



Paris MOU
on Port State Control



1998
ANNUAL REPORT

PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

1998 ANNUAL REPORT

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1. Executive summary

The Paris MOU on Port State Control contributed to two prominent events in 1998: the 1st Joint Ministerial Conference on Port State Control and the entry into force of the International Safety Management Code. Both have affected the operation of port State control and ships visiting ports in the Paris MOU region.

At the invitation of the Canadian Minister for Transport, Members of the Paris and Tokyo Memoranda, as well as observers from other organizations, convened in the spring of 1998 in Vancouver. Under the theme of "Tightening the Net", decisions were taken on how to enhance the battle against sub-standard shipping.

The other major event affecting port State control was the entry into force of the ISM Code on 1 July 1998. In the light of predictions that a substantial number of ships would not be able to meet the deadline for compliance and in order to send out a message of strong enforcement of the requirements of the Code, the Paris MOU Port State Control Committee decided to mount a Concentrated Inspection Campaign of ISM compliance. In the event the predictions of wide scale non compliance did not materialise. During a 3 month period nearly 1,600 eligible ships were inspected of which 81 ships were detained for major non-conformities.

The downward trend in the detention figures, highlighted in last year's annual report, continued during 1998. Since 1995 the overall detention percentage has dropped from 17.4 to 14.3 percent. During 1998 the detention figures continued to decrease gradually with just over 1%. Measures to target potential sub-standard ships more effectively and enhanced efforts to harmonise actions are making it increasingly difficult for unscrupulous ship owners to operate in the region.

The number of deficiencies recorded during port State control inspections in 1998 (57,831) showed a substantial increase of over 8% when compared with last year. A concerning development is the substantial increase of operational deficiencies with 73% when compared with 1996. If the crew is not able to perform routine and emergency operations adequately, this could result in serious safety hazards or potential threats for the marine environment.

Some shipping registers, however, will need further encouragement from port State control authorities to improve their safety records. Many of the flag States whose ships have been targeted for priority inspections during 1998 seem persistent in condoning poor quality fleets. Continued efforts of port State control will hopefully persuade owners of these ships to join a quality register.

In order to provide the industry and other interested parties with more detailed and up-to-date information on port State control inspection results, the Paris MOU began publication of detention information on a monthly basis, to include details of ship type, owner and classification societies.

The Port State Control Committee also agreed to investigate other options, such as making on-line access to PSC inspection results available to interested parties. These efforts to enhance the overall transparency of Paris MOU information should create a greater awareness with the industry, so that ignorance of the state of a sub-standard ship can no longer be claimed. All parties, including classification societies, charterers, shippers, insurers and banks, should take responsibility for contracting only quality and safe shipping.



A visit to the bridge is included in all inspections.

2. Paris MOU developments

General

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 matters concerning regional enforcement of port State control, reviews the work of several task-forces and of the Technical Evaluation Group and decides on administrative procedures.

The task forces, of which there were 16 in 1998, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task-forces are submitted to the Technical Evaluation Group (TEG), at which all the Paris MOU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision making. The present chairman of the Committee is Captain Odd V. Vollene of the Norwegian Maritime Directorate.

The MOU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the Task Force and Secretariat in between meetings of the Committee. The board meets several times a year and in 1998 was composed of participants from Canada, France, Norway, the United Kingdom and the European Commission.

Port State Control Committee

The Port State Control Committee held its 31st meeting in Madrid, Spain on 27-30 April 1998.

Important decisions by the Committee included the adoption of guidelines for a Concentrated Inspection Campaign on the enforcement of the ISM Code. Agreement was also reached on a new initiative to mount a campaign on structural safety of large bulk carriers in the spring of 1999.

The results of the 3 month campaign held in 1997 on working and living conditions were reviewed during the Madrid meeting. Not surprisingly, figures revealed a close correlation between flag States which are targeted for poor standards concerning maritime safety and marine environmental protection and those found to have poor living and working conditions.

The Paris MOU agreed on provisional guidelines, which will enable Port State Control Authorities to highlight detainable deficiencies for which the classification society has responsibility. This filtering mechanism was introduced in 1998 and the first figures on the performance of class should be available in 1999 and will be published in next year's annual report

A growing demand from the maritime sector and others for more up-to-date port State control information was considered during the Madrid meeting. The Committee agreed in principle to provide improved access to information on ship inspections and detentions and assigned a task force to carry out preliminary work. As a first step it was decided to publish a list of ships detained on a monthly basis and to include it on the Paris MOU website on the Internet. The list now also gives particulars of the owner or operator of the ship, the ship type and the classification society. The provisions of the ISM Code have made this information more readily available on board.



Detainable deficiencies have to be evaluated for Class responsibility.

Although lists of detained ships have been published for a number of years, the Committee considered that a similar publication listing the owners of detained ships would provide greater transparency of those who are responsible for operating these ships. The information on ownership is now recorded on board and in cases of detention is entered into the SIRENAC database, for possible future publication.

The Committee also considered the Annual Report of the Paris MOU for 1997, and in particular the list of flag States exceeding the average detention percentage. Although some flag States fail to improve the standard of their fleet, Greece and Portugal have taken appropriate action and are now no longer included in the list of targeted flags. It was with regret that the Committee noted that Croatia and the Russian Federation were added to the new list. Each of the flag States in the list will receive a letter from the Paris MOU Secretariat to inform them that their ships will be targeted for priority inspections for a period of one year.

The results of the Joint Ministerial Conference on port State control, which was held a few months prior to the Committee meeting, were submitted by Canada. A number of initiatives emanating from the Ministerial declaration were identified and will be considered for further joint action between the Paris and Tokyo MOU.

Technical Evaluation Group

The Technical Evaluation Group (TEG) convened twice during 1998. Several of the task forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee.

Issues being considered by TEG are:

- more detailed guidelines for the control on the implementation of the ISM Code
- a new structure for ship type coding, taking new provisions of international regulations into account
- formats for statistics on class related deficiencies
- several improvements of the SIRENAC information database, including statistics and publication of a list of ship owners
- development of the programme for advanced training for PSCO's
- the role of PSC in relation to the High Speed Craft Code
- harmonized scenario's for operational control on board ferries and passenger ships
- preparations for a Concentrated Inspection Campaign on Securing of Cargo
- Evaluation of the target factor for ships
- possible consequences for the Paris MOU stemming from amendments to the relevant instruments
- development of a new Manual for PSCO's
- investigation of exchange of PSC information with third parties
- guidelines for the control of STCW provisions

Port State Control Seminars

26th PSC Seminar

The 26th Port State Control Seminar of the Paris MOU was held in Lisbon, Portugal on 23-25 June 1998. The Seminar was attended by Port State Control Officers from the Paris MOU, as well as participants from the Tokyo MOU, Vina del Mar Agreement, Iceland, Israel and Latvia.

The main topic of discussion was the Concentrated Inspection Campaign (CIC) on ISM implementation, which was held from July to September 1998. In addition to checking ISM certificates, the PSCO's checked key elements of a safety management system. In the case of major non-conformities the ship is detained.

A ship without ISM certification risks being banned from all ports in the Paris MOU region until evidence of full compliance with the Code is provided.

Other items discussed during the seminar were the results of the 1st Joint Ministerial Conference on port State Control of the Paris and Tokyo Memoranda and decisions taken during the 31st meeting of the Port State Control Committee.

Particular attention was paid to the "provisional criteria for the responsibility assessment of classification societies". These criteria are to be used in order to identify deficiencies for which class has responsibility on the PSC inspection report.

27th PSC Seminar

The 27th PSC Seminar was held on 27-29 October 1998, in Rome, Italy. It was attended by Port State Control Officers from the Paris MOU, as well as participants from the Tokyo MOU, Vina del Mar Agreement, Estonia, Iceland, Latvia, South Africa, Slovenia and the United States Coast Guard.



New provisions for garbage management were discussed during the PSC Seminar.

The main focus of the seminar was the preparation for a Concentrated Inspection Campaign on structural safety of large bulk carriers, which will be held in 1999. Experts from Canada, Italy and the United Kingdom informed the participants of the procedures and guidelines for the campaign, requirements for bulk carriers and practical guidance for the inspection of structural safety.

Other items discussed during the seminar were the new provisions for garbage management on board (Annex V of MARPOL 73/78), criteria for assessment of responsibility of class, developments within the European Union and a practical evaluation of the results of the CIC on ISM implementation.

Development of advanced training for PSCO's

As announced in last year's report, the Paris MOU has agreed on the need to establish a programme of advanced training of PSCO's, in order to keep abreast of technological change in the maritime field and of corresponding regulatory developments.

The European Commission, 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. Although it was anticipated that the first advanced training course on port State control would commence during the second half of 1998, acceptance of the material for the programme was delayed. Training courses are now expected to start in 1999.

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, was completed during 1997 and came into operation on 1 January 1998.

In addition to the database, a new statistical information system has been developed to allow for various queries by the MOU Members and the European Commission. This "info centre" will enable on-line retrieval of information on inspections in response to structured queries. The figures presented in this report have been produced with the assistance of the info centre.

In the spring of 1998 a new Windows based version of the local software for use by the individual port States was introduced for the new SIRENaC F information system. The use of local software which can interrogate the SIRENaC system and exchange messages, helps to limit daily communication costs with the central database.

Paris MOU on the Internet.

In 1997 the Secretariat of the Paris MOU opened an Internet site on the World Wide Web which can be found at "www.parismou.org". It was expanded during 1998 and contains up-to-date information on the operation of the Paris MOU, including:

- 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 monthly lists of detentions
- a list of ships which have been banned from the Paris MOU region
- important PSC related news items.

During 1998 the website was visited by 1,854 different countries and organizations, with a total of 116,744 consultations for information.

3. Joint Ministerial Conference on Port State Control

The Paris and Tokyo MOUs held a joint Ministerial Conference aimed at concerted action to increase the pressure on sub-standard shipping. Ministers responsible for maritime safety of Governments in Europe, North Atlantic and Asia-Pacific States met in Vancouver, British Columbia, Canada, on 24-25 March 1998. The conference was titled: "Tightening the Net" - Inter-regional Action to Eliminate Sub-standard Shipping

The Conference was convened at the initiative of the Minister of Transport of Canada, as the first joint conference of the Paris and Tokyo Memoranda of Understanding. It was the sixth Ministerial Conference under the Paris MOU but was the first under the Tokyo MOU. The Conference was chaired by the Honourable David M. Collenette, Minister of Transport of Canada, and attended by the Ministers or their representatives from all signatory authorities of the Paris and Tokyo MOUs and the European Commission, with the exception of the Republic of Korea, the Republic of Vanuatu and the Solomon Islands.

Also attending as observers were representatives from Iceland, which is the co-operating member of the Paris MOU, and from the United States, the International Labour Organization and the International Maritime Organization, which have observer status with both the Paris and Tokyo MOUs, as well as from the Acuerdo de Viña del Mar, Caribbean Memorandum of Understanding on Port State Control and the International Association of Classification Societies.



Signing of the Ministerial Declaration by the Honourable David M. Collenette.

The Ministers discussed means for improving regional and inter-regional co-operation on port State control in order to eliminate sub-standard shipping and thus enhance maritime safety and marine environmental protection.

