	214	95	6	43	44.4	2.8
Guinea-Bissau	23	22	3	49	95.7	13.0
Honduras	4	4	-	-	100.0	-

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Hong Kong (China)	477	233	9	53	48.8	1.9
Iceland	2	1	-	-	50.0	-
India	12	7	1	15	58.3	8.3
Indonesia	5	4	1	26	80.0	20.0
Iran, Islamic Republic of	6	5	1	16	83.3	16.7
Ireland	27	10	-	-	37.0	-
Isle of Man, UK	116	51	3	21	44.0	2.6
Israel	3	3	-	-	100.0	-
Italy	278	124	5	33	44.6	1.8
Jamaica	8	6	2	6	75.0	25.0
Japan	81	35	-	-	43.2	-
Jersey, UK	16	5	-	-	31.3	-
Jordan	1	1	1	5	100.0	100.0
Kazakhstan	1	1	1	6	100.0	100.0
Korea, Republic of	57	35	3	18	61.4	5.3
Kuwait	12	2	-	-	16.7	-
Latvia	59	42	4	32	71.2	6.8
Lebanon	14	13	1	15	92.9	7.1
Liberia	2,034	1,092	82	525	53.7	4.0
Libya	7	5	-	-	71.4	-
Lithuania	36	18	1	14	50.0	2.8
Luxembourg	77	43	1	3	55.8	1.3
Malaysia	3	1	-	-	33.3	-
Malta	1,234	577	30	188	46.8	2.4
Marshall Islands	1,780	929	55	306	52.2	3.1
Mauritius	2	1	-	-	50.0	-
Mexico	2	2	1	15	100.0	50.0
Monaco	1	1	-	-	100.0	-
Mongolia	9	9	2	18	100.0	22.2
Montenegro	1	1	-	-	100.0	-
Morocco	17	8	-	-	47.1	-
Nauru	1	1	-	-	100.0	-
Netherlands	880	446	12	34	50.7	1.4
Nigeria	1	1	1	10	100.0	100.0
Niue	2	1	-	-	50.0	-
Norway	612	320	8	28	52.3	1.3
Palau	163	143	15	196	87.7	9.2
Panama	1,949	1,254	136	1,045	64.3	7.0
Philippines	32	20	3	16	62.5	9.4
Poland	15	9	-	-	60.0	-

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Portugal	675	365	16	95	54.1	2.4
Russian Federation	58	46	5	30	79.3	8.6
Saint Kitts and Nevis	86	68	5	38	79.1	5.8
Saint Vincent and the Grenadines	85	56	5	45	65.9	5.9
San Marino	3	3	-	-	100.0	-
Sao Tome and Principe	1	1	-	-	100.0	-
Saudi Arabia	30	13	-	-	43.3	-
Seychelles	4	3	-	-	75.0	-
Sierra Leone	55	54	2	11	98.2	3.6
Singapore	592	270	5	32	45.6	0.8
Slovenia	1	-	-	-	-	-
Spain	36	17	-	-	47.2	-
Sweden	109	57	1	8	52.3	0.9
Switzerland	5	1	-	-	20.0	-
Taiwan, Province of China	6	2	-	-	33.3	-
Tanzania, United Republic of	53	53	18	200	100.0	34.0
Thailand	17	7	-	-	41.2	-
Togo	88	82	8	131	93.2	9.1
Tunisia	12	12	2	10	100.0	16.7
Türkiye	197	114	7	40	57.9	3.6
Tuvalu	7	7	1	14	100.0	14.3
Ukraine	18	18	3	32	100.0	16.7
United Arab Emirates	2	2	2	16	100.0	100.0
United Kingdom	269	134	7	46	49.8	2.6
United States	46	20	1	4	43.5	2.2
Vanuatu	119	107	21	178	89.9	17.6
Viet Nam	18	18	4	33	100.0	22.2
Virgin Islands British, UK	1	-	-	-	-	-



