

Port State Control

Safeguarding Responsible and Sustainable Shipping

Annual Report

2017

THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Paris MoU



on Port State Control



Annual Report

2017

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During 2017 the Paris MoU continued with its work of inspecting ships in accordance with the relevant instruments of the Memorandum. This annual report contains details of the main work and developments within the Paris MoU for the year. The annexes and tables contain details of the outcomes of the inspections carried out by our Member Authorities. The Paris MoU website continues to be a reliable source for information and tools which assist in providing inspection details to its users.

Statement by the Paris MoU chairman

In 2017 the Paris MoU carried out a Concentrated Inspection Campaign, CIC, on the Safety of Navigation. This is a very important area and very significant given the recent discussions on the matter at the International Maritime Organization. The Paris MoU will share the results of this CIC and believes that sharing such information assists with achieving our common goal of improving maritime safety for all.

The Paris MoU held its annual 50th Port State Control Committee Meeting in Gdansk, Poland, in May 2017. This was an important landmark event for the Paris MoU and it was celebrated by the publication on the Paris MoU website of a history of the Paris MoU. This provides a valuable and useful



insight into the development of port State control over recent decades. The Committee meeting adopted several measures and took important decisions which should improve our port State control regime, many of which you can read about in this Annual Report. The meeting itself was a success and strengthens the Paris MoU for the future. Poland is to be complimented on the hosting and organisation for our meeting.

The Paris MoU relationship with other regional port State control agreements and with the United States Coast Guard continues to develop. We place great importance on the role played by all of the observers to the Paris MoU including the ILO and the industry

partners, as well as the IMO and we look forward to growing co-operation in this area.

The Paris MoU Secretariat again continued to serve our members well during the year and I would like to thank them for their contribution. I also wish to thank the Member Authorities for their contributions to all of the different fora of the Paris MoU, including: the Technical Evaluation Group (TEG) and its Chairman; all of the contributors to our Task Forces; and finally to the members of the MoU Advisory Board (MAB), all of whom have made a tremendous contribution during the year.

I would also like to thank the European Commission and the European Maritime Safety Agency (EMSA) for the excellent co-operation and strong working relationship with the Paris MoU. In conclusion, the Port State Control Officers (PSCOs) and administrators in the Member Authorities of the Paris MoU are the people who ensure the success of our endeavours. They are the ones who are the core of the Paris MoU and continue to deliver on our common objectives. They deserve our special thanks and appreciation.

Brian Hogan



When the Paris MoU introduced the New Inspection Regime (NIR) in 2011, the goal was to introduce a system of risk based targeting where good performance would be rewarded and poor performance would be punished. The reward for “low risk ships” is an inspection window of up to 36 months. “High risk ships” would be subject to expanded inspections every 6 months. When flying a grey or black listed flag, ships are subject to banning from the region after multiple detentions.

Statement by the Secretary General

The NIR has been operational now for seven years and in general has fulfilled the expectations of the Paris MoU, as well as the industry. Other PSC regions have also introduced similar risk based systems.

At the same time, it could also be expected that the impact if the NIR would result in a decreasing detention rate and a reduction of deficiencies. Unfortunately, this has not been the case considering the past three years. The reality is that too many sub-standard ships are still operating in our region until they get caught and detained. Some of the worst cases are exposed on our web site as “caught in the net”.



The alarming high number of ships that have been refused access to the region has increased dramatically since 2015. With an all-time record of 33 cases in 2017 where a ship has been “banned”.

The evaluation of the NIR is already ongoing and it was agreed last year that the Paris MoU will undergo some changes in the near future. These include a review of the methodology for calculating flag and recognized organization (RO) performance, used for the targeting of ships for inspection. There will also be a move towards a new scheme to replace the current White-Grey-Black List and RO performance List in the near future.

The decisions taken by Ministers in 2017 during the third Joint Ministerial Conference of Paris and Tokyo MoU in

Vancouver will also have an impact on new measures taken, to further reduce the operation of sub-standard ships in the region. It is expected that refusal of access after multiple detentions will be applied to all ships regardless of flag.

Much has been accomplished since I started in this job. The membership has been increased from 14 to 27 maritime authorities. The organizational structure of the MoU was changed to better anticipate on future challenges. The training of Port State Control Officers has contributed to a higher level of professionalism, taking into account the ever increasing amount of new international requirements for ships. Observer status with the ILO and IMO has contributed to a better understanding of PSC issues in these Organizations.

Moreover, the co-operation between regional PSC regimes has been fundamental in the framework of harmonization of procedures.

None of this would have been possible without the support and dedication of all the Paris MoU members, observers, the European Commission and EMSA. I thank them all.

It has been an honour and privilege to work for the Paris MoU on Port State Control for so many years.

Richard W.J. Schiferli



At the invitation of the Canadian Minister for Transport the Honourable Marc Garneau, the Third Joint Ministerial Conference of the Paris and Tokyo Memorandum of Understanding on Port State Control (PSC) took place in Vancouver on 3-4 May 2017. The conference theme was “Safeguarding Responsible and Sustainable Shipping”.

Third Joint Ministerial Conference of the Paris and Tokyo

Memoranda on Port State Control

The First Joint Ministerial Conference “Tightening the Net, Inter-regional Action to Eliminate Sub-Standard Shipping”, was held in Vancouver, British Columbia, Canada, on 24-25 March 1998.

The Second Joint Ministerial Conference “Strengthening the Circle of Responsibility” was held in Vancouver, British Columbia, Canada, on 2-3 November 2004.

At these Conferences, the Ministers agreed on actions that should be taken by the Paris and Tokyo Memoranda to improve maritime safety in these two Regions and to help promote the elimination of sub-standard shipping.

The Third Conference gathered twenty one Members of the PMOU, fourteen Members of the TMOU in addition to Canada and the Russian Federation who are part of both Memoranda.

The Conference was further attended by one Co-Operating Member of the TMOU (Panama). The Paris and Tokyo Memoranda were represented by the Chairmen and the Secretariats.

The Maritime Authorities of the United States of America, Macao, China, the Kingdom of Tonga, together with the IMO Secretary General, the ILO and representatives from five Regional Memoranda also attended.



Furthermore five Non-Governmental Organisations were present.

In the Ministerial Declaration that was signed at the Conference, the Ministers expressed their determination to take specific steps to reach their ultimate objective of eliminating substandard ships. The following steps have been stressed:

- ◆ to evaluate the risk-based inspection regime for the purpose of ensuring its effectiveness and efficiency;
- ◆ to evaluate the formula for calculating flag State performance;
- ◆ to analyze the results of port State control inspections for education and training of seafarers;
- ◆ to evaluate the formula for Recognised Organizations' performance;
- ◆ to reward ships and companies

that have made noteworthy advancements in the improvement of safety, environmental protection, and working and living conditions taking into account the risk-based calculation;

- ◆ to endeavor to implement measures where refusal of access or underperforming ships will be applicable on all ships following multiple detentions, regardless of the position of their flag State on the Memoranda performance list;
- ◆ to continue to vigorously enforce the port State control aspects, of all international regulations listed in the Memoranda;
- ◆ to carry out an in-depth analysis of ship deficiencies in order to determine their root cause, to conduct further joint CICs based on the analysis, encourage other Regions to participate to aim toward

global coverage, and submit reports to IMO and ILO on the outcomes that might impact their instruments, if appropriate;

- ◆ to conduct port State control inspections to make the flag State ensure the safety of ships flying its flag that are exempted from Convention requirements;
- ◆ to continue to publish information, on a regular basis, on ships detained and to include, if applicable, information on ROs and if feasible on relevant institutions, organisations or companies;
- ◆ to increase dialogue with other regional port State control regimes in an effort to harmonize port State control practices globally and to provide technical co-operation to other port State control regions and administrations, in co-operation with IMO for funding, as appropriate;

- ◆ to enhance cooperation in order to eliminate sub-standard ships and ensure a level playing field for the operators in both regions;
- ◆ to consider which measures should be taken to prevent maritime casualties, such as casualties caused by cargoes that pose a special safety risk;
- ◆ to evaluate how results from accident investigation, when relevant, can be taken into account when making guidelines for port State control and decisions on CIC's;
- ◆ to enhance harmonization between both Memoranda with the aim to use the regional resources effectively and efficiently, such as taking each other's inspection results into account;
- ◆ to continue regional training programmes for PSCOs and to invite participation from other PSC regimes;
- ◆ to enhance cooperation on training and education and benefit from new technology and distance learning programmes (DLP);
- ◆ to take appropriate actions if substandard living and working conditions for seafarers are found unacceptable during port State control inspections;
- ◆ to analyze the impact of technological innovation on the role of port State control and specifically the port State control officer in order to keep the port State control system sustainable;
- ◆ to continue efforts to ensure compliance with the Code of Good Practice by the PSCOs;
- ◆ to explore means of reducing the administrative burden for PSCO's in order to better focus on inspection of technical and operational areas so as to further improve the quality and efficiency of inspections and decrease the burden for ships and their crews;
- ◆ to explore the recognition of ships banned or under-performing in the other region;
- ◆ to promote smarter use of information including a full exchange of information between each region, with other regional Port State Control regimes and the United States Coast Guard (USCG), including making more effective use of the information systems of the memoranda including ILO, GISIS and EQUASIS;
- ◆ to ensure that the Polar Code requirements will be effectively enforced;
- ◆ to continue and increase exchange of data between both Memoranda and external parties when useful for promoting safety, security, the environment as well as working and

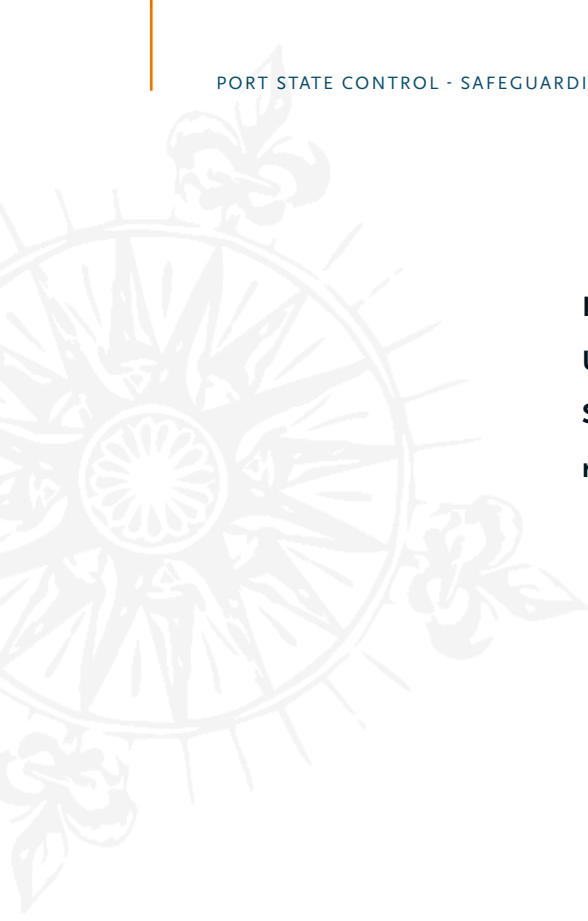




- living conditions at sea;
- ◆ to ratify or accede to all relevant instruments listed in both Memoranda;
- ◆ to continue transparency on Port State Control;
- ◆ to support the efforts of the ILO and IMO to enhance the standards of shipping and for those working on ships, and the ratification of or accession to the Conventions which aim to improve living and working conditions on board ships, maritime safety, security and protection of the marine environment should be considered;
- ◆ to encourage participation in ILO and IMO initiatives that address the human element, and to enrich the contents of education to train higher quality seafarers, focusing on the human elements of accidents and developing the system to reflect the results of PSC inspections;
- ◆ to encourage member Authorities of both Memoranda to attract,

- recruit and train qualified persons to become PSCOs and to encourage port States to make their PSCOs achieve the integrity and accountability for their confidence, employing a sufficient number of PSCOs and reinforcing their PSC regimes to eliminate substandard ships; and
- ◆ to investigate any allegations of corruption and to take appropriate action if discovered.

The decisions taken during the Conference will be taken forward by the Port State Control Committees of both Memoranda. ■



In 2017 it was 35 years ago that the Memorandum of Understanding on Port State Control was signed by 14 countries. Since then the agreement has expanded to 27 members and was renamed to Paris Memorandum when other MoUs emerged.

35 years

Paris MoU

The Paris MoU was established in 1982 and this year the anniversary of this regional Agreement, aimed at eliminating sub-standard shipping was commemorated.

What started out as an ambitious undertaking by 14 European maritime authorities, cooperating on a mostly technical basis, has developed into a mature organization of 27 Members. They form an effective control mechanism to enhance the safety of shipping, the protection of the marine environment and securing adequate working and living conditions on board ships.

Over the years new initiatives to increase the effectiveness have been introduced. The work of the PSCO has become increasingly complex with new areas of assessment, where more subjective judgements have to be made. Judgements on operational requirements, as well as working conditions, management and security measures have significantly added to their responsibilities.

Much has been accomplished over the past 35 years and surely the future will present many new challenges.

In celebrating the 35th anniversary a historic overview has been created and made public on the website.

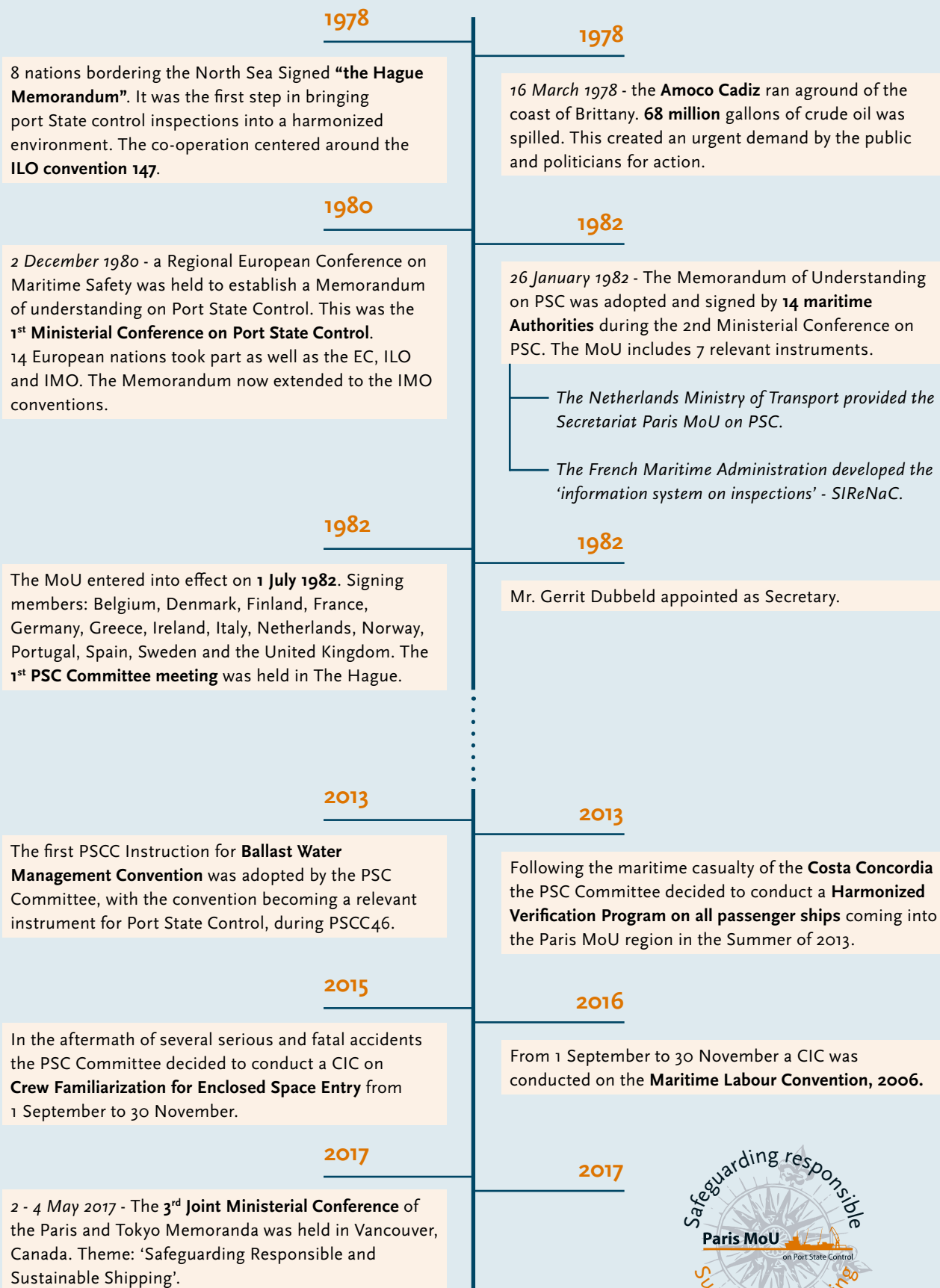
During 2017 the Paris MoU used a special anniversary logo. ■



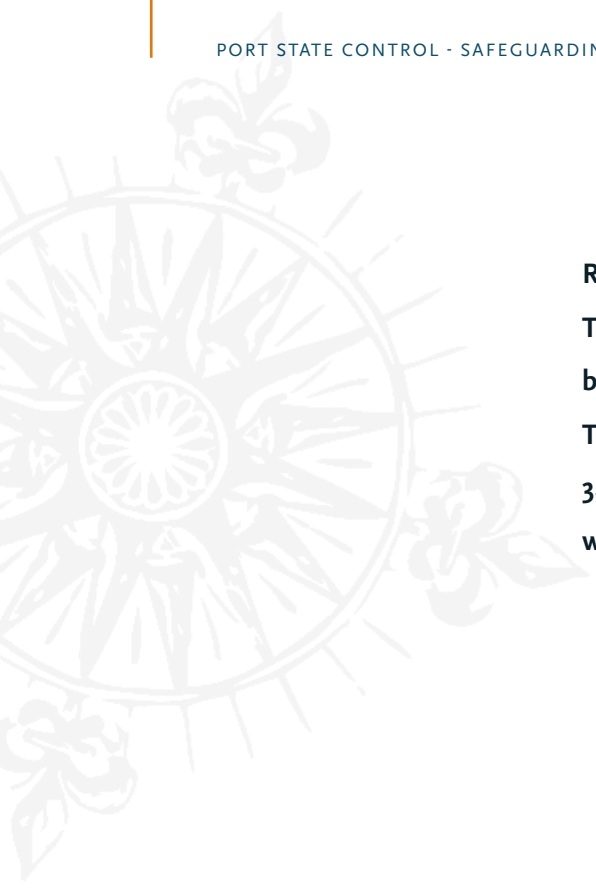
35 years of Paris MoU



on Port State Control



Historic overview of the Paris MoU noting significant dates.



