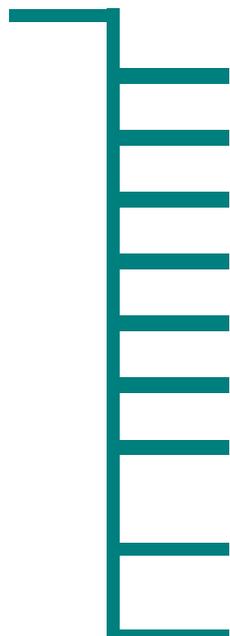

Paris Memorandum of Understanding on Port State Control



Paris Memorandum of Understanding on Port State Control

1997 ANNUAL REPORT

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1. Introduction

The year 1997 marked 15 years of operation of the Paris MOU on Port State Control. From its adoption as the first regional port State control system in the world, the Paris MOU has developed to meet the challenges of the new millennium 2000.

This report provides a brief overview of what has been accomplished since 1982.

New challenges include the control of the implementation of the International Safety Management (ISM) Code and the revised Convention on Standards on Training certification and Watchkeeping (STCW), as well as advanced training of Port State Control Officers (PSCOs) and regular Concentrated Inspection Campaigns on selected areas on board ship.

Detentions figures are dropping. Evidence that the increasing efforts to eliminate sub-standard ships from the region are successful.

After a number of years of steadily increasing detention percentages, with an all time record of 17.4% in 1995, a downward trend was observed for the first time in 1996 and continued in 1997.

During the 30th meeting of the Port State Control Committee in St. Petersburg, Russian Federation, Mr. Odd V. Vollene of the Norwegian Maritime Administration was elected as its Chairman for 3 sessions.

The Secretariat of the Paris MOU, which is provided by the Netherlands Ministry of Transport, Public Works and Water Management has also undergone staff changes. Secretary Mr. Henk E. Huibers has assumed other duties within the Ministry and was succeeded by Mr. Richard W.J. Schiferli on 1 December 1997.

2. Paris MOU developments

2.1 Paris MOU 15 years in operation

The massive oil spill caused by the grounding of the oil tanker “Amoco Cadiz” on the coast of France in 1978 was the prompt for 12 European maritime Authorities and the European Commission to develop harmonized measures to inspect foreign ships in their ports. The agreement was concluded in 1982, when 14 ministers responsible for maritime safety signed the Paris Memorandum of Understanding on Port State Control. Each administration agreed to inspect 25% of the foreign ships visiting its ports, which accumulates to a 85-95 percent regional coverage. Although the 25% inspection target was hard to achieve in the initial stages, the overall inspection percentage has been held steadily around the required level during the past 5 years.

Other important elements of the MOU are harmonized inspection procedures and centralized recording of all inspection results in a computer database.

Although each maritime Authority remains responsible for its own inspection services, the

harmonization of inspection procedures continues to be one of the main objectives of the Paris MOU.

From the start Port State Control Officers have attended bi-annual seminars to discuss harmonizing of procedures and implementation of new international requirements. These seminars have been made possible with the financial assistance of the European Commission.

After 15 years of port State control, harmonized procedures, exchange of information and training of Port State Control Officers remain prime objectives for success.

Another element of successful port State control is the exchange of information on inspections. After distributing inspection reports on micro-fiches in the early 80's, computers were rapidly introduced in the Paris MOU region. The French maritime Authorities developed a computer system through which all MOU ports could

access data on inspections carried out in other ports and were able to insert their inspections directly into the SIRENaC (Système d'Information Relatif aux Navires Contrôlés) system. Various modifications of the SIRENaC system have taken place since. From 1 January 1998 an updated version of the system will enable all users to have access to the complete PSC history of each ship, to target ships using an integrated formula identifying potential substandard ships, and to send messages to all other MOU ports by using a mailbox system.

The SIRENaC system is also responsible for generating the annual statistical information which is contained in this report, as well as specific statistics to enable more effective policy making.

Over the past 15 years many of the procedures of the MOU have been changed or expanded. Identifying that the “human element” can be the weak link in the operational system on board, and following

the disasters of the Herald of Free Enterprise, the Exxon Valdez and the Scandinavian Star, the Paris MOU developed guidelines for the control of operational requirements on board. For the first time crew members could be required to demonstrate their proficiency with vital systems and procedures. Recognizing the importance of operational control, the IMO has adopted these procedures, which now apply world wide.



The crew may be required to demonstrate their proficiency in the use of vital life saving equipment.

In 1993 the initiative was taken to publish a list of flag States with a consistently poor safety record. Some countries have taken appropriate action to improve the condition of their fleet and have been removed from the list. Unfortunately it appears that a number of flags continue to have little or no control over the quality of their ships. As a result their ships are targeted for priority inspections and, if necessary, are detained until they are safe to proceed to sea again. Naming ships with a poor safety record was the next step, taken in 1994.

A list of ships with a record of multiple detentions over a 24 month period was made available to the press, international organizations and other interested parties. Work continues to improve the availability and content of this information.

A number of flags seem to have little or no control over the quality of their ships. As a result their ships shall be targeted for priority inspections and, if necessary, will be detained until they are safe to proceed to sea again.

To reflect changes and new initiatives, the Memorandum has been amended 20 times and has undergone some major revisions.

Several of these modifications were necessary to bring the Paris MOU in line with the EU Council Directive on Port State Control.

This Directive contains mandatory requirements for the EU Member States, of which 13 are also member of the Paris MOU. The 20th amendment brought all provisions of the MOU in line with the Directive, ensuring a continued harmonized enforcement of port State control in the region.

Since 1982 the Paris MOU has expanded from the original 14 Members to 18 maritime Authorities with the adherence of Canada, Poland, the Russian Federation and Croatia.

Much criticized by the maritime industry in the early stages, the same industry, as well as international organizations such as the IMO and ILO have recognized that the Paris MOU is a successful partner in the fight against sub-standard shipping and in the drive to enhance maritime safety, the protection of the marine environment and adequate working and living conditions on board.

2.2 Decisions taken by the Committee

During the 30th session of the Port State Control Committee, which was hosted by the Russian Federation in May 1997 in St. Petersburg, several important decisions were taken to further enhance the effectiveness of the Paris MOU.

During this meeting major amendments of the MOU were adopted to bring the Memorandum in line with the EU Council Directive on Port State Control and the IMO Assembly Resolution A. 787(19) "Procedures for Port State Control".

The MOU Advisory Board, which was established in 1996, introduced several initiatives to provide a more efficient working structure within the MOU and to develop more effective port State control. The Committee elected Mr. Odd. V. Vollene from Norway as its Chairman and the Working Group on Harmonization, which has contributed to developing new PSC procedures, was replaced by the Technical Evaluation Group (TEG).

Twelve Task Forces were charged with developing specific procedures and initiatives for evaluation by the TEG and consideration by the Committee.

With the entry into force of the International Safety Management Code approaching rapidly, the Committee adopted "Provisional Guidelines for the Control of the ISM Code". These guidelines contain procedures for PSCOs inspecting ships subject to the Code from 1 July 1998. The Committee decided that the implementation dates will be strictly enforced. Ships which do not have ISM Certification on board shall be detained and risk being banned from the region. These rules will be re-enforced by an EC Directive.

2.3 New technical structure under the Committee

The Technical Evaluation Group has been set up to facilitate decision making at Committee level, in order to improve effectiveness and harmonization within the Paris MOU. The TEG evaluates the work of 12 Task Forces, which have been assigned a work programme and a time table for specific tasks such as:

- procedures for the banning of ships
- preparation of the Concentrated Inspection Campaign on ISM Code implementation
- Harmonized guidelines and Concentrated Inspection Campaign on Bulk Carriers
- Filtering mechanism for class related deficiencies
- Improvements of SIRENaC system and statistical information
- Analysing results of Concentrated Inspection Campaign on living and working conditions
- Advanced training for Port State Control Officers

The first meeting of the TEG will take place in January 1998.

2.4 Upgrading of SIRENaC information system

A major revision of the PSC database of the Paris MOU, which is administered by the Centre Administratif des Affaires Maritimes in St. Malo, France, has been completed.

The speed with which software technology becomes obsolete requires regular updating of the SIRENaC information system.

On top of which several new elements had to be included, such as specific items of information stemming from the EC Council Directive, the inclusion of more inspection particulars, an extended history file and enhanced communication features. The on-line facilities were implemented on 1 January 1998.

In addition to the operational database, a new statistical information system will be developed to allow for various queries by the MOU Members and the European Commission.

At the same time a new Windows based version of the local software for use by the individual port States will be developed to match the new SIRENaC F information system. This software will include a number of new features for uniform data entry and is expected to become operational in the spring of 1998.

2.5 Training of Port State Control Officers

Training of Port State Control Officers has remained a priority of the Paris MOU. Stringent qualitative criteria must be met by Port State Control Officers. Basic training for flag State and port State inspections is provided by each individual administration.

However, in order to harmonize procedures on a practical level and to discuss the control aspects of new international regulations, the Paris MOU has

organized PSC Seminars twice a year. These seminars have been financially supported by the European Commission.

In 1997 the 24th and 25th PSC seminars took place in Denmark and Croatia, respectively.

The main topics of the seminars were:

- Implementation of new PSC procedures
- Requirements for High Speed Craft, including PSC related aspects
- Concentrated Inspection Campaign on Working and Living Conditions
- ISM Code compliance and ship-related auditing practices.

In addition to regular PSC seminars, the Paris MOU has identified the need to establish a programme for

advanced training of PSCO's, in order to keep abreast of technological change in the maritime field and of corresponding regulatory developments. For this purpose a special Steering Group was tasked to develop the principles of advanced and specialized training modules on port State control.

At the end of 1997, the Commission of the European Communities, which attaches great value to this programme and is therefore prepared to sponsor it financially, selected a consortium of professional training institutes to develop modules for advanced port State control training.

It is anticipated that the first advanced training course on port State control will commence during the second half of 1998.



Training for Port State Control Officers also focussed on regulations for high speed craft.

2.6 Paris MOU on Internet

Information technology is one of the corner stones of successful operations. One of the most rapidly expanding sources of information during the last decade has, without any doubt, been the Internet. Recognizing the importance of availability of information, both for internal and external purposes, the Committee requested the Secretariat to develop a website, containing information on the operation of port State control in the Paris MOU region. At the end of the summer of 1997 the official Internet site of the Paris MOU was opened at "www.parismou.org" on the World Wide Web.

The site contains:

- general information on port State control
- an electronic copy of the Annual Report
- down-loadable text of the Paris MOU
- contact addresses of the participating maritime Authorities
- a database of detained ships, including down-loadable lists of detentions
- important PSC related news items.

A review of the first 5 months of operation has indicated that the website was visited by 1854 different countries and organizations, with a total of 116.744 consultations for information.

