

THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

# REPORT ON CONTACT CONTROL COURSE



# ANNUAL REPORT 2005

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WHITE LIST GREY LIST BLACK LIST

> The Paris Memorandum is  
 < heading on a safe course  
 < to its next destination:  
 < the introduction of the  
 < New Inspection Regime.  
 < While detentions in the  
 < region are at an all time  
 < low, which is a positive  
 < development, the New  
 < Inspection Regime will  
 < be designed to target the  
 < remaining sub-standard  
 < ships and, at the same  
 < time, it will give more  
 < credit to quality ships  
 < by extending the period  
 < between inspections. This  
 < course of action follows  
 < closely the decisions  
 < taken by Ministers  
 < responsible for maritime  
 < safety in Vancouver at  
 < the end of 2004.

A policy to build port State control  
 on a more risk based approach has  
 been under development for nearly two  
 years. In 2005 during its 38th meeting  
 in Helsinki the Committee of the Paris  
 Memorandum agreed on the principles  
 and a special task force composed of  
 member Authorities and the European  
 Commission has been working on the  
 detailed aspects of the new system. With  
 the probable expansion of the region  
 from 20 to 27 members in 2007, the 25%  
 inspection commitment was no longer  
 tenable. Bound by this commitment,  
 which was appropriate in 1982, several  
 port States were forced to inspect ships  
 with a lower priority, just to reach the  
 25%. Moving away from this principle,  
 will allow the introduction of a risk  
 based method of selection, a more  
 harmonised system of inspections and  
 a stricter enforcement system against  
 substandard ships. At the same time  
 quality shipping will have the benefit  
 that lower risk ships will find that the  
 interval between inspections will be  
 extended from 6 to 24 months.

With Estonia and Latvia joining the  
 Memorandum in 2005, the 22 members of  
 the agreement have carried out 21,302  
 inspections in 2005. The number of  
 detentions has dropped again and has  
 now reached an all time low of 994,  
 compared to 1,699 in 2001. This is  
 a positive development and is to be  
 welcomed.



On the other hand a higher number of ships have been refused access to ports in the region. In 2005 a total of 28 ships were banned, thereby bringing the total number of ships banned between 2003 and 2005 to 96. 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 (2004) have now been considered for implementation by the Paris and Tokyo Memoranda. A joint list of actions has been agreed 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 5 co-operating members who are undergoing an assessment in order to achieve full memberships in the coming years. Working together with these maritime Administrations has been very successful since none of them is now on the "Black List". Cyprus and Malta have demonstrated that through determined efforts and close co-operation with the Paris MOU, substantial results can be

achieved: both flags now appear in the White List and are to be congratulated on their efforts to improve the records of their fleet.

During the second half of 2005 a Concentrated Inspection Campaign was carried out to verify compliance with radio communication requirements (Global Maritime Distress and Safety System). The overall results are encouraging, although the operational aspects leave room for improvement. Out of 4,794 inspections, in 157 cases responsible officers were unable to operate the equipment satisfactory. 29 ships were detained due to serious deficiencies in the framework of the campaign.

With most sea areas in the world now covered by port State control regimes, the need for increased co-operation and assistance has also become apparent. The Paris Memorandum has established associate observer status with the Abuja, Black Sea and Mediterranean MOUs. This will enable administrative and technical programmes for assistance. At the initiative of the IMO the Committee agreed on a co-operative agreement in order to achieve IGO status. This status was agreed on by the 24th session of the IMO Assembly in November 2005.

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

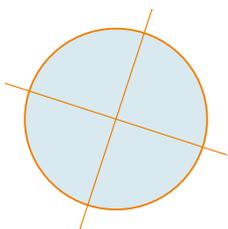
The task forces, of which 9 were active in 2005, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task forces are submitted to the Technical Evaluation Group (TEG) at which all Paris MOU members 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 2005 was composed of participants from Croatia, Germany, Ireland, Norway, Spain and the European Commission.

PORT STATE CONTROL COMMITTEE

The Port State Control Committee (PSCC) held its 38th meeting in Helsinki, Finland on 9-13 May 2005.

Following last year's crucial decision to replace the 25% inspection target, the Paris MOU Committee agreed to adopt a new risk-based inspection regime. The regime will aim to increase inspections of high risk ships visiting the region while low risk ships will be rewarded with less frequent inspections. Crucial to the project is a study being carried out by the European Maritime Safety





Agency (EMSA) which will evaluate the impact of the new regime. The far reaching changes will also require the development of a new information system to accommodate reports in any media.

High on the Committee's agenda was a number of proposed actions in response to the joint Paris/Tokyo MOU Ministerial Conference held in Vancouver in 2004. These proposals, aimed at targeting substandard shipping in the two regions, have also been submitted by Canada to the Tokyo MOU for their consideration.

Also agreed was a series of Concentrated Inspection Campaigns starting with GMDSS in 2005 and MARPOL Annex I in 2006. Discussions will be held with the Tokyo MOU with a view to mounting a joint campaign on the ISM Code in 2007 – which will mark the end of the first five-year cycle of the Code. It is hoped that the results will inform the IMO's group of experts who are considering possible amendments to the Code.

As part of its push for greater transparency in the industry the Committee agreed on a new policy on the release of MOU data to interested

parties under conditions which would be mutually beneficial.

Estonia and Latvia, up until now cooperating members, were welcomed as the 21st and 22nd full members of the regime. With Lithuania, Cyprus, Malta, Bulgaria and Romania waiting in the wings the region is close to filling the gaps in its North Atlantic and European coverage. The Committee congratulated Cyprus and Malta who, by careful monitoring of their fleets' performance, have dropped off the Paris MOU's black list of flags. The new members have also benefited from a joint tutoring project, organised by EMSA and sponsored by the EU, which used expert Port State Control officers from the member States to provide practical, on-the-job training, in their own ports.

The Committee welcomed the initiative from IMO to revise its Inter-Governmental Organisation agreement which would allow the Paris MOU (and other MOUs) to submit papers and attend meetings in its own right. For the time being though the Committee decided not to invite non-government organisations to its own meetings.



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To assist its inspectors in tackling some of the more complex requirements introduced by IMO the Committee issued instructions on the inspection of tankers under the CAS scheme and checks on MARPOL Annex VI and established a task force to consider control mechanisms for ship ballast water and sediments.

The MOU has for a long time included a provision for detained ships to sail to a repair yard. In response to the problem of some ships not proceeding to the agreed yard the Committee has tightened the rules on how such ships should be treated.

In its continuing endeavour to improve training and thus consistency and harmonisation, the Committee agreed to complete a distance learning package for Port State Control officers on the Human Element. It also agreed to start the development of a comprehensive package dealing with inspection procedures, SOLAS, MARPOL, Colreg and Loadline. It is hoped that these packages could be shared with developing MOUs around the world.

This 38th meeting of the Committee marked the end of Alan Cubbin's tenure as Chairman. The Committee elected Brian Hogan, Chief Surveyor in the Irish Maritime Safety Directorate.

The Committee adopted a new list of targeted flags which is available on the Paris MOU website and took effect from 1 July 2005.

#### TECHNICAL EVALUATION GROUP

The Technical Evaluation Group (TEG) convened in March and November 2005. Several task forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee. Issues considered by TEG included:

- development of a new inspection regime
- enhancement of the SIRENaC information system
- evaluation of statistics
- development of guidelines for control of Condition Assessment Scheme (CAS) compliance and inspections of ballast tanks
- guidance for thickness measurements
- revisions of the manual for PSC officers
- development of a new training policy
- new guidelines for inspecting working and living conditions
- development of guidelines for campaigns on GMDSS and MARPOL73/78 Annex I
- development of guidelines for Ballast Water Management

**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 standardisation in inspections throughout the region.

The Secretariat organises 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 examination and certification.

#### 40TH PSC SEMINAR

The 40th Port State Control Seminar was held on 8 – 10 June 2005, in Rotterdam, the Netherlands. The Seminar was attended by Port State Control officers from the Paris MOU, as well as participants from Cyprus, Lithuania, Malta, Tokyo MOU and South Africa. The Seminar covered the latest developments within the Paris MOU, including progress with the distance-learning project. Main topics of discussion were related to critical areas of life saving appliances

and an in depth preparation for the inspection campaign on GMDSS that was held later in 2005. Presentations also covered procedures for working with the SIRENaC information system.

#### 41ST PSC SEMINAR

The 41st Port State Control Seminar was held on 6 – 8 December 2005, in Copenhagen, Denmark. It was attended by Port State Control officers from the Paris MOU, as well as participants from the EC, Bulgaria, Cyprus, Lithuania, Malta, the Tokyo MOU and the Black Sea MOU.

Apart from new developments in the MOU, participants were also informed of recent initiatives by the EU. The Seminar was mainly dedicated to the preparation of the inspection campaign to check compliance with MARPOL73/78, Annex I. Other issues discussed were the use of the information system and how to achieve a higher level of harmonisation of PSC inspections.

#### 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 2005 this training dealt with inspections of tankers. Both training programmes are intended for experienced PSC officers. Using that experience, the participants



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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 organisations, educational institutions and from the maritime industry. For the training programmes in 2005 lecturers came from the United Kingdom, the Netherlands, France, Denmark, as well as the ILO, IMO, DNV, shipping companies, suppliers and others.

**The 2nd Expert Training: "Safety and Security"**

During PSCC37 the Committee recommended that a second Expert Training programme on Security and ISPS should be developed. The second programme was held in The Hague in February 2005. Participants from almost all member States, co-operating members and observers from other MOUs and the USCG took part in the programme. The training was a "train-the-trainer" session for specialists, partly as a

renewed introduction of the ISPS Code which came into force on 1 July 2004, also as an opportunity to discuss the first experiences in implementing the Code.

**The 2nd Specialized Training on the inspection of Tankers**

The second Specialized Training programme was conducted in April 2005 in Paris, France, and was developed in co-operation with the Oil Companies International Marine Forum (OCIMF) and oil company Total. Participants from members States and co-operating members took part in this training.

The presentations covered a broad range of subjects with regard to tankers and inspection procedures. The training provided an insight into the specific vetting procedures used by the SIRE inspection programme of the OCIMF.

**The 4th Expert Training: "The Human Element"**

In October 2005 the fourth 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, inter-cultural communication and operational control.

#### Distance Learning Programme

In 2005 new modules of the Distance Learning Programme came into production. In December the ISM module was completed and the modules on "the Human Element" and "Paris MOU Procedures" were in development. The modules will be used primarily as preparation exercises for participants in the Expert and Specialized Training programmes. The first phase of the Distance Learning Programme was developed with the assistance of the ITF. The module on Paris MOU procedures will be developed in co-operation with European Maritime Safety Agency (EMSA).

#### Review Panel

The Review Panel became a permanent feature of Paris MOU procedures in 2003. Flag States or recognized organisations 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 2005 the Secretariat received 8 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 three cases the Review Panel

concluded that the port State decision to detain was justified.

Three other cases were still pending final consideration at the end of 2005.

#### PARIS MOU ON THE 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 2005 details were published of the m/v Sambor, registered in Belize and detained in Italy, the m/v Sandri, registered in Albania and detained in Italy, the m/v Rigina, registered in St. Vincent & Grenadines and detained in Denmark and the m/v Eldore II, registered in Albania and detained in Slovenia.

The annual award for the best contribution to the "Caught in the Net" has been presented to Slovenia.