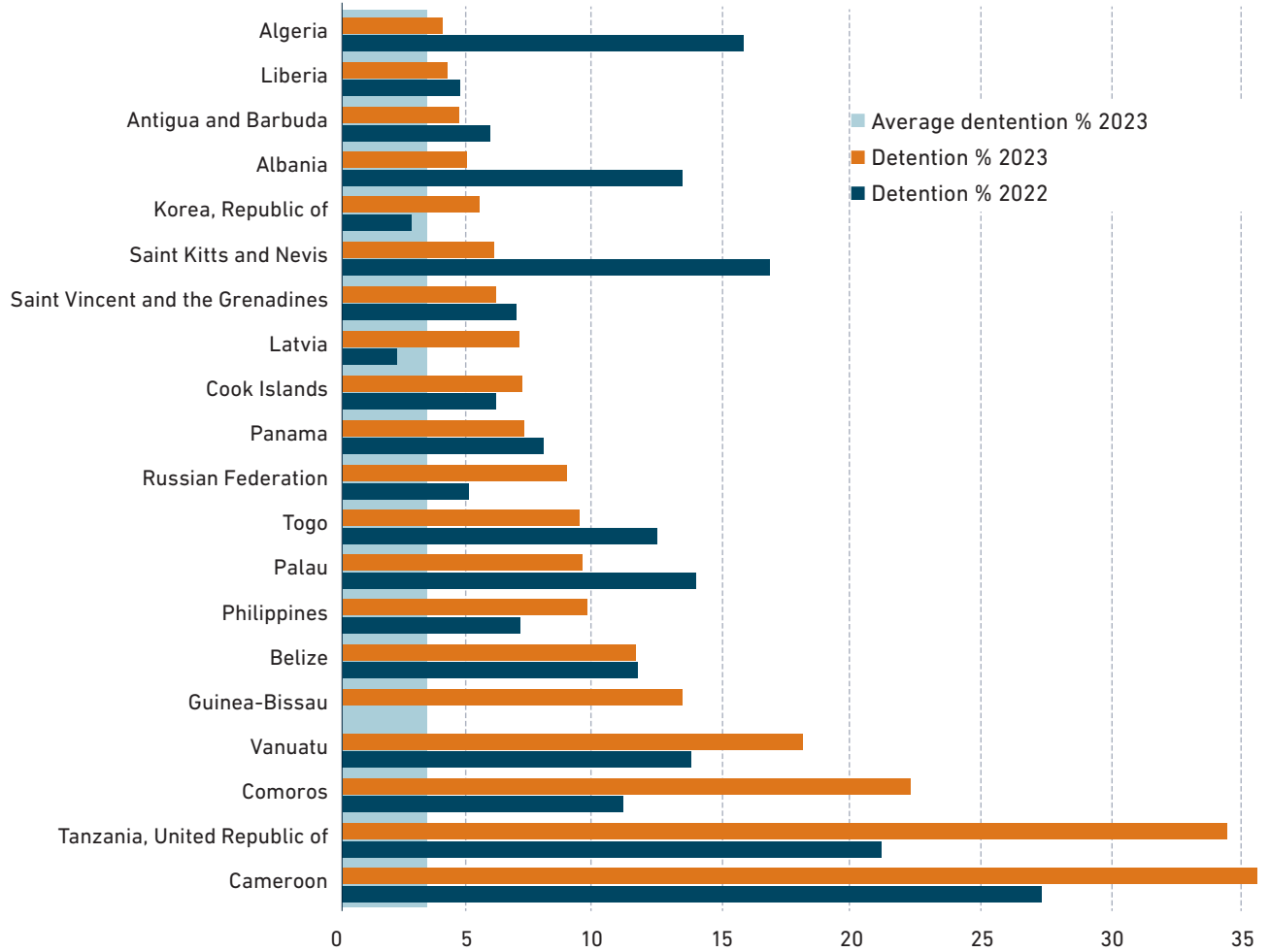
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## 2023 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

Flag	Nr of Inspections	Inspections with detentions	% of Inspections with detentions	Excess of average 2023	Detentions % 2022	Excess of average 2022
Albania	21	1	4.8	1.0	13.0	8.8
Algeria	26	1	3.8	0.0	15.4	11.1
Antigua and Barbuda	558	25	4.5	0.7	5.7	1.4
Belize	80	9	11.3	7.4	11.3	7.1
Cameroon	57	20	35.1	31.3	26.8	22.6
Comoros	78	17	21.8	18.0	10.8	6.5
Cook Islands	29	2	6.9	3.1	5.9	1.6
Guinea-Bissau	23	3	13.0	9.2	-	-4.3
Korea, Republic of	57	3	5.3	1.5	2.6	-1.6
Latvia	59	4	6.8	3.0	2.1	-2.2
Liberia	2,034	82	4.0	0.2	4.5	0.2
Palau	163	15	9.2	5.4	13.6	9.3
Panama	1,949	136	7.0	3.2	7.7	3.4
Philippines	32	3	9.4	5.6	6.8	2.6
Russian Federation	58	5	8.6	4.8	4.8	0.6
Saint Kitts and Nevis	86	5	5.8	2.0	16.4	12.1
Saint Vincent and the Grenadines	85	5	5.9	2.1	6.7	2.4
Tanzania, United Republic of	53	18	34.0	30.2	20.7	16.4
Togo	88	8	9.1	5.3	12.1	7.8
Vanuatu	119	21	17.6	13.8	13.4	9.1

Only flags with 20 and more port State control inspections and with a detention percentage exceeding the average percentage of 3.81% are recorded in this graph (in 2022 the average was 4.25%).