3. Joint Ministerial Conference on Port State Control

At the initiative of the Canadian Minister for Transport, extensive preparations were made for the first joint Ministerial Conference between the Paris and Asia-Pacific Memoranda on Port State Control. Canada, being a member of both regional agreements, called for this Conference which is aimed at joint agreement on enforcement measures and to improve co-operation in the elimination of sub-standard ships.

Despite extensive internationally agreed rules to promote safety of life at sea, on-board living and working conditions and protection of the marine environment, and although world shipping is generally operated in a safe and responsible manner, a number of shipowners and operators continue to conduct their business with disregard for these rules, threatening both lives and the marine environment and often obtaining an unfair competitive advantage over responsible operators.

This unacceptable conduct has flourished due to the inadequate control by several flag State Administrations which, despite having primary

responsibility under international law for enforcing international requirements, consistently ignore such conduct or fail otherwise to exercise such responsibility.

In spite of the fact that port State control has been applied as a separate mechanism against substandard ships for over a decade, such control has not succeeded in fully eliminating persistent pockets of non-compliance.

Joint measures in each region to improve co-operation in the elimination of sub-standard ships.

For the purpose of identifying joint area's of action for both regional port State control agreements, several preparatory meetings have taken place in the course of the year under review.

The preparations of a working group were concluded by a meeting of high level officials, which was held in Victoria BC, Canada, in September 1997.

The Conference, during which Ministers are expected to agree on strong concerted action to eliminate sub-standard shipping, is scheduled to take place on 24-25 March 1998 in Vancouver, Canada.

4. Control initiatives on ISM implementation

Ships which do not carry the necessary Document of Compliance (DOC) and Safety Management Certificate (SMC) face a ban from all ports in the Paris MOU region. The Port State Control Committee of the Paris MOU, recognizing the importance of the provisions contained in the ISM-Code, has adopted "Provisional Guidelines for the Control on the ISM-Code" and decided that the implementation dates regarding certification will be strictly enforced.

The provisional guidelines, *inter alia*, include the following procedures:

- During the initial inspection the Document of Compliance (DOC) and the Safety Management Certificate (SMC) will be checked.

A SMC is not valid unless the operating company holds a valid DOC for that ship type.

- When ISM certification is absent or inaccurate or detainable deficiencies in other areas are found, the ship shall be subject to a more detailed inspection.
- If no International Safety Management Certification can be produced on board, the ship shall be detained until such certificates have been provided.
- However, the detention may be lifted, provided there are no other detainable deficiencies outstanding. Subsequently, the ship shall be refused access to all Paris MOU ports until valid ISM certificates are provided.



Serious deficiencies are indications for a malfunctioning safety management system.

This principle will be re-enforced by the adoption of an amendment to the European port State control Directive.

Although the ISM-Code is related to a documented and approved safety management system, it is obvious that there has to be a clear link with the officers and crew on board. If the crew considers the management system as a piece of paper only, without including the principles in their day-to-day practice on board, deficiencies and non-conformities are to be expected on board.

From the last quarter of 1997 PSC inspections included verification of the ISM implementation

process on board. Ships which could not produce any evidence that the implementation of a Safety Management System has started, have been issued a

Letter of Warning (LoW).

The letter sets out the serious consequences of non-compliance. The master is instructed to inform his owner of these possible consequences.

Starting on 1 July 1998, the Paris MOU will embark on a Concentrated Inspection Campaign to verify compliance with the ISM Code.

It is anticipated that during this campaign approximately 4000 ships will be inspected.

If the crew considers the management system as a piece of paper only, without including the principles in their day-to-day practice on board, deficiencies and non-conformities are to be expected on board.

5. Concentrated Inspection Campaigns

Concentrated Inspection Campaigns were introduced in the Paris MOU in 1995 and have proved effective. These campaigns focus on a particular area on board, with the aim of gathering information on the compliance with international regulations applicable to that specific area and to help improve compliance. Besides, experience shows that a certain preventive effect can be detected.

Each campaign is prepared by experts and is usually limited to checking a number of specific items of inspection. By limiting the scope of the campaign to these items, the port State can check compliance within an acceptable time period.

During the 1997 Concentrated Inspection Campaign on working and living conditions, 3944 ships were inspected

To ensure a harmonized application, Port State Control Officers are briefed about the scheduled campaign during PSC Seminars.



A clean galley and hygienic food preparation are essential for the well-being of the crew.

Concentrated inspection Campaigns are carried out over a period of 3 months, during which some 4000 ships are inspected.

After a successful Concentrated Inspection Campaign on Oil Record Books in 1996, the Committee decided that the 1997 campaign should focus on living and working conditions on board ship.

During this campaign particular attention was paid to the following areas:

- adequate food storage
- food supplies for intended voyage to the next port

- condition of the galley
- vermin in galley and/or storage spaces- condition of equipment for receiving and producing potable water
- ventilation and heating in accommodation
- sanitary facilities
- hospital accommodation
- condition of accommodation spaces

The evaluation results of this campaign, which involved 3944 ships, will be presented to the 31st meeting of the Port State Control Committee in April 1998.

6. Co-operation with other organizations

The Paris MOU co-operates with three other regional agreements on port State control:

- the Acuerdo de Viña del Mar (Latin-American Region), established in 1992.
- the Tokyo Memorandum of Understanding (Asia-Pacific Region), established in 1993.
- the Caribbean Memorandum of Understanding, established in 1996.

6.1 Tokyo MOU

Contact with the regional port State control system in the Asia-Pacific region (Tokyo MOU) progressed during the period under review. Mutual participation in meetings was considered very useful for the purpose of exchanging information and expertise. In the light of current developments, it is anticipated that mutual co-operation between the Paris MOU and the Tokyo MOU will continue to develop with a view to improving early identification of sub-standard ships.

6.2 Acuerdo de Viña del Mar

The Port State Control Committee of the regional port State control system in Latin-America, the Acuerdo de Viña del Mar, held its fourth meeting in Viña del Mar, Chile, from 1- 3 October 1997. Among the topics considered were the streamlining of the information centre (CIALA) making use of Internet and E-mail facilities. Several amendments to the agreement were adopted. With the implementation of the agreement by Colombia, Ecuador and Peru,

11 maritime Administrations have now implemented the Viña del Mar Agreement.

6.3 Caribbean MOU

Maritime Authorities of 22 Caribbean States and Territories held the first meeting of the Caribbean Port State Control Committee in the Cayman Islands in January 1997. The first meeting of the Committee set the basis for effective implementation of port State control by taking important decisions with regard to procedural matters, operational issues pertaining to

the Caribbean MOU Secretariat, and the related Information Centre. The Secretariat is hosted by the Maritime Authorities of Barbados and an information centre will be established on Curaçao. In October 1997, the Caribbean Port State Control Committee held

its 2nd meeting on Aruba, reviewing the progress made on the implementation of the MOU.

6.4 Other regional developments on Port State Control

At the initiative of the International Maritime Organization the development of other regional systems of port State control is taking shape. In 1997 a regional agreement was concluded in the Mediterranean between 8 maritime Authorities. Other developments took place in the Indian Ocean region and are anticipated in the Central-West African region.

The Paris MOU has been reluctant to get involved in the preparatory stages of development of some new PSC regions.

In the year under review the Paris MOU has been reluctant to get involved in the preparatory stages of development of some new PSC regions, since many

of the Administrations involved also have been included in the list of flag States showing a consistent above average detention rate.



Co-operation between between the Paris and Tokyo MOU is essential. In particular for countries which are a member of both regional port State Control systems (photo: Port of Vancouver).

7. Facts and figures

7.1 Inspections

During the period under review 16,813 inspections have been carried out on 10,719 foreign merchant ships registered in 108 different flag States. This year the number of inspections is slightly higher than the inspection figures of the previous two years (1996: 16,070; 1995: 16,381; 1994: 16,964), but the overall inspection effort in the Paris MOU region has remained fairly consistent.

The numbers of ships involved show equal consistency (1996: 10,256; 1995: 10,563; 1994: 10,694), which may indicate that the regional coverage of port State control inspections in the Paris MOU region has reached a maximum achievable level. When measured in relation to the 25% inspection commitment as laid down in the Paris Memorandum, the average inspection rate in the region amounted to 25.6% in 1997 (1996: 24.5%; 1995: 25.9%; 1994: 26.8%).

The slightly higher figures for 1997 may indicate that despite the fact that the Paris MOU members have improved their targeting of potential substandard ships, extra effort was made to increase the number of inspections, resulting in a higher inspection percentage. A chart presenting the individual efforts of the Paris MOU members, has been included in the statistical annexes to this annual report.

As anticipated last year, the inspection percentage also increased after the entry into force of the EU Directive on Port State Control which makes it mandatory for the EU Member States to achieve the inspection target.

7.2 Detentions

The number of ships detained for deficiencies clearly hazardous to safety, health or the environment amounted to 1,624 in 1997. After several years in which the number of ships detained had risen, in 1996 for the first time the detention figures dropped significantly (1996: 1719; 1995: 1,837; 1994: 1,597).

This trend was continued in 1997 and may indicate that the overall safety standards of the world fleet are improving.

The detentions expressed as a percentage of the number of individual ships inspected amounted to 15.2% in the year under review. When compared with 1995, this figure is more than 2% lower and could be a clear signal that the intensified control measures under the Paris MOU are taking effect and make the operation of sub-standard ships in the region increasingly difficult.

Port State Control inspection figures indicate that the overall safety standards of the world fleet might be improving.

This fact, combined with port State control efforts in other areas in the world should be an incentive for ship owners to improve the quality of their ships or scrap and replace them by new tonnage.

However, it is again noted with great concern that among the flag States whose registered ships have a higher than average three-year rolling detention rate, there seems to be a “hard core” of States that have persistently figured in the “list of shame” since it was introduced in this annual report in 1992, without showing any sign of improvement.

Within the framework of the Paris MOU, port State control authorities will continue to focus on ships flying the flags of such States and the detention record will remain an important targeting criterion in the selection of ships for port State control inspections.

Looking at detentions by ship type over several years, it is observed that general dry cargo ships and dry bulk carriers still account for over 75% of all detentions.

Although the overall trend is a slight decrease in detention percentages of all individual ship types, detention levels are still alarmingly high.

Detention percentages of all other ship types fall well below the average detention percentage. This applies to gas carriers, passenger ships and ro-ro/container ships in particular.

Statistical annexes to this report show the detention percentage for each ship type in relation to the average detention percentage.

A comparison of detention rates in 1996 and 1997 by ship type is also given in the statistical annexes to this report.

7.3 Deficiencies

The number of deficiencies noted during port State control inspections in 1997 (53,311) showed a slight decrease for the second consecutive year (1996:

53,967; 1995: 54,451; 1994: 53,210).

Nevertheless, the total number of deficiencies observed remains extremely high.

A rather substantial decrease is observed in the number of deficiencies in traditional high deficiency areas such as ship's

certificates, life saving appliances, fire fighting equipment, safety in general and navigation.

On the other hand, in a number of other areas deficiencies have increased dramatically. In particular deficiencies related to working and living conditions have increased: accommodation (54%), food and catering (120%), working spaces (23%) accident prevention (33%).