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

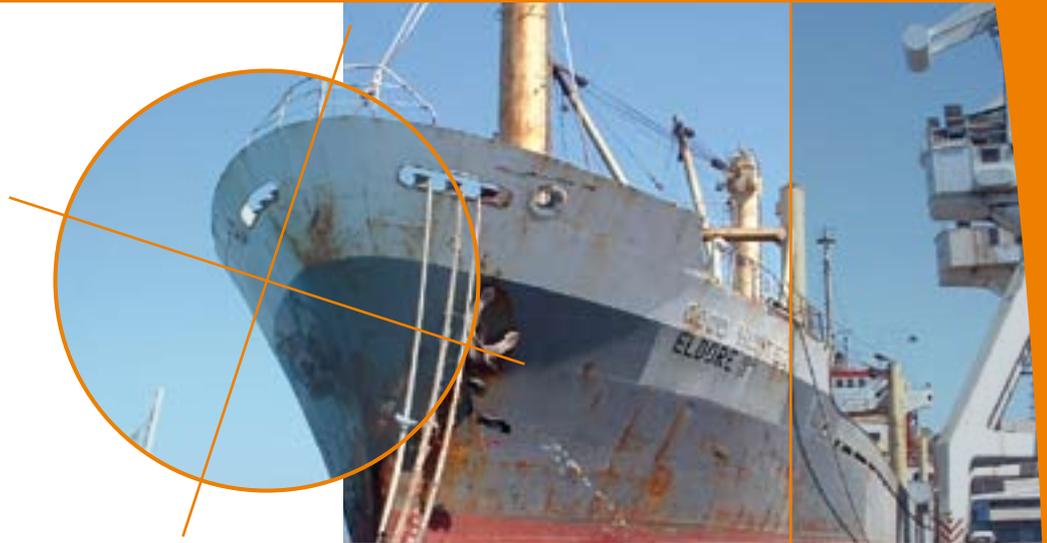
**S** The overall situation,  
**O** with detention at an all  
**O** time low, is improving.  
**F** However Port State control  
**4** results for 2005 indicate  
**U** that efforts still need to  
**Z** be enhanced to obtain a  
**H** substantial reduction in  
**V** the number of substandard  
**O** ships visiting the region.  
**O**  
**L**

Actions agreed by the Committee during its 38<sup>th</sup> session (2005) and 39<sup>th</sup> session (2006) are in the process of being implemented.

Protection of the marine environment has always been one of the main areas of attention of port State control inspections. In particular the requirements of MARPOL 73/78, Annex I (prevention of pollution by oil), are part of the standard inspection routine. Since port State inspections are, by their nature, limited in scope, it is not always possible to verify these requirements in depth. With reports that more ships are finding ways to bypass the rules, and not only in a figurative way, it was decided once again to focus on oil record books, oil filtering equipment and operational aspects on board. The Concentrated Inspection Campaign took place between March and May 2006. The Tokyo MoU conducted a similar campaign so that results can be compared in order to provide a more global picture on compliance.

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 (EMSA).

An important step forward is the adoption of a Code of Good Practise, stemming from the actions of the 2004 Ministerial Conference. This Code 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.

On the adoption of the 2005 Black-Grey-White List of this report, the targeting mechanism will be modified accordingly. Ships flying a flag in the Black List will be subject to more detailed inspections and certain ship types may face banning after multiple detentions.

For several years the Committee has closely monitored the performance of recognized organisations (ROs). 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 were:

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

The lowest performing organizations were:

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



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The Port State Control Committee is already looking ahead in order to anticipate new developments and to take concerted and harmonised actions. Such actions need to enhance the effectiveness of the region in combating sub-standard shipping.

The Paris MOU Advisory Board has considered several policy issues of a political or strategic nature and will submit proposals to the Committee in 2006 for consideration.

**Concentrated Inspection Campaigns**  
 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. The Committee agreed that this campaign would have more impact if carried out jointly with the Tokyo MOU. This would also follow the decision taken by Ministers at the Joint Conference in 2004.

**New Inspection Regime**

Now that the Committee has decided 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 was introduced at the end of 2005 and the PSC related matters in particular have been the subject of much discussion.

Care should be taken that the port State control systems between the Paris MoU and the EU do not diverge. This would be hard to explain to the maritime industry.

In 2006 it is expected that the new inspection regime and other port State control related measures will be considered in the EU framework and if the course change set by the Paris MoU will be supported.

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

First steps in that direction have already been taken. A special project group has been formed. Together with

a group of experts and supported by IBM the specifications for the new system have been drawn up.

It is expected that when the Committee meets in 2007 in Germany, decisions can be taken to implement the future of port State control in the Memorandum. An opportune moment at the 25th celebration of the organisation.



## CONCENTRATED INSPECTION CAMPAIGNS



Several Concentrated Inspection Campaigns have been held in the Paris MOU region over the past 4 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.

In 2005 the campaign objective was to verify compliance with the Global Maritime Distress and Safety System (GMDSS).

With the introduction of this system the conventional communication methods were replaced by more modern systems. Including the use of satellite communication. In most cases the duties of the radio officer were transferred to the navigation officers and radio communications were located on the bridge.



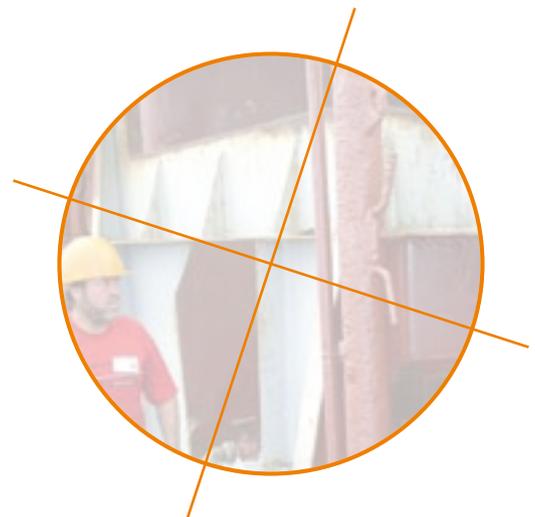


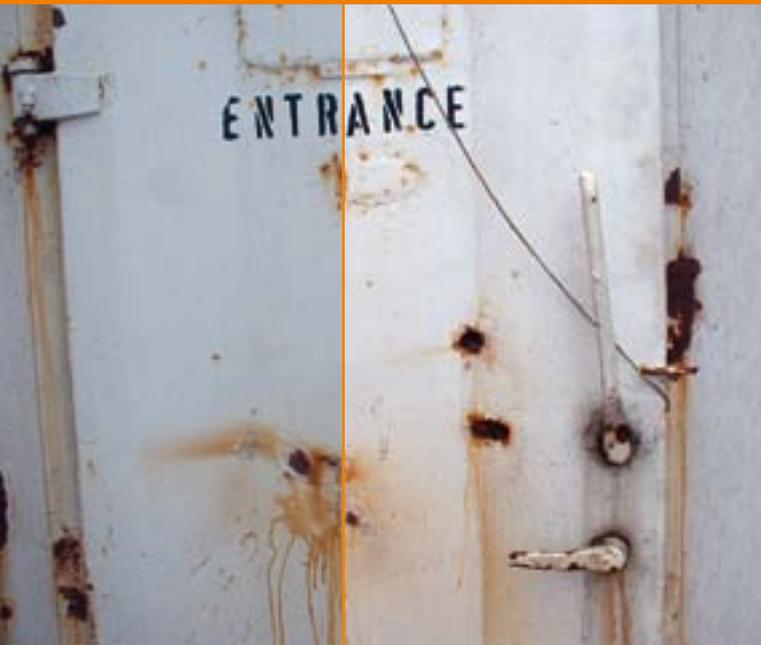
The campaign focussed on the following items:

- The ship's (harmonised) Safety Radio Certificate
- Whether the fitted equipment complied with the Record of Equipment
- The ability of the ship's operator to use GMDSS equipment
- Are the required GMDSS-VHF/DSC, GMDSS-MF/DSC, GMDSS-INMARSAT, GMDSS HF/DSC-NBDP installations capable of transmitting and receiving distress and safety alerts and distress and safety traffic
- Is the EPIRB capable of float free operation transmitting distress alerts
- Are the SART's capable of transmitting signals

An analysis of the results showed that a total of 4,794 GMDSS checks were made. A total of 29 inspections resulted in detention on GMDSS grounds, with some of these detentions based also on other grounds. This represents a rate of 0,6% of inspections resulting in detention for GMDSS reasons compared with an overall detention rate for the period of 4.7%.

Of these 29 detentions relating to the questionnaire there were 8 relating to 'Operation of GMDSS Equipment' – lack of qualified persons, lack of familiarity.





D In preparation for  
 O prospective new members  
 Σ of the Paris MOU, the Port  
 State Control Committee  
 U has adopted criteria for  
 H co-operating status for  
 R non-member States and  
 4 observer status for newly  
 0 developed PSC regions.

W Specific criteria, including a self-  
 I evaluation exercise, have to be met  
 T before co-operating status can be  
 granted.

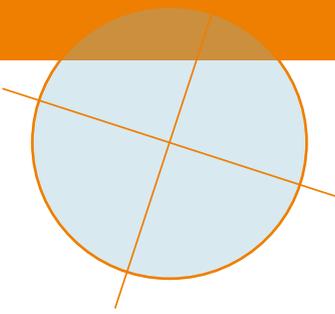
R Regional agreements seeking observer  
 U status must demonstrate that their  
 O member Authorities have an acceptable  
 overall flag State record and have a  
 similar approach in terms of commitment  
 and goals to that of the Paris MOU.

I In 2005 the following maritime  
 A Authorities have a co-operating member  
 S status:

- Estonia has already been visited by a monitoring team and a fact-finding mission to complete the final stages towards membership. Since not all relevant instruments had been ratified in 2004, the Committee decided to extend the period of co-operative

membership by one year. Estonia became a full member in 2005.

- Latvia has also nearly completed the process for membership, which include the recommendations from the Committee to meet the qualitative requirements. A fact-finding mission visited in 2004 and based on the report the MOU members decided to grant member status in 2005.
- Lithuania has been a co-operating member since 2003 and is implementing the recommendations to meet the qualitative criteria. A fact-finding mission visited in 2005 to verify if all criteria are in place. In 2006 the Committee will be invited to decide on full membership.
- Cyprus has also been co-operative member since 2003. The Committee agreed that Cyprus should also meet the recommendations from the monitoring team. 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 and the decision on member status will be taken in 2006.
- Malta joined the same year as Lithuania and Cyprus and is also in the process of implementing the



recommendations from the monitoring team. 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. The fact-finding mission has been requested to visit Malta early 2006, in order for the Committee to decide on member status that same year.

- Bulgaria and Romania are the latest co-operating members, as decided by the Committee in 2004 and 2005. The visits by the monitoring teams have resulted in a number of recommendations that have been endorsed by the Committee. Once the recommendations have been implemented, the Committee will be invited to send a fact-finding mission, after which a decision on member status may be taken in 2007.

Until now the Paris MOU only has 2 members (Canada and Russian Federation), which have dual membership with the Tokyo MOU, while the Russian Federation is also a member of the Black Sea MOU. With Malta, Cyprus, Bulgaria and Romania becoming members, there would also be ties with the Mediterranean and Black Sea MOUs. For these new members the Paris MOU standards will prevail.



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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 37th meeting of the Port State Control Committee agreed to the requests from the Black Sea MOU and the Mediterranean MOU for associate 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.

The International Maritime Organization has also been participating in the Committee meetings since the 1982.



The 2004 Annual Report, including inspection data, an analysis of 2004 statistics, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG and a summary of the actions from the 2004 Ministerial Conference have been submitted to the Sub-Committee on Flag State Implementation (FSI). The figures will hopefully generate discussion on how several flag States intend to implement measures to improve their records. The new status of both Cyprus and Malta on the "white list" shows 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 would welcome such a dialogue in the interest of safety and the protection of the marine environment.



**INTRODUCTION**

During 2005, 21,302 inspections were carried out in the Paris MOU region on 13,024 foreign ships registered in 112 different flag States. The number of inspections has not significantly increased compared to the inspection figure for 2004 (20,316).

FACTS AND FIGURES



The number of individual ships inspected in 2005, 13,024, increased by 486 compared with the number of individual ships inspected in 2004 (12,538).

