

ANNUAL REPORT

ON

PORT STATE CONTROL

IN THE ASIA-PACIFIC REGION

2013



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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2013**.

The year 2013 is the 20th anniversary of the Tokyo MOU. During the last two decades, the Tokyo MOU has achieved remarkable developments and progress on port State Control in the Asia-Pacific region. Taking this opportunity, we wish to thank the Port State Control Committee and the Authorities of the Tokyo MOU for the great efforts and contribution made. Furthermore, we would like to congratulate all PSC officers in the region on the dedicated and professional work done. We would like also to express our appreciation to IMO, ILO and other regional PSC regimes for the support and co-operation rendered.

This annual report provides a summary of the port State control developments and activities of the Tokyo MOU in 2013. In addition, the report also includes port State control statistics and analysis on the results of inspections carried out by member Authorities during the year.

The Tokyo MOU will make the twenty years achievement as a new start point and take every challenge positively in the years to come. The Tokyo MOU will continue its endeavour and commitment for further enhancement and improvement of PSC activities so as to achieve the ultimate objective of elimination of sub-standard ships throughout the region.

Abdul Samad Bin Shaik Osman
Chairman
Port State Control Committee

Mitsutoyo Okada
Secretary
Tokyo MOU Secretariat

CONTENTS

	page
OVERVIEW	
General introduction	1
Review of year 2013	2
The Port State Control Committee	3
Technical Working Group (TWG)	6
The Asia-Pacific Computerized Information System (APCIS)	7
Training and seminars for port State control officers	8
Co-operation with other regional port State control agreements	11
 PORT STATE CONTROL UNDER THE TOKYO MOU, 2013	
Inspections	13
Detentions	13
Deficiencies	14
Overview of port State control results 2003-2013	15
 ANNEX 1 -- STATUS OF THE RELEVANT INSTRUMENTS	22
 ANNEX 2 -- PORT STATE INSPECTION STATISTICS	25
Statistics for 2013	25
Summary of port State inspection data 2011-2013	35
 ANNEX 3 -- ORGANIZATION STRUCTURE OF THE TOKYO MOU	53
 Explanatory Note on the Black-Grey-White Lists	54

LIST OF FIGURES AND TABLES

	page
Figure 1	Inspection percentage 16
Figure 2	Port State inspections - contribution by Authorities 16
Figure 3	Type of ship inspected 17
Figure 4	Detentions per flag 17
Figure 5	Detention per ship type 18
Figure 6	Deficiencies by main categories 18
Figure 7	Most frequent detainable deficiencies 19
Figure 8	No. of inspections 20
Figure 9	Inspection percentage 20
Figure 10	No. of inspections with deficiencies 20
Figure 11	No. of deficiencies 21
Figure 12	No. of detentions 21
Figure 13	Detention percentage 21
Figure 14	Comparison of inspections per ship type 41
Figure 15	Comparison of detentions per ship type 41
Figure 16	Comparison of inspections with deficiencies per ship type 43
Figure 17	Comparison of number of deficiencies by main categories 49
Figure 18	Comparison of most frequent detainable deficiencies 51
Table 1	Status of the relevant instruments 22
Table 1a	Status of MARPOL 73/78 24
Table 2	Port State inspections carried out by Authorities 25
Table 2a	Port State inspections on maritime security 26
Table 3	Port State inspections per flag 27
Table 4	Port State inspections per ship type 30
Table 5	Port State inspections per recognized organization 31
Table 6	Deficiencies by categories 34
Table 7	Black – Grey – White Lists 35
Table 8	Inspections and detentions per flag 37
Table 9	Inspections and detentions per ship type 42
Table 10	Inspections with deficiencies per ship type 44
Table 11	Inspections and detentions per recognized organization 45
Table 12	Performance of recognized organization 47
Table 13	Comparison of deficiencies by categories 50
Table 14	Comparison of most frequent detainable deficiencies 52

OVERVIEW

GENERAL INTRODUCTION

The Annual Report on Port State Control in the Asia-Pacific Region is published under the auspices of the Port State Control Committee of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU). This annual report is the nineteenth issue and covers port State control activities and developments in the year 2013.

The Memorandum was concluded in Tokyo on 1 December 1993. The following maritime Authorities in the Asia-Pacific region are the signatories to the Memorandum: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Solomon Islands, Thailand, Vanuatu and Viet Nam. The Memorandum came into effect on 1 April 1994.

In accordance with the provisions of the Memorandum, the Authorities which have signed and formally accepted the Memorandum or which have been accepted with unanimous consent of the Port State Control Committee would become full members. Currently, the Memorandum has 19 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Republic of the Marshall Islands, New Zealand, Papua New Guinea, the Philippines,

the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. A maritime Authority which declared the clear intention to fully adhere to the Memorandum within a three-year period would be accepted as a co-operating member with unanimous consent of the Port State Control Committee. Peru is participating in the Tokyo MOU as a co-operating member Authority at the moment.

The main objective of the Memorandum is to establish an effective port State control regime in the Asia-Pacific region through co-operation of its members and harmonization of their activities, to eliminate substandard shipping so as to promote maritime safety, to protect the marine environment and to safeguard working and living conditions on board ships.

The Port State Control Committee established under the Memorandum monitors and controls the implementation and on-going operation of the Memorandum. The Committee consists of representatives of the member Authorities, co-operating member Authorities and observers. The observer status has been granted the following maritime Authorities and the inter-governmental organizations by the Committee: Democratic People's Republic of Korea, Macao (China), Solomon Islands, United States Coast Guard, the International Maritime Organization (IMO), the International Labour Organization (ILO), the Paris MOU, the Viña del Mar Agreement, the Indian Ocean

MOU and the Black Sea MOU. The Secretariat of the Memorandum is located in Tokyo, Japan.

For the purpose of the Memorandum, the following instruments are the basis for port State control activities in the region:

- the International Convention on Load Lines, 1966;
- the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended;
- the International Convention for the Safety of Life at Sea, 1974, as amended;
- the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
- the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974;
- the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, as amended;
- the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended;
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- the International Convention on Tonnage Measurement of Ships,

1969;

- the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147);
- the Maritime Labour Convention, 2006; and
- the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001.

REVIEW OF YEAR 2013

Year 2013 is the 20th anniversary of the successful conclusion of the Tokyo MOU. A celebration event was organized in Tokyo during the twenty-fourth meeting of the Port State Control Committee, where Mr. Ryuji Masuno, Vice-Minister for International Affairs, Ministry of Land, Infrastructure, Transport and Tourism of Japan made an opening address; Mr. Koji Sekimizu, Secretary-General of IMO, as the guest of honor, delivered a key note speech; Mr. Mitsutoyo Okada, Secretary, Tokyo MOU Secretariat, also made a key note presentation; and Mr. Mick Kinley, Deputy Chief Executive Officer of the Australian Maritime Safety Authority (AMSA), representing the member Authorities, Mr. Richard Schiferli, General Secretary of the Paris MOU Secretariat, representing observers and Mr. Takuya Yoneya, Executive Vice President of the Nippon Kaiji Kyokai (ClassNK), representing the industry made congratulation speeches. The Tokyo MOU is proud of its great achievement attained in the last two decades.

After two years of consideration and development, the Tokyo MOU adopted a new inspection regime (NIR) for ship targeting,

which was scheduled for implementation from 2014. In line with the request by the Ministers at the 2nd Joint Ministerial Conference of the Paris and Tokyo Memoranda to harmonize PSC procedures to the highest level between the two regions, the Tokyo MOU NIR was developed in the same approach as that of the Paris MOU. Under the NIR, high risk ships would be subject to more frequent inspections while the quality/low risk ships would be awarded with a wider interval for inspections. All relevant information about NIR is available in the Tokyo MOU web-site.

Based on the scheme adopted for exchange views and carrying out dialogues with the industry, two further open forums were organized along with the Port State Control Committee meetings in Singapore and Japan respectively. The forum with the industry in Singapore was attended by the International Association of Classification Societies (IACS), the Association of Asian Classification Society (ACS), INTERCARGO, INTERTANKO, the International Chamber of Shipping and the International Shipping Federation (ICS/ISF), Asian Shipowners' Forum (ASF) and the Sporting Arms & Ammunition Manufacturers' Institute (SAAMI). The forum in Japan was held in conjunction with the celebration of the Tokyo MOU 20th anniversary and attended by representatives from IACS, ACS, INTERTANKO, INTERCARGO, ICS/ISF, ASF and Japan Shipowners Association (JSA).

The concentrated inspection campaign (CIC) on Propulsion and Auxiliary Machinery was conducted from 1 September to 30 November 2013. During the campaign period, a total of 8,257 PSC inspections were conducted by the member Authorities, of which 6,367 were related to a CIC inspection. There were a total of 282 detentions recorded during the CIC

inspections, among which 72 or 25.5% of them were detained as the direct results of the CIC. The CIC-topic related detention rate is 1.13% while the overall CIC detention rate 4.4%. A total of 1,842 CIC related deficiencies were recorded. The most significant deficiencies found during the campaign were related to the emergency sources of power and emergency lighting 468 (25.4%), main and auxiliary boilers and boiler feed system 319 (17.3%), protective arrangements for machinery to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards 278 (15.1%) and cleanliness of the engine room 276 (15%). The overall results of the CIC is generally satisfactory, however, given the fact that 25% of the detentions were CIC-topic related during the campaign period, the preliminary results highlight that propulsion and auxiliary machinery installations on board remain a challenge to keep under control. This campaign was carried out jointly with the Paris MOU and also with participation by regional PSC regimes of the Black Sea MOU, the Indian Ocean MOU, the Mediterranean MOU and the Viña del Mar Agreement.

THE PORT STATE CONTROL COMMITTEE

The Port State Control Committee had two sessions in 2013, i.e. PSCC23 and PSCC24 meetings.

The twenty-third meeting of the Port State Control Committee was held in Singapore from 21 to 24 January 2013. The meeting was hosted by the Maritime and Port Authority of Singapore (MPA). Due to resignation of the Chairman, the Vice Chairman, Mr. Abdul Samad Bin Shaik Osman, Principal Assistant Director, Maritime Industry Control Division, Marine Department Peninsular Malaysia,

chaired the meeting. The meeting was attended by representatives of the member Authorities of Australia, Chile, China, Fiji, Hong Kong (China), Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand and Viet Nam, co-operating member Authority of the Marshall Islands and observers of DRP Korea, Macao (China), the United States Coast Guard, the Black Sea MOU, the Indian Ocean MOU, the Paris MOU, the Viña del Mar Agreement and ILO.

The Committee considered and approved the new inspection regime (NIR). The Committee decided to implement the NIR from 1 January 2014, which would supersede the existing ship targeting system. The Committee further agreed to provide relevant information and explanation on the NIR to the industry and the general public for transparency and better understanding.

Mindful the entry into force of the Maritime Labour Convention (MLC) 2006 on 20 August 2013, the Committee considered and adopted the amendments to the Memorandum for inclusion of MLC as one of the relevant instruments under the Tokyo MOU. The Committee also approved the guidelines for PSC on MLC formally.

For the purpose of better planning, preparation, execution and analysis of concentrated inspection campaigns (CICs), the Committee considered and adopted a document of policy on CICs, which was harmonized with the Paris MOU. The Committee approved the arrangements for the CIC on Propulsion and Auxiliary Machinery which was scheduled to be carried out from 1 September to 30 November 2013 with the Paris MOU jointly. The Committee confirmed to conduct a joint CIC with the Paris MOU on Hours of Rest in 2014. The Committee agreed to keep liaison with the Paris MOU for the further CICs.



The twenty-third Committee meeting, Singapore, January 2013.

During the meeting, the Committee also gave consideration and made decisions on the following:

- assessment of performance of member Authorities;
- review of achievements and status of the action plan developed based on the strategic plan;
- approval of the new structure of the PSC Manual in principle;
- consideration of the list of possible topics for future forums with the industry; and
- releasing/dissemination of the Tokyo MOU detailed statistics to the industry and outside parties and individuals on a request basis.

As term of office of both the Chairman and the Vice-Chairman expired at the end of the PSCC23 meeting, the Committee unanimously elected Mr. Abdul Samad Bin Shaik Osman, Principal Assistant Director, Maritime Industry Control Division, Marine Department Peninsular Malaysia, as the Chairman and Mr. Carlos Fanta, Head of Port State Control Division, Directorate of Maritime Safety, Security and Operation, Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR) of Chile, as the Vice-Chairman for the next three meetings of the Committee.

The Port State Control Committee met in Tokyo, Japan, from 28 to 31 October 2013 for the twenty-fourth meeting. The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan hosted the meeting. The meeting was chaired by Mr. Abdul Samad Bin Shaik Osman, Principal Assistant Director, Maritime Industry Control Division, Marine



The twenty-fourth Committee meeting, Tokyo, October 2013.

Department Peninsular Malaysia. Representatives from the member Authorities of Australia, Chile, Canada, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand and Viet Nam, co-operating member Authorities of the Marshall Islands and Peru; and observers of Macao (China), the United States Coast Guard, the Black Sea MOU, the Indian Ocean MOU, the Paris MOU and the Viña del Mar Agreement attended the meeting.

The Committee considered the application for full membership by the Marshall Islands, which had participated in the Tokyo MOU as a Co-operating Member Authority for three years. Taking the report of a fact finding mission that confirmed full compliance with the qualitative membership criteria by the Marshall Islands into account, the Committee unanimously agreed to accept the Marshall Islands as the 19th Member Authority of the Tokyo MOU in accordance with provision of the Memorandum. The Committee adopted a set of amendments to the Memorandum, which include indication of membership of the Marshall Islands; inclusion of Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC PROT 1992) as a relevant instrument and provisions relating to the new inspection regime (NIR).

The Committee considered the final report on the results of the CIC on Fire Safety System (FSS) in 2012. The Committee approved the report and agreed to publish it on the MOU web-site. The Committee approved the arrangements for the CIC on STCW Hours of Rest that will be carried out from 1 September to 30 November 2014 with the Paris MOU

jointly. The Committee decided to conduct a joint CIC with the Paris MOU on Crew Familiarization and Enclosed Space Entry in 2015 and agreed in principle for a joint CIC on MLC with the Paris MOU in 2016. The Committee agreed to the changes to the policy on CICs adopted at the last meeting and approved it formally.

The Committee approved the amendments to the guidelines for the responsibility assessment of RO and adopted new PSC guidelines on Electronic Chart Display and Information System (ECDIS). The Committee discussed the situation of considerable increase of operation of cruise ships in the region in the recent years. The Committee agreed to consider development of PSC guidelines for inspection of cruise ships.

Moreover, the Committee discussed and took actions on issues relating to:

- implementation and evaluation of NIR;
- list of key performance indicators (KPIs);
- consideration of a possible future inter-regional ministerial conference; and
- awarding the winner of the best deficiency photo of the year.

The twenty-fifth meeting of the Port State Control Committee will be held in New Zealand in November 2014.

TECHICAL WORKING GROUP (TWG)

In conjunction with the Committee meetings, the sixth and seventh meetings of the Technical Working Group (TWG) were held in

Singapore, from 18 to 19 January 2013, and in Tokyo, Japan, from 25 to 26 October 2013 respectively. The TWG06 meeting was chaired by Mr. Christopher Lindesay, Principal Systems Officer, Australian Maritime Safety Authority, and the TWG07 meeting was chaired by Mr. Kenny Crawford, Manager, International and Coastal Shipping, Maritime New Zealand.

During the above mentioned TWG meetings, the following matters were discussed and the outcomes thereon were reported to the Committee:

- cases considered by the detention review panel;
- periodical revision of the PSC Manual;
- development and review of PSC guidelines;
- preparation and arrangements for on-going and upcoming CICs;
- reports of intersessional groups: advisory group on information exchange (AG-IE), intersessional group on batch protocol (IG-BP) and intersessional group on statistics (IG-Statistics);
- activities and operation of the APCIS system;
- management and maintenance of the coding system;
- analysis and statistics on PSC;
- information exchange with other regional PSC databases; and

- reports and evaluations of technical co-operation activities.

As term of office of both the Chairman and the Vice-Chairman expired at the end of the TWG06 meeting, the meeting unanimously elected Mr. Kenny Crawford of New Zealand and Mr. Nurur Rahman of Papua New Guinea as the Chairman and the Vice Chairman of TWG respectively for the next three sessions.

ASIA-PACIFIC COMPUTERIZED INFORMATION SYSTEM (APCIS)

For reporting and storing of port State inspection results and facilitating exchange of information in the region, a computerized database system, the Asia-Pacific Computerized Information System (APCIS), was established. The central site of the APCIS is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

The APCIS system is connected by member Authorities on-line or by batch protocol for searching ships for inspection and for inputting and transmitting inspection reports. The APCIS also supports on-line publication of PSC data on the Tokyo MOU web-site (<http://www.tokyo-mou.org>) on a real time basis. Based on data stored in the database, the APCIS produces annual and detailed PSC statistics.

