

Press release

30 May 2025

PARIS MOU 58TH COMMITTEE MEETS IN MALMÖ, SWEDEN

The Paris Memorandum of Understanding on Port State Control (Paris MoU) successfully concluded its 58th Committee meeting in Malmö, Sweden, from 26 to 30 May 2025. The meeting, formally opened by Ms. Pernilla Wallin, Deputy Director, Department of Civil Aviation and Maritime Affairs, Swedish Transport Agency, and chaired by Mr. Brian Hogan, marked significant progress in enhancing maritime safety, environmental protection, and seafarer welfare.

A key outcome of the meeting was the review of the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements under the Maritime Labour Convention, 2006 (MLC, 2006), which was held from 1 September to 30 November 2024. While overall compliance was deemed good, the Committee emphasised the critical need for the industry to pay greater attention to strict adherence with MLC, 2006 requirements when drafting seafarers' employment agreements.

The Committee reconfirmed the upcoming joint CICs with the Tokyo MoU on Ballast Water Management in 2025 and on Cargo Securing in 2026. Considerable progress was made in enhancing inspection campaign methodologies; during the preceding year, several focused inspection campaigns (including fire doors and EPIRB) were conducted on a trial basis, with their outcomes presented to the Committee. Based on these findings, the Committee decided to further continue such trials, including an inspection campaign addressing insurance certificates under the International Convention on Civil Liability for Oil Pollution Damage (CLC) for oil tankers, underscoring the Committee's commitment to preventing and mitigating environmental pollution.

A pivotal decision concerned the further preparations for the implementation of new calculation methods for the performance of flag States and Recognized Organizations (ROs). To ensure simultaneous implementation with the amended EU Port State Control Directive and other relevant changes, the Committee outlined necessary steps targeting a 6 July 2027 deadline. Further comprehensive information on this new approach, specifically for ROs, has been made available

on the Paris MoU website ([Information on new RO performance calculation | Paris MoU](#)).

The Committee also approved the statistics for the 2024 Annual Report, noting an increase in the detention rate recorded during 2024 (4.03%) compared to that of 2023 (3.81%), underscoring the necessity for port State control as safety net.

Endorsement was given to the previous agreement to include the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, as a relevant instrument for the Paris MoU as of 1 July 2025, reinforcing the MoU's dedication to responsible ship recycling practices.

In a move to enhance operational effectiveness, the Committee achieved substantial progress in improving its guidance for port State control officers, making it more supportive and user-friendly, consistent, and updated to reflect recent developments in maritime regulations.

Discussions across various agenda items demonstrated that current and future developments in alternative fuels and maritime autonomous surface ships (MASS) will significantly impact port State control. Given that international regulations in these areas are limited and still evolving, often preceded by alternative designs and arrangements (AD&As), the Committee will prioritise these topics in the coming years.

A concern discussed by the Committee was the increasing number of ships operating within the so-called "shadow fleet". Given the inherent limitations of Port State Control in addressing the risks posed by "shadow fleet" ships which often operates with fraudulent registries and do not call to ports in the Paris MoU region, the Committee stressed the urgent need for intensified international cooperation.

The meeting was attended by all members of the Paris MoU, the European Commission, EMSA, and by observers from the Abuja MoU, Black Sea MoU, Caribbean MoU, Indian Ocean MoU, Mediterranean MoU, Riyadh MoU, Tokyo MoU, US Coast Guard, and the ILO. The Viña del Mar Agreement and representatives from IMO participated online. The widespread participation of observers from international and European organizations underscored the cooperative strength of the international port State control community.

On behalf of the maritime authorities, Mr. Hogan concluded the meeting by remarking that significant progress had been made in port State control, both in the short and longer term. He extended his gratitude to Sweden for hosting the meeting and thanked all member Authorities, the European Commission, EMSA, the Paris MoU Secretariat, and the observers for their valuable contributions and the spirit of cooperation demonstrated throughout the meeting.

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Notes to editors:

Regional Port State Control was initiated in 1982 when the maritime Authorities of 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). Currently 27 maritime Authorities are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis website.

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

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