The overall inspection rate in the region was 31,82% in 2005, compared with 31,49% in 2004, 30,07% in 2003, 28,93% in 2002 and 28.84% in 2001. 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 2005 for deficiencies clearly hazardous to safety, health or the environment amounted to 994. It compares with the number of 1,187 detained in 2004, 1,431 in 2003, and 1,577 in 2002. The significant decrease of 193 (19,4%)



ships compared with 2004, has reduced the average detention percentage to 4,67% in 2005, compared with 5,84% in 2004, 7,05% in 2003, 7,98% in 2002, 9,09% in 2001 and 9,50% in 2000. This positive development over a 6-year period is an encouraging sign that more sub-standard ships are avoiding the region.

#### "White, Grey and Black 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 18 flag States, 3 less than last year. The "White List" includes 34 flag States, 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 remain so in 2005. The poorest performing flags are still Korea DPR, Albania, Tonga and Honduras.

There are no new flag States on the "Black List".

Belize, Panama and Romania 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. Finland, France, Isle of Man, and the United Kingdom, are placed highest in terms of performance. Ireland, Japan, Malaysia, and Thailand have moved down to the "Grey List". New to the "White List" are Azerbaijan, Belgium, Cyprus, Gibraltar, Malta, Saudi Arabia and Spain.

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. Supported by the lower detention percentage, this is a positive development.

**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 73% of all detentions, however both ship types have shown a substantial improvement compared with previous years.

Most ship types indicate a slowly decreasing trend in detentions.

Last year's high detention percentage for refrigerated cargo ships (8,04%) appears to be incidental since this year the detention percentage has dropped to 5,62%.

Statistical annexes to this report show the detention percentage for each ship type in 2005, 2004 and 2003.

**BANNING OF SHIPS**

A total of 28 ships were banned from the Paris MOU region in 2005, because they failed to call at an agreed repair yard (8), jumped detention (3) or because of multiple detentions (17). 21 of the 28 bannings were applied to ships flying a Black listed flag.

By the end of 2005 the ban had been lifted on 9 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 ORGANISATIONS**

Details of the responsibility of recognized organisations (RO's) for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a recognized organisation in accordance with the criteria it is recorded and the RO is informed. Out of 994 detentions recorded in 2005, 16% (158) were considered RO related.

When considering the rate of RO related detentions as a percentage



of inspections in 2005, International Register of Shipping (USA) 8,26% and Inclamar 5,56%, scored highest as indicated in Model 2 in the Statistical Annex.

**DEFICIENCIES**

A total of 62,434 deficiencies were recorded during port State control inspections in 2005, again a decrease (2,6%) on the number of 64,113 recorded in 2004 and 13,2% less than 2003 (71,928).

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.

#### Safety

In 2005 deficiencies in vital safety areas such as life saving appliances, fire fighting equipment, safety in general and navigation accounted for 48% of the total number of deficiencies. The number of deficiencies in these areas has slightly decreased from 30,267 in 2004 to 30,076 in 2005.

#### 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.

#### Marine environment

MARPOL73/78 Annex I, II, III, IV, V and VI deficiencies have increased by 10%, from 3,714 in 2004 to 4,099 in 2005.

#### 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 decreased by 8%, from 7,607 in 2004 to 6,964 in 2005.

#### Certification of crew

Compliance with the standards for training, certification and watch keeping for seafarers indicated a decrease of 19%, from 3,127 in 2004 to 2,529 in 2005.

#### Operational

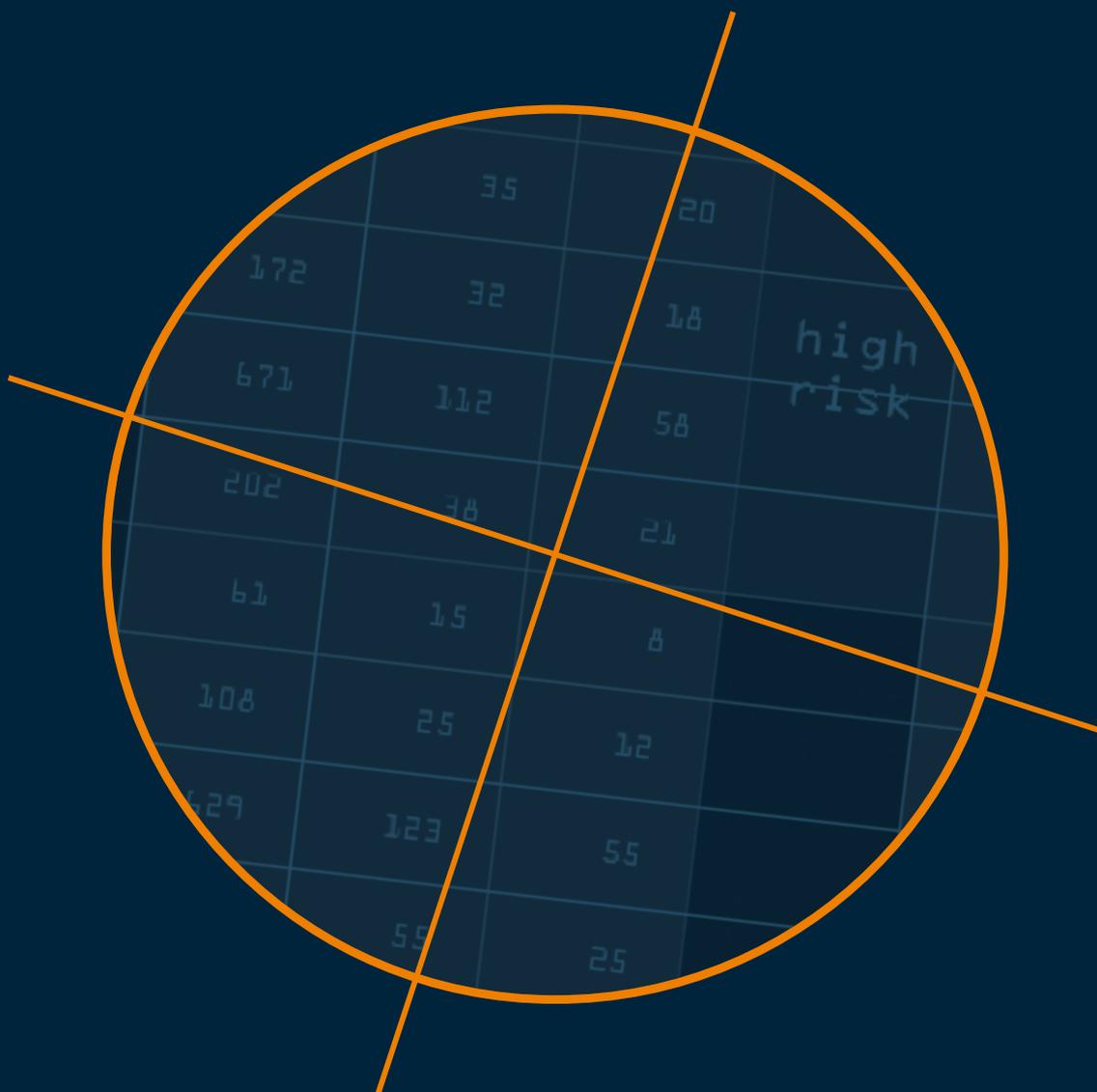
Operational deficiencies have steadily increased from 1,694 in 2002 to 2,233 deficiencies in 2005 (24%). However the number of deficiencies has decreased significantly in relation to 2004 and 2003 (about 25%).

#### 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 2,940 (major) non-conformities were recorded, a decrease of 9% when compared with the 2002 results. The trend from the past years that showed a major increase of ISM related deficiencies appeared to have stopped in 2004, since then the number of ISM related deficiencies has decreased.