The substantial increase in the number of deficiencies in these categories reflect the result of the concentrated inspection campaign on compliance with living and working conditions, which took place in the second part of 1997. Considering that this campaign only covered a period of three months, these figures clearly underline the impact of concentrated inspection campaigns.

Although the overall trend is a slight decrease in detention percentages of all individual ship types, detention levels are still alarmingly high.

The increased figures may also indicate that some shipowners are now trying to save costs and cut corners at the expense of the wellbeing of the crew on board. If this is the case, port States have to be vigilant to ensure that such a trend is reversed.

In order to consider the number of deficiencies more objectively, they may be expressed as a ratio of the number of inspections or, alternatively, as a ratio of the number of ships involved. The deficiency ratio for 1997 in relation to the number of inspections is 3.17, which implies that an average of 3.17 deficiencies were observed in each port State control inspection. This ratio is slightly lower than the 1996 figure (1996: 3.36; 1995: 3.32; 1994: 3.14). The 1997 deficiency ratio in relation to the number of individual ships involved amounted to 4.97 (1996: 5.26; 1995: 5.15; 1994: 4.98).

Figures may indicate that some shipowners are now trying to save costs and cut corners at the expense of the wellbeing of the crew on board.

These figures support the cautious optimism expressed in last year's annual report that for the first time in many years a n overall downward trend may be established.

However, the above deficiency ratios have been expressed in relation to all ships involved in port State control inspections, irrespective of whether or not deficiencies were found. Obviously, only ships in which deficiencies were found are responsible for the total number of deficiencies. Considering that in 8663 inspections (52.71% of all inspections) deficiencies were noted, it is this number that is responsible for the total of 53,331 deficiencies. This implies that the deficiency ratio for inspections in which deficiencies were noted amounted to 6.02 (1996: 6.23; 1995: 6.36; 1994: 6.10), which is a decrease for the second year in a row.

Paris Memorandum of Understanding on Port State Control

STATISTICAL ANNEXES TO THE 1997 ANNUAL REPORT

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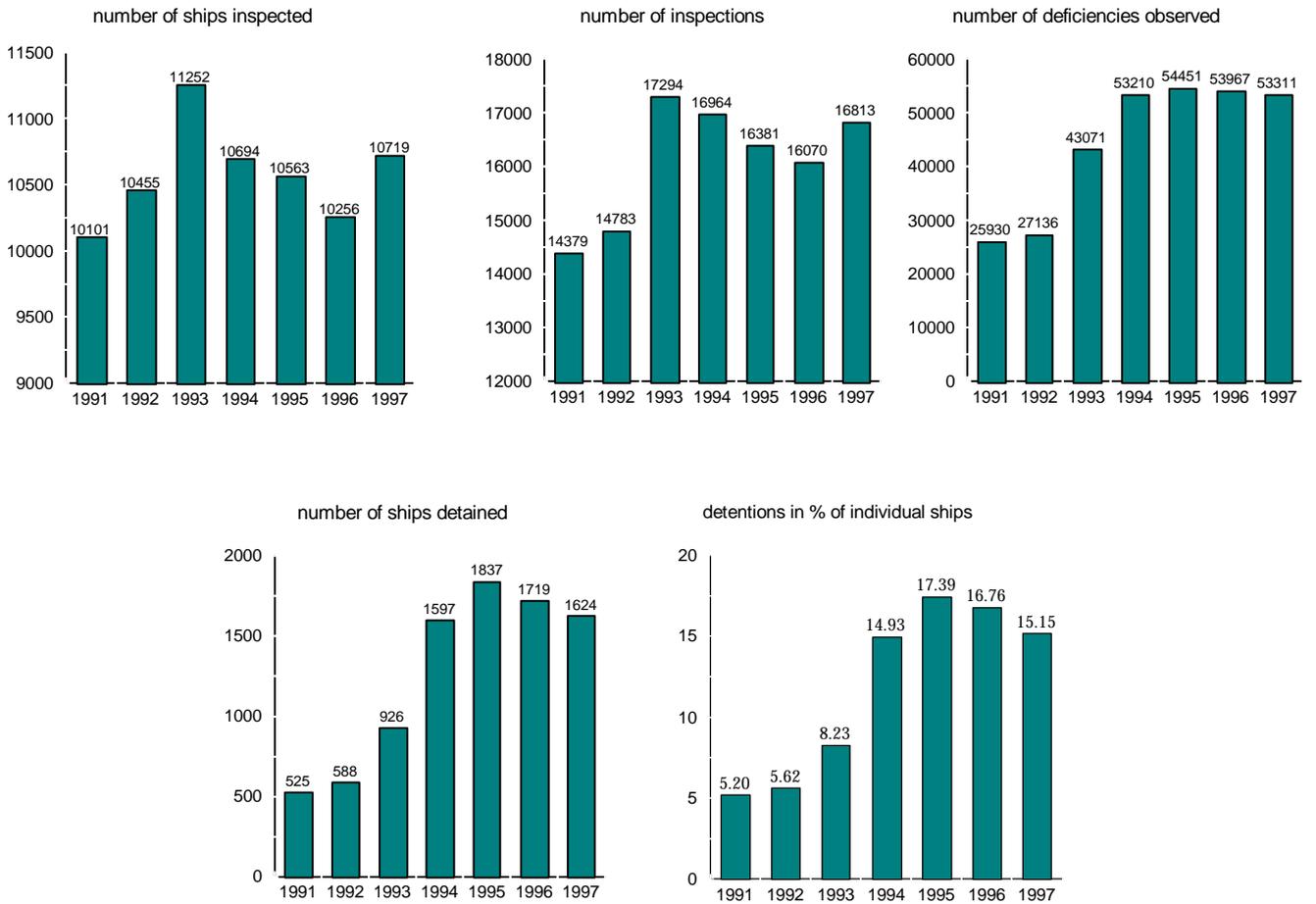
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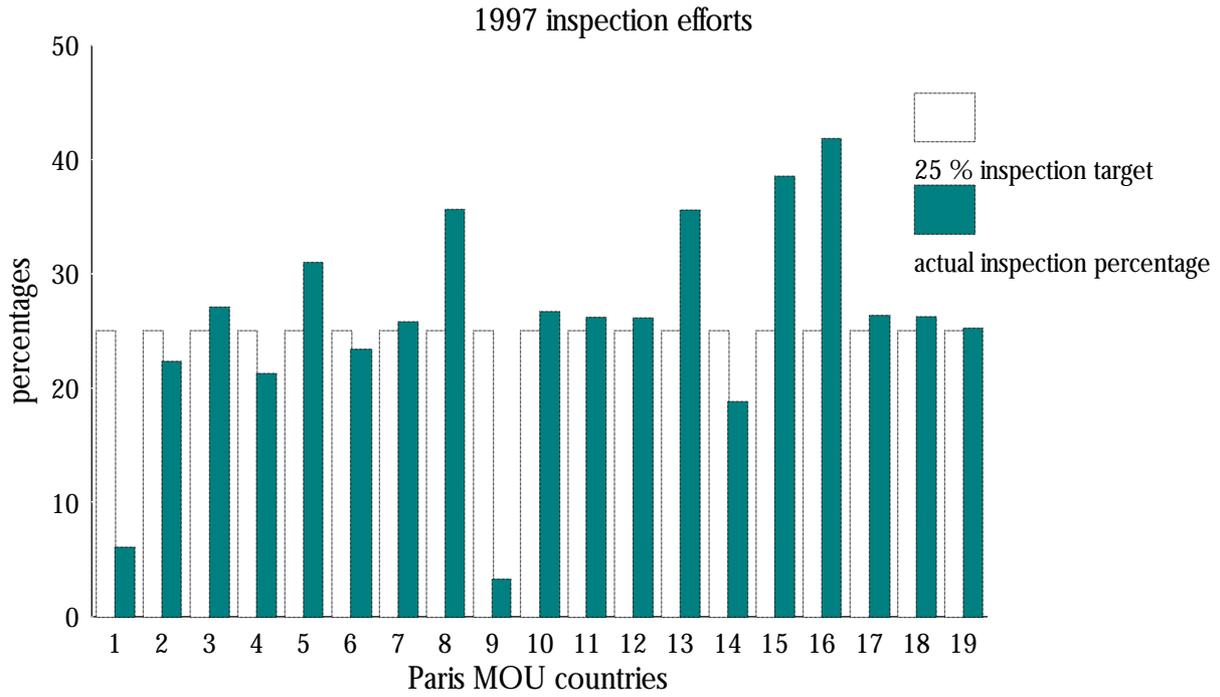
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Basic port State control figures 1997

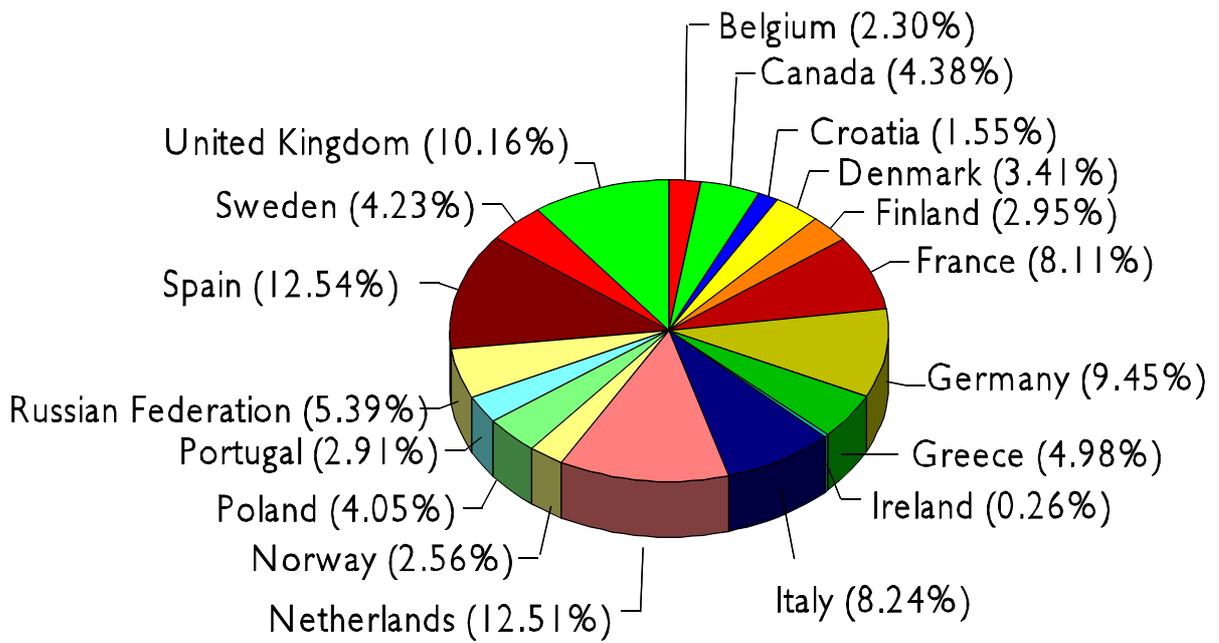


1997 inspection efforts by individual Paris MOU members



1 = Belgium	6 = France	11 = Netherlands	16 = Spain
2 = Canada	7 = Germany	12 = Norway	17 = Sweden
3 = Croatia	8 = Greece	13 = Poland	18 = United Kingdom
4 = Denmark	9 = Ireland	14 = Portugal	19 = all Paris MOU countries
5 = Finland	10 = Italy	15 = Russian Federation	

