

PORT STATE CONTROL

steady she goes



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Annual report 2006

Contents

Executive summary	6
Paris MoU developments	8
Looking ahead	14
Concentrated Inspection Campaigns	16
Membership of the Paris MoU	18
Co-operation with other organizations	20
Facts and figures	22
Statistical Annexes annual report 2006	27
Explanatory note – Black, Grey and White lists	50
Paris MoU Secretariat colophon, address and staff	52

33

BLACK LIST

35

GREY LIST

37

WHITE LIST



The Paris Memorandum of Understanding on Port State Control, Paris MoU, has played a significant role in maritime safety, security and pollution prevention during 2006.

The Port State Control Committee (PSCC) held its 39th meeting in Nantes, France on 9-12 May 2006. Progress was made on the development of a New Inspection Regime and a New Information System. A number of relevant studies were completed and presented to the Committee. The Committee discussed these matters and accepted a positive way forward.

In this Annual report for 2006 you can read about the significant achievements of the Paris MoU for the year 2006 as well as review the statistics we produce. Some of the main events during 2006 was the membership of Cyprus, Lithuania and Malta as full members of the Paris MoU. Cyprus and Malta were congratulated on having achieved a position on the Paris MoU White List through careful and continued monitoring of their fleet performance.

During the year the general principles of a training scheme for Port State Control Officers was developed setting common and consistent standards, providing training to PSCOs and the continued updating of technical knowledge. A number of initiatives will be financed and developed jointly by the European Maritime Safety Agency, the MoU Secretariat and member States.

The Paris MoU developed a Code of Good Practice for PSCOs. For transparency the Code has been made available to the public. It is intended to enhance the professionalism and integrity of the Paris MoU and it is expected it will serve as an example to other PSC regions.

The Paris MoU continued to develop actions in response to the 2nd Joint Paris/Tokyo MoU Ministerial Conference, held in Vancouver in 2004 and gave high importance to Concentrated Inspection Campaigns (CICs). Scheduled for 2007 is a CIC on the International Safety Management Code to be carried out from September to November 2007 jointly with the Tokyo MoU. In addition to the ISM Code CIC the Committee considered a number of options for joint CICs with the Tokyo MoU for 2008 and beyond.

It has been a very successful year for us in the Paris MoU and I would like to thank all of our Member States for their contribution during the year and I would especially like to thank all of our Port State Control Officers and Administrators for their excellent work throughout the year. We are very fortunate in having a dedicated Secretariat who provided us with excellent service during the year. We have a challenging year ahead and we now look forward to celebrating our 25th Anniversary during 2007.

A handwritten signature in blue ink that reads "Brian Hogg". The signature is written in a cursive style with a long, sweeping underline.



Statement by the General-Secretary

One of the main objectives under the Paris Memorandum is “to consult, cooperate and exchange information”.

When the Memorandum was established by the 14 founding members in 1982, these aims were practiced mostly in the framework of informing each other on the results of inspections of ships carried out in the region. Today, cooperation should be seen in a much wider context. Not only has the agreement expanded to 25 members in 2006, but also the involvement of the European Commission and the European Maritime Safety Agency has now become an integral part of cooperating with each other.

When a new management structure was established in the mid nineties, the EU members, the non-EU members and the European Commission agreed to cooperate in the Advisory Board. This board has not only been very successful in taking policy forward between meetings of the Port State Control Committee, but also to consider matters of a more political and strategically nature, as well as giving guidance to the Secretariat.

With 25 members the challenges to cooperate between the members have also gained a new perspective. With different levels of experience and expertise in the region, the authorities were required to invest in a higher degree of harmonization and standardization. It almost took nearly 10 years to develop and implement a more structural system of training for the Port State Control Officers. In 2006 the first phase of distant learning modules has been finalized and the Secretariat is organizing several expert and specialized training programmes each year. During these one week training sessions inspectors are made more aware of the procedures and more complex requirements under the international Conventions. This has created a solid basis for a more uniform application of the inspection requirements throughout the region.

Cooperation also extends beyond the borders of the agreement. This year the Paris Memorandum achieved status as an Inter Governmental Organization with the IMO. Truly a sign of recognition for regional port State control agreements and an opportunity to work more closely with flag States and the maritime industry. By submitting data on the performance of flag States and recognized organizations to the IMO, a more meaningful discussion will contribute to a safer environment and better working and living conditions on board ships. This also applies to the new Maritime Labour Convention, where the Paris Memorandum has taken the lead to draft new guidelines to enforce this instrument.

With the 25th anniversary of the Paris Memorandum on Port State Control coming up in 2007, the commitment to cooperate still remains a critical success factor for the future.

Richard W.J. Schiferli

A handwritten signature in black ink, which appears to be 'R. Schiferli'.

Now that the main principles of the New Inspection Regime (NIR) have been agreed, the Paris MoU is continuing its work to fill in the details of a new approach to port State control. While low-risk ships will be rewarded with a 24 month interval, the high risk ships will be subject to a more rigorous inspection regime with an inspection every 6 months. During 2006 the discussion on the NIR had to take into account what happened at the European Community level on the proposed recast Directive on port State control.

Work has also started on the details of the NIR and a Task Force is preparing proposals for the level and scope of inspections. These inspection matrices should provide a more harmonized approach to the levels to which different ship types are inspected. This would then also provide more accurate data on the results of the inspections and the level of responsibility. A new element in the NIR will measure the performance of the company of the ships. It is anticipated that the European decision making process will be finalized by the end of 2007. This would mean that the NIR will enter into force in 2010 or 2011 at the latest.

With Cyprus, Lithuania and Malta joining the Memorandum in 2006, the 25 members of the agreement have carried out 21,566 inspections in 2006. For the first time in 6 years, the number of detentions has gone up from 944 in 2005 to 1,174 in 2006. Given the fact that the freight market is very good, old tonnage may stay in service longer than planned. This

could have an adverse effect on the safety of older ships. The relatively low costs of repairs following a detention do not outweigh high profits of carrying cargo. Hopefully this rise in detentions is not the start of a trend.

On the other hand a decreasing number of ships have been refused access to ports in the region. In 2006 a total of 14 ships were banned, compared to 28 in 2005, thereby bringing the total number of ships banned between 2004 and 2006 to 77. Research has indicated that most of these unwanted ships are still in operation in other areas, mostly in the Black Sea.

The decisions taken by Ministers during the 2nd Joint Ministerial Conference of the Paris and Tokyo MoUs in 2004 have been considered for implementation by the Paris and Tokyo Memoranda. A joint list of actions was agreed in 2005 and work programmes have been started for implementation. The intensified co-operation between the 2 regions has already



resulted in harmonised procedures and joint inspection campaigns.

With the enlargement of the European Union, the Paris MoU will also extend its membership in the near future closing some blanks in the geographical scope. There are 2 more co-operating members who are undergoing an assessment in order to achieve full membership status. Working together with these countries, Bulgaria and Romania has been very successful.

From 1 February to 30 April 2006 a Concentrated Inspection Campaign was carried out in the context of MARPOL 73/78, Annex I, Regulations 16 and 17. The purpose was to investigate the operability of oil filtering equipment systems, and to find out whether sludge has been discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative

arrangements. Of most concern was a finding that in 108 cases unauthorized by-passes were found in the engine room. Such by-passes would allow oil residues to be pumped overboard directly, without being filtered. During the campaign 4,614 vessels were checked and of them 128 were detained (2.8%). In June 2006 the Paris MoU participated for the first time as an Inter Governmental Organization at the 14th session of the IMO Sub-Committee on Flag State Implementation.

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 the Technical Evaluation Group and task forces and decides on administrative procedures.

The task forces, of which 11 were active in 2006, 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 Paris MoU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision making.

The MoU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the task forces and Secretariat between meetings of the Committee. The board meets several times a year and in 2006 was composed of participants from Canada, Germany, Norway, Spain and the European Commission.

PORT STATE CONTROL COMMITTEE

The Port State Control Committee (PSCC) held its 39th meeting in Nantes, France on 9-12 May 2006. Significant progress was made on the development of a New Inspection Regime and a New Information System. A number of relevant studies were completed and presented to the

Committee. The Committee discussed these matters and accepted a positive way forward.

On the first day of the PSCC meeting, Cyprus, Lithuania and Malta were welcomed as full members of the Paris MoU. Cyprus and Malta were congratulated on having achieved a position on the Paris MoU White List through careful and continued monitoring of their fleet performance.

One of the main items on the agenda was the proposal for a common training programme of Port State Control Officers. Papers were presented by the European Commission and Paris MoU Secretariat on this essential subject. The general principles of setting common and consistent standards, providing training to PSCOs and the continued updating of technical knowledge were embraced. A number of initiatives will be financed and developed jointly by the European Maritime Safety Agency, the MoU Secretariat and member States.

A very important document on the Code of Good Practice for PSCOs was developed and agreed by the Committee. For transparency the



Code has been made available to the public. It is intended to enhance the professionalism and integrity of the Paris MoU and it is hoped it will serve as an example to other PSC regions.

The Committee was presented with a proposal for a new user friendly electronic manual for PSCOs. The manual is regarded as an important and effective tool for assisting PSCOs in their work and makes use of the advances of current information technologies.

The Committee continued to develop actions in response to the 2nd Joint Paris/Tokyo MoU Ministerial Conference, held in Vancouver in 2004 and gave high importance to Concentrated Inspection Campaigns (CICs). Scheduled for 2007 is a CIC on the ISM Code to be carried out from September to November 2007 jointly with the Tokyo MoU. In addition to the ISM Code CIC the Committee considered a number of options for joint CICs with the Tokyo MoU for 2008 and beyond.

TECHNICAL EVALUATION GROUP

The Technical Evaluation Group (TEG) convened in March and November 2006. Several task forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee.

Issues considered by the TEG included:

- development of a new inspection regime
- enhancement of the SIRENaC information system
- evaluation of statistics
- revisions of the manual for Port State Control Officers
- development of a new training policy
- development of guidelines for campaigns on the International Safety Management Code (2007) and navigational equipment (2008)
- development of guidelines for Ballast Water Management
- development of new PSC guidelines on working and living conditions.

PORT STATE CONTROL TRAINING INITIATIVES

The Paris MoU will continue to invest in the training and development of Port State Control officers in order to establish a higher degree of harmonisation and standardization in inspections throughout the region.

The Secretariat organizes three different training programmes for Port State Control Officers:

- Seminars (twice a year)
- Expert training (twice a year)
- Specialized training (once a year)

The Seminars are open to members, co-operating members and observers. The agenda is more topical and deals with current issues such as inspection campaigns and new requirements. Expert and Specialized Training aims to promote a high degree of professional knowledge and harmonisation of more complex PSC issues and procedures. These 5-day training sessions are concluded with an assessment and certification.

42ND PSC SEMINAR

The 42nd Port State Control Seminar was held on 7 – 9 June 2006, in Ljubljana, Slovenia. The Seminar was attended by Port State Control officers from the Paris MoU, as well as participants from Bulgaria, Cyprus, Lithuania, Malta, Romania and the Black Sea MoU. The Seminar covered the latest developments within the Paris MoU. The main topics of discussion were related to the inspection of voyage data recorders and an in depth introduction to the new requirements in MARPOL 73/78, Annex II.

43RD PSC SEMINAR

The 43rd Port State Control Seminar was held on 5 – 7 December 2006, in Hamburg, Germany. The Seminar was attended by Port State Control Officers from the Paris MoU, as well as participants from Bulgaria, Romania and the Black Sea MoU. Apart from new developments in the MoU, the Seminar discussed the development of the New Inspection Regime (NIR) and specifically the use of the NIR matrices. Also discussed were the changes to MARPOL 73/78 Annex I and an introduction into MARPOL 73/78 Annex VI.

EXPERT AND SPECIALIZED TRAINING

For the Expert Training the central themes are “The Human Element” and “Safety and Environment”. The theme of the Specialized Training will change every year. In 2006 this training dealt with inspections of passenger ships. Both training programmes are intended for experienced Port State Control Officers. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice. Lecturers for the training programmes are recruited from the maritime Administrations of the member States, international organizations, and educational institutions and from the maritime industry. For the training programmes in 2006, lecturers were provided by the United Kingdom, The Netherlands, France, Denmark, as well as Lloyds Register, shipping companies, suppliers and others.



