FOREWORD

The Committee of the Black Sea Memorandum of Understanding on Port State Control is pleased to present the Annual Report on Port State Control in the Black Sea Region for 2002.

The Development and implementation of a Memorandum of Understanding on Port State Control in the Black Sea Region aimed at gradual eradication of substandard ships imposing increasing risks of accidents which could result in massive pollution by oil and other harmful substances which threats Black Sea waters.

The main objective of the Committee and member Authorities is to establish an effective port State control regime in the Black Sea region, through co-operation and harmonization of the PSC activities to eliminate sub-standard shipping so as to promote maritime safety, to protect the marine environment and to safeguard working and living conditions on board.

This annual report which is the first issue provides background information, presents a review of the previous achievements, outlines recent activities on port State control in the Black Sea region and includes the statistical port state inspection data conducted by the member Authorities of the Black Sea Memorandum during the year 2002.

Captain Marin Chintoan-Uta
Chairman
Port State Control Committee

Hüseyin Yüce
Secretary
BS MOU Secretariat

INTRODUCTION

The Annual Report on Port State Control in the Black Sea Region is published under the auspices of the Committee of the Black Sea Memorandum of Understanding on Port State Control. This annual report is first issue and thereby covers a general overview of past and recent port State control activities and also includes the statistical port state inspection data conducted by the member Authorities of the Black Sea Memorandum during the year 2002.

The Black Sea Memorandum of Understanding on Port State Control (referred as BS MOU) was completed and signed by representatives of the Maritime Authorities of Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine on 7 April 2000 in Istanbul, Turkey, following two preparatory meetings organized and sponsored by IMO.

The BS MOU is in force as from 19 December 2000, and on October 2002 process of formal acceptance of the Memorandum completed by all coastal States in the region.

GENERAL OVERVIEW

THE COMMITTEE

The Port State Control Committee established under the Memorandum monitors and controls implementation and on-going operation of the Memorandum. The Committee consists of representatives of the maritime Authorities of the six member States and observers representatives from the International Maritime Authorities(IMO), the International Labour Organization(ILO).

The BS MOU Committee held its first meeting in Istanbul from 13 to 15 December 2000 with representatives from the Maritime Authorities of the six member States. The meeting hosted by the Republic of Turkey Undersecretariat Maritime Affairs and Chaired by Mr. Vitali Kliuev(Russian Federation) which the Rules of Procedures of the Committee was adopted which govern procedural work of the Commettee.

Second Committee meeting, hosted by Bulgarian Maritime Authority, was held in Varna Bulgaria from 2 to 4 May 2001 Chaired by Mr Haydar BERK(Turkey).

Third Committee meeting, hosted by the Romanian Naval Authority, Chaired by Mrs Lyusiena Kostova(Bulgaria) from 22 to 24 April 2002.

THE SECRETARIAT

The BS MOU Secretariat was established after the 1st BS MOU Committee meeting and is operating in Istanbul Turkey with the following principles, by transforming the BS MOU Interim Secretariat which was founded by the Republic of Turkey Undersecretariat of Maritime Affairs in accordance with the decision of the Signatory Meeting:

.1 the Secretariat is a non-profit making body;
.2 the Secretariat will be totally independent from any maritime administration or organization;
.3 the Secretariat will be governed by and be accountable to the Committee;
.4 the Secretariat will operate from the established bank account, into which all dues and contributions are made, in accordance with the budget determined by the Committee.

The Committee at its first meeting appointed Assoc. Prof. Dr. Capt.(R) Huseyin YUCE as Secretary of the Committee and decided contribution formula for the Budget of the Secretariat and Information Center.

The budget and Member contributions to the Secretariat for the financial term 1 May 2001 to 30 April 2002 has been agreed by the Committee during the 2nd BS MOU Committee meeting held in Varna, Bulgaria 2-4 May 2001. The Committee also decided that under the agreed budget figure in addition to the Secretary, a technical officer to be hired locally will be sufficient for the functioning of the Secretariat.