## 2023 DETENTIONS PER FLAG, EXCEEDING AVERAGE PERCENTAGE

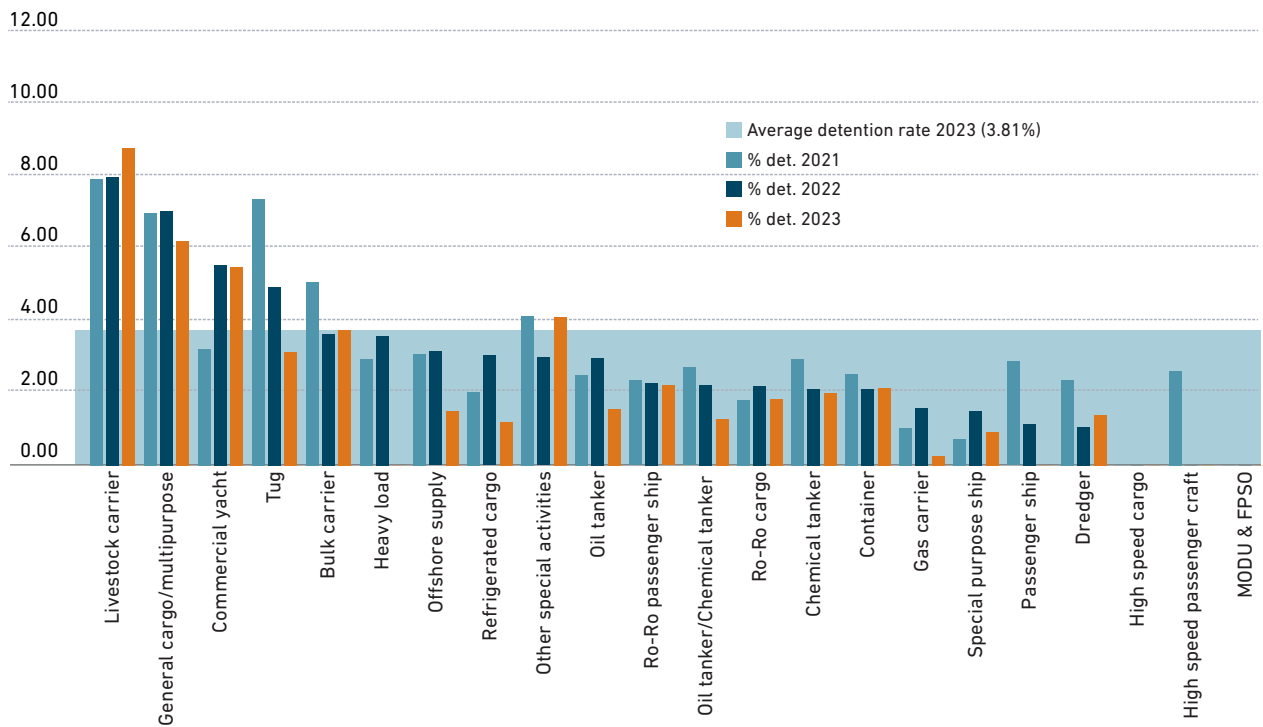


- Only flags with 20 and more port State control inspections in 2023 and with a detention percentage exceeding the average percentage of 3.81% are recorded in this graph. In 2022 the average detentions percentage was 4.25%.
- The light blue column represents the 2023 average detention percentage (3.81%).

## INSPECTIONS AND DETENTIONS 2023 PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	Percentage of inspections with deficiencies	Nr of individual ships inspected	Inspections with detentions	Percentage of detentions to inspections 2023	Percentage of detentions to inspections 2022	Percentage of detentions to inspections 2021	+/- average detention % 2023
Bulk carrier	3,797	2,329	61,3	3,468	137	3.6	5.1	3.7	-0.2
Chemical tanker	570	285	50,0	523	12	2.1	2.9	2.0	-1.7
Commercial yacht	181	62	34,3	180	10	5.5	3.2	5.5	1.7
Container	1,855	875	47,2	1,694	39	2.1	2.5	2.1	-1.7
Dredger	94	49	52,1	92	1	1.1	2.4	1.4	-2.7
Gas carrier	570	212	37,2	543	9	1.6	1.0	0.3	-2.2
General cargo/multipurpose	4,044	2,742	67,8	3,355	283	7.0	7.0	6.2	3.2
Heavy load	56	32	57,1	53	2	3.6	2.9	0.0	-0.2
High speed cargo	19	12	63,2	18	-	0.0	0.0	0.0	-3.8
High speed passenger craft	71	39	54,9	49	-	0.0	2.6	0.0	-3.8
Livestock carrier	88	77	87,5	71	7	8.0	7.9	8.8	4.1
MODU & FPSO	28	17	60,7	27	-	0.0	0.0	0.0	-3.8
Offshore supply	382	212	55,5	369	12	3.1	3.1	1.5	-0.7
Oil tanker	1,181	485	41,1	1,131	35	3.0	2.5	1.6	-0.8
Oil tanker/Chemical tanker	1,268	623	49,1	1,147	28	2.2	2.7	1.3	-1.6
Other	28	14	50,0	23	1	3.6	9.1	3.6	-0.2
Other special activities	472	259	54,9	443	14	3.0	4.1	4.1	-0.8
Passenger ship	350	170	48,6	291	4	1.1	2.9	0.0	-2.7
Refrigerated cargo	165	113	68,5	155	5	3.0	2.0	1.2	-0.8
Ro-Ro cargo	687	316	46,0	639	15	2.2	1.8	1.8	-1.6
Ro-Ro passenger ship	486	317	65,2	272	11	2.3	2.3	2.2	-1.5
Special purpose ship	133	49	36,8	129	2	1.5	0.7	0.9	-2.3
Tug	244	141	57,8	235	12	4.9	7.3	3.1	1.1