For inter-regional information exchange, the APCIS has established deep hyperlinks with the databases of:

- THETIS of the Paris MOU;
- BSIS of the Black Sea MOU;
- IOCIS of the Indian Ocean MOU; and
- CIALA of the Viña del Mar Agreement.

Furthermore, the Tokyo MOU PSC data are also provided to GISIS and EQUASIS.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The third general training course for PSC officers was held in Yokohama, Japan, from 26 August to 20 September 2013. This was the ninth training course jointly organized by IMO and the Tokyo MOU. A total of 19 PSC officers participated in the training course. Twelve of them were from the Tokyo MOU Authorities of China, Fiji, Indonesia, Macao (China), Malaysia, New Zealand, the Philippines, the Russian Federation, the Solomon Islands, Thailand, Vanuatu

and Viet Nam. The other seven were invited by IMO, one each from the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU, the Riyadh MOU and the Viña del Mar Agreement. The course was conducted with the assistance by the Shipbuilding Research



Onboard training



Training course for PSC officers

Center of Japan (SRC).

The general training course consists of two-week classroom lectures which provided the participants with a wide range of lectures, main part of which was IMO conventions and regulations relevant to PSC implementation; and onboard training in the following two weeks. Experts from the Ministry of Land, Infrastructure, Transport and Tourism of Japan (MLIT), SRC and the Secretariat delivered



Onboard training

lectures on the relevant subjects. For the onboard training, participants were divided into eight groups to receive the practical training at ports of Yokohama, Niigata, Nagoya, Osaka, Kobe, Hiroshima, Takamatsu or Hakata respectively. In addition, a technical visit to a liferaft manufacturer was also arranged.

The twenty-first seminar for PSC officers and the Workshop on Effective Implementation of International Conventions were held in Busan, Republic of Korea, from 22 to 26 July 2013. The seminar was hosted by the Ministry of Oceans and Fisheries. Participants from Authorities of Australia, Canada, Chile, China, Fiji, Hong Kong

(China), Indonesia, Japan, the Republic of Korea, Macao (China), Malaysia, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam attended the seminar and the workshop.

The major topics of the seminar were the Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery, Guidelines for PSCOs on MLC 2006, Guidelines on lifeboat launching arrangements,

results of CIC on FSS and Introduction of New Inspection Regime (NIR). Experts from the Australian Maritime Safety Authority (AMSA), Transport Canada, DIRECTEMAR of Chile and MLIT of Japan made the comprehensive



The twenty-first seminar for PSC officers

and informative presentations on the relevant topics. Two case study sessions were also conducted to discuss the actual cases provided by Authorities or reviewed by the detention review panel. Preceded by the seminar, a Workshop on Effective Implementation of International Conventions was organized jointly by IMO and the Tokyo MOU. Experts from the Korean Register of Shipping designated by IMO delivered presentations on Introduction of IMO and its conventions, recent development on SOLAS, recent development on MARPOL, study of PSC detention and detainable deficiencies and PSCO decision support tool.

By the kind invitation of the Directorate General of Sea Transportation, the fourth specialized training course was organized in Jakarta, Indonesia, from 20 to 22 November 2013. The theme of this training course was International Code for the Security of Ships and Port Facilities (ISPS Code). Participants from Chile, Fiji, Indonesia, Macao (China),

Malaysia, the Philippines, Thailand and Viet Nam attended the training course. Experts from Japan and Indonesia made presentations at the course. The course received financial support provided by IMO.

There were three expert missions carried out in 2013. One mission was held in Port Moresby, Papua New Guinea, from 6 to 10 May 2013. Experts from New Zealand conducted the training. Another expert mission training was organized in Bangkok, Thailand, from 1 to 5 July 2013. Two experts from Japan were dispatched for the training. The third one was conducted in Suva, Fiji, from 12 to 16 August 2013 by experts from Singapore.

Nine PSC officer exchanges were done in 2013, namely one PSC officer from New Zealand to Japan, one from Australia to the Russian Federation, one from Hong Kong (China) to Canada, one from Canada to Australia, one from Singapore to China, one from the Russian Federation to Singapore,

one from Japan to New Zealand, one from Chile to Hong Kong (China) and one from the Republic of Korea to Chile. Currently, the PSC officers exchange programme is implemented among the Authorities of Australia, Canada, Chile, China, Hong Kong (China), Japan, the Republic of Korea, New Zealand, the Russian Federation and Singapore.



Specialized training course

The successful and effective implementation of technical co-operation programmes contributes the continuous achievements and improvements of the activities of Tokyo MOU. The Nippon Foundation kindly provided fund for the Tokyo MOU technical co-operation activities.

CO-OPERATION WITH OTHER REGIONAL PORT STATE CONTROL AGREEMENTS

Establishment and effective operation of regional co-operation regimes on port State control has formed a worldwide network for elimination of substandard shipping. Currently, there are a total of nine regional port State control agreements (MOUs) covering the major part of the world, namely:

- Abuja MOU
- Black Sea MOU
- Caribbean MOU
- Indian Ocean MOU
- Mediterranean MOU
- Paris MOU
- Riyadh MOU
- Tokyo MOU
- Viña del Mar Agreement

As one of the inter-governmental organizations (IGO) associated with IMO, the Tokyo MOU has attended the meetings of the Flag State Implementation (FSI) Sub-Committee since 2006. The Tokyo MOU Secretariat attended the twenty-first meeting of FSI in March 2013. Furthermore, representatives of the Tokyo MOU also presented at the sixth IMO Workshop for PSC MoU/Agreement Secretaries and Database Managers held from 2 to 4 July 2013.

In support of inter-regional collaboration on port State control, the Tokyo MOU holds an

observer status of the Paris MOU, the Caribbean MOU and the Indian Ocean MOU. In a similar manner, the Tokyo MOU has granted an observer status to the Paris MOU, the Indian Ocean MOU, the Viña del Mar Agreement and the Black Sea MOU.

The Tokyo MOU has established, and maintains, effective and close co-operation with the Paris MOU both at administrative and the technical levels. Representatives of the two Secretariats attend the Port State Control Committee meetings of each MOU on a regular basis. During the period of 2013, continuous efforts and further coordinated actions by the two Memoranda were made on the following:

- Adoption of harmonized policy on CICs;
- carrying out the joint CIC on Propulsion and Auxiliary Machinery 2013;
- preparation of the joint CICs on Hours of Rest 2014 and on Crew Familiarization and Enclosed Space Entry 2015;
- continuous submission to IMO on annual list of flags targeted by the Paris MOU, Tokyo MOU and the United States Coast Guard;
- continuous analysis of performance of flag and RO and submission of the outcome to IMO jointly; and
- liaison on assignment of common codes relating to MLC 2006.

A first expert mission training course on PSC



Expert mission training course for the Viña del Mar Agreement

was carried out in Guayaquil, Ecuador, from 11 to 22 March 2013, under the project of technical co-operation with the Viña del Mar Agreement. The course was co-organized by the Tokyo MOU, the Viña del Mar Agreement and IMO. Experts from the Tokyo MOU Authorities of Australia, Canada, Chile and Japan and an officer from the Tokyo MOU Secretariat were dispatched for conducting the training. A total of 18 participants from the Latin American Authorities and four other regional PSC regimes attended the course.

As continuation of technical co-operation with the

Indian Ocean MOU, AMSA initiated a new project for capacity building skills and expertise in the Indian Ocean region. The funding for this project was provided by Australia under the AusAID Public Sector Linkages Programme (PSLP). In accordance with the project, a first training course was held in Visakhapatnam in India from 2 to 13

December 2013. Experts from the Tokyo MOU Authorities of Australia, New Zealand and Japan and an officer from the Tokyo MOU Secretariat conducted the training. A total of 20 participants from the Indian Ocean MOU Authorities participated in the training course.



Expert mission training course for the Indian Ocean MOU

PORT STATE CONTROL UNDER THE TOKYO MOU, 2013

INSPECTIONS

In 2013, 31,018 inspections, involving 16,861 individual ships, were carried out on ships registered under 98 flags. Figure 2 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. Out of 31,018 inspections, there were 18,790 inspections where ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 23,936*, the inspection rate in the region was approximately 70%** in 2013 (see Figure 1). It is notable that the trend of increase of number of inspections and inspection rate has been maintained.

Information on inspections according to ships' flag is shown in Table 3.



Figures summarizing inspections according to ship type are set out in Figure 3 and Table 4.

* Number of individual ships which visited the ports of the region during the year (the figure was provided by LLJ).

** The inspection rate is calculated by: number of individual ships inspected/number of individual ships visited.



Inspection results regarding recognized organizations are shown in Table 5.

DETENTIONS

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions. Such strong action is to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

In 2013, 1,395 ships registered under 66 flags were detained because of serious deficiencies found onboard. The detention rate of ships



inspected was 4.50%. The number of detentions and detention rate have decreased continuously during the past three years.

Figure 4 shows the detention rate by flag that had at least 20 port State inspections and whose detention rate was above the average regional rate. Figure 5 gives the detention rate by ship type. A newly introduced Figure 7 shows the most frequent detainable deficiencies found during inspections.

Black-grey-white list (Table 7) indicates levels of performance of flags during three-year rolling period. The black-grey-white list for 2011-2013 consists of 64 flags, whose ships were involved in 30 or more inspections during the period. The same 15 flags as the last year are in the black list. Tanzania only took two years for becoming the number one of the worst performance flag. The flags in the grey list increased from 17 to 19. Iran and

Jamaica by involving more than 30 inspections are newly shown in the grey list. The Philippines joined the grey list from the white list as the result of continuous increase of the detention rate. The white list includes 30 flags. Croatia improved its performance and became a member of the flags in the white list.

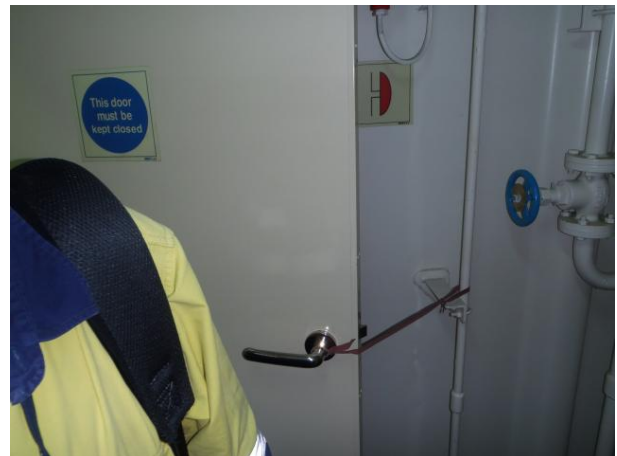
List of under-performing ships (i.e. ships were detained three or more times during previous twelve months) is published monthly. A total of 366 vessels, involving 68 individual ships, were published as the under-performing ships in 2013.

DEFICIENCIES

All conditions on board found not in compliance with the requirements of the relevant instruments by the port State control officers were recorded as deficiencies and requested to be rectified.

A total of 95,263 deficiencies were recorded in 2013. The deficiencies found are categorized and shown in Figure 6 and Table 6.

It has been noted that fire safety measures, safety of navigation and life-saving appliances





**OVERVIEW OF PORT STATE CONTROL
RESULTS 2003 – 2013**

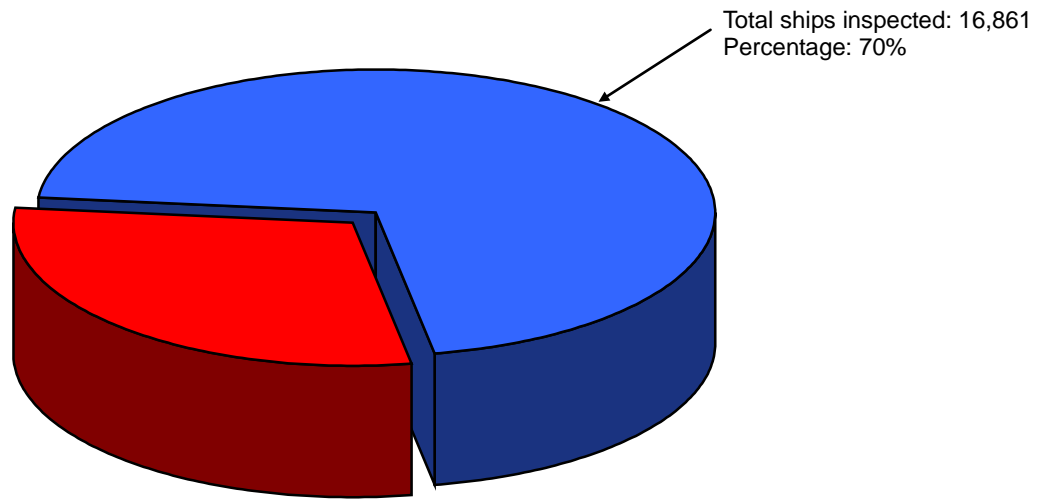
Figures 8-13 show the comparison of port State inspection results for 2003- 2013. These figures indicate the trends in port State activities and ship performance over the past eleven years.

continue to be the top three categories of deficiencies which are frequently discovered on ships. In 2013, 17,539 fire safety measures related deficiencies, 16,275 safety of navigation related deficiencies and 11,507 life-saving appliances related deficiencies were recorded, representing almost 50% of the total number of deficiencies.

The total number of deficiencies has decreased during the past two years. The number of deficiencies reduced by 5,067 in number or 5.32% in 2013. Although deficiencies under other categories decreased, deficiencies relating to Working and Living Conditions or Labour Conditions and MARPOL Annex V increased notably.