Financial Rules of Procedures of the Secretariat adopted by the Committee at its third meeting in May 2002 in which the Committee also endorsed part time employment of the Capt.(R) Celal SEYHAN as Technical Officer.

The Committee at its third meeting adopted financial rules of Procedures of the Secretariat and considered draft Headquarter Agreement for the BS MOU Secretariat and Maritime authorities requested to provide comments to the Secreteriat, for submission to the Republic of Turkey in order to prepare final version of the agreement by the Turkish Government for consideration by the Committee.

BLACK SEA INFORMATION SYSTEM

The Black Sea Information System (BSIS) to be established in the Black Sea port Novorossky for the purpose of exchanging information on Port State inspections, in order to:

.1 make available to Authorities information on inspection results of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and in the exercise of Port State control on selected ships; and
.2 provide effective information exchange facilities regarding Port State control in the region.

Second Committee meeting of the BS MOU approved functional requirements for the information system. The full title of the system was agreed as Black Sea Information System (BSIS). In accordance with the functional requirements, the system should provide the participants with the following capabilities:

.1 each Authority to be able to obtain up-to-date information of all inspections of a particular ship and her tombstone data;

.2 easy and quick recording of every PSC inspection immediately following and up to the end of the agreed period after the inspection completion;

.3 the system should ensure that the information being recorded is accurate and complete;

.4 modification of the database structure such as adding new codes or data fields by the BSIS Manager for the purpose of increasing the system functionality in accordance with the defined procedures;

.5 auditing of data changes should provide the administrative staff with the information of time and author of any changes;

.6 the system should ensure security of the data from unauthorized access and from changes being made by unauthorized users;

.7 enabling data search tools;

.8 obtaining statistics on PSC activity from the system in various reporting formats as approved by the Committee;

.9 the system should be capable of being used by personnel with minimum knowledge or expertise in computer operations;

.10 the Internet technology should be a basis for the BSIS, and at least "MS Windows" based user-platform would be supported by the system;

.11 transmitting PSC data to the BSIS via Internet should be provided on a real-time basis;

.12 acknowledging an error of input data entered on the web-site on a real-time basis, to enable the operator to rectify the error immediately;

.13 tracking the 6-month duration of an inspection is to be provided;

.14 the system should distinguish an initial and a follow-up inspection;

.15 backup facilities should be stipulated in the system to ensure data safety;

.16 set-up and operational costs should be minimum;

.17 on-line help should be provided to all users when the problems arise. This can also help train users to use the new system; and

.18 full inspection history for each ship operating in the Black Sea region should be available, as well as ability to track all associated inspections;

.19 possibility for targeting inspections;

.20 direct computerized exchange of messages between member Authorities;

.21 carry out necessary works on coding system;

.22 interregional data exchange.

Initially it was an intention to launch the system in 2001. It was expected that the Danish Environmental Protection Agency (DEPA) would provide some financial support for the project. But in the beginning of year 2002 DEPA informed the BS MOU with regret that it was not in a position to perform the task due some internal reasons.

The BSMOU Committee has also agreed to establish a common coding system for the Black Sea MOU as proposed by the Russian Federation at its second meeting.

The last Committee meeting of the Black Sea MOU held in April 2002 in Constantza (Romania) invited the BSIS host Authority to make appropriate arrangements for implementation of the system as soon as possible. The Committee noted an implementation plan provided by the developer. In accordance with the plan the system should launched by early 2003.

As an interim measure it was agreed to accept proposal of Romanian Maritime Administration to collect PSC information from the region and to provide all Maritime Administrations and the Secretariat with the consolidated list of inspections held within the region on daily basis. The information exchange will be provided via e-mail. It is also proposed that consolidated regional detention data would be forwarded to IMO and ILO respectively.

The Committee at its third meeting in April 200 in Constantza(Romania) also agreed with a proposed text for the BSIS Organization and instructed BSIS Manager to prepare a Basic BSIS Document.