## MAJOR CATEGORIES OF DEFICIENCIES 2021-2023

Deficiencies Main Group		2021		2022		2023	
		Def	Def %	Def	Def %	Def	Def %
Ballast Water Management		710	2.0	898	1.9	907	1.9
COLREG		354	1.0	444	0.9	441	0.9
Load Lines		2,089	5.7	2,758	5.8	2,644	5.6
MARPOL	MARPOL Annex I	1,246	3.4	1,530	3.2	1,528	3.2
	MARPOL Annex IV	313	0.9	418	0.9	515	1.1
	MARPOL Annex V	680	1.9	821	1.7	930	2.0
	MARPOL Annex VI	496	1.4	618	1.3	771	1.6
	MARPOL Other	33	0.1	47	0.1	57	0.1
MLC	MLC 2006 Title 2	1,318	3.6	1,453	3.1	1,181	2.5
	MLC 2006 Title 3	2,191	6.0	3,201	6.7	3,151	6.6
	MLC 2006 Title 4	3,760	10.3	4,875	10.2	4,750	10.0
	MLC 2006 Title 5	232	0.6	319	0.7	289	0.6
	MLC Other	111	0.3	168	0.4	198	0.4
SOLAS	SOLAS ch.I	330	0.9	506	1.1	501	1.1
	SOLAS ch.II-1	4,376	12.0	5,520	11.6	5,444	11.5
	SOLAS ch.II-2	5,386	14.8	7,360	15.5	8,227	17.3
	SOLAS ch.III	3,166	8.7	4,541	9.5	4,391	9.2
	SOLAS ch.IV	699	1.9	844	1.8	793	1.7
	SOLAS ch.V	3,218	8.8	3,961	8.3	3,843	8.1
	SOLAS ch.VI	297	0.8	285	0.6	224	0.5
	SOLAS ch.XI-1	385	1.1	492	1.0	404	0.9
	SOLAS ISM Code	1,810	5.0	2,284	4.8	2,308	4.9
	SOLAS ISPS Code	366	1.0	432	0.9	420	0.9
	SOLAS LSA Code	354	1.0	320	0.7	331	0.7
	SOLAS Other	828	2.3	954	2.0	869	1.8
	STCW	STCW Code Part A ch.I	436	1.2	753	1.6	615
STCW Code Part A ch.VIII		574	1.6	1,037	2.2	1,112	2.3
STCW Other		174	0.5	242	0.5	245	0.5
Other		435	1.2	488	1.0	421	0.9

### TOP 5 MAIN GROUPS

Main group of deficiencies	2022		2023	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
SOLAS ch.II-2	7,360	15.5	8,227	17.3
SOLAS ch.II-1	5,520	11.6	5,444	11.5
MLC 2006 Title 4	4,875	10.2	4,750	10.0
SOLAS ch.III	4,541	9.5	4,391	9.2
SOLAS ch.V	3,961	8.3	3,843	8.1

### TOP 5 DEFICIENCIES

Deficiencies	2022		2023	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
ISM	2,259	4.7	2,283	4.8
Fire doors/openings in fire-resisting divisions	1,377	2.9	1,519	3.2
Cleanliness of engine room	711	1.5	673	1.4
Auxiliary engine	610	1.3	648	1.4
Voyage or passage plan	571	1.2	626	1.3



## DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2023 (CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

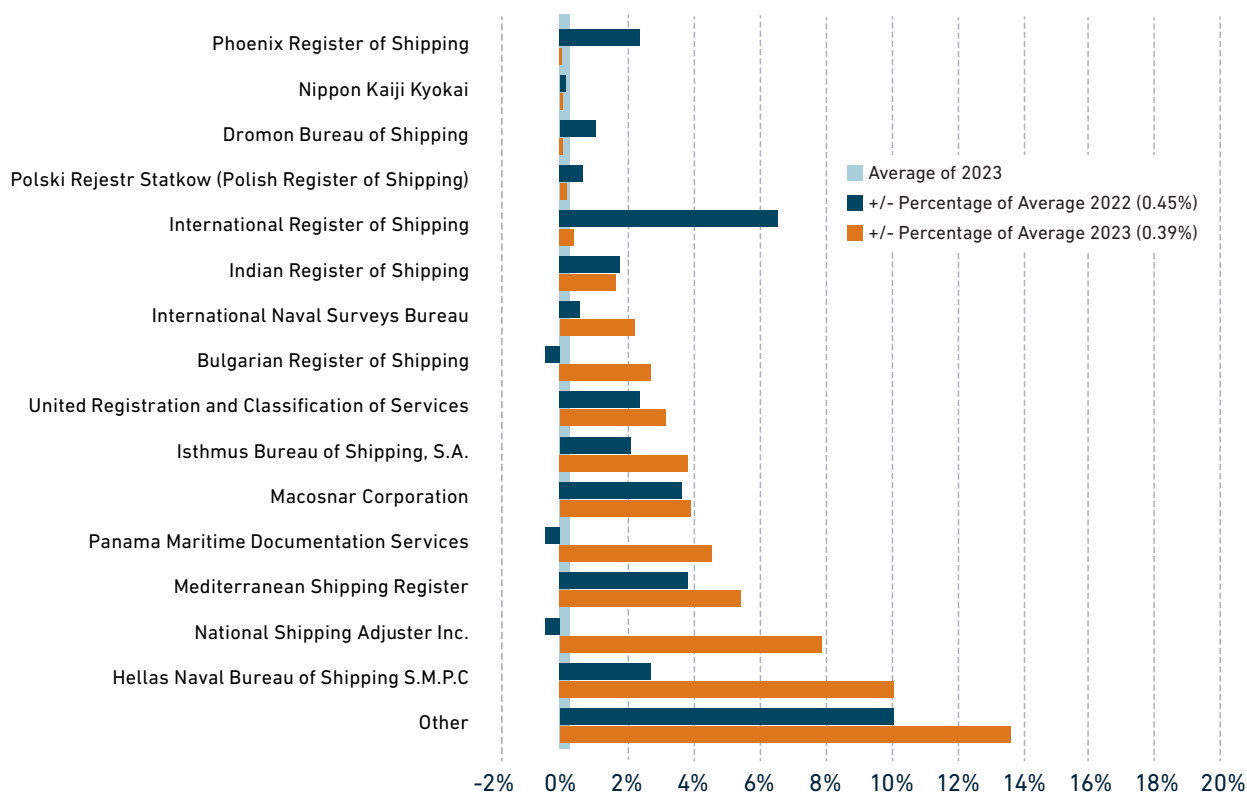
Recognized Organization	Abbr.	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2023. (0.39)	Detention % of individual ships	+/- Percentage of Average Indiv. 2023. (0.42)
American Bureau of Shipping	ABS	2,133	2,003	1	0.05	-0.34	0.05	-0.37
Bulgarian Register of Shipping	BRS	95	83	3	3.16	2.77	3.61	3.19
Bureau Veritas	BV	4,100	3,583	9	0.22	-0.17	0.25	-0.17
China Classification Society	CCS	389	374	-	-	-0.39	-	-0.42
Croatian Register of Shipping	CRS	68	55	-	-	-0.39	-	-0.42
DNV AS	DNV	7,757	7,005	11	0.14	-0.25	0.16	-0.26
Dromon Bureau of Shipping	DBS	204	180	1	0.49	0.10	0.56	0.13
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	38	30	4	10.53	10.13	13.33	12.91
Indian Register of Shipping	IRS	95	83	2	2.11	1.71	2.41	1.99
Intermaritime Certification Services, ICS Class	ICS	27	26	-	-	-0.39	-	-0.42
International Naval Surveys Bureau	INSB	188	154	5	2.66	2.27	3.25	2.83
International Register of Shipping	IS	121	105	1	0.83	0.43	0.95	0.53
Isthmus Bureau of Shipping, S.A.	IBS	70	60	3	4.29	3.89	5.00	4.58
KOREAN REGISTER	KR	666	635	1	0.15	-0.24	0.16	-0.26
Lloyd's Register	LR	4,051	3,675	7	0.17	-0.22	0.19	-0.23
Macosnar Corporation	MC	23	19	1	4.35	3.96	5.26	4.84
Maritime Lloyd	ML	14	12	-	-	-0.39	-	-0.42
Mediterranean Shipping Register	MSR	17	14	1	5.88	5.49	7.14	6.72
National Shipping Adjuster Inc.	NASHA	24	21	2	8.33	7.94	9.52	9.10
Nippon Kaiji Kyokai	NKK	2,916	2,714	14	0.48	0.09	0.52	0.09
Other	OTHER	128	105	18	14.06	13.67	17.14	16.72
Overseas Marine Certification Services	OMCS	80	74	-	-	-0.39	-	-0.42
Panama Maritime Documentation Services	PMDS	60	54	3	5.00	4.61	5.56	5.13
Panama Shipping Registrar Inc.	PSR	11	9	-	-	-0.39	-	-0.42
Phoenix Register of Shipping	PHRS	217	186	1	0.46	0.07	0.54	0.12
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	169	132	1	0.59	0.20	0.76	0.34
Qualitas Register of Shipping S.A.	QRS	43	37	-	-	-0.39	-	-0.42
RINA Services S.p.A.	RINA	2,092	1,733	6	0.29	-0.10	0.35	-0.08
Russian Maritime Register of Shipping	RMRS	103	97	-	-	-0.39	-	-0.42
Shipping Register of Ukraine	SRU	40	33	-	-	-0.39	-	-0.42

Recognized Organization	Abbr.	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of inspections	+/- Percentage of Average 2023. (0.39)	Detention % of individual ships	+/- Percentage of Average Indiv. 2023. (0.42)
Turkish Lloyd	TL	88	79	-	-	-0.39	-	-0.42
United Registration and Classification of Services	URACOS	111	94	4	3.60	3.21	4.26	3.83
Veritas Register of Shipping Ltd	VRS	25	22	-	-	-0.39	-	-0.42
Vietnam Register	VR	17	15	-	-	-0.39	-	-0.42

\* As more than one Recognized Organization might have issued or endorsed statutory certificates with regard to the same ship, an inspection can be relevant for more than one RO and might appear multiple times in this column.

\*\* Only detentions with RO related detainable deficiencies are taken into account. (Recognized Organizations with more than 10 inspections are taken into account).

### % OF DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION 2021-2023 (CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



\* Only ROs with 10 and more port State control inspections in 2023 and with a detention percentage exceeding the average percentage of 0.39 are recorded in this graph. In 2022 the average detention percentage was 0.45. The light blue column represents the 2023 average detention percentage (0.39).





## RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2021-2023

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance level	
American Bureau of Shipping	ABS	6,334	1	146	108	-1.97	High	
DNV AS	DNV	23,828	31	513	441	-1.85		
China Classification Society	CCS	1,140	1	31	15	-1.74		
Lloyd's Register	LR	11,737	26	260	209	-1.73		
RINA Services S.p.A.	RINA	5,781	15	134	98	-1.66		
Bureau Veritas	BV	11,673	35	259	208	-1.64		
Korean Register	KR	1,854	4	47	27	-1.61		
Nippon Kaiji Kyokai	NKK	8,651	40	195	151	-1.43		
Russian Maritime Register of Shipping	RMRS	1,093	3	30	14	-1.37		
Croatian Register of Shipping	CRS	160	0	7	0	0.03		
Qualitas Register of Shipping S.A.	QRS	124	0	6	0	0.10		
Turkish Lloyd	TL	267	2	10	1	0.11		Medium
International Naval Surveys Bureau	INSB	541	7	17	5	0.17		
Phoenix Register of Shipping	PHRS	633	9	19	6	0.21		
Bulgarian Register of Shipping	BRS	332	4	11	2	0.22		
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	498	7	16	4	0.24		
Overseas Marine Certification Services	OMCS	193	2	8	0	0.25		
Dromon Bureau of Shipping	DBS	605	10	18	6	0.33		
Veritas Register of Shipping Ltd	VRS	87	1	4	0	0.36		
Panama Maritime Documentation Services	PMDS	152	3	6	0	0.49		
Intermaritime Certification Services, ICS Class	ICS	94	2	5	0	0.52		
Indian Register of Shipping	IRS	241	5	9	1	0.52		
Shipping Register of Ukraine	SRU	131	3	6	0	0.56		
Isthmus Bureau of Shipping, S.A.	IBS	206	5	8	0	0.62		
Macosnar Corporation	MC	71	2	4	0	0.62		
Mediterranean Shipping Register	MSR	70	2	4	0	0.62		
International Register of Shipping	IS	292	8	10	1	0.74		
United Registration and Classification of Services	URACOS	221	7	8	0	0.83	Low	
National Shipping Adjuster Inc.	NASHA	88	4	4	0	0.92		
Panama Shipping Registrar Inc.	PSR	62	4	4	0	1.44		
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	77	5	4	0	1.78		
Other	OTHER	317	33	11	2	6.78	Very Low	

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to P=0.02 and Q=0.01. Performance of Recognized Organizations is measured over a 3-year rolling period.



## NUMBER OF CERTIFICATES COVERING RO RESPONSIBLE DETAINABLE DEFICIENCIES 2023

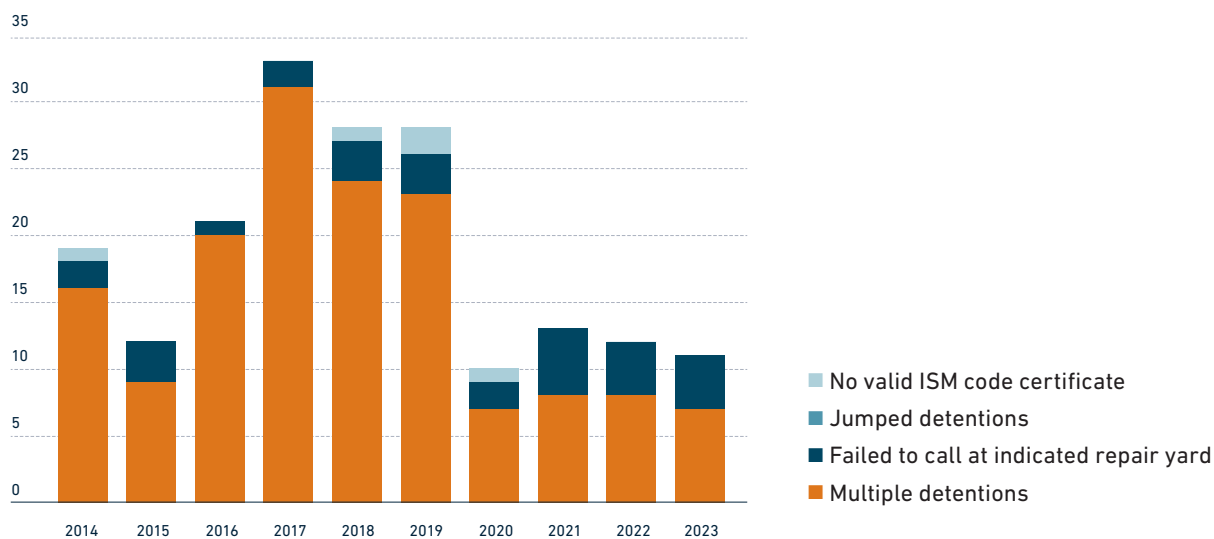
Recognized Organization	RO Abbrev.	Certificates	Total number of RO detainable deficiencies	% deficiencies / certificates
American Bureau of Shipping	ABS	2,133	1	0.05
Bulgarian Register of Shipping	BRS	95	3	3.16
Bureau Veritas	BV	4,100	9	0.22
China Classification Society	CCS	389	0	0.00
Croatian Register of Shipping	CRS	68	0	0.00
DNV AS	DNV	7,757	11	0.14
Dromon Bureau of Shipping	DBS	204	1	0.49
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	38	4	10.53
Indian Register of Shipping	IRS	95	2	2.11
International Naval Surveys Bureau	INSB	188	5	2.66
International Register of Shipping	IS	121	1	0.83
Isthmus Bureau of Shipping, S.A.	IBS	70	3	4.29
KOREAN REGISTER	KR	666	1	0.15
Lloyd's Register	LR	4,051	7	0.17
Nippon Kaiji Kyokai	NKK	2,916	14	0.48
Other	OTHER	128	18	14.06
Overseas Marine Certification Services	OMCS	80	0	0.00
Panama Maritime Documentation Services	PMDS	60	3	5.00
Phoenix Register of Shipping	PHRS	217	1	0.46
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	169	1	0.59
Qualitas Register of Shipping S.A.	QRS	43	0	0.00
RINA Services S.p.A.	RINA	2,092	6	0.29
Russian Maritime Register of Shipping	RMRS	103	0	0.00
Shipping Register of Ukraine	SRU	40	0	0.00
Turkish Lloyd	TL	88	0	0.00
United Registration and Classification of Services	URACOS	111	4	3.60

(Recognized Organizations with more than 30 inspections).