Refusal of access (banning) has been used 65 times since 2015. This year shows again a large increase from 20 bans in 2016 to 33 bans. The detention percentage has stabilised to 3.82% (from 3.84%). The number of detainable deficiencies has stabilised as well at 3,706 (from 3,781 in 2016). The number of inspections carried out was 17,916, slightly higher than 2016 (17,842).

Executive summary

Over the past three years 62 ships have been banned for multiple detentions and three ships were banned “failing to call at an indicated repair yard”. Ten ships have been banned for a second time.

Over a three year period the flags of the Republic of Moldova, the United Republic of Tanzania and Togo have recorded the highest number of bannings.

Looking at the Paris MoU “White, Grey and Black List” the overall situation regarding the quality of shipping seems to be stabilising. Although some flag States have moved between lists, the total amount of 40 flags on

the “White list” is similar to 2016 (42).

This year there were two new entries to the “White List”; Poland and the Republic of Korea. The Islamic Republic of Iran, Kazakhstan, the Russian Federation, the United States of America moved from the “White List” to the “Grey List”. Last year’s non listed Tuvalu also entered the “Grey List”.

New to the “Black List” is Ukraine. In 2017 there were 13 flags on the “Black List” (12 in 2016), the Republic of the Congo recording the worst performance for the second year in a row.

Recognized Organizations (ROs) are delegated by flag States to carry out



statutory surveys on their behalf. For this reason, it is important to monitor their performance.

For several years the Paris and Tokyo MoU have made a joint submission to IMO addressing the correlation between flags and the ROs working on their behalf. The results are also published in the Annual Report. It is useful information for the industry in determining the risks posed by sub-standard shipping.

After a slight decrease of the total number of inspections last year, the number has increased in 2017 to 17,916. The increase of the detention percentage from 3.42% in 2015 to

3.84% in 2016 has stabilised this year at 3.82%. The level of detainable deficiencies has also stabilised this year to 3,706 (to 3,781 in 2016).

As the states with the highest number of ship calls Spain, Italy, United Kingdom, Russian Federation, the Netherlands, Canada and France, together made up over 51% of the total number of inspections, but each member contributes to the inspection efforts by means of the fair share mechanism.

With 1,216 inspections and 205 detentions the ships flying a “Black listed flag” had a detention rate of 16.8%, which is less than the 18.71% in 2016. For ships flying a “Grey listed flag”

the detention rate was 7.4%, which is higher than 2016: 5.5%. For ships flying a “White listed flag” the detention rate is 2.5% which is at the same level as 2016 (2.6%) and 2015 (2.5%).

The five most frequently recorded deficiencies in 2017 were “ISM” (4.35%, 1,774), “fire doors/openings in fire-resisting divisions” (2.51%, 1,024), “nautical publications” (2.28%, 929), “charts” (1.96%, 797) and “voyage or passage plan” (1.46%, 594). The first four are consistent with 2016. The “voyage or passage plan” has replaced “oil record book”. Relatively the total number of the top five is slightly decreasing from 12.9% in 2016 to 12.6% in 2017. ■

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.

Paris MoU

developments

The task forces, of which 12 were active in 2017, 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 was composed of participants from Canada, Iceland, Finland, the United Kingdom and the European Commission in 2017.

Port State Control Committee

The Port State Control Committee held its 50th meeting in Gdańsk, Poland from 22-26 May 2017. The Paris MoU comprises 27 member States.

The Paris MoU welcomed the “Ministerial Declaration” signed during the third Joint Ministerial Conference between the Paris and Tokyo MoUs held in Vancouver earlier that month. The declaration demonstrates that the Paris MoU and Tokyo MoU members agree on the importance to safeguard responsible and sustainable shipping in order to further enhance safety, environmental protection and working and living conditions for seafarers and provides the political support to undertake port State control initiatives between the two regions.

The methodology for calculating flag and recognized organization (RO) performance, used for the targeting of ships for inspection, is being reviewed. The Committee agreed to move towards a new scheme to replace the current White-Grey-Black List and RO performance List in the near future.

High importance was given to the report of the Concentrated Inspection Campaign (CIC) on MLC, 2006. The CIC was carried out from September to November 2016. The general conclusion was that the results show a proper implementation of the MLC requirements on board the ships inspected, and compliance on the MLC areas focused on in the questionnaire.



The Committee approved the questionnaire for the CIC on Safety of Navigation to be carried out jointly with the Tokyo MoU. The CIC aims at checking the compliance with Safety of Navigation, including Electronic Chart Display Information Systems (ECDIS). The CIC was carried out from September to November 2017.

The Committee took decisions in relation to the sustainability of shipping, including the Polar Code, Ballast Water Management and air emissions from ships.

The Committee also adopted the 2016 Annual Report, including the White, Grey and Black List and the performance list of recognized organizations. The lists were used for targeting purposes from 1 July 2017. The Annual Report 2016 showed a number of ships which have been refused access to the Paris MoU region after multiple detentions that had increased in 2016 from 11 to 20. Five ships have been refused access for the second time. This demonstrates the effectiveness of the New Inspection

Regime. The Committee noted that the detention percentage has increased from 3.3% to 3.8%.

Technical Evaluation Group

The TEG convened in The Hague, the Netherlands in December 2017. Twelve Task Forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee. Issues considered by the TEG included, among others:

- RO responsibility;
- Information System Developments;
- Operational controls;
- Evaluation of Paris MOU Statistics;
- STCW;
- New Inspection policy;
- Ballast Water Management;
- Training Policy;
- Policy on (joint) CIC;
- Inspection Campaign on MARPOL Annex VI.

Port State Control Training Initiatives

The Paris MoU places a high importance on the continuous training and development of Port State Control Officers. The aim is to achieve 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);
- Specialised Training (once a year).

Seminars

The Seminars are open to members, co-operating members and observers. The agenda is more topical than Expert and Specialised Training and deals with current issues such as inspection campaigns and new requirements.

PSC Seminar 63

The 63rd Port State Control Seminar was held in June 2017 in Cornwall, Canada. The main topic of discussion was the train the trainer course for the CIC on Safety of Navigation. EMSA presented the first version of the Distance Learning Package for the CIC. Furthermore, Paris MoU procedures and specific inspection issues were discussed. The Secretariat presented an overview of developments in the Paris



MoU. EMSA gave a presentation on the developments in EMSA and the EU.

PSC Seminar 64

The 64th Port State Control Seminar was held in November 2017 in The Hague, Netherlands. PSCOs from the Paris MoU member States and Co-operating Member Montenegro attended the Seminar. The main topics of discussion were the developments on the CIC on MARPOL Annex VI to be run Sept – Nov 2018, the Ballast Water Management Convention, and Firefighting Systems.

The Secretariat presented an overview of developments in the Paris MoU and presented cases on several subjects for discussion. EMSA presented an overview of the developments within the EMSA and the EU.

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 changes

every year. The training programmes are intended for experienced PSCOs. 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 invited from the Paris MoU Authorities and the maritime industry.

Expert and Specialized Training aim to promote a higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures. Since 2012 the IMO has been sponsoring PSCOs from other PSC agreements to attend the Paris MoU Expert training programmes. In 2017, 7 PSCOs from other MoUs attended Paris MoU training programmes and PSC seminars.

The 13th Expert Training “Safety and Environment”

The 13th Expert Training programme was held in The Hague, the Netherlands, in March 2017. Important issues during

this training were the new requirements added to the MARPOL Annexes, SOLAS life-saving appliances and the use of Operational Drills during a PSC inspection. The IMDG Code was also discussed. Participants from the Black Sea MoU and EMSA took part in the training.

The 5th Specialized Training on the Inspection of Tankers

The 5th Specialized Training programme on the inspection of tankers was held in The Hague, in April 2017. Participants from the Paris MoU members States as well as Montenegro, the Riyadh MoU, the Mediterranean MoU and EMSA took part in the training. During the training, the construction, certification and vetting of tanker were discussed. A special segment was devoted to tanker stability, following on from the CIC on this subject several years ago. The expanded inspection procedures on tankers and the different issues that can occur with regard to gas carriers, oil tankers and chemical tankers.

The 17th Expert Training “The Human Element”

The 17th Expert Training programme on the Human Element was held in The Hague, the Netherlands in October 2017. The programme was dedicated to the MLC,2006 and STCW Convention. As an introduction to the program, the participants were asked to complete a questionnaire that would give insight into their personal “enforcement style”. Additionally a representative of Intermanager presented the results of the Martha report. A research project into fatigue on board ships. At the end of the program, a communication and interaction exercise was conducted. Participants from member States as well as from Montenegro took part in the training.

Training in cooperation with EMSA

The Paris MoU also assists EMSA in the “PSC Seminar for Port State Control Officers”. The PSC Seminars are delivered to PSCO’s from all Member States. In 2017 the fully established Professional Development Scheme (PDS) for PSCOs of the Paris MoU encompassed 4 Seminars for PSCOs.

The Paris MoU inspection regime focuses on eradication of sub-standard shipping and on rewarding good performing ships in terms of the inspection frequency. It translates to “less, but higher quality inspections”. The regime is underpinned by an elaborate set of procedures, all aimed at providing more guidance for better inspections.

Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures. For the seminars organized for PSCOs during 2017 the earlier adopted approach was followed in order to maximize familiarisation with the procedures governing port State control inspections.

The overarching goal for the seminars remained the establishment of a harmonized approach towards Port State Control in the geographical working area of the Paris MoU. Feedback sessions with participants during the seminars indicated that indeed a wider understanding of the procedures and the available tools such as the Paris MoU manual, RuleCheck and the distance learning modules, had been achieved. The constantly evolving methodology of delivering the lectures during the seminars is deemed effective in achieving the objectives set for the seminars.

All seminars were organised by EMSA and held at its premises in Lisbon, Portugal. Lecturers were provided both by EMSA and the Paris MoU Secretariat. The 165 participants attending these seminars during 2017 originated from all Paris MoU Member States.

Detention Review Panel

Flag States or ROs which cannot resolve a dispute concerning a detention with the port State may submit their case for review. The Detention Review Panel (DRP) consists of representatives of four different MoU Authorities, on a rotating basis, and the Secretariat.

In 2017 the Secretariat received sixteen requests for review. Two cases were withdrawn during the process of gathering the information to be provided to the panel. Three cases could not be accepted because a national appeal had been lodged.

The other eleven cases met the criteria for the DRP and were submitted to MoU members for review. In one case the detention review panel concluded that the port State’s decision to detain was not justified. On request of the panel, the port State reconsidered the detention. In the ten other cases the panel concluded that the detaining port

State would not have to reconsider the decision to detain.

Quality Management

In 2017 the Paris MoU Secretariat has been re-certified for ISO9001:2015 requirements for its services and products. Related to the “2008” requirements a risk based approach has been incorporated in the “2015” requirements.

Paris MoU on the Internet

In 2017 the website was updated. Parts of the public website were reorganised. This led to changes in the lay-out of the website, technical aspects and navigation. With these changes and new technical aspects the publication of information on webpages could be more enhanced. The Paris MoU Secretariat is constantly improving the accessibility of information on the website.

In 2017 several statistical instruments and tools that were published on the website raised attention. In particular the “inspection results“ and “KPI’s” enjoyed an increasing demand. Flag and port States, government agencies, charterers, insurers and classification societies are continuously looking for data and information. They were able to monitor their performance and the performance of others on a continuous basis. Validated port State control data can be accessed and offered visitors more detailed information.

To increase public awareness of unsafe ships, particularly serious port State control detentions are published under the heading ‘Caught in the Net’. These detentions are described in detail and illustrated with photographs. In 2017 details were published of:

- g/c “CG North Star”, flag Moldova (IMO 7811410);
- m/v “MSC MARIA LAURA flag Panama (IMO 8616520);
- m/v “GEO STAR, flag Togo (IMO 7833107).

The annual award for best contribution to the 'Caught in the Net' has been presented to port State of Romania.

Other information of interest such as the current detentions and bannings, monthly detention lists, the Annual Report, the performance lists and news items can be downloaded from the website, which is found at www.parismou.org

Concentrated Inspection Campaigns

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

CIC 2017 Safety on Navigation, including ECDIS

PSCOs in the Paris MoU region have performed a Concentrated Inspection Campaign (CIC) on the Safety of Navigation, including ECDIS from 1 September through 30 November 2017.

In general the results of the CIC indicate that the elements inspected during the CIC show a proper implementation of the requirements on board ships.

Results show that 4027 inspections have been performed using the CIC questionnaire. Of those inspections 47 detentions (1.2%) have CIC topic related deficiencies. The total number of detentions in the three month period was 137.

Co-operation with other organizations

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.

In order to provide co-operation to these MoUs, they may apply for observer status. Regional agreements seeking observer status must demonstrate that their member Authorities invest demonstrably in training of PSCOs, publish inspection data, have a code of good practice, have been granted official IGO-status at IMO and have a similar approach in terms of commitment and goals to that of the Paris MoU.

All regional agreements have obtained official observer status to the Paris MoU: the Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU, Riyadh MoU, Acuerdo de Viña del Mar, Abuja MoU and Indian Ocean MoU. The United States Coast Guard is also an observer at Paris MoU 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 4th session of the Sub-Committee on Implementation of IMO Instruments (III-4) in September 2017.

The 2015 and 2016 Annual Report including inspection data, the performance of flag Administrations and Recognized Organizations, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG in 2015 and 2016, the results of the 2015 joint CIC on Crew Familiarization for Enclosed Space Entry and information on the improvement of flag performance were submitted to III-4. The CIC report on MLC, 2006 has been submitted to ILO.

Membership of the Paris MoU

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/associate status for other PSC regions.

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

In 2011 the Maritime Authority of Montenegro joined the MoU as a co-operating member with the prospect of becoming a full member in the future.

The Paris MoU currently has 8 members with dual or even triple membership: Canada and the Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. With Bulgaria and Romania there are further ties with the Black Sea MoU. Malta and Cyprus are also members of the Mediterranean MoU. France and the Netherlands are members of the Caribbean MoU, whilst France is also a member of the Indian Ocean MoU. ■





In the following pages the facts and figures of 2017 are listed. The detention percentage in 2017 is similar to 2016; 3.82% related to 3.84%. The numbers on refusal of access have increased again in 2017; 33 compared to 20 in 2016.

Facts & Figures

2017

Inspections

With a total number of 17,916 inspections performed in 2017, the inspection figures are similar to 2016 (17,842). The average of number of inspections per ship of 1.17 times per year, equals 2016.

Deficiencies

The number of deficiencies have stabilised over the past 3 years: 41,820, 41,874 and 40,742 in 2017.

This is reflected in the percentage of inspections performed and one or more deficiencies were recorded: 53% (2015), 52% (2016) and 52% (2017). The average number of deficiencies per inspection of 2.3 equals 2016.

Detainable deficiencies

The increasing trend for detainable deficiencies has stabilised in 2017. Related to 2015 (3,541) and 2016 (3,781) the number of detainable deficiencies in 2017 was 3,706.