WORKING GROUPS

Working/Correspondance groups are established in line with the Rules of Procedures of the Committee. There are following working /correspondance groups in existence:

Correspondance Group on Appeal Panel -Leader Mrs Radina Tasseva(Bulgaria)

Correpondance Group on BS MOU PSCO Manual – Leader Mr Marian Popescu(Romania)

Working Group on Training Matters – Leader Mr Mihail Andrei(Romania)

RELEVANT INSTRUMENTS

For the purpose of the Memorandum, the following instruments are base for Port State control activities in the region.

.1 The International Convention on Load Lines, 1966 (Load Lines 66);
.2 The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74);
.3 The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
.4 The International Convention on Standards of Training Certification and Watchkeeping for Seafarers, 1978 (STCW 78);
.5 The Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG 72);
.6 The International Convention on Tonnage Measurement of Ships,1969(Tonnage 69);
.7 the Merchant Shipping (Minimum Standards) Convention, 1976 (No. 147).

INSPECTION PORTS

PSC inspection ports in the Black Sea region are shown below:

BULGARIA	RUSSIAN FEDERATION	UKRAINE
Varna Baltchik Bourgas Nessebar Pomorie Sozopol Tzarevo	Gelenzhik Novorossısk Sochi Tuapse	Bilgorod-Dnistrovskyy Berdiansk Dnipro-Buzkyy Illichivsk Oyabrsk Reni Sevastopol Skadovsk Theodosia Ust-Dunaisk Yalta Yevpatoria Yuzhnyy Izmail Kerch Kherson Mariupol Mikolayiv Odessa
GEORGIA Batumi Poti.	**TURKEY** Kdz. Ereğli Samsun Trabzon Rize Hopa	
ROMANIA Constanta Mangalia Midia Galati Braila Tulcea Sulina		

PSCO MANUAL

Draft Port State Control Officer(PSCO) Manual prepared and submitted to the Committee by the Secretariat. Pursuance to the decision of the Committee the Paris MOU revised PSCO Manual

also provided to the Maritime Authorities. At its third meeting the Committee agreed to implement draft BS MOU PSCO Manual, as adjusted by Romania, on a trial basis, starting from 1st July 2002. Maritime authorities recommended to consider implementation of the adjusted BS MOU by Romania to the maximum possible extend. The Committee further agreed :

.1 Maritime Authorities to send comments and observations regarding BS MOU PSCO Manual implementation to Romania to be circulated through the Secretariat

.2 To establish a correspondence/working group on Manual under the leadership of Romania to deal with BS MOU PSCO Manual and its implementation

.3 Working Group on Manual to hold meeting during PSCC04.

.4 To implement Paris MOU coding system as an interim measure.

TRAINING

IMO training course for Maritime Administrators has been held in Constantza, Romania in March 2001. A second course on flag state implemetation and port State control conducted at the IMO International Maritime Academy in Trieste Italy from 8 October to 14 December 2001. Two participants from each of the Black Sea countries attended the course.

The Committee tasked the Secretariat to approach the European Commission and obtain a copy of the PSCO training package developed for the Paris MOU to be used for training purposes within the BS MOU.

EC PSC Training Package(The EPSCOT programme) obtained and delivered to the Training Centers of the Member States.

PSC IN OTHER REGIONS

IMO WORKSHOP I

IMO organized a workshop for regional Port State Control (PSC) agreement secretaries and directors of information centres at IMO Headquarters, London from 7 to 9 June 2000 and was financed within the framework of an IMO technical assistance programme by its Technical Co-operation Fund (TC Fund). Interim Secretary Capt. Hüseyin YÜCE and the BSIS Project Manager Dr. Vitali KLIUEV participated in the workshop. Mr. G. KVIKVIDZE from Georgia also took part in the event at the expense of the Georgian Government. Port State Control Committee considered and took appropriate action on the Record of Recommendations of the Workshop. The Committee:

- tasked the Secretariat to invite other MOUs as observers in order to ensure a continuous exchange of information, expertise and best practices in the implementation and co-ordination of PSC activities.
- considered useful that Maritime Authorities should work on a regional basis towards the determination of target factors to inspect ships.
- agreed PSCOs should not accept transitional certificates of competency that do not comply with STCW 78/95.