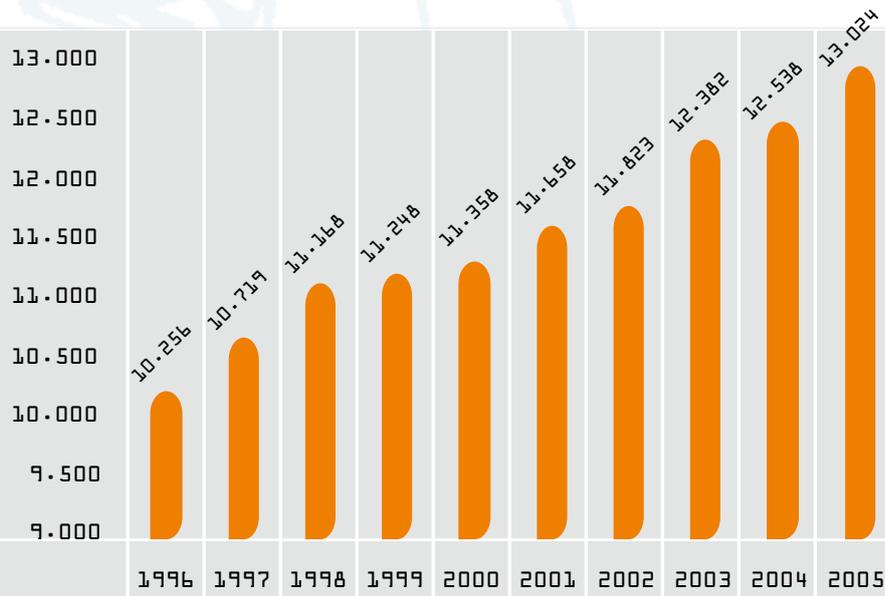


STATISTICAL ANNEXES TO THE  
**ANNUAL REPORT**  
**2005**

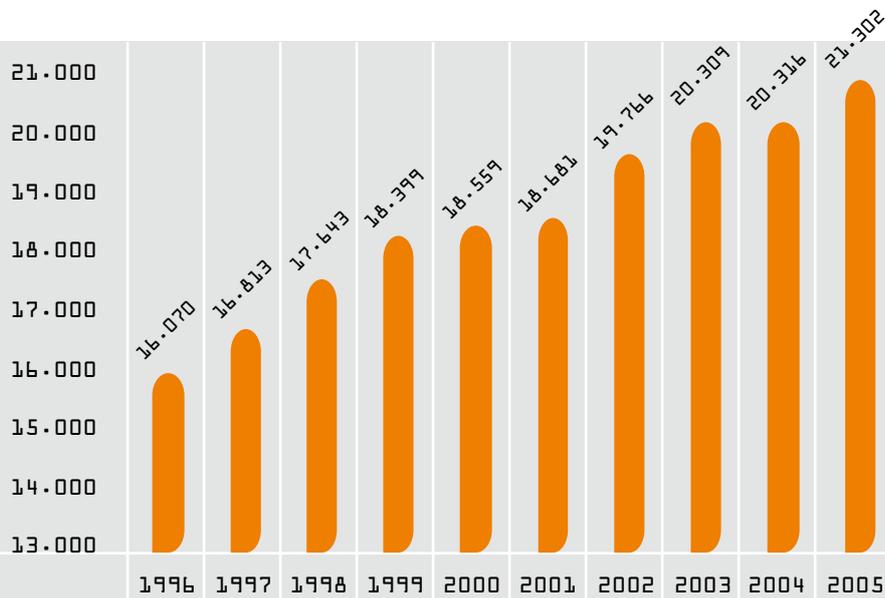


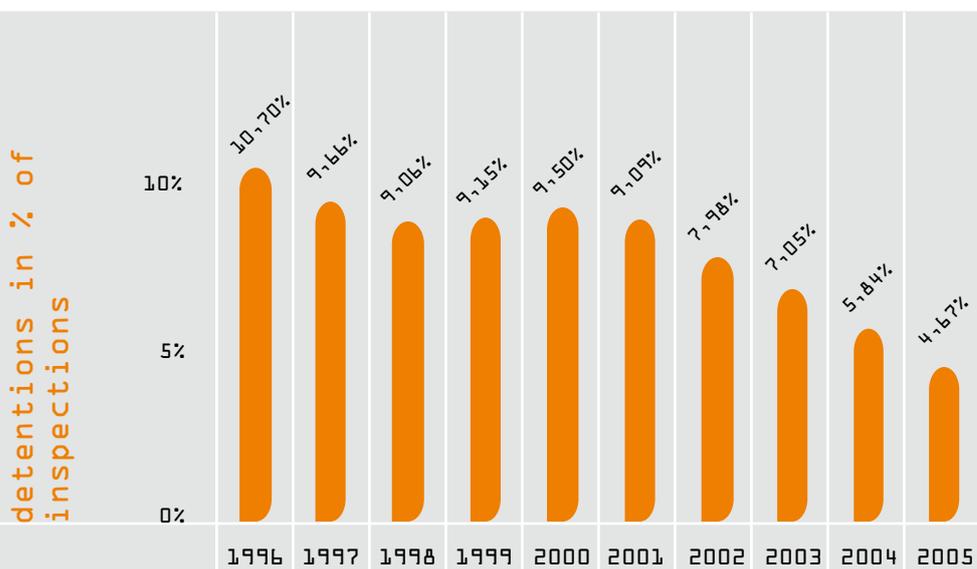
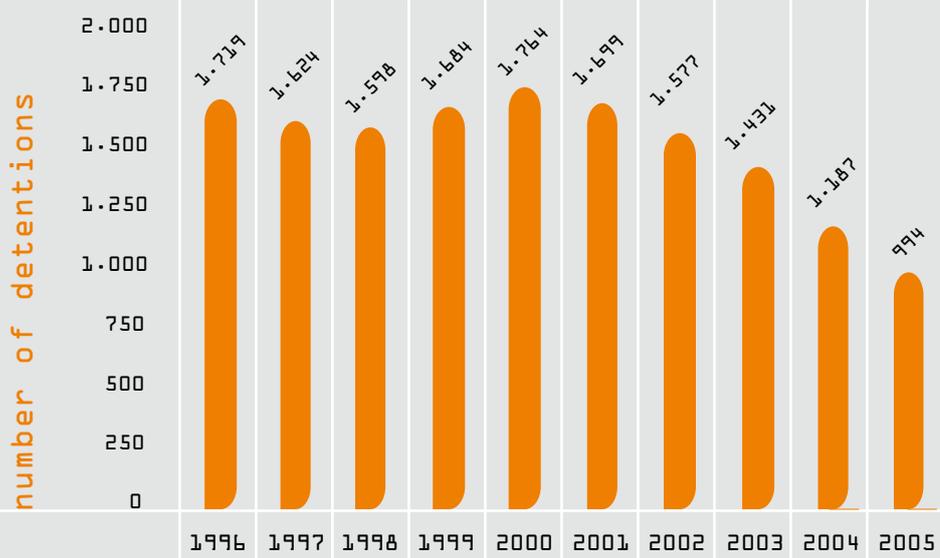
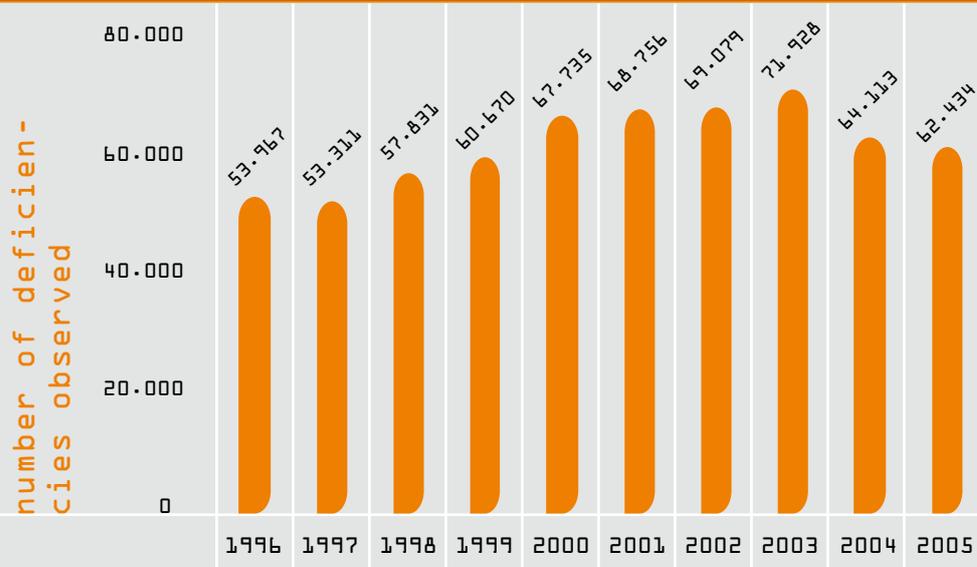
BASIC PORT STATE CONTROL FIGURES

number of individual ships inspected

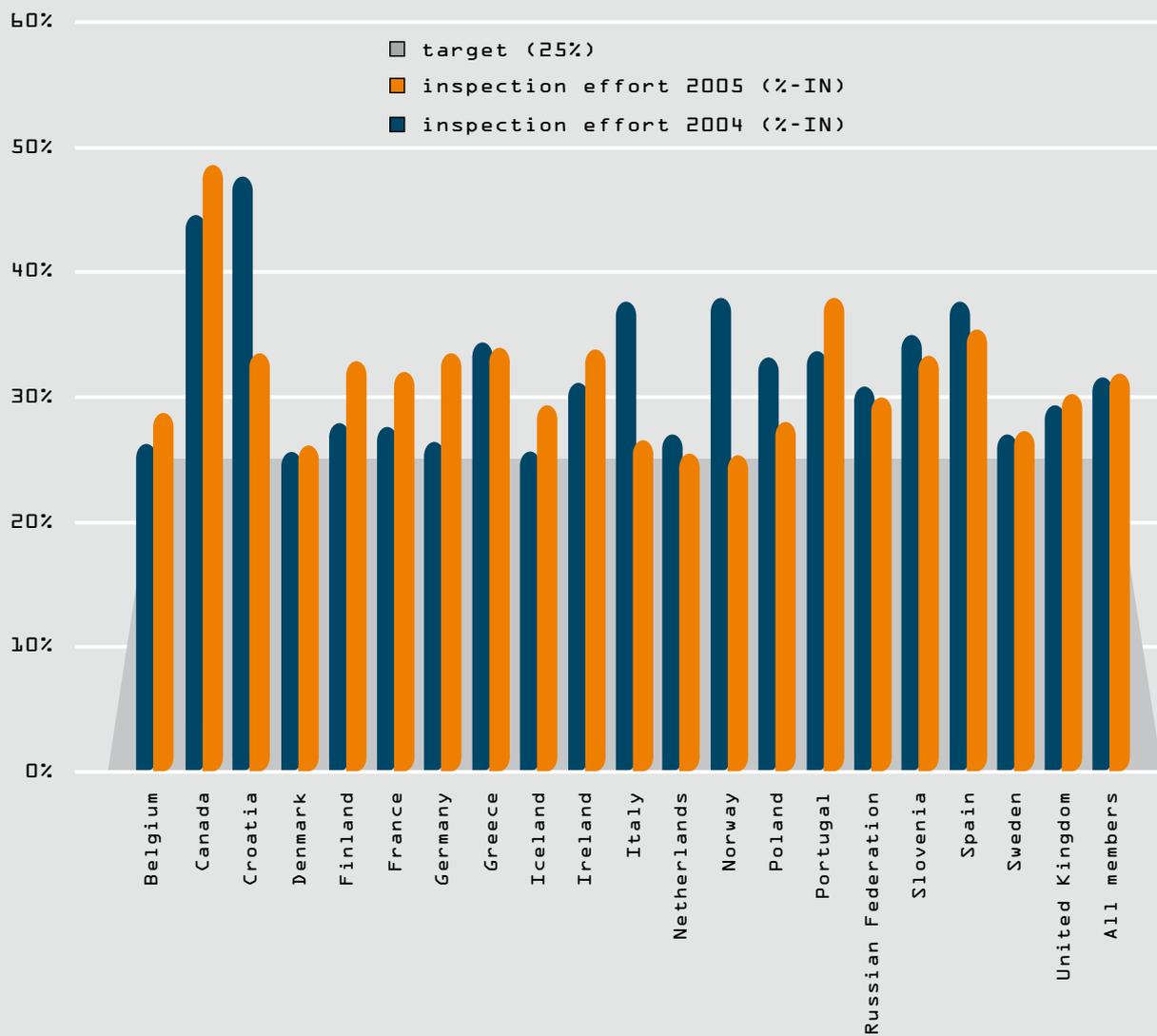


number of inspections





inspection efforts of members compared to target



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

MOU port State	Individual Ship calls	Inspections	Inspections with deficiencies	Detentions	Detents with R0 related deficiencies	%-Insp. with deficiencies	% Detained	% Inspected Ship calls (25% commitment)	% Inspection of MOU total
Belgium	4975	1426	450	50	10	31,56	3,51	28,66	6,69
Canada	1850	896	275	37	10	30,69	4,13	48,43	4,20
Croatia	1228	411	238	16	2	57,91	3,89	33,47	1,93
Denmark	2361	613	190	14	0	31,00	2,28	25,96	2,88
Finland	1203	394	86	7	0	21,83	1,78	32,75	1,85
France	5730	1831	944	51	4	51,56	2,79	31,95	8,59
Germany	5238	1746	780	36	8	44,67	2,06	33,33	8,19
Greece	2284	772	327	33	5	42,36	4,27	33,80	3,62
Iceland	356	104	38	2	0	36,54	1,92	29,21	0,49
Ireland	1251	422	238	19	2	56,40	4,50	33,73	1,98
Italy	6505	2392	1506	226	29	62,96	9,45	26,39	11,22
Netherlands	5400	1373	776	71	11	56,52	5,17	25,43	6,44
Norway	2301	580	166	14	2	28,62	2,41	25,21	2,72
Poland	2583	723	366	12	1	50,62	1,66	27,99	3,39
Portugal	2697	1021	552	60	10	54,06	5,88	37,86	4,79
Russian Fed.	3693	1104	738	37	8	67,21	3,37	29,89	5,15
Slovenia	744	247	129	69	27	52,22	27,94	33,19	1,17
Spain	6141	2169	1317	131	11	60,72	6,04	35,32	10,17
Sweden	2716	737	192	10	1	26,05	1,36	27,13	3,46
United Kingdom	6288	1895	1414	90	22	74,62	4,75	30,14	8,89



# WHITE LIST



WHITE LIST

Flag State	In-spec-tions	Deten-tions	Black to Grey limit	Grey to White limit	Excess Factor
<b>White list</b>					
Finland	534	5	48	27	-1,68
France	237	1	24	10	-1,65
United Kingdom	1528	24	124	90	-1,61
Man, Isle of	775	11	66	42	-1,56
Sweden	962	15	81	54	-1,54
Germany	1108	21	92	63	-1,43
Netherlands, the	2990	68	233	186	-1,41
Norway	2748	65	215	170	-1,37
Portugal	567	10	50	29	-1,34
Denmark	1283	29	105	74	-1,31
Bermuda	251	3	25	10	-1,29
China, People's Rep.	280	4	27	12	-1,23
Marshall Islands	1105	27	92	63	-1,21
Liberia	2960	88	231	184	-1,15
Italy	1069	28	89	61	-1,14
Luxemburg	184	2	19	7	-1,14
Philippines	222	3	22	9	-1,13
Bahamas	3362	105	260	211	-1,11
Singapore	808	21	69	44	-1,08
United States of America	190	3	20	7	-0,92
Hong Kong, China	1006	33	84	57	-0,87
Antigua and Barbuda	4299	168	329	273	-0,86
Cayman Islands	407	11	37	20	-0,83
Greece	1577	68	128	93	-0,58
Barbados	319	10	30	14	-0,55
Gibraltar	662	29	58	35	-0,35
Belgium	108	2	12	3	-0,31
Israel	56	0	8	0	-0,29
Antilles, Netherlands	695	32	60	37	-0,28
Spain	297	11	29	13	-0,28
Cyprus	3166	175	246	198	-0,25
Azerbaijan	121	3	14	3	-0,14
Malta	4185	252	321	265	-0,11
Saudi Arabia	49	0	7	0	0