THE 2ND EXPERT TRAINING “SAFETY AND ENVIRONMENT”

The second Expert Training programme was held in The Hague in February 2006. Participants from member States and co-operating members took part in the programme. Important issues during this training were the IMDG code, Load Lines, life saving appliances and oil filtering equipment.

THE 1ST SPECIALIZED TRAINING ON THE INSPECTION OF PASSENGER SHIPS

The first Specialized Training programme was conducted in April 2006 in Nantes, France, and was developed in co-operation with the naval academy in Nantes and the shipyard Chantiers d’Atlantique. Participants from members States and co-operating members took part in this training.

The presentations covered a broad range of subjects with regard to passenger ships and inspection procedures.

THE 5TH EXPERT TRAINING “THE HUMAN ELEMENT”

In October 2006 the fifth Expert Training programme was held in The Hague with the Human Element as the central theme. Participants from member States as well as from the co-operating members took part in this training. The issues discussed during the training session were the ILO and STCW conventions, the Code of Good practice and inter-cultural communication.

DISTANCE LEARNING PROGRAMME

The first phase of the Distance Learning Programme has been completed. There are now 4 CDs available focussing on the Human Element. The module on Paris MoU procedures has been developed in co-operation with the European Maritime Safety Agency (EMSA) and several member States.

TRAINING PILOT SESSIONS

In 2006 two training pilot sessions were held. These trainings were organized by EMSA and will lead up to the development of a professional development scheme for Port State Control Officers. The Paris MoU contributed to these trainings by delegating a lecturer who also contributed in the production of training material. Officers from many member States of the Paris MoU participated.

REVIEW PANEL

The Review Panel became a permanent feature of Paris MoU procedures in 2003. Flag States or recognized organizations that cannot resolve a dispute concerning a detention with the port State may submit their case for review. The Review Panel is composed of representatives of 3 different MoU Authorities, on a rotating basis, plus the Secretariat.

In 2006 the Secretariat received several official requests for review. Each case was administrated by the Secretariat and submitted to MoU members for review. Different members are used for each case. In one case the port State withdrew the detention based on the advice from the Review Panel to reconsider. In another case the flag State decided to withdraw the case when the owner withdrew his complaint.

In four cases the Review Panel concluded that the port State decision to detain was justified. In one case the panel concluded that the port State should reconsider its decision.

The port State in question declined to revoke the detention.

PARIS MOU ON INTERNET

The Paris MoU Internet site has continued to enjoy an increasing demand from a variety of visitors. In particular from flag and port States, government agencies, charterers, insurers and classification societies, who are able to monitor their performance and the performance of others on a continuous basis. Ships which are currently under detention are entered in a listing by the port State. Previously the information on detained ships was not made public until after the detention was lifted. The inspection database on the web site has been modified. PSC inspections are no longer updated on a weekly basis, but can now be accessed live and provide the visitor with more detailed information.

The regular publication of ships "Caught in the Net" has highlighted particularly serious detentions. These are described in detail and supported with photographs to make the general public aware of unsafe ships that have been caught by port State control.

During 2006 details were published of the m/v Gnocchi registered in Cambodia and detained in Italy, the m/v Heidi II registered in Georgia and detained in Slovenia, the m/v Little Star registered in Georgia and detained in Poland, the m/v Pummy Star, ex Spirit II, registered in Honduras and detained in Italy, the m/v Skylark registered under the St. Vincent and Grenadine flag and detained in the United



Kingdom, the m/v Traun registered in Austria and detained in Poland, the m/v Matabol registered in Latvia and detained in Poland, and the Bilkar I registered in Georgia and detained in Italy.

The annual award for the best contribution to the “Caught in the Net” has been presented to Poland.

Other information of interest such as the monthly list of detentions, the annual report, the statistics of the “Blue Book” and news items can be downloaded from the website, which is found at “www.parismou.org”.

Although the detention level appears relatively low compared to some years ago, Port State control results for 2006 indicate that efforts still need to be enhanced to obtain a substantial reduction in the number of substandard ships visiting the region.

Actions agreed by the Committee during its 39th session (2006) are in the process of being implemented.

NEW TRAINING POLICY

Training of Port State Control Officers has always been high on the agenda of the Paris MoU. In addition to the current training programmes, a completely new training policy is under development. This policy will examine all aspects of training and will consider the introduction of a standard for a common level of competency, both for new entrants and for existing inspectors. Part of this policy is the development of a comprehensive Distant Learning Programme, covering all important convention areas, and a Rule Check System. This system will provide a tool to enable Port State Control officers to identify which requirements apply to a particular ship. The policy will be developed in close co-operation with the European Maritime Safety Agency.

PERFORMANCE OF ROS

For several years the Committee has closely monitored the performance of classification societies acting as recognized organizations (ROs) for flag States. A table indicating a performance ranking, based on similar

principles to the table for flag States has been published for several years. When comparing the performance with results published by the Paris MoU over the past years, the ranking in the list is unlikely to lead to many surprises.

On the other hand, the list may provide an incentive, as it does for flag States, to compete for higher quality.

Among the best performing recognized organizations were:

- Det Norske Veritas (Norway)
- Registro Italiano Navale
- Germanischer Lloyd (Germany)

The lowest performing organizations were:

- Register of Shipping (DPR Korea)
- Register of Shipping (Albania)
- Intern. Register of Shipping (U.S.A.)



NEW INSPECTION REGIME

The Committee decided 2 years ago on a fundamental review of its inspection regime. These principles have to be translated into practical implementation. Very important for the MoU members will be how the new inspection regime will affect their national port State control programmes, particularly since the agreement was extended to 25 members in 2006 and with 2 new members joining in the future. The inspection regime will also take into account a “fair sharing” principle where, under certain conditions, the inspection burden can be shared among the members.

For the EU members of the Paris MoU, the inspection regime will be translated in a new Directive, part of the “3rd Maritime Safety Package”. This package is being actively discussed under the European decision making process and will hopefully be finalized by the end of 2007.

Although it was originally anticipated that the NIR could enter into force in 2009,

developments now indicate that 2011 is a more realistic date.

Another consequence of the new inspection regime will be the introduction of a new information system.

Together with a group of experts and supported by IBM the specifications for the new system have been drawn up. Taking EU interests into account, the Committee agreed on a so-called “hybrid solution” in which the Paris MoU database would be integrated with EU databases. It is expected that when the Committee meets in 2008 in Greece, decisions can be taken to implement the future of port State control in the Memorandum.

Several Concentrated Inspection Campaigns have been held in the Paris MoU region over the past years. The campaigns focus on a particular area of compliance with international regulations with the aim of gathering information and enforcing the level of compliance. Each campaign is prepared by experts and identifies a number of specific items for inspection.

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



CAMPAIGNS 2007, 2008 AND 2009

Since the introduction of the International Safety Management Code, the Paris MoU has been enforcing the requirements from day one. Ships without a safety management certificate would be banned from the region until compliance was established. During 2 consecutive campaigns, Port State Control Officers used a uniform checklist to verify the implementation of the system. In 2007 all ships will have gone through a complete cycle of certification and the management systems should be implemented effectively on board. Starting from September the Paris MoU, together with the Tokyo MoU and other regional MoUs, will control compliance with the Code for a 3 month period. The results of this campaign should demonstrate whether the Code is effective or not.



For 2008 it has been decided that the Concentrated Inspection Campaign will focus on the requirements of SOLAS Chapter V (navigation) including passage planning, voyage data recorder, automatic identification system and electronic chart display and information system. Integrated navigation bridge systems have developed rapidly in the past decade and have become increasingly complex. Reliance on complex automated systems has therefore also developed simultaneously. The still relatively high number of deficiencies in this area has led to a focus on these aspects.

For 2009 the Committee agreed to join the Tokyo MoU in a campaign focused on life saving arrangements. Maintenance and familiarity of the crew are areas for attention.

In preparation for prospective new members of the Paris MoU, the Port State Control Committee has adopted criteria for co-operating status for non-member States and observer status for newly developed PSC regions.

Specific criteria, including a self-evaluation exercise, have to be made before co-operating status can be granted.

Regional agreements seeking observer status must demonstrate that their member Authorities have an acceptable overall flag State record and have a similar approach in terms of commitment and goals to that of the Paris MoU.

In 2006 the following maritime Authorities had a co-operating member status:

- Lithuania has been a co-operating member since 2003 and has implemented the recommendations to meet the qualitative criteria. A fact-finding mission visited in 2005 to verify that all the criteria are in place. In May 2006 the Committee welcomed Lithuania as a full member.
- Cyprus has been a co-operating member since 2003. Cyprus has shown significant improvement in moving from the “Black List” to the “Grey List” in 2004 and from the “Grey List” to the “White List” in 2005. The Committee decided to send a fact-finding mission to Cyprus in 2005. In May 2006 the Committee welcomed Cyprus as a full member.
- Malta has been a co-operating member since 2003. The authorities have taken positive action and it can now be reported that Malta

has moved up to the “Grey List” in 2004 and to the “White List” in 2005. A fact-finding mission visited Malta early in 2006. In May 2006 the Committee welcomed Malta as a full member.

- Bulgaria joined the MoU in 2004 as a co-operating member. After the visit of the monitoring team, recommendations for improvements were adopted by the Committee. In 2006 a fact-finding mission visited Bulgaria to verify that all recommendations had been implemented. It is anticipated that the Committee will decide on full membership in May 2007.
- Romania joined the MoU one year after Bulgaria and has undergone the membership process in just 2 years. Early in 2007 a fact-finding mission will visit Romania to carry out the final audits before the Committee takes a decision on full membership. This decision is also expected in May 2007.



Until recently, the Paris MoU had only 2 members with dual membership: Canada and Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. New members Malta and Cyprus also bring dual membership, since they are also member of the Mediterranean MoU. With Bulgaria and Romania becoming members, there will be further ties with the Black Sea MoU. For all these members the Paris MoU standards will prevail.

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Nine regional MoUs have been established. The Committee has expressed concern that some of these MoUs are dominated by Members who have not made efforts to exercise effective control over their own fleet. Several flag States belonging to regional MoUs appear on the “Black List” of the Paris MoU. In order to provide technical co-operation to these new MoUs, they may apply for associate observer status.

Two regional agreements have obtained official observer status to the Paris MoU: the Tokyo MoU and the Caribbean MoU. The United States Coast Guard is also an observer at Paris MoU meetings.

The Port State Control Committee agreed to the requests from the Black Sea MoU, the Mediterranean MoU and the West and Central African MoU for associate observer status. Although these MoUs will not be represented in the Committee, there is a commitment from the Paris MoU to assist them on a technical and administrative basis. This will include participation in seminars and technical meetings.

The International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MoU on a regular basis since 1982.

In 2006 the Paris MoU obtained official status at the IMO as an Inter Governmental Organization. A delegation of the MoU participated in the 14th session of the Sub-Committee on Flag State Implementation in June 2006.

The 2004 Annual report, including inspection data, an analysis of 2004 statistics, a combined list of flags targeted by the Paris MoU, the Tokyo MoU and the USCG and a summary of the actions from the 2004 Ministerial Conference were submitted to the Sub-Committee on Flag State Implementation (FSI). The figures have generated a good discussion on how several flag States have implemented measures to improve their records. The status of both Cyprus and Malta on the “White List” have shown that through determined action by the maritime authority and careful monitoring of the fleets performance, a significant



improvement can be made over a relatively short period.
The Paris MoU welcomed the decision of FSI to continue this dialogue at the next session in 2007.

During 2006, 21,566 inspections were carried out in the Paris MoU region on 13,417 foreign ships registered in 112 different flag States. The number of inspections has not significantly increased compared with the inspection figure for 2005 of 21,302.

The number of individual ships inspected in 2006, 13,417, increased by 393 compared with the number of individual ships inspected in 2005 of 13,024.

The overall inspection rate in the region was 30,2% in 2006, compared with 31,8% in 2005 and 31,5% in 2004.