Detentions

Some deficiencies are clearly hazardous to safety, health or the environment and the ship is detained until they are rectified. Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take account of the fact that some ships are detained more than once a year.

Compared to 2016, the number of detentions is the same; 685 detentions. The average detention rate in 2017 is 3.82%. In 2016 the detention rate was 3.84%.

“White, Grey and Black List”

The “White, Grey and Black (WGB) List” presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

On the “White, Grey and Black List” for 2017, a total number of 73 flags are

MAKİNE SEYİR JURNALI

ENGINE LOG - BOOK

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Page No.

Tarih / Date : 18 10 7 / 2017
Gün / Day : SALI

Sefer No / Voyage Number :

SANCAK ANA MAKİNE MAIN ENGINE (STARBOARD)									No.1 Jeneratör Generator 1			No.2 Jeneratör Generator 2			No.3 Jeneratör Generator 3			Liman Jeneratör Port Generator			Kazan Boiler						
Silindir egzost gazı sıcaklığı Temperature of the Cylinder's exhaust gas									Egzost sıcaklığı Exhaust temperature	Yağ basıncı Lub oil pressure	Yağ sıcaklığı Lub oil temperature	Sogutma suyu sic. Cooling water temperature	Egzost sıcaklığı Exhaust temperature	Yağ basıncı Lub oil pressure	Yağ sıcaklığı Lub oil temperature	Sogutma suyu sic. Cooling water temperature	Egzost sıcaklığı Exhaust temperature	Yağ basıncı Lub oil pressure	Yağ sıcaklığı Lub oil temperature	Sogutma suyu sic. Cooling water temperature	Egzost sıcaklığı Exhaust temperature	Yağ basıncı Lub oil pressure	Yağ sıcaklığı Lub oil temperature	Sogutma suyu sic. Cooling water temperature	Toplam Dinamo Yolu Total dynamometer Shaft	Çalışma saati Working time (hour)	Basınç Pressure
1	2	3	4	5	6	7	8	9																			
65	61	65	59	60	58		116	37																			
41	41	43	45	44	43																						
63	62	61	62	62	61		117	37																			
74	57	58	57	59	58																						
62	61	62	60	61	60		116	37																			
56	57	60	59	60	58																						

listed: 40 on the “White List”, 20 on the “Grey List” and 13 on the “Black List”. In 2016 the number of flags listed totalled 73 flags also; 42 on the “White List”, 19 on the “Grey List” and 12 on the “Black List”.

The “White List” represents quality flags with a consistently low detention record. Compared to 2016, the number of flags on the “White List” has decreased by two, again a decrease as from 2016 to 2015 (one). The Republic of Korea has moved back to the “White List” after one year “Grey List”. Poland has entered the “White List” as well.

Flags 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.

On this year’s “Grey List” a total number of 20 flags is recorded. Last year the “Grey List” recorded 19 flags. New on the “Grey List” are the Islamic Republic of Iran, Kazakhstan, the Russian Federation, the United States of America, which were on the “White List” last year. A non-listed flag in last year’s entry and now on the “Grey List” this year is Tuvalu.

New to the “Black List” is Ukraine.

A graph of the distribution of listed and non listed flags indicates that only 0.8% of the ships inspected are from flags not listed on the WGB List.

Ship type

In 2017 the top 5 detention rates for ships with a significant number of inspections are for: commercial yachts (7.7%), general cargo/multipurpose ships at 7.7% (up from 7.2% in 2016); heavy load (4.3% up from 1.2%), bulk carrier at 3.0% (down from 3.4%) and

at the same score other special activities and Ro-Ro passenger ship at 2.2%.

Although “other” is not a specific type, the detention rate is high with 4.8%. The combination carrier (16.7%) shows a large percentage as well, but it is a score of one detention related to 6 inspections.

Best performing ship types are NLS tankers with a zero detention rate and tug (1.2%).

Performance of Recognized Organizations

For several years the Committee has closely monitored the performance of ROs acting on behalf of flags. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In

2017 34 ROs are recorded on the performance list.

Compared with last year's performance level, a small shift in RO performance in 2017 can be noticed. This year three organisations have been placed in the very low performing parts against none last year. Three organisations have been placed in the low performing parts (4 last year) and 17 ROs have been placed in the medium part of the list (from 19 last year).

Details of the responsibility of Recognized Organizations for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a Recognized Organization in accordance with the Paris MoU criteria, it is recorded "RO responsible" and the RO is informed.

Out of 685 detentions recorded in 2017, 99 or 14.5% were considered RO related (13.9 in 2016).

Refusal of access of ships

A total of 33 ships were refused access (banned) from the Paris MoU region in 2017. 32 for reasons of multiple detentions, 1 for failing to call at indicated repair yard. A number of ships remain banned from previous years. Several ships have been banned a second time after multiple detentions, resulting in a minimum banning period of 12 months. The total number of 33 is up from 20 in 2016 and 11 in 2015.

Deficiencies per main category

The number of deficiencies in the following six areas accounted for approximately 68% of the total number of deficiencies. The trends in these areas are clarified below.

Certificates & Documentation

The number of deficiencies recorded as related to ships' certificates, crew certificates and documents show a small decrease from 6,785 in 2016 to 6,648 in 2017. The significant increase from 2016 to 2015 (7.7%) has come to a halt. The relative part regarding the total deficiencies has a similar level of 16.3% related to 16.2% in 2016.

Safety of Navigation

In 2017, deficiencies in Safety of Navigation accounted for 13.7% of all deficiencies recorded. The increase related to 2016 when the deficiencies were 12.5%, is probably due to the CIC Safety of Navigation. The number of deficiencies in Safety of Navigation increased from 5,221 in 2016 to 5,565 in 2017.





Fire safety

In 2017 deficiencies in fire safety accounted for 13.1% of all deficiencies recorded, compared to 12.9% in 2016. A further decrease of the number of deficiencies was recorded from 5,585 in 2015 to 5,393 in 2016 and 5,320 in 2017.

Pollution prevention

The total number of deficiencies recorded in the several pollution prevention areas in 2017 were 2,007, a further decrease from 2,259 in 2015 and 2,056 in 2016. The relative part of the deficiencies regarding the total was 4.9% in 2017, the same as in 2016.

Working and living conditions

Most deficiencies on working and living conditions have been found in the following areas. Health and safety and accident prevention (area 11) 3,230 (39.9% of all MLC deficiencies); food and catering (area 10) 1,295 (16.3%); hours of work and rest (area 6) 752

(9.5%); accommodation (area 8) 708 (8.9%) and seafarer's employment agreements (area 4) 646 (7.8%) deficiencies.

The percentage of deficiencies regarding working and living conditions, related to the total of deficiencies is 15.6%. A decrease from 16.1% in 2016. The total number of deficiencies in 2017 was 6,348, a decrease from 6,759 in 2016.

Safety Management

The number of ISM related deficiencies was similar in 2017 (1,774) to 2016 (1,838). The percentage regarding the total deficiencies remained the same (4.4%). ■



Statistical Annexes

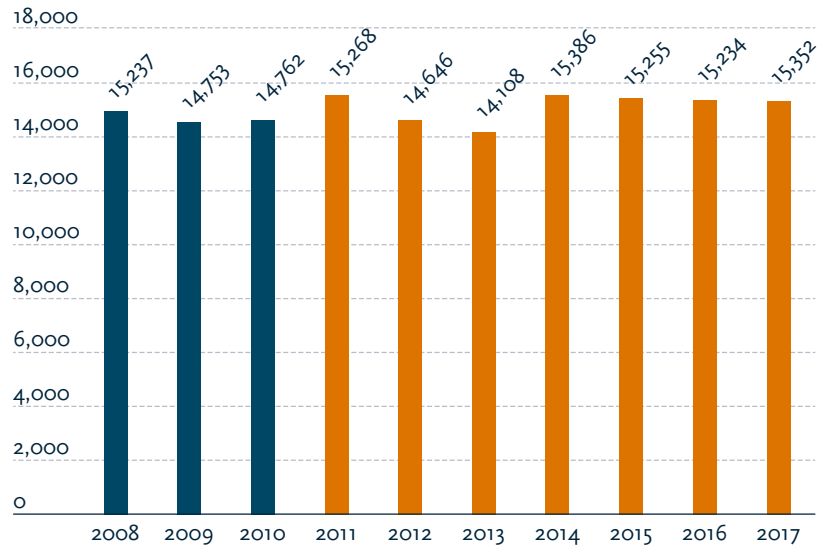
Annual Report

2017

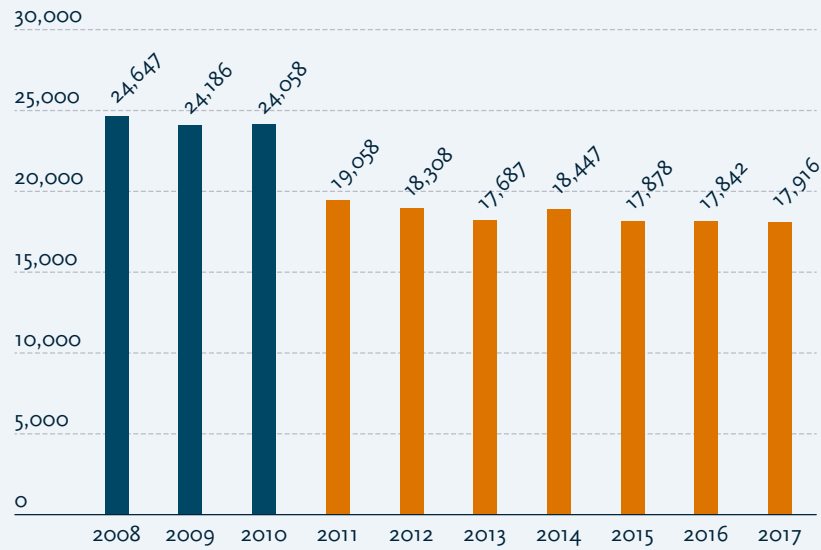


Basic port State control figures 2017

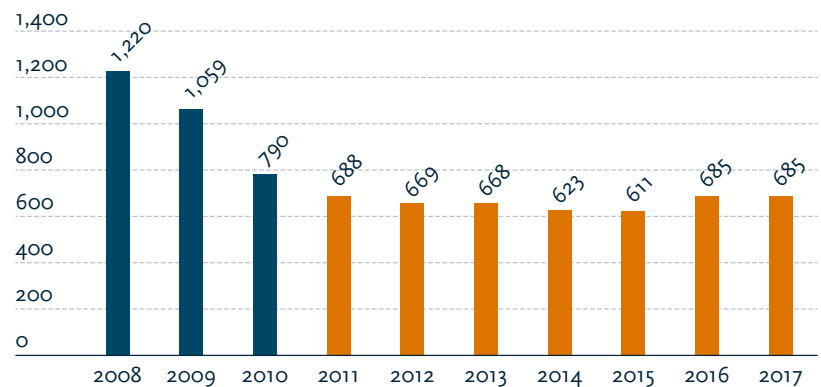
Number of individual ships inspected



Number of inspections

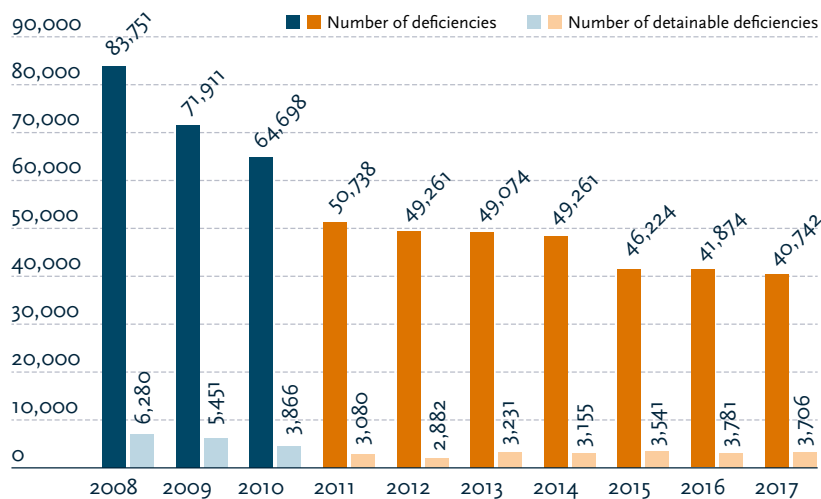


Number of detentions

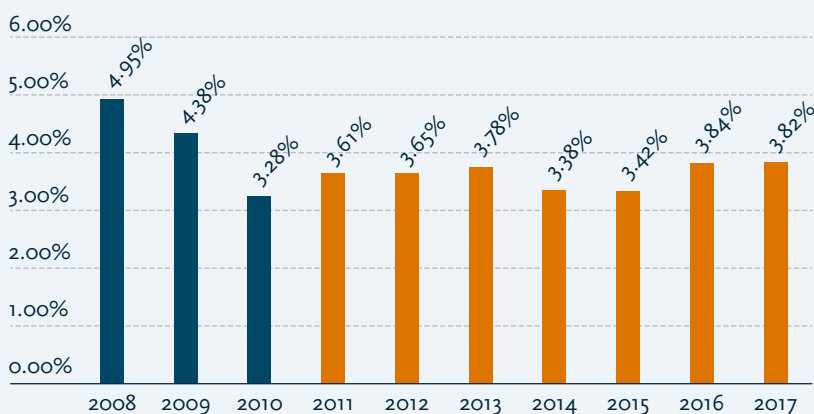


Note: The cut-off date for inspection data to be included in the Annual Report 2017 was 19-02-2018. Changes to inspection data after this date have as a rule not been taken into account. Due to PSC50 decision the Annual Report data will, from now on, include the current annual year and all amended data in previous years back to 3 calendar years.