# GREY LIST

Flag State	In-spec-tions	Deten-tions	Black to Grey limit	Grey to White limit	Excess Factor
<b>Grey list</b>					
Switzerland	70	1	9	1	0.01
Vanuatu	131	4	14	4	0.01
Malaysia	149	5	16	5	0.02
Japan	67	1	9	1	0.03
Iran	249	12	25	10	0.12
Ireland	191	9	20	7	0.15
Tunisia	44	1	6	0	0.18
Russian Federation	2603	168	204	160	0.18
Poland	145	7	16	5	0.22
Korea, Republic of	153	8	16	5	0.26
Latvia	80	4	10	1	0.31
Bulgaria	300	18	29	13	0.31
Lithuania	328	20	31	15	0.32
Estonia	203	12	21	8	0.33
Panama	6429	444	484	416	0.41
Thailand	181	12	19	7	0.45
Romania	131	9	14	4	0.48
Croatia	212	15	21	8	0.51
India	141	10	15	4	0.51
Dominica	52	4	7	0	0.55
Faeroe Islands	63	5	8	1	0.58
Morocco	170	13	18	6	0.59
Mongolia	47	5	7	0	0.75
Belize	570	50	50	29	0.98

GREY LIST



U

Egypt

Brazil

Turkey

St. Vincent

Lebanon

Algeria

Cambodia

Syrian Arab Republic

Bolivia

Slovakia

Georgia

Comoros

Honduras

Mobil

LUNA-KOPER

# BLACK LIST



# BLACK LIST

Flag State	In-spec-tions	Deten-tions	Black to Grey limit	Grey to Black limit	Excess Factor
<b>Black list</b>					
Taiwan	39	6	6	medium risk	1.09
Ukraine	606	60	53		1.34
Egypt	163	20	17		1.47
Brazil	48	8	7		1.63
Turkey	2122	243	168	mthr*	2.11
St. Vincent & Grenadines	2520	333	198		2.71
Lebanon	194	35	20	high risk	3.24
Algeria	172	32	18		3.32
Cambodia	671	112	58		3.46
Syrian Arab Republic	202	38	21		3.5
Bolivia	61	15	8	very high risk	4.01
Slovakia	108	25	12		4.26
Georgia	629	123	55		4.34
Comoros	255	55	25		4.49
Honduras	155	40	17		5.4
Tonga	50	18	7		6.98
Albania	347	111	33		7.96
Korea, DPR	348	125	33		9.23

\*mthr = medium to high risk

# INSPECTIONS , DETENTIONS AND

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention %	Inspection % with deficiencies
Albania	107	25	94	23,36	87,85
Algeria	43	5	35	11,63	81,40
Angola	2	1	2	50,00	
Antigua and Barbuda	1442	43	727	2,98	50,42
Antilles, Netherlands	253	9	145	3,56	57,31
Australia	1	-	0	-	-
Austria	10	1	5	10,00	50,00
Azerbaijan	32	1	19	3,13	59,38
Bahamas	1153	28	536	2,43	46,49
Bahrain	5	1	2	20,00	40,00
Barbados	119	1	65	0,84	54,62
Belgium	60	-	29	-	48,33
Belize	225	17	169	7,56	75,11
Bermuda	93	1	26	1,08	27,96
Bolivia	5	1	4	20,00	80,00
Brazil	17	2	15	11,76	88,24
Bulgaria	106	6	80	5,66	75,47
Cambodia	174	18	149	10,34	85,63
Canada	4	-	2	-	50,00
Cape Verde	2	1	2	50,00	
Cayman Islands	129	3	50	2,33	38,76
Chile	2	-	1	-	50,00
China	105	-	42	-	40,00
Colombia	2	-	2	-	
Comoros	130	26	95	20,00	73,08
Cook Islands	5	-	5	-	
Croatia	82	4	50	4,88	60,98
Cyprus	914	26	454	2,84	49,67
Denmark	416	8	163	1,92	39,18
Dominica	29	3	17	10,34	58,62

## DEFICIENCIES 2005

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention %	Inspection % with deficiencies
Dominican Republic	15	-	10	-	66,67
Egypt	59	6	44	10,17	74,58
Estonia	47	-	19	-	40,43
Ethiopia	12	-	9	-	75,00
Faroe Islands	31	2	20	6,45	64,52
Finland	187	1	78	0,53	41,71
France	78	-	30	-	38,46
Georgia	216	36	174	16,67	80,56
Germany	410	8	135	1,95	32,93
Gibraltar	252	8	105	3,17	41,67
Greece	517	16	209	3,09	40,43
Honduras	36	6	25	16,67	69,44
Hong Kong, China	404	15	171	3,71	42,33
Iceland	2	-	1	-	50,00
India	58	2	28	3,45	48,28
Indonesia	1	-	1	-	100,00
Iran, Islamic Republic	93	2	56	2,15	60,22
Ireland	69	2	33	2,90	47,83
Israel	16	-	1	-	6,25
Italy	366	7	151	1,91	41,26
Jamaica	14	1	10	7,14	71,43
Japan	27	1	13	3,70	48,15
Jordan	3	1	3	33,33	100,00
Kazakhstan	4	1	3	25,00	75,00
Korea, DPR	156	46	137	29,49	87,82
Korea, Republic of	68	2	38	2,94	55,88
Kuwait	11	-	5	-	45,45
Latvia	41	3	23	7,32	56,10
Lebanon	77	6	64	7,79	83,12
Liberia	1044	30	467	2,87	44,73

# INSPECTIONS, DETENTIONS AND

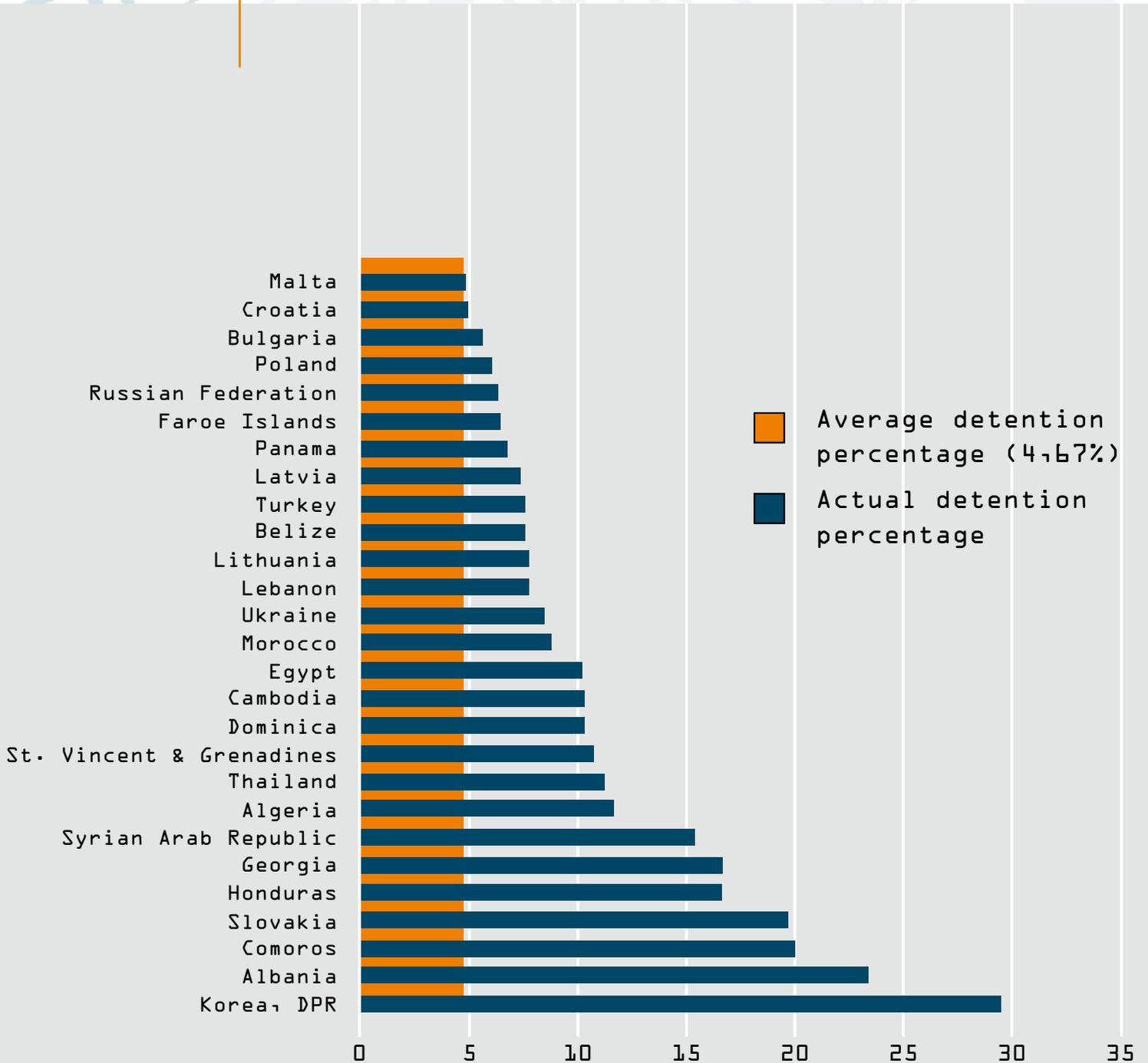
Flag State	Inspections	Detentions	Inspections with deficiencies	Detention %	Inspection % with deficiencies
Libyan Arab Jamahiriya	6	1	5	16,67	83,33
Lithuania	103	8	60	7,77	58,25
Luxembourg	63	1	27	1,59	42,86
Madagascar	1	1	1		100,00
Malaysia	36	1	16	2,78	44,44
Maldives	2	-	2	-	100,00
Malta	1390	66	777	4,75	55,90
Man, Isle of	281	3	78	1,07	27,76
Marshall Islands	484	9	177	1,86	36,57
Mexico	1	1	1		100,00
Moldova, Rep. of	4	-	4	-	100,00
Mongolia	17	1	15	5,88	88,24
Morocco	57	5	52	8,77	91,23
Myanmar	9	-	4	-	44,44
Namibia	2	1	2	50,00	100,00
Netherlands, the	991	20	413	2,02	41,68
Norway	911	10	420	1,10	46,10
Pakistan	5	1	5	20,00	100,00
Panama	2310	155	1231	6,71	53,29
Philippines	67	-	32	-	47,76
Poland	50	2	35	4,00	70,00
Portugal	198	2	98	1,01	49,49
Qatar	7	-	4	-	57,14
Register withdrawn	3	-	1	-	33,33
Romania	22	1	14	4,55	63,64
Russian Federation	928	59	521	6,36	56,14
Saudi Arabia	18	-	3	-	16,67
Serbia and Montenegro	7	-	6	-	85,71
Seychelles	5	-	1	-	20,00
Sierra Leone	2	-	2	-	100,00