All member States reached the 25% inspection commitment of the Memorandum.

A chart showing the individual efforts of Paris MoU members is included in the statistical annexes to this Annual Report.

DETENTIONS

Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take into account that many ships are detained more than once during any one year.

The number of ships detained in 2006 for deficiencies clearly hazardous to safety, health or the environment amounted to 1,174. It compares with the number of 994 detained in 2005, 1,187 in 2004, and 1,431 in 2003. The significant increase of 180 (18,1%) detentions compared with 2005 leads to an average detention percentage of 5,4% in 2006, compared with 4,7% in 2005, 5,8% in 2004

and 7,1% in 2003. The Concentrated Inspection Campaign on MARPOL 73/78, Annex1, may have caused the sudden increase in the number of detentions.

“BLACK, GREY AND WHITE LIST”

In the 1999 Annual report the traditional “Black List” of flags was replaced by a “Black, Grey and White List”. The tables are still based on performance over a 3-year rolling period but now show the full spectrum between quality flags and flags with a poor performance which are considered a high or very high risk.

The “Black List” is composed of 16 flag States, 2 less than last year. The “White List” includes 37 flag States, again 3 more than last year. A “hard core” of flag States reappear on the “Black List”. Most flags that were considered “very high risk” in 2004 and 2005 remain so in 2006. The poorest performing flags are still Korea DPR and Albania.

There are 3 new flag States on the “Black List”; Belize, Morocco and St. Kitts and Nevis. Algeria, Taiwan, Turkey and Ukraine have moved from the “Black List” to the “Grey List” and will hopefully maintain this trend.

The “White List” represents quality flags with a consistently low detention record. The



United Kingdom, Sweden, Finland and China are placed highest in terms of performance. Azerbaijan has moved down to the “Grey List”. New to the “White List” are Estonia and the Islamic Republic of Iran.

Flag States with an average performance are shown on the “Grey List”. Their appearance on this list may act as an incentive to improve and move to the “White List”. At the same time flags at the lower end of the “Grey List” should be careful not to neglect control over their ships and risk ending up on the “Black List” next year.

From the figures it may be concluded that since the “Grey List” and “the Black List” are getting smaller and the “White List” is increasing, there is a movement towards quality flags.

SHIP TYPES

Looking at detentions by ship type over several years, it is noted that general dry cargo ships and bulk carriers still account for over 74% of

all detentions, the average detention rate has increased compared with previous years. Almost all ship types show a slightly increasing detention rate compared with 2005. Statistical annexes to this report show the detention percentage for each ship type in 2006, 2005 and 2004.

BANNING OF SHIPS

A total of 14 ships were banned from the Paris MoU region in 2006, because they failed to call at an agreed repair yard (6), jumped detention (2) or because of multiple detentions (6). Nine of the 14 bannings were applied to ships flying a “black listed” flag.

By the end of 2006 the ban had been lifted on 5 of these ships after verification that all deficiencies had been rectified. A number of ships remain banned from previous years. An up-to-date list of banned ships can be found on the internet site of the Paris MoU on Port State Control.

PERFORMANCE OF RECOGNIZED ORGANIZATIONS

Details of the responsibility of recognized organizations (ROs) for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a recognized organization in accordance with the criteria it is recorded and the RO is informed. Out of 1,174 detentions recorded in 2006, 13% (148) were considered RO related.

When considering the rate of RO related detentions as a percentage of inspections in 2006, Register of Shipping (Korea, DPR) 9,3% and Inclamar (Cyprus) 7,3%, scored highest as indicated in the Statistical Annex.

DEFICIENCIES

A total of 66,142 deficiencies were recorded during port State control inspections in 2006, an increase of 5,9% on the number of 62,434 recorded in 2005.

With some exceptions, ships older than 15 years show substantially more deficiencies than ships of less than 5 years.

The trends in key safety areas are shown below. More detailed information may be found in the Statistical Annex.

SAFETY

In 2006 deficiencies in vital safety areas such as life saving appliances, fire fighting equipment, safety in general and navigation accounted for 46% of the total number of deficiencies.

The number of deficiencies in these areas has slightly increased from 30,076 in 2005 to 30,493 in 2006.

SECURITY

On 1 July 2004 the ISPS code was implemented. Until the end of 2004 107 ISPS related deficiencies were recorded. This number has increased to 817 deficiencies in 2005 and 735 deficiencies in 2006.

MARINE ENVIRONMENT

MARPOL 73/78 Annex I, II, III, IV, V, VI and operational deficiencies have increased by 38%, from 3,965 in 2005 to 5,453 in 2006. This may be caused by the concentrated Inspection Campaign on MARPOL 73/78, Annex 1.

WORKING AND LIVING CONDITIONS

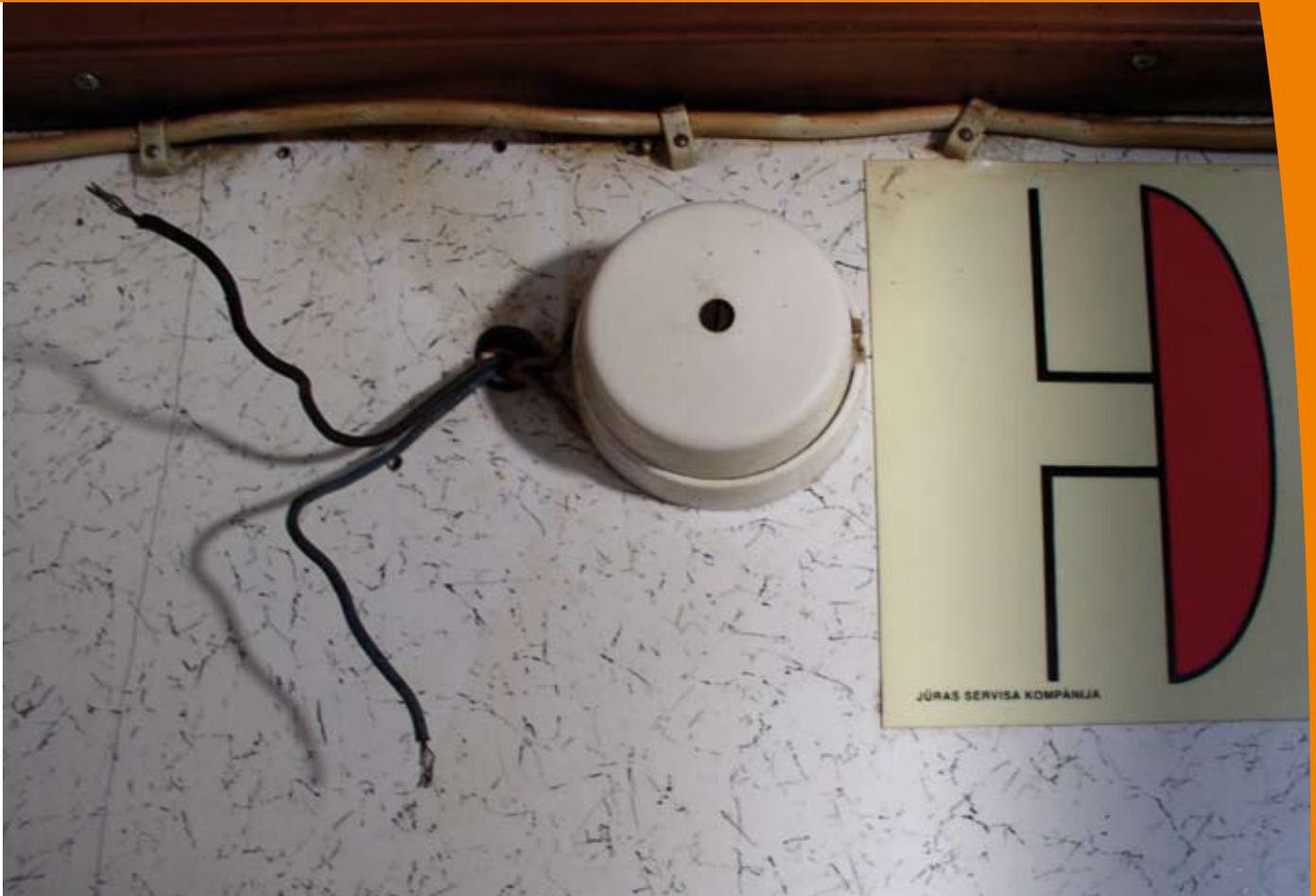
Major categories related to working and living conditions are “crew and accommodation”, “food and catering”, “working places” and “accident prevention”. Deficiencies in these areas increased by 3%, from 6,964 in 2005 to 7,175 in 2006.

CERTIFICATION OF CREW

Compliance with the standards for training, certification and watch keeping for seafarers indicated a slight increase of 6,1%, from 2,529 in 2005 to 2,684 in 2006.

OPERATIONAL

Operational deficiencies have steadily increased from 1,694 in 2002 to 2,256 deficiencies in 2006 (33,2%). However



the number of deficiencies has decreased significantly in relation to 2004 and 2003 (about 25%).

MANAGEMENT

The International Safety Management Code came into force for certain categories of ships from July 1998, and was extended to other ships in July 2002. In the year under review 3,087 (major) non-conformities were recorded. The trend from the past years that showed a major increase of ISM related deficiencies appeared to have stopped in 2004, however in 2005 and 2006 a slight increase in ISM deficiencies can be seen again.