In the Joint Ministerial Declaration, the Ministers noted with deep concern that although world shipping is generally operated in a safe and responsible manner, a number of ship owners and operators persistently operate sub-standard ships. They confirmed their determination to strengthen their commitment as flag State administrations and port State authorities to quality and safety in all aspects of shipping and to play an active role in a common goal to eliminate sub-standard shipping. Such a commitment includes, among others, active support for the continuing effort of IMO aiming at the adoption of comprehensive binding quality criteria for flag State Administrations and ship registers; exercise of rigorous port State control to verify compliance with the International Safety Management Code; enhancement of training of personnel involved in port State control, and improvement of inter-regional information exchange.

4. Control initiatives on structural safety of large bulk carriers

The structural condition of large bulk carriers has been a growing cause for concern for many years. Older ships which carry bulk cargoes have been involved in serious casualties over the past years. In 1997, according to Intercargo, there were 5 actual total losses and two constructive total losses. Two were due to navigational error, three attributable to fire and explosion and a single sinking due to plate failure. Some 75 seafarers were killed in the casualties, compared with 49 who died in bulk carriers in the previous year. According to Intercargo 106 vessels have been lost since 1990, with the deaths of 637 seafarers.

This situation can no longer be ignored or tolerated. Although major initiatives have already been undertaken by the International Maritime Organization and the International Association of Classification Societies to address the concern, many of these ships are still operating in an appalling condition, risking the lives of their crews daily.

The Port State Control Committee was in full agreement that every action should be taken to identify bulk carriers which may have structural problems and decided to launch a concentrated inspection campaign against bulk carriers over 30.000GT and older than 15 years. Bulk carriers which are due for an expanded inspection will be selected and given notice to make the necessary preparations for a structural inspection.

Specific guidelines have been developed to assist Port State Control Officers in these inspections, which also include inspection of ballast tanks and cargo holds. Preparations for this campaign were made during the 27th PSC Seminar in Rome attended by PSCO's from all the Paris MOU members countries.

The campaign is scheduled to take place from 1 April to 30 June 1999.

5. Concentrated Inspection Campaigns

Over the past years several concentrated inspection campaigns have been held. These campaigns focus on a particular area of compliance with international regulations with the aim of gathering information on, and enforcing, the level of compliance. Each campaign is prepared by experts and focuses on a number of specific items for inspection.

Experience shows that they serve to draw attention to the chosen area of compliance.

During 1997 the Paris MOU held a campaign on working and living conditions for which ILO Merchant Shipping (Minimum Standards) Convention No. 147 provides the regulatory framework.



The galley was one of the focal area's during the concentrated inspection campaign on working and living conditions.

During this campaign, which ran from 1 September to 30 November 1997, Port State Control Officers, often in co-operation with port health officers, paid particular attention to the following areas: food supply and storage; condition of the galley; condition of equipment for receiving and producing potable water; general condition, ventilation and heating of accommodation spaces; sanitary facilities; hospital accommodation.

The results of the campaign were submitted to the Port State Control Committee and revealed that over 25% of the 3791 inspected ships had deficiencies in at least one of the inspected areas.

Of those ships found to have deficiencies, 35% were detained or required to rectify the deficiencies before departure. Most deficiencies were found in food storage, the condition of the galley, sanitary facilities and hospital accommodation. As mentioned earlier in this report, figures revealed a close correlation between flag States which are targeted for poor standards and those found to have poor working and living conditions. The highest deficiency ratio was found on ships from Algeria, Azerbaijan, Belize, Egypt, Honduras, India, Lebanon, Morocco, Romania, Syria and Turkey.

During 1998 a concentrated inspection campaign was carried out to enforce the implementation of the International Safety Management (ISM) Code. The campaign was supported by the Ministerial Conference, and had been under preparation for several years. Guidelines for control procedures on the ISM Code were adopted by the Committee during its 31st meeting in Madrid, and several PSC Seminars were dedicated to the inspection of the safety management system on board.

The campaign started on 1 July 1998, the date on which passenger ships, oil tankers, chemical tankers, gas carriers, bulk carriers and high speed craft were required to comply with the Code. During 3 months 1,575 eligible ships were inspected using a questionnaire to test key areas of the safety management system. A total of 81 ships were detained in port for major non-conformities in their system, resulting in an average detention percentage of over 5 percent.

Three ships have been banned from the Paris MOU region for not having ISM certificates on board and a safety management system in place. Bulk carriers were the largest category of ships found not to comply with the international management standards. Out of 722 bulk carriers 58 were detained (8%) because of failings in their safety management systems.

Of the flag States, Turkey showed the lowest compliance, with a detention rate of over 16 percent, followed by St. Vincent and the Grenadines, Russia, Bahamas, Cyprus, Panama and the Philippines, all scoring higher than the average of 5.1 percent.

Areas of the safety management system on board most frequently found to have major non-conformities were certificates, identifying the designated person, maintenance routines and records. A check of compliance with the ISM Code is now part of port State control inspection. A follow-up campaign may be carried out in 2002 when other ship types are required to comply with the Code.

6. Co-operation with other organizations

The strength of regional regimes of port State control bound by geographical circumstances and interest is widely recognised. During the Joint Ministerial Conference in Vancouver, the existing co-operation between the Paris and Tokyo Memorandum of Understanding was firmly reinforced. The Secretariats of both regions have participated in each other's meetings.

The Paris MOU has also provided advice in setting up port state control regimes in Latin America and the Caribbean. Co-operation on an administrative level will help to ensure that port State control efforts remain compatible as far as practicable.

The long-standing co-operation with the United States Coast Guard has been extended by giving the Coast Guard access to the SIRENAC database.

Since the early days the International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MOU.

Port State Control initiatives from the Paris MOU have been introduced in the work of the IMO, resulting in international agreed standards for control procedures laid down in IMO Resolution A.787(15). The 1997 Annual Report, including the figures, has been submitted by Norway to the Sub-Committee on Flag State Implementation. The IMO Members, in particular those appearing on the list of targeted flag States are invited to comment on which steps will be taken to improve their safety record.

During the 31st meeting of the Port State Control Committee in 1998, it was decided that newly emerging PSC regions in other areas of the world, should adhere to certain minimum criteria before an observer status can be achieved. These criteria, which may include a minimum performance level, will be considered by the Committee in 1999 and will also include criteria for maritime administrations, seeking a co-operating member status.

7. Facts and figures

Introduction

During 1998, 17,643 inspections were carried out in the Paris MOU region on 11,168 foreign ships registered in 106 different flag States. The number of inspections is slightly higher than the inspection figure for 1997 (16,813) and nearly 10% higher than the number of inspections carried out in 1996 (16,070), (16,381 in 1995).

The number of individual ships inspected in 1998, 11,168, showed an increase of 449 compared with the number inspected in 1997 (10,719) and an increase of 912 compared with 1996 (10,256) (10,563 in 1995). This increase underlines the determined effort of the 18 maritime authorities of the Paris Memorandum in meeting the inspection commitment of 25% laid down in the Paris MOU. The overall inspection rate in the region was 26.5% in 1998, compared with 25.6% in 1997, 24.5% in 1996 and 25.9% in 1995.

The slightly increased overall figure for 1998 also indicates that despite the fact that the Paris MOU members have targeted potentially substandard ships, extra effort was made to increase the number of inspections. A chart showing the individual efforts of the Paris MOU members is included in the statistical annexes to this Annual Report. The entry into force of the EU Directive on Port State Control makes the inspection commitment mandatory for EU Member States.

Detentions

The number of ships detained in 1998 for deficiencies clearly hazardous to safety, health or the environment amounted to 1,598. It compares with the number detained in 1997 of 1,624, 1,719 in 1996 and 1,837 in 1995, and represents a decrease of 13% over four years. In the same period the overall detention percentage of individual ships inspected has dropped from 17.4 to 14.3%. The figures indicate that the intensified control measures under the Paris MOU are taking effect and make the operation of sub-standards ships in the region increasingly difficult.

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

It is noted with concern that among the flag States whose registered ships have a higher than average three-year rolling detention rate, there appears to be a "hard core" of States that have persistently figured in the list of "targeted" flags since it was introduced in this annual report in 1992.

The following 7 flag States have maintained a poor performance and have been included in the top 10 for 3 consecutive years, Belize, Honduras, Lebanon, Morocco, Romania, Syrian Arab Republic and Turkey.

Barbados is no longer included in the 1998 list. Cambodia and Thailand are included for the first time at, respectively, 9th and 10th position.

Within the framework of the Paris MOU, port State 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 noted that general dry cargo ships and bulk carriers still account for over 75% of all detentions. On a more positive note an improvement is seen in the detention rate in 1998 of bulk carriers, general dry cargo ships, passenger ships, refrigerated cargo ships and tankers compared with 1997 figures. The slightly increased detention rates of chemical tankers and gas carriers raises concern that older vessels may be operating at the margins of safety and environmental limits.



Some detentions involve major repairs to ensure weather-tight integrity.

Statistical annexes to this report show the detention percentage for each ship type in relation to the average detention rate in 1998, and a comparison of detention rates in 1998 with those of 1997 by ships type.

In summary, although there is a downward trend in the percentage of ships detained, the number of ships detained is still unacceptably high.

Banning of ships

During 1998 a total of 17 ships were banned from the Paris MOU, because they failed to call at an agreed repair yard (4), jumped detentions (7) or were not certified in accordance with the ISM Code (6). By the end of 1998 the ban had been lifted on 7 ships after verification that all deficiencies had been rectified.

Deficiencies

A total of 57,831 deficiencies were recorded during port State control inspections in 1998, a substantial increase (8%) on the number of 53,311 recorded in 1997 (53,967 in 1996). The increase in the number of deficiencies recorded may be a product of more selective targeting of ships for inspection.

Prime safety areas, such as life saving appliances, fire fighting equipment, safety in general and navigation, still account for 56% of the total number of deficiencies.

An increase in operational deficiencies is also a cause of concern. Since 1996, SOLAS related operational deficiencies have increased by nearly 50% from 561 to 831 deficiencies. Equally alarming is the increase in MARPOL related operational deficiencies with 135% from 232 in 1996 to 546 in 1998. Garbage management violations have contributed to this with an increase of 220%.

The International Safety Management Code came into force for certain categories of ships from 1 July 1998. Since that date, 373 deficiencies have been recorded, including those found during the concentrated inspection campaign on ISM compliance, which took place during the third quarter of 1998. The figures indicate the impact of the concentrated inspection campaign and that some ship owners persist in operating sub-standard ships despite the introduction of safety management systems on board.

The numbers of deficiencies for major categories of deficiencies may be expressed as a ratio of the number of inspections or as a ratio of the number of ships involved. The deficiency ratio for 1998 in relation to the number of individual ships involved amounted to 5.17 (1997: 4.97; 1996: 5.26; 1995: 5.15).

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 9,677 inspections (54.85% of all inspections) deficiencies were noted, it is this number that is responsible for the total of 57,831 deficiencies. This implies that the deficiency ratio for inspections in which deficiencies were noted amounted to 5.98 (1997: 6.02; 1996: 6.23; 1995: 6.36), which is a decrease for the fourth year in a row.