## DEFICIENCIES 2005

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention %	Inspection % with deficiencies
Singapore	317	5	135	1,58	42,59
Slovakia	76	15	58	19,74	76,32
Spain	87	1	31	1,15	35,63
Sri Lanka	6	1	5	16,67	83,33
St. Vincent & Grenadines	855	92	574	10,76	67,13
St. Kitts and Nevis	3	-	3	-	100,00
Sweden	337	1	143	0,30	42,43
Switzerland	23	-	9	-	39,13
Syrian Arab Republic	52	8	31	15,38	59,62
Taiwan	13	1	9	7,69	69,23
Thailand	80	9	54	11,25	67,50
Tonga	6	1	6	16,67	100,00
Tunisia	11	-	11	-	100,00
Turkey	597	45	383	7,54	64,15
Tuvalu	11	4	8	36,36	72,73
Ukraine	188	16	119	8,51	63,30
United Arab Emirates	8	-	4	-	50,00
United Kingdom	551	8	228	1,45	41,38
United States of America	73	2	32	2,74	43,84
Vanuatu	46	1	19	2,17	41,30
Viet Nam	1	2	1		100,00
<b>totals</b>	<b>21302</b>	<b>994</b>	<b>10918</b>	<b>4,67</b>	<b>51,25</b>

## 2005 DETENTIONS PER FLAG STATE ,

- Only flags with more than 20 port State control inspections in 2005 are recorded in this table and the graph
- The light area at the bottom of the graph represents the 2005 average detention percentage (4.67%)



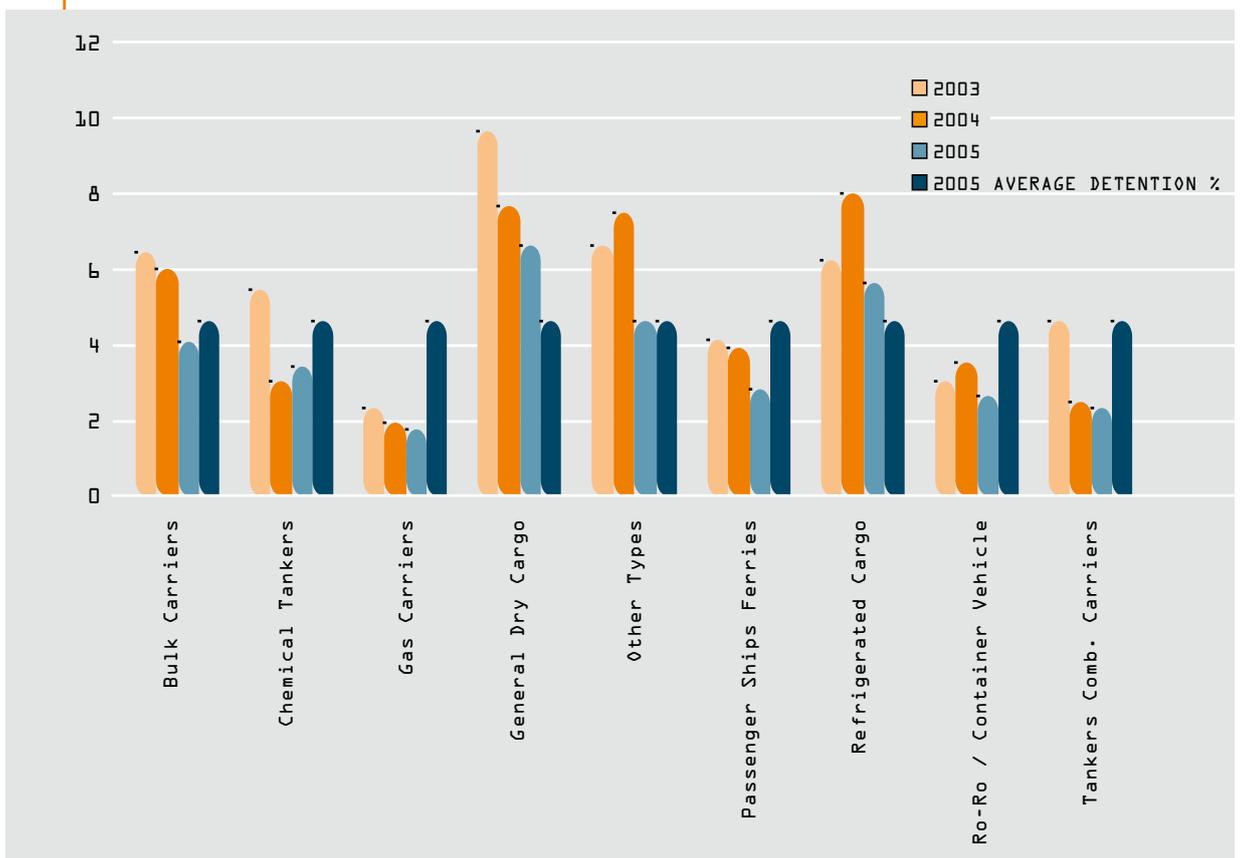
EXCEEDING AVERAGE PERCENTAGE

Flag State	Inspections	Detentions	Detentions %	Excess of average
Korea, DPR	156	46	29,49	24,82
Albania	107	25	23,36	18,69
Comoros	130	26	20,00	15,33
Slovakia	76	15	19,74	15,07
Honduras	36	6	16,67	12,00
Georgia	216	36	16,67	12,00
Syrian Arab Republic	52	8	15,38	10,71
Algeria	43	5	11,63	6,96
Thailand	80	9	11,25	6,58
St. Vincent & Grenadines	855	92	10,76	6,09
Dominica	29	3	10,34	5,67
Cambodia	174	18	10,34	5,67
Egypt	59	6	10,17	5,50
Morocco	57	5	8,77	4,10
Ukraine	188	16	8,51	3,84
Lebanon	77	6	7,79	3,12
Lithuania	103	8	7,77	3,10
Belize	225	17	7,56	2,89
Turkey	597	45	7,54	2,87
Latvia	41	3	7,32	2,65
Panama	2310	155	6,71	2,04
Faroe Islands	31	2	6,45	1,78
Russian Federation	928	59	6,36	1,69
Poland	50	3	6,00	1,33
Bulgaria	106	6	5,66	0,99
Croatia	82	4	4,88	0,21
Malta	1390	66	4,75	0,08

# INSPECTIONS AND DETENTIONS

## PER SHIP TYPE

Ship type	Inspections	Inspections with deficiencies	Inspection % with deficiencies	Individual ships	Detentions	Detention % 2005	Detention % 2004	Detention % 2003	+/- average detention %
Bulk Carriers	3527	1940	55.00	2464	144	4.08	6.01	6.47	-0.59
Chemical Tankers	1112	463	41.64	723	38	3.42	3.02	5.5	-1.25
Gas Carriers	458	181	39.52	312	8	1.75	1.95	2.3	-2.92
General Dry Cargo	8750	4933	56.38	4622	578	6.61	7.66	9.66	1.94
Other Types	845	471	55.74	641	39	4.62	7.54	6.63	-0.05
Passenger Ships Ferries	785	438	55.80	484	22	2.8	3.9	4.16	-1.87
Refrigerated Cargo	587	388	66.10	399	33	5.62	8.04	6.27	0.95
Ro-Ro / Container Vehicle	2933	1223	41.70	1911	78	2.66	3.53	3.03	-2.01
Tankers / Comb. Carriers	2305	881	38.22	1639	54	2.34	2.48	4.66	-2.33
All types	21302	10918	51.25	13195	994	4.67	5.84	7.05	



# MAJOR CATEGORIES

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		
	2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005
Ship's certificates and documents	3410	3198	3583	4,74	4,99	5,74	16,79	15,74	16,82	27,54	25,51	27,51
Training certification and watchkeeping for seafarers	3284	3127	2529	4,57	4,88	4,05	16,17	15,39	11,87	26,52	24,94	19,42
Crew and Accommodation (ILO 147)	2133	2150	1720	2,97	3,35	2,75	10,50	10,58	8,07	17,23	17,15	13,21
Accident prevention (ILO147)	114	671	1048	0,16	1,05	1,68	0,56	3,30	4,92	0,92	5,35	8,05
Food and catering (ILO 147)	1149	1928	1634	1,60	3,01	2,62	5,66	9,49	7,67	9,28	15,38	12,55
Working space (ILO 147)	3404	2858	2562	4,73	4,46	4,1	16,76	14,07	12,03	27,49	22,79	19,67
Mooring arrangements (ILO 147)	1130	1052	930	1,57	1,64	1,49	5,56	5,18	4,37	9,13	8,39	7,14
Safety in general	6794	5194	5165	9,45	8,10	8,27	33,45	25,57	24,25	54,87	41,43	39,66
Safety of navigation	7536	6795	6681	10,48	10,60	10,7	37,11	33,45	31,36	60,86	54,20	51,30
Fire safety measures	10862	9022	8631	15,10	14,07	13,82	53,48	44,41	40,52	87,72	71,96	66,27
Life saving appliances	8406	6793	6147	11,69	10,60	9,85	41,39	33,44	28,86	67,89	54,18	47,20
Alarm - signals	476	435	425	0,66	0,68	0,68	2,34	2,14	2,00	3,84	3,47	3,26
Radio communication	2160	2028	3027	3,00	3,16	4,85	10,64	9,98	14,21	17,44	16,17	23,24
Bulk carriers - additional safety measures	121	135	111	0,17	0,21	0,18	0,60	0,66	0,52	0,98	1,08	0,85
Gas and chemical carriers	190	135	214	0,26	0,21	0,34	0,94	0,66	1,00	1,53	1,08	1,64
Carriage of cargo and dangerous goods	741	600	588	1,03	0,94	0,94	3,65	2,95	2,76	5,98	4,79	4,51
Load lines	3747	3519	3197	5,21	5,49	5,12	18,45	17,32	15,01	30,26	28,07	24,55
Propulsion & aux machinery	4547	4346	4287	6,32	6,78	6,87	22,39	21,39	20,12	36,72	34,66	32,92
SOLAS related operational deficiencies	2865	2361	2099	3,98	3,68	3,36	14,11	11,62	9,85	23,14	18,83	16,12
ISM related deficiencies	3539	2794	2940	4,92	4,36	4,71	17,43	13,75	13,80	28,58	22,28	22,57
MARPOL - annex I	4502	3646	3270	6,26	5,69	5,24	22,17	17,95	15,35	36,36	29,08	25,11
MARPOL - annex II	97	52	40	0,13	0,08	0,06	0,48	0,26	0,19	0,78	0,41	0,31
MARPOL - annex III	14	7	6	0,02	0,01	0,01	0,07	0,03	0,03	0,11	0,06	0,05
MARPOL - annex IV			24			0,04			0,11			0,18
MARPOL - annex V	696	9	608	0,97	0,01	0,97	3,43	0,04	2,85	5,62	0,07	4,67
MARPOL - annex VI			17			0,03			0,08			0,13
MARPOL related operational deficiencies	11	610	134	0,02	0,95	0,21	0,05	3,00	0,63	0,09	4,87	1,03
Security (ISPS)		107	817		0,17	1,31		0,53	3,84		0,85	6,27
TOTAL	71928	64113	62434									

## MODEL 1

DETENTIONS WITH R0 RELATED DETAINABLE DEFICIENCIES IN % OF TOTAL NUMBER OF DETENTIONS (PER RECOGNISED ORGANISATION)

Recognised organization*		Total number of detentions	Detentions with R0 related deficiencies	Number of individual ships	Percentage Detentions with R0 related deficiencies	+/- Percentage Average
American Bureau of Shipping	ABS	42	9	39	21,43	4,87
Bulgarski Koraben Registar	BKR	18	3	15	16,67	0,10
Bureau Veritas (France)	BV	108	16	105	14,81	-1,75
Croatian Register of Shipping	CRS	6	2	6	33,33	16,77
Det Norske Veritas (Norway)	DNV	61	8	59	13,11	-3,45
Germanischer Lloyd (Germany)	GL	124	9	117	7,26	-9,30
Hellenic Register of Shipping (Greece)	HRS	23	5	18	21,74	5,18
Honduras Int. Surveying Inspection Bureau	HINSIB	1	0	1	0,00	-16,56
INCLAMAR (Cyprus)	INC	4	2	4	50,00	33,44
Indian Register of Shipping	IRS	1	0	1	0,00	-16,56
International Naval Surveys Bureau (Greece)	INSB	25	6	21	24,00	7,44
International Register of Shipping (USA)	IS	25	10	20	40,00	23,44
Isthmus Bureau of Shipping (Panama)	IBS	5	0	4	0,00	-16,56
Korean Register of Shipping	KRS	5	0	5	0,00	-16,56
Lloyd's Register (U.K.)	LR	135	31	117	22,96	6,40
Nippon Kaiji Kyokai (Japan)	ClassNK	53	12	52	22,64	6,08
Other (Class Not Specified)		41	9	31	21,95	5,39
Panama Maritime Documentation Services	PMDS	1	0	1	0,00	-16,56
Polski Rejestr Statkow	PRS	31	7	26	22,58	6,02
Register of Shipping (Albania)		21	3	13	14,29	-2,28
Register of Shipping (Korea DPR)		5	0	5	0,00	-16,56
Registro Italiano Navale	RINA	26	1	25	3,85	-12,72
RINAVE Portuguesa	RP	1	0	1	0,00	-16,56
Romanian Naval Register	RNR	3	0	3	0,00	-16,56
Russian Maritime Register of Shipping	RMRS	145	17	131	11,72	-4,84
Shipping Register of Ukraine	SRU	11	2	10	18,18	1,62
Turkish Lloyd	TL	30	3	24	10,00	-6,56

\*The information contained in the statistical material of Models 1-4 concerning Recognized Organizations were collected during the calendar year 2005 on the basis of provisional criteria for the assessment of R0 responsibility. Due to updating anomalies the figures may include a small margin of error. This margin is not greater than 1,5 percent to either side.