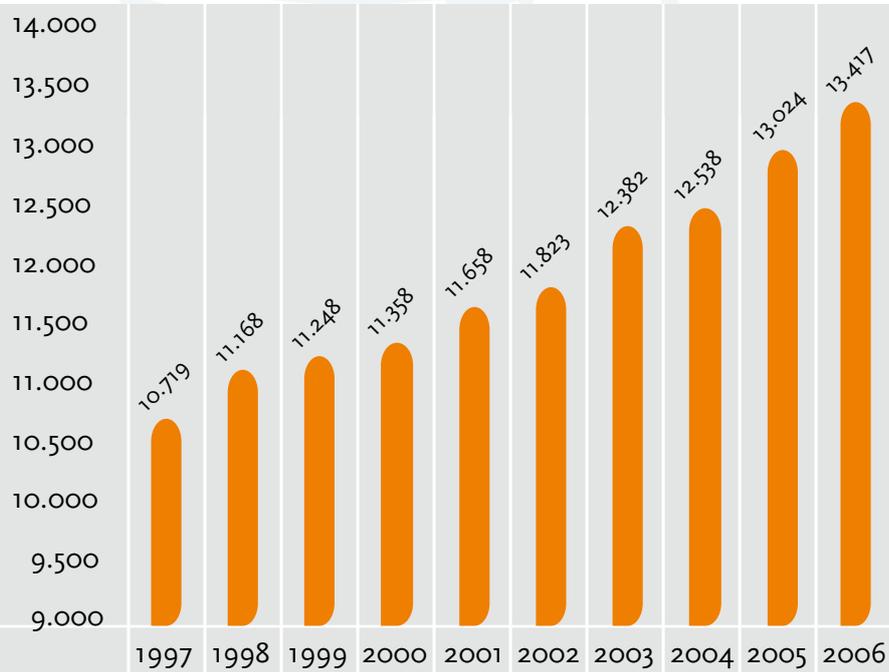




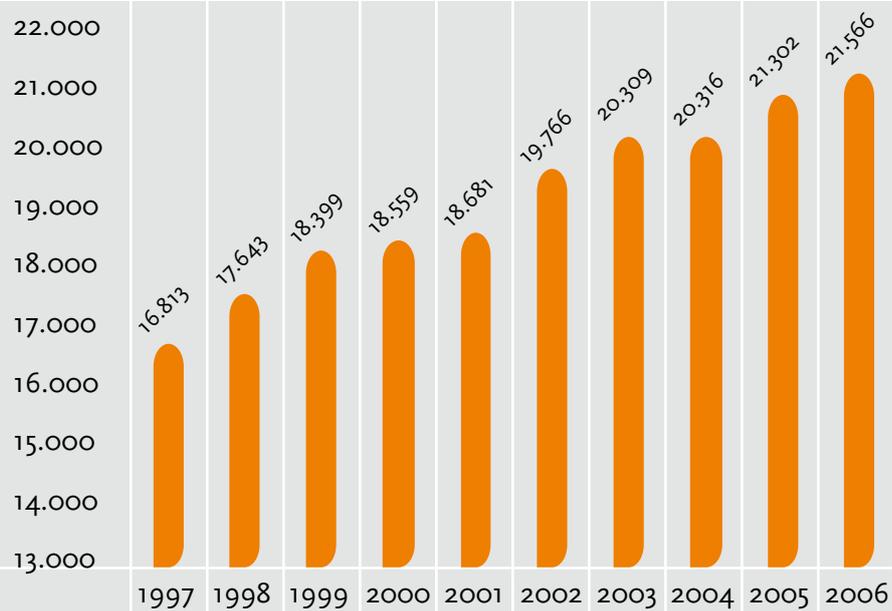
STATISTICAL ANNEXES
annual report 2006

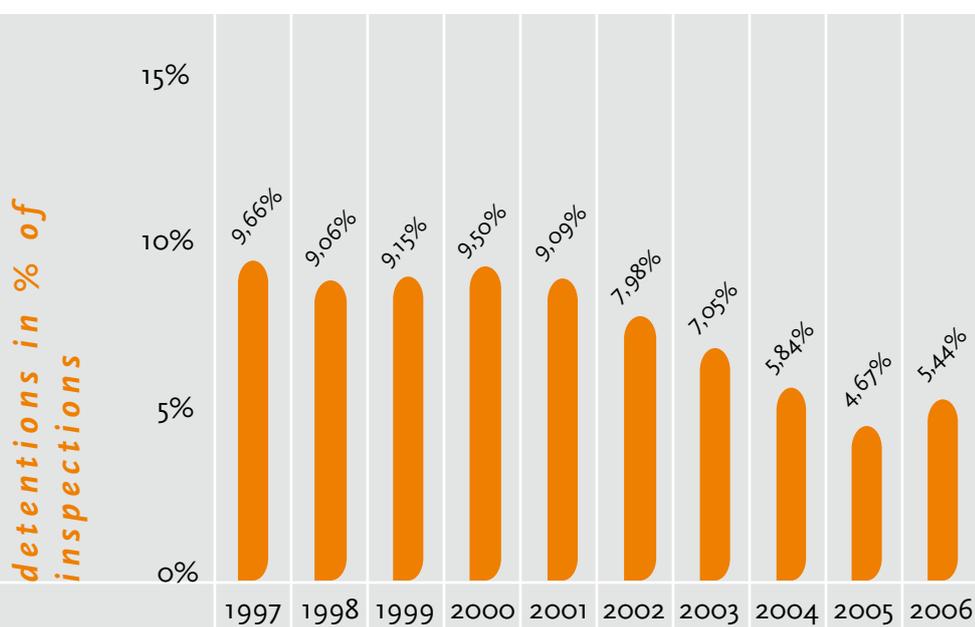
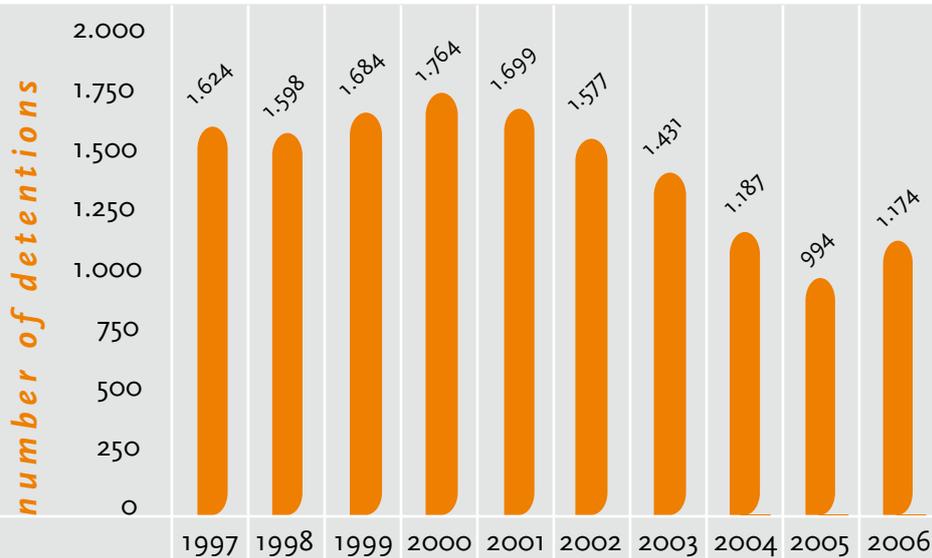
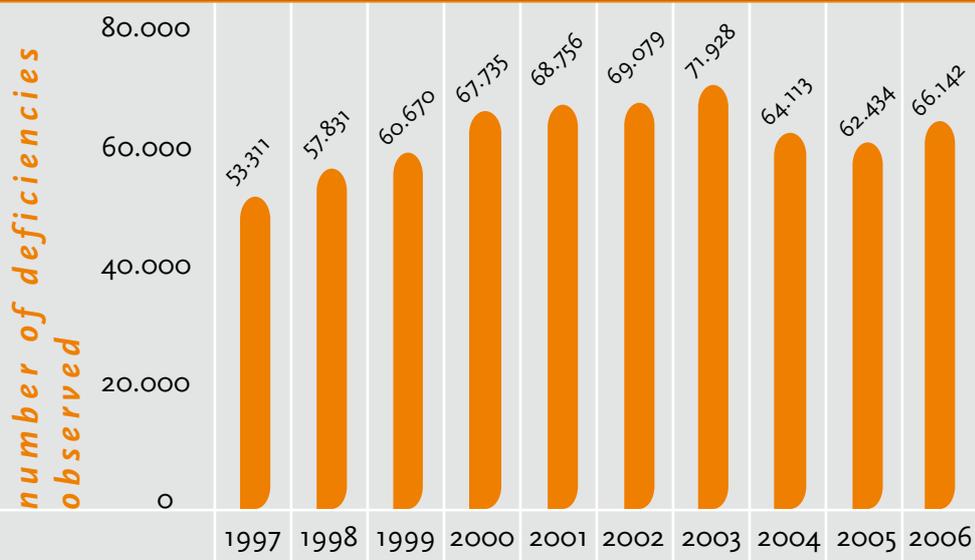
basic port state control figures