Figure 1: INSPECTION PERCENTAGE



Total individual ship visited: 23,936

Figure 2: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES

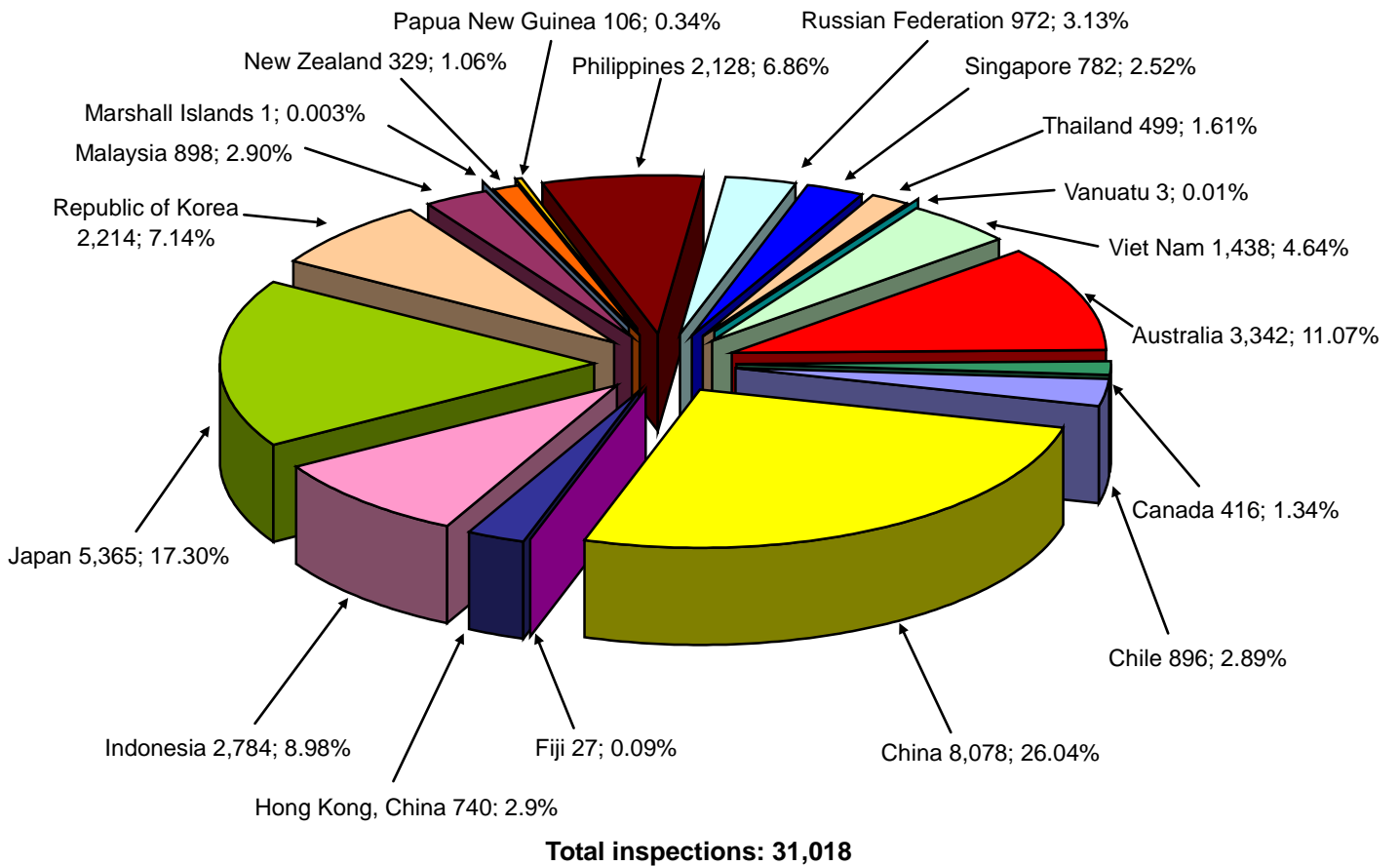


Figure 3: TYPE OF SHIP INSPECTED

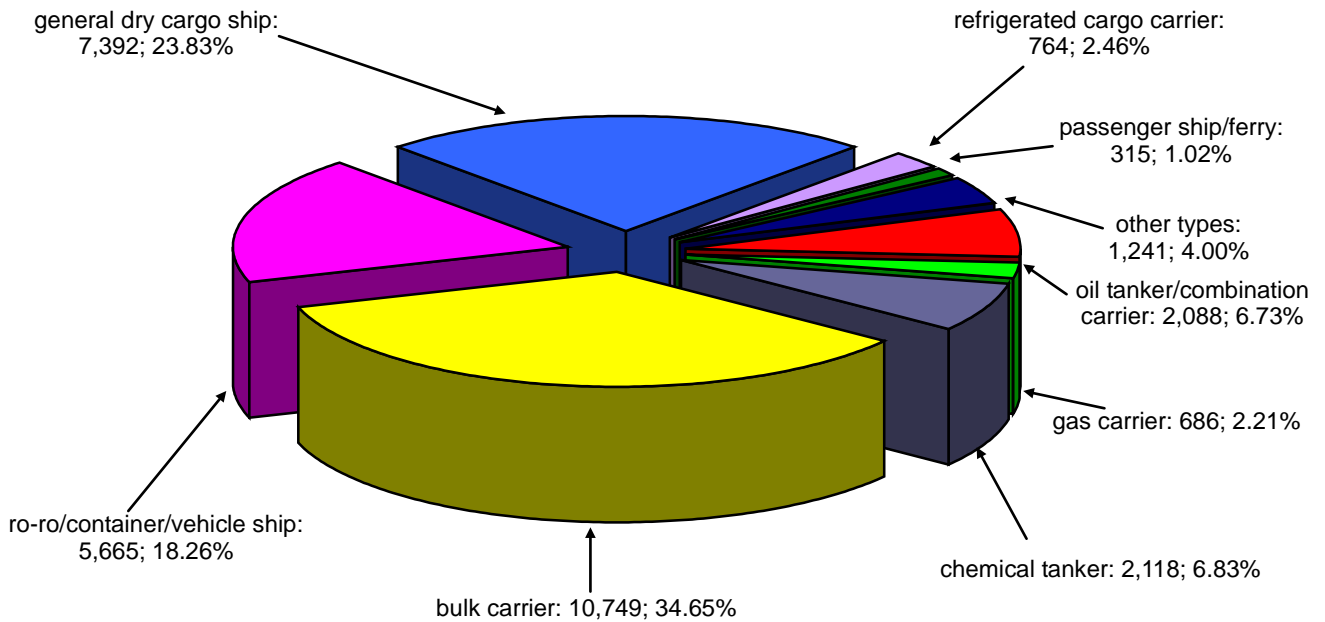
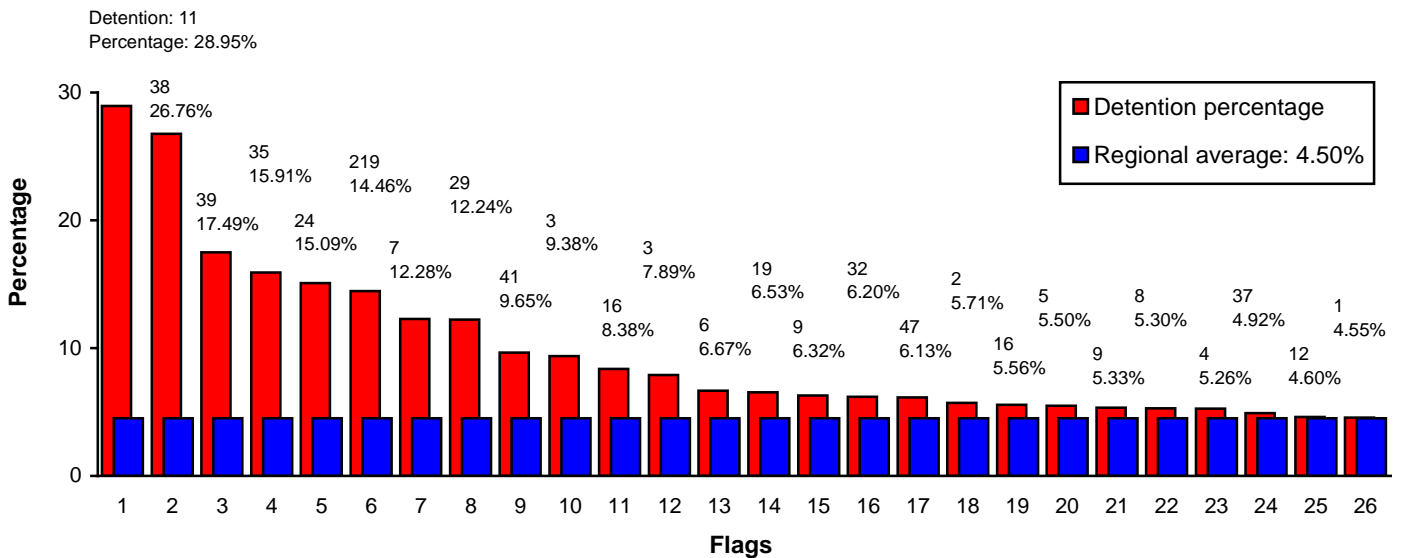


Figure 4: DETENTIONS PER FLAG



Flags:

- | | | | |
|--------------|------------------------------------|------------------------|------------------------------|
| 1. Tanzania | 2. Mongolia | 3. Sierra Leone | 4. Korea, Dem. People's Rep. |
| 5. Indonesia | 6. Cambodia | 7. Bangladesh | 8. Kiribati |
| 9. Belize | 10. Iran | 11. Philippines | 12. Saint Kitts and Nevis |
| 13. India | 14. Thailand | 15. Tuvalu | 16. Antigua and Barbuda |
| 17. Viet Nam | 18. Togo | 19. Russian Federation | 20. Vanuatu |
| 21. Italy | 22. St. Vincent and the Grenadines | 23. Turkey | 24. Malta |
| 25. Malaysia | 26. Switzerland | | |

Note: Flags listed above are those flags the ships of which were involved in at least 20 port State inspections and detention percentage of which are above the regional average detention percentage. The complete information on detentions by flag is given in Table 3.

Figure 5: DETENTION PER SHIP TYPE

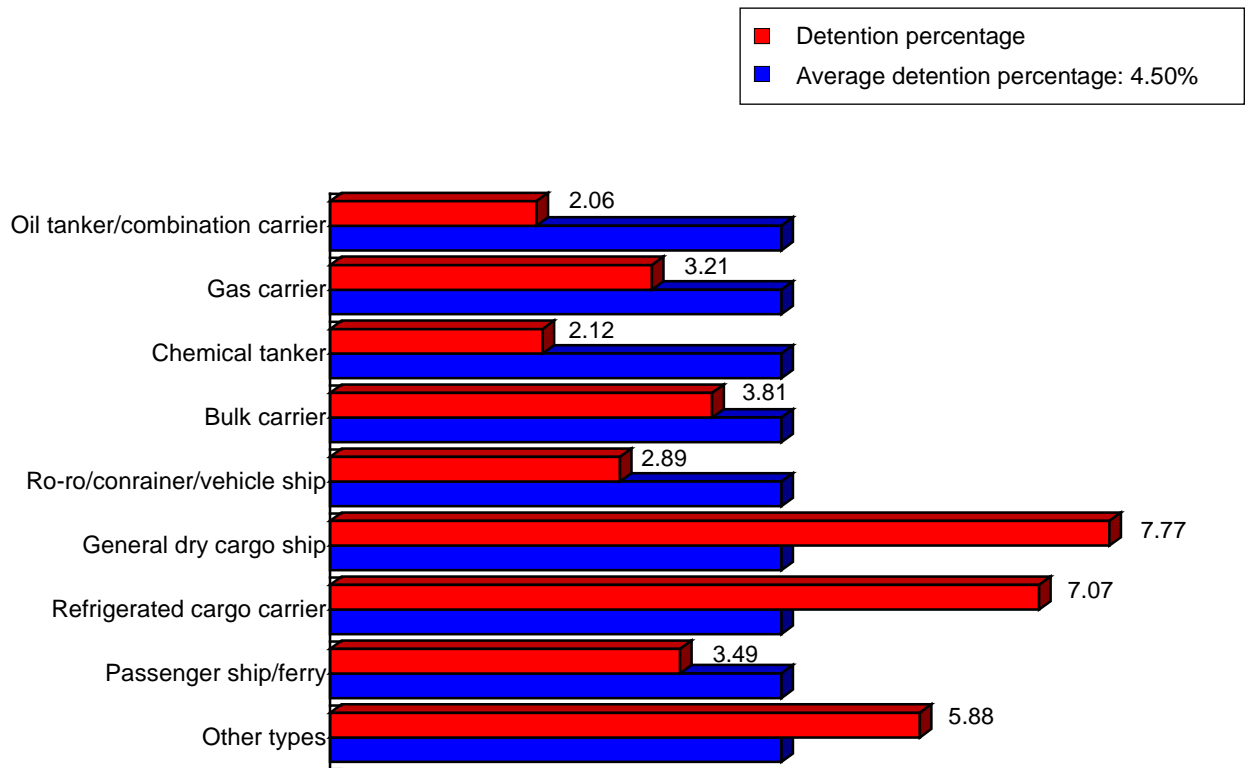


Figure 6: DEFICIENCIES BY MAIN CATEGORIES

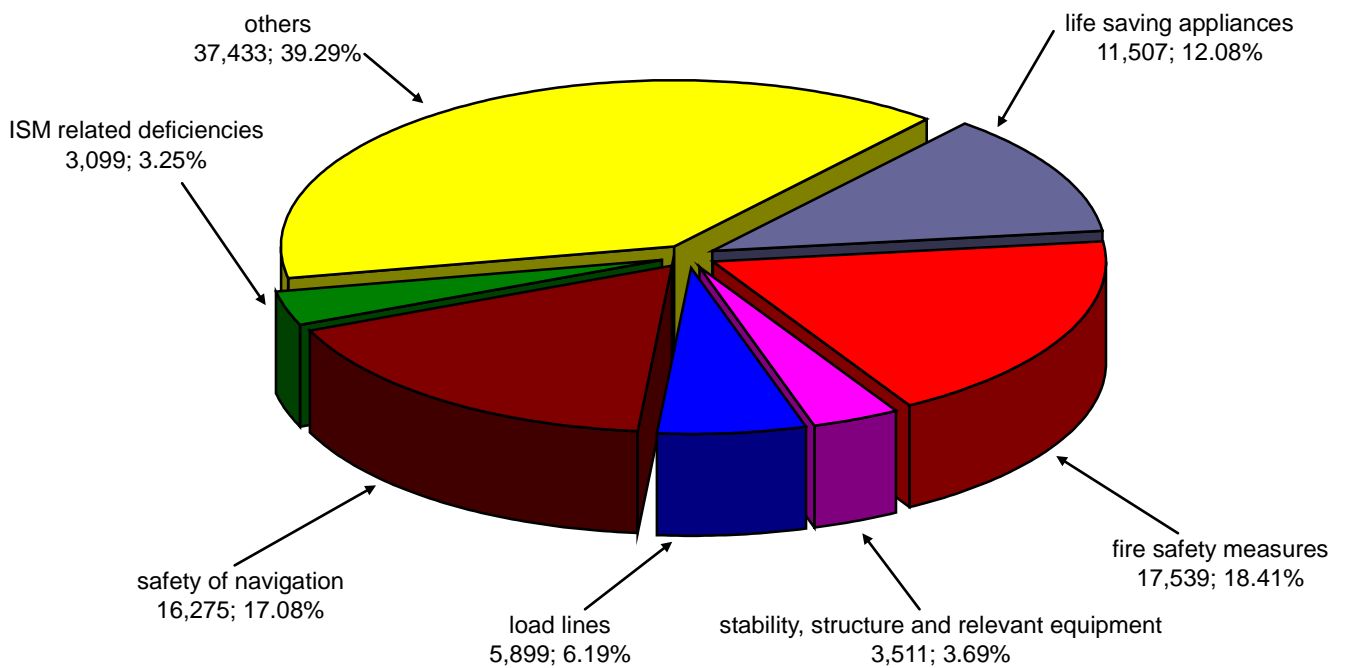
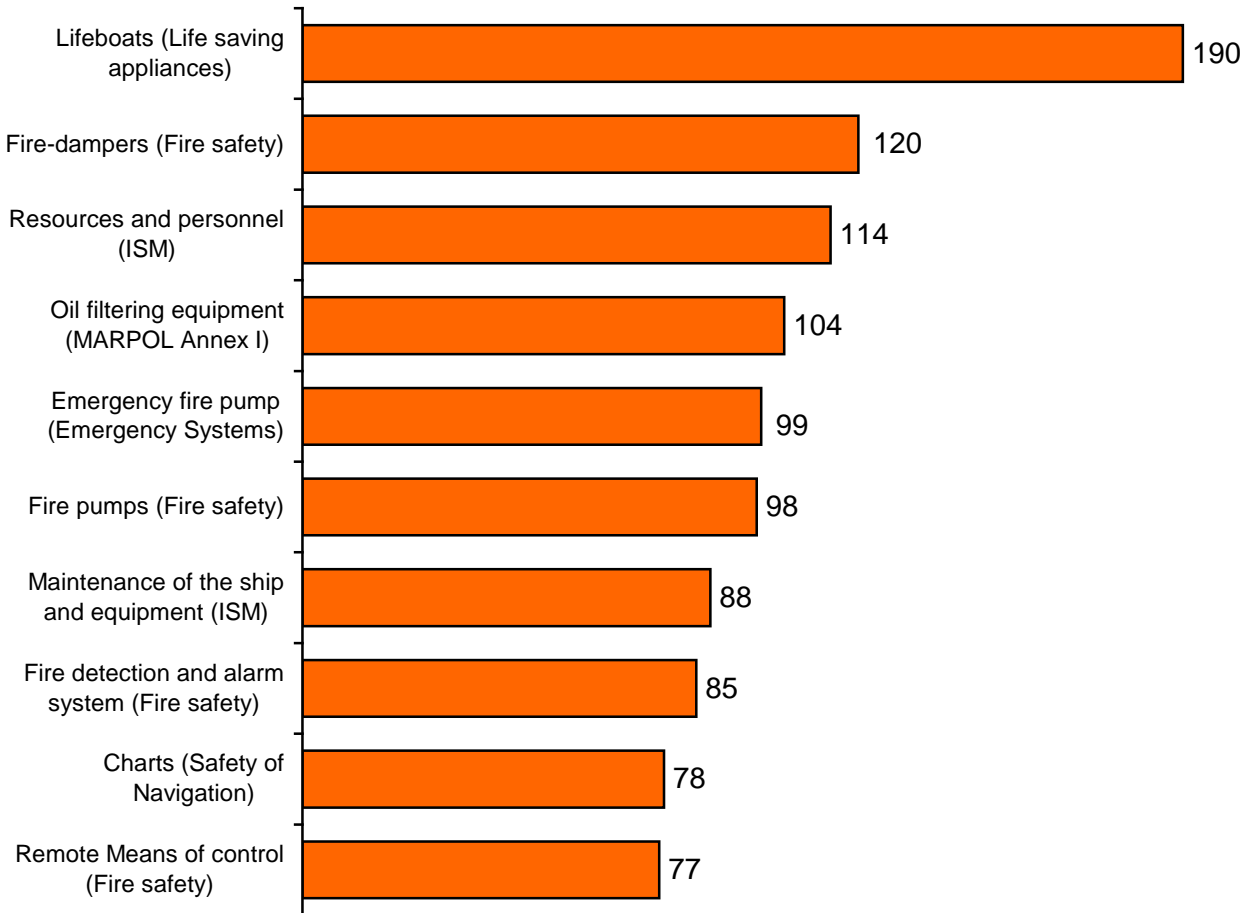