Statistical Annexes to the 1998 ANNUAL REPORT

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Annex 2 - Detentions

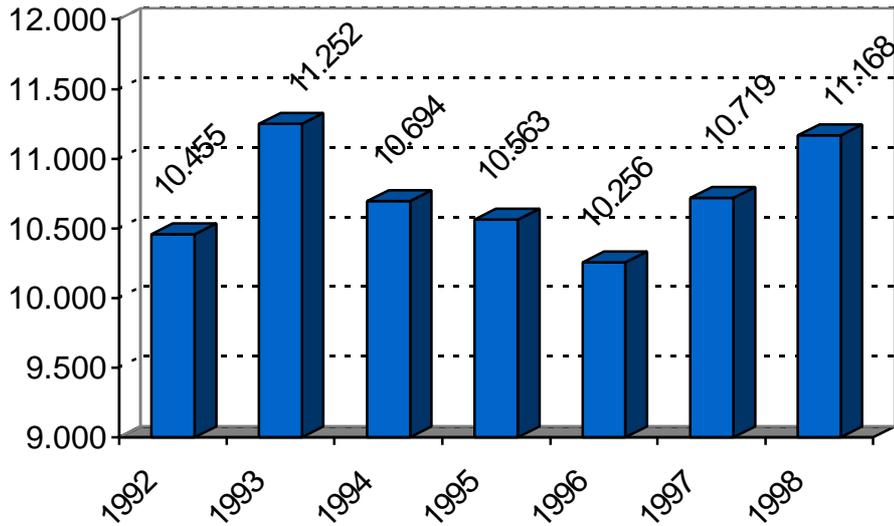
- Flag States exceeding average detention % 30
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Annex 3 - Deficiencies

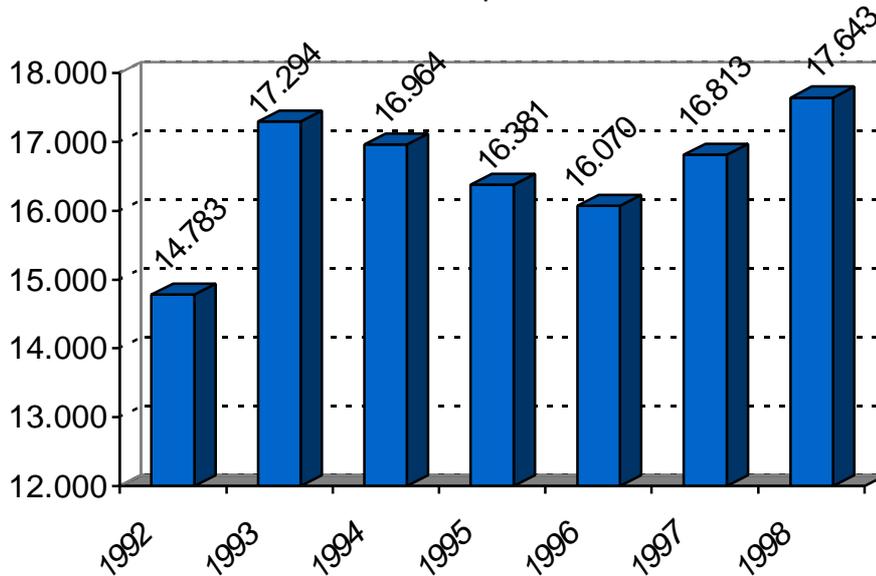
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Basic port State control figures 1998 - 1