### REFUSAL OF ACCESS (BANNING) PER FLAG 2021-2023

Flag	Failed to call at indicated repair yard	Jumped detention	Total Banned	Multiple detentions		
				1 <sup>st</sup> ban	2 <sup>nd</sup> ban	3 <sup>rd</sup> ban
Albania	-	1	1	1	-	-
Algeria	-	1	1	1	-	-
Belize	-	1	1	1	-	-
Cameroon	3	4	7	4	3	-
Comoros	1	4	5	3	2	-
Cook Islands	1	-	1	1	-	-
Liberia	1	-	1	1	-	-
Moldova, Republic of	2	2	4	4	-	-
Mongolia	-	1	1	1	-	-
Palau	3	1	4	4	-	-
Panama	1	1	2	2	-	-
Sierra Leone	1	-	1	-	1	-
Tanzania, United Republic of	-	2	2	1	1	-
Togo	-	3	3	3	-	-
Ukraine	-	1	1	1	-	-
Vanuatu	-	1	1	1	-	-
<b>Total</b>	<b>13</b>	<b>23</b>	<b>36</b>	<b>29</b>	<b>7</b>	<b>-</b>

### REFUSAL OF ACCESS 2014-2023



## CIC 2023 ON FIRE SAFETY

Number of ships inspected during CIC	Inspections with a CIC questionnaire	Inspections without a CIC questionnaire
Inspections	3,856	149
Inspections with detentions	151	-
Detentions with CIC-topic related deficiencies	151	-

CIC-topic related deficiencies (THETIS)			# of deficiencies, (One inspection can have multiple deficiencies)		# of deficiencies recorded as ground for detention		# of deficiencies recorded as RO related	
Deficiency	Convention	2022	2023	2022	2023	2022	2023	
4103	Emergency, lighting, batteries and switches	SOLAS ch. II-1 Parts C, D, E, F	148	154	12	11	2	1
4109	Fire drills	SOLAS ch. III	94	121	29	25	-	-
7105	Fire doors/openings in fire-resisting divisions	SOLAS ch. II-2	337	434	35	45	2	4
7106	Fire detection and alarm system	SOLAS ch. II-2	128	199	20	29	2	4
7109	Fixed fire extinguishing installation	SOLAS ch. II-2	89	156	21	23	2	3
7110	Fire fighting equipment and appliances	SOLAS ch. II-2	130	180	17	28	5	6
7113	Fire pumps and its pipes	SOLAS ch. II-2	68	96	12	14	2	2
7114	Remote Means of control (opening,pumps,ventilation,etc.) Machinery spaces	SOLAS ch. II-2	86	111	29	22	2	7
7116	Ventilation	SOLAS ch. II-2	54	129	7	13	1	2
7120	Means of escape	SOLAS ch. II-2	105	155	16	10	1	1
7125	Evaluation of crew performance (fire drills)	SOLAS ch. II-2	84	178	26	41	-	-



D.OIL

# Explanatory note - “WHITE”, “GREY” AND “BLACK LIST”

**The normative listing of Flags provides an independent categorization that has been prepared on the basis of Paris MoU port State inspection results over a 3-year period, based on binomial calculus.**

The performance of each Flag is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MoU policy. Two limits have been included in the system, the ‘black to grey’ and the ‘grey to white’ limit, each with its own specific formula:

$$u_{black\_to\_grey} = N \cdot p + 0.5 + z\sqrt{N \cdot p \cdot (1 - p)}$$

$$u_{white\_to\_grey} = N \cdot p - 0.5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

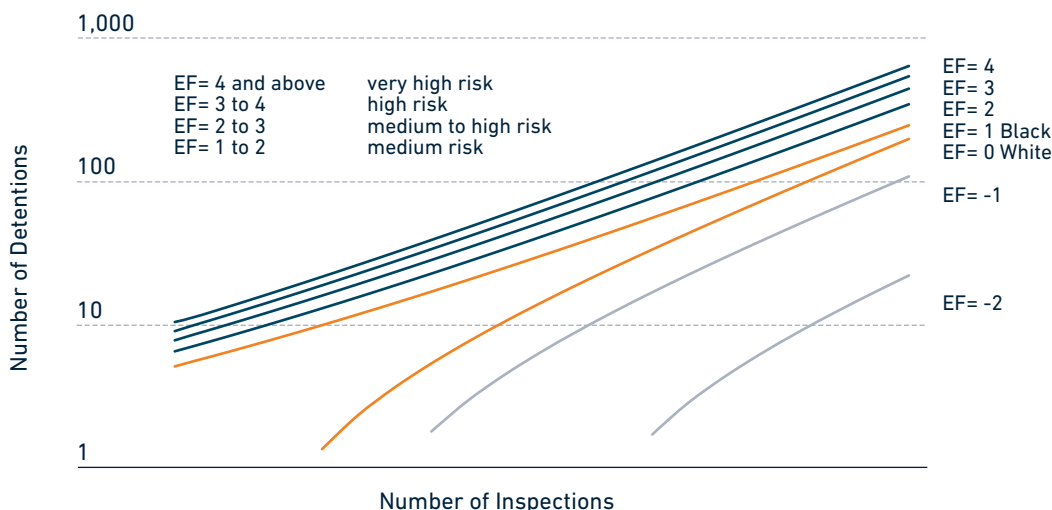
In the formula “N” is the number of inspections, “p” is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and “z” is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result “u” is the allowed number of detentions for either the Black or White List. The “u” results can be found in the table. A number of detentions above this ‘black to grey’ limit means significantly worse than average, where a number of detentions below the ‘grey to white’ limit means significantly better than average. When the amount of detentions for a particular Flag is positioned between the

two, the Flag will find itself on the Grey List. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period.