Figure 7: MOST FREQUENT DETAINABLE DEFICIENCIES



OVERVIEW OF PORT STATE CONTROL RESULTS 2003 - 2013

Figure 8: NO. OF INSPECTIONS

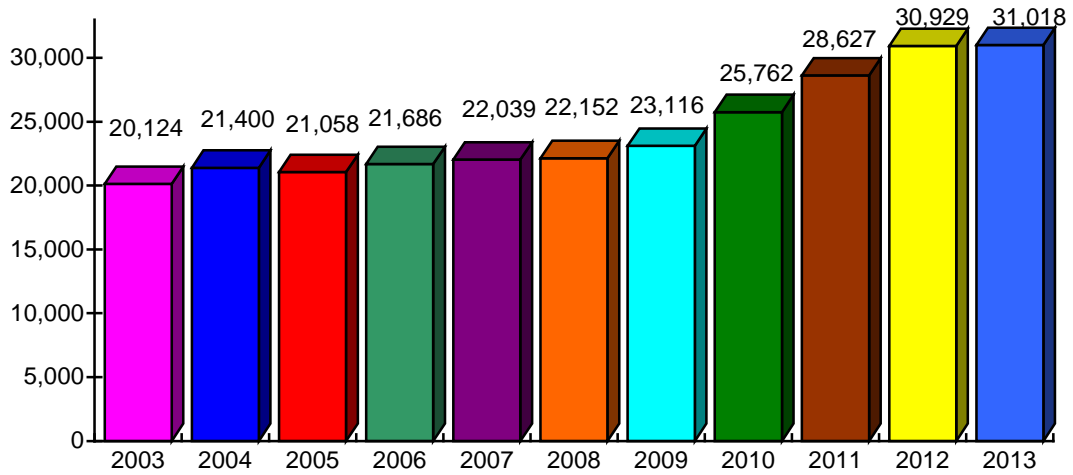


Figure 9: INSPECTION PERCENTAGE

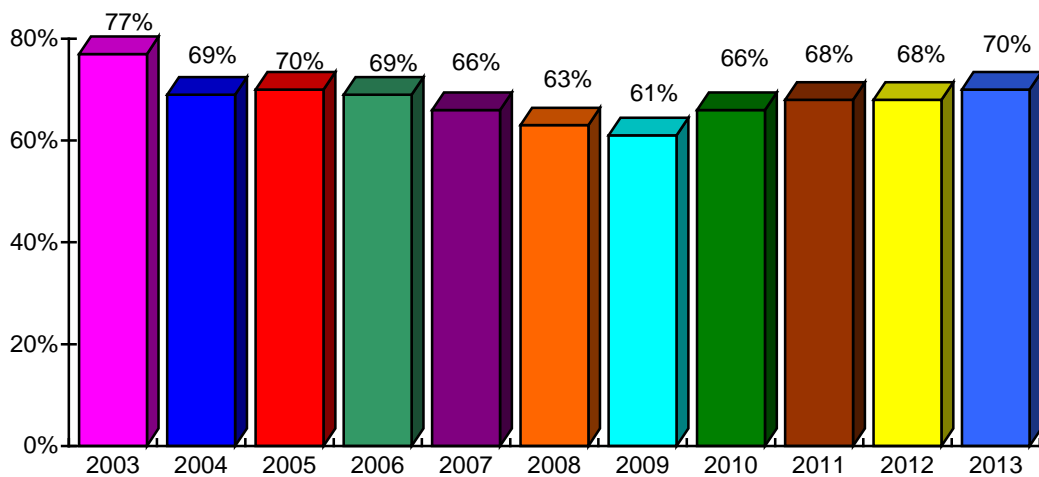


Figure 10: NO. OF INSPECTIONS WITH DEFICIENCIES

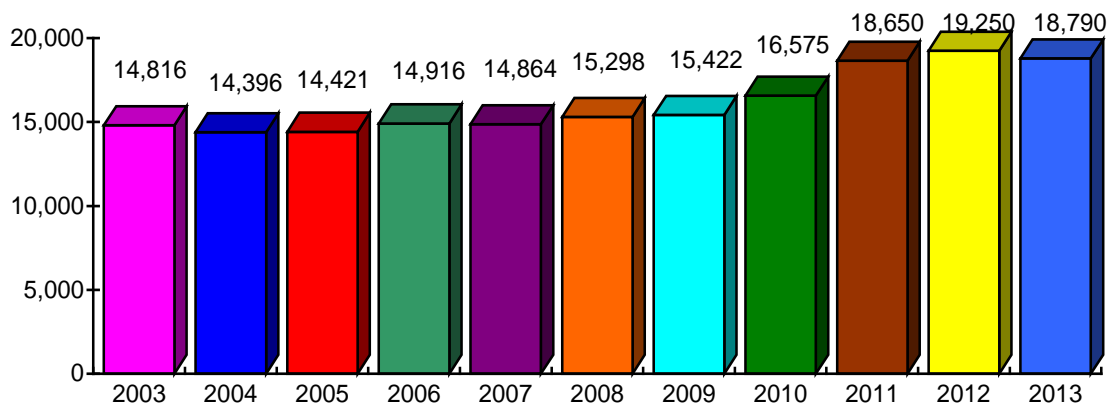


Figure 11: NO. OF DEFICIENCIES

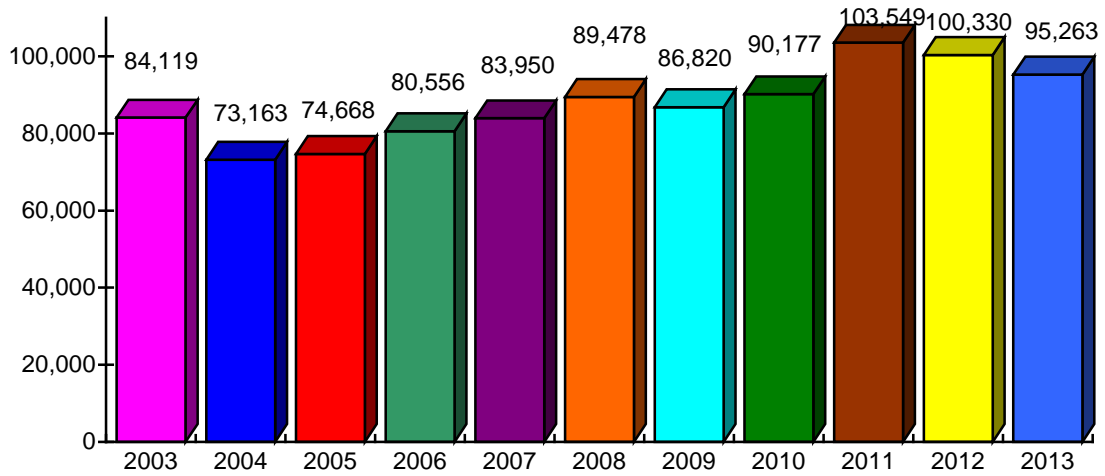


Figure 12: NO. OF DETENTIONS

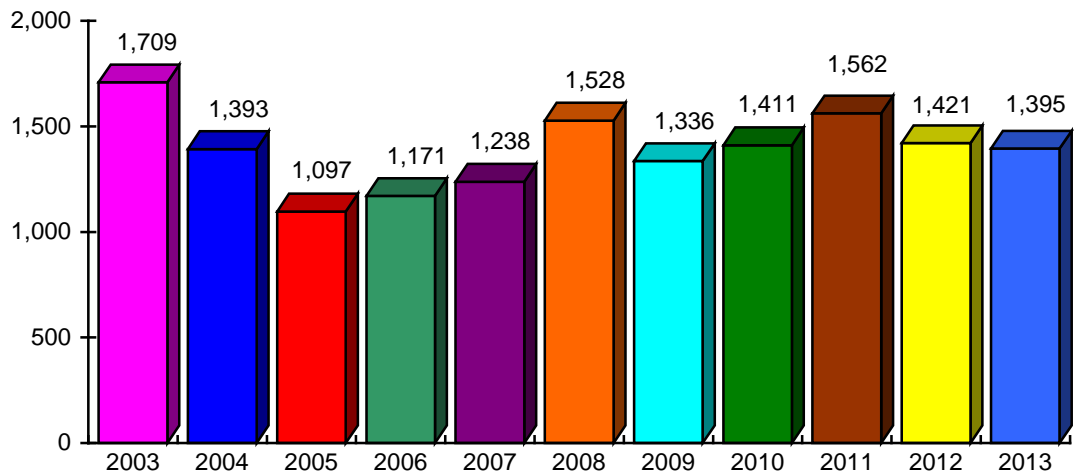
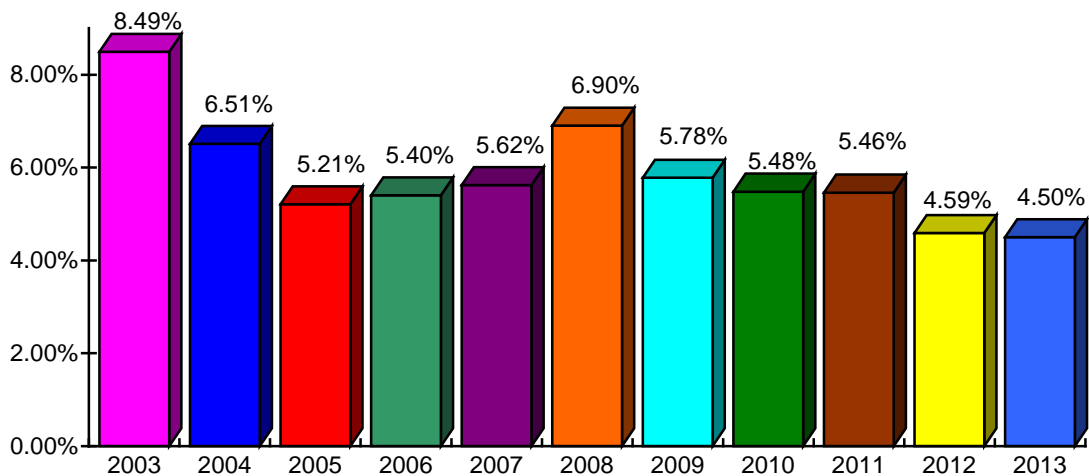


Figure 13: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS
(Date of deposit of instruments)

(as at 31 December 2013)

Authority	LOAD LINES 66	LOAD LINES PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88	MARPOL 73/78
Australia	29/07/68	07/02/97	17/08/83	17/08/83	07/02/97	14/10/87
Canada	14/01/70	08/04/10	08/05/78	-	08/04/10	16/11/92
Chile	10/03/75	03/03/95	28/03/80	15/07/92	29/09/95	10/10/94
China	05/10/73	03/02/95	07/01/80	17/12/82	03/02/95	01/07/83
Fiji	29/11/72	28/07/04	04/03/83	28/07/04	28/07/04	-
Hong Kong, China*	16/08/72	23/10/02	25/05/80	14/11/81	23/10/02	11/04/85
Indonesia	17/01/77	-	17/02/81	23/08/88	-	21/10/86
Japan	15/05/68	24/06/97	15/05/80	15/05/80	24/06/97	09/06/83
Republic of Korea	10/07/69	14/11/94	31/12/80	02/12/82	14/11/94	23/07/84
Malaysia	12/01/71	11/11/11	19/10/83	19/10/83	11/11/11	31/01/97
Marshall Islands	26/04/88	29/11/94	26/04/88	26/04/88	16/10/95	26/04/88
New Zealand	05/02/70	03/06/01	23/02/90	23/02/90	03/06/01	25/09/98
Papua New Guinea	18/05/76	-	12/11/80	-	-	25/10/93
Philippines	04/03/69	-	15/12/81	-	-	15/06/01
Russian Federation	04/07/66	18/08/00	09/01/80	12/05/81	18/08/00	03/11/83
Singapore	21/09/71	18/08/99	16/03/81	01/06/84	10/08/99	01/11/90
Thailand	30/12/92	-	18/12/84	-	-	02/11/07
Vanuatu	28/07/82	26/11/90	28/07/82	28/07/82	14/09/92	13/04/89
Viet Nam	18/12/90	27/05/02	18/12/90	12/10/92	27/05/02	29/05/91
Peru	18/01/67	24/06/09	04/12/79	16/07/82	21/08/09	25/04/80
DPR Korea	18/10/89	08/08/01	01/05/85	01/05/85	08/08/01	01/05/85
Macao, China*	18/07/05	11/10/10	20/12/99	20/12/99	24/06/05	20/12/99
Solomon Islands	30/06/04	-	30/06/04	-	-	30/06/04
Entry into force date	21/07/68	03/02/00	25/05/80	01/05/81	03/02/00	02/10/83

* Effective date of extension of instruments.

(as at 31 December 2013)

Authority	STCW 78	COLREG 72	TONNAGE 69	ILO 147**	MLC 2006***	AFS 2001
Australia	07/11/83	29/02/80	21/05/82	-	21/12/11	09/01/07
Canada	06/11/87	07/03/75	18/07/94	25/05/93	15/06/10	08/04/10
Chile	09/06/87	02/08/77	22/11/82	-	-	-
China	08/06/81	07/01/80	08/04/80	-	-	07/03/11
Fiji	27/03/91	04/03/83	29/11/72	-	21/01/13	-
Hong Kong, China*	03/11/84	15/07/77	18/07/82	28/11/80	-	-
Indonesia	27/01/87	13/11/79	14/03/89	-	-	-
Japan	27/05/82	21/06/77	17/07/80	31/05/83	05/08/13	08/07/03
Republic of Korea	04/04/85	29/07/77	18/01/80	-	-	24/07/08
Malaysia	31/01/92	23/12/80	24/04/84	-	20/08/13	27/09/10
Marshall Islands	25/04/89	26/04/88	25/04/89	-	25/09/07	09/05/08
New Zealand	30/07/86	26/11/76	06/01/78	-	-	-
Papua New Guinea	28/10/91	18/05/76	25/10/93	-	-	-
Philippines	22/02/84	10/06/13	06/09/78	-	20/08/12	-
Russian Federation	09/10/79	09/11/73	20/11/69	07/05/91	20/08/12	19/10/12
Singapore	01/05/88	29/04/77	06/06/85	-	15/06/11	31/12/09
Thailand	19/06/97	06/08/79	11/06/96	-	-	-
Vanuatu	22/04/91	28/07/82	13/01/89	-	-	20/08/08
Viet Nam	18/12/90	18/12/90	18/12/90	-	08/05/13	-
Peru	16/07/82	09/01/80	16/07/82	06/07/04	-	-
DPR Korea	01/05/85	01/05/85	18/10/89	-	-	-
Macao, China*	18/07/05	20/12/99	18/07/05	-	-	07/03/11
Solomon Islands	01/06/94	12/03/82	30/06/04	-	-	-
Entry into force date	28/04/84	15/07/77	18/07/82	28/11/81	20/08/13	17/09/08

* Effective date of extension of instruments.

** Although some Authorities have not ratified the ILO Convention No.147, parts of the ILO conventions referred to therein are implemented under their national legislation and port State control is carried out on matters covered by the national regulations.

*** MLC 2006 will supersede ILO147 if the Authority ratified both of them.

Table 1a: STATUS OF MARPOL 73/78

(Date of deposit of instruments)

(As at 31 December 2013)

Authority	Annexes I & II	Annex III	Annex IV	Annex V	Annex VI
Australia	14/10/87	10/10/94	27/02/04	14/08/90	07/08/07
Canada	16/11/92	08/08/02	26/03/10	26/03/10	26/03/10
Chile	10/10/94	10/10/94	10/10/94	15/08/08	16/10/06
China	01/07/83	13/09/94	02/11/06	21/11/88	23/05/06
Fiji	-	-	-	-	-
Hong Kong, China*	11/04/85	07/03/95	02/11/06	27/03/96	20/03/08
Indonesia	21/10/86	24/08/12	24/08/12	24/08/12	-
Japan	09/06/83	09/06/83	09/06/83	09/06/83	15/02/05
Republic of Korea	23/07/84	28/02/96	28/11/03	28/02/96	20/04/06
Malaysia	31/01/97	27/09/10	27/09/10	31/01/97	27/09/10
Marshall Islands	26/04/88	26/04/88	26/04/88	26/04/88	07/03/02
New Zealand	25/09/98	25/09/98	-	25/09/98	-
Papua New Guinea	25/10/93	25/10/93	25/10/93	25/10/93	-
Philippines	15/06/01	15/06/01	15/06/01	15/06/01	-
Russian Federation	03/11/83	14/08/87	14/08/87	14/08/87	08/04/11
Singapore	01/11/90	02/03/94	01/05/05	27/05/99	08/10/00
Thailand	02/11/07	-	-	-	-
Vanuatu	13/04/89	22/04/91	15/03/04	22/04/91	15/03/04
Viet Nam	29/05/91	-	-	-	-
Peru	25/04/80	25/04/80	25/04/80	25/04/80	04/12/14
DPR Korea	01/05/01	01/05/01	01/05/01	01/05/01	-
Macao, China*	20/12/99	20/12/99	02/11/06	20/12/99	23/05/06
Solomon Islands	30/06/04	30/06/04	30/06/04	30/06/04	-
Entry into force date	02/10/1983	01/07/1992	27/09/2003	31/12/1988	19/05/2005

* Effective date of extension of instruments.