number of individual ships inspected

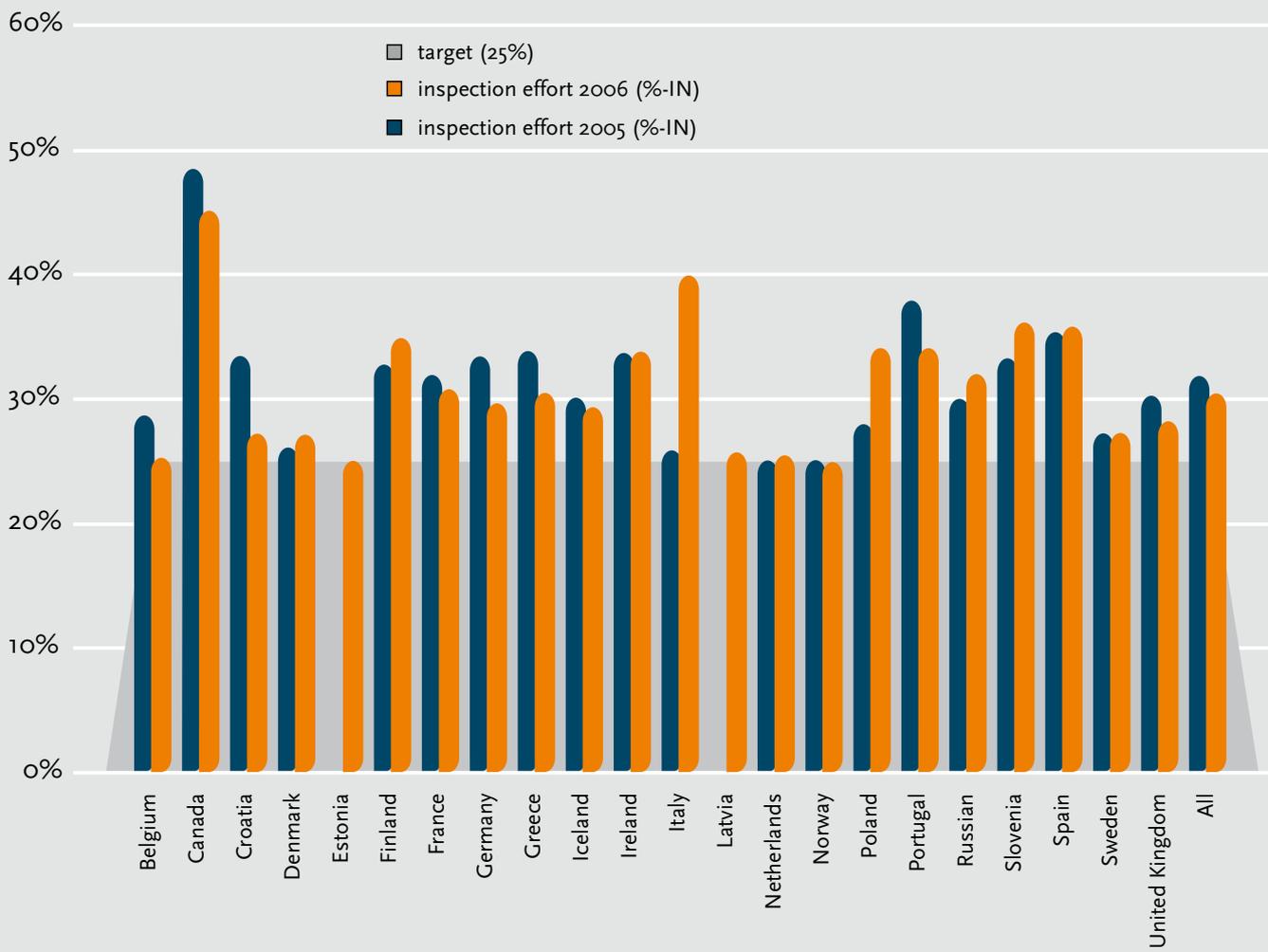


number of inspections

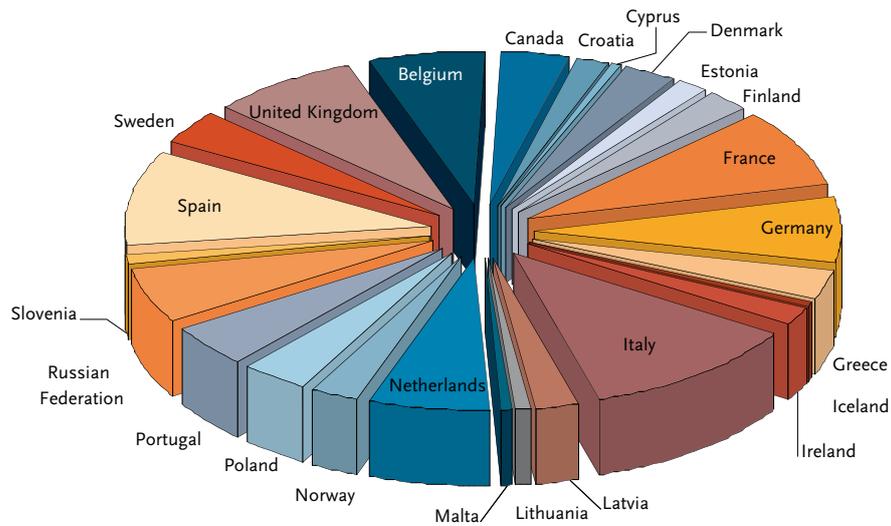




inspection efforts of members compared to target

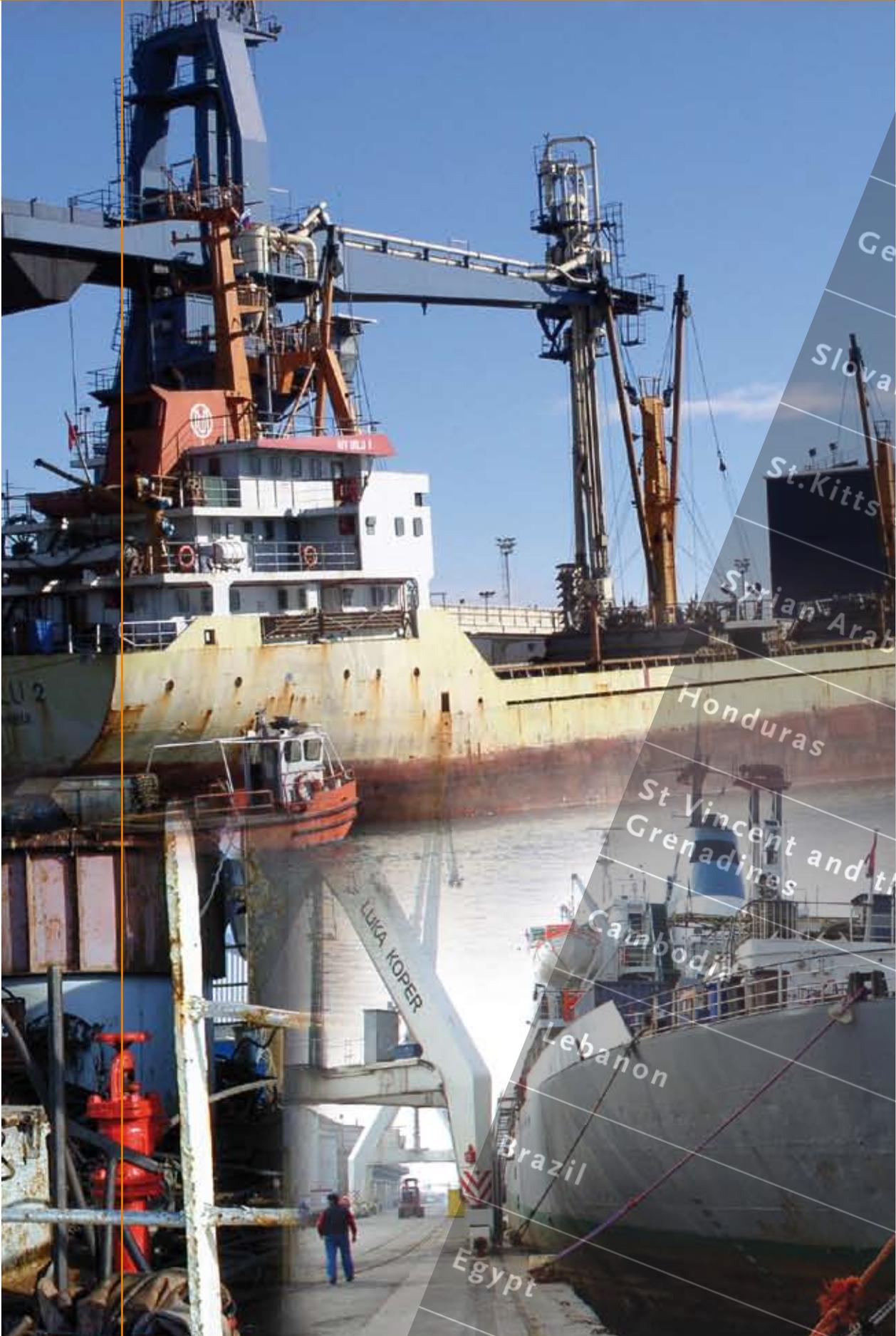


inspection efforts - 2



MOU port States' individual contribution to the total amount of inspections

MOU port State	Individual Ships ¹	Inspections	Inspections with deficiencies	Detentions	Detents with RO related deficiencies	%-Insp. with deficiencies	% Detained	% Individual Ships inspected (25% commitment)	% Inspection of MOU total
Belgium	5067	1300	468	69	10	36,00	5,31	25,66	6,02
Canada	1790	771	252	20	7	32,68	2,59	43,07	3,57
Croatia	1356	370	248	31	4	67,03	8,38	27,29	1,71
Cyprus		129	59	15	0	45,74	11,63		0,60
Denmark	2240	606	209	29	0	34,49	4,79	27,05	2,81
Estonia	1505	385	117	7	1	30,39	1,82	25,58	1,78
Finland	1288	444	98	7	0	22,07	1,58	34,47	2,06
France	5843	1799	901	78	11	50,08	4,34	30,74	8,33
Germany	5277	1529	818	53	6	53,50	3,47	28,97	7,08
Greece	2149	651	335	34	3	51,46	5,22	30,29	3,02
Iceland	352	102	26	3	0	25,49	2,94	28,98	0,47
Ireland	1299	439	242	28	9	55,13	6,38	33,80	2,03
Italy	6494	2528	1629	261	27	64,44	10,32	38,93	11,71
Latvia	1812	476	223	6	2	46,85	1,26	26,27	2,21
Lithuania	1423	164	140	1	0	85,37	0,61		0,76
Malta		138	86	10	1	62,32	7,25		0,64
Netherlands	5400	1387	728	70	9	52,49	5,05	25,69	6,43
Norway	1967	503	168	12	1	33,40	2,39	25,57	2,33
Poland	2248	791	385	29	0	48,67	3,67	35,19	3,66
Portugal	2749	946	506	51	7	53,49	5,39	34,41	4,38
Russian Fed.	3895	1262	815	44	8	64,58	3,49	32,40	5,85
Slovenia	708	258	114	48	7	44,19	18,60	36,44	1,20
Spain	6002	2166	1496	173	14	69,07	7,99	36,09	10,04
Sweden	2728	741	229	13	0	30,90	1,75	27,16	3,43
United Kingdom	6255	1699	1275	82	21	75,04	4,83	27,16	7,87



- Bolivia
- Comoros
- Georgia
- Slovakia
- St. Kitts and Nevis
- Sri Lanka
- Arabian Republic
- Honduras
- St. Vincent and the Grenadines
- Cambodia
- Lebanon
- Brazil
- Egypt
- Belize

black list

Flag State	Inspec- tions 2004-2006	Deten- tions 2004-2006	Black to Grey limit	Grey to White limit	Excess Factor
Black list					
Korea, DPR	394	135	37	very high risk	8,70
Albania	344	98	32		6,84
Bolivia	36	10	6		4,09
Comoros	326	63	31	high risk	3,95
Georgia	718	126	62		3,76
Slovakia	202	39	21		3,65
St.Kitts and Nevis	40	10	6	medium to high risk	3,53
Syrian Arab Republic	170	32	18		3,38
Honduras	116	22	13		3,11
St Vincent and the Grenadines	2450	296	193	medium risk	2,34
Cambodia	526	69	47		2,27
Lebanon	169	24	18		2,03
Brazil	38	7	6		1,79
Egypt	157	19	17		1,40
Belize	622	59	55		1,22
Morocco	170	18	18		1,02



- Mo
- Jama
- Thaila
- Faroe Is
- Austria
- Croatia
- Dominica
- Tunisia
- Azerbaijan
- Bulgaria
- Dominican Republic
- Russian Federation
- Poland
- Latvia
- India
- Ireland
- Lithuania
- Romania
- Korea, Republic of
- Vanuatu
- Japan
- Malaysia

grey list

Flag State	Inspec- tions 2004-2006	Deten- tions 2004-2006	Black to Grey limit	Grey to White limit	Excess Factor
Grey list					
Panama	6877	514	517	446	0,96
Taiwan	45	6	6	0	0,93
Turkey	1968	154	157	119	0,92
Algeria	138	14	15	4	0,90
Ukraine	583	48	51	30	0,84
Mongolia	47	5	7	0	0,75
Jamaica	41	4	6	0	0,68
Thailand	235	18	23	10	0,61
Faroe Islands	82	5	10	1	0,41
Austria	36	2	6	0	0,41
Croatia	204	13	21	8	0,40
Dominica	101	6	12	2	0,39
Tunisia	39	2	6	0	0,38
Azerbaijan	117	7	13	3	0,38
Bulgaria	318	20	30	14	0,36
Dominican Republic	30	1	5	0	0,30
Russian Federation	2706	177	212	167	0,22
Poland	145	7	16	5	0,22
Latvia	113	5	13	3	0,21
India	143	6	16	4	0,14
Ireland	183	8	19	7	0,11
Lithuania	293	14	28	13	0,08
Romania	79	2	10	1	0,08
Korea, Republic of	158	6	17	5	0,06
Vanuatu	122	4	14	3	0,06
Japan	65	1	8	1	0,04
Malaysia	125	4	14	4	0,04



- Gibraltar
- Estonia
- Switzerland
- Cayman Islands
- Iran Islamic Republic
- United States
- Cyprus
- Greece
- Barbados
- Belgium
- Antigua and Barbuda
- Spain
- Portugal
- Hong Kong, China
- Bahamas
- Liberia
- Netherlands
- Luxembourg
- Italy
- Norway
- Singapore
- Denmark
- Man Islands

white list

Flag State	Inspections 2004-2006	Detentions 2004-2006	Black to Grey limit	Grey to White limit	Excess Factor
Kuwait	32	0	5	0	0,00
Saudi Arabia	49	0	7	0	0,00
Israel	50	0	7	0	-0,04
Antilles, Netherlands	740	37	64	40	-0,15
Malta	4226	247	324	268	-0,17
Gibraltar	800	39	68	44	-0,22
Estonia	177	4	18	6	-0,57
Switzerland	65	0	8	1	-0,57
Cayman Islands	403	13	37	19	-0,62
Iran Islamic Republic of	262	7	26	11	-0,64
United States of America	189	4	20	7	-0,68
Cyprus	2852	120	223	177	-0,71
Greece	1513	52	123	89	-0,89
Barbados	346	8	33	16	-0,92
Belgium	161	2	17	5	-0,96
Antigua and Barbuda	4407	157	337	280	-0,98
Spain	278	5	27	12	-1,04
Portugal	548	13	49	28	-1,07
Hong Kong, China	1125	31	93	64	-1,09
Bahamas	3434	98	265	215	-1,21
Liberia	3069	79	239	191	-1,31
Netherlands	2957	74	230	184	-1,33
Luxembourg	166	1	18	6	-1,34
Italy	1150	23	95	66	-1,40
Norway	2686	59	210	166	-1,43
Singapore	892	16	75	49	-1,43
Denmark	1245	24	102	72	-1,44
Man Isle of	836	14	71	46	-1,47
Philippines	200	1	20	8	-1,52
Marshall Islands	1365	24	112	80	-1,52
France	269	2	26	11	-1,54
Germany	1194	19	99	69	-1,56
Bermuda	282	2	27	12	-1,58
China	290	2	28	13	-1,60
Finland	559	6	50	29	-1,63
Sweden	959	11	81	54	-1,71
United Kingdom	1573	19	127	93	-1,75

inspections, detentions and deficiencies 2006

Flag State	Inspections	Detentions	Inspections with deficiencies	Inspection % with deficiencies	Detention %
Albania	97	29	88	90,72	29,90
Algeria	46	3	40	86,96	6,52
Antigua and Barbuda	1522	58	815	53,55	3,81
Antilles, Netherlands	247	14	174	70,45	5,67
Austria	16	1	12	75,00	6,25
Azerbaijan	36	5	27	75,00	13,89
Bahamas	1203	38	595	49,46	3,16
Bahrain	3	-	1	33,33	-
Bangladesh	1	-	1	100,00	-
Barbados	115	4	62	53,91	3,48
Belgium	62	1	31	50,00	1,61
Belize	195	23	147	75,38	11,79
Bermuda	104	-	38	36,54	-
Bolivia	13	5	10	76,92	38,46
Brazil	5	1	4	80,00	20,00
Bulgaria	106	7	77	72,64	6,60
Cambodia	166	27	143	86,14	16,27
Canada	5	-	2	40,00	-
Cape Verde	1	-	1	100,00	-
Cayman Islands	134	5	69	51,49	3,73
Chile	1	-	0	-	-
China	99	1	40	40,40	1,01
Comoros	120	23	93	77,50	19,17
Cook Islands	10	-	3	30,00	-
Croatia	58	4	39	67,24	6,90
Cyprus	888	34	496	55,86	3,83
Denmark	422	12	164	38,86	2,84
Dominica	50	2	38	76,00	4,00
Dominican Republic	10	1	6	60,00	10,00
Egypt	46	6	33	71,74	13,04