number of individual ships inspected

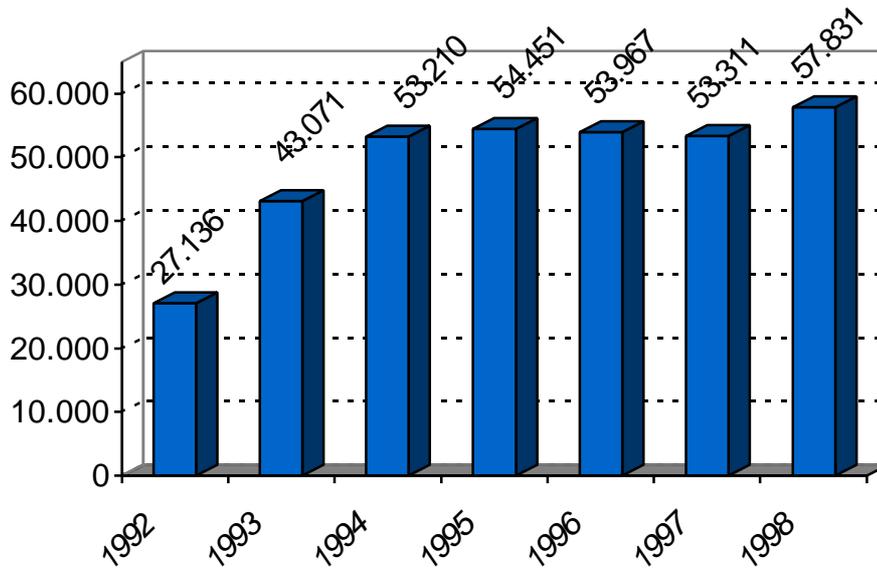


number of inspections

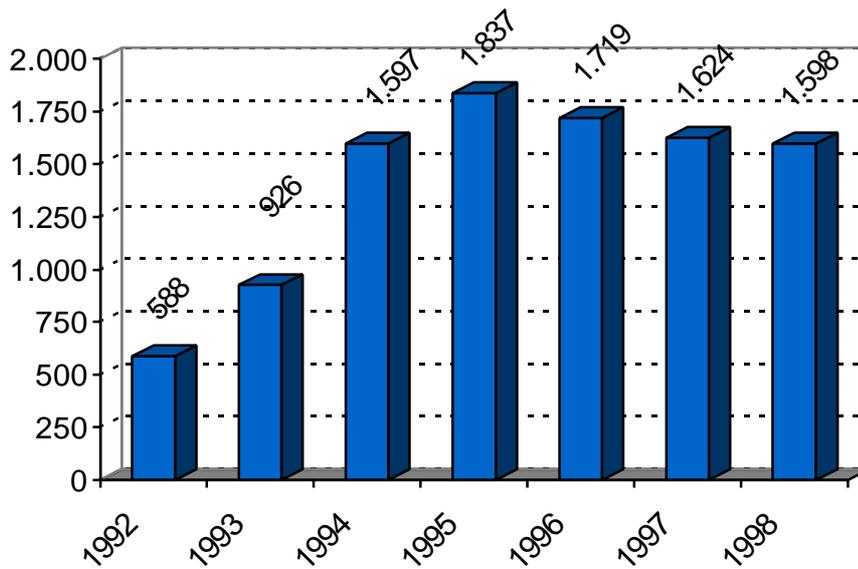


Basic port State control figures 1998 - 2

number of deficiencies observed

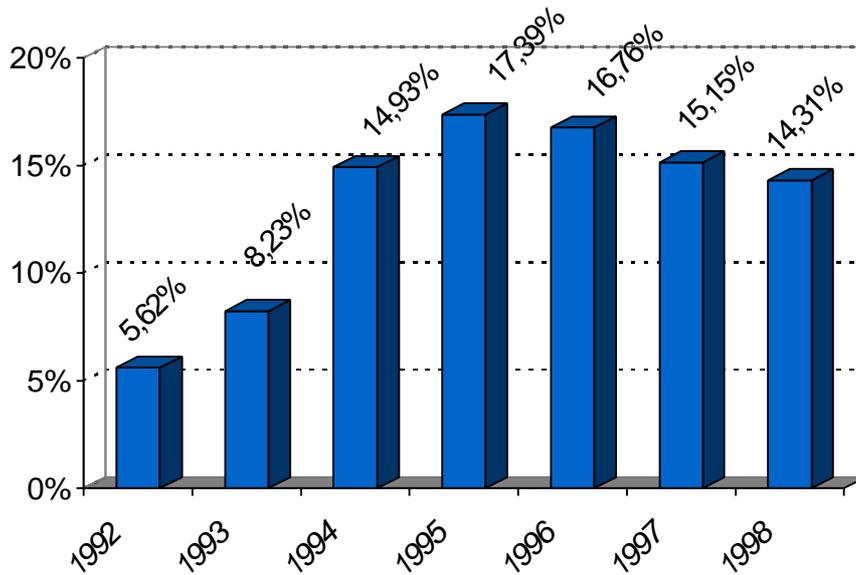


number of ships detained

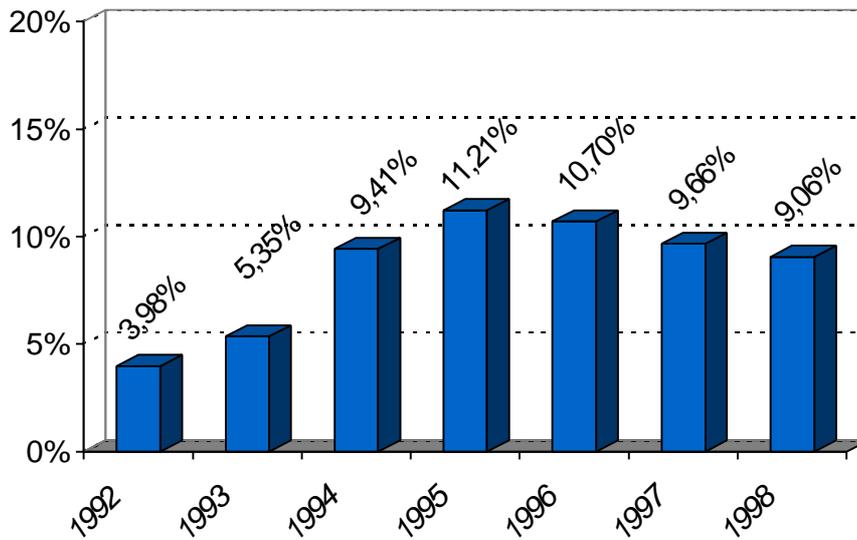


Basic port State control figures 1998 - 3

detentions in % of individual ships

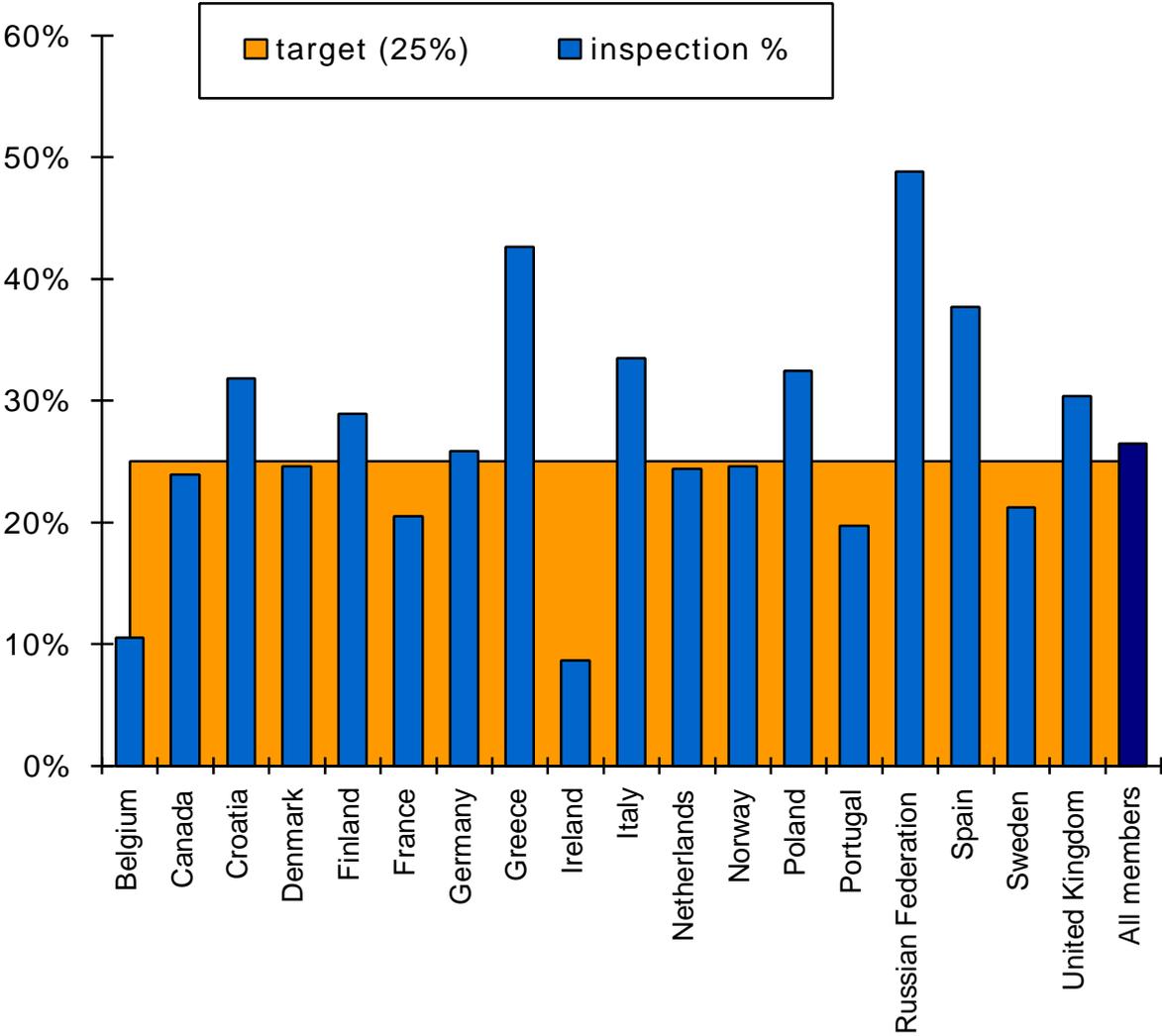


detentions in % of inspections



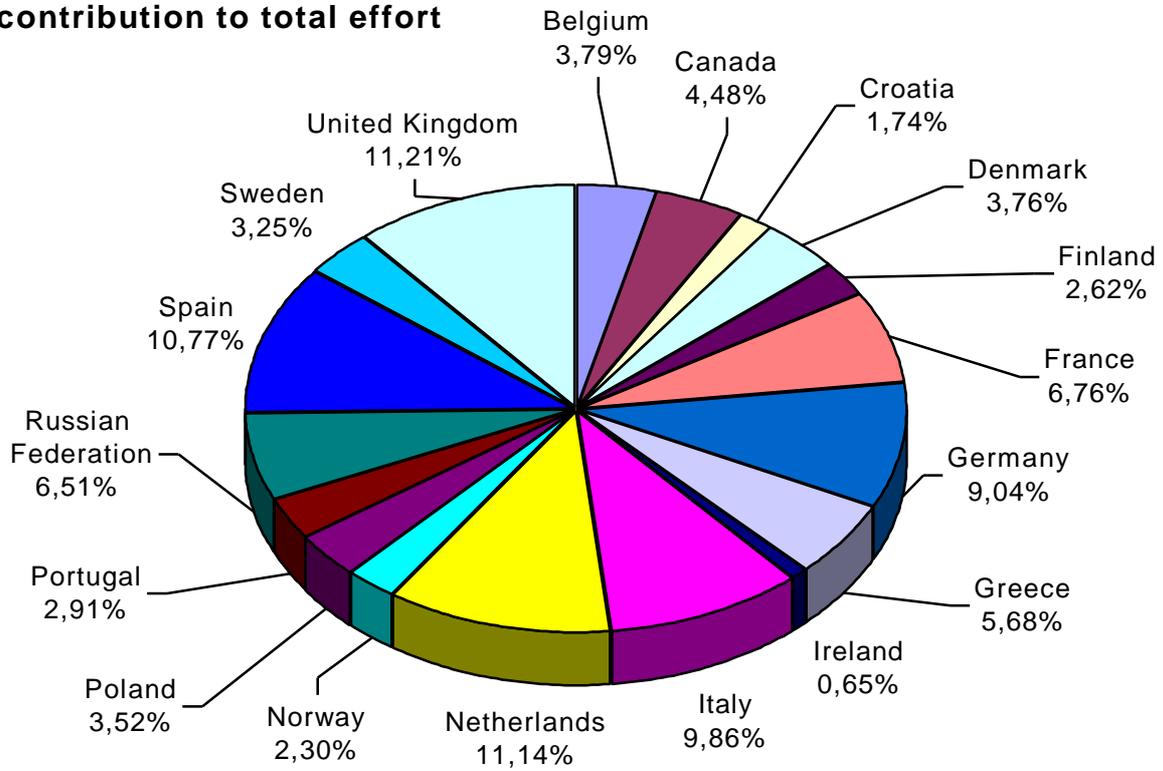
Inspection efforts - 1

Inspection efforts of members compared to target



Inspection efforts – 2

contribution to total effort



Inspections, individual ships and detentions 1996-1998
(3YRA = 3 year rolling average detention %)

FLAGS		Inspec- -tions	Indiv. ships	Deten- -tions	Detention %	Indiv. 96-98	Det. 96-98	3YRA 96- 98
ALBANIA	1996	5	5	3	60,00%	20	12	60,00%
	1997	7	4	4	100,00%			
	1998	14	11	5	45,45%			
ALGERIA	1996	65	41	19	46,34%	125	35	28,00%
	1997	57	38	9	23,68%			
	1998	62	46	7	15,22%			
ANTIGUA & BARBUDA	1996	689	364	46	12,64%	1087	122	11,22%
	1997	650	341	39	11,44%			
	1998	688	382	37	9,69%			
ANTILLES, NETHERLANDS	1996	96	63	9	14,29%	162	20	12,35%
	1997	68	50	6	12,00%			
	1998	80	49	5	10,20%			
ARGENTINA	1996	6	4	1	25,00%	7	1	14,29%
	1997	3	2	0	0,00%			
	1998	1	1	0	0,00%			
AUSTRALIA	1996	2	2	1	50,00%	5	1	20,00%
	1997	1	1	0	0,00%			
	1998	2	2	0	0,00%			
AUSTRIA	1996	58	28	2	7,14%	79	4	5,06%
	1997	50	26	1	3,85%			
	1998	41	25	1	4,00%			
AZERBAIDZHAN	1996	25	17	1	5,88%	58	7	12,07%
	1997	30	20	4	20,00%			
	1998	33	21	2	9,52%			
BAHAMAS	1996	939	576	59	10,24%	1863	184	9,88%
	1997	998	617	54	8,75%			
	1998	1043	670	71	10,60%			
BAHRAIN	1996	3	2	0	0,00%	6	0	0,00%
	1997	4	3	0	0,00%			
	1998	1	1	0	0,00%			
BANGLADESH	1996	7	4	1	25,00%	15	9	60,00%
	1997	16	6	5	83,33%			
	1998	7	5	3	60,00%			
BARBADOS	1996	84	44	10	22,73%	151	22	14,57%
	1997	104	54	7	12,96%			
	1998	108	53	5	9,43%			
BELGIUM	1996	8	6	0	0,00%	12	0	0,00%
	1997	6	4	0	0,00%			
	1998	2	2	0	0,00%			
BELIZE	1996	91	42	22	52,38%	213	122	57,28%
	1997	144	72	50	69,44%			
	1998	165	99	50	50,51%			
BERMUDA	1996	28	23	1	4,35%	102	4	3,88%
	1997	50	35	1	2,86%			
	1998	65	45	2	4,44%			
BOLIVIA	1996	-	-	-	-	3	3	100,00%
	1997	-	-	-	-			

	1998	4	3	3	100,00%			
BRAZIL	1996	14	11	4	36,36%	35	6	17,14%
	1997	14	11	0	0,00%			
	1998	27	13	2	15,38%			
BULGARIA	1996	69	50	8	16,00%	181	33	18,23%
	1997	90	65	12	18,46%			
	1998	104	66	13	19,70%			
CAMBODIA	1996	14	6	2	33,33%	74	25	33,78%
	1997	39	20	8	40,00%			
	1998	89	48	15	31,25%			
CAMEROON, UNITED REPUBLIC OF	1996	2	1	0	0,00%	3	0	0,00%
	1997	2	2	0	0,00%			
	1998	-	-	-	-			
CANADA	1996	10	7	1	14,29%	14	3	21,43%
	1997	5	3	1	33,33%			
	1998	6	4	1	25,00%			
CAPE VERDE	1996	6	4	3	75,00%	14	9	64,29%
	1997	9	6	4	66,67%			
	1998	9	4	2	50,00%			
CAYMAN ISLANDS	1996	25	15	3	20,00%	81	9	11,11%
	1997	28	22	1	4,55%			
	1998	60	44	5	11,36%			
CHILE	1996	1	1	0	0,00%	2	0	0,00%
	1997	-	-	-	-			
	1998	1	1	0	0,00%			
CHINA, PEOPLE'S REPUBLIC	1996	141	104	20	19,23%	339	40	11,80%
	1997	149	122	9	7,38%			
	1998	177	113	11	9,73%			
COLOMBIA	1996	3	2	0	0,00%	4	1	25,00%
	1997	1	1	1	100,00%			
	1998	3	1	0	0,00%			
COMOROS	1996	1	1	0	0,00%	1	0	0,00%
	1997	-	-	-	-			
	1998	-	-	-	-			
COOK ISLANDS	1996	-	-	-	-	1	0	0,00%
	1997	1	1	0	0,00%			
	1998	-	-	-	-			
CROATIA	1996	77	46	11	23,91%	141	29	20,57%
	1997	61	44	9	20,45%			
	1998	75	51	9	17,65%			
CUBA	1996	41	17	6	35,29%	44	13	29,55%
	1997	27	14	6	42,86%			
	1998	23	13	1	7,69%			
CYPRUS	1996	1429	856	176	20,56%	2635	511	19,39%
	1997	1400	845	163	19,29%			
	1998	1584	934	172	18,42%			
CZECHIAN REPUBLIC	1996	6	5	1	20,00%	5	1	20,00%
	1997	-	-	-	-			
	1998	-	-	-	-			
DENMARK	1996	443	297	12	4,04%	827	43	5,20%
	1997	388	269	10	3,72%			
	1998	357	261	21	8,05%			
ECUADOR	1996	1	1	0	0,00%	1	0	0,00%
	1997	-	-	-	-			
	1998	-	-	-	-			