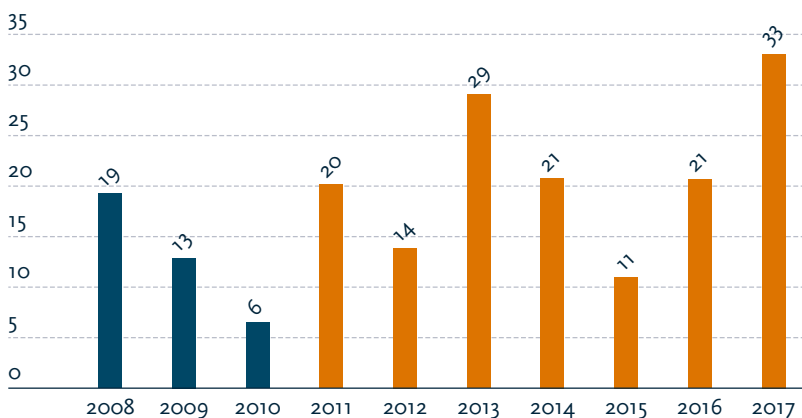
Number of deficiencies



Detentions in % of inspections



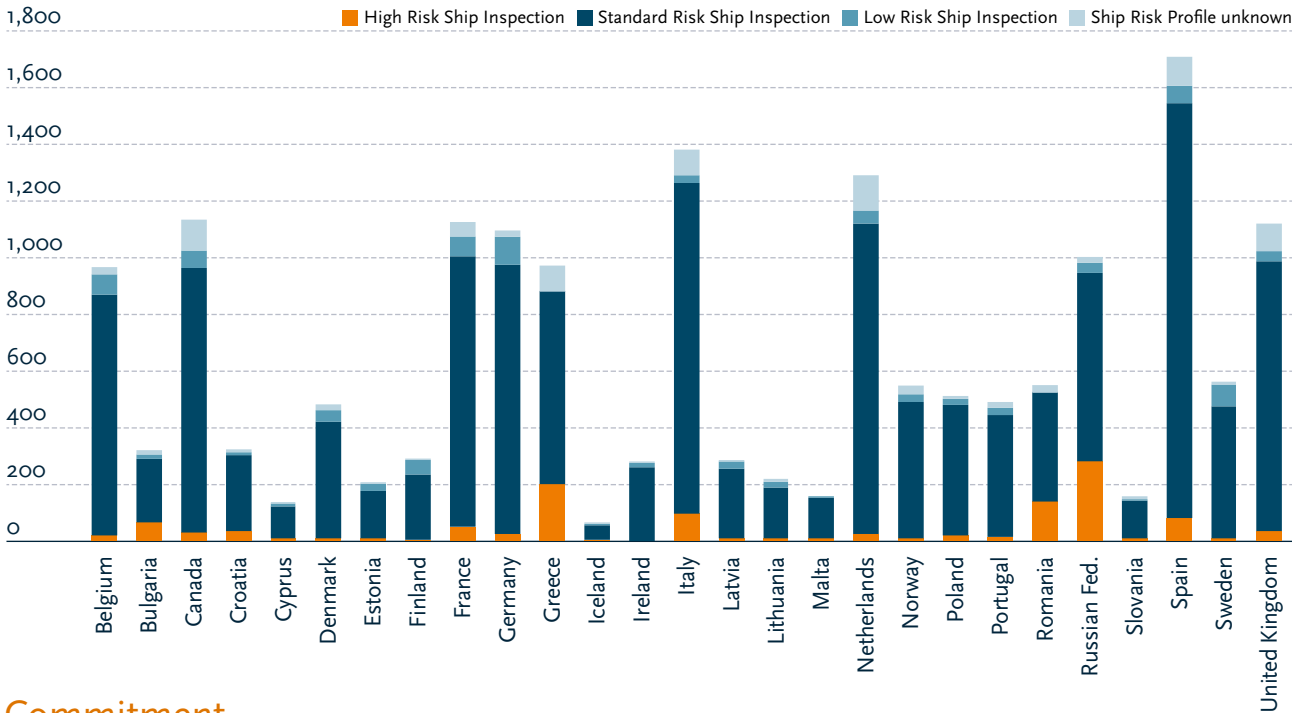
Number of refusal of access



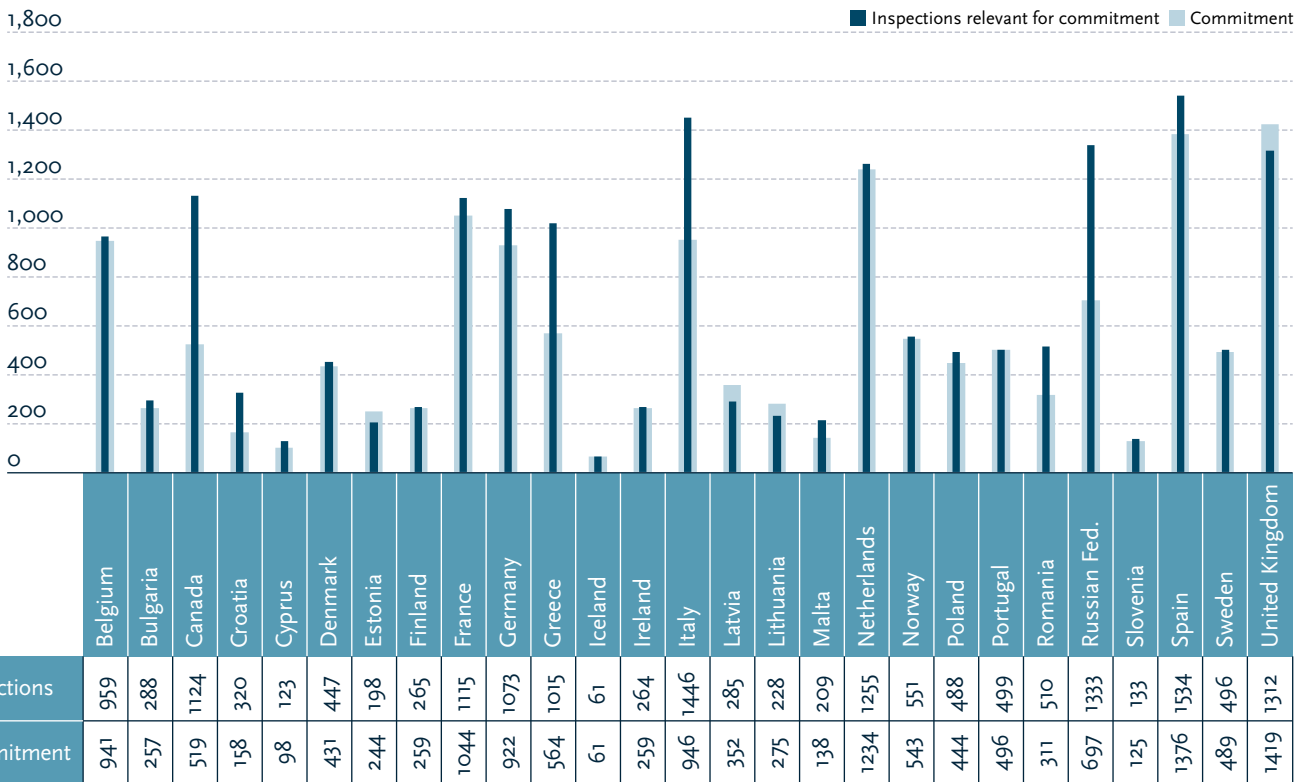
Note: The New Inspection Regime entered into force on the 1st of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before.

Inspection efforts 2017

HRS, SRS and LRS inspections per member state

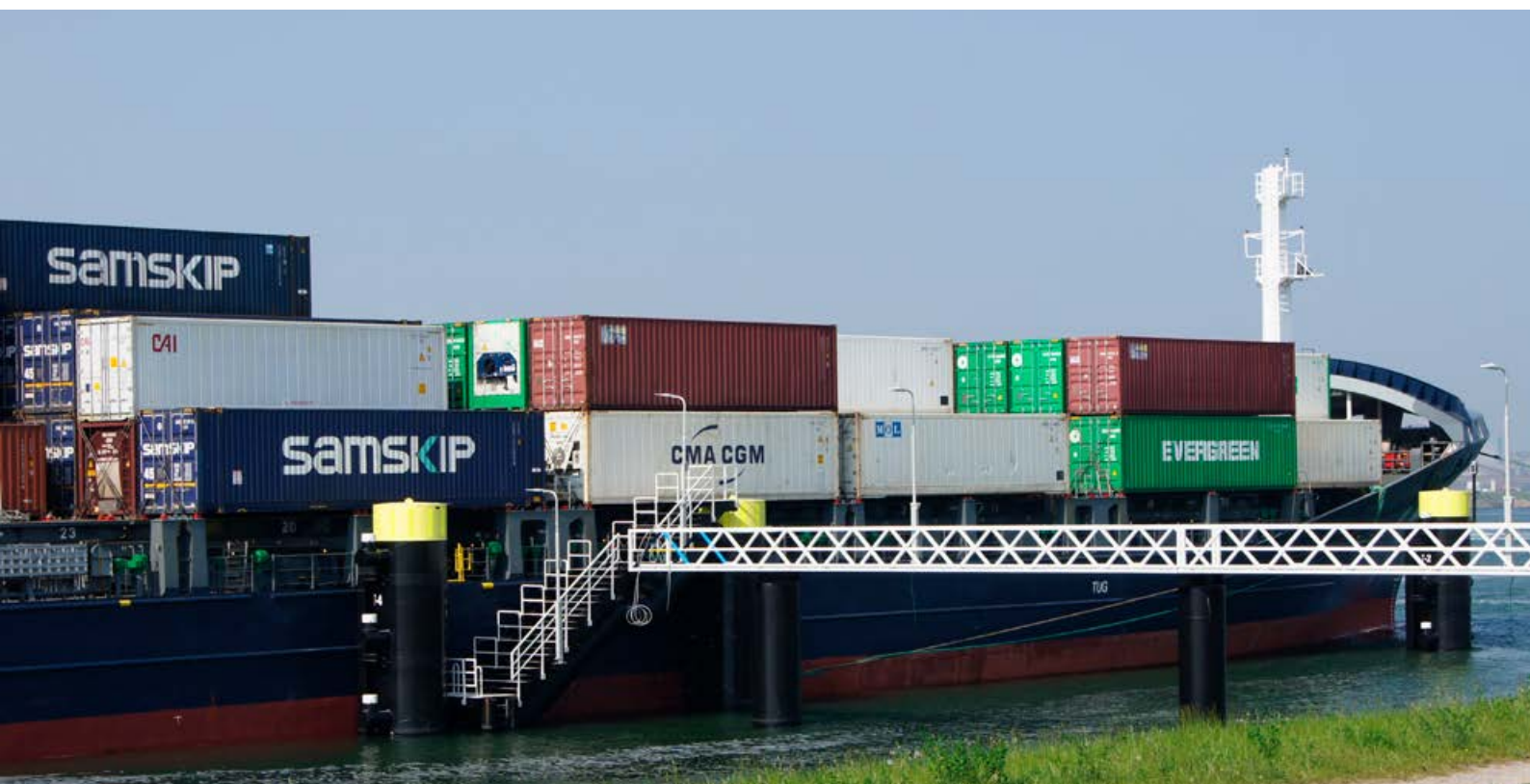
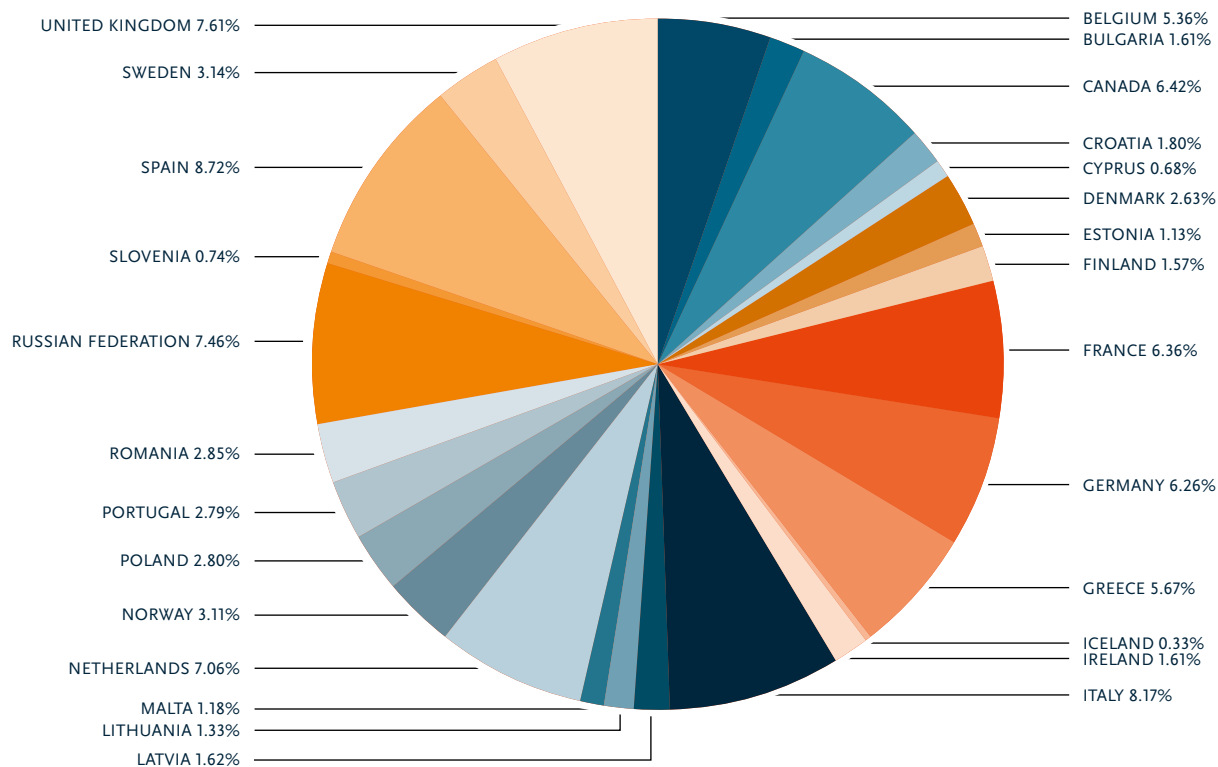


Commitment



Note: The number of inspections relevant for the commitment of MoU Port States differs from the total number of inspections used in other graphs and tables. See www.parismou.org/publications-category/annual-reports for explanatory notes.

Inspection efforts of members as percentage of Paris MoU Total



MoU port States's individual contributions to the total amount of inspections

ParisMoU Authority	Total nr of Inspections	Inspections with deficiencies	Inspections with detentions	Inspections with RO related detainable deficiencies	% Inspections with deficiencies	% Detentions	% Inspection of MoU total	% HRS	% SRS	% LSR	% SRP Unknown
Belgium	961	529	23	3	55.05	2.39	5.36	2.19	89.28	6.45	2.08
Bulgaria	288	190	9	2	65.97	3.13	1.61	20.83	72.92	2.43	3.82
Canada	1,150	548	21	3	47.65	1.83	6.42	2.35	80.87	6.00	10.78
Croatia	323	150	11	0	46.44	3.41	1.80	11.76	76.78	8.36	3.10
Cyprus	122	93	11	4	76.23	9.02	0.68	11.48	77.87	0.82	9.84
Denmark	471	229	0	0	48.62	0.00	2.63	1.70	85.77	9.98	2.55
Estonia	202	48	0	0	23.76	0.00	1.13	2.48	83.17	11.39	2.97
Finland	282	60	1	1	21.28	0.35	1.57	0.35	82.27	15.60	1.77
France	1,140	522	32	2	45.79	2.81	6.36	3.60	85.70	5.70	5.00
Germany	1,121	552	48	6	49.24	4.28	6.26	1.61	86.44	8.74	3.21
Greece	1,016	567	66	15	55.81	6.50	5.67	20.96	70.77	0.49	7.78
Iceland	60	34	2	0	56.67	3.33	0.33	3.33	86.67	1.67	8.33
Ireland	288	152	8	0	52.78	2.78	1.61	0.69	88.54	8.33	2.43
Italy	1,464	796	93	16	54.37	6.35	8.17	7.72	85.45	1.23	5.60
Latvia	290	105	4	1	36.21	1.38	1.62	4.14	84.48	10.69	0.69
Lithuania	239	82	2	0	34.31	0.84	1.33	2.93	83.68	12.13	1.26
Malta	211	98	5	0	46.45	2.37	1.18	6.64	86.26	0.47	6.64
Netherlands	1,264	706	32	0	55.85	2.53	7.06	2.69	85.28	2.29	9.73
Norway	557	224	6	1	40.22	1.08	3.11	1.44	87.79	5.57	5.21
Poland	502	317	18	2	63.15	3.59	2.80	3.78	88.05	5.98	2.19
Portugal	499	90	7	0	18.04	1.40	2.79	5.21	84.97	6.21	3.61
Romania	510	404	58	12	79.22	11.37	2.85	31.18	64.12	0.20	4.51
Russian Federation*	1,337	948	126	24	70.91	9.42	7.46	23.04	69.48	6.43	1.05
Slovenia	132	71	2	1	53.79	1.52	0.74	2.27	87.12	2.27	8.33
Spain	1,562	789	39	2	50.51	2.50	8.72	5.51	85.53	2.24	6.72
Sweden	562	167	10	0	29.72	1.78	3.14	1.42	79.18	17.08	2.31
United Kingdom	1,363	816	51	4	59.87	3.74	7.61	2.05	85.69	3.82	8.44
Total	17,916	9,287	685	99	51.84	3.82	100.00	7.12	82.32	5.28	5.29

* For the Russian Federation only inspections in the ports of the Baltic, Azov, Caspian and Barents Sea are included.

Current detentions as per 31-12-2017 per port State Authority since 2011

Excluded detentions Annual figures 2011 - 2017

Detaining Authority	Interval	
	< 12 Months	> 12 Months
Belgium	-	1
Bulgaria	-	1
Canada	1	2
Cyprus	1	-
France	-	1
Greece	6	1
Ireland	-	1
Italy	-	3
Malta	-	1
Netherlands	2	3
Poland	1	-
Spain	2	4
United Kingdom	2	-
Grand Total	15	18

Flag	< 12 Months	> 12 Months
Bolivia	-	2
Congo, the Democratic Republic of the	1	-
Cook Islands	-	1
Honduras	-	1
India	1	-
Indonesia	-	1
Malta	1	3
Moldova, Republic of	1	4
Palau	1	-
Panama	2	3
Portugal	1	-
Russian Federation	1	1
Saint Kitts and Nevis	1	-
Saint Vincent and the Grenadines	1	1
Tanzania, United Republic of	2	-
Togo	-	1
Turkey	1	-
Ukraine	1	-
Grand Total	15	18

Full details on all currently detained ships in the Paris MoU region is available on the Paris MoU website.