## MODEL 2

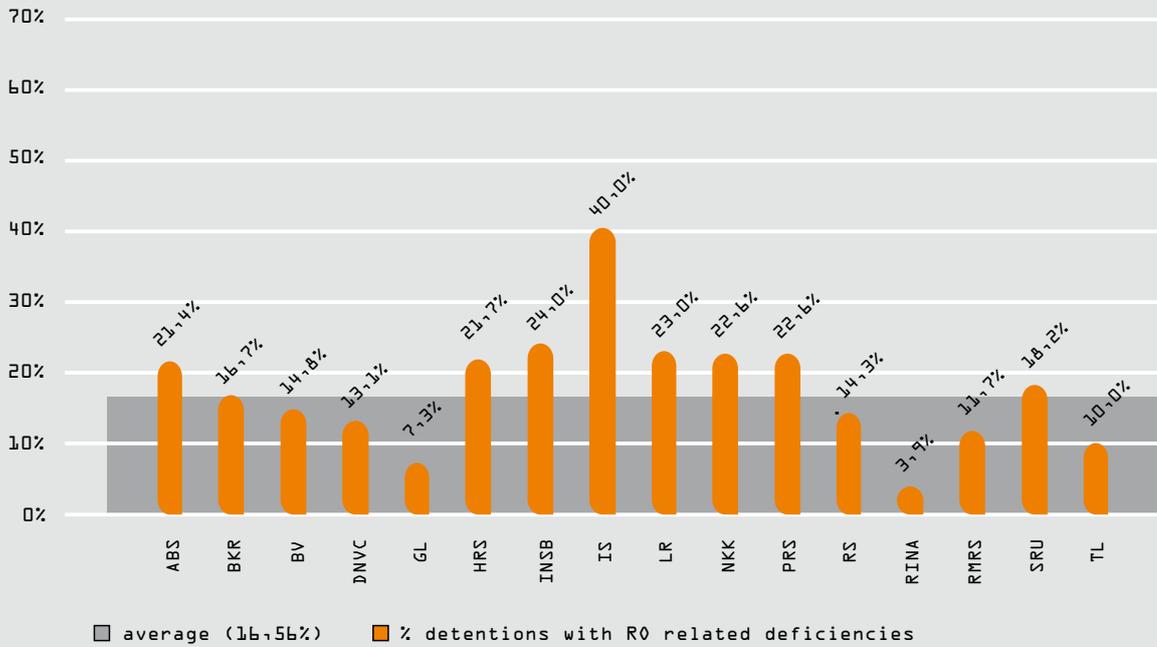
DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER RECOGNISED ORGANISATION (CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)

Recognised 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
Other (Class not specified)		201	133	9	4,48	3,70	6,77	5,59
American Bureau of Shipping	ABS	1364	1028	9	0,66	-0,11	0,88	-0,30
Bulgarski Koraben Registar	BKR	115	60	3	2,61	1,84	5,00	3,82
Bureau Veritas (France)	BV	2709	1718	16	0,59	-0,18	0,93	-0,24
China Classification Society	CCS	150	128	0	0,00	-0,77	0,00	-1,18
China Corporation Register of Shipping	CCRS	15	12	0	0,00	-0,77	0,00	-1,18
Croatian Register of Shipping	CRS	96	65	2	2,08	1,31	3,08	1,90
Det Norske Veritas (Norway)	DNV	2595	1844	8	0,31	-0,47	0,43	-0,74
Germanischer Lloyd (Germany)	GL	3835	2279	9	0,23	-0,54	0,39	-0,78
Hellenic Register of Shipping (Greece)	HRS	269	148	5	1,86	1,09	3,38	2,20
Honduras Int. Surveying Inspection Bureau	HINSIB	11	7	0	0,00	-0,77	0,00	-1,18
INCLAMAR (Cyprus)	INC	36	15	2	5,56	4,78	13,33	12,16
Indian Register of Shipping	IRS	41	36	0	0,00	-0,77	0,00	-1,18
International Naval Surveys Bureau (Greece)	INSB	216	110	6	2,78	2,01	5,45	4,27
International Register of Shipping (USA)	IS	121	74	10	8,26	7,49	13,51	12,34
Isthmus Bureau of Shipping (Panama)	IBS	13	9	0	0,00	-0,77	0,00	-1,18
Korean Register of Shipping	KRS	185	137	0	0,00	-0,77	0,00	-1,18
Lloyd's Register (U.K.)	LR	3493	2340	31	0,89	0,11	1,32	0,15
Nippon Kaiji Kyokai (Japan)	ClassNK	1692	1294	12	0,71	-0,06	0,93	-0,25
Polski Rejestr Statkow (Poland)	PRS	328	169	7	2,13	1,36	4,14	2,97
Register of Shipping (Albania)	RS	97	27	3	3,09	2,32	11,11	9,94
Register of Shipping (Korea, DPR)	RSK	12	11	0	0,00	-0,77	0,00	-1,18
Registro Italiano Navale	RINA	649	447	1	0,15	-0,62	0,22	-0,95
RINAVE Portuguesa	RP	24	11	0	0,00	-0,77	0,00	-1,18
Romanian Naval Register	RNR	22	14	0	0,00	-0,77	0,00	-1,18
Russian Maritime Register of Shipping	RMRS	1913	1148	17	0,88	0,12	1,48	0,30
Shipping Register of Ukraine	SRU	85	56	2	2,35	1,58	3,57	2,40
Turkish Lloyd	TL	237	136	3	1,27	0,49	2,21	1,03

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

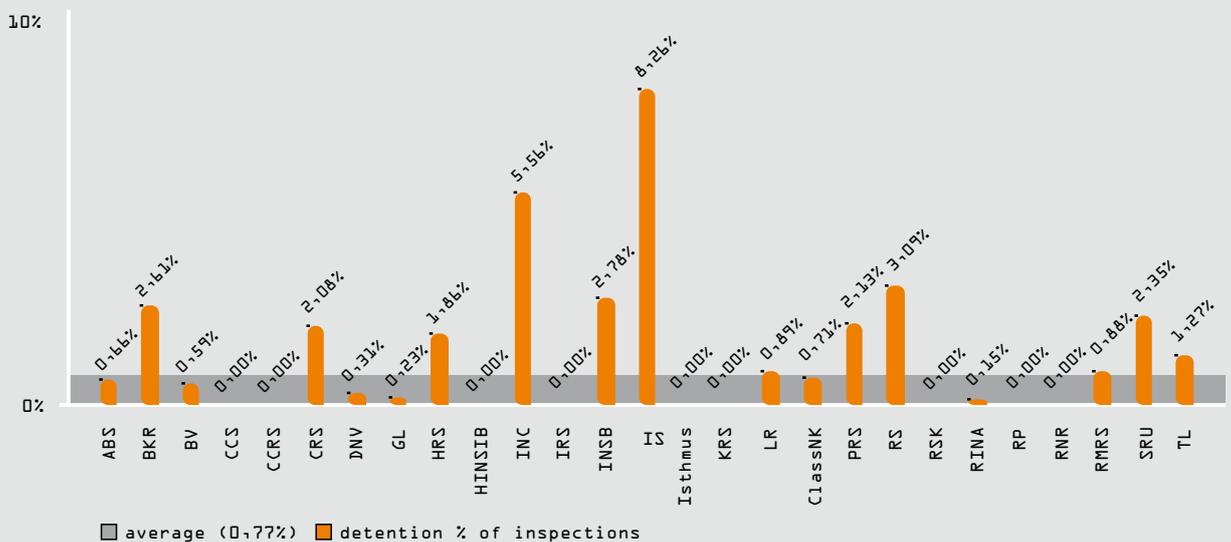
### Model 1

Detentions with R0 related detainable deficiencies in % of total number of detentions (per Recognised Organisation)  
 (Cases in which more than 10 detentions are involved, see table on page 46)



### Model 2

Detentions of ships with R0 related detainable deficiencies per Recognised Organisation  
 (Cases in which more than 10 inspections are involved, see table on page 47)



## MODEL 3

NUMBER OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES

Recognised Organization*	detained once	detained twice	detained three times
American Bureau of Shipping	9		
Bulgarski Koraben Registar	3		
Bureau Veritas (France)	16		
Croatian Register of Shipping	2		
Det Norske Veritas (Norway)	8		
Germanischer Lloyd	9		
Hellenic Register of Shipping (Greece)	3	1	
INCLAMAR (Cyprus)	2		
International Naval Surveys Bureau (Greece)	6		
International Register of Shipping (USA)	6	2	
Lloyd's Register (U.K.)	26	1	1
Nippon Kaiji Kyokai (Japan)	12		
Other (Class Not Specified)	7	1	
Polski Rejestr Statkow (Poland)	5	1	
Register of Shipping (Albania)	3		
Registro Italiano Navale	1		
Russian Maritime Register of Shipping	17		
Shipping Register of Ukraine	2		
Turkish Lloyd	1	1	

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

## MODEL 4

### DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER FLAG STATE

Flag State	Number of individual ships inspected	Number of ships detained (ships with RO related deficiencies)	Detentions as % of individual ships inspected	+/- Percentage of average
Albania	42	3	7.14	5.97
Algeria	25	1	4.00	2.82
Angola	2	-	0.00	-1.18
Antigua and Barbuda	731	5	0.68	-0.49
Antilles, Netherlands	137	-	0.00	-1.18
Australia	1	-	0.00	-1.18
Austria	5	-	0.00	-1.18
Azerbaijan	22	-	0.00	-1.18
Bahamas	737	6	0.81	-0.36
Bahrain	4	-	0.00	-1.18
Barbados	70	-	0.00	-1.18
Belgium	42	-	0.00	-1.18
Belize	120	2	1.67	0.49
Bermuda	74	-	0.00	-1.18
Bolivia	5	-	0.00	-1.18
Brazil	10	-	0.00	-1.18
Bulgaria	52	-	0.00	-1.18
Cambodia	118	1	0.85	-0.33
Canada	4	-	0.00	-1.18
Cape Verde	1	-	0.00	-1.18
Cayman Islands	102	-	0.00	-1.18
Chile	2	-	0.00	-1.18
China	83	-	0.00	-1.18
Colombia	2	-	0.00	-1.18
Comoros	75	9	12.00	10.82
Cook Islands	4	-	0.00	-1.18
Croatia	70	1	1.43	0.25