EGYPT	1996	61	40	9	22,50%	120	35	29,17%
	1997	64	37	15	40,54%			
	1998	74	43	11	25,58%			
EQUATORIAL GUINEE	1996	-	-	-	-	15	7	46,67%
	1997	7	6	4	66,67%			
	1998	10	9	3	33,33%			
ESTONIA	1996	122	73	16	21,92%	232	39	16,81%
	1997	135	72	10	13,89%			
	1998	150	87	13	14,94%			
ETHIOPIA	1996	13	9	1	11,11%	23	1	4,35%
	1997	9	7	0	0,00%			
	1998	13	7	0	0,00%			
FAEROER ISLANDS	1996	17	13	3	23,08%	35	7	20,00%
	1997	14	11	1	9,09%			
	1998	18	11	3	27,27%			
FINLAND	1996	119	89	1	1,12%	277	5	1,81%
	1997	139	92	3	3,26%			
	1998	130	96	1	1,04%			
FRANCE	1996	78	59	1	1,69%	193	9	4,66%
	1997	93	65	6	9,23%			
	1998	98	69	2	2,90%			
GABON	1996	2	2	1	50,00%	6	1	16,67%
	1997	2	2	0	0,00%			
	1998	2	2	0	0,00%			
GEORGIA	1996	7	5	5	100,00%	17	13	76,47%
	1997	9	4	5	125,00%			
	1998	11	8	3	37,50%			
GERMANY, FEDERAL REPUBLIC OF	1996	648	427	16	3,75%	1223	41	3,35%
	1997	565	390	12	3,08%			
	1998	602	406	13	3,20%			
GHANA	1996	3	2	0	0,00%	3	1	33,33%
	1997	-	-	-	-			
	1998	1	1	1	100,00%			
GIBRALTAR	1996	12	8	3	37,50%	21	3	14,29%
	1997	5	5	0	0,00%			
	1998	11	8	0	0,00%			
GREECE	1996	580	412	61	14,81%	1123	129	11,49%
	1997	480	345	33	9,57%			
	1998	501	366	35	9,56%			
GUINEA	1996	-	-	-	-	2	2	100,00%
	1997	-	-	-	-			
	1998	2	2	2	100,00%			
GUINEA-BISSAU	1996	-	-	-	-	2	3	150,00%
	1997	4	2	3	150,00%			
	1998	-	-	-	-			
HONDURAS	1996	188	108	63	58,33%	277	174	62,82%
	1997	189	95	61	64,21%			
	1998	144	74	50	67,57%			
HONG KONG	1996	107	85	5	5,88%	208	13	6,25%
	1997	85	69	5	7,25%			
	1998	80	54	3	5,56%			
HUNGARY	1996	7	5	1	20,00%	12	1	8,33%
	1997	7	7	0	0,00%			
	1998	-	-	-	-			
ICELAND	1996	4	3	0	0,00%	9	2	22,22%

	1997	5	3	1	33,33%			
	1998	6	3	1	33,33%			
INDIA	1996	80	45	1	2,22%	138	8	5,80%
	1997	73	52	6	11,54%			
	1998	60	41	1	2,44%			
INDONESIA	1996	2	1	0	0,00%	5	1	20,00%
	1997	3	2	1	50,00%			
	1998	2	2	0	0,00%			
IRAN	1996	25	20	5	25,00%	84	17	20,24%
	1997	48	33	5	15,15%			
	1998	46	31	7	22,58%			
IRELAND	1996	93	43	1	2,33%	131	3	2,29%
	1997	89	47	2	4,26%			
	1998	83	41	0	0,00%			
ISRAEL	1996	24	18	0	0,00%	58	5	8,62%
	1997	30	20	3	15,00%			
	1998	40	20	2	10,00%			
ITALY	1996	190	127	13	10,24%	397	43	10,83%
	1997	205	135	14	10,37%			
	1998	189	135	16	11,85%			
IVORY COAST	1996	1	1	1	100,00%	1	1	100,00%
	1997	-	-	-	-			
	1998	-	-	-	-			
JAPAN	1996	37	26	0	0,00%	74	0	0,00%
	1997	33	22	0	0,00%			
	1998	31	26	0	0,00%			
KOREA, DEMOCRATIC REPUBLIC OF	1996	-	-	-	-	2	1	50,00%
	1997	-	-	-	-			
	1998	2	2	1	50,00%			
KOREA, REPUBLIC OF	1996	35	30	2	6,67%	117	7	5,98%
	1997	65	48	3	6,25%			
	1998	54	39	2	5,13%			
KUWAIT	1996	12	8	0	0,00%	29	2	6,90%
	1997	8	8	1	12,50%			
	1998	19	13	1	7,69%			
LATVIA	1996	88	59	6	10,17%	134	19	14,18%
	1997	82	48	8	16,67%			
	1998	34	27	5	18,52%			
LEBANON	1996	38	28	13	46,43%	106	52	49,06%
	1997	52	37	18	48,65%			
	1998	65	41	21	51,22%			
LIBERIA	1996	818	573	44	7,68%	1818	136	7,48%
	1997	849	596	41	6,88%			
	1998	898	649	51	7,86%			
LIBYAN ARAB YAMAHIRYIA	1996	30	22	7	31,82%	65	22	33,85%
	1997	33	24	8	33,33%			
	1998	35	19	7	36,84%			
LITHUANIA	1996	146	85	8	9,41%	240	31	12,92%
	1997	112	70	7	10,00%			
	1998	148	85	16	18,82%			
LUXEMBOURG	1996	30	20	2	10,00%	67	5	7,46%
	1997	39	25	2	8,00%			
	1998	30	22	1	4,55%			
MALAYSIA	1996	37	25	3	12,00%	86	16	18,60%
	1997	43	27	10	37,04%			

	1998	44	34	3	8,82%			
MALDIVES	1996	-	-	-	-	1	0	0,00%
	1997	1	1	0	0,00%			
	1998	-	-	-	-			
MALTA	1996	1019	599	143	23,87%	2242	443	19,76%
	1997	1245	767	152	19,82%			
	1998	1409	876	148	16,89%			
MAN, ISLE OF	1996	75	56	3	5,36%	230	18	7,83%
	1997	117	73	9	12,33%			
	1998	150	101	6	5,94%			
MARSHALL ISLANDS	1996	85	50	3	6,00%	187	9	4,81%
	1997	109	66	3	4,55%			
	1998	103	71	3	4,23%			
MAURITIUS	1996	9	6	2	33,33%	20	9	45,00%
	1997	15	9	5	55,56%			
	1998	8	5	2	40,00%			
MEXICO	1996	8	7	0	0,00%	16	0	0,00%
	1997	9	6	0	0,00%			
	1998	3	3	0	0,00%			
MOROCCO	1996	69	31	19	61,29%	103	45	43,69%
	1997	77	35	16	45,71%			
	1998	61	37	10	27,03%			
MYANMAR, UNION OF	1996	20	11	1	9,09%	26	2	7,69%
	1997	19	10	1	10,00%			
	1998	7	5	0	0,00%			
NETHERLANDS	1996	561	361	21	5,82%	1217	64	5,26%
	1997	685	411	22	5,35%			
	1998	712	445	21	4,72%			
NIGERIA	1996	11	5	3	60,00%	10	7	70,00%
	1997	5	3	2	66,67%			
	1998	4	2	2	100,00%			
NORWAY	1996	791	533	29	5,44%	1641	87	5,30%
	1997	831	538	24	4,46%			
	1998	868	570	34	5,96%			
PAKISTAN	1996	19	11	4	36,36%	28	9	32,14%
	1997	14	9	2	22,22%			
	1998	11	8	3	37,50%			
PANAMA	1996	1206	822	156	18,98%	2865	470	16,40%
	1997	1397	960	161	16,77%			
	1998	1522	1083	153	14,13%			
PHILIPPINES	1996	98	67	10	14,93%	211	27	12,80%
	1997	105	71	8	11,27%			
	1998	101	73	9	12,33%			
POLAND	1996	186	104	16	15,38%	294	31	10,54%
	1997	159	107	6	5,61%			
	1998	130	83	9	10,84%			
PORTUGAL	1996	97	41	5	12,20%	190	23	12,11%
	1997	145	64	5	7,81%			
	1998	163	85	13	15,29%			
QATAR	1996	9	7	0	0,00%	27	1	3,70%
	1997	17	10	0	0,00%			
	1998	14	10	1	10,00%			
ROMANIA	1996	153	93	44	47,31%	252	102	40,48%
	1997	148	95	39	41,05%			
	1998	91	64	19	29,69%			

RUSSIAN FEDERATION	1996	1323	848	151	17,81%	2235	374	16,73%
	1997	1153	733	114	15,55%			
	1998	1053	654	109	16,67%			
SAUDI ARABIA	1996	20	14	1	7,14%	47	2	4,26%
	1997	23	16	1	6,25%			
	1998	26	17	0	0,00%			
SINGAPORE	1996	129	98	6	6,12%	408	24	5,88%
	1997	219	142	10	7,04%			
	1998	229	168	8	4,76%			
SLOVAKIA	1996	2	1	1	100,00%	3	1	33,33%
	1997	3	1	0	0,00%			
	1998	1	1	0	0,00%			
SLOVENIA	1996	1	1	0	0,00%	4	0	0,00%
	1997	2	2	0	0,00%			
	1998	1	1	0	0,00%			
SOMALIA	1996	1	1	0	0,00%	1	0	0,00%
	1997	-	-	-	-			
	1998	-	-	-	-			
SOUTH AFRICA	1996	4	3	0	0,00%	11	1	9,09%
	1997	6	4	1	25,00%			
	1998	8	4	0	0,00%			
SPAIN	1996	50	35	1	2,86%	100	5	5,00%
	1997	53	32	3	9,38%			
	1998	45	33	1	3,03%			
SRI LANKA	1996	8	6	0	0,00%	19	1	5,26%
	1997	12	9	1	11,11%			
	1998	4	4	0	0,00%			
ST. VINCENT & GRENADINES	1996	510	265	96	36,23%	965	308	31,92%
	1997	577	316	101	31,96%			
	1998	661	384	111	28,91%			
SUDAN	1996	10	4	2	50,00%	11	7	63,64%
	1997	7	4	1	25,00%			
	1998	9	3	4	133,33%			
SURINAME	1996	-	-	-	-	1	0	0,00%
	1997	1	1	0	0,00%			
	1998	-	-	-	-			
SWEDEN	1996	305	188	5	2,66%	556	19	3,42%
	1997	274	188	10	5,32%			
	1998	253	180	4	2,22%			
SWITZERLAND	1996	14	10	1	10,00%	37	2	5,41%
	1997	21	12	0	0,00%			
	1998	21	15	1	6,67%			
SYRIAN ARAB REPUBLIC	1996	91	59	46	77,97%	220	114	51,82%
	1997	123	85	37	43,53%			
	1998	112	76	31	40,79%			
TAIWAN	1996	57	37	1	2,70%	92	3	3,26%
	1997	45	33	1	3,03%			
	1998	28	22	1	4,55%			
THAILAND	1996	29	22	12	54,55%	65	21	32,31%
	1997	35	20	4	20,00%			
	1998	34	23	5	21,74%			
TUNISIA	1996	24	15	6	40,00%	39	9	23,08%
	1997	18	11	1	9,09%			
	1998	25	13	2	15,38%			
TURKEY	1996	463	298	157	52,68%	1079	430	39,85%