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- Italy
Bahamas
Isle of Man
Singapore
Sweden
Marshall Islands
Hong Kong
Belgium
Germany
Ireland
Cyprus
Gibraltar, UK
Liberia
Finland
Luxembourg
China
Malta
Greece
Bermuda, UK
Estonia
Japan
Philippines
Antigua and Barbuda
Portugal
Poland
Latvia
Barbados
Saudi Arabia

White List

RANK	FLAG	INSPECTIONS 2015-2017	DETENTIONS 2015-2017	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	France	258	0	25	11	-1.89
2	Cayman Islands, UK	438	2	40	21	-1.84
3	Netherlands	3,028	35	236	188	-1.83
4	Denmark	1,189	12	98	68	-1.79
5	United Kingdom	1,194	13	99	69	-1.76
6	Norway	1,429	17	116	84	-1.75
7	Italy	1,087	12	90	62	-1.74
8	Bahamas	2,239	30	177	136	-1.73
9	Isle of Man, UK	694	7	60	37	-1.71
10	Singapore	1,887	27	151	113	-1.68
11	Sweden	316	2	30	14	-1.66
12	Marshall Islands	4,022	68	309	254	-1.65
13	Hong Kong, China	1,997	31	159	121	-1.64
14	Belgium	220	1	22	9	-1.59
15	Germany	588	8	52	30	-1.52
16	Ireland	120	0	13	3	-1.41
17	Cyprus	1,921	44	153	116	-1.36
18	Gibraltar, UK	716	14	62	38	-1.32
19	Liberia	4,105	110	315	260	-1.29
20	Finland	408	7	38	20	-1.26
21	Luxembourg	199	2	20	8	-1.24
22	China	198	2	20	7	-1.24
23	Malta	4,681	135	357	298	-1.23
24	Greece	903	22	76	50	-1.18
25	Bermuda, UK	243	4	24	10	-1.04
26	Estonia	90	0	11	2	-1.04
27	Japan	117	1	13	3	-0.88
28	Philippines	150	2	16	5	-0.86
29	Antigua and Barbuda	2,866	110	224	178	-0.84
30	Portugal	762	26	65	41	-0.76
31	Poland	102	1	12	2	-0.67
32	Latvia	100	1	12	2	-0.64
33	Barbados	341	11	32	16	-0.55
34	Saudi Arabia	59	0	8	0	-0.40
35	Panama	6,110	334	461	394	-0.34
36	Korea, Republic of	82	1	10	1	-0.28
37	Croatia	105	2	12	3	-0.26
38	Faroe Islands, DK	251	9	25	10	-0.24
39	Turkey	1,133	59	94	65	-0.19
40	Spain	156	5	17	5	-0.05



Grey List

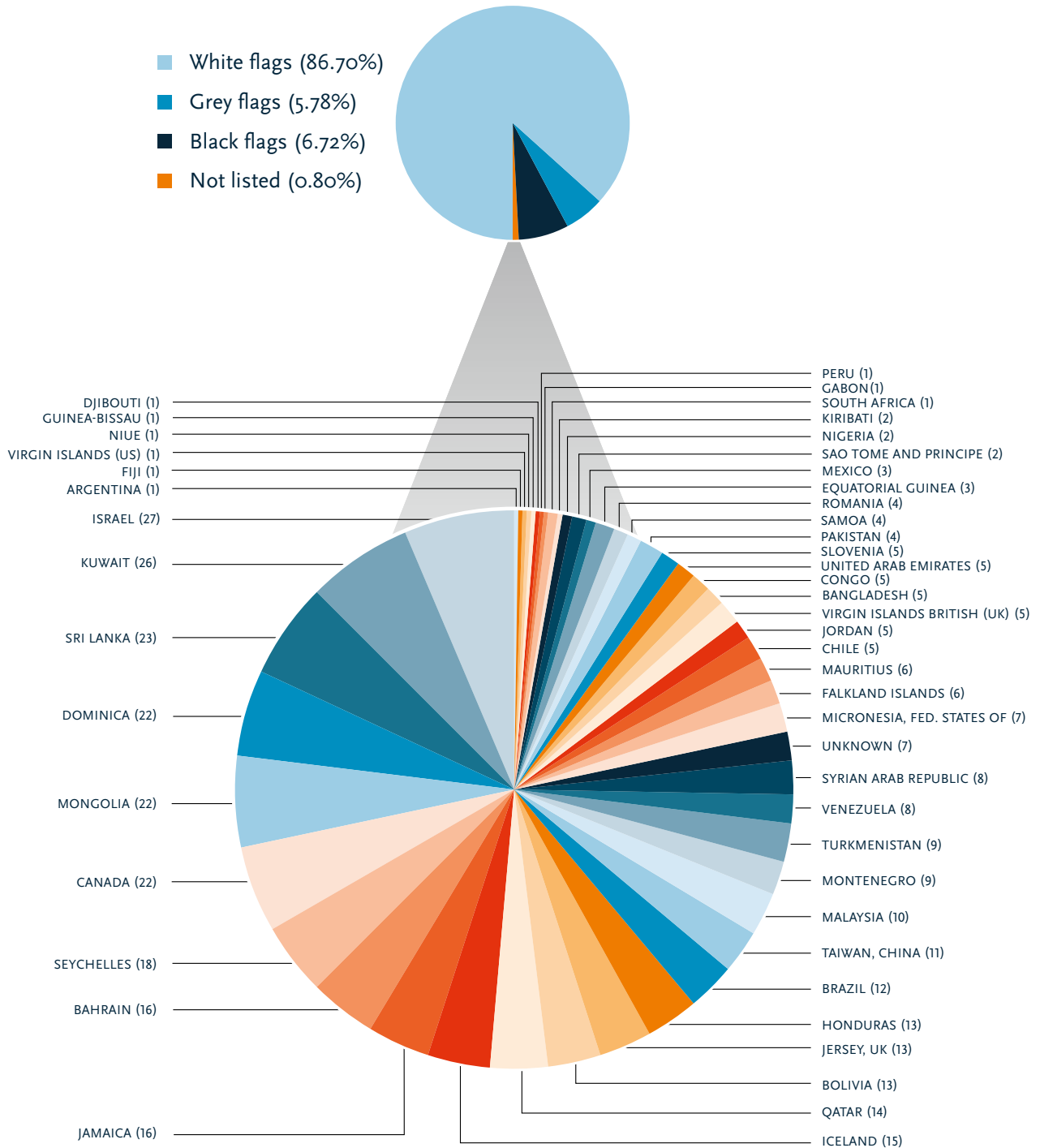
RANK	FLAG	INSPECTIONS 2015-2017	DETENTIONS 2015-2017	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
GREY LIST						
41	Kazakhstan	66	1	9	1	0.04
42	Algeria	83	2	10	1	0.06
43	United States of America	203	9	21	8	0.10
44	Russian Federation	1,182	71	98	68	0.11
45	Thailand	53	1	7	0	0.12
46	Lithuania	123	5	14	3	0.15
47	Switzerland	119	6	13	3	0.27
48	Libya	32	1	5	0	0.28
49	Egypt	43	2	6	0	0.34
50	Saint Vincent and the Grenadines	557	36	49	29	0.36
51	Morocco	57	3	8	0	0.37
52	Iran, Islamic Republic of	104	6	12	2	0.37
53	Curacao	119	7	13	3	0.37
54	Azerbaijan	45	3	6	0	0.48
55	Bulgaria	33	3	5	0	0.62
56	Lebanon	74	7	9	1	0.72
57	Tuvalu	34	4	5	0	0.77
58	Albania	66	7	9	1	0.80
59	Tunisia	40	5	6	0	0.85
60	India	68	8	59	1	0.91



Black List

RANK	FLAG	INSPECTIONS 2015-2017	DETENTIONS 2015-2017	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
BLACK LIST						
61	Belize	399	40	37	Medium Risk	1.24
62	Cook Islands	414	43	38		1.36
63	Vanuatu	251	28	25		1.38
64	Cambodia	161	22	17		1.85
65	Saint Kitts and Nevis	266	35	26		1.98
66	Sierra Leone	292	46	28		Medium to High Risk
67	Ukraine	94	18	11	2.98	
68	Palau	180	36	19	High Risk	3.77
69	Moldova, Republic of	480	89	43		3.90
70	Tanzania United Rep.	259	53	25	Very High Risk	4.16
71	Togo	422	85	39		4.34
72	Comoros	282	60	27		4.46
73	Congo, Republic of the	104	28	12		5.33

Distribution of listed and non-listed flags 2015-2017



Flags meeting criteria for Low Risk Ships 2017

Flags meeting criteria for Low Risk Ships (as per 31 December 2017)		
Antigua and Barbuda	Germany	Malta
Bahamas	Gibraltar, UK	Marshall Islands
Belgium	Greece	Netherlands
Bermuda, UK	Hong Kong, China	Norway
Cayman Islands, UK	India	Panama
China	Ireland	Portugal
Croatia	Isle of Man, UK	Singapore
Cyprus	Italy	Spain
Denmark	Japan	Sweden
Estonia	Korea, Republic of	Turkey
Faroe Islands, DK	Latvia	United Kingdom
Finland	Liberia	
France	Luxembourg	

To meet the criteria for Low Risk Ships, flags should be on the Paris MoU White List and have submitted evidence of having undergone an IMO (V)IMSAS Audit.

Non-listed flags having undergone IMO (V)IMSAS Audit	
Australia	Georgia
Canada	Slovenia

Flags who's total number of inspections over a 3-years rolling period do not meet the minimum of 30 are not included in the Paris MoU White List. Consequently some flags cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO (V)IMSAS Audit.

Non-listed flags with no detentions 2015-2017*			
Argentina (1)	Jersey, UK (13)	Niue (1)	South Africa (1)
Brazil (12)	Kiribati (2)	Pakistan (4)	Taiwan, China (11)
Chile (5)	Kuwait (26)	Peru (1)	Turkmenistan (9)
Falkland Islands (6)	Mauritius (6)	Qatar (14)	United Arab Emirates (5)
Fiji (1)	Mexico (3)	Romania (4)	Venezuela (8)
Gabon (1)	Micronesia, Fed. States of (7)	Samoa (4)	Virgin Islands British (UK) (5)
Guinea-Bissau (1)	Montenegro (9)	Seychelles (18)	
Jamaica (16)	Nigeria (2)	Slovenia (5)	

Flags who's total number of inspections over a 3-years rolling period do not meet the minimum of 30 are not included in the Paris MoU White, Grey and Black Lists. The flags in this table had too few inspections to be included in the lists, but had no detentions in the mentioned period. * Note: The flags are listed in alphabetical order. The number of inspections over the mentioned period taken into account is shown in brackets. Flags on this list do not meet the criteria for Low Risk Ships.

Inspections, detentions and deficiencies 2017

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Albania	17	15	2	12	88.2	11.8
Algeria	29	24	-	-	82.8	-
Antigua and Barbuda	847	465	36	179	54.9	4.3
Argentina	1	-	-	-	-	-
Azerbaijan	19	15	1	7	78.9	5.3
Bahamas	716	325	10	34	45.4	1.4
Bahrain	4	2	2	29	50.0	50.0
Bangladesh	1	1	-	-	100.0	-
Barbados	131	73	6	28	55.7	4.6
Belgium	75	31	-	-	41.3	-
Belize	115	96	16	121	83.5	13.9
Bermuda (UK)	82	26	1	4	31.7	1.2
Brazil	5	1	-	-	20.0	-
Bulgaria	7	7	-	-	100.0	-
Canada	9	6	1	2	66.7	11.1
Cayman Islands (UK)	172	64	2	5	37.2	1.2
Chile	3	3	-	-	100.0	-
China	63	27	-	-	42.9	-
Comoros	122	116	27	147	95.1	22.1
Congo, the Democratic Republic of the	18	18	4	16	100.0	22.2
Cook Islands	137	117	17	77	85.4	12.4
Croatia	38	17	1	1	44.7	2.6
Curacao	34	22	2	6	64.7	5.9
Cyprus	651	334	16	81	51.3	2.5
Denmark	402	152	6	28	37.8	1.5
Dominica	7	4	-	-	57.1	-
Egypt	12	9	1	13	75.0	8.3
Equatorial Guinea	1	1	1	7	100.0	100.0
Estonia	31	7	-	-	22.6	-
Falkland Islands (UK) (Malvinas)	2	-	-	-	-	-
Faroe Islands	84	49	3	5	58.3	3.6
Fiji	1	-	-	-	-	-
Finland	133	49	3	16	36.8	2.3
France	95	53	-	-	55.8	-
Gabon	1	-	-	-	-	-
Georgia	2	2	1	1	100.0	50.0
Germany	182	94	2	8	51.6	1.1
Gibraltar (UK)	222	111	2	5	50.0	0.9
Greece	299	106	8	31	35.5	2.7

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Guinea-Bissau	1	1	-	-	100.0	-
Honduras	3	1	-	-	33.3	-
Hong Kong, China	696	271	11	48	38.9	1.6
Iceland	5	5	-	-	100.0	-
India	22	10	3	12	45.5	13.6
Iran, Islamic Republic of	43	39	5	23	90.7	11.6
Ireland	39	12	-	-	30.8	-
Isle of Man (UK)	214	82	3	13	38.3	1.4
Israel	8	5	-	-	62.5	-
Italy	339	161	4	15	47.5	1.2
Jamaica	7	5	-	-	71.4	-
Japan	43	13	-	-	30.2	-
Jersey (UK)	4	2	-	-	50.0	-
Jordan	3	2	-	-	66.7	-
Kazakhstan	16	11	1	4	68.8	6.3
Korea, Republic of	25	12	-	-	48.0	-
Kuwait	3	1	-	-	33.3	-
Latvia	31	20	1	1	64.5	3.2
Lebanon	22	20	-	-	90.9	-
Liberia	1,379	660	23	96	47.9	1.7
Libya	9	5	-	-	55.6	-
Lithuania	37	14	1	1	37.8	2.7
Luxembourg	67	35	1	3	52.2	1.5
Malaysia	2	1	-	-	50.0	-
Malta	1,614	797	41	158	49.4	2.5
Marshall Islands	1,412	615	30	136	43.6	2.1
Mauritius	3	2	-	-	66.7	-
Mexico	2	-	-	-	-	-
Micronesia, Federated States of	3	2	-	-	66.7	-
Moldova, Republic of	144	139	31	171	96.5	21.5
Mongolia	11	11	3	15	100.0	27.3
Montenegro	2	-	-	-	-	-
Morocco	25	19	1	9	76.0	4.0
Netherlands	999	432	14	49	43.2	1.4
Norway	489	257	7	31	52.6	1.4
Pakistan	1	1	-	-	100.0	-
Palau	81	74	16	92	91.4	19.8
Panama	2,103	1,187	130	843	56.4	6.2
Philippines	50	26	-	-	52.0	-

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of detainable deficiencies	% of Inspections with deficiencies	% of Inspections with detentions
Poland	30	10	-	-	33.3	-
Portugal	318	169	11	53	53.1	3.5
Qatar	1	1	-	-	100.0	-
Romania	2	2	-	-	100.0	-
Russian Federation	385	225	32	163	58.4	8.3
Saint Kitts and Nevis	75	64	10	42	85.3	13.3
Saint Vincent and the Grenadines	161	120	15	77	74.5	9.3
Saudi Arabia	18	8	-	-	44.4	-
Seychelles	7	2	-	-	28.6	-
Sierra Leone	116	106	15	93	91.4	12.9
Singapore	665	273	6	24	41.1	0.9
Slovenia	2	2	-	-	100.0	-
Spain	44	24	2	7	54.5	4.5
Sri Lanka	7	3	-	-	42.9	-
Sweden	94	40	-	-	42.6	-
Switzerland	29	16	-	-	55.2	-
Syrian Arab Republic	3	3	-	-	100.0	-
Taiwan, Province of China	4	2	-	-	50.0	-
Tanzania, United Republic of	137	128	26	160	93.4	19.0
Thailand	11	4	1	4	36.4	9.1
Togo	165	153	31	282	92.7	18.8
Tunisia	14	13	2	8	92.9	14.3
Turkey	327	209	14	81	63.9	4.3
Turkmenistan	1	1	-	-	100.0	-
Tuvalu	12	8	-	-	66.7	-
Ukraine	26	25	6	32	96.2	23.1
United Kingdom	373	171	2	6	45.8	0.5
United States	70	42	5	29	60.0	7.1
Vanuatu	80	63	6	25	78.8	7.5
Venezuela	2	2	-	-	100.0	-
Virgin Islands British (UK)	3	1	-	-	33.3	-
Grand Total	17,916	9,287	685	3,706	51.8	3.8