ANNEX 2

PORT STATE INSPECTION STATISTICS

STATISTICS FOR 2013

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	No. of individual ships inspected (a)	No. of initial and follow-up inspections (b+c)	No. of initial inspections (b)	No. of follow-up inspections (c)	No. of inspections with deficiencies (d)	No. of deficiencies ¹⁾ (e)	No. of detentions ¹⁾ (f)	No. of individual ships visited ²⁾ (g)	Inspection rate (a/g%)	Detention percentage (f/b%)
Australia ³⁾	2,950	4,737	3,342	1,395	1,935	8,183	233	5,512	53.52	6.97
Canada ⁴⁾	410	416	416	0	238	825	9	1,804	22.73	2.16
Chile	804	1,176	896	280	357	936	17	1,633	49.23	1.90
China	6,231	9,561	8,078	1,483	6,780	43,762	659	15,014	41.50	8.16
Fiji	25	30	27	3	5	11	0	212	11.79	0
Hong Kong, China	719	786	740	46	620	3,069	40	4,726	15.21	5.41
Indonesia	2,379	3,108	2,784	324	720	2,915	35	6,732	35.34	1.26
Japan	3,769	6,368	5,365	1,003	3,332	15,467	199	7,453	50.57	3.71
Republic of Korea	1,905	2,879	2,214	665	1,454	6,150	109	9,457	20.14	4.92
Malaysia	791	1,029	898	131	437	1,693	17	6,501	12.17	1.89
Marshall Islands ⁵⁾	1	1	1	0	0	0	0	64	1.56	0
New Zealand	292	471	329	142	194	705	7	960	30.42	2.13
Papua New Guinea	95	137	106	31	37	170	5	273	34.80	4.72
Philippines	1,581	2,537	2,128	409	422	1,347	4	2,678	59.04	0.19
Russian Federation ⁴⁾	692	1,893	972	921	721	3,667	15	1,861	37.18	1.54
Singapore	669	1,341	782	559	564	2,459	22	12,685	5.27	2.81
Thailand	405	549	499	50	92	248	3	3,463	11.70	0.60
Vanuatu	3	3	3	0	0	0	0	4	75.00	0
Viet Nam	1,175	1,903	1,438	465	882	3,656	21	2,440	48.16	1.46
Total	16,861	38,925	31,018	7,907	18,790	95,263	1,395	Regional 23,936	Regional 70%	Regional 4.50%

1) Numbers of deficiencies and detentions do not include those related to security.

2) LLI data for 2013.

3) Data for Australia is also provided to Indian Ocean MOU.

4) Data are only for the Pacific ports.

5) Data for the Marshall Islands is only for November and December 2013.

Table 2a: PORT STATE INSPECTIONS ON MARITIME SECURITY

Authority	No. of inspections	No. of inspections with security related deficiencies	No. of security related deficiencies	No. of security related detentions	Detention percentage (%)
Australia	3,342	3	3	0	0
Canada	416	7	7	0	0
Chile	896	14	14	0	0
China	8,078	723	796	26	0.32
Fiji	27	0	0	0	0
Hong Kong, China	740	45	45	2	0.27
Indonesia	2,784	32	33	0	0
Japan	5,365	370	414	2	0.04
Republic of Korea	2,214	266	367	6	0.27
Malaysia	898	64	70	9	1.00
Marshall Islands	1	0	0	0	0
New Zealand	329	1	1	0	0
Papua New Guinea	106	3	3	0	0
Philippines	2,128	26	36	0	0
Russian Federation	972	76	76	0	0
Singapore	782	103	108	0	0
Thailand	499	7	7	0	0
Vanuatu	3	0	0	0	0
Viet Nam	1,438	51	53	0	0
Total	31,018	1,791	2,033	45	Regional 0.15%

Note: Security related data showing in the above table and the tables of deficiency by category are excluded from all other statistical tables and figures in this report.

Table 3: PORT STATE INSPECTIONS PER FLAG

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Antigua and Barbuda	516	309	1,366	32	6.20
Argentina	1	1	8	1	100.00
Australia	5	1	2	0	0
Bahamas	733	336	1,264	22	3.00
Bahrain	4	4	20	1	25.00
Bangladesh	57	54	390	7	12.28
Barbados	14	8	26	0	0
Belgium	35	16	42	0	0
Belize	425	377	2,649	41	9.65
Bermuda (UK)	81	34	94	0	0
Bolivia	1	1	5	1	100.00
Brazil	3	3	16	1	33.33
Brunei Darussalam	5	2	5	0	0
Cambodia	1,514	1,461	11,116	219	14.46
Cayman Islands (UK)	118	36	98	3	2.54
China	991	489	2,035	8	0.81
Colombia	2	2	10	0	0
Comoros	9	9	127	6	66.67
Cook Islands	24	15	80	1	4.17
Croatia	34	18	41	0	0
Curacao	21	6	18	0	0
Cyprus	467	245	990	14	3.00
Denmark	152	86	305	6	3.95
Dominica	14	12	119	3	21.43
Ecuador	2	2	5	0	0
Egypt	13	13	79	3	23.08
Equatorial Guinea	2	2	31	0	0
Ethiopia	4	3	14	0	0
Falkland Islands (UK)	2	2	8	0	0
France	39	23	51	0	0
Gambia	1	1	9	0	0
Germany	200	136	532	4	2.00
Gibraltar (UK)	76	45	174	3	3.95
Greece	339	162	593	11	3.24
Honduras	6	6	79	1	16.67
Hong Kong, China	3,080	1,528	6,174	34	1.10
India	90	48	257	6	6.67
Indonesia	159	132	959	24	15.09
Iran	32	28	205	3	9.38

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Ireland	1	0	0	0	0
Isle of Man (UK)	165	66	212	4	2.42
Israel	8	8	39	0	0
Italy	169	97	438	9	5.33
Jamaica	13	9	38	0	0
Japan	162	85	340	5	3.09
Kiribati	237	207	1,658	29	12.24
Korea, Democratic People's Republic	220	220	2,321	35	15.91
Korea, Republic of	1,324	985	4,585	3	0.23
Kuwait	14	7	25	1	7.14
Liberia	2,181	1,234	4,965	88	4.03
Libya	3	1	2	0	0
Lithuania	2	1	6	0	0
Luxembourg	22	10	33	0	0
Malaysia	261	158	777	12	4.60
Maldives	5	4	28	0	0
Malta	752	427	1,921	37	4.92
Marshall Islands	1,657	803	3,202	45	2.72
Moldova	2	1	7	0	0
Mongolia	142	131	1,217	38	26.76
Myanmar	3	3	24	2	66.67
Netherlands	179	83	326	5	2.79
New Zealand	1	1	2	0	0
Niue	4	4	35	2	50.00
Norway	289	148	530	9	3.11
Pakistan	10	9	49	0	0
Palau	2	2	10	0	0
Panama	8,928	5,316	26,689	396	4.44
Papua New Guinea	15	12	82	3	20.00
Peru	6	5	59	1	16.67
Philippines	191	130	675	16	8.38
Portugal	8	3	10	1	12.50
Qatar	7	1	16	1	14.29
Russian Federation	288	249	1,242	16	5.56
Saint Kitts and Nevis	38	38	250	3	7.89
Saint Vincent and the Grenadines	151	141	884	8	5.30
Samoa	2	1	6	0	0
Saudi Arabia	22	10	32	0	0
Sierra Leone	223	209	1,936	39	17.49
Singapore	2,069	972	3,705	16	0.77

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Solomon Islands	4	4	16	0	0
Spain	2	2	12	1	50.00
Sri Lanka	11	9	41	0	0
Sweden	25	8	22	1	4.00
Switzerland	22	12	42	1	4.55
Taiwan, China	102	54	297	4	3.92
Tanzania	38	36	259	11	28.95
Thailand	291	216	1,083	19	6.53
Togo	35	35	346	2	5.71
Tonga	12	8	37	2	16.67
Tunisia	1	0	0	0	0
Turkey	76	25	137	4	5.26
Tuvalu	143	118	661	9	6.29
United Arab Emirates (UAE)	3	1	8	0	0
United Kingdom (UK)	274	151	516	6	2.19
United States of America	52	35	153	1	1.92
Uruguay	1	1	1	0	0
Vanuatu	109	67	335	6	5.50
Viet Nam	767	558	2,879	47	6.13
Ship's registration withdrawn	3	3	46	2	66.67
Total	31,018	18,790	95,263	1,395	Regional 4.50

Table 4: PORT STATE INSPECTIONS PER SHIP TYPE

Type of ship	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
NLS tanker	40	21	69	2	5.00
Combination carrier	36	16	53	1	2.78
Oil tanker	2,012	927	4,005	40	1.99
Gas carrier	686	316	1,375	22	3.21
Chemical tanker	2,118	1,098	4,877	45	2.12
Bulk carrier	10,749	5,902	27,223	409	3.81
Vehicle carrier	899	379	1,202	18	2.00
Container ship	4,582	2,624	10,545	135	2.95
Ro-Ro cargo ship	184	148	781	11	5.98
General cargo/multi-purpose ship	7,392	5,820	37,063	574	7.77
Refrigerated cargo carrier	764	510	2,792	54	7.07
Woodchip carrier	239	124	410	4	1.67
Livestock carrier	49	41	234	5	10.20
Ro-Ro passenger ship	72	64	447	6	8.33
Passenger ship	243	147	620	5	2.06
Factory ship	1	1	3	0	0
Heavy load carrier	134	81	330	7	5.22
Offshore service vessel	149	95	578	9	6.04
MODU & FPSO	3	2	29	0	0
High speed passenger craft	26	21	75	0	0
Special purpose ship	49	28	114	2	4.08
High speed cargo craft	1	0	0	0	0
Tugboat	244	161	747	10	4.10
Others	346	264	1,691	36	10.40
Total	31,018	18,790	95,263	1,395	4.50

Table 5: PORT STATE INSPECTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
American Bureau of Shipping	3,260	82	4	2.52	0.12	4.88
American Register of Shipping	11	1	0	9.09	0	0
Asia Classification Society	3	0	0	0	0	0
Belize Maritime Bureau Inc.	1	0	0	0	0	0
Biro Klasifikasi Indonesia	78	8	0	10.26	0	0
Bulgarski Koraben Registar	2	2	0	100.00	0	0
Bureau Securitas	11	1	0	9.09	0	0
Bureau Veritas	3,325	124	4	3.73	0.12	3.23
C.T.M. Inspection and Classification Company, S. de R.L.	2	1	1	50.00	50.00	100.00
Ceskoslovensky Lodin Register	3	0	0	0	0	0
China Classification Society	2,913	25	0	0.86	0	0
China Corporation Register of Shipping	296	15	0	5.07	0	0
Compania Nacional de Registro e Inspeccion de Naves	1	0	0	0	0	0
Cosmos Marine Bureau	3	0	0	0	0	0
Croatian Register of Shipping	42	0	0	0	0	0
Cyprus Bureau of Shipping	1	0	0	0	0	0
Det Norske Veritas	3,838	93	1	2.42	0.03	1.08
Dromon Bureau of Shipping	1	1	0	100.00	0	0
Ferriby Marine	2	1	0	50.00	0	0
Fidenavis SA	27	3	0	11.11	0	0
Germanischer Lloyd	3,131	140	8	4.47	0.26	5.71
Global Marine Bureau	389	46	3	11.83	0.77	6.52
Global Shipping Bureau	13	5	0	38.46	0	0
Hellenic Register of Shipping	2	1	0	50.00	0	0
Honduras Bureau of Shipping	1	0	0	0	0	0
Honduras International Surveying and Inspection Bureau	3	0	0	0	0	0
INCLAMAR (Inspeccion y Classification Maritime, S. de R.L.)	25	4	0	16.00	0	0
Indian Register of Shipping	87	7	0	8.05	0	0
Intermaritime Certification Services, S.A.	442	34	1	7.69	0.23	2.94
International Maritime Register	5	1	0	20.00	0	0
International Naval Surveys Bureau	28	3	0	10.71	0	0
International Register of Shipping	290	39	4	13.45	1.38	10.26
International Ship Classification	299	40	5	13.38	1.67	12.50
Iranian Classification Society	25	3	0	12.00	0	0
Isthmus Bureau of Shipping	470	55	2	11.70	0.43	3.64

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
Isthmus Maritime Classification Society S.A.	1	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	244	36	3	14.75	1.23	8.33
Korea Ship Safety Technology Authority	48	0	0	0	0	0
Korean Register of Shipping	2,810	43	0	1.53	0	0
Lloyd's Register	4,051	125	2	3.09	0.05	1.60
Macosnar Corporation	19	3	0	15.79	0	0
Maritime Lloyd Ltd, Georgia	6	1	0	16.67	0	0
Maritime Technical Systems and Services	9	0	0	0	0	0
National Shipping Adjusters Inc	10	1	0	10.00	0	0
New United International Marine Services Ltd	12	3	0	25.00	0	0
Nippon Kaiji Kyokai	9,842	335	16	3.40	0.16	4.78
NV Unitas	1	0	0	0	0	0
Overseas Marine Certification Services	302	38	3	12.58	0.99	7.89
Panama Bureau of Shipping	15	3	0	20.00	0	0
Panama Marine Survey and Certification Services, Inc.	4	0	0	0	0	0
Panama Maritime Documentation Services	417	42	0	10.07	0	0
Panama Maritime Surveyors Bureau Inc	4	0	0	0	0	0
Panama Register Corporation	34	5	0	14.71	0	0
Panama Shipping Certificate Inc.	3	0	0	0	0	0
Panama Shipping Registrar Inc.	95	9	0	9.47	0	0
Phoenix Register of Shipping	3	0	0	0	0	0
Polski Rejestr Statkow	33	4	0	12.12	0	0
Registro Brasileiro de Navios de Aeronaves	1	0	0	0	0	0
Registro Internacional Naval S.A.	37	1	0	2.70	0	0
Registro Italiano Navale	802	46	0	5.74	0	0
RINAVE Portuguesa	9	1	0	11.11	0	0
Russian Maritime Register of Shipping	457	29	1	6.35	0.22	3.45
Ship Classification Malaysia	20	2	0	10.00	0	0
SingClass International Pte Ltd	74	24	2	32.43	2.70	8.33
Sing-Lloyd	122	31	1	25.41	0.82	3.23
Turkish Lloyd	1	0	0	0	0	0
Union Bureau of Shipping	927	147	16	15.86	1.73	10.88
Union Marine Classification Society	1	0	0	0	0	0
Universal Maritime Bureau	301	35	3	11.63	1.00	8.57
Universal Shipping Bureau	50	4	0	8.00	0	0
Venezuelan Register of Shipping	1	0	0	0	0	0
Vietnam Register	815	50	2	6.13	0.25	4.00

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
Other	124	18	0	14.52	0	0

Note: The number of overall inspections and overall detentions is calculated corresponding to each recognized organization (RO) that issued statutory certificate(s) for a ship. In case that ship's certificates were issued by more than one ROs, the inspection and detention would be counted to each of them.