Flag State	Inspections	Detentions	Inspections with deficiencies	Inspection % with deficiencies	Detention %
Eritrea	1	-	1	100,00	-
Estonia	59	3	31	52,54	5,08
Ethiopia	5	-	5	100,00	-
Faroe Islands	36	2	24	66,67	5,56
Finland	191	3	95	49,74	1,57
France	113	1	61	53,98	0,88
Georgia	280	52	236	84,29	18,57
Germany	432	5	166	38,43	1,16
Gibraltar	319	15	138	43,26	4,70
Greece	481	9	165	34,30	1,87
Grenada	1	-	1	100,00	-
Honduras	30	6	21	70,00	20,00
Hong Kong, China	392	7	150	38,27	1,79
India	41	-	16	39,02	-
Indonesia	1	-	0	-	-
Iran, Islamic Republic of	77	2	39	50,65	2,60
Ireland	44	1	14	31,82	2,27
Israel	12	-	1	8,33	-
Italy	414	9	163	39,37	2,17
Jamaica	20	2	18	90,00	10,00
Japan	18	-	9	50,00	-
Jordan	1	1	1	100,00	100,00
Kazakhstan	11	-	5	45,45	-
Korea, DPR	114	42	107	93,86	36,84
Korea, Republic of	50	3	32	64,00	6,00
Kuwait	12	-	4	33,33	-
Latvia	43	2	22	51,16	4,65
Lebanon	39	6	33	84,62	15,38
Liberia	1077	23	476	44,20	2,14
Libyan Arab Jamahiriya	5	2	5	100,00	40,00

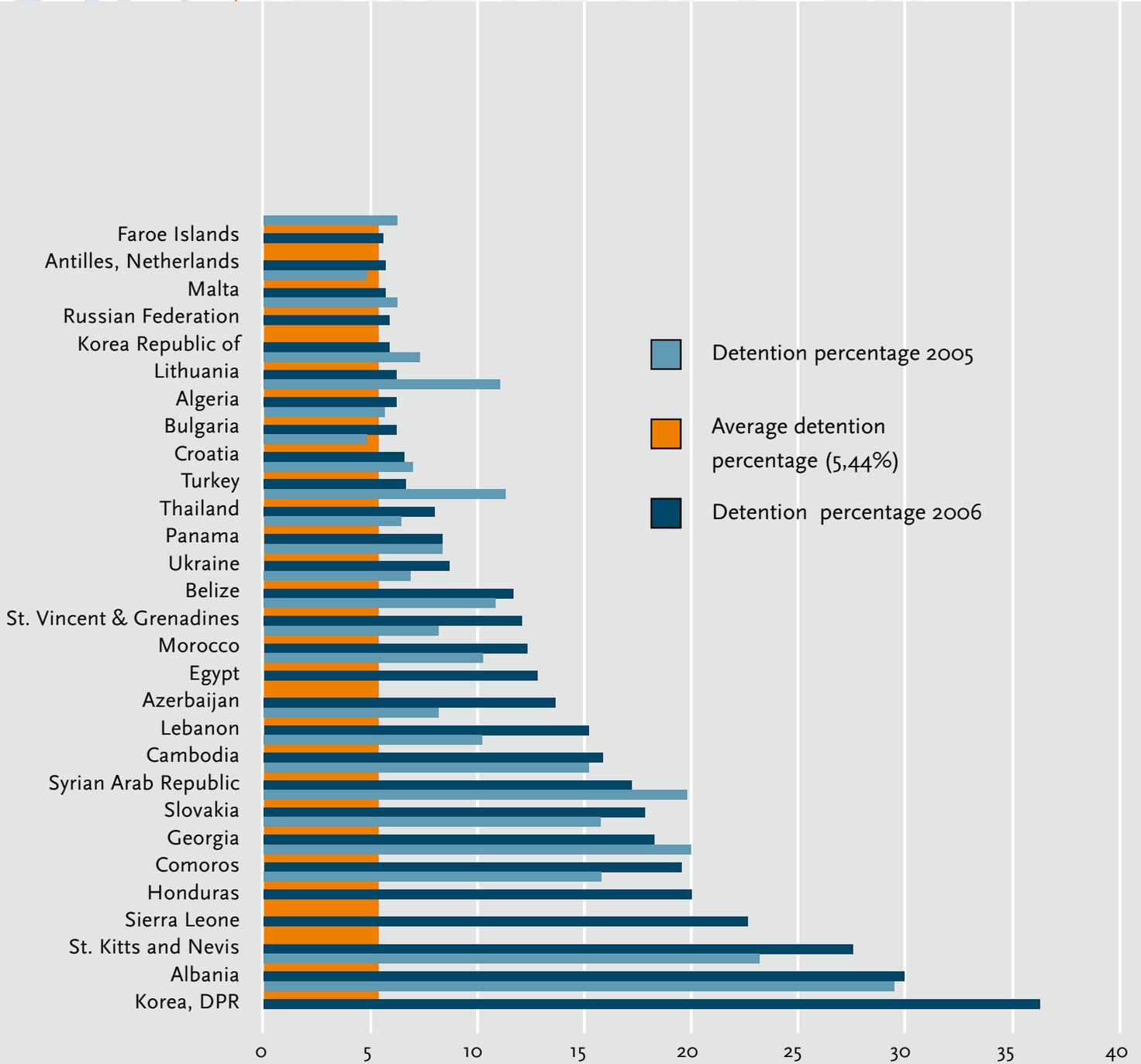
inspections, detentions and deficiencies 2006

Flag State	Inspections	Detentions	Inspections with deficiencies	Inspection % with deficiencies	Detention %
Lithuania	78	5	48	61,54	6,41
Luxembourg	48	-	16	33,33	-
Malaysia	34	1	16	47,06	2,94
Maldives	3	-	2	66,67	-
Malta	1497	86	883	58,98	5,74
Man Isle of	312	8	110	35,26	2,56
Marshall Islands	556	8	229	41,19	1,44
Mauritania	1	1	1	100,00	100,00
Moldova, Rep. of	9	-	9	100,00	-
Mongolia	9	-	8	88,89	-
Morocco	55	7	50	90,91	12,73
Myanmar	2	-	0	-	-
Namibia	1	1	1	100,00	100,00
Netherlands	974	28	422	43,33	2,87
Nigeria	1	-	1	100,00	-
Norway	856	26	410	47,90	3,04
Pakistan	8	2	8	100,00	25,00
Panama	2451	210	1422	58,02	8,57
Philippines	60	1	38	63,33	1,67
Poland	59	2	30	50,85	3,39
Portugal	165	5	89	53,94	3,03
Qatar	10	-	7	70,00	-
Romania	11	-	6	54,55	-
Russian Federation	921	55	507	55,05	5,97
Saudi Arabia	16	-	10	62,50	-
Serbia and Montenegro	8	3	7	87,50	37,50
Seychelles	1	-	0	-	-
Sierra Leone	22	5	21	95,45	22,73
Singapore	324	3	130	40,12	0,93
Slovakia	101	18	82	81,19	17,82

Flag State	Inspections	Detentions	Inspections with deficiencies	Inspection % with deficiencies	Detention %
Spain	86	2	35	40,70	2,33
Sri Lanka	4	2	4	100,00	50,00
St. Vincent and the Grenadines	813	100	577	70,97	12,30
St. Kitts and Nevis	37	10	34	91,89	27,03
Sweden	320	1	123	38,44	0,31
Switzerland	23	-	8	34,78	-
Syrian Arab Republic	48	8	34	70,83	16,67
Taiwan	17	1	13	76,47	5,88
Thailand	90	7	60	66,67	7,78
Tonga	6	1	4	66,67	16,67
Tunisia	14	1	12	85,71	7,14
Turkey	595	42	392	65,88	7,08
Tuvalu	7	-	3	42,86	-
Ukraine	180	16	134	74,44	8,89
United Arab Emirates	9	-	3	33,33	-
United Kingdom	528	6	214	40,53	1,14
United States of America	54	1	29	53,70	1,85
Vanuatu	38	-	16	42,11	-
Viet Nam	3	-	2	66,67	-
Totals	21566	1174	11549	-	-

2006 detentions per flag State, exceeding average

- Only flags with more than 20 port State control inspections in 2006 are recorded in this table and the graph
- The orange area in the graph represents the 2006 average detention percentage (5,44%)

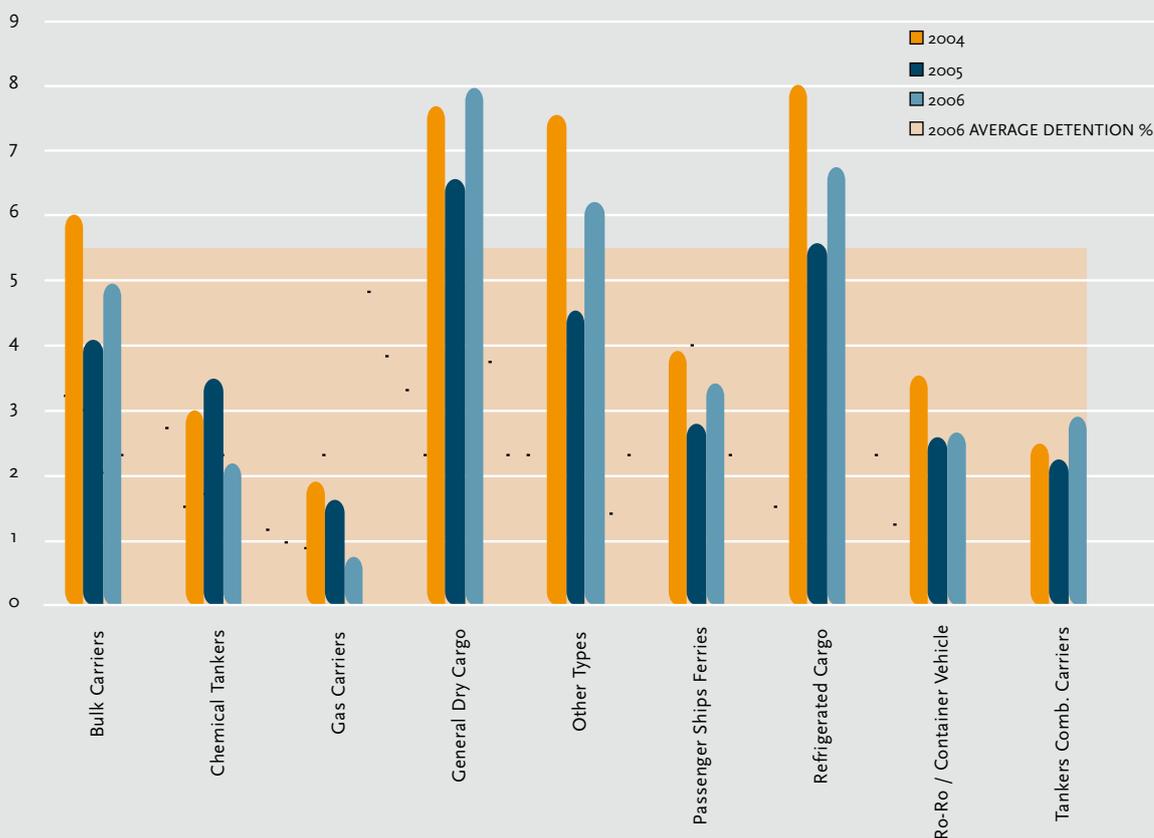


Flag State	Inspections	Detentions	Detentions %	Excess of average
Korea, DPR	114	42	36,84	31,40
Albania	97	29	29,90	24,46
St.Kitts and Nevis	37	10	27,03	21,59
Sierra Leone	22	5	22,73	17,29
Honduras	30	6	20,00	14,56
Comoros	120	23	19,17	13,73
Georgia	280	52	18,57	13,13
Slovakia	101	18	17,82	12,38
Syrian Arab Republic	48	8	16,67	11,23
Cambodia	166	27	16,27	10,83
Lebanon	39	6	15,38	9,94
Azerbaijan	36	5	13,89	8,45
Egypt	46	6	13,04	7,60
Morocco	55	7	12,73	7,29
St. Vincent & the Grenadines	813	100	12,30	6,86
Belize	195	23	11,79	6,35
Ukraine	180	16	8,89	3,45
Panama	2451	210	8,57	3,13
Thailand	90	7	7,78	2,34
Turkey	595	42	7,06	1,62
Croatia	58	4	6,90	1,46
Bulgaria	106	7	6,60	1,16
Algeria	46	3	6,52	1,08
Lithuania	78	5	6,41	0,97
Korea, Republic of	50	3	6,00	0,56
Russian Federation	921	55	5,97	0,53
Malta	1497	86	5,74	0,30
Antilles, Netherlands	247	14	5,67	0,23
Faroe Islands	36	2	5,56	0,12