***Contribution to total inspection effort
of each Paris MOU country***



Number of inspections per flag State

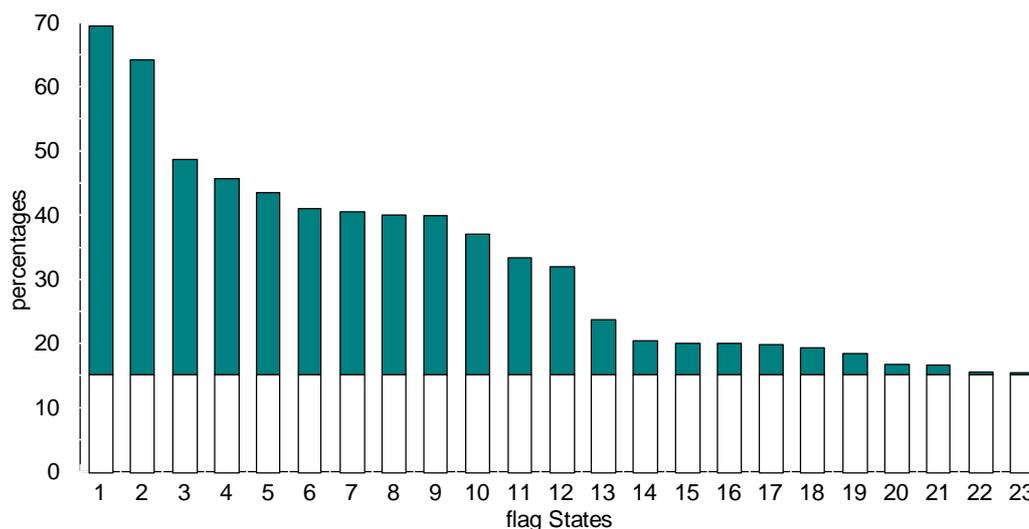
FLAG STATES	INSPECTIONS		
	1995	1996	1997
ALBANIA	2	5	7
ALGERIA	72	65	57
ANTIGUA & BARBUDA	638	689	650
ANTILLES, NETHERLANDS'	111	96	68
ARGENTINA	8	6	3
AUSTRALIA	2	2	1
AUSTRIA	52	58	50
AZERBAIDZHAN	21	25	30
BAHAMAS	945	939	998
BAHRAIN	8	3	4
BANGLADESH	6	7	16
BARBADOS	61	84	104
BELGIUM	12	8	6
BELIZE	45	91	144
BERMUDA	40	28	50
BRAZIL	25	14	14
BULGARIA	89	69	90
CAMBODIA	0	14	39
CAMEROON, UNITED REPUBLIC OF	6	2	2
CANADA	6	10	5
CAPE VERDE	12	6	9
CAYMAN ISLANDS	13	25	28
CHILE	4	1	0
CHINA, PEOPLE'S REPUBLIC OF	152	141	149
COLOMBIA	4	3	1
COMORES	0	1	0
COOK ISLANDS	0	0	1
CROATIA	44	77	61
CUBA	52	41	27
CYPRUS	1484	1429	1400

FLAG STATES	INSPECTIONS		
	1995	1996	1997
CZECHIAN REPUBLIC	11	6	0
DENMARK	433	443	388
DOMINICAN REPUBLIC	1	0	0
ECUADOR	7	1	0
EGYPT	93	61	64
EQUATORIAL GUINEA	0	0	7
ESTONIA	145	122	135
ETHIOPIA	14	13	9
FAEROER ISLANDS	18	17	14
FJI	1	0	0
FINLAND	110	119	139
FRANCE	75	78	93
GABON	8	2	2
GEORGIA	15	7	9
GERMANY, FEDERAL REPUBLIC OF	631	648	565
GHANA	2	3	0
GIBRALTAR	6	12	5
GREECE	684	580	480
GUINEA-BISSAU	0	0	4
HONDURAS	251	188	189
HONGKONG	102	107	85
HUNGARY	6	7	7
ICELAND	4	4	5
INDIA	92	80	73
INDONESIA	3	2	3
IRAN	35	25	48
IRELAND	111	93	89
ISRAEL	32	24	30
ITALY	209	190	205
IVORY COAST	3	1	0
JAPAN	48	37	33
KOREA, DEMOCRATIC REPUBLIC OF	2	0	0
KOREA, REPUBLIC OF	43	35	65
KUWAIT	19	12	8
LATVIA	120	88	82
LEBANON	45	38	52
LIBERIA	765	818	849

FLAG STATES	INSPECTIONS		
	1995	1996	1997
LIBYAN ARAB YAMAHIRYIA	35	30	33
LITHUANIA	152	146	112
LUXEMBOURG	40	30	39
MALAYSIA	22	37	43
MALEDIVES	0	0	1
MALTA	954	1019	1245
MAN, ISLE OF	62	75	117
MARSHALL ISLANDS	69	85	109
MAURITIUS	7	9	15
MEXICO	11	8	9
MOROCCO	63	69	77
MOZAMBIQUE	1	0	0
MYANMAR, UNION OF	16	20	19
NETHERLANDS	497	561	685
NEW ZEALAND	1	0	0
NIGERIA	5	11	5
NORWAY	828	791	831
PAKISTAN	16	19	14
PANAMA	1215	1206	1397
PHILIPPINES	115	98	105
POLAND	198	186	159
PORTUGAL	80	97	145
QATAR	12	9	17
ROMANIA	182	153	148
RUSSIAN FEDERATION	1413	1323	1153
SAUDI ARABIA	13	20	23
SENEGAL	1	0	0
SINGAPORE	121	129	219
SLOVAKIA	0	2	3
SLOVENIA	1	1	2
SOMALIA	2	1	0
SOUTH AFRICA	5	4	6
SPAIN	56	50	53
SRI LANKA	15	8	12
ST. VINCENT & GRENADINES	475	510	577
SUDAN	9	10	7

FLAG STATES	INSPECTIONS		
	1995	1996	1997
SURINAME	0	0	1
SWEDEN	277	305	274
SWITZERLAND	17	14	21
SYRIAN ARAB REPUBLIC	51	91	123
TAIWAN	52	57	45
THAILAND	22	29	35
TRINIDAD & TOBAGO	1	0	0
TUNISIA	28	24	18
TURKEY	481	463	601
TURKMENISTAN	0	1	6
TUVALU	23	27	27
UKRAINE	334	257	263
UNITED ARAB EMIRATES	11	6	7
UNITED KINGDOM	207	175	170
URUGUAY	2	1	2
USA	57	46	40
VANUATU	61	51	45
VENEZUELA	4	3	0
VIET NAM	1	1	2
YUGOSLAVIA	2	0	0
ZAIRE	0	2	2
TOTALS	16381	16070	16813

Detentions per flag State, exceeding average percentage (expressed as a percentage of respective number of individual ships involved)



Note 1.

Each bar diagram represents the detention percentage of individual flag States. The numbers of the bar diagrams correspond with the numbers used in the % table reproduced on the opposite page, in which figures in more detail have been given.

The white area at the bottom of each bar diagram represents the level of the 1997 average detention percentage (= 15.15 %).

Note 2.

In this diagram only those flag States have been included of which 20 individual ships or more were involved in a port State control inspection during 1997. This diagram does not reflect the total number of calls at region ports by individual ships.

A complete summary of detentions per flag States has been given in the tables on pages 32-35 of this annual report.

Detentions per flag State, exceeding average percentage
(expressed as a percentage of respective number of individual ships involved)

number of bar diagram	flag States	number of individual ships involved	number of detentions	detention percentage	average detention percentage	excess of average percentage
1	BELIZE	72	50	69.44	15.15	54.29
2	HONDURAS	95	61	64.21	15.15	49.06
3	LEBANON	37	18	48.65	15.15	33.50
4	MOROCCO	35	16	45.71	15.15	30.56
5	SYRIAN ARAB REPUBLIC	85	37	43.53	15.15	28.38
6	ROMANIA	95	39	41.05	15.15	25.90
7	EGYPT	37	15	40.54	15.15	25.39
8	CAMBODIA	20	8	40.00	15.15	24.85
9	TURKEY	366	146	39.89	15.15	24.74
10	MALAYSIA	27	10	37.04	15.15	21.89
11	LIBYAN ARAB YAMAHIRYIA	24	8	33.33	15.15	18.18
12	ST. VINCENT & GRENADINES	316	101	31.96	15.15	16.81
13	ALGERIA	38	9	23.68	15.15	8.53
14	CROATIA	44	9	20.45	15.15	5.30
15	THAILAND	20	4	20.00	15.15	4.85
16	AZERBAIDZHAN	20	4	20.00	15.15	4.85
17	MALTA	767	152	19.82	15.15	4.67
18	CYPRUS	845	163	19.29	15.15	4.14
19	BULGARIA	65	12	18.46	15.15	3.31
20	PANAMA	960	161	16.77	15.15	1.62
21	LATVIA	48	8	16.67	15.15	1.52
22	RUSSIAN FEDERATION	733	114	15.55	15.15	0.40
23	UKRAINE	194	30	15.46	15.15	0.31

Summary of detentions per flag State, related to individual ships involved

Flag States not mentioned in this table had no ships involved in a detention in the period 1995-1997

flag States	number of individual ships involved				number of detentions				3-year rolling average detention %
	1995	1996	1997	total	1995	1996	1997	total	
ALBANIA	1	5	4	10	1	3	4	8	80.00
ALGERIA	45	41	38	124	18	19	9	46	37.10
ANTIGUA & BARBUDA	341	364	341	1046	42	46	39	127	12.14
ANTILLES, NETHERLANDS	68	63	50	181	10	9	6	25	13.81
ARGENTINA	6	4	2	12	1	1	0	2	16.67
AUSTRALIA	0	2	1	3	0	1	0	1	33.33
AUSTRIA	29	28	26	83	0	2	1	3	3.61
AZERBAIDZHAN	16	17	20	53	6	1	4	11	20.75
BAHAMAS	566	576	617	1759	51	59	54	164	9.32
BAHRAIN	4	2	3	9	1	0	0	1	11.11
BANGLADESH	5	4	6	15	3	1	5	9	60.00
BARBADOS	33	44	54	131	5	10	7	22	16.79
BELIZE	25	42	72	139	12	22	50	84	60.43
BERMUDA	31	23	35	89	0	1	1	2	2.25
BRAZIL	18	11	11	40	5	4	0	9	22.50
BULGARIA	55	50	65	170	18	8	12	38	22.35
CAMBODIA	0	6	20	26	0	2	8	10	38.46
CAMEROON, UNITED REPUBLIC OF	10	1	2	13	2	0	0	2	15.38
CANADA	6	7	3	16	1	1	1	3	18.75
CAPE VERDE	7	4	6	17	1	3	4	8	47.06
CAYMAN ISLANDS	10	15	22	47	0	3	1	4	8.51
CHINA, PEOPLE'S REPUBLIC	120	104	122	346	26	20	9	55	15.90
COLOMBIA	2	2	1	5	0	0	1	1	20.00
CROATIA	27	46	44	117	4	11	9	24	20.51
CUBA	27	17	14	58	14	6	6	26	44.83
CYPRUS	870	856	845	2571	173	176	163	512	19.91