Table 6: DEFICIENCIES BY CATEGORIES

Nature of deficiencies		No. of deficiencies
Certificate & Documentation	Crew Certificates	1,074
	Documents	5,345
	Ship Certificates	2,348
Structural Conditions		3,511
Water/Weathertight conditions		5,899
Emergency Systems		5,392
Radio Communications		2,500
Cargo operations including equipment		575
Fire safety		17,539
Alarms		754
Safety of Navigation		16,275
Life saving appliances		11,507
Dangerous goods		216
Propulsion and auxiliary machinery		5,458
Working and Living Conditions	Living Conditions	620
	Working Conditions	4,887
Labour Conditions	Minimum requirements for seafarers	11
	Conditions of employment	33
	Accommodation, recreational facilities, food and catering	199
	Health protection, medical care, social security	66
Pollution prevention	Anti Fouling	21
	MARPOL Annex I	2,037
	MARPOL Annex II	40
	MARPOL Annex III	14
	MARPOL Annex IV	1,070
	MARPOL Annex V	2,618
	MARPOL Annex VI	915
ISM		3,099
Other		1,240
Total		95,263
ISPS		2,033
Grand total		97,296

SUMMARY OF PORT STATE INSPECTION DATA 2011 – 2013

Table 7: BLACK – GREY – WHITE LISTS *

Flag	Inspections 2011-2013	Detentions 2011-2013	Black to Grey Limit	Grey to White Limit	Excess Factor
BLACK LIST					
Tanzania	73	18	9		4.26
Korea, Democratic People's Republic	593	110	52		4.00
Papua New Guinea	39	10	6		3.66
Sierra Leone	764	131	66		3.65
Cambodia	4,996	767	380		3.51
Mongolia	408	70	38		3.40
Indonesia	531	79	47		2.81
Georgia	42	9	6		2.67
Tonga	36	8	6		2.65
Bangladesh	137	18	15		1.60
Kiribati	614	64	54		1.50
Saint Kitts and Nevis	126	16	14		1.43
Thailand	959	86	81		1.17
Viet Nam	2,290	192	181		1.15
Belize	1,184	103	98		1.14
GREY LIST					
Egypt	51	7	7	0	0.99
Dominica	41	5	6	0	0.83
Tuvalu	404	30	37	19	0.60
Iran	40	3	6	0	0.53
Jamaica	31	2	5	0	0.47
Barbados	63	4	8	1	0.45
Togo	67	4	9	1	0.41
Antigua and Barbuda	1,622	110	131	96	0.40
Philippines	622	41	55	33	0.38
Cook Islands	39	2	6	0	0.38
Kuwait	44	2	6	0	0.34
India	325	20	31	15	0.33
Switzerland	71	3	9	1	0.26
Luxembourg	57	2	8	0	0.23
Turkey	192	9	20	7	0.15
Curacao	72	2	9	1	0.13
Sweden	74	2	9	1	0.11
Belgium	103	3	12	2	0.06
Gibraltar (UK)	186	7	19	7	0.02

Flag	Inspections 2011-2013	Detentions 2011-2013	Black to Grey Limit	Grey to White Limit	Excess Factor
WHITE LIST					
Taiwan, China	289	12		13	-0.08
Italy	489	23		24	-0.12
Denmark	413	17		20	-0.28
Saint Vincent and the Grenadines	573	24		30	-0.37
Russian Federation	868	39		48	-0.38
Croatia	87	1		2	-0.40
United States of America	167	4		6	-0.47
Malaysia	777	32		42	-0.49
Malta	2,199	102		134	-0.52
Vanuatu	340	11		16	-0.54
Cyprus	1,462	63		86	-0.57
Saudi Arabia	68	0		1	-0.65
Netherlands	474	15		24	-0.71
Germany	741	26		40	-0.71
Panama	26,809	1,245		1807	-0.71
United Kingdom (UK)	805	27		44	-0.79
Liberia	6,478	261		419	-0.85
Greece	991	30		56	-0.96
Cayman Islands (UK)	330	7		15	-0.98
France	131	1		4	-1.02
Norway	776	21		42	-1.03
Bahamas	2,099	64		127	-1.08
Isle of Man (UK)	493	11		25	-1.09
Bermuda (UK)	226	3		9	-1.16
Marshall Islands	4,258	127		270	-1.19
Japan	484	8		24	-1.34
Singapore	5,634	88		362	-1.72
Hong Kong, China	8,170	94		533	-1.88
China	2,618	17		161	-2.02
Korea, Republic of	4,003	25		253	-2.14

- Note:** 1) Flags listed above are those of ships which were involved in 30 or more port State inspections over the 3-year period.
- 2) According to the decision by the Port State Control Committee, flags involving 30-49 port State inspections with nil detentions are listed on top of the White List.

* See explanatory note on page 54.

$p=7\%$

$z_{95\%}=1.645$

$q=3\%$

Table 8: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2011	2012	2013	Total	2011	2012	2013	Total	
Algeria	3	0	0	3	1	0	0	1	33.33
Antigua and Barbuda	545	561	516	1,622	41	37	32	110	6.78
Argentina	3	3	1	7	0	0	1	1	14.29
Australia	7	6	5	18	0	0	0	0	0
Bahamas	665	701	733	2,099	24	18	22	64	3.05
Bahrain	1	2	4	7	0	0	1	1	14.29
Bangladesh	33	47	57	137	4	7	7	18	13.14
Barbados	30	19	14	63	3	1	0	4	6.35
Belgium	39	29	35	103	2	1	0	3	2.91
Belize	348	411	425	1,184	21	41	41	103	8.70
Bermuda (UK)	73	72	81	226	1	2	0	3	1.33
Bolivia	1	0	1	2	0	0	1	1	50.00
Brazil	3	4	3	10	1	1	1	3	30.00
Brunei Darussalam	5	6	5	16	0	0	0	0	0
Bulgaria	1	0	0	1	0	0	0	0	0
Cambodia	1,827	1,655	1,514	4,996	308	240	219	767	15.35
Canada	0	1	0	1	0	0	0	0	0.00
Cayman Islands (UK)	95	117	118	330	2	2	3	7	2.12
Chile	1	3	0	4	0	0	0	0	0
China	707	920	991	2,618	1	8	8	17	0.65
Colombia	0	0	2	2	0	0	0	0	0
Comoros	12	8	9	29	2	1	6	9	31.03
Cook Islands	6	9	24	39	0	1	1	2	5.13
Croatia	28	25	34	87	0	1	0	1	1.15
Curacao	23	28	21	72	2	0	0	2	2.78
Cyprus	500	495	467	1,462	28	21	14	63	4.31
Denmark	128	133	152	413	3	8	6	17	4.12
Dominica	14	13	14	41	2	0	3	5	12.20
Ecuador	2	4	2	8	1	0	0	1	12.50
Egypt	18	20	13	51	2	2	3	7	13.73
Equatorial Guinea	3	3	2	8	0	1	0	1	12.50
Ethiopia	7	4	4	15	1	1	0	2	13.33
Falkland Islands (UK)	3	1	2	6	0	0	0	0	0
Fiji	1	0	0	1	0	0	0	0	0
Finland	0	4	0	4	0	0	0	0	0

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2011	2012	2013	Total	2011	2012	2013	Total	
France	47	45	39	131	0	1	0	1	0.76
Gambia	0	0	1	1	0	0	0	0	0.00
Georgia	39	3	0	42	9	0	0	9	21.43
Germany	278	263	200	741	8	14	4	26	3.51
Gibraltar (UK)	51	59	76	186	3	1	3	7	3.76
Greece	333	319	339	991	11	8	11	30	3.03
Honduras	1	11	6	18	0	1	1	2	11.11
Hong Kong, China	2,259	2,831	3,080	8,170	36	24	34	94	1.15
Iceland	0	1	0	1	0	0	0	0	0
India	124	111	90	325	7	7	6	20	6.15
Indonesia	193	179	159	531	24	31	24	79	14.88
Iran	5	3	32	40	0	0	3	3	7.50
Ireland	3	1	1	5	0	0	0	0	0
Isle of Man (UK)	142	186	165	493	3	4	4	11	2.23
Israel	5	5	8	18	0	2	0	2	11.11
Italy	152	168	169	489	5	9	9	23	4.70
Jamaica	5	13	13	31	0	2	0	2	6.45
Japan	154	168	162	484	0	3	5	8	1.65
Jordan	0	1	0	1	0	0	0	0	0
Kiribati	165	212	237	614	18	17	29	64	10.42
Korea, Democratic People's Republic	168	205	220	593	40	35	35	110	18.55
Korea, Republic of	1,312	1,367	1,324	4,003	14	8	3	25	0.62
Kuwait	13	17	14	44	1	0	1	2	4.55
Lao, People's Democratic Republic	0	1	0	1	0	0	0	0	0
Liberia	2,019	2,278	2,181	6,478	85	88	88	261	4.03
Libya	1	6	3	10	0	0	0	0	0
Lithuania	1	3	2	6	0	0	0	0	0
Luxembourg	18	17	22	57	1	1	0	2	3.51
Malaysia	282	234	261	777	12	8	12	32	4.12
Maldives	11	12	5	28	0	0	0	0	0.00
Malta	707	740	752	2,199	39	26	37	102	4.64
Marshall Islands	1,109	1,492	1,657	4,258	40	42	45	127	2.98
Mauritius	2	0	0	2	0	0	0	0	0
Mexico	1	0	0	1	0	0	0	0	0
Moldova	6	3	2	11	0	0	0	0	0
Mongolia	136	130	142	408	16	16	38	70	17.16

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2011	2012	2013	Total	2011	2012	2013	Total	
Myanmar	15	5	3	23	1	0	2	3	13.04
Netherlands	139	156	179	474	4	6	5	15	3.16
New Zealand	2	1	1	4	0	0	0	0	0
Nigeria	0	1	0	1	0	0	0	0	0
Niue	0	0	4	4	0	0	2	2	50.00
Norway	227	260	289	776	7	5	9	21	2.71
Pakistan	7	7	10	24	0	0	0	0	0
Palau	0	1	2	3	0	0	0	0	0
Panama	8,692	9,189	8,928	26,809	432	417	396	1,245	4.64
Papua New Guinea	10	14	15	39	2	5	3	10	25.64
Peru	1	4	6	11	0	1	1	2	18.18
Philippines	215	216	191	622	11	14	16	41	6.59
Portugal	6	8	8	22	0	1	1	2	9.09
Qatar	5	4	7	16	0	0	1	1	6.25
Romania	1	0	0	1	0	0	0	0	0
Russian Federation	276	304	288	868	9	14	16	39	4.49
Saint Helena (UK)	1	0	0	1	0	0	0	0	0
Saint Kitts and Nevis	55	33	38	126	7	6	3	16	12.70
Saint Vincent and the Grenadines	238	184	151	573	8	8	8	24	4.19
Samoa	2	4	2	8	0	0	0	0	0
Saudi Arabia	20	26	22	68	0	0	0	0	0
Sierra Leone	283	258	223	764	52	40	39	131	17.15
Singapore	1,664	1,901	2,069	5,634	44	28	16	88	1.56
Solomon Islands	1	0	4	5	0	0	0	0	0
Spain	4	1	2	7	0	0	1	1	14.29
Sri Lanka	7	8	11	26	0	1	0	1	3.85
Sweden	20	29	25	74	0	1	1	2	2.70
Switzerland	21	28	22	71	1	1	1	3	4.23
Taiwan, China	83	104	102	289	3	5	4	12	4.15
Tanzania	11	24	38	73	2	5	11	18	24.66
Thailand	358	310	291	959	38	29	19	86	8.97
Togo	9	23	35	67	0	2	2	4	5.97
Tonga	12	12	12	36	5	1	2	8	22.22
Tunisia	1	1	1	3	0	0	0	0	0
Turkey	65	51	76	192	3	2	4	9	4.69
Tuvalu	119	142	143	404	8	13	9	30	7.43

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2011	2012	2013	Total	2011	2012	2013	Total	
Ukraine	2	1	0	3	0	0	0	0	0
United Arab Emirates (UAE)	5	3	3	11	0	0	0	0	0
United Kingdom (UK)	269	262	274	805	10	11	6	27	3.35
United States of America	53	62	52	167	1	2	1	4	2.40
Uruguay	0	0	1	1	0	0	0	0	0
Vanuatu	116	115	109	340	1	4	6	11	3.24
Viet Nam	738	785	767	2,290	91	54	47	192	8.38
Ship's registration withdrawn	0	4	3	7	0	3	2	5	71.43
Total	28,627	30,929	31,018	90,574	1,562	1,421	1,395	4,378	4.83

Figure 14: COMPARISON OF INSPECTIONS PER SHIP TYPE

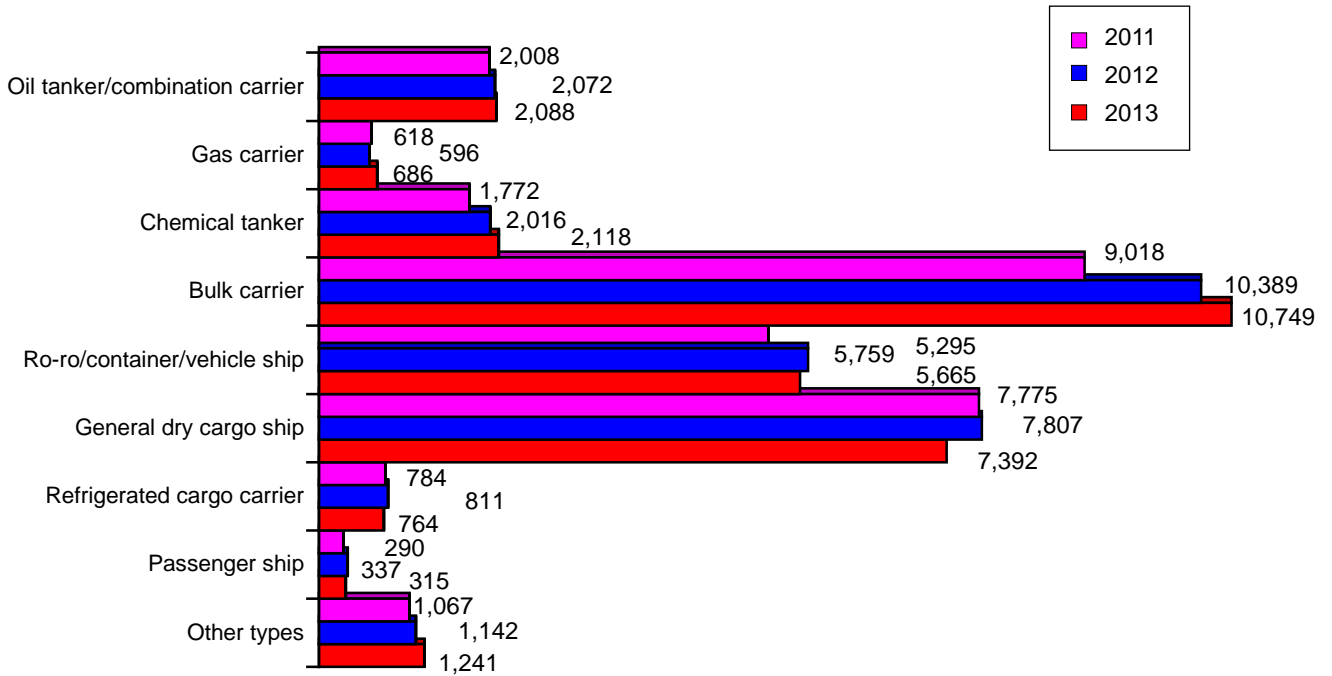


Figure 15: COMPARISON OF DETENTIONS PER SHIP TYPE

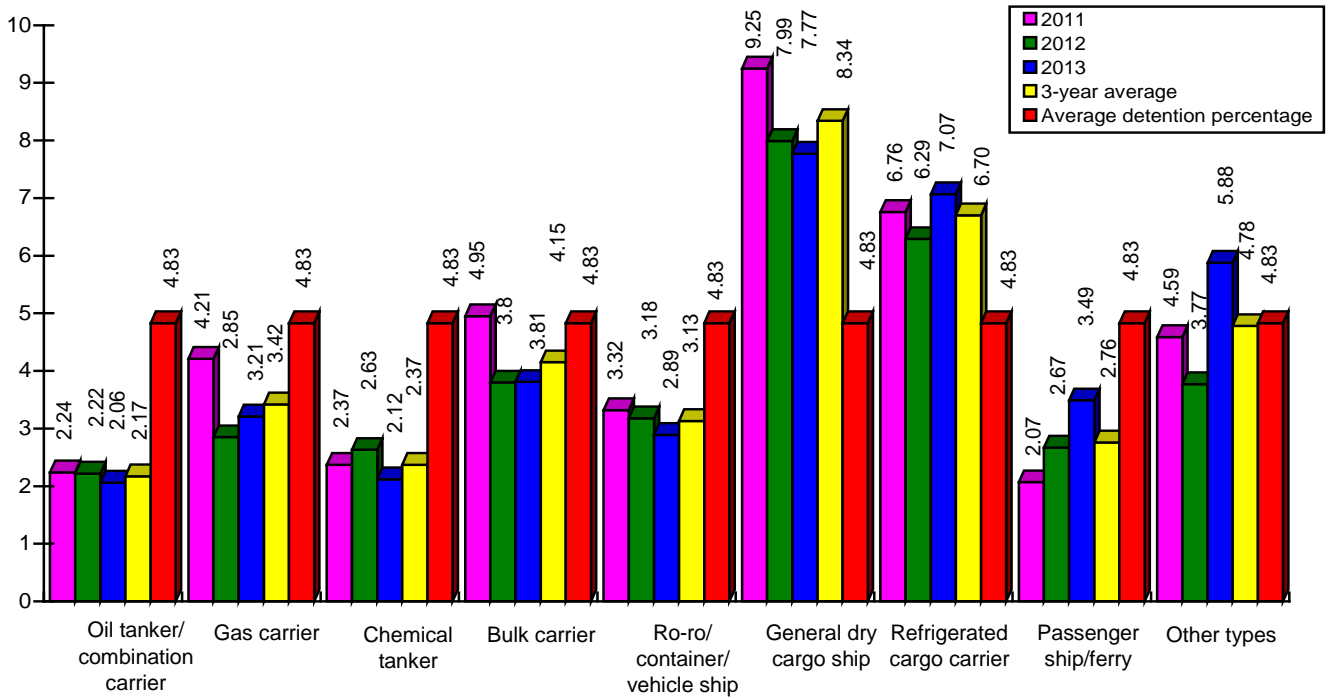
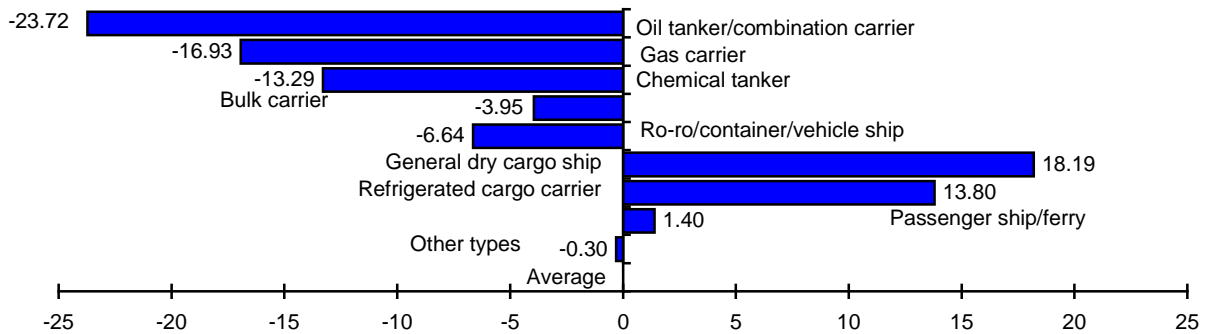