inspections and detentions

PER SHIP TYPE

Ship type	Inspections	Inspections with deficiencies	% of inspections with deficiencies	Individual ships	Detentions	Detention % 2006	Detention % 2005	Detention % 2004	+/- average detention %
Bulk Carriers	3493	1995	57,11	2521	174	4,98	4,08	6,01	-0,46
Chemical Tankers	1376	597	43,39	882	30	2,18	3,42	3,02	-3,26
Gas Carriers	450	188	41,78	319	3	0,67	1,75	1,95	-4,77
General Dry Cargo	8747	5235	59,85	4625	699	7,99	6,61	7,66	2,55
Other Types	844	464	54,98	677	52	6,16	4,62	7,54	0,72
Passenger Ships Ferries	896	522	58,26	520	30	3,35	2,8	3,9	-2,09
Refrigerated Cargo	627	426	67,94	427	42	6,7	5,62	8,04	1,26
Ro-Ro / Container Vehicle	2994	1289	43,05	2050	81	2,71	2,66	3,53	-2,73
Tankers / Comb. Carriers	2139	833	38,94	1536	63	2,95	2,34	2,48	-2,49
All types	21566	11549	-	-	1174	5,44	4,67	5,84	-



major categorie

PER 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		
	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006
Ship's certificates and documents	3198	3583	4198	4,99	5,74	6,35	15,74	16,82	19,47	25,51	27,51	31,29
Training certification and watchkeeping for seafarers	3127	2529	2684	4,88	4,05	4,06	15,39	11,87	12,45	24,94	19,42	20,00
Crew and Accommodation (ILO 147)	2150	1720	1684	3,35	2,75	2,55	10,58	8,07	7,81	17,15	13,21	12,55
Accident prevention (ILO147)	671	1048	1369	1,05	1,68	2,07	3,30	4,92	6,35	5,35	8,05	10,20
Food and catering (ILO 147)	1928	1634	1673	3,01	2,62	2,53	9,49	7,67	7,76	15,38	12,55	12,47
Working space (ILO 147)	2858	2562	2449	4,46	4,1	3,70	14,07	12,03	11,36	22,79	19,67	18,25
Mooring arrangements (ILO 147)	1052	930	936	1,64	1,49	1,42	5,18	4,37	4,34	8,39	7,14	6,98
Safety in general	5194	5165	5183	8,10	8,27	7,84	25,57	24,25	24,03	41,43	39,66	38,63
Safety of navigation	6795	6681	7570	10,60	10,7	11,45	33,45	31,36	35,10	54,20	51,30	56,42
Fire safety measures	9022	8631	8511	14,07	13,82	12,87	44,41	40,52	39,46	71,96	66,27	63,43
Life saving appliances	6793	6147	6017	10,60	9,85	9,10	33,44	28,86	27,90	54,18	47,20	44,85
Alarm – signals	435	425	488	0,68	0,68	0,74	2,14	2,00	2,26	3,47	3,26	3,64
Radio communication	2028	3027	2724	3,16	4,85	4,12	9,98	14,21	12,63	16,17	23,24	20,30
Bulk carriers - additional safety measures	135	111	171	0,21	0,18	0,26	0,66	0,52	0,79	1,08	0,85	1,27
Gas and chemical carriers	135	214	192	0,21	0,34	0,29	0,66	1,00	0,89	1,08	1,64	1,43
Carriage of cargo and dangerous goods	600	588	567	0,94	0,94	0,86	2,95	2,76	2,63	4,79	4,51	4,23
Load lines	3519	3197	3118	5,49	5,12	4,71	17,32	15,01	14,46	28,07	24,55	23,24
Propulsion & aux machinery	4346	4287	5077	6,78	6,87	7,68	21,39	20,12	23,54	34,66	32,92	37,84
SOLAS related operational deficiencies	2361	2099	2135	3,68	3,36	3,23	11,62	9,85	9,90	18,83	16,12	15,91
ISM related deficiencies	2794	2940	3087	4,36	4,71	4,67	13,75	13,80	14,31	22,28	22,57	23,01
MARPOL - annex I	3646	3270	4601	5,69	5,24	6,96	17,95	15,35	21,33	29,08	25,11	34,29
MARPOL - annex II	52	40	68	0,08	0,06	0,10	0,26	0,19	0,32	0,41	0,31	0,51
MARPOL - annex III	7	6	13	0,01	0,01	0,02	0,03	0,03	0,06	0,06	0,05	0,10
MARPOL - annex IV		24	39		0,04	0,06		0,11	0,18		0,18	0,29
MARPOL - annex V	9	608	640	0,01	0,97	0,97	0,04	2,85	2,97	0,07	4,67	4,77
MARPOL - annex VI		17	92		0,03	0,14		0,08	0,43		0,13	0,69
MARPOL related operational deficiencies	610	134	121	0,95	0,21	0,18	3,00	0,63	0,56	4,87	1,03	0,90
Security (ISPS)	107	817	735	0,17	1,31	1,11	0,53	3,84	3,41	0,85	6,27	5,48
TOTAL	64113	62434	66142									

DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION

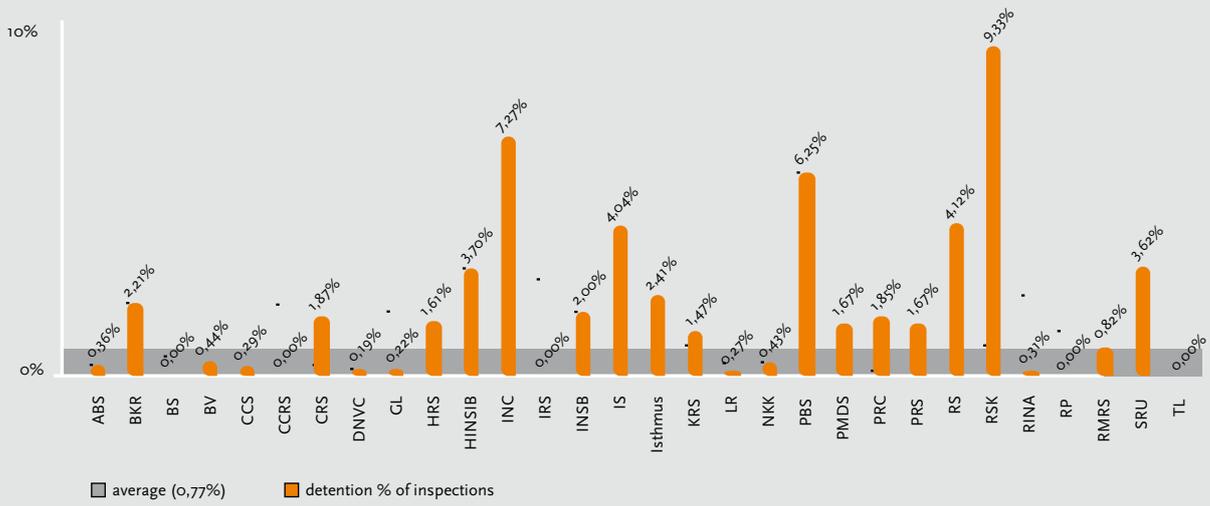
(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)

Recognized organization*		Total number of inspections	Number of individual ships inspected	Total number of detentions	Detention-% of total number of inspections	+/- Percentage of Average	Detention-% of individual ships inspected	+/- Percentage of Average
American Bureau of Shipping	ABS	1.684	1.243	6	0,36	-0,37	0,48	-0,70
Bulgarski Koraben Registar	BKR	68	29	2	2,94	2,21	6,90	5,72
Bureau Securitas		11	10	0	0,00	-0,73	0,00	-1,18
Bureau Veritas	BV	3.406	2.091	15	0,44	-0,29	0,72	-0,46
China Classification Society	CCS	339	273	1	0,29	-0,44	0,37	-0,81
China Corporation Register of Shipping	CCRS	39	31	0	0,00	-0,73	0,00	-1,18
Croatian Register of Shipping	CRS	107	57	2	1,87	1,14	3,51	2,33
Det Norske Veritas	DNVC	4.165	2.792	8	0,19	-0,54	0,29	-0,89
Germanischer Lloyd	GL	4.504	2.492	10	0,22	-0,51	0,40	-0,78
Hellenic Register of Shipping	HRS	249	144	4	1,61	0,88	2,78	1,60
Honduras Int. Surveying Insp. Bureau	HINSIB	27	8	1	3,70	2,97	12,50	11,32
INCLAMAR	INC	55	28	4	7,27	6,54	14,29	13,11
Indian Register of Shipping	IRS	41	36	0	0,00	-0,73	0,00	-1,18
International Naval Surveys Bureau	INSB	200	98	4	2,00	1,27	4,08	2,90
International Register of Shipping	IS	223	125	9	4,04	3,31	7,20	6,02
Isthmus Bureau of Shipping	IBS	83	42	2	2,41	1,68	4,76	3,58
Korean Register of Shipping	KRS	204	156	3	1,47	0,74	1,92	0,74
Lloyd's Register	LR	4.462	2.863	12	0,27	-0,46	0,42	-0,76
Nippon Kaiji Kyokai	NKK	2.102	1.573	9	0,43	-0,30	0,57	-0,61
Panama Bureau of Shipping	PBS	16	12	1	6,25	5,52	8,33	7,15
Panama Maritime Doc. Services	PMDS	60	33	1	1,67	0,94	3,03	1,85
Panama Register Corporation	PRC	54	30	1	1,85	1,12	3,33	2,15
Polski Rejestr Statkow	PRS	360	170	6	1,67	0,94	3,53	2,35
Register of Shipping (Albania)	RS	97	31	4	4,12	3,39	12,90	11,72
Register of Shipping (Korea, DPR)		75	38	7	9,33	8,60	18,42	17,24
Registro Italiano Navale	RINA	964	608	3	0,31	-0,42	0,49	-0,69
RINAVE Portuguesa	RP	23	11	0	0,00	-0,73	0,00	-1,18
Russian Maritime Register of Shipping	RMRS	2.559	1.382	21	0,82	0,05	1,52	0,34
Shipping Register of Ukraine	SRU	138	96	5	3,62	2,89	5,21	4,03
Turkish Lloyd	TL	432	231	0	0,00	-0,73	0,00	-1,18

* Where a country is shown after a Recognized Organization this indicates its location and not necessarily any connection with the maritime administration of that country.

DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNIZED ORGANIZATION

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED, SEE TABLE ON PAGE 46)



Recognized Organization performance table (2004-2006)

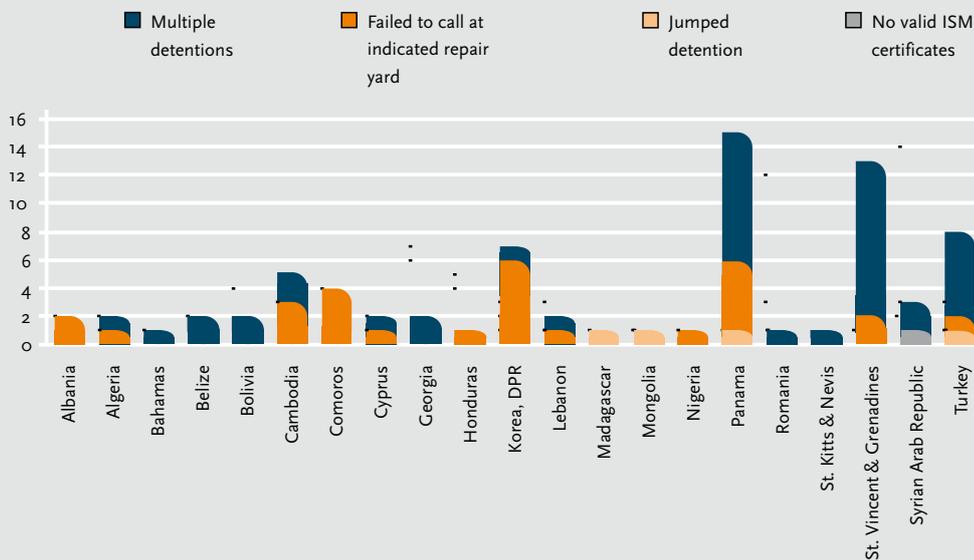
		Inspections*	detentions	Low/ medium limit	Medium/ high limit	excess factor	Performance level	
Register of Shipping (Korea, DPR)		184	17	7	0	5,07	Very low	
Register of Shipping (Albania)	RS	340	23	12	2	3,73		
International Register of Shipping (USA)	IS	565	30	17	5	2,89		
INCLAMAR (Cyprus)	INC	145	7	6	0	1,40	Low	
Shipping Register of Ukraine	SRU	361	11	12	2	0,89	Medium	
International Naval Surveys Bureau (Greece)	INSB	626	17	19	6	0,86		
Bulgarski Koraben Registar	BKR	159	5	7	0	0,77		
Hellenic Register of Shipping (Greece)	HRS	784	18	23	9	0,67		
Honduras Int. Surveying Inspection Bureau	HINSIB	64	2	4	0	0,65		
China Corporation Register of Shipping	CCRS	102	2	5	0	0,49		
Isthmus Bureau of Shipping (Greece)	IBS	177	3	7	0	0,42		
Indian Register of Shipping	IRS	129	2	6	0	0,41		
RINAVE Portuguesa	RP	74	1	4	0	0,40		
Panama Maritime Documentation Services	PMDS	157	0	7	0	0,33		
Polski Rejestr Statkow	PRS	1.027	17	28	13	0,28		
Panama Register Corporation	PRC	132	1	6	0	0,24		
Croatian Register of Shipping	CRS	325	4	11	2	0,23		
Korean Register of Shipping	KRS	599	5	18	6	-0,19		High
Russian Maritime Register of Shipping	RMRS	7.106	61	162	122	-0,94		
Turkish Lloyd	TL	1.219	6	33	16	-1,00		
Bureau Veritas (France)	BV	9.628	46	216	169	-1,42		
Lloyd's Register (U.K.)	LR	12.786	62	282	229	-1,43		
Nippon Kaiji Kyokai (Japan)	NKK	6.096	27	140	103	-1,43		
American Bureau of Shipping	ABS	4.845	15	113	80	-1,58		
China Classification Society	CCS	907	1	26	11	-1,64		
Germanischer Lloyd (Germany)	GL	12.688	35	280	227	-1,67		
Registro Italiano Navale (Italy)	RINA	2.628	5	65	40	-1,69		
Det Norske Veritas (Norway)	DNV	11.874	26	263	212	-1,74		

In this table only Recognized Organizations that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Black Grey and White list. However, the values for P and Q are adjusted to $P=0,02$ and $Q=0,01$

*Where a country is shown after a Recognized Organization this indicates its location and not necessarily any connection with the maritime administration of that country

refusal of access (banning) per flag state 2004 - 2006

Flag	Banned ships	No valid ISM certificates	Jumped detention	Failed to call at indicated repair yard	Multiple detentions
Albania	2			2	
Algeria	2		1	1	
Bahamas	1				1
Belize	2				2
Bolivia	2				2
Cambodia	5			2	3
Comoros	2			2	
Cyprus	2			1	1
Georgia	2				2
Honduras	1			1	
Korea, DPR	8			6	1
Lebanon	2			1	1
Lithuania	1		1		
Madagascar	1		1		
Mongolia	1		1		
Nigeria	1			1	
Panama	15		2	4	9
Romania	1				1
Slovakia	1				1
St. Kitts & Nevis	1				1
St. Vincent & the Grenadines	13			2	11
Syrian Arab Republic	3	1			2
Turkey	8		1	1	6
Totals	77	1	7	24	45



Explanatory note – Black, Grey and White list

The new normative listing of flag States provides an independent categorization that has been prepared on the basis of Paris MOU port State inspection results. Compared to the calculation method of previous year, this system has the advantage of providing an excess percentage that is significant and also reviewing the number of inspections and detentions over a 3-year period at the same time, based on binomial calculus.

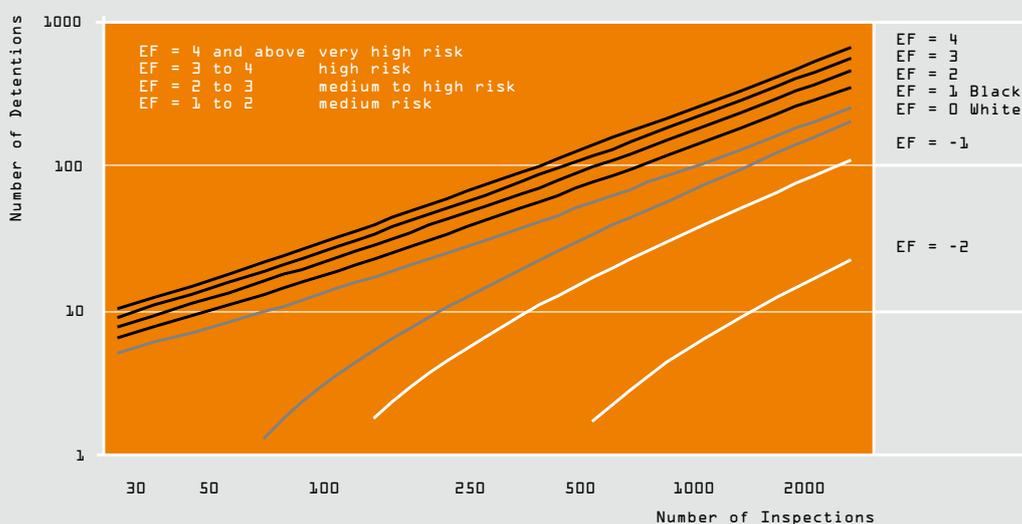
The performance of each flag State is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MOU policy. Two limits have been included in the new system, the 'black to grey' and the 'grey to white' limit, each with its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

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

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

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Paris MOU Port State Control Committee, and "z" is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result "u" is the allowed number of detentions for either the black or white list. The "u" results can be found in the table A

number of detentions above this 'black to grey' limit means significantly worse than average, where a number of detentions below the 'grey to white' limit means significantly better than average. When the aMoUnt of detentions for a particular flag State is positioned between the two, the flag State will find itself on the grey list. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period. To sort results on the black or white list, simply alter the target and repeat the calculation. Flags which are still significantly above this second target, are worse than the flags which are not. This process can be repeated, to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags' performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus



the excess factor EF is an indication for the number of times the yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column the black, grey or white list. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%. The Black/Grey/White lists have been calculated in accordance with the above principles.

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

Example flag on Black list:

Ships of flag State A were subject to 108 inspections of which 25 resulted in a detention. The "black to grey limit" is 12 detentions. The excess factor is 4,26

N= total inspections

P = 7%

Q =3%

Z = 1.645

How to determine the black to grey limit:

$$\mu_{blackto\ grey} = N \cdot p + 0.5 + z\sqrt{N \cdot p \cdot (1 - p)}$$

$$\mu_{blackto\ grey} = 108 \cdot 0.07 + 0.5 + 1.645\sqrt{108 \cdot 0.07 \cdot 0.93}$$

$$\mu_{blackto\ grey} = 12$$

The excess factor is 4,26. This means that 'p' has to be adjusted in the formula. The black to grey limit has an excess factor of 1, so to determine the new value for 'p', 'q' has to be multiplied with 3,26 and the outcome has to be added to the normal value for 'p':

$$p + 3,26q = 0,07 + (3,26 \cdot 0,03) = 0,1678$$

$$\mu_{excess\ factor} = 108 \cdot 0.1678 + 0.5 + 1.645\sqrt{108 \cdot 0.1678 \cdot 0.8322}$$

$$\mu_{excess\ factor} = 25$$

Example flag on Grey list:

Ships of flag State B were subject to 141 inspections, of which 10 resulted in a detention. The 'black to grey limit' is 15 and the "grey to white limit" is 4. The excess factor is 0,51.

How to determine the black to grey limit:

$$\mu_{blackto\ grey} = 141 \cdot 0.07 + 0.5 + 1.645\sqrt{141 \cdot 0.07 \cdot 0.93}$$

$$\mu_{blackto\ grey} = 15$$

How to determine the grey to white limit:

$$\mu_{greyto\ white} = N \cdot p - 0.5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

$$\mu_{greyto\ white} = 141 \cdot 0.07 - 0.5 - 1.645\sqrt{141 \cdot 0.07 \cdot 0.93}$$

$$\mu_{greyto\ white} = 4$$

To determine the excess factor the following formula is used:

$$ef = \text{Detentions} - \text{grey to white limit} / \text{grey to black limit} - \text{grey to white limit}$$

$$ef = (10 - 4) / (15 - 4)$$

$$ef = 0,51$$

Example flag on White list:

Ships of flag State C were subject to 297 inspections of which 11 resulted in detention. The "grey to white limit" is 13 detentions. The excess factor is -0,28.

How to determine the grey to white limit:

$$\mu_{greyto\ white} = N \cdot p - 0,5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

$$\mu_{greyto\ white} = 297 \cdot 0.07 - 0.5 - 1.645\sqrt{297 \cdot 0.07 \cdot 0.93}$$

$$\mu_{greyto\ white} = 13$$

The excess factor is -0,28 This means that 'p' has to be adjusted in the formula. The grey to white limit has an excess factor of 0, so to determine the new value for 'p', 'q' has to be multiplied with -0,28, and the outcome has to be added to the normal value for 'p':

$$p + (-0.28q) = 0.07 + (-0.28 \cdot 0.03) = 0.084$$

$$\mu_{excess\ factor} = 297 \cdot 0.084 - 0.5 - 1.645\sqrt{297 \cdot 0.084 \cdot 0.916}$$

$$\mu_{excess\ factor} = 11$$

Secretariat Paris Memorandum of Understanding on Port State Control

Layout and design

Rooduijn bureau voor communicatie & design

Photographs

Richard W. J. Schiferli
Paris MoU Authorities
Ministry of Transport
Litho and print

Web site

The Paris MoU maintains a web site which can be found at www.parismou.org. The site contains information on operation of the Paris MoU and a database of inspection results.



Staff

Mr. Richard W.J. Schiferli
General Secretary
Telephone: +31 70 456 1509
E-mail: richard.schiferli@parismou.org

Mrs. Carien Droppers
Secretary
Telephone: +31 70 456 1507
E-mail: carien.droppers@parismou.org

Mr. Ivo Snijders
Secretary
Telephone: +31 70 456 1849
E-mail: ivo.snijders@parismou.org

Mr. Alexander Sindram
ICT Advisor
Telephone: +31 70 456 1375
E-mail: alexander.sindram@parismou.org

Mr. Roy Welborn
Office Manager
Telephone: +31 70 456 1436
E-mail: roy.welborn@parismou.org

Mrs. Babette Hendrikse
Temp. Assistant Secretary
Telephone: +31 70 456 1510

Mrs. Ingrid de Vree
Temp. Management Assistant
Telephone: +31 70 456 1508

Address Secretariat:

Nieuwe Uitleg 1
P.O.Box 90653
2509 LR The Hague
Telephone: +31 70 456 1508
Fax: +31 70 456 1599
www.parismou.org
secretariat@parismou.org

paris mou fact sheet organizational structure