Flag States not mentioned in this table had no ships involved in a detention in the period 1995-1997

flag States	number of individual ships involved				number of detentions				3-year rolling average detention %
	1995	1996	1997	total	1995	1996	1997	total	
CZECHIAN REPUBLIC	0	5	0	5	0	1	0	1	20.00
DENMARK	294	297	269	860	13	12	10	35	4.07
ECUADOR	6	1	0	7	1	0	0	1	14.29
EGYPT	50	40	37	127	24	9	15	48	37.80
EQUATORIAL GUINEE	0	0	6	6	0	0	4	4	66.67
ESTONIA	87	73	72	232	18	16	10	44	18.97
ETHIOPIA	9	9	7	25	1	1	0	2	8.00
FAEROER ISLANDS	10	13	11	34	2	3	1	6	17.65
FJI	1	0	0	1	1	0	0	1	100.00
FINLAND	81	89	92	262	7	1	3	11	4.20
FRANCE	51	59	65	175	2	1	6	9	5.14
GABON	3	2	2	7	2	1	0	3	42.86
GEORGIA	9	5	4	18	10	5	5	20	111.11
GERMANY, FEDERAL REPUBLIC OF	442	427	390	1259	19	16	12	47	3.73
GHANA	1	2	0	3	1	0	0	1	33.33
GIBRALTAR	6	8	5	19	1	3	0	4	21.05
GREECE	475	412	345	1232	80	61	33	174	14.12
GUINEA-BISSAU	0	0	2	2	0	0	3	3	150.00
HONDURAS	135	108	95	338	82	63	61	206	60.95
HONG KONG	75	85	69	229	2	5	5	12	5.24
HUNGARY	0	5	7	12	0	1	0	1	8.33
ICELAND	4	3	3	10	0	0	1	1	10.00
INDIA	52	45	52	149	7	1	6	14	9.40
INDONESIA	1	1	2	4	0	0	1	1	25.00
IRAN	22	20	33	75	6	5	5	16	21.33
IRELAND	53	43	47	143	4	1	2	7	4.90
ISRAEL	20	18	20	58	1	0	3	4	6.90
ITALY	141	127	135	403	18	13	14	45	11.17
IVORY COAST	3	1	0	4	1	1	0	2	50.00

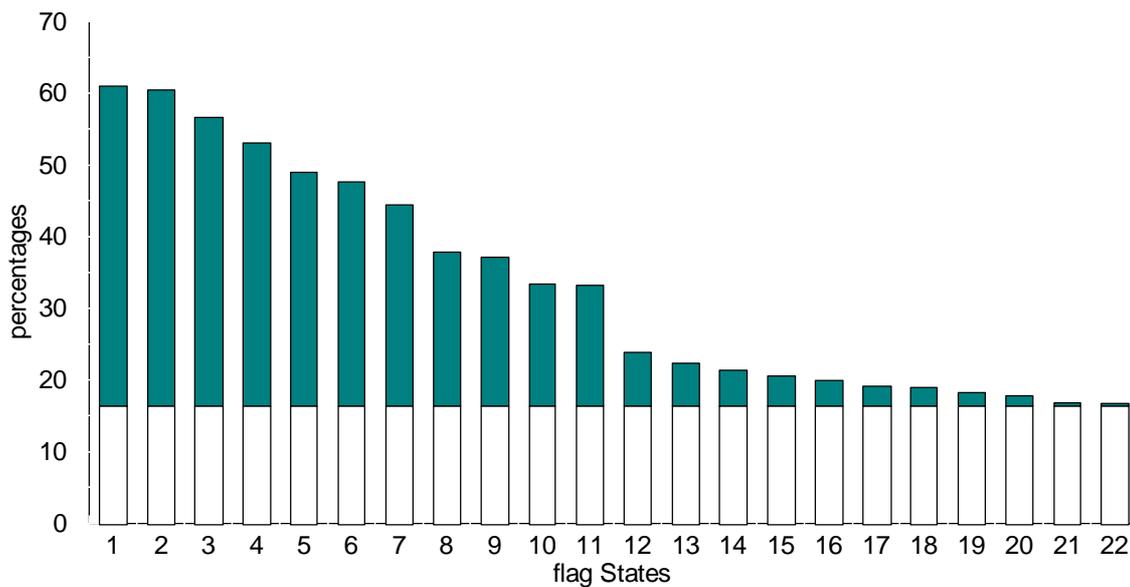
Flag States not mentioned in this table had no ships involved in a detention in the period 1995-1997

flag States	number of individual ships involved				number of detentions				3-year rolling average detention %
	1995	1996	1997	total	1995	1996	1997	total	
JAPAN	38	26	22	86	2	0	0	2	2.33
KOREA, DEMOCRATIC REPUBLIC OF	2	0	0	2	2	0	0	2	100.00
KOREA, REPUBLIC OF	28	30	48	106	3	2	3	8	7.55
KUWAIT	12	8	8	28	1	0	1	2	7.14
LATVIA	81	59	48	188	13	6	8	27	14.36
LEBANON	25	28	37	90	9	13	18	40	44.44
LIBERIA	548	573	596	1717	32	44	41	117	6.81
LIBYAN ARAB YAMAHIRYIA	20	22	24	66	7	7	8	22	33.33
LITHUANIA	89	85	70	244	23	8	7	38	15.57
LUXEMBOURG	28	20	25	73	1	2	2	5	6.85
MALAYSIA	21	25	27	73	0	3	10	13	17.81
MALTA	561	599	767	1927	165	143	152	460	23.87
MAN, ISLE OF	45	56	73	174	3	3	9	15	8.62
MARSHALL ISLANDS	45	50	66	161	3	3	3	9	5.59
MAURITIUS	5	6	9	20	1	2	5	8	40.00
MEXICO	8	7	6	21	1	0	0	1	4.76
MOROCCO	32	31	35	98	13	19	16	48	48.98
MOZAMBIQUE	1	0	0	1	1	0	0	1	100.00
MYANMAR, UNION OF	10	11	10	31	0	1	1	2	6.45
NETHERLANDS	326	361	411	1098	23	21	22	66	6.01
NIGERIA	3	5	3	11	2	3	2	7	63.64
NORWAY	572	533	538	1643	46	29	24	99	6.03
PAKISTAN	8	11	9	28	3	4	2	9	32.14
PANAMA	795	822	960	2577	154	156	161	471	18.28
PHILIPPINES	82	67	71	220	7	10	8	25	11.36
POLAND	139	104	107	350	16	16	6	38	10.86
PORTUGAL	38	41	64	143	12	5	5	22	15.38
QATAR	9	7	10	26	1	0	0	1	3.85
ROMANIA	104	93	95	292	72	44	39	155	53.08

Flag States not mentioned in this table had no ships involved in a detention in the period 1995-1997

flag States	number of individual ships involved				number of detentions				3-year rolling average detention %
	1995	1996	1997	total	1995	1996	1997	total	
RUSSIAN FEDERATION	957	848	733	2538	159	151	114	424	16.71
SAUDI ARABIA	8	14	16	38	1	1	1	3	7.89
SINGAPORE	87	98	142	327	4	6	10	20	6.12
SLOVAKIA	0	1	1	2	0	0	1	1	50.00
SOUTH AFRICA	0	3	4	7	0	0	1	1	14.29
SPAIN	39	35	32	106	3	1	3	7	6.60
ST. VINCENT & GRENADINES	287	265	316	868	91	96	101	288	33.18
SUDAN	4	4	4	12	3	2	1	6	50.00
SWEDEN	190	188	188	566	5	5	10	20	3.53
SWITZERLAND	11	10	12	33	0	1	0	1	3.03
SYRIAN ARAB REPUBLIC	38	59	85	182	20	46	37	103	56.59
TAIWAN	39	37	33	109	3	1	1	5	4.59
THAILAND	14	22	20	56	5	12	4	21	37.50
TUNISIA	14	15	11	40	6	6	1	13	32.50
TURKEY	301	298	366	965	157	157	146	460	47.67
TURKMENISTAN	0	1	3	4	0	1	3	4	100.00
TUVALU	11	11	13	35	2	2	1	5	14.29
UKRAINE	244	199	194	637	48	44	30	122	19.15
UNITED ARAB EMIRATES	8	5	6	19	1	1	1	3	15.79
UNITED KINGDOM	152	141	123	416	7	4	7	18	4.33
URUGUAY	1	1	2	4	1	0	0	1	25.00
USA	47	36	31	114	2	1	0	3	2.63
VANUATU	45	33	31	109	5	6	3	14	12.84
VENEZUELA	3	3	0	6	0	1	0	1	16.67
VIET NAM	1	1	1	3	1	0	1	2	66.67
TOTALS	10563	10256	10719	31538	1837	1719	1624	5180	16.42

Flag States with detention percentages exceeding 3-year rolling average percentage, to be targeted as priority cases in 1998-1999
(detentions expressed as a percentage of 3-year total of respective individual ships involved)



Note 1.

Each bar diagram represents the 3-year rolling average detention percentage (1995-1997) of individual flag States. The numbers of the bar diagrams correspond with the numbers used in the table reproduced on the opposite page, in which figures in more detail have been given.

The white area at the bottom of each bar diagram represents the level of the 3-year rolling average detention percentage over the years 1995-1997 (= 16.42 %).

Note 2.

In this diagram only those flag States have been included of which 60 individual ships or more were involved in a port State control inspection in the period 1995-1997. This diagram does not reflect the total number of calls at region ports by individual ships.

A complete summary of detentions per flag States has been given in the tables on pages 32-35 of this annual report.