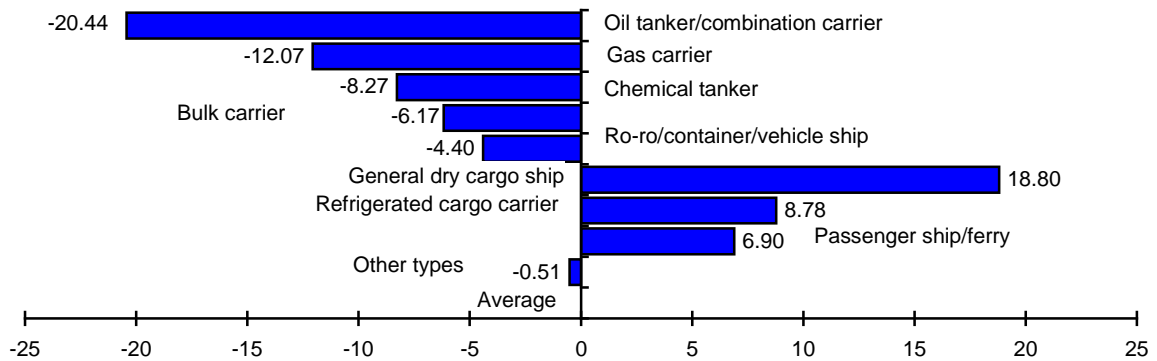
Table 9: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	2011	2012	2013	Total	2011	2012	2013	Total	
NLS tanker	99	54	40	193	2	3	2	7	3.63
Combination carrier	73	45	36	154	2	2	1	5	3.25
Oil tanker	1,836	1,973	2,012	5,821	41	41	40	122	2.10
Gas carrier	618	596	686	1,900	26	17	22	65	3.42
Chemical tanker	1,772	2,016	2,118	5,906	42	53	45	140	2.37
Bulk carrier	9,018	10,389	10,749	30,156	446	395	409	1,250	4.15
Vehicle carrier	668	876	899	2,443	11	10	18	39	1.60
Container ship	4,421	4,685	4,582	13,688	151	154	135	440	3.21
Ro-Ro cargo ship	206	198	184	588	14	19	11	44	7.48
General cargo/multi-purpose ship	7,775	7,807	7,392	22,974	719	624	574	1,917	8.34
Refrigerated cargo carrier	784	811	764	2,359	53	51	54	158	6.70
Woodchip carrier	235	245	239	719	12	6	4	22	3.06
Livestock carrier	50	45	49	144	7	3	5	15	10.42
Ro-Ro Passenger ship	92	90	72	254	5	4	6	15	5.91
Passenger ship	198	247	243	688	1	5	5	11	1.60
Factory ship	1	2	1	4	0	0	0	0	0
Heavy load carrier	79	108	134	321	3	7	7	17	5.30
Offshore service vessel	115	157	149	421	3	6	9	18	4.28
MODU & FPSO	4	5	3	12	1	0	0	1	8.33
High speed passenger craft	42	26	26	94	0	1	0	1	1.06
Special purpose ship	49	54	49	152	0	2	2	4	2.63
High speed cargo craft	0	0	1	1	0	0	0	0	0
Tugboat	222	220	244	686	8	4	10	22	3.21
Others	270	280	346	896	15	14	36	65	7.25
Total	28,627	30,929	31,018	90,574	1,562	1,421	1,395	4,378	4.83

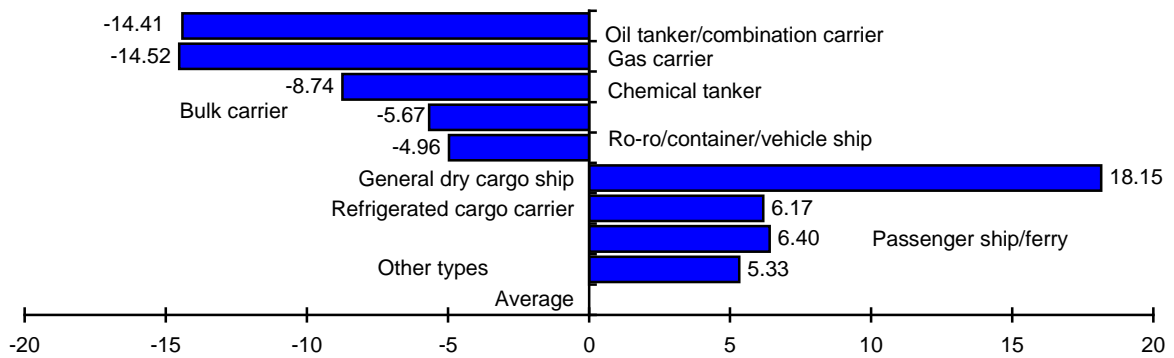
Figure 16: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



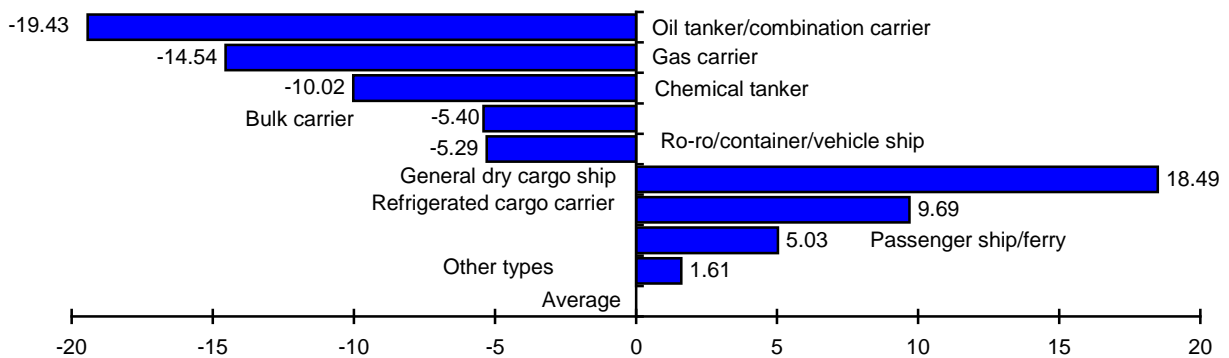
(a) Year 2011



(b) Year 2012



(c) Year 2013



(d) 3-year summary

* % over [+] or under [-] average

Table 10: INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Type of ship	Number of inspections				Number of inspections with deficiencies				3-year average percentage %
	2011	2012	2013	Total	2011	2012	2013	Total	
Oil tanker/combination carrier	2,008	2,072	2,088	6,168	832	866	964	2,662	43.16
Gas carrier	618	596	686	1,900	298	299	316	913	48.05
Chemical tanker	1,772	2,016	2,118	5,906	919	1,088	1,098	3,105	52.57
Bulk carrier	9,018	10,389	10,749	30,156	5,519	5,825	5,902	17,246	57.19
Ro-ro/container/vehicle ship	5,295	5,759	5,665	16,719	3,098	3,331	3,152	9,581	57.30
General dry cargo ship	7,775	7,807	7,392	22,974	6,480	6,327	5,820	18,627	81.08
Refrigerated cargo carrier	784	811	764	2,359	619	576	510	1,705	72.28
Passenger ship	290	337	315	942	193	233	211	637	67.62
Other types	1,067	1,142	1,241	3,450	692	705	818	2,215	64.20
Total	28,627	30,929	31,018	90,574	18,650	19,250	18,791	56,691	62.59

Table 11: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2011-2013	No. of overall detentions 2011-2013	No. of RO responsible detentions 2011-2013	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
American Bureau of Shipping	9,118	268	14	2.94	0.15	5.22
American Register of Shipping	11	1	0	9.09	0	0
Asia Classification Society	3	0	0	0	0	0
Belize Maritime Bureau Inc.	9	1	0	11.11	0	0
Biro Klasifikasi Indonesia	276	46	2	16.67	0.72	4.35
Bulgarski Koraben Registar	4	2	0	50.00	0	0
Bureau Securitas	29	2	0	6.90	0	0
Bureau Veritas	9,417	418	15	4.44	0.16	3.59
C.T.M. Inspection and Classification Company, S. de R.L.	2	1	1	50.00	50.00	100.00
Ceskoslovensky Lodin Register	9	0	0	0	0	0
China Classification Society	8,126	81	1	1.00	0.01	1.23
China Corporation Register of Shipping	953	59	2	6.19	0.21	3.39
Compania Nacional de Registro e Inspeccion de Naves	2	0	0	0	0	0
Cosmos Marine Bureau	28	1	0	3.57	0	0
Croatian Register of Shipping	110	2	1	1.82	0.91	50.00
Cyprus Bureau of Shipping	9	0	0	0	0	0
Det Norske Veritas	10,524	283	10	2.69	0.10	3.53
Dromon Bureau of Shipping	1	1	0	100.00	0	0
Ferriby Marine	4	1	0	25.00	0	0
Fidenavis SA	46	4	0	8.70	0	0
Germanischer Lloyd	9,489	432	20	4.55	0.21	4.63
Global Marine Bureau	1,370	198	20	14.45	1.46	10.10
Global Shipping Bureau	21	7	1	33.33	4.76	14.29
Hellenic Register of Shipping	6	1	0	16.67	0	0
Honduras Bureau of Shipping	4	0	0	0	0	0
Honduras International Surveying and Inspection Bureau	7	0	0	0	0	0
INCLAMAR (Inspection y Classification Maritime, S. de R.L.)	146	26	0	17.81	0	0
Indian Register of Shipping	324	22	0	6.79	0	0
Intermaritime Certification Services, S.A.	1,211	78	8	6.44	0.66	10.26
International Maritime Register	5	1	0	20.00	0	0
International Naval Surveys Bureau	153	14	1	9.15	0.65	7.14
International Register of Shipping	1,048	151	17	14.41	1.62	11.26
International Ship Classification	854	92	13	10.77	1.52	14.13
Iranian Classification Society	25	3	0	12.00	0.00	0.00
Isthmus Bureau of Shipping	1,492	164	17	10.99	1.14	10.37
Isthmus Maritime Classification Society S.A.	1	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	625	111	9	17.76	1.44	8.11
Korea Ship Safety Technology Authority	144	1	0	0.69	0	0
Korean Register of Shipping	8,115	141	1	1.74	0.01	0.71
Lloyd's Register	11,311	361	11	3.19	0.10	3.05
Macosnar Corporation	33	3	0	9.09	0	0
Marconi International Marine Company Ltd.	4	0	0	0	0	0

Recognized organization (RO)	No. of overall inspections 2011-2013	No. of overall detentions 2011-2013	No. of RO responsible detentions 2011-2013	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
Maritime Lloyd Ltd, Georgia	23	1	0	4.35	0	0
Maritime Technical Systems and Services	90	6	0	6.67	0	0
National Cargo Bureau Inc.	2	0	0	0	0	0
National Shipping Adjusters Inc	89	8	0	8.99	0	0
New United International Marine Services Ltd	19	3	0	15.79	0	0
Nippon Kaiji Kyokai	28,105	1,005	46	3.58	0.16	4.58
NV Unitas	1	0	0	0	0	0
Overseas Marine Certification Services	911	119	8	13.06	0.88	6.72
Panama Bureau of Shipping	110	18	1	16.36	0.91	5.56
Panama Marine Survey and Certification Services, Inc.	6	1	0	16.67	0	0
Panama Maritime Documentation Services	1,340	130	5	9.70	0.37	3.85
Panama Maritime Surveyors Bureau Inc	63	9	0	14.29	0	0
Panama Register Corporation	139	18	0	12.95	0	0
Panama Shipping Certificate Inc.	8	0	0	0	0	0
Panama Shipping Registrar Inc.	411	38	3	9.25	0.73	7.89
Phoenix Register of Shipping	8	1	0	12.50	0	0
Polski Rejestr Statkow	63	4	0	6.35	0	0
Registro Brasileiro de Navios de Aeronaves	2	0	0	0	0	0
Registro Internacional Naval S.A.	65	3	0	4.62	0	0
Registro Italiano Navale	2,239	105	1	4.69	0.04	0.95
RINAVE Portuguesa	25	2	0	8.00	0	0
Russian Maritime Register of Shipping	1,462	93	2	6.36	0.14	2.15
Russian River Register	1	0	0	0	0	0
Ship Classification Malaysia	26	2	0	7.69	0	0
Shipping Register of Ukraine	5	0	0	0	0	0
SingClass International Pte Ltd	89	26	2	29.21	2.25	7.69
Sing-Lloyd	153	35	3	22.88	1.96	8.57
Turkish Lloyd	9	0	0	0	0	0
Union Bureau of Shipping	3,132	505	52	16.12	1.66	10.30
Union Marine Classification Society	1	0	0	0	0	0
Universal Maritime Bureau	945	124	12	13.12	1.27	9.68
Universal Shipping Bureau	227	27	2	11.89	0.88	7.41
Venezuelan Register of Shipping	1	0	0	0	0	0
Vietnam Register	2,438	210	15	8.61	0.62	7.14
Other	1,057	125	13	11.83	1.23	10.40

See also the note in page 33.

Table 12: PERFORMANCE OF RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2011-2013	No. of RO responsible detentions 2011-2013	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
SingClass International Pte Ltd	89	2	4	0	0.54	Medium
Sing-Lloyd	153	3	6	0	0.49	
Croatian Register of Shipping	110	1	5	0	0.29	
Panama Bureau of Shipping	110	1	5	0	0.29	
International Register of Shipping	1,048	17	29	13	0.25	
Korea Classification Society (former Josen Classification Society)	625	9	19	6	0.22	
International Ship Classification	854	13	24	10	0.22	
International Naval Surveys Bureau	153	1	6	0	0.19	
Universal Shipping Bureau	227	2	9	1	0.18	
Union Bureau of Shipping	3,132	52	76	49	0.10	
Biro Klasifikasi Indonesia	276	2	10	1	0.09	
Global Marine Bureau	1,370	20	36	18	0.09	
Universal Maritime Bureau	945	12	26	11	0.04	
Panama Shipping Registrar Inc.	411	3	13	3	-0.02	High
Isthmus Bureau of Shipping	1,492	17	39	20	-0.28	
Overseas Marine Certification Services	911	8	26	11	-0.39	
Intermaritime Certification Services, S.A.	1,211	8	33	16	-0.79	
Indian Register of Shipping	324	0	11	2	-0.90	
Vietnam Register	2,438	15	61	37	-1.05	
Panama Maritime Documentation Services	1,340	5	36	18	-1.26	
China Corporation Register of Shipping	953	2	27	11	-1.44	
Russian Maritime Register of Shipping	1,462	2	39	20	-1.70	
Germanischer Lloyd	9,489	20	213	167	-1.74	
Bureau Veritas	9,417	15	211	165	-1.80	
American Bureau of Shipping	9,118	14	205	160	-1.81	
Nippon Kaiji Kyokai	28,105	46	601	523	-1.82	
Lloyd's Register	11,311	11	251	201	-1.88	
Det Norske Veritas	10,524	10	235	186	-1.88	
Registro Italiano Navale	2,239	1	56	33	-1.90	
Korean Register of Shipping	8,115	1	184	141	-1.98	

Recognized organization (RO)	No. of overall inspections 2011-2013	No. of RO responsible detentions 2011-2013	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
China Classification Society	8,126	1	184	141	-1.98	

- Note: 1) In this table, only recognized organizations (RO) that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Black-Grey-White List. However, the values for P and Q are adjusted to P=2% and Q=1%.
- 2) ROs involving 60-179 inspections with zero detention are not included in this table.