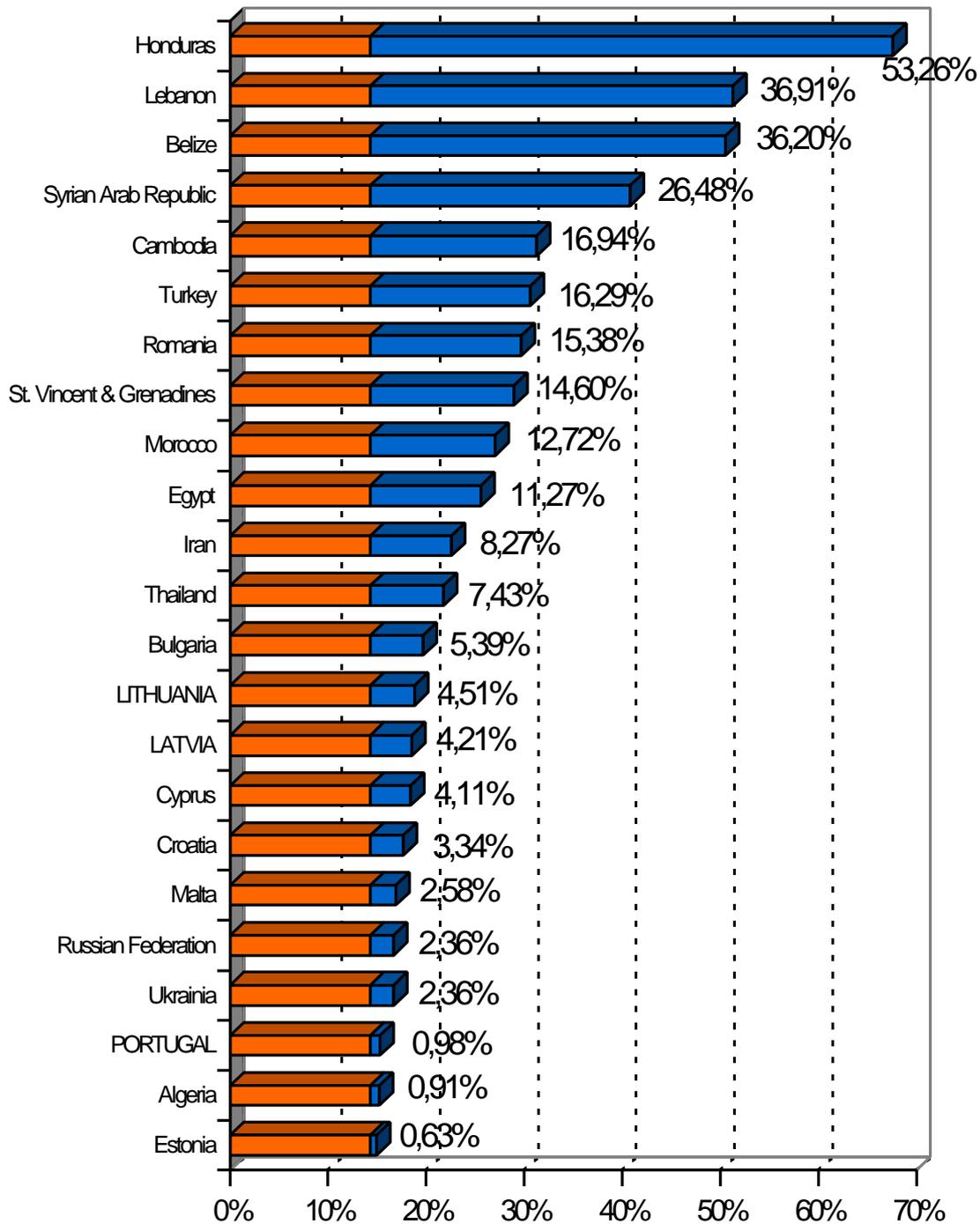
	1997	601	366	146	39,89%			
	1998	721	415	127	30,60%			
TURKMENISTAN	1996	1	1	1	100,00%	8	5	62,50%
	1997	6	3	3	100,00%			
	1998	7	4	1	25,00%			
TUVALU	1996	27	11	2	18,18%	38	5	13,16%
	1997	27	13	1	7,69%			
	1998	25	14	2	14,29%			
UKRAINIA	1996	257	199	44	22,11%	579	105	18,13%
	1997	263	194	30	15,46%			
	1998	266	186	31	16,67%			
UNITED ARAB EMIRATES	1996	6	5	1	20,00%	17	3	17,65%
	1997	7	6	1	16,67%			
	1998	10	6	1	16,67%			
UNITED KINGDOM	1996	175	141	4	2,84%	383	13	3,39%
	1997	170	123	7	5,69%			
	1998	166	119	2	1,68%			
URUGUAY	1996	1	1	0	0,00%	3	0	0,00%
	1997	2	2	0	0,00%			
	1998	-	-	-	-			
USA	1996	46	36	1	2,78%	111	3	2,70%
	1997	40	31	0	0,00%			
	1998	63	44	2	4,55%			
VANUATU	1996	51	33	6	18,18%	99	12	12,12%
	1997	45	31	3	9,68%			
	1998	50	35	3	8,57%			
VENEZUELA	1996	3	3	1	33,33%	5	2	40,00%
	1997	-	-	-	-			
	1998	3	2	1	50,00%			
VIETNAM	1996	1	1	0	0,00%	2	1	50,00%
	1997	2	1	1	100,00%			
	1998	-	-	-	-			
ZAIRE	1996	2	2	0	0,00%	4	0	0,00%
	1997	2	1	0	0,00%			
	1998	1	1	0	0,00%			
TOTALS	1996	16.070	10.256	1.719	16,76%	32.361	4.941	15,27%
	1997	16.813	10.719	1.624	15,15%			
	1998	17.643	11.386	1.598	14,03%			

1998 detentions per Flag state, exceeding average percentage - 1

- Only flags with more than 20 individual ships involved in a port State control inspection in 1998 are recorded in this table and the graph on the next page
- The light area at the left of each bar in the **graph** represents the 1998 average detention percentage (14,31%)
- Countries in **CAPITAL** are not above the 1996-98 3 year rolling average, the others are.
- The numbers in the **graph** indicate the **excess** off the average 1998 detention percentage (14,31%)

Flag	Individual ships	Detentions	Detention %	Excess of average %
Honduras	74	50	67,57	53,26
Lebanon	41	21	51,22	36,91
Belize	99	50	50,51	36,20
Syrian Arab Republic	76	31	40,79	26,48
Cambodia	48	15	31,25	16,94
Turkey	415	127	30,60	16,29
Romania	64	19	29,69	15,38
St. Vincent & Grenadines	384	111	28,91	14,60
Morocco	37	10	27,03	12,72
Egypt	43	11	25,58	11,27
Iran	31	7	22,58	8,27
Thailand	23	5	21,74	7,43
Bulgaria	66	13	19,70	5,39
LITHUANIA	85	16	18,82	4,51
LATVIA	27	5	18,52	4,21
Cyprus	934	172	18,42	4,11
Croatia	51	9	17,65	3,34
Malta	876	148	16,89	2,58
Russian Federation	654	109	16,67	2,36
Ukrainia	186	31	16,67	2,36
PORTUGAL	85	13	15,29	0,98
Algeria	46	7	15,22	0,91
Estonia	87	13	14,94	0,63

1998 detentions per Flag state, exceeding average percentage - 2

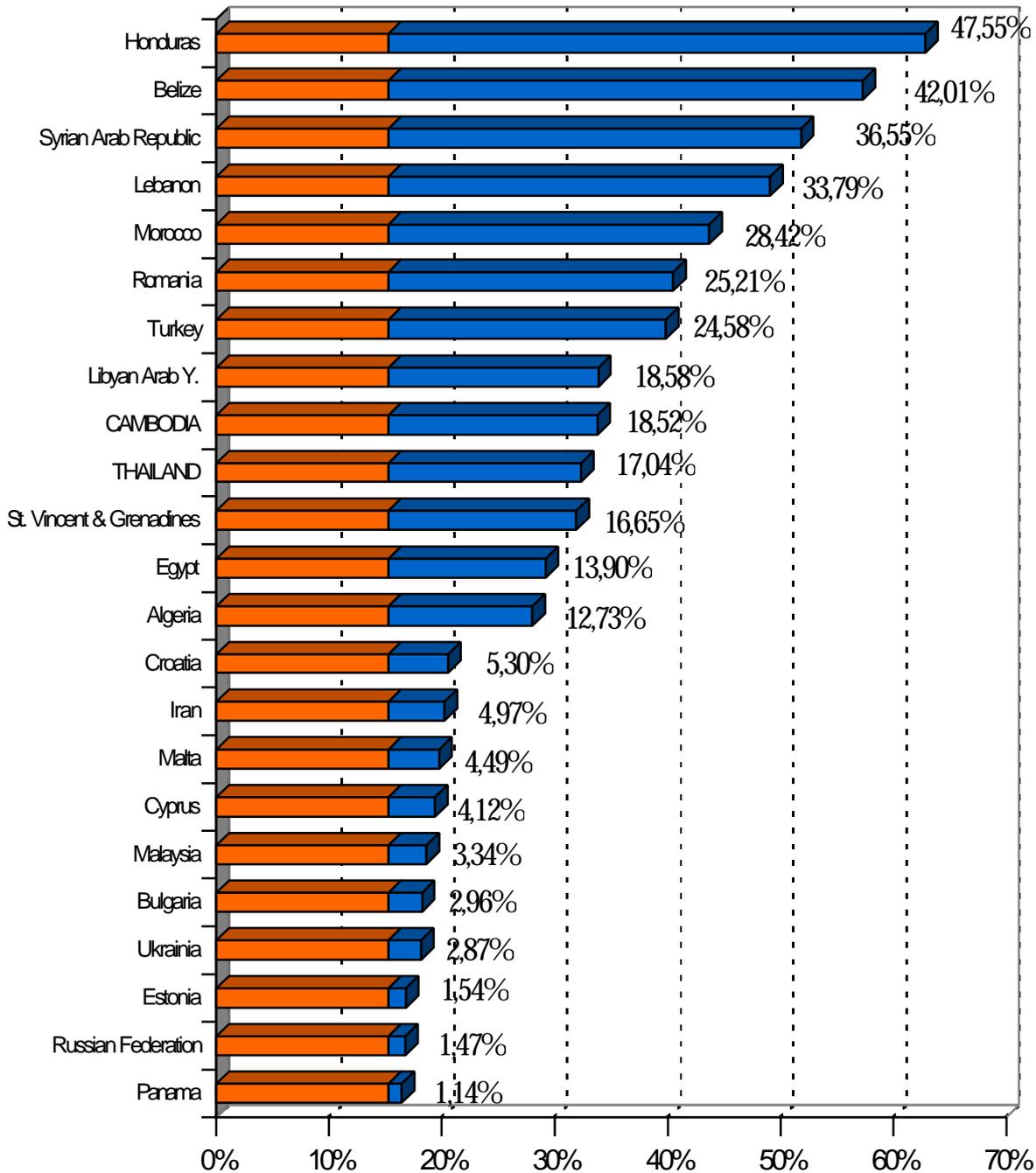


Flag states exceeding 3-year rolling average detention percentage 1996–98 - 1

- Only flags with more than 60 individual ships involved in a port State control inspection in 1996 - 98 are recorded in this table and the graph on the next page
- The light area at the left of each bar in the graph represents the 1996 - 98 general 3-year rolling average detention percentage (**15,27%**)
- The numbers in the graph indicate the **excess** off the average 1996 - 98 detention percentage
- Countries in **CAPITAL** are new in the 3 year rolling average list.
- **Barbados is no longer in the list**
- **Flags in this list will be targeted as priority cases in 1999 – 2000**

Flag	Individual ships 96-98	Detentions 96-98	Detention % 96-98	Excess of average %
Honduras	277	174	62,82	47,55
Belize	213	122	57,28	42,01
Syrian Arab Republic	220	114	51,82	36,55
Lebanon	106	52	49,06	33,79
Morocco	103	45	43,69	28,42
Romania	252	102	40,48	25,21
Turkey	1079	430	39,85	24,58
Libyan Arab Yamahiryia	65	22	33,85	18,58
CAMBODIA	74	25	33,78	18,52
THAILAND	65	21	32,31	17,04
St. Vincent & Grenadines	965	308	31,92	16,65
Egypt	120	35	29,17	13,90
Algeria	125	35	28,00	12,73
Croatia	141	29	20,57	5,30
Iran	84	17	20,24	4,97
Malta	2242	443	19,76	4,49
Cyprus	2635	511	19,39	4,12
Malaysia	86	16	18,60	3,34
Bulgaria	181	33	18,23	2,96
Ukraine	579	105	18,13	2,87
Estonia	232	39	16,81	1,54
Russian Federation	2235	374	16,73	1,47
Panama	2865	470	16,40	1,14