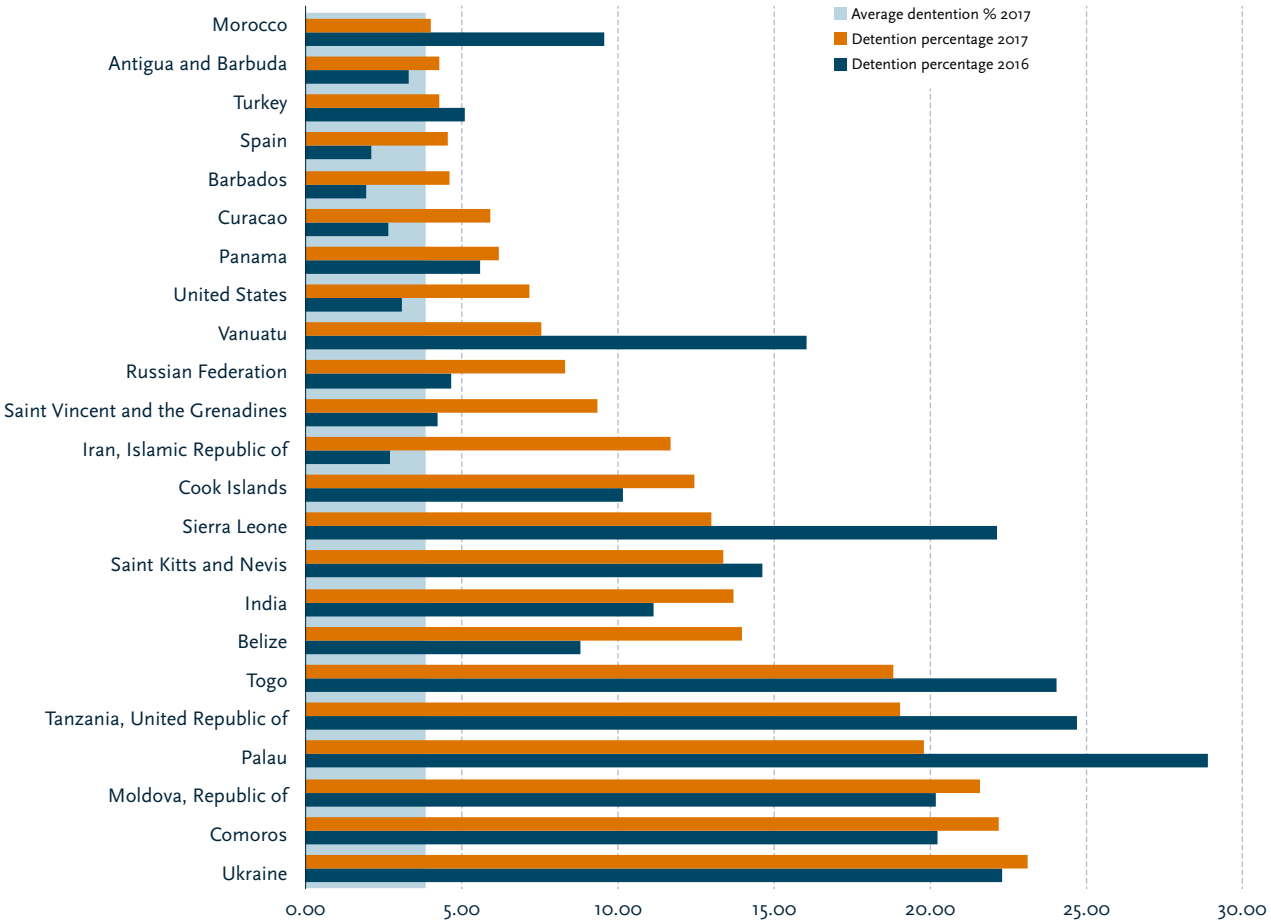


2017 detentions per flag, exceeding average percentage

Flag	Nr of Inspections	Inspections with detentions	% of Inspections with detentions	Excess of average 2017	Detentions % 2016	Excess of average 2016
Ukraine	26	6	23.1	19.3	22.2	18.4
Comoros	122	27	22.1	18.3	20.2	16.4
Moldova, Republic of	144	31	21.5	17.7	20.1	16.3
Palau	81	16	19.8	15.9	28.8	25.0
Tanzania, United Republic of	137	26	19.0	15.2	24.6	20.8
Togo	165	31	18.8	15.0	24.0	20.1
Belize	115	16	13.9	10.1	8.8	4.9
India	22	3	13.6	9.8	11.1	7.3
Saint Kitts and Nevis	75	10	13.3	9.5	14.6	10.7
Sierra Leone	116	15	12.9	9.1	22.1	18.3
Cook Islands	137	17	12.4	8.6	10.1	6.3
Iran, Islamic Republic of	43	5	11.6	7.8	2.7	-1.1
Saint Vincent and the Grenadines	161	15	9.3	5.5	4.2	0.4
Russian Federation	385	32	8.3	4.5	4.6	0.8
Vanuatu	80	6	7.5	3.7	16.0	12.2
United States	70	5	7.1	3.3	3.1	-0.8
Panama	2,103	130	6.2	2.4	5.6	1.7
Curacao	34	2	5.9	2.1	2.6	-1.2
Barbados	131	6	4.6	0.8	1.9	-1.9
Spain	44	2	4.5	0.7	2.1	-1.8
Turkey	327	14	4.3	0.5	5.1	1.2
Antigua and Barbuda	847	36	4.3	0.4	3.3	-0.6
Morocco	25	1	4.0	0.2	9.5	5.7

Only flags with 20 and more port State control inspections and with a detention percentage exceeding the average percentage of 3.82% are recorded in this graph. (last year the average was 3.84%).

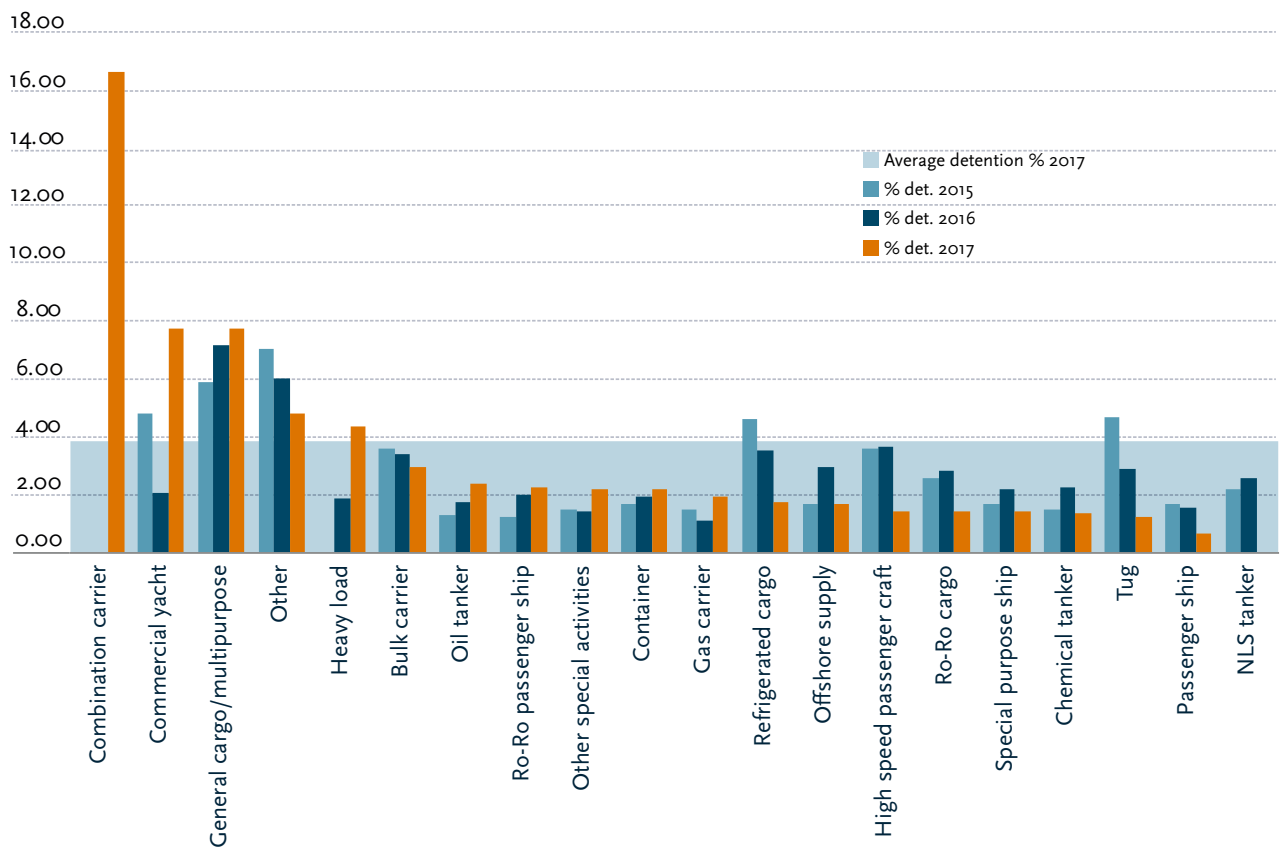
2017 detentions per flag, exceeding average percentage



- Only flags with 20 and more port State control inspections in 2017 and with a detention percentage exceeding the average percentage of 3.82% are recorded in this graph. In 2016 the average detentions percentage was 3.84%.
- The light blue column represents the 2017 average detention percentage (3.82%).

Inspections and detentions 2017 PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	% of inspections with deficiencies	Nr of individual ships inspected	Inspections with detentions	% of detentions to inspections 2017	% of detentions to inspections 2016	% of detentions to inspections 2015	+/- average detention % 2017
Bulk carrier	3,730	1,985	53.2	3,399	111	3.0	3.4	3.6	-0.8
Chemical tanker	1,754	708	40.4	1,543	24	1.4	2.2	1.5	-2.5
Combination carrier	6	1	16.7	6	1	16.7	0.0	0.0	12.8
Commercial yacht	272	131	48.2	270	21	7.7	2.1	4.8	3.9
Container	1,833	810	44.2	1,618	40	2.2	1.9	1.6	-1.6
Gas carrier	421	149	35.4	385	8	1.9	1.1	1.5	-1.9
General cargo/multipurpose	4,922	3,180	64.6	3,741	380	7.7	7.2	5.9	3.9
Heavy load	46	23	50.0	43	2	4.3	1.9	0.0	0.5
High speed passenger craft	70	41	58.6	44	1	1.4	3.7	3.6	-2.4
NLS tanker	35	11	31.4	32	-	0.0	2.6	2.2	-3.8
Offshore supply	426	241	56.6	408	7	1.6	3.0	1.7	-2.2
Oil tanker	1,481	528	35.7	1,403	35	2.4	1.8	1.3	-1.5
Other	229	160	69.9	192	11	4.8	6.0	7.0	1.0
Other special activities	502	265	52.8	486	11	2.2	1.4	1.4	-1.6
Passenger ship	303	136	44.9	258	2	0.7	1.6	1.7	-3.2
Refrigerated cargo	234	142	60.7	204	4	1.7	3.5	4.6	-2.1
Ro-Ro cargo	773	315	40.8	697	11	1.4	2.8	2.5	-2.4
Ro-Ro passenger ship	493	277	56.2	273	11	2.2	2.0	1.2	-1.6
Special purpose ship	142	53	37.3	132	2	1.4	2.2	1.6	-2.4
Tug	244	131	53.7	236	3	1.2	2.9	4.7	-2.6



Major categories of deficiencies 2015-2017

Deficiencies Main Group	Category of deficiencies	2015		2016		2017	
		Def	Def %	Def	Def %	Def	Def %
Certificates & Documentation	Crew Certificates	1,288	3.1	1,576	3.8	1,562	3.8
	Documents	2,617	6.3	2,871	6.9	2,751	6.8
	Ship Certificates	2,404	5.7	2,338	5.6	2,335	5.7
Structural Condition		1,921	4.6	1,822	4.4	1,891	4.6
Water/Weathertight condition		1,917	4.6	2,037	4.9	1,775	4.4
Emergency Systems		2,504	6.0	2,167	5.2	2,051	5.0
Radio Communication		1,016	2.4	976	2.3	915	2.2
Cargo operations including equipment		209	0.5	220	0.5	194	0.5
Fire safety		5,588	13.4	5,393	12.9	5,320	13.1
Alarms		391	0.9	332	0.8	398	1.0
Working and Living Conditions (ILO 147)**	Living Conditions	198	0.5	193	0.5	18	0.0
	Working conditions	967	2.3	781	1.9	366	0.9
Working and Living Conditions (MLC, 2006)*	MLC, 2006 Title 1	62	0.1	121	0.3	77	0.2
	MLC, 2006 Title 2	404	1.0	553	1.3	383	0.9
	MLC, 2006 Title 3	1,782	4.3	2,044	4.9	2,103	5.2
	MLC, 2006 Title 4	2,839	6.8	3,067	7.3	3,401	8.3
Safety of Navigation		5,184	12.4	5,221	12.5	5,565	13.7
Life saving appliances		3,730	8.9	3,623	8.7	3,285	8.1
Dangerous goods		69	0.2	62	0.1	62	0.2
Propulsion and auxiliary machinery		2,045	4.9	1,995	4.8	1,809	4.4
Pollution prevention	Anti Fouling	10	0.0	13	0.0	7	0.0
	Marpol Annex I	811	1.9	708	1.7	637	1.6
	Marpol Annex II	16	0.0	16	0.0	14	0.0
	Marpol Annex III	5	0.0	4	0.0	10	0.0
	Marpol Annex IV	338	0.8	336	0.8	368	0.9
	Marpol Annex V	610	1.5	551	1.3	469	1.2
	Marpol Annex VI	471	1.1	428	1.0	426	1.0
	Balast Water	0	0.0	0	0.0	76	0.2
ISM		1,810	4.3	1,839	4.4	1,774	4.4
ISPS		339	0.8	378	0.9	503	1.2
Other		275	0.7	209	0.5	197	0.5

* On 20 August 2013 the Maritime Labour Convention 2006 entered into force. Only Member States of the Paris MoU that had ratified the MLC, 2006 on or before 20 August 2012 were entitled to conduct PSC inspections on MLC,2006 requirements from 20 August 2013.

** For Member States of the Paris MoU that have not ratified the MLC, 2006, enforcement of the Merchant Shipping Convention (ILO 147) and the protocol of 1996 to the Merchant Shipping Convention (ILO P147) will initially continue.

Top 5 categories of deficiencies 2017

Deficiencies	2016		2017	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
Safety of Navigation	5,221	12.47	5,565	13.66
Fire safety	5,393	12.88	5,320	13.06
Labour conditions-Health protection, medical care, social security	3,067	7.32	3,401	8.35
Life saving appliances	3,623	8.65	3,285	8.06
Certificate & Documentation-Documents	2,871	6.86	2,751	6.75

Top 5 deficiencies 2017

Deficiencies	2016		2017	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
ISM	1,839	4.39	1,774	4.35
Fire doors/openings in fire-resisting divisions	1,079	2.58	1,024	2.51
Nautical publications	1,049	2.51	929	2.28
Charts	922	2.20	797	1.96
Voyage or passage plan	497	1.19	594	1.46



Maritime Labour Convention, 2006

MLC Deficiencies per Area	Nr MLC Deficiencies	% of Total of Nr. MLC deficiencies	Nr Detainable MLC Deficiencies	% of Detainable deficiencies of MLC deficiencies
MLC,2006 Ship's certificates and documents	269	3.4	17	6.3
Area 1 Minimum age of seafarers	4	0.1	2	50.0
Area 2 Medical certification of seafarers	182	2.3	11	6.0
Area 3 Qualifications of seafarers	15	0.2	0	0.0
Area 4 Seafarers' employment agreements	646	7.8	40	6.2
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	22	0.3	0	0.0
Area 6 Hours of Works or rest	752	9.5	32	4.3
Area 7 Manning levels for the ship	66	0.8	20	30.3
Area 8 Accommodation	708	8.9	47	6.6
Area 9 On-board recreational facilities	14	0.2	0	0.0
Area 10 Food and catering	1,295	16.3	57	4.4
Area 11 Health and safety and accident prevention	3,230	39.9	111	3.4
Area 12 On-board medical care	273	3.4	13	4.8
Area 13 On-board complaint procedure	161	2.0	4	2.5
Area 14 Payment of wages	194	2.3	64	33.0
Area 15 Certificate or documentary evidence of financial security for repatriation	106	1.4	7	6.6
Area 16 Certificate or documentary evidence of financial security relating to shipowners liability	102	1.3	8	7.8
Total	8,039	100.0	433	5.4

MLC deficiencies top 5

Deficiencies	2016		2017	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
Seafarers' employment agreement (SEA)	624	8.0	551	6.9
Records of seafarers' daily hours of work or rest	416	5.3	419	5.2
Electrical	361	4.6	434	5.4
Cleanliness of engine room	317	4.1	293	3.6
Sanitary Facilities	273	3.5	280	3.5

MLC detainable deficiencies top 5

MLC detainable deficiencies	2016		2017	
	Detainable deficiencies	% Total detainable deficiencies	Detainable deficiencies	% Total detainable deficiencies
Wages	63	13.4	50	11.5
Seafarers' employment agreement (SEA)	57	12.2	40	9.2
Calculation and payment of wages	31	6.6	14	3.2
Cleanliness of engine room	24	5.1	17	3.9
Sanitary Facilities	22	4.7	21	4.8



Detentions of ships with RO related detainable deficiencies per Recognized Organization 2017

(CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

Recognized Organization	Abbr	Total number of inspections	Number of individual ships inspected*	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2017 (0-41)	Detention % of individual ships	+/- Percentage of Average Indiv, 2017. (0-47)
American Bureau of Shipping	ABS	2,064	1,950	1	0.05	-0.35	0.05	-0.41
ASIA Classification Society	ASIA	18	14	-	-	-0.40	-	-0.46
Bulgarian Register of Shipping	BRS	80	51	2	2.50	2.10	3.92	3.47
Bureau Veritas	BV	3,790	3,205	9	0.24	-0.16	0.28	-0.18
China Classification Society	CCS	295	277	-	-	-0.40	-	-0.46
Columbus American Register	COLAMREG	19	14	2	10.53	10.13	14.29	13.83
Cosmos Marine Bureau Inc.	CMB	16	9	-	-	-0.40	-	-0.46
Croatian Register of Shipping	CRS	53	46	1	1.89	1.49	2.17	1.72
DNV GL AS	DNVGL	6,135	5,371	6	0.10	-0.30	0.11	-0.34
Dromon Bureau of Shipping	DBS	179	114	3	1.68	1.28	2.63	2.18
Hellenic Register of Shipping	HRS	17	14	-	-	-0.40	-	-0.46
Indian Register of Shipping	IRS	38	34	-	-	-0.40	-	-0.46
Intermaritime Certification Services, ICS Class	ICS	66	48	3	4.55	4.15	6.25	5.79
International Naval Surveys Bureau	INSB	210	143	4	1.90	1.51	2.80	2.34
International Register of Shipping	IS	91	66	7	7.69	7.30	10.61	10.15
Iranian Classification Society	IRCS	15	15	-	-	-0.40	-	-0.46
Isthmus Bureau of Shipping, S.A.	IBS	39	33	1	2.56	2.17	3.03	2.57
Korean Register of Shipping	KRS	414	387	-	-	-0.40	-	-0.46
Lloyd's Register	LR	4,187	3,732	6	0.14	-0.25	0.16	-0.30
Macosnar Corporation	MC	43	32	1	2.33	1.93	3.13	2.67
Maritime Bureau of Shipping	MBS	31	19	2	6.45	6.06	10.53	10.07
Maritime Lloyd	ML	56	29	3	5.36	4.96	10.34	9.89
Mediterranean Shipping Register	MSR	61	32	2	3.28	2.88	6.25	5.79
National Shipping Adjuster Inc.	NASHA	72	51	2	2.78	2.38	3.92	3.47
Nippon Kaiji Kyokai	NKK	2,847	2,613	5	0.18	-0.22	0.19	-0.27
Novel Classification Society S.A.	NCS	21	14	1	4.76	4.37	7.14	6.69
Other	OTHER	109	89	3	2.75	2.36	3.37	2.91
Overseas Marine Certification Services	OMCS	34	29	1	2.94	2.55	3.45	2.99
Panama Marine Survey and Certification Services Inc.	PMSCS	11	11	-	-	-0.40	-	-0.46
Panama Maritime Documentation Services	PMDS	60	52	-	-	-0.40	-	-0.46
Panama Register Corporation	PRC	11	10	-	-	-0.40	-	-0.46
Panama Shipping Registrar Inc.	PSR	41	30	6	14.63	14.24	20.00	19.54
Phoenix Register of Shipping	PHRS	169	106	2	1.18	0.79	1.89	1.43
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	187	140	3	1.60	1.21	2.14	1.69

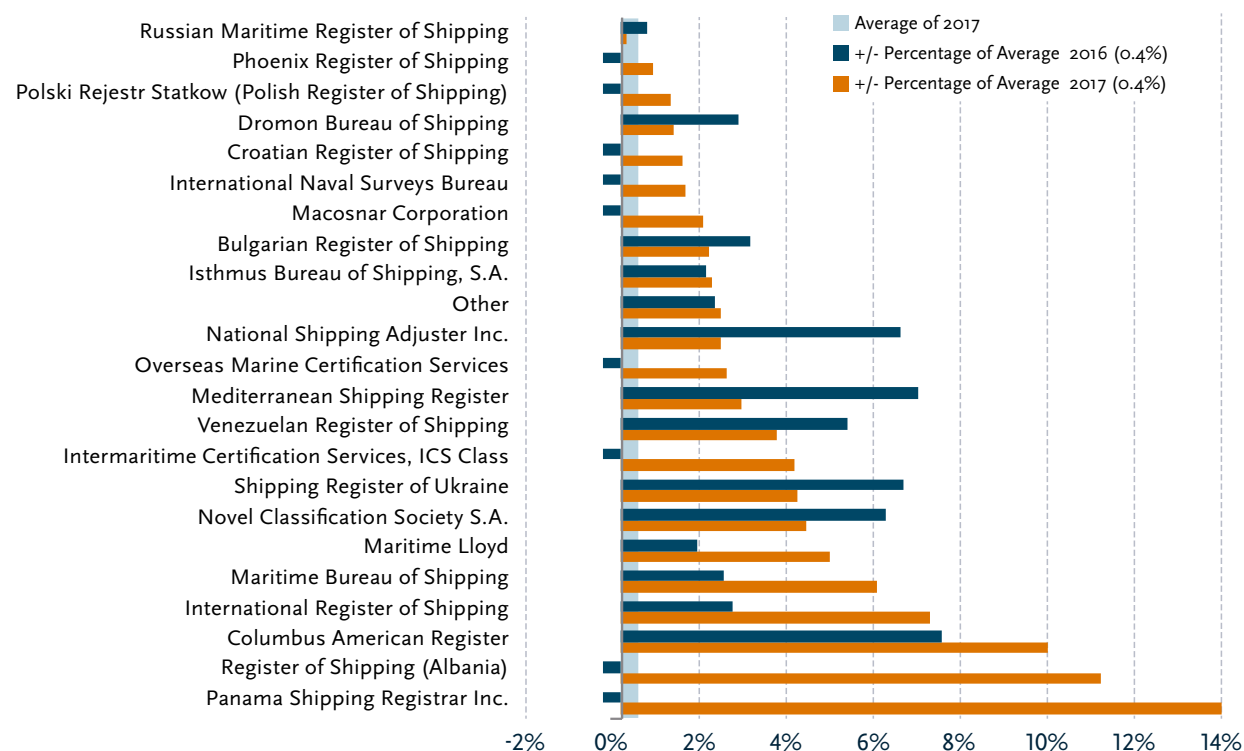
Recognized Organization	Abbr	Total number of inspections	Number of individual ships inspected**	Total number of detentions**	Detention % of total number of Inspections	+/- Percentage of Average 2017 (0.41)	Detention % of individual ships	+/- Percentage of Average Indiv, 2017. (0.47)
Register of Shipping (Albania)	RSA	17	14	2	11.76	11.37	14.29	13.83
RINA Services S.p.A.	RINA	1,467	1,213	3	0.20	-0.19	0.25	-0.21
Russian Maritime Register of Shipping	RMRS	924	755	5	0.54	0.15	0.66	0.21
Shipping Register of Ukraine	SRU	174	97	8	4.60	4.20	8.25	7.79
Turkish Lloyd	TL	150	126	-	-	-0.40	-	-0.46
United Registration and Classification of Services	URACOS	16	11	-	-	-0.40	-	-0.46
Venezuelan Register of Shipping	VRS	49	34	2	4.08	3.69	5.88	5.43

* As more than one Recognized Organization might have issued or endorsed statutory certificates with regard to the same ship, an inspection can be relevant for more than one RO and might appear multiple times in this column.

** Only detentions with RO related detainable deficiencies are taken into account.

% of detentions of ships with RO related detainable deficiencies per Recognized Organization 2016-2017

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



* Only ROs with 10 and more port State control inspections in 2017 and with a detention percentage exceeding the average percentage of 0.4 are recorded in this graph. In 2016 the average detention percentage was 0.4.

* The light blue column represents the 2017 average detention percentage (0.4).

Recognized Organization performance table 2015-2017

Recognized Organization	RO abrev	Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level	
American Bureau of Shipping	ABS	5.866	2	135	99	-1.95	High	
Lloyd's Register	LR	12.554	9	277	225	-1.91		
DNV GL AS	DNVGL	16.014	16	350	291	-1.88		
Bureau Veritas	BV	11.376	23	253	202	-1.76		
Korean Register of Shipping	KRS	1.142	1	31	15	-1.75		
RINA Services S.p.A.	RINA	4.071	10	97	66	-1.65		
Nippon Kaiji Kyokai	NKK	8.305	24	188	145	-1.64		
China Classification Society	CCS	834	1	24	10	-1.58		
Turkish Lloyd	TL	525	1	16	5	-1.00		
Russian Maritime Register of Shipping	RMRS	3.033	22	74	47	-0.96		
Phoenix Register of Shipping	PHRS	353	2	12	2	-0.10		
International Naval Surveys Bureau	INSB	576	6	18	5	0.04		Medium
Indian Register of Shipping	IRS	95	0	5	0	0.15		
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	484	6	15	4	0.17		
Panama Maritime Documentation Services	PMDS	153	1	6	0	0.19		
Croatian Register of Shipping	CRS	146	1	6	0	0.21		
Panama Register Corporation	PRC	66	0	4	0	0.22		
Isthmus Bureau of Shipping, S.A.	IBS	125	2	6	0	0.42		
Other	OTHER	324	6	11	2	0.45		
Macosnar Corporation	MC	98	2	5	0	0.51		
Dromon Bureau of Shipping	DBS	477	10	15	4	0.54		
Overseas Marine Certification Services	OMCS	83	2	4	0	0.57		
Maritime Lloyd - Georgia	ML	145	5	6	0	0.82		
Mediterranean Shipping Register	MSR	104	4	5	0	0.84		
Maritime Bureau of Shipping	MBS	102	4	5	0	0.85		
Register of Shipping (Albania)	RSA	65	3	4	0	0.86		
Intermaritime Certification Services, ICS Class	ICS	152	6	6	0	0.94		
Bulgarian Register of Shipping	BRS	257	9	9	1	0.96	Low	
Columbus American Register	COLAMREG	69	4	4	0	1.19		
Venezuelan Register of Shipping	VRS	159	7	7	0	1.19		
National Shipping Adjuster Inc.	NASHA	177	9	7	0	1.78	Very Low	
International Register of Shipping	IS	298	16	10	1	2.46		
Shipping Register of Ukraine	SRU	556	28	17	5	2.64		
Panama Shipping Registrar Inc.	PSR	75	6	4	0	2.74		

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black List. However, the values for P and Q are adjusted to P=0.02 and Q=0.01.

Performance of recognized organizations is measured over a 3-year rolling period.

Number of certificates covering RO responsible detainable deficiencies 2017

Recognized Organization	RO abbrev	Certificates	Total number of RO of RO detainable deficiencies	% deficiencies / certificates
American Bureau of Shipping	ABS	18,262	1	0.01
Bulgarian Register of Shipping	BRS	745	4	0.54
Bureau Veritas	BV	32,462	18	0.06
China Classification Society	CCS	2,949	0	0.00
Croatian Register of Shipping	CRS	590	1	0.17
DNV GL AS	DNVGL	46,047	25	0.05
Dromon Bureau of Shipping	DBS	2,133	7	0.33
Indian Register of Shipping	IRS	335	0	0.00
Intermaritime Certification Services, ICS Class	ICS	528	10	1.89
International Naval Surveys Bureau	INSB	1,953	18	0.92
International Register of Shipping	IS	990	30	3.03
Isthmus Bureau of Shipping, S.A.	IBS	252	5	1.98
Korean Register of Shipping	KRS	4,030	0	0.00
Lloyd's Register	LR	31,124	14	0.04
Macosnar Corporation	MC	328	1	0.30
Maritime Bureau of Shipping	MBS	355	5	1.41
Maritime Lloyd	ML	582	3	0.52
Mediterranean Shipping Register	MSR	595	4	0.67
National Shipping Adjuster Inc.	NASHA	732	5	0.68
Nippon Kaiji Kyokai	NKK	29,348	17	0.06
Other	OTHER	500	7	1.40
Overseas Marine Certification Services	OMCS	202	1	0.50
Panama Maritime Documentation Services	PMDS	217	0	0.00
Panama Shipping Registrar Inc.	PSR	423	24	5.67
Phoenix Register of Shipping	PHRS	1,507	5	0.33
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1,620	4	0.25
RINA Services S.p.A.	RINA	11,699	3	0.03
Russian Maritime Register of Shipping	RMRS	9,367	10	0.11
Shipping Register of Ukraine	SRU	1,871	18	0.96
Turkish Lloyd	TL	737	0	0.00
Venezuelan Register of Shipping	VRS	441	2	0.45

Flags on the “Black List” in combination with Recognized Organizations that act on their behalf with a combined lower performance 2015-2017

“Black” flags with corresponding RO with an excess factor ≥ 0.50 detentions period 2015-2017

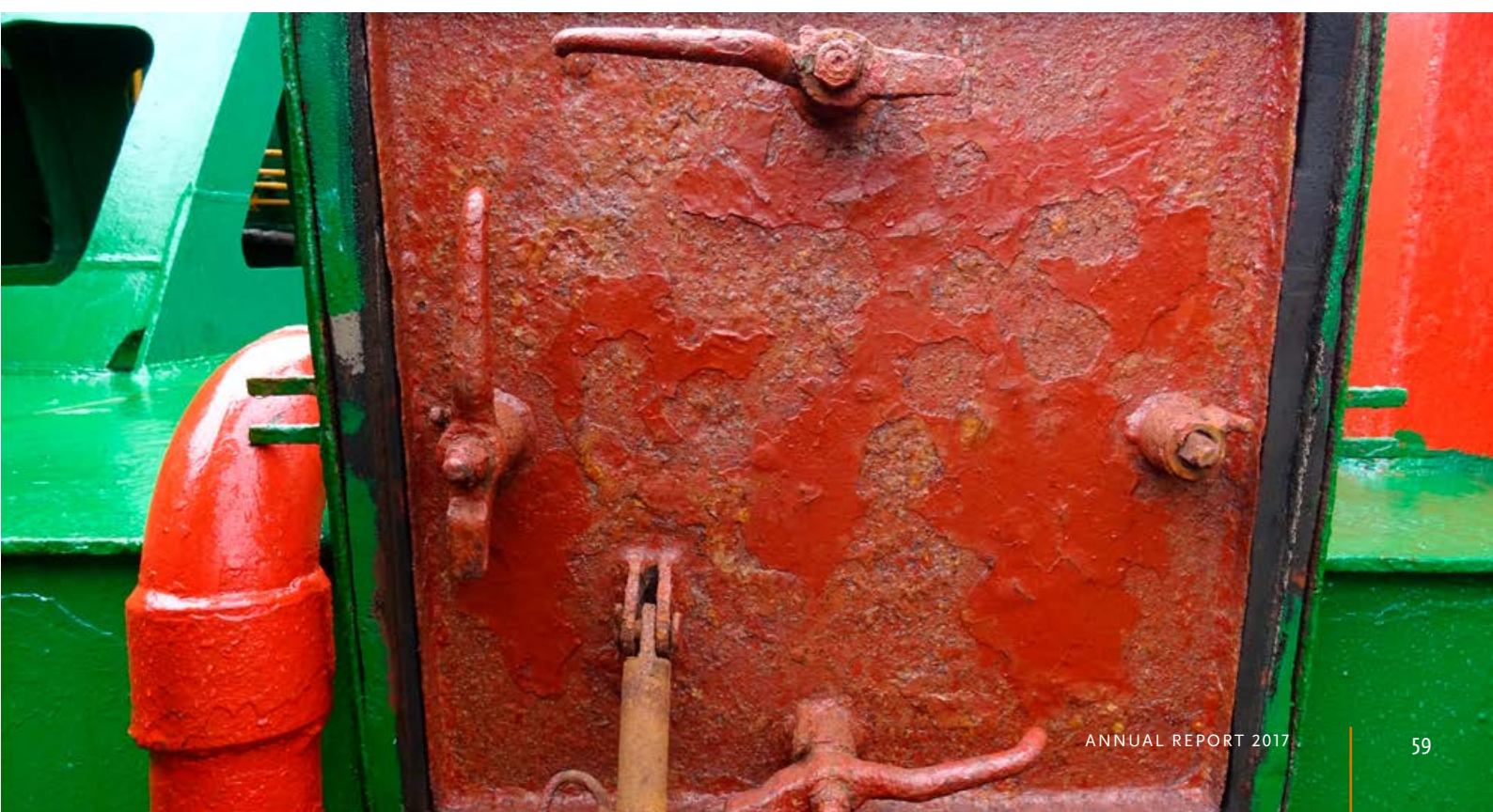
Flag State	Recognized Organization	Nr of Inspections	Inspections with detentions	Detentions %	(+/-) Average det 4-29
Belize	Dromon Bureau of Shipping	17	1	5.88	1.59
Comoros	Shipping Register of Ukraine	19	1	5.26	0.97
	Venezuelan Register of Shipping	18	1	5.56	1.26
Moldova, Republic of	Bulgarian Register of Shipping	23	1	4.35	0.06
	Maritime Bureau of Shipping	22	1	4.55	0.25
	Maritime Lloyd	21	1	4.76	0.47
	Shipping Register of Ukraine	30	2	6.67	2.37
Palau	Mediterranean Shipping Register	34	2	5.88	1.59
	International Register of Shipping	35	2	5.71	1.42
Saint Kitts and Nevis	Shipping Register of Ukraine	23	0	0.00	-4.29
	International Register of Shipping	27	2	7.41	3.11
Sierra Leone	Dromon Bureau of Shipping	99	1	1.01	-3.28
Tanzania, United Republic of	Maritime Lloyd	32	2	6.25	1.96
	Shipping Register of Ukraine	40	4	10.00	5.71
	Venezuelan Register of Shipping	11	0	0.00	-4.29
	Mediterranean Shipping Register	23	0	0.00	-4.29
Togo	Columbus American Register	19	2	10.53	6.23
	Dromon Bureau of Shipping	41	1	2.44	-1.85
	Shipping Register of Ukraine	21	0	0.00	-4.29
	Venezuelan Register of Shipping	16	1	6.25	1.96
Ukraine	Shipping Register of Ukraine	26	1	3.85	-0.45
Vanuatu	Bulgarian Register of Shipping	32	1	3.13	-1.17

Note: Criteria were developed to identify flag States and Recognized Organizations acting on their behalf that jointly have a lower performance. The targeted flags are the flags placed on the “Black List”. The targeted Recognized Organizations are ROs which act on behalf of a flag on the “Black List” and have an excess factor of ≥ 0.50 on the RO performance list in combination with ≥ 10 inspections for this flag.