- agreed that, when a vessel is detained, the flag State concerned should be immediately notified by the best possible means of communication available.
- agreed to authorize the IMO Secretariat to access BSIS if so requested, provided that the information will be restricted to IMO internal use and an agreement to be concluded between IMO and BS MOU Secretariat.
- shared the workshop opinion that it is highly desirable taking into account the needs of PSCOs and Information Centres, to develop and maintain a common coding system, applicable to all MOUs.
- to authorize the BSIS Manager and Secretariat to participate in the work of the established Contact Group on the Harmonization of Information Exchange.
- that PSCOs should be trained to assess the safety management systems on board ships.

CO-OPERATION WITH MED MOU

At its second meeting the Committee considered possible areas of co-operation with the MED MOU and endorsed followings:

- Participation of the Port State Control Officer(PSCO)s in training courses and seminars
- Co-operation in the field of information system software development, coding system and exchange of know how.
- Participation of the Secretariats in Committee meetings as observers
- Exchange of port state control inspection data
- Harmonization of the criteria for detention
- Co-operation and harmonization of port state control procedures and harmonization of annual statistical data for a meaningful comparison.

SECOND IMO WORKSHOP

The Second Workshop for regional port State control (PSC) agreement secretaries and directors of information centres was held at IMO Headquarters, London from 3 to 5 July 2002 and was organized by the International Maritime Organization (IMO), within the framework of an IMO technical assistance programme and financed by its Technical Co-operation Fund (TC Fund).

Technical Officer R.. Celal Seyhan and Dr. Vitali Kliuev participated to the workshop as representatives of the Secretariat and BSIS.

Record of Recommendations of the workshop will be submitted to the Committee at its fourth meeting for possible consideration.

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SUMMARY OF THE ACTIVITIES

The 3rd BS MOU Committee meeting took place in Constantza(Romania) from 24 to 26 April 2002. The Committee agreed:

a. to establish an intersessional correspondance group to make full analysis of establishment of an appeal panel and propose possible solutions for consideration by the Committee.

b. to implement Romanian Inspection Format and Procedures for the interim arrangement in The Black Sea Region, starting by 1st of July 2002. It was also decided to apply by Paris MOU Coding System as an interim measure.

c. with a proposed text for the BSIS Organization instructed BSIS Manager to prepare a Basic BSIS Document .

d. to substitute two weeks course entitled "Theoretical and Practical Training for Port State Control Officer /Flag State Surveyors within the BS MOU" to be hosted by the Maritime Faculty of the ITU in Turkey with Data Base Managers Course.

e. to adopt financial rules and procedures for the Secretariat.

f. to implement draft BS MOU PSCO Manual, to be adjusted by Romania, on a trial basis, starting from 1st July 2002.

Necessary actions have been taken by the maritime Authorities and Secretariat for the implementation of the decision of the Committee.

The PSC Committee Chairman has appealed to IMO with the request of replacing scheduled PSC officer training course under auspices of IMO by the training seminar for National Database Managers. IMO kindly agreed on that proposal and announced the seminar arrangements. The Russian Federation has agreed to develop the training course itself and presented tentative program and other particulars of the seminar for IMO consideration, which further were approved by IMO. Both BS MOU Committee and IMO supported the proposal of Turkey for hosting the seminar at the Maritime Faculty of Istanbul Technical University (ITU MF) located in Tuzla-city near Istanbul.

The seminar was held on 21-25 October 2002 in Istanbul (Turkey). The Russian Federation, as a host Authority of the system, provided the course itself including training materials and lecturers.

The main purpose of the training course was to introduce PSC information exchange procedures to the Black Sea MOU National Database Managers expected to be responsible for providing information exchange within the framework of MOU for the Authorities. The trained Database Managers would promote a connection of appropriate Authority users to the system central site and establishment of information exchange procedures for the Authority. The participants have to be trained for configuring BSIS user computers, installing software needed for the client site, registration of users at the BSIS central cite, supporting general exchange by PSC data.