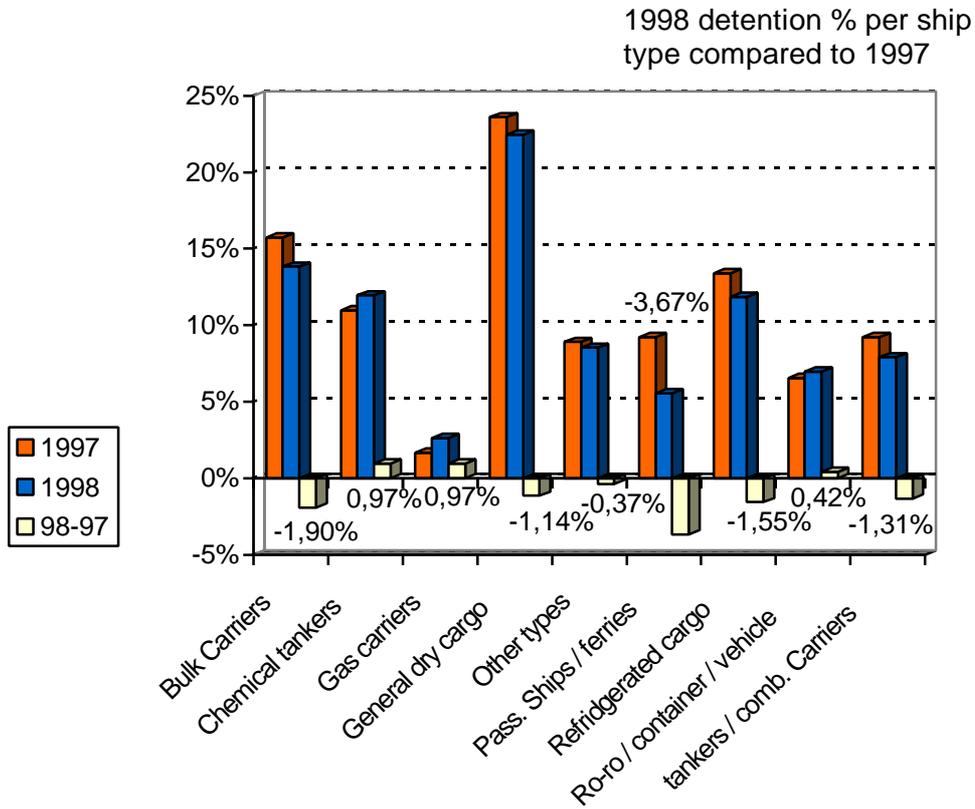
Flag states exceeding 3-year rolling average detention percentage 1996–98 - 2



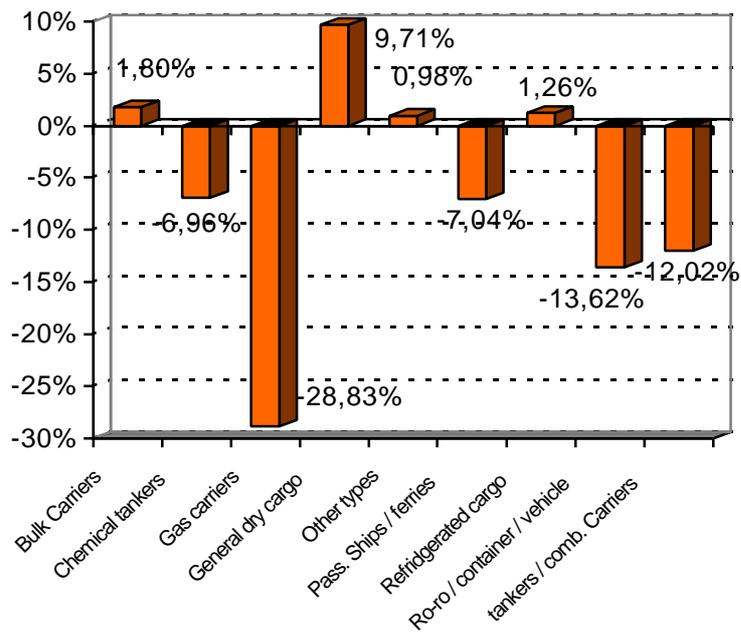
Inspections and detentions per ship type – 1

SHIP TYPE	Inspec- tions	Insp. with deficien- cies	% of insp. with defi- ciencies	Indivi- dual ships	Deten- tions	Det. %	+/- average det. %
Bulk Carriers	5400	3059	56,65%	3584	496	13,84	-0,19%
Chemical Tankers	900	431	47,89%	602	72	11,96	-2,07%
Gas Carriers	246	64	26,02%	189	5	2,65	-11,38%
General Dry Cargo	5476	3535	64,55%	3179	714	22,46	8,43%
Other Types	446	249	55,83%	363	31	8,54	-5,49%
Passengers Ships / Ferries	684	327	47,81%	396	22	5,56	-8,47%
Refrigerated Cargo	909	510	56,11%	624	74	11,86	-2,17%
Ro-Ro / Container / Vehicle	2006	827	41,23%	1387	97	6,99	-7,04%
Tankers / Comb. Carriers	1576	675	42,83%	1099	87	7,92	-6,11%
All types	17.643	9.677	54,85%	11.168	1.598	14,31	

Inspections and detentions per ship type - 2



% above or below average percentage of inspections with deficiencies (54,85%)



Major categories of deficiencies in relation to inspections/ships

	NUMBER OF DEFICIENCIES			DEF. IN % OF TOTAL NUMBER			ratio of def. To inspections x 100			ratio of def. to indiv. ships x 100		
	1996	1997	1998	1996	1997	1998	1996	1997	1998	1996	1997	1998
SHIPS' CERTIFICATES	3.056	2.803	3.204	5,66%	5,26%	5,54%	19,02	16,67	18,16	29,80	26,15	28,69
CREW	1.369	1.452	1.404	2,54%	2,72%	2,43%	8,52	8,64	7,96	13,35	13,55	12,57
ACCOMMODATION	1.417	2.183	1.931	2,63%	4,09%	3,34%	8,82	12,98	10,94	13,82	20,37	17,29
FOOD AND CATERING	686	1.508	1.105	1,27%	2,83%	1,91%	4,27	8,97	6,26	6,69	14,07	9,89
WORKING SPACES	408	505	518	0,76%	0,95%	0,90%	2,54	3,00	2,94	3,98	4,71	4,64
LIFE SAVING APPLIANCES	12.123	10.263	10.445	22,46%	19,25%	18,06%	75,44	61,04	59,20	118,20	95,75	93,53
FIRE FIGHTING APPLIANCES	7.813	7.500	7.749	14,48%	14,07%	13,40%	48,62	44,61	43,92	76,18	69,97	69,39
ACCIDENT PREVENTION	684	911	1.008	1,27%	1,71%	1,74%	4,26	5,42	5,71	6,67	8,50	9,03
SAFETY IN GENERAL	7.026	6.683	7.603	13,02%	12,54%	13,15%	43,72	39,75	43,09	68,51	62,35	68,08
ALARM SIGNALS	180	240	267	0,33%	0,45%	0,46%	1,12	1,43	1,51	1,76	2,24	2,39
CARGO	343	408	813	0,64%	0,77%	1,41%	2,13	2,43	4,61	3,34	3,81	7,28
LOAD LINES	2.899	2.888	3.161	5,37%	5,42%	5,47%	18,04	17,18	17,92	28,27	26,94	28,30
MOORING ARRANGMNTS.	359	401	552	0,67%	0,75%	0,95%	2,23	2,39	3,13	3,50	3,74	4,94
PROPULSION/AUX. MACHIN.	2.357	2.513	3.128	4,37%	4,71%	5,41%	14,67	14,95	17,73	22,98	23,44	28,01
NAVIGATION	6.323	5.825	6.426	11,72%	10,93%	11,11%	39,35	34,65	36,42	61,65	54,34	57,54
RADIO	1.860	1.902	2.112	3,45%	3,57%	3,65%	11,57	11,31	11,97	18,14	17,74	18,91
MARPOL AN. I	3.934	4.017	4.112	7,29%	7,54%	7,11%	24,48	23,89	23,31	38,36	37,48	36,82
DEF. SPECIFIC FOR TANKERS	125	143	190	0,23%	0,27%	0,33%	0,78	0,85	1,08	1,22	1,33	1,70
MARPOL AN. II	97	82	79	0,18%	0,15%	0,14%	0,60	0,49	0,45	0,95	0,76	0,71
OPERATIONAL DEF. SOLAS	561	723	831	1,04%	1,36%	1,44%	3,49	4,30	4,71	5,47	6,75	7,44
OPERATIONAL DEF. MARPOL	232	262	546	0,43%	0,49%	0,94%	1,44	1,56	3,09	2,26	2,44	4,89
MARPOL AN. III	11	15	46	0,02%	0,03%	0,08%	0,07	0,09	0,26	0,11	0,14	0,41
MARPOL AN. V			70			0,12%			0,40			0,63
ISM			373			0,64%			2,11			3,34
ALL OTHER DEFICIENCIES	65	41	68	0,12%	0,08%	0,12%	0,40	0,24	0,39	0,63	0,38	0,61
NOT CLEARLY HAZARDOUS	39	43	90	0,07%	0,08%	0,16%	0,24	0,26	0,51	0,38	0,40	0,81
TOTAL	53.967	53.311	57.831									

Inspections with deficiencies

FLAGS	Inspected 1998	Inspections with deficiencies	% with deficiencies
ALBANIA	14	12	85,71%
ALGERIA	62	47	75,81%
ANTIGUA & BARBUDA	688	350	50,87%
ANTILLES, NETHERLANDS	80	37	46,25%
ARGENTINA	1	0	0,00%
AUSTRALIA	2	1	50,00%
AUSTRIA	41	15	36,59%
AZERBAIDZHAN	33	25	75,76%
BAHAMAS	1043	512	49,09%
BAHRAIN	1	1	100,00%
BANGLADESH	7	6	85,71%
BARBADOS	108	58	53,70%
BELGIUM	2	1	50,00%
BELIZE	165	135	81,82%
BERMUDA	65	25	38,46%
BOLIVIA	4	4	100,00%
BRAZIL	27	21	77,78%
BULGARIA	104	54	51,92%
CAMBODIA	89	75	84,27%
CANADA	6	5	83,33%
CAPE VERDE	9	7	77,78%
CAYMAN ISLANDS	60	30	50,00%
CHILE	1	0	0,00%
CHINA, PEOPLE'S REPUBLIC	177	108	61,02%
COLOMBIA	3	3	100,00%
CROATIA	75	46	61,33%
CUBA	23	19	82,61%
CYPRUS	1584	981	61,93%
DENMARK	357	126	35,29%
EGYPT	74	55	74,32%
EQUATORIAL GUINEE	10	10	100,00%
ESTONIA	150	94	62,67%
ETHIOPIA	13	9	69,23%
FAEROER ISLANDS	18	11	61,11%
FINLAND	130	49	37,69%
FRANCE	98	46	46,94%
GABON	2	2	100,00%