RO's with corresponding Black Flags with an average detention percentage ≥ 4.29 period 2015-2017

Recognized Organization	Flag State	Nr of Inspections	Inspections with detentions	Detentions %	(+/-) Average det 4-29
Bulgarian Register of Shipping	Moldova, Republic of	23	1	4.35	0.06
Columbus American Register	Togo	19	2	10.53	6.23
Dromon Bureau of Shipping	Belize	17	1	5.88	1.59
International Register of Shipping	Saint Kitts and Nevis	27	2	7.41	3.11
	Palau	35	2	5.71	1.42
Maritime Bureau of Shipping	Moldova, Republic of	22	1	4.55	0.25
Maritime Lloyd	Moldova, Republic of	21	1	4.76	0.47
	Tanzania, United Republic of	32	2	6.25	1.96
Shipping Register of Ukraine	Comoros	19	1	5.26	0.97
	Moldova, Republic of	30	2	6.67	2.37
	Tanzania, United Republic of	40	4	10.00	5.71
Venezuelan Register of Shipping	Comoros	18	1	5.56	1.26
	Togo	16	1	6.25	1.96
Mediterranean Shipping Register	Moldova, Republic of	34	2	5.88	1.59

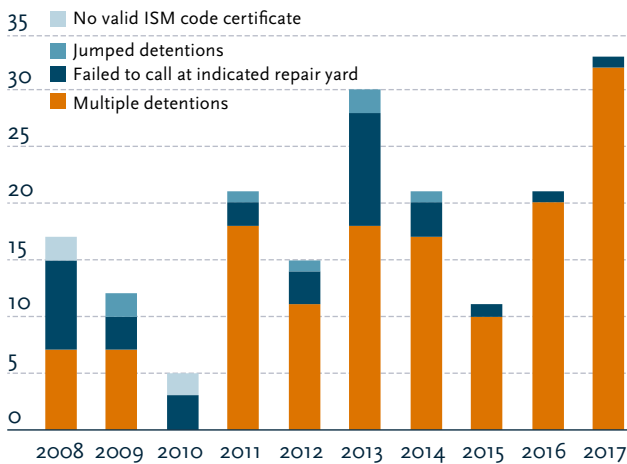
Note: To identify the poorest performing Recognized Organizations the average detention rate 4.29 of the lower performing combinations of flags and ROs has been used as a limit. The outcome is a list of Recognized Organizations which performance on behalf of a flag on the Black List is poorer than the average performance of ROs performing below average.



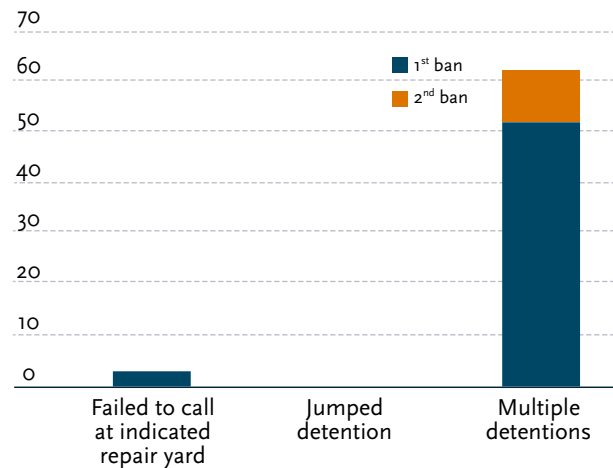
Refusal of access (banning) per flag 2015-2017

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions			Total Banned
			1 st ban	2 nd ban	3 rd ban	
Albania	-	-	1	-	-	1
Belize	-	-	1	-	-	1
Cambodia	1	-	-	-	-	1
Comoros	-	-	7	-	-	7
Cook Islands	-	-	1	-	-	1
Liberia	1	-	-	-	-	1
Moldova, Republic of	-	-	10	3	-	13
Palau	-	-	1	-	-	1
Panama	1	-	-	-	-	1
Saint Kitts and Nevis	-	-	3	-	-	3
Saint Vincent and the Grenadines	-	-	1	1	-	2
Sierra Leone	-	-	1	1	-	2
Tanzania, United Republic of	-	-	13	1	-	14
Togo	-	-	12	3	-	15
Vanuatu	-	-	1	1	-	2
Total	3	-	52	10	-	65

Refusal of access 2008-2017



2015-2017

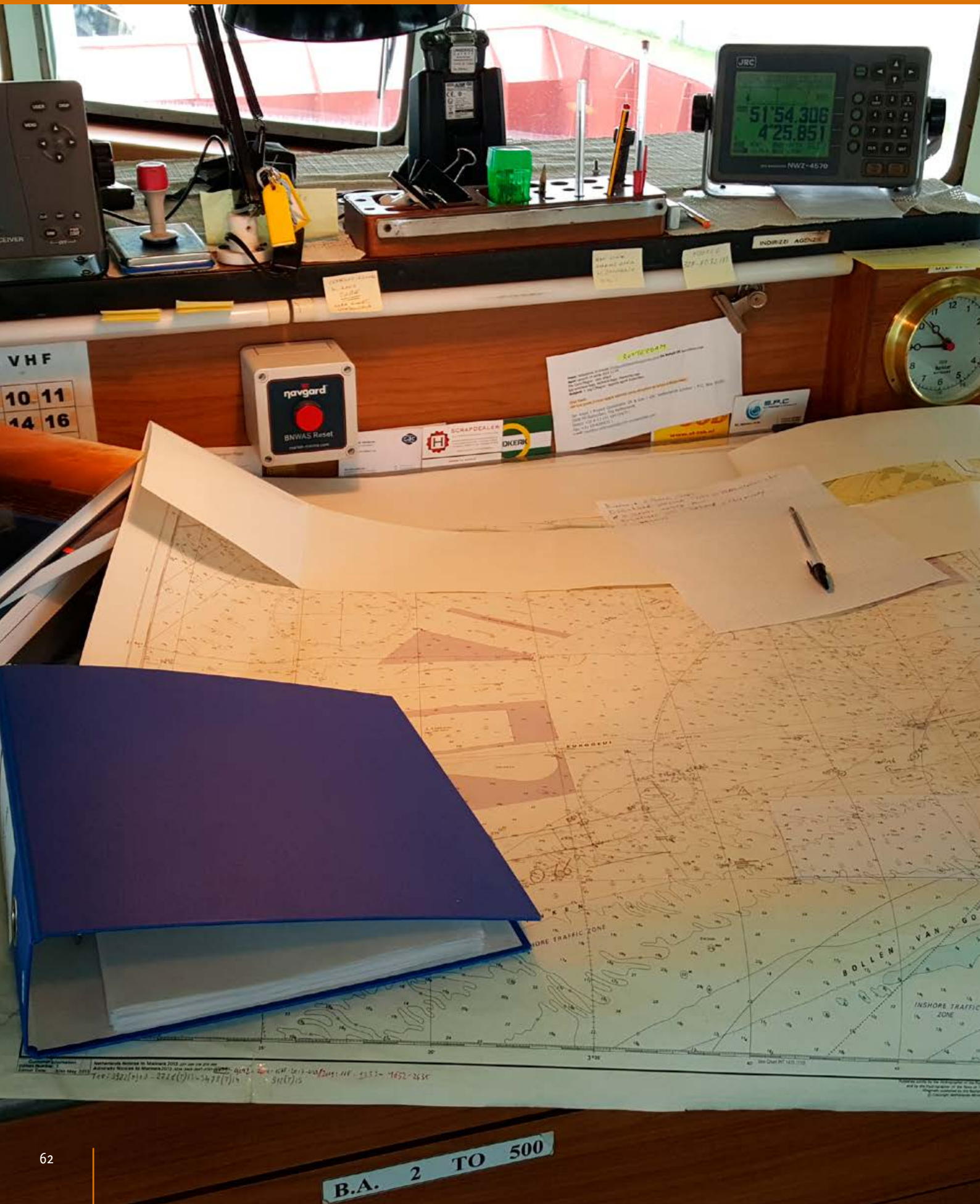


CIC 2017 Safety of Navigation

Number of ships inspected during CIC	Nr of individual ships inspected during CIC	Nr of inspections performed with a CIC questionnaire	Nr of inspections without a CIC questionnaire
Inspections	4,217	4,027	261
Inspections with detentions	146	137	9
Detentions with CIC-topic related deficiencies	47	47	0

Number of inspections performed per ship during CIC	Nr of ships	% of total
1	4,015	99.9
2	6	1.0
3	0	0.0
Total	4,021	100.0





B.A. 2 TO 500

CIC 2017 Safety of Navigation

Ship type	Nr of inspections	Nr of detentions	Detention as % of inspections	Detentions CIC-topic related	Detentions CIC-topic related as % of inspections
Bulk carrier	883	28	3.2	8	0.9
Chemical tanker	426	6	1.4	2	0.5
Combination carrier	1	0	0.0	0	0.0
Commercial yacht	33	2	6.1	1	3.0
Container	405	10	2.5	3	0.7
Gas carrier	89	3	3.4	1	1.1
General cargo/multipurpose	1,155	69	6.0	25	2.2
Heavy load	13	0	0.0	0	0.0
High speed passenger craft	2	0	0.0	0	0.0
NLS tanker	8	0	0.0	0	0.0
Offshore supply	106	4	3.8	2	1.9
Oil tanker	398	7	1.8	4	1.0
Other	57	0	0.0	0	0.0
Other special activities	89	1	1.1	0	0.0
Passenger ship	39	0	0.0	0	0.0
Refrigerated cargo	52	1	1.9	0	0.0
Ro-Ro cargo	172	2	1.2	0	0.0
Ro-Ro passenger ship	20	3	15.0	1	5.0
Special purpose ship	25	1	4.0	0	0.0
Tug	54	0	0.0	0	0.0
Total	4,027	137	3.4	47	1.2

Explanatory note – “White”, “Grey” and “Black List”

The normative listing of Flags provides an independent categorization that has been prepared on the basis of Paris MoU port State inspection results over a 3-year period, based on binomial calculus.

The performance of each Flag 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 system, the ‘black to grey’ and the ‘grey to white’ limit, each with its own specific formula:

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

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

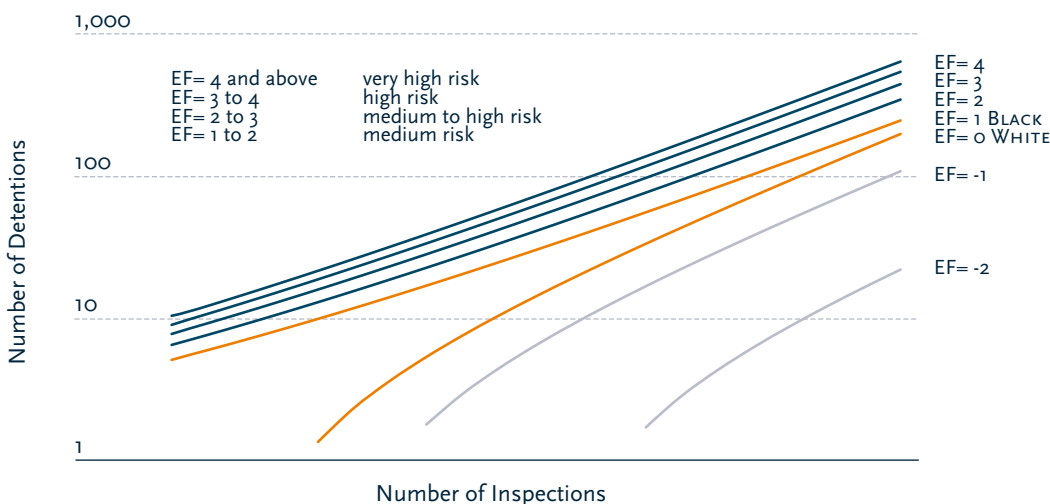
In the formula “N” is the number of inspections, “p” is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and “z” is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result “u” is the allowed number of detentions 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 is positioned between the two, the Flag 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 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 of the White, Grey or Black List. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%. The White/Grey/Black Lists have been calculated in accordance with the principles above*.

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



* Explanatory notes can be found on www.parismou.org/publications

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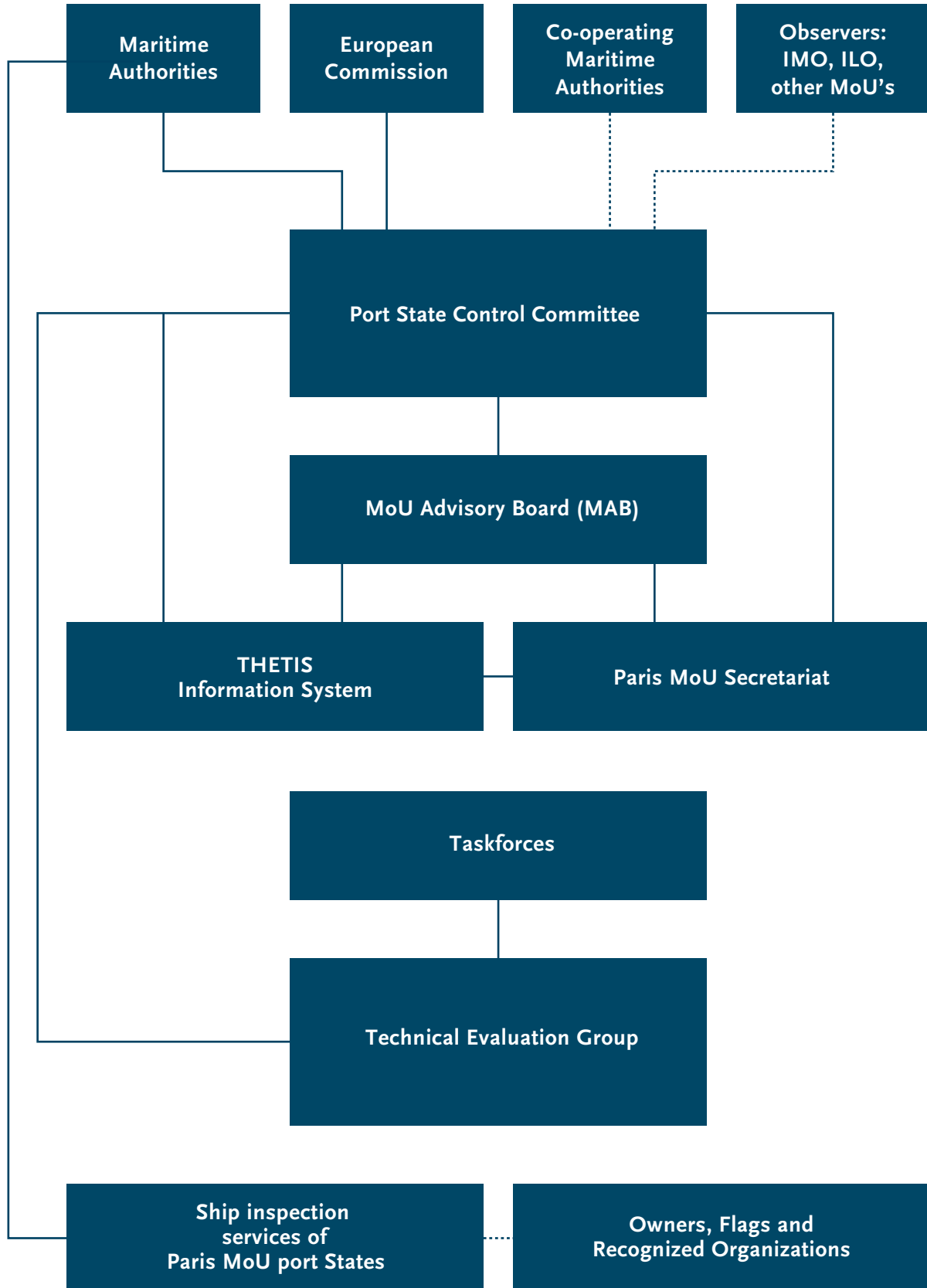
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Paris MoU fact sheet – organizational structure



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Paris MoU



on Port State Control