Number of seminar participants was 20, represented six countries of the Black Sea region, that is, Bulgaria, Georgia, Romania, Russia, Turkey, Ukraine and Secretariat. Additionally three instructors(Dr. Vitali Kliuev, Mr. Kukushkin, Ms. Khartchenko) from the Russian Federation attended to the seminar. All the participants and instructors were from governmental institutions responsible for PSC matters and associated information exchange in the respective Authorities.

PHOTO GALLERY

2002 STATISTICAL DATA

Inspection data for the year of 2002 are given at Table 1 to Tablo 5 with associated graphics. One of the important milestone for the year of 2002 was ratification of the Memorandum by Russian Fedearatation effective on December 01, 2002. Russian federation PSC inspection ports which were reported to the paris MOU transferred to the BS MOU. Due to this reason Russian federation 2002 inspection data was not included in the statistics.

DEFICINCIES BY TYPE OF SHIP

TYPE OF SHIP	NUMBER OF INSPECTIONS	NUMBER OF SHIPS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	Ave. No. of Deficiencies
Tankship (Non Specified)	19	6	20			1,1
Ore/Bulk/Oil Carrier	3	2	1			0,3
Oil Tankship	379	172	304	4	1,1	0,8
Vegetable oil Tankship	9	5	32	1	11,1	3,6
Gas Carrier (Non Specified)	1	1	3			3,0
Gas Carrier - LPG						
Gas Carrier - LNG	33	6	34			1,0
Chemical Tankship	64	17	37	1	1,6	0,6
Bulk Carrier	800	365	1336	35	4,4	1,7
Cement Carrier	3	3	3			1,0
Unitised Vessel						
Barge Carrier						
Vehicle Carrier						
Containership	97	36	73			0,8
Pallets Carrier						
Ro-Ro Cargo Ship	29	5	26			0,9
General dry Cargo ship	1410	917	5034	125	8,9	3,6
Refrigerated Cargo Carrier	71	30	75			1,1
Livestock Carrier						
Ferry						
Passenger ship	45	9	36	1	2,2	0,8
Ice Breaker						
Factory Ship						
Research Ship						
Heavy Load Carrier						
Supply Ship	1	1	6	1	100,0	6,0
Rescue/Standby Ship						
Cutter/Dredger						
Mobile offshore drilling unit	1					
Dynamically supported craft						
Special purpose ship	2					
High Speed Craft						
T O T A L	**2967**		**7020**	**168**		

DEFICIENCIES BY FLAG

FLAG	TOTAL NO.OF INSPECTIONS	TOTAL NO.OF SHIPS WITH DEFICIENCIES	TOTAL NO.OF DEFICIENCIES	TOTAL NO.OF DETENTIONS
Albania	1	1	3	
Algeria	3	2	11	
Antilles, Netherlands	3	1	7	
Antigua and Barbuda	38	22	33	
Azerbaijan	18	9	81	3
Bahamas	48	12	34	1
Belize	6	7	18	
Bolivia	13	11	233	3
Brazil	1			
Bulgaria	80	29	118	3
Cambodia	283	233	1516	46
Cayman Islands	13	5	12	1
China,People's Rep.of	20	4	6	
Comores	9	8	53	1
Croatia	4			
Cyprus	165	86	287	4
Denmark	8	3	7	
Ecuador				
Egypt	11	3	6	
Equatorial Guinea	13	9	35	
Estonia	2	3	2	
France	2			
Georgia	52	39	309	9
Germany	3	2	2	
Gibraltar	2	1	3	
Greece	96	29	64	1
Guinea	1	1	4	
Honduras	8	7	81	2
Hong Kong (China)	29	7	21	
India	14	6	20	1
Iran	13	7	37	2
Italy	37	6	14	
Korea, Democratic People's Republic	7	6	70	3
Korea, Republic of	26	15	115	4
Lebanon	24	16	94	1

DEFICIENCIES BY FLAG(CONTINUED)