GEORGIA	11	10	90,91%
GERMANY, FEDERAL REPUBLIC OF	602	194	32,23%
GHANA	1	1	100,00%
GIBRALTAR	11	6	54,55%
GREECE	501	242	48,30%
GUINEA	2	2	100,00%
HONDURAS	144	111	77,08%
HONG KONG	80	28	35,00%
ICELAND	6	4	66,67%
INDIA	60	38	63,33%
INDONESIA	2	1	50,00%
IRAN	46	36	78,26%
IRELAND	83	43	51,81%
ISRAEL	40	10	25,00%
ITALY	189	85	44,97%
JAPAN	31	10	32,26%
KOREA, DEMOCRATIC REPUBLIC OF	2	2	100,00%
KOREA, REPUBLIC OF	54	22	40,74%
KUWAIT	19	13	68,42%
LATVIA	34	14	41,18%
LEBANON	65	53	81,45%
LIBERIA	898	379	42,20%
LIBYAN ARAB YAMAHIRYIA	35	20	57,14%
LITHUANIA	148	108	72,97%
LUXEMBOURG	30	15	50,00%
MALAYSIA	44	26	59,09%
MALTA	1409	831	58,98%
MAN, ISLE OF	150	56	37,33%
MARSHALL ISLANDS	103	44	42,72%
MAURITIUS	8	5	62,50%
MEXICO	3	1	33,33%
MOROCCO	61	52	85,25%
MYANMAR, UNION OF	7	4	57,14%
NETHERLANDS	712	269	37,78%
NIGERIA	4	4	100,00%
NORWAY	868	397	45,74%
PAKISTAN	11	9	81,82%
PANAMA	1522	838	55,06%
PHILIPPINES	101	62	61,39%
POLAND	130	65	50,00%
PORTUGAL	163	95	58,28%

QATAR	14	10	71,43%
ROMANIA	91	73	80,22%
RUSSIAN FEDERATION	1053	635	60,30%
SAUDI ARABIA	26	12	46,15%
SINGAPORE	229	100	43,67%
SLOVAKIA	1	1	100,00%
SLOVENIA	1	0	0,00%
SOUTH AFRICA	8	1	12,50%
SPAIN	45	16	35,56%
SRI LANKA	4	1	25,00%
ST. VINCENT & GRENADINES	661	471	71,26%
SUDAN	9	9	100,00%
SWEDEN	253	97	38,34%
SWITZERLAND	21	8	38,10%
SYRIAN ARAB REPUBLIC	112	100	89,29%
TAIWAN	28	15	53,57%
THAILAND	34	27	79,41%
TUNISIA	25	14	56,00%
TURKEY	721	581	80,58%
TURKMENISTAN	7	5	71,43%
TUVALU	25	13	52,00%
UKRAINIA	266	191	71,80%
UNITED ARAB EMIRATES	10	4	40,00%
UNITED KINGDOM	166	60	36,14%
USA	63	21	33,33%
VANUATU	50	24	48,00%
VENEZUELA	3	2	66,67%
ZAIRE	1	1	100,00%
TOTALS	17.643	9.677	54,85%

Specification of most common deficiencies 1996-1998

SHIPS' CERTIFICATES	1996	1997	1998
Safety equipment certificate	453	378	400
Safety construction certificate	207	173	153
Passenger ship safety certificate	31	25	12
Radio safety certificate	387	359	347
Load lines certificate	210	153	182
Certificate of fitness (liquefied gas in bulk)	8	1	1
Certificate of fitness (chemicals in bulk)	13	16	16
IOPP-certificate/NLS-certificate	888	861	814
Minimum safe manning certificate	146	136	168
Tonnage certificate	72	53	49
Other	641	648	1.062
TOTAL	3.056	2.803	3.204

CREW	1996	1997	1998
Certificate of competency	699	810	835
Number/composition of crew	346	276	222
Medical certificate	231	262	227
Other	93	104	120
TOTAL	1.369	1.452	1.404

ACCOMMODATION	1996	1997	1998
Cleanliness accommodation/parasites	226	274	272
Ventilation/heating	52	97	78
Sanitary facilities	255	521	483
Drainage	13	23	36
Lighting	154	211	154
Pipes/wires/insulation	18	30	17
Sick bay	85	206	151
Medical equipment	462	530	488
Other	152	291	252
TOTAL	1.417	2.183	1.931

FOOD AND CATERING	1996	1997	1998
Galley/handling spaces	510	955	705
Provisions	96	324	223
Fresh water/piping/tanks	29	84	63
Other	51	145	114
TOTAL	686	1.508	1.105

WORKING SPACES	1996	1997	1998
Galley/handling spaces	26	31	34
Provisions	278	311	338
Fresh water/piping/tanks	104	163	146
TOTAL	408	505	518

LIFE SAVING APPLIANCES	1996	1997	1998
Life boats	1797	1580	1759
Life boat inventory	1855	1047	936
Rescue boats	164	185	200
Rescue boat inventory	202	94	94
Life rafts	989	831	849
Launching/embarkation/stowage arrangements for boats/rafts	1847	1771	1867
Distress signals/pyrotechnics	378	305	314
Life buoys	1955	1615	1726
Life jackets/immersion suits/thermal protective aids	1324	1029	1007
Radio equipment for survival craft/EPIRB's	323	315	391
Line throwing apparatus	254	278	290
Training/instruction manual/record of inspection/maintenance	491	540	584
Other	544	673	428
TOTAL	12.123	10.263	10.445

FIRE FIGHTING APPLIANCES	1996	1997	1998
Prevention	394	377	533
Inert gas system	24	16	32
Detection	187	205	292
Fire fighting equipment	1324	1055	1214
Fixed fire extinguishing installation	870	929	943
Appliances (general equipment)	928	1037	871
Personal equipment	754	682	609
Pumps	605	616	646
Fire dampers/valves/quick dosing devices/remote control	2303	2209	2210
International shore connection	74	57	84
Other	350	317	315
TOTAL	7.813	7.500	7.749

ACCIDENT PREVENTION	1996	1997	1998
Personal equipment	84	107	132
Protection machines/machinery part	218	330	341
Pipes/wires/insulation	121	174	186
Other	261	300	349
TOTAL	684	911	1.008

SAFETY IN GENERAL	1996	1997	1998
Dosing devices/watertight doors	327	309	293
Signs/indications	806	668	1024
Safety plan	369	405	453
Musters and drills	233	266	382
Stability/strength	105	110	92
Construction decks/beams/hull/bulkheads	788	757	933
Steering gear	348	350	371
Hull damage impairing seaworthiness	195	192	189
Ballast tanks/fuel tanks/other tanks	298	224	243
Emergency lighting/batteries/switches	622	590	669
Electrical equipment in general	774	715	768
Pilot ladders	284	269	267
Gangway/accommodation ladders	558	429	462
Means of escape	384	384	417
Other	935	1015	1040
TOTAL	7.026	6.683	7.603

ALARM SIGNALS	1996	1997	1998
General alarm	44	42	74
Fire alarm	44	60	55
Other	92	138	138
TOTAL	180	240	267

CARGO	1996	1997	1998
Stowage	21	45	71
Grain	37	29	58
Dangerous goods	62	93	93
Loading and unloading equipment	153	152	162
Holds and tanks	50	60	71
Cargo securing manual	-	-	246
Other	20	29	112
TOTAL	343	408	813

LOAD LINES	1996	1997	1998
Overloading	27	33	40
Freeboard marks	432	361	356
Railings/catwalks	297	271	300
Cargo hatchways/other hatchways	187	241	294
Portable/non-portable hatchway covers (beams/tarpaulins etc.)	304	295	299
Windows/side scuttles	206	238	234
Doors	445	427	433
Ventilators/air pipes/casings	631	621	714
Other	370	401	491
TOTAL	2.899	2.888	3.161

MOORING ARRANGEMENTS	1996	1997	1998
Ropes/wires	101	72	118
Anchoring devices	147	136	210
Winches/capstans	60	86	100
Other	51	107	124
TOTAL	359	401	552

PROPULSION AND AUXILIARY MACHINERY	1996	1997	1998
Propulsion/main engines	303	299	409
Cleanliness of engine room	911	966	1128
Auxiliary machinery	446	412	604
Bilge pumping arrangements	77	104	120
Guards/fencing	108	174	173
Insulation	62	75	88
Other	450	483	606
TOTAL	2.357	2.513	3.128

NAVIGATION	1996	1997	1998
Navigational equipment	260	358	413
Radar	213	255	284
Gyro compass	127	176	163
Magnetic compass	702	581	772
Lights/shapes/sounds/signals	741	742	652
Signalling lamp	206	145	169
Nautical charts	1313	1264	1356
Nautical publications	2386	2052	2270
Other	375	252	347
TOTAL	6.323	5.825	6.426

RADIO	1996	1997	1998
Auto alarm/2182 kHz watch receiver	173	153	113
Main installation	298	214	201
Reserve installation	126	208	237
VHF installation	56	80	129
Direction finder	110	80	82
EPIRB's/radar transponder	673	675	705
Other	424	492	645
TOTAL	1.860	1.902	2.112

MARINE POLLUTION – ANNEX I	1996	1997	1998
MARPOL SOPEP	161	206	467
Oil record book	1865	1774	1530
Retention of oil on board	436	545	466
Oily water separating equipment	489	534	619
Oil discharge monitor and control system	311	236	240
15 ppm alarm arrangements	224	218	249
Standard discharge connection	38	44	35
Pollution report – annex I	27	19	25
Other	383	441	481
TOTAL	3.934	4.017	4.112

DEFICIENCIES SPECIFIC FOR TANKERS	1996	1997	1998
Pump rooms/cargo handling spaces	46	18	11
Cargo transfer instrumentation	11	15	18
Fire protection cargo deck area	26	21	44
Personal protection	5	4	4
Other	14	14	18
	23	71	95
TOTAL	125	143	190

MARINE POLLUTION – ANNEX II	1996	1997	1998
Cargo record book	37	28	22
P + A manual	20	19	18
Efficient stripping	1	2	1
Residue discharge systems	7	3	5
Ventilation procedures/equipment	5	4	1
Ship type designation – annex II	4	3	0
Pollution report – annex II	4	0	1
Other	19	23	31
TOTAL	97	82	79

OPERATIONAL CONTROL SOLAS	1996	1997	1998
Musters/drills/communication	242	269	316
Fire/damage control plan	77	177	185
Bridge/engine room/cargo operations	64	57	84
Manuals/instructions/etc.	129	162	190
Other	49	58	56
TOTAL	561	723	831

OPERATIONAL CONTROL MARPOL	1996	1997	1998
Oil/oily mixtures in machinery spaces	70	85	102
garbage	119	138	381
Other	43	39	63
TOTAL	232	262	546

MARINE POLLUTION – ANNEX III	1996	1997	1998
Marine pollution – annex III	11	15	46
TOTAL	11	15	46

MARINE POLLUTION – ANNEX V	1996	1997	1998
Marine pollution – annex V	-	-	70
TOTAL	-	-	70

ISM	1996	1997	1998
ISM	-	-	373
TOTAL	-	-	373

ALL OTHER DEFICIENCIES	1996	1997	1998
All other deficiencies	65	41	68
TOTAL	65	41	68

OTHER DEFICIENCIES, NOT CLEARLY HAZARDOUS	1996	1997	1998
Other deficiencies, not clearly hazardous	39	43	90
TOTAL	39	43	90

TOTAL DEFICIENCIES	53.967	53.311	57.831
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Paris MOU fact sheet

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Web site

The Paris MOU maintains a Web site:
www.parismou.org
The site contains general information on
the Paris MOU, up-to-date port State
control developments and specifics on
detained ships, as well as a version of this
annual report in PDF-format.

Paris MOU fact sheet – organizational structure