Cyprus	569	4	0,70	-0,47
Denmark	253	1	0,40	-0,78
Dominica	15	1	6,67	5,49
Dominican Republic	9	-	0,00	-1,18
Egypt	32	-	0,00	-1,18
Estonia	30	-	0,00	-1,18
Ethiopia	6	-	0,00	-1,18
Faroe Islands	15	-	0,00	-1,18
Finland	98	-	0,00	-1,18
France	57	-	0,00	-1,18
Georgia	140	13	9,29	8,11
Germany	250	-	0,00	-1,18
Gibraltar	139	-	0,00	-1,18
Greece	369	4	1,08	-0,09
Honduras	20	-	0,00	-1,18
Hong Kong, China	296	5	1,69	0,51
Iceland	2	-	0,00	-1,18
India	64	-	0,00	-1,18
Indonesia	1	-	0,00	-1,18
Iran, Islamic Rep. of	67	-	0,00	-1,18
Ireland	38	-	0,00	-1,18
Israel	11	-	0,00	-1,18
Italy	302	-	0,00	-1,18
Jamaica	10	1	10,00	8,82
Japan	19	-	0,00	-1,18
Jordan	3	-	0,00	-1,18
Kazakhstan	4	-	0,00	-1,18
Korea, DPR	110	9	8,18	7,01
Korea, Republic of	52	-	0,00	-1,18
Kuwait	9	-	0,00	-1,18
Latvia	21	1	4,76	3,59
Lebanon	31	1	3,23	2,05

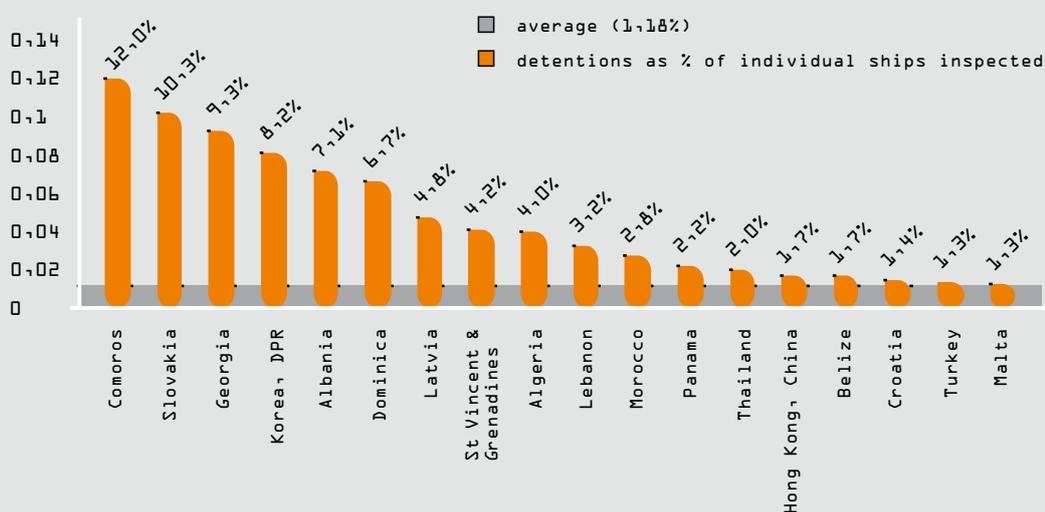
## MODEL 4

### DETENTIONS OF SHIPS WITH RO RELATED DETAINABLE DEFICIENCIES PER FLAG STATE

Liberia	718	5	0,70	-0,48
Libyan Arab Jamahiriya	6	1	16,67	15,49
Lithuania	58	-	0,00	-1,18
Luxembourg	37	-	0,00	-1,18
Madagascar	1	-	0,00	-1,18
Malaysia	24	-	0,00	-1,18
Maldives	1	-	0,00	-1,18
Malta	879	11	1,25	0,08
Man, Isle of	189	-	0,00	-1,18
Marshall Islands	339	1	0,29	-0,88
Mexico	1	-	0,00	-1,18
Moldova, Republic of	4	-	0,00	-1,18
Mongolia	10	-	0,00	-1,18
Morocco	36	1	2,78	1,60
Myanmar	7	-	0,00	-1,18
Namibia	2	-	0,00	-1,18
Netherlands, the	550	-	0,00	-1,18
Norway	564	-	0,00	-1,18
Pakistan	5	-	0,00	-1,18
Panama	1569	34	2,17	0,99
Philippines	54	-	0,00	-1,18
Poland	28	-	0,00	-1,18
Portugal	115	-	0,00	-1,18
Qatar	5	-	0,00	-1,18
Register withdrawn	2	-	0,00	-1,18
Romania	18	-	0,00	-1,18
Russian Federation	548	6	1,09	-0,08
Saudi Arabia	11	-	0,00	-1,18
Serbia and Montenegro	3	-	0,00	-1,18
Seychelles	2	-	0,00	-1,18
Sierra Leone	2	-	0,00	-1,18
Singapore	238	1	0,42	-0,76

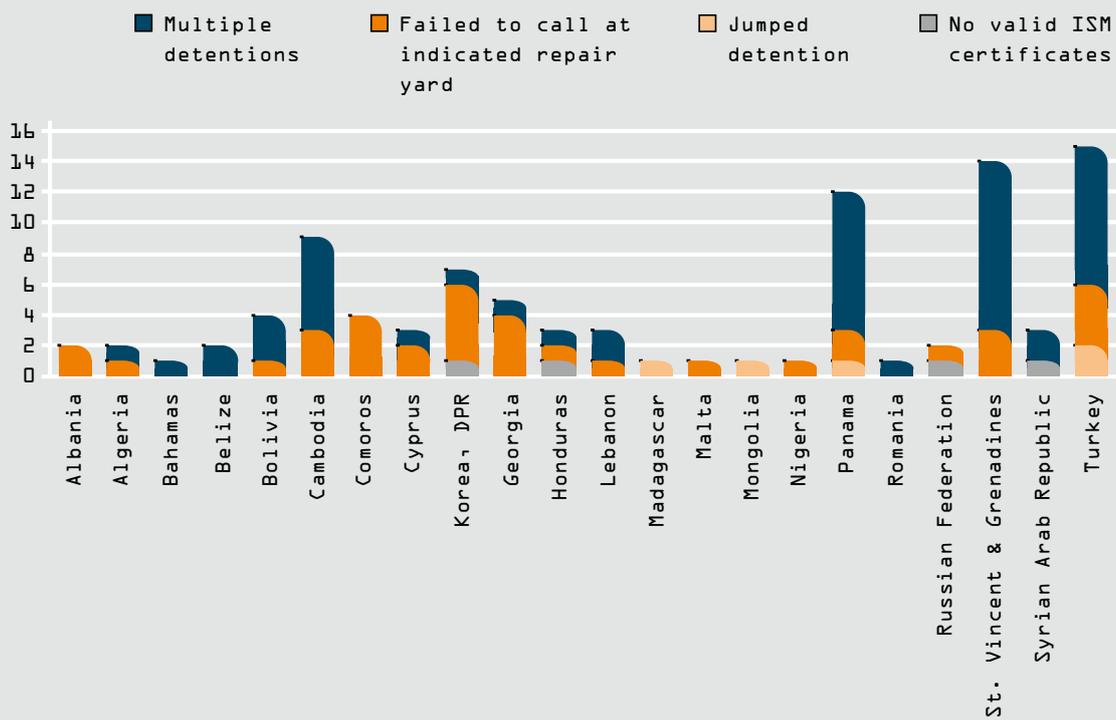
Slovakia	39	4	10,26	9,08
Spain	50	-	0,00	-1,18
Sri Lanka	3	-	0,00	-1,18
St. Vincent & Grenadines	433	18	4,16	2,98
St. Kitts and Nevis	3	-	0,00	-1,18
Sweden	195	-	0,00	-1,18
Switzerland	16	-	0,00	-1,18
Syrian Arab Republic	41	-	0,00	-1,18
Taiwan	14	-	0,00	-1,18
Thailand	49	1	2,04	0,86
Tonga	4	-	0,00	-1,18
Tunisia	7	-	0,00	-1,18
Turkey	376	5	1,33	0,15
Tuvalu	3	1	33,33	32,16
Ukraine	147	1	0,68	-0,50
United Arab Emirates	8	-	0,00	-1,18
United Kingdom	356	-	0,00	-1,18
United States of America	48	-	0,00	-1,18
Vanuatu	34	-	0,00	-1,18
Viet Nam	1	-	0,00	-1,18

Detentions of ships with R0 related detainable deficiencies per flag State above average (cases in which more than 10 individual ships are inspected)



BANNING AND REASONS FOR BANNING,  
PER FLAG STATE 2003/2005

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	4			1	3
Cambodia	9			3	6
Comoros	4			4	
Cyprus	3			2	1
Korea, DPR	7	1		5	1
Georgia	5			4	1
Honduras	3	1		1	1
Lebanon	3			1	2
Madagascar	1		1		
Malta	1			1	
Mongolia	1		1		
Nigeria	1			1	
Panama	12		1	2	9
Romania	1				1
Russian Federation	2	1		1	
St. Vincent & Grenadines	14			3	11
Syrian Arab Republic	3	1			2
Turkey	15		2	4	9
	96	4	5	36	51



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:

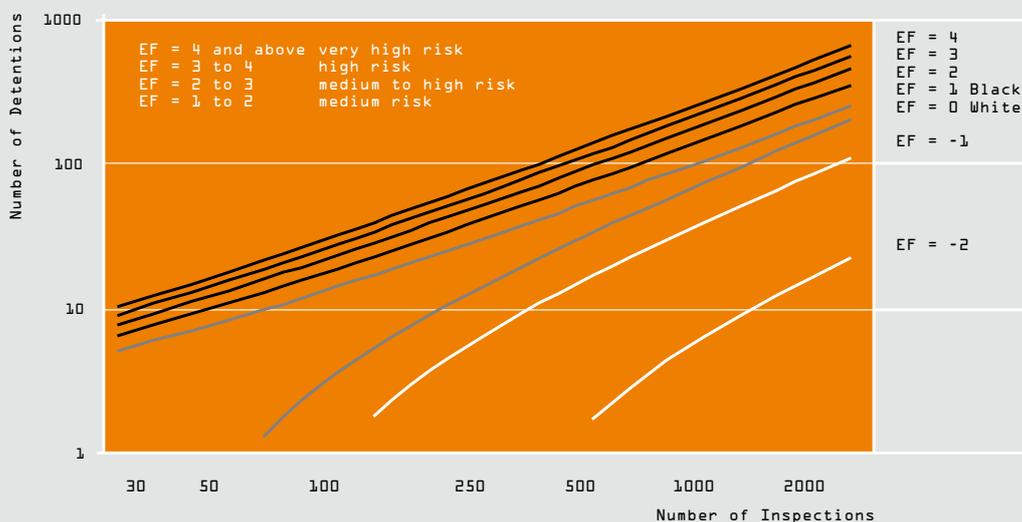
$$u_{black\_to\_grey} = N \cdot p + 0.5 + z \sqrt{N \cdot p \cdot (1 - p)}$$

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

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 Slovakia 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':

$$p + 3,26q = 0,07 + (3,26 \cdot 0,03) = 0,1$$

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

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

**Example flag on Grey list:**

Ships of India 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:

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

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

$$ef = 0,51$$

**Example flag on White list:**

Ships of Spain 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:

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

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

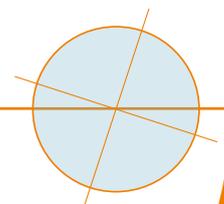
$$\mu_{greyto\ white} = 13$$

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':

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

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

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

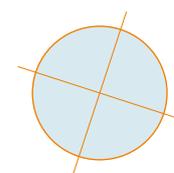


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**Web site**  
The Paris MoU maintains a web site which  
can be found at [www.parismou.org](http://www.parismou.org). The  
site contains information on operation  
of the Paris MoU and a database of  
inspection results.



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