Flag States with detention percentages exceeding 3-year rolling average percentage, to be targeted as priority cases in 1998-1999
(detentions expressed as a percentage of 3-year total of respective individual ships involved)

number of bar diagram	flag States	number of individual ships involved 1995-1997	number of detentions 1995-1997	detention percentage 1995-1997	average detention percentage 1995- 1997	excess of av. percentage 1995-1997
1	HONDURAS	338	206	60.95	16.42	44.53
2	BELIZE	139	84	60.43	16.42	44.01
3	SYRIAN ARAB REPUBLIC	182	103	56.59	16.42	40.17
4	ROMANIA	292	155	53.08	16.42	36.66
5	MOROCCO	98	48	48.98	16.42	32.56
6	TURKEY	965	460	47.67	16.42	31.25
7	LEBANON	90	40	44.44	16.42	28.02
8	EGYPT	127	48	37.80	16.42	21.38
9	ALGERIA	124	46	37.10	16.42	20.68
10	LIBYAN ARAB YAMAHIRYIA	66	22	33.33	16.42	16.91
11	ST. VINCENT & GRENADINES	868	288	33.18	16.42	16.76
12	MALTA	1927	460	23.87	16.42	7.45
13	BULGARIA	170	38	22.35	16.42	5.93
14	IRAN	75	16	21.33	16.42	4.91
15	CROATIA	117	24	20.51	16.42	4.09
16	CYPRUS	2571	512	19.91	16.42	3.49
17	UKRAINE	637	122	19.15	16.42	2.73
18	ESTONIA	232	44	18.97	16.42	2.55
19	PANAMA	2577	471	18.28	16.42	1.86
20	MALAYSIA	73	13	17.81	16.42	1.39
21	BARBADOS	131	22	16.79	16.42	0.37
22	RUSSIAN FEDERATION	2538	424	16.71	16.42	0.29

Detentions per ship type

Deviation from average detention percentage per ship type.

ship type	inspections	ships	detentions	detention %	average %	+/- average %
general dry cargo ships	4890	2886	681	23.60	15.15	8.45
bulk carriers	5594	3501	551	15.74	15.15	0.59
tankers/comb. carriers	1557	1083	100	9.23	15.15	-5.92
gas carriers	258	179	3	1.68	15.15	-13.47
chemical tankers	852	546	60	10.99	15.15	-4.16
passenger ships/ferries	618	379	35	9.23	15.15	-5.92
refrigerated cargo ships	863	604	81	13.41	15.15	-1.74
ro-ro/container ships	1800	1249	82	6.57	15.15	-8.58
other types	426	348	31	8.91	15.15	-6.24
totals	16813	10719	1624	15.15	15.15	0.00

1997 detention percentages per ship type compared to the 1996 figures

ship type	1996 detention %	1997 detention %	+/- detention %
general dry cargo ships	24.84	23.60	-1.24
bulk carriers	17.45	15.74	-1.71
tankers/combination carriers	11.84	9.23	-2.61
gas carriers	2.22	1.68	-0.54
chemical tankers	13.17	10.99	-2.18
passenger ships/ferries	9.57	9.23	-0.34
refrigerated cargo ships	13.45	13.41	-0.04
ro-ro/container ships	6.56	6.57	0.01
other types	12.69	8.91	-3.78
overall percentage	16.76	15.15	-1.61

Major categories of deficiencies in relation to inspections/ships

major categories of deficiencies	number of deficiencies			deficiencies in % of total number of deficiencies			ratio of deficiencies to inspections x 100			ratio of deficiencies to individual ships x 100		
	1995	1996	1997	1995	1996	1997	1995	1996.0	1997	1995	1996	1997
SHIPS' CERTIFICATES	3031	3056	2803	5.57	5.66	5.26	18.50	19.02	16.67	28.69	29.80	26.15
CREW	1520	1369	1452	2.79	2.54	2.72	9.28	8.52	8.64	14.39	13.35	13.55
ACCOMMODATION	1381	1417	2183	2.54	2.63	4.09	8.43	8.82	12.98	13.07	13.82	20.37
FOOD AND CATERING	623	686	1508	1.14	1.27	2.83	3.80	4.27	8.97	5.90	6.69	14.07
WORKING SPACES	485	408	505	0.89	0.76	0.95	2.96	2.54	3.00	4.59	3.98	4.71
LIFE SAVING APPLIANCES	12077	12123	10263	22.19	22.46	19.25	73.73	75.44	61.04	114.33	118.20	95.75
FIRE FIGHTING APPLIANCES	8078	7813	7500	14.84	14.48	14.07	49.31	48.62	44.61	76.47	76.18	69.97
ACCIDENT PREVENTION	665	684	911	1.22	1.27	1.71	4.06	4.26	5.42	6.30	6.67	8.50
SAFETY IN GENERAL	7576	7026	6683	13.91	13.02	12.54	46.25	43.72	39.75	71.72	68.51	62.35
ALARM SIGNALS	224	180	240	0.41	0.33	0.45	1.37	1.12	1.43	2.12	1.76	2.24
CARGO	434	343	408	0.80	0.64	0.77	2.65	2.13	2.43	4.11	3.34	3.81
LOAD LINES	3121	2899	2888	5.73	5.37	5.42	19.05	18.04	17.18	29.55	28.27	26.94
MOORING ARRANGEMENTS	312	359	401	0.57	0.67	0.75	1.90	2.23	2.39	2.95	3.50	3.74
PROPULSION/AUX. MACHINERY	2588	2357	2513	4.75	4.37	4.71	15.80	14.67	14.95	24.50	22.98	23.44
NAVIGATION	5799	6323	5825	10.65	11.72	10.93	35.40	39.35	34.65	54.90	61.65	54.34
RADIO	2479	1860	1902	4.55	3.45	3.57	15.13	11.57	11.31	23.47	18.14	17.74
MARINE POLLUTION - ANNEX I	2950	3934	4017	5.42	7.29	7.54	18.01	24.48	23.89	27.93	38.36	37.48
DEFIC. SPECIFIC FOR TANKERS	121	125	143	0.22	0.23	0.27	0.74	0.78	0.85	1.15	1.22	1.33
MARINE POLLUTION - ANNEX II	112	97	82	0.21	0.18	0.15	0.68	0.60	0.49	1.06	0.95	0.77
OPERATIONAL DEFIC. - SOLAS	521	561	723	0.96	1.04	1.36	3.18	3.49	4.30	4.93	5.47	6.75
OPERATIONAL DEFIC. - MARPOL	201	232	262	0.37	0.43	0.49	1.23	1.44	1.56	1.90	2.26	2.44
MARINE POLLUTION - ANNEX III	19	11	15	0.03	0.02	0.03	0.12	0.07	0.09	0.18	0.11	0.14
ALL OTHER DEFICIENCIES	73	65	41	0.13	0.12	0.08	0.45	0.40	0.24	0.69	0.63	0.38
DEF. NOT CLEARLY HAZARDOUS	61	39	43	0.11	0.07	0.08	0.37	0.24	0.26	0.58	0.38	0.40
TOTALS	54451	53967	53311	54451	53967	53311	16381	16070	16813	10563	10256	10719
	deficiencies			deficiencies			inspections			individual ships		

Inspections with deficiencies in % of total number of inspections (per flag State)

flag States	number of inspections	number of individual ships	inspections WITHOUT deficiencies	inspections WITH deficiencies	% of inspections WITH deficiencies
ALBANIA	7	4	3	4	57.14
ALGERIA	57	38	13	44	77.19
ANTIGUA & BARBUDA	650	341	327	323	49.69
ANTILLES, NETHERLANDS'	68	50	40	28	41.18
ARGENTINA	3	2	0	3	100.00
AUSTRALIA	1	1	0	1	100.00
AUSTRIA	50	26	35	15	30.00
AZERBAIDZHAN	30	20	9	21	70.00
BAHAMAS	998	617	499	499	50.00
BAHRAIN	4	3	1	3	75.00
BANGLADESH	16	6	0	16	100.00
BARBADOS	104	54	53	51	49.04
BELGIUM	6	4	3	3	50.00
BELIZE	144	72	29	115	79.86
BERMUDA	50	35	39	11	22.00
BRAZIL	14	11	7	7	50.00
BULGARIA	90	65	43	47	52.22
CAMBODIA	39	20	7	32	82.05
CAMEROON, UNITED REPUBLIC OF	2	2	0	2	100.00
CANADA	5	3	2	3	60.00
CAPE VERDE	9	6	2	7	77.78
CAYMAN ISLANDS	28	22	17	11	39.29
CHINA, PEOPLES REPUBLIC OF	149	122	63	86	57.72
COLOMBIA	1	1	0	1	100.00
COOK ISLANDS	1	1	1	0	0.00
CROATIA	61	44	30	31	50.82
CUBA	27	14	7	20	74.07
CYPRUS	1400	845	589	811	57.93
DENMARK	388	269	258	130	33.51
EGYPT	64	37	7	57	89.06
EQUATORIAL GUINEE	7	6	0	7	100.00

flag States	number of inspections	number of individual ships	inspections WITHOUT deficiencies	inspections WITH deficiencies	% of inspections WITH deficiencies
ESTONIA	135	72	53	82	60.74
ETHIOPIA	9	7	5	4	44.44
FAEROER ISLANDS	14	11	7	7	50.00
FINLAND	139	92	87	52	37.41
FRANCE	93	65	48	45	48.39
GABON	2	2	2	0	0.00
GEORGIA	9	4	1	8	88.89
GERMANY, FEDERAL REPUBLIC OF	565	390	406	159	28.14
GIBRALTAR	5	5	3	2	40.00
GREECE	480	345	253	227	47.29
GUINEA	4	2	0	4	100.00
HONDURAS	189	95	47	142	75.13
HONGKONG	85	69	60	25	29.41
HUNGARY	7	7	2	5	71.43
ICELAND	5	3	4	1	20.00
INDIA	73	52	31	42	57.53
INDONESIA	3	2	1	2	66.67
IRAN	48	33	17	31	64.58
IRELAND	89	47	51	38	42.70
ISRAEL	30	20	21	9	30.00
ITALY	205	135	96	109	53.17
JAPAN	33	22	24	9	27.27
KOREA, REPUBLIC OF	65	48	40	25	38.46
KUWAIT	8	8	3	5	62.50
LATVIA	82	48	32	50	60.98
LEBANON	52	37	9	43	82.69
LIBERIA	849	596	480	369	43.46
LIBYAN ARAB YAMAHIRYIA	33	24	8	25	75.76
LITHUANIA	112	70	36	76	67.86
LUXEMBOURG	39	25	25	14	35.90
MALAYSIA	43	27	15	28	65.12
MALDIVES	1	1	0	1	100.00
MALTA	1245	767	539	706	56.71
MAN, ISLE OF	117	73	75	42	35.90
MARSHALL ISLANDS	109	66	74	35	32.11
MAURITIUS	15	9	6	9	60.00
MEXICO	9	6	7	2	22.22