FLAG	TOTAL NO.OF INSPECTIONS	TOTAL NO.OF SHIPS WITH DEFICIENCIES	TOTAL NO.OF DEFICIENCIES	TOTAL NO.OF DETENTIONS
Liberia	73	25	48	1
Lithuania	1			
Luxemburg	6	2	12	
Malaysia	7	2	3	
Malta	472	230	722	16
Man, Isle of	1	1	3	
Marshall Islands, Republic of	22	11	29	
Moldovia	1	1	17	1
Netherlands	18	12	18	
Norway	31	5	12	
Pakistan	1			
Panama	201	99	408	10
Philippines	20	6	13	
Poland	4	2	2	
Portugal	11	5	28	
Romania	14	7	20	
Russia	253	145	581	16
Saint Vincent and the Grenadines	90	48	195	4
Seychelles	1	1	3	
Singapore	17	5	10	
Spain	4	1	4	
Switzerland	1	1	1	
Syrian Arab Republic	139	98	534	23
Thailand	5	4	50	1
Tonga	27	20	182	4
Tunisia	1	2	3	
Turkey	615	334	1058	18
Ukraine	58	43	190	8
United Kingdom	20	10	26	1
United States of America	1			
Vanuatu	1			
T O T A L	3169	1710	7468	188

DEFICIENCIES BY CATEGORY

CODE	NATURE OF DEFICIENCY	NUMBER OF DEFICIENCIES	PERCENTAGE
0100	Ship's Certificates / Logbooks	669	8,65
0200	Crew	679	8,78
0300	Accomodation	248	3,21
0400	Food and Catering	85	1,10
0500	Working Spaces	63	0,81
0600	Life Saving Appliances	1092	14,12
0700	Fire Fighting Appliances	506	6,54
0800	Accident Prevention	114	1,47
0900	Safety in General	851	11,00
1000	Alarm Signals	43	0,56
1100	Cargo	50	0,65
1200	Load Lines	274	3,54
1300	Mooring Arrangements	40	0,52
1400	Propulsion and Auxiliary Machinery	310	4,01
1500	Navigation	1272	16,44
1600	Radio	280	3,62
1700	Marine Pollution - Annex I	458	5,92
1800	Tankers	1	0,01
1900	Marine Pollution - Annex II	6	0,08
2000	SOLAS related operational Deficiencies	343	4,43
2100	MARPOL related operational Deficiencies	216	2,79
2200	Marine Pollution - Annex III	12	0,16
2300	Marine Pollution - Annex V	65	0,84
2500	ISM related deficiencies	39	0,50
9800	All other deficiencies	6	0,08
9900	Other deficiencies	14	0,18
TOTAL		7736	100,00

DEFICIENCIES BY CLASS SOCIETIES

CLASSIFICATION SOCIETY	SYMBOL	NUMBER OF INSPECTIONS	NUMBER OF SHIP WITH DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE
American Bureau of Shipping	**ABS**	**254**	**109**	**2**	**0,8**
Bulgarian Register of Shipping		**5**	**8**	**2**	
Bulgarski Koraben Registar	**BKR**	**60**	**14**		
Bureau Veritas	**BV**	**286**	**114**	**9**	**3,1**
China Classification Society	**CCS**	**34**	**16**		
Croatian Register of Shipping	**CRS**	**15**	**5**		
Cyprus Bureau of Shipping	**CBS**	**4**	**2**	**2**	**50,0**
Det Norske Veritas	**DNVC**	**182**	**59**	**7**	**3,8**
Germanischer Lloyd	**GL**	**180**	**86**	**4**	**2,2**
Hellenic Register of Shipping	**HR**	**36**	**25**	**3**	**8,3**
Honduras Bureau of Shipping		**2**	**2**	**1**	**50,0**
Honduras International Naval Surveying and Inspection Bureau	HINSIB	8	6	1	12,5
Honduras Maritime Inspections		2	2	1	50,0
Inclamar	INC	11	6		
Indian Register of Shipping	IRS	59	43	6	10,2
International Maritime Classification Society		1	1	1	100,0
International Naval Surveys Bureau	INSB	74	47	4	5,4
International Register of Shipping		6	8	3	50,0
Isthmust Bureau of Shipping Classification Div	IBS	1			
Korean Register of Shipping	KRS	22	10	3	13,6
Lloyd's Register of Shipping	LR	310	111	5	1,6
Marconi International Marine Company Ltd.	MIMC	8	7		
Maritime Bureau of Shipping		1			
National Shipping Adjusters Inc	NSA	4			
Nippon Kaiji Kyokai	NK	239	96	7	2,9
Panama Maritime Surveyors Bureau Inc	PMS	1	1		
Phoenix Register of Shipping		3	3	1	33,3
Polski Rejestr Statkow	PRS	100	46	5	5,0
Registro Italiano Navale	RINA	96	33		
Romanian Naval Register	RNR	8	3	1	12,5
Regjistri Laknori Shqiptar	RLS	1			
Russian Maritime Register of Shipping	RMRS	279	177	26	9,3
Russian River Register	RR	81	58	7	8,6
Shipping Register of Ukraine	RU	1	1		
Sociedad Classificadora de Colombia	SCC	1	1		
Turk Loydu Vakfı	TL	199	110	4	2,0
Other		325	157	31	9,5
T O T A L		**2899**	**1367**	**136**	