To sort results on the Black or White List, simply alter the target and repeat the calculation. Flags which are still significantly above this second target, are worse than the flags which are not. This process can be repeated to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags’ performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus the EF is an indication for the number of times the yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column of the White, Grey or Black List. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%.

The White/Grey/Black Lists have been calculated in accordance with the principles above\*.

The graphical representation of the system below is showing the direct relations between the number of inspected ships and the number of detentions. Both axes have a logarithmic character as the ‘black to grey’ or the ‘grey to white’ limit.



\* Explanatory notes can be found on [www.parismou.org/publications](http://www.parismou.org/publications)

# Secretariat Paris Memorandum OF UNDERSTANDING ON PORT STATE CONTROL



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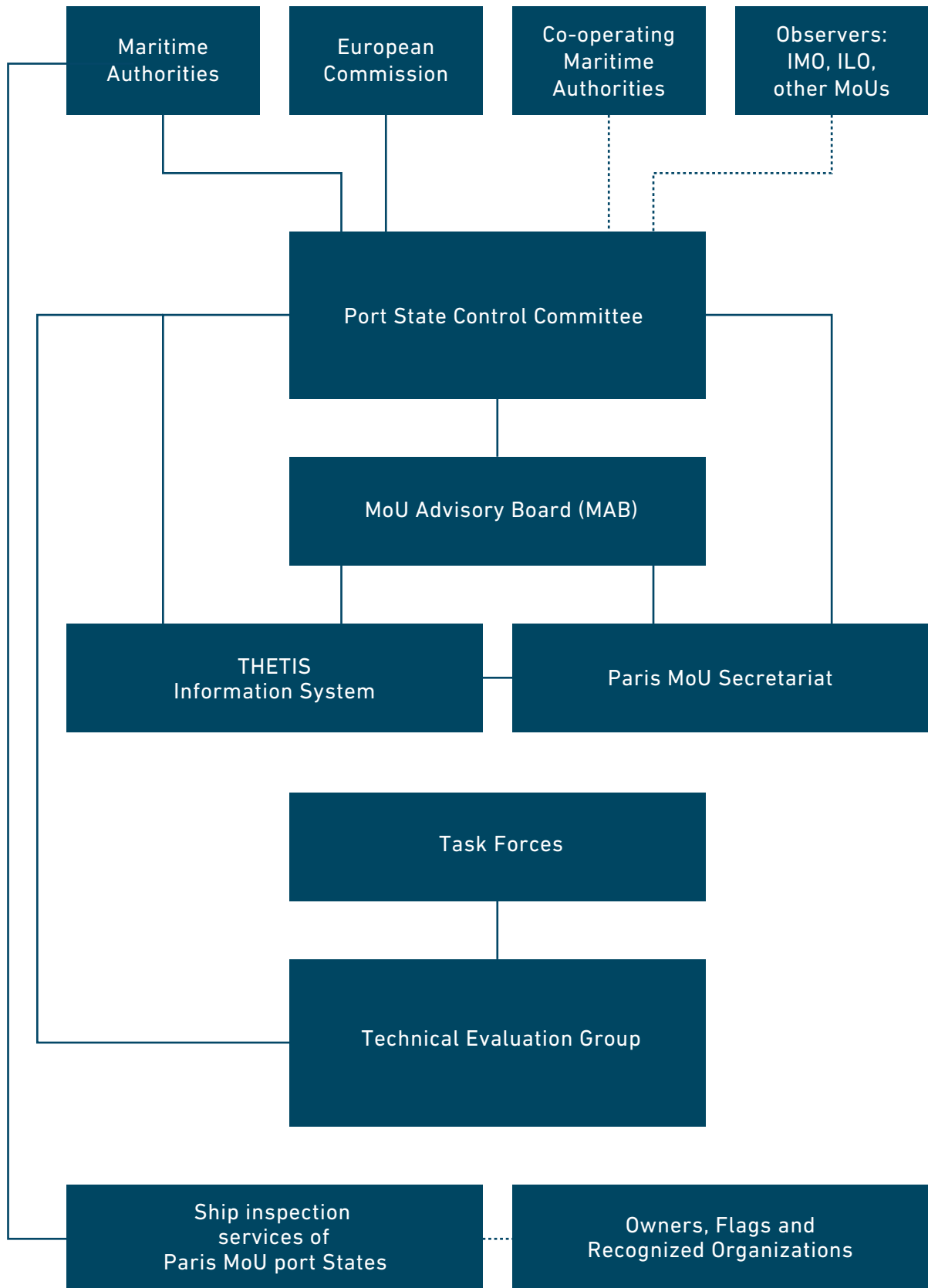
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# Paris MoU fact sheet - ORGANISATIONAL STRUCTURE







THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