flag States	number of inspections	number of individual ships	inspections WITHOUT deficiencies	inspections WITH deficiencies	% of inspections WITH deficiencies
MOROCCO	77	35	13	64	83.12
MYANMAR, UNION OF	19	10	9	10	52.63
NETHERLANDS	685	411	429	256	37.37
NIGERIA	5	3	1	4	80.00
NORWAY	831	538	484	347	41.76
PAKISTAN	14	9	2	12	85.71
PANAMA	1397	960	634	763	54.62
PHILIPPINES	105	71	53	52	49.52
POLAND	159	107	69	90	56.60
PORTUGAL	145	64	64	81	55.86
QATAR	17	10	5	12	70.59
ROMANIA	148	95	23	125	84.46
RUSSIAN FEDERATION	1153	733	487	666	57.76
SAUDI ARABIA	23	16	8	15	65.22
SINGAPORE	219	142	119	100	45.66
SLOVAKIA	3	1	1	2	66.67
SLOVENIA	2	2	1	1	50.00
SOUTH AFRICA	6	4	3	3	50.00
SPAIN	53	32	32	21	39.62
SRI LANKA	12	9	6	6	50.00
ST. VINCENT & GRENADINES	577	316	190	387	67.07
SUDAN	7	4	0	7	100.00
SURINAME	1	1	0	1	100.00
SWEDEN	274	188	173	101	36.86
SWITZERLAND	21	12	10	11	52.38
SYRIAN ARAB REPUBLIC	123	85	25	98	79.67
TAIWAN	45	33	25	20	44.44
THAILAND	35	20	8	27	77.14
TUNISIA	18	11	7	11	61.11
TURKEY	601	366	117	484	80.53
TURKMENISTAN	6	3	1	5	83.33
TUVALU	27	13	15	12	44.44
UKRAINE	263	194	106	157	59.70
UNITED ARAB EMIRATES	7	6	6	1	14.29
UNITED KINGDOM	170	123	120	50	29.41
URUGUAY	2	2	2	0	0.00
USA	40	31	25	15	37.50

flag States	number of inspections	number of individual ships	inspections WITHOUT deficiencies	inspections WITH deficiencies	% of inspections WITH deficiencies
VANUATU	45	31	24	21	46.67
VIET NAM	2	1	0	2	100.00
ZAIRE	2	1	1	1	50.00
TOTALS	16813	10719	7950	8863	52.72

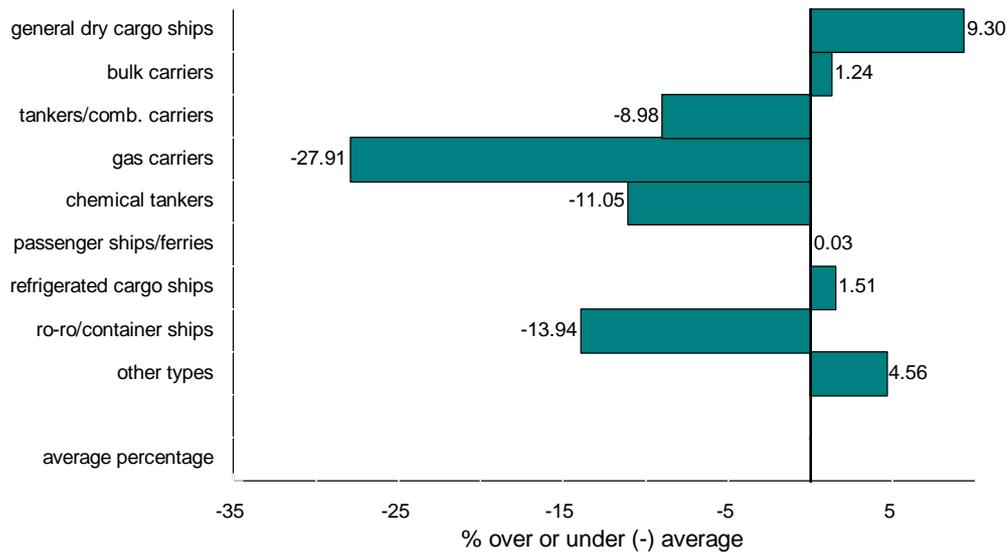
Inspections with deficiencies in % of total number of inspections (per ship type)

Percentages of inspections with deficiencies per ship type.

ship type	number of inspections	number of individual ships	inspections WITH deficiencies	inspections WITHOUT deficiencies	% of inspections WITH deficiencies
general dry cargo ships	4890	2886	3033	1857	62,02
bulk carriers	5549	3501	2994	2555	53,96
tankers/combination carriers	1557	1083	681	876	43,74
gas carriers	258	179	64	194	24,81
chemical tankers	852	546	355	497	41,67
passenger ships/ferries	618	379	326	292	52,75
refrigerated cargo ships	863	604	468	395	54,23
ro-ro/container ships	1800	1249	698	1102	38,78
other types	426	348	244	182	57,28
REGIONAL AVERAGE	16813	10719	8863	7950	52,72

Inspections with deficiencies in % of total number of inspections (per ship type)

Percentages over or under average percentage of inspections with deficiencies (per ship type)



Specification of most common deficiencies

SHIPS' CERTIFICATES	1995	1996	1997
safety equipment certificate	533	453	378
safety construction certificate	215	207	173
passenger ship safety certificate	33	31	25
radio safety certificate	431	387	359
load lines certificate	230	210	153
certificate of fitness (liquefied gases in bulk)	4	8	1
certificate of fitness (chemicals in bulk)	19	13	16
IOPP-certificate/NLS-certificate	896	888	861
minimum safe manning document	82	146	136
tonnage certificate	-	72	53
other	588	641	648
TOTAL	3031	3056	2803

CREW	1995	1996	1997
certificates of competency	795	699	810
number/composition of crew	392	346	276
medical certificates	256	231	262
other	77	93	104
TOTAL	1520	1369	1452

ACCOMMODATION	1995	1996	1997
cleanliness accommodation/parasites	208	226	274
ventilation/heating	68	52	97
sanitary facilities	232	255	521
drainage	15	13	23
lighting	242	154	211
pipes/wires/insulation	21	18	30
sick bay	114	85	206
medical equipment	343	462	530
other	138	152	291
TOTAL	1381	1417	2183

FOOD AND CATERING	1995	1996	1997
galley/handling spaces	422	510	955
provisions	95	96	324
fresh water/piping/tanks	26	29	84
other	80	51	145
TOTAL	623	686	1508

WORKING SPACES	1995	1996	1997
ventilation/heating	12	26	31
lighting	370	278	311
other	103	104	163
TOTAL	485	408	505

LIFE SAVING APPLIANCES	1995	1996	1997
life boats	1897	1797	1580
life boat inventory	1771	1855	1047
rescue boats	137	164	185
rescue boat inventory	70	202	94
life rafts	1048	989	831
launching/embarkation/stowage arrangements for boats/rafts	2026	1847	1771
distress signals/pyrotechnics	342	378	305
life buoys	1901	1955	1615
life jackets/immersion suits/thermal protective aids	795	1324	1029
radio equipment for survival craft/EPIRB's	417	323	215
line throwing apparatus	257	254	278
training/instruction manual/record of inspection/maintenance	576	491	540
other	840	544	773
TOTAL	12077	12123	10263

FIRE FIGHTING APPLIANCES	1995	1996	1997
prevention	339	394	377
inert gas system	38	24	16
detection	178	187	205
fire fighting equipment	1482	1324	1055
fixed fire extinguishing installation	956	870	929
appliances (general equipment)	962	928	1037
personal equipment	681	754	682
pumps	622	605	616
fire dampers/valves/quick closing devices/remote control	2336	2303	2209
international shore connection	65	74	57
other	419	350	317
TOTAL	8078	7813	7500

ACCIDENT PREVENTION	1995	1996	1997
personal equipment	61	84	107
protection machines/machinery parts	178	218	330
pipes/wires/insulation	139	121	174
other	287	261	300
TOTAL	665	684	911

SAFETY IN GENERAL	1995	1996	1997
closing devices/watertight doors	298	327	309
signs/indications	825	806	668
safety plan	380	369	405
musters and drills	283	233	266
stability/strength	84	105	110
construction decks/beams/hull/bulkheads	845	788	757
steering gear	373	348	350
hull damage impairing seaworthiness	267	195	192
ballast tanks/fuel tanks/other tanks	313	298	224
emergency lighting/batteries/switches	624	622	590
electrical equipment in general	810	774	715
pilot ladders	373	284	269
gangway/accommodation ladders	549	558	429
means of escape	422	384	384
other	1130	935	1015
TOTAL	7576	7026	6683

ALARM SIGNALS	1995	1996	1997
general alarm	55	44	42
fire alarm	53	44	60
other	116	92	138
TOTAL	224	180	240

CARGO	1995	1996	1997
stowage	28	21	45
grain	39	37	29
dangerous goods	71	62	93
loading and unloading equipment	212	153	152
holds and tanks	48	50	60
other	36	20	29
TOTAL	434	343	408

LOAD LINES	1995	1996	1997
overloading	45	27	33
freeboard marks	407	432	361
railings/catwalks	352	297	271
cargo hatchways/other hatchways	254	187	241
portable/non-portable hatchway covers (beams/tarpaulins, etc.)	254	304	295
windows/side scuttles	198	206	238
doors	467	445	427
ventilators/air pipes/casings	692	631	621
other	452	370	401
TOTAL	3121	2899	2888

MOORING ARRANGEMENTS	1995	1996	1997
ropes/wires	52	101	72
anchoring devices	145	147	136
winches/capstans	53	60	86
other	62	51	107
TOTAL	312	359	401

PROPULSION AND AUXILIARY MACHINERY	1995	1996	1997
propulsion/main engines	338	303	299
cleanliness of engine room	947	911	966
auxiliary machinery	424	446	412
bilge pumping arrangements	84	77	104
guards/fencing	182	108	174
insulation	72	62	75
other	541	450	483
TOTAL	2588	2357	2513

NAVIGATION	1995	1996	1997
navigational equipment	298	260	358
radar	272	213	255
gyro compass	142	127	176
magnetic compass	569	702	581
lights/shapes/sound signals	706	741	742
signalling lamp	188	206	145
nautical charts	1292	1313	1264
nautical publications	2091	2386	2052
other	241	375	252
TOTAL	5799	6323	5825

RADIO	1995	1996	1997
auto alarm/2182 kHz watch receiver	217	173	153
main installation	283	298	214
reserve installation	228	126	208
VHF installation	84	56	80
direction finder	129	110	80
EPIRB's/radar transponders	935	673	675
other	603	424	492
TOTAL	2479	1860	1902

MARINE POLLUTION - ANNEX I	1995	1996	1997
MARPOL SOPEP	17	161	206
oil record book	925	1865	1774
retention of oil on board	407	436	545
oily water separating equipment	456	489	534
oil discharge monitoring and control system	248	311	236
15 ppm alarm arrangements	247	224	218
standard discharge connection	38	38	44
pollution report - annex I	32	27	19
other	580	383	441
TOTAL	2950	3934	4017

DEFICIENCIES SPECIFIC FOR TANKERS	1995	1996	1997
pump rooms/cargo handling spaces	14	46	18
cargo transfer	9	11	15
instrumentation	17	26	21
fire protection cargo deck area	4	5	4
personal protection	10	14	14
other	67	23	71
TOTAL	121	125	143