Figure 17: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

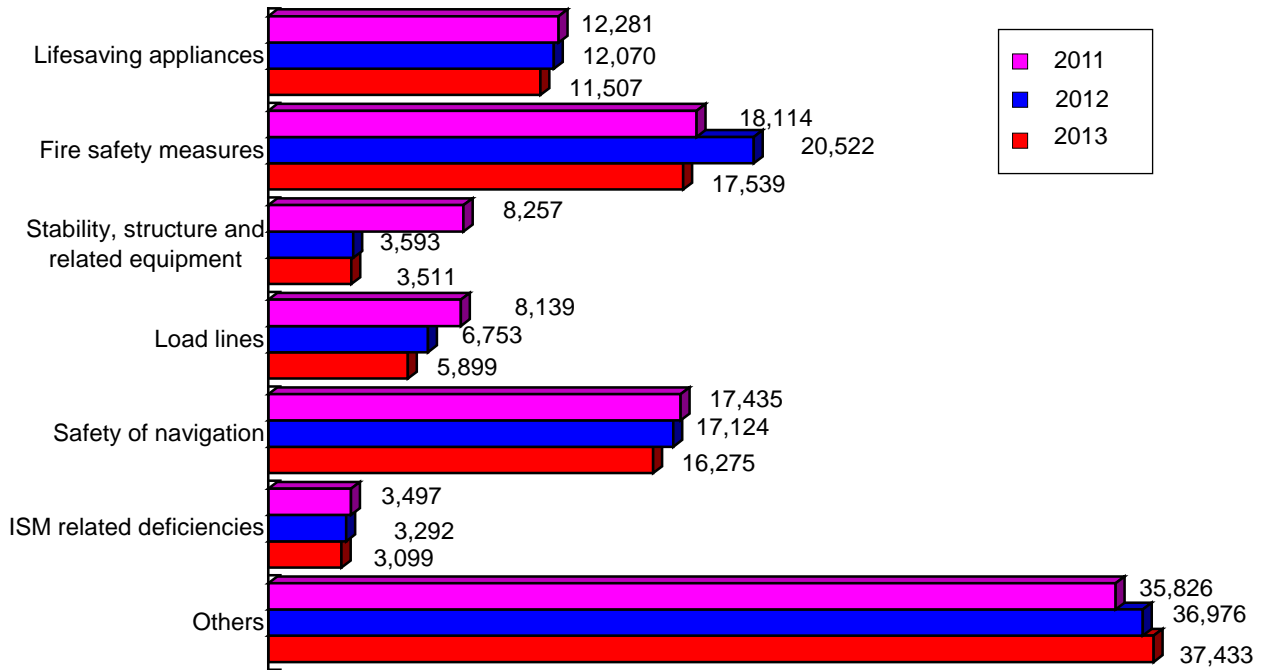


Table 13: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency		Number of deficiencies		
		2011	2012	2013
	Crew Certificates	1,400	1,275	1,074
Certificate & Documentation	Documents	5,633	5,359	5,345
	Ship Certificates	2,978	2,754	2,348
	Structural Conditions	4,268	3,593	3,511
Water/Weathertight conditions		8,139	6,753	5,899
Emergency Systems		5,209	5,628	5,392
Radio Communications		3,319	2,987	2,500
Cargo operations including equipment		526	675	575
Fire safety		17,709	20,522	17,539
Alarms		703	798	754
Safety of Navigation		18,319	17,124	16,275
Life saving appliances		13,476	12,070	11,507
Dangerous goods		289	241	216
Propulsion and auxiliary machinery		6,424	5,470	5,458
Working and Living Conditions	Living Conditions	459	672	620
	Working Conditions	4,585	4,496	4,887
Labour Conditions	Minimum requirements for seafarers	-	-	11
	Conditions of employment	-	-	33
	Accommodation, recreational facilities, food and catering	-	-	199
	Health protection, medical care, social security	-	-	66
Pollution prevention	Anti Fouling	23	16	21
	MARPOL Annex I	2,339	2,335	2,037
	MARPOL Annex II	21	27	40
	MARPOL Annex III	37	17	14
	MARPOL Annex IV	996	1,013	1,070
	MARPOL Annex V	1,055	981	2,618
	MARPOL Annex VI	680	796	915
ISM		3,497	3,292	3,099
Other		1,608	1,436	1,240
Total		103,692	100,330	95,263
ISPS		2,790	2,490	2,033
Grand total		106,482	102,820	97,296

Figure 18: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

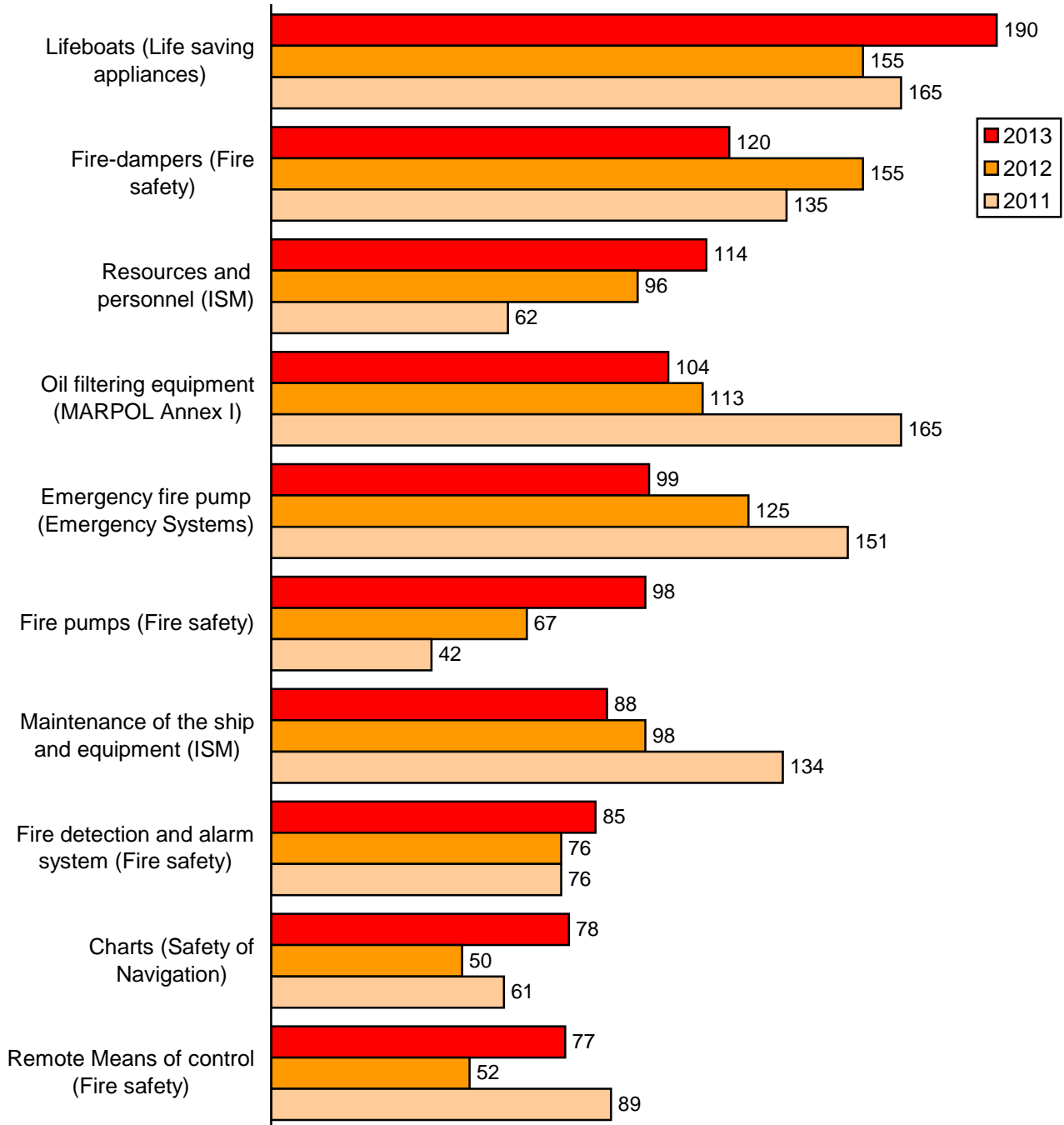
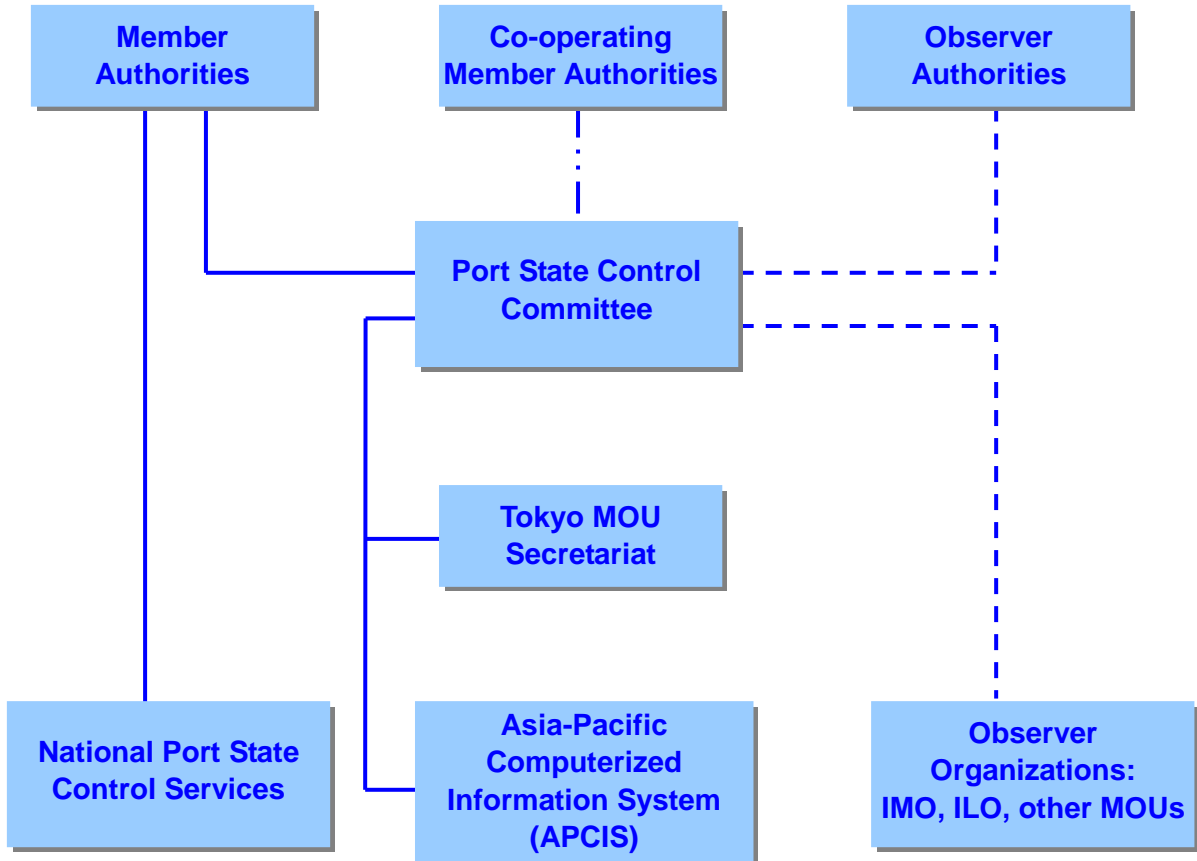


Table 14: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

No.	Most frequent deficiencies	Year		
		2011	2012	2013
1	Lifeboats (Life saving appliances)	165	155	190
2	Fire-dampers (Fire safety)	135	155	120
3	Resources and personnel (ISM)	62	96	114
4	Oil filtering equipment (MARPOL Annex I)	165	113	104
5	Emergency fire pump and its pipes (Emergency Systems)	151	125	99
6	Fire pumps and its pipes (Fire safety)	42	67	98
7	Maintenance of the ship and equipment (ISM)	134	98	88
8	Fire detection and alarm system (Fire safety)	76	76	85
9	Charts (Safety of Navigation)	61	50	78
10	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces (Fire safety)	89	52	77

ANNEX 3

ORGANIZATIONAL STRUCTURE OF THE TOKYO MOU



EXPLANATORY NOTE ON THE BLACK – GREY – WHITE LISTS

The Port State Control Committee adopted the same method as used by the Paris MOU for assessment of performance of flags. 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 the agreement of the Port State Control Committee. 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:

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

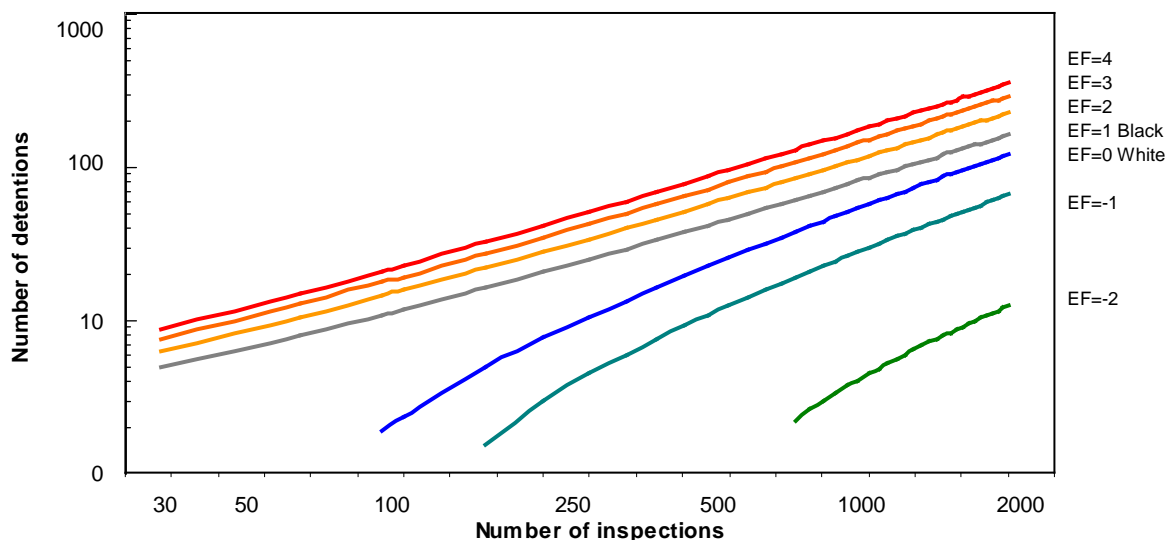
$$u_{white - to - grey} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Tokyo 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 as the 'black to grey' or the 'grey to white' limit. 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.



Example flag on Black list:

Ships of Tanzania were subject to 73 inspections of which 18 resulted in a detention. The "black to grey limit" is 9 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:

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

$$u_{black-to-grey} = 73 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{73 \cdot 0.07 \cdot 0.93}$$

$$u = 9$$

The excess factor is 4.26. This means that 'p' has to be adjusted in the formula. The black to grey limit has an excess factor of 1, so to determine the new value for 'p', 'q' has to be multiplied with 3.26, and the outcome has to be added to the normal value for 'p':

$$p + 3.26q = 0.07 + (3.26 \cdot 0.03) = 0.1678$$

$$u_{excessfactor} = 73 \cdot 0.1678 + 0.5 + 1.645 \cdot \sqrt{73 \cdot 0.1678 \cdot 0.8322}$$

$$u_{excessfactor} = 18$$

Example flag on Grey list:

Ships of Philippines were subject to 622 inspections, of which 41 resulted in a detention. The "black to grey limit" is 55 and the "grey to white limit" is 33. The excess factor is 0.38.

How to determine the black to grey limit:

$$u_{black-to-grey} = 622 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{622 \cdot 0.07 \cdot 0.93}$$

$$u_{black-to-grey} = 55$$

How to determine the grey to white limit:

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

$$u_{white-to-grey} = 622 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{622 \cdot 0.07 \cdot 0.93}$$

$$u_{white-to-grey} = 33$$

To determine the excess factor the following formula is used:

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

$$ef = (41 - 32.57) / (54.51 - 32.57)$$

$$ef = 0.38$$

Example flag on White list:

Ships of the Netherlands were subject to 474 inspections of which 15 resulted in detention. The "grey to white limit" is 24 detentions. The excess factor is -0.71.

How to determine the grey to white limit:

$$u_{\text{white-to-grey}} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

$$u_{\text{white-to-grey}} = 474 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{474 \cdot 0.07 \cdot 0.93}$$

$$u_{\text{white-to-grey}} = 24$$

The excess factor is -0.71. 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 -0.71, and the outcome has to be added to the normal value for 'p':

$$p + (-0.71) = 0.07 + (-0.71 \cdot 0.03) = 0.0487$$

$$u_{\text{excessfactor}} = 474 \cdot 0.0487 - 0.5 - 1.645 \cdot \sqrt{474 \cdot 0.0487 \cdot 0.9513}$$

$$u_{\text{excessfactor}} = 15$$

According to the decision by the Port State Control Committee, flags involving 30-49 port State inspections with nil detentions are listed on top of the White List.

TOKYO MOU SECRETARIAT

The Secretariat (Tokyo MOU Secretariat) of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region is located in Tokyo, Japan. The Secretariat may be approached for further information or inquiries on the operation of the Memorandum.

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