AVERAGE DEFICIENCY BY TYPE OF SHIP
AVERAGE NO. OF DEFICIENCIES
7,00
6,00
5,00
4,00
3,00
2,00
1,00
0,00
1,05
0,33
0,80
3,56
3,00
1,03
0,58
1,67
1,00
0,75
0,90
3,57
1,06
0,80
6,00
Tankship (Non Specified)
Ore/Bulk/Oil Carrier
Oil Tankship
Vegetable oil Tankship
Gas Carrier (Non Specified)
Gas Carrier - LNG
Chemical Tankship
Bulk Carrier
Cement Carrier
Containership
Ro-Ro Cargo Ship
General dry Cargo ship
Refrigerated Cargo Carrier
Passenger ship
Supply Ship
TYPE OF SHIP

OVERALL PERCENTAGE OF DETENTION BY TYPE OF SHIP
PERCENTAGE
12,00
10,00
8,00
6,00
4,00
2,00
0,00
1,06
11,11
1,56
4,38
8,87
2,22
Oil Tankship
Vegetable oil Tankship
Chemical Tankship
Bulk Carrier
General dry Cargo ship
Passenger ship
TYPE OF SHIP

DEFICIENCY PERCENTAGE BY CATEGORY
PERCENTAGE
18,00
16,00
14,00
12,00
10,00
8,00
6,00
4,00
2,00
0,00
8,65
8,78
3,21
1,10
0,81
14,12
6,54
1,47
11,00
0,56
0,65
3,54
0,52
4,01
16,44
3,62
5,92
0,08
4,43
2,79
0,16
0,84
0,50
Ship's Certificates / Logbooks
Crew
Accomodation
Food and Catering
Working Spaces
Life Saving Appliances
Fire Fighting Appliances
Accident Prevention
Safety in General
Alarm Signals
Cargo
Load Lines
Mooring Arrangements
Propulsion and Auxiliary Machinery
Navigation
Radio
Marine Pollution - Annex I
Marine Pollution - Annex II
SOLAS related operational Deficiencies
MARPOL related operational Deficiencies
Marine Pollution - Annex III
Marine Pollution - Annex V
ISM related deficiencies
CATEGORY

DETENTION PERCENTAGE BY CLASSIFICATION SOCIETIES
PERCENTAGE
16,00
14,00
12,00
10,00
8,00
6,00
4,00
2,00
0,00
0,79
3,15
3,85
2,22
8,33
12,50
10,17
5,41
13,64
1,61
2,93
5,00
12,50
9,32
8,64
2,01
9,54
ABS
BV
DNVC
GL
HR
HINSIB
IRS
INSB
KRS
LR
NK
PRS
RNR
RMRS
RR
TL
OTHER
CLASSIFICATION SOCIETY

SECRETARIAT

BLACK SEA PORT STATE CONTROL SECRETARIAT

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