MARINE POLLUTION - ANNEX II	1995	1996	1997
cargo record book	40	37	28
P+ A manual	16	20	19
efficient stripping	0	1	2
residue discharge systems	7	7	3
ventilation procedures/equipment	2	5	4
ship type designation - annex II	0	4	3
pollution report - annex II	4	4	0
other	43	19	23
TOTAL	112	97	82

OPERATIONAL CONTROL SOLAS	1995	1996	1997
musters/drills/communication	200	242	269
fire/damage control plan	81	77	177
bridge/engine room/cargo operations	59	64	57
manuals/instructions/etc.	147	129	162
other	34	49	58
TOTAL	521	561	723

OPERATIONAL CONTROL MARPOL	1995	1996	1997
oil/oily mixtures in machinery spaces	57	70	85
garbage	101	119	138
other	43	43	39
TOTAL	201	232	262

MARINE POLLUTION - ANNEX III	1995	1996	1997
marine pollution - annex III	19	11	15
TOTAL	19	11	15

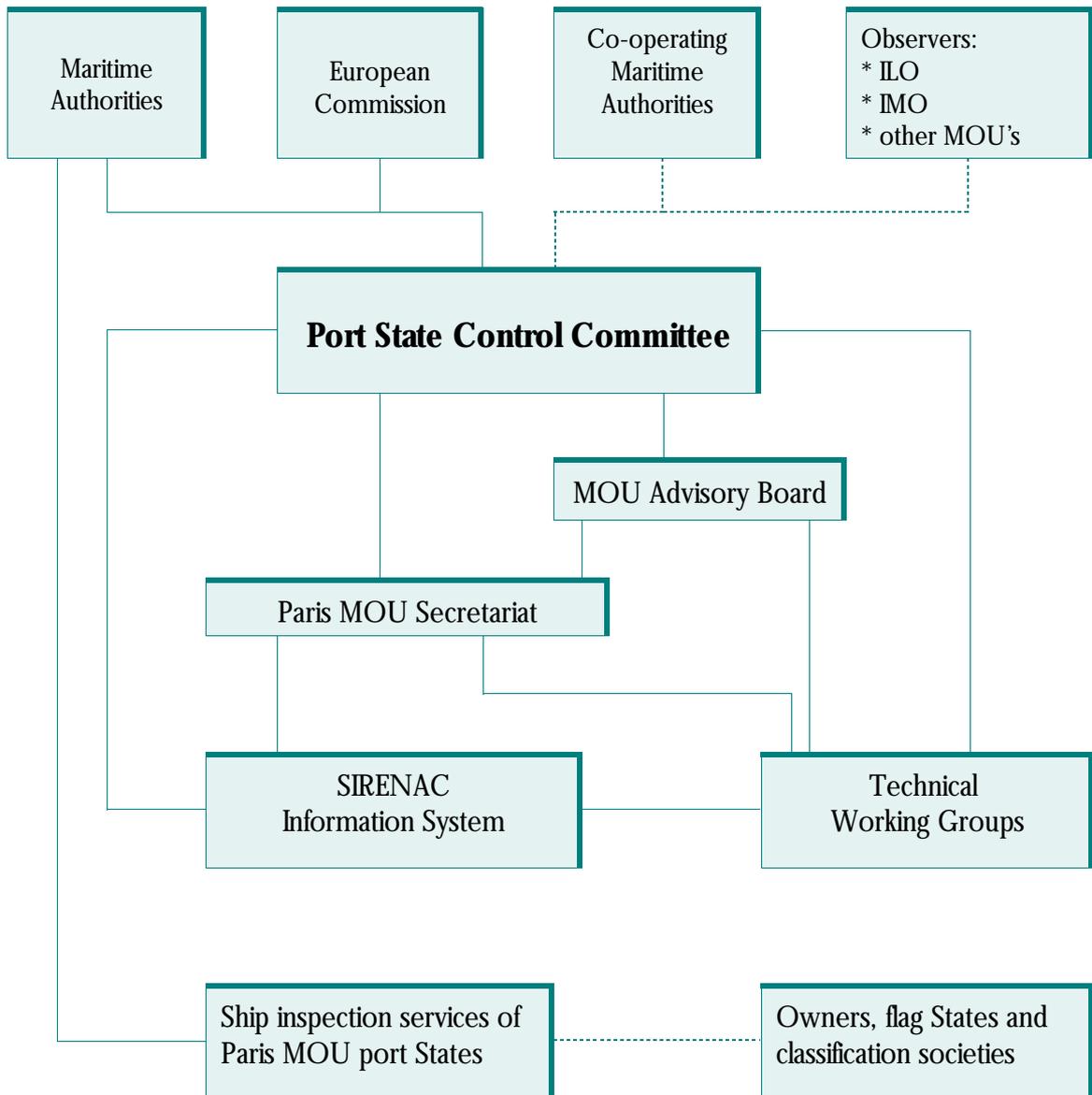
ALL OTHER DEFICIENCIES	1995	1996	1997
all other deficiencies	73	65	41
TOTAL	73	65	41

OTHER DEFICIENCIES, NOT CLEARLY HAZARDOUS	1995	1996	1997
other deficiencies, not clearly hazardous	61	39	43
TOTAL	61	39	43

TOTAL DEFICIENCIES	54451	53967	53311
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Paris MOU fact sheet

Organisational structure of the Paris MOU



**Status of instruments relevant for the purpose of
the Paris Memorandum of Understanding on Port State Control
(information as at 31 December 1997)**

AUTHORITY:	CONVENTIONS:									
	TONNAGE	LOADLINES	PROT.'88	SOLAS'74	PROT.'78	PROT.'88	MARPOL 73/78	STCW'78	COLREG'72	ILO 147
Belgium	02-06-75	22-01-69	---	24-09-79	24-09-79	---	06-03-84	14-09-82	22-12-75	16-09-82
Canada	18-07-94	14-01-70	---	08-05-78	---	---	16-11-92	06-11-87	07-03-75	01-06-93
Croatia	08-10-91	08-10-91	---	08-10-91	08-10-91	---	08-10-91	08-10-91	08-10-91	19-07-96
Denmark	22-06-82	28-06-67	02-12-91	08-03-78	27-11-80	02-12-91	27-11-80	20-01-81	24-01-74	28-07-80
Finland	06-02-73	15-05-68	---	21-11-80	30-04-81	---	20-09-83	27-01-84	16-02-77	02-10-78
France	31-10-80	30-11-66	05-10-90	25-05-77	21-12-79	28-02-92	25-09-81	11-07-80	10-05-74	02-05-78
Germany	07-05-75	09-04-69	22-06-95	26-03-79	06-06-80	22-06-95	21-01-82	28-05-82	14-07-76	14-07-80
Greece	19-08-83	12-06-68	19-07-94	12-05-80	17-07-81	19-07-94	23-09-82	22-03-83	17-12-74	18-09-79
Ireland	11-04-85	28-08-68	---	29-11-83	29-11-83	---	06-01-95	11-09-84	19-12-77	15-12-92
Italy	10-09-74	19-04-68	18-04-91	11-06-80	01-10-82	03-03-92	01-10-82	26-08-87	11-01-79	23-06-81
Netherlands	16-06-81	21-07-67	22-02-91	10-07-78	08-07-80	22-02-91	30-06-83	26-07-85	04-02-76	25-01-79
Norway	26-08-71	18-03-68	13-10-94	15-02-77	25-03-81	13-10-94	15-07-80	18-01-82	13-08-74	24-01-79
Poland	27-07-76	28-05-69	---	15-03-84	15-03-84	---	01-04-86	27-04-83	14-12-76	29-03-95
Portugal	01-06-87	22-12-69	---	07-11-83	07-11-83	---	22-10-87	30-10-85	17-10-78	02-05-85
Russian Federation	20-11-69	04-07-66	---	09-01-80	12-05-81	---	03-11-83	09-10-79	09-11-73	07-05-91
Spain	06-11-72	01-07-68	07-07-93	05-09-78	30-04-80	10-01-95	06-07-84	21-10-80	31-05-74	28-04-78
Sweden	11-05-79	28-07-67	04-02-93	07-07-78	21-12-79	04-02-93	09-06-80	08-01-81	28-04-75	20-12-78
United Kingdom	08-01-71	11-07-67	---	07-10-77	05-11-79	---	22-05-80	28-11-80	28-06-74	28-11-80
Iceland	17-06-70	24-06-70	---	06-07-83	06-07-83	24-06-97	25-06-85	21-03-95	21-04-75	---
Japan	17-07-80	15-05-68	24-06-97	15-05-80	15-05-80	---	09-06-83	27-05-82	21-06-77	31-05-83
USA	10-11-82	17-11-66	01-07-91	07-09-78	12-08-80	01-07-91	12-08-80	01-07-91	23-11-76	15-06-88
Date of entry into force	18-07-82	21-07-68	---	25-05-80	01-05-81	---	02-10-83	28-04-84	15-07-77	28-11-81

**Acceptance chart relating to Protocol of 1978 relating to the
International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL 73/78)
(information as at 31 December 1997)**

AUTHORITY:	BECAME A PARTY TO MARPOL 73/78	ACCEPTED OPTIONAL ANNEXES:		
		III	IV	V
Belgium	06-03-84	27-10-88	04-01-96	27-10-88
Canada	16-11-92	---	---	---
Croatia	08-10-91	08-10-91	08-10-91	08-10-91
Denmark	27-11-80	27-11-80	27-11-80	27-11-80
Finland	20-09-83	20-09-83	20-09-83	20-09-83
France	25-09-81	25-09-81	25-09-81	25-09-81
Germany	21-01-82	21-01-82	21-01-82	21-01-82
Greece	23-09-82	23-09-82	23-09-82	23-09-82
Ireland	06-01-95	---	---	06-01-95
Italy	01-10-82	01-10-82	01-10-82	01-10-82
Netherlands	30-06-83	19-04-88	---	19-04-88
Norway	15-07-80	15-07-80	---	15-07-80
Poland	01-04-86	01-04-86	01-04-86	01-04-86
Portugal	22-10-87	22-10-87	22-10-87	22-10-87
Russian Federation	03-11-83	14-08-87	14-08-87	14-08-87
Spain	06-07-84	21-01-91	21-01-91	21-01-91
Sweden	09-06-80	09-06-80	09-06-80	09-06-80
United Kingdom	22-05-80	27-05-86	11-09-95	27-05-86
Iceland	25-06-85	30-06-89	---	30-06-89
Japan	09-06-83	09-06-83	09-06-83	09-06-83
USA	12-08-80	01-07-91	---	30-12-87
Date of entry into force:	02-10-83	01-07-92	---	31-12-88

Paris MOU fact sheet

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Paris MOU information on Internet.

In the summer of 1997 the Paris MOU Secretariat has opened a web site on the Internet. The web site contains general information on the Paris MOU and up-to-date port State control developments, as well as an electronic copy of this Annual Report.

The Paris MOU web site address is:
<http://www.parismou.org>.