BLACK SEA MEMORANDUM OF UNDERSTANDING

BS MOU

on Port State Control

PORT STATE CONTROL IN THE BLACK SEA REGION

ANNUAL REPORT 2003

BLACK SEA PORT STATE CONTROL SECRETARIAT
ISTANBUL / TURKEY

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FOREWORD

The member Authorities of the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) are committed to the objectives of improving maritime safety and protecting the marine environment from ship-sourced pollution with the development and implementation of the BS MOU which entered into force on December 19, 2000.

To achieve these objectives, which requires implementation of an effective port State control regime, maritime Authorities are devoting all possible resources to the port State control inspections which remains a highly effective weapon in combating unseaworthy and substandard shipping, and the continuing inability or unwillingness of some flag States and ship operators to fulfill their obligations under the international maritime conventions.

Member Authorities of the Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine have embodied the principles of the BS MOU by maintaining an effective system of port State control with the view to ensuring that, without discrimination, foreign vessels that visit Black Sea ports comply with the appropriate international standards.

The BS MOU is also responding to world events in addressing global harmonization, maritime security, working and living conditions, training, certification issues through action at the International Maritime Organisation and the International Labour Organisation. Port State control will no doubt be a crucial tool in ensuring any measures are effectively implemented in the future and through member Authorities active engagement in their development, BS MOU will be well placed to respond to any challenges presented.

This annual report outlines recent activities on port State control in the Black Sea region, as well as international perspectives on port State control and includes the statistical port State inspection data conducted by the member Authorities of the Black Sea during the year 2003.

Captain Gennadiy Vinokurov

Chairman
BS MOU PSC Committee

Hüseyin YÜCE

Secretary
BS MOU Secretariat

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2003 ANNUAL REPORT

OVERVIEW

On the December 19, 2000 the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) entered into effect in the Black Sea Region for three maritime States accepted the BS MOU. By December 12, 2002; the BS MOU entered into effect for all maritime States in the Black Sea, namely: Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine.

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 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 on Port State Control in the Black Sea Region is published under the auspices of the Port State Control Committee of the BS MOU, which is the second issue and covers port State control activities and developments in the year 2003.

The BS MOU Committee held its fourth meeting at Odessa Ukraine from 22 to 26 April 2003 chaired by Captain Marin Chintoan-Uta General Director of the Romanian Naval Authority. Representatives from all member Authorities participated the meeting.

The Committee discussed a wide range of issues relating to harmonization and enhancement of PSC procedures along with technical cooperation programs and administrative and financial matters. In an effort to harmonize PSC procedures, the Committee tasked one inter-sessional group to incorporate some of the contents of the Paris MOU manual into the BS MOU PSC Manual.

Information exchange is progressing well, most of the member Authorities are connected to the Black Sea Information System (BSIS) and it is expected that all member Authorities connection to be completed in mid 2004.

The BS MOU Secretariat Headquarter Agreement signed by the Secretary with the Government of Turkey which is pending ratification by the Republic of Turkey Parliament.

The First PSCO Seminar was held in ‹stanbul Turkey within the content of the Training Strategy adopted by the Committee at its fourth meeting within the framework of IMO/TC.

Regional PSCO exchange program has been initiated in 2003 and PSCOs from Bulgaria, Romania, Georgia, Russian Federation and Turkey participated into the program.

Since the BS MOU came into effect on 19 December 2000, the PSC regime has made significant progress in the region. Maritime Authorities established PSC inspection services and they are taking necessary measures for further strengthening PSC activities by ensuring that their PSC Officers are familiar with the applicable IMO, ILO regulations, PSC Manual, as well as remain consistent and impartial in their judgement.

But there is much to be done at the regional and international level, necesssary measures need to be taken to improve further quality and crediblity of PSC and maintain them in the Black Sea region through regional and interregional co-operation.

PORT STATE CONTROL COMMITTEE

The Port State Control Committee held its fourth meeting from 22 to 26 April in Odessa, Ukraine. The meeting was hosted by the Shipping Safety Inspectorate of Ministry of Transport of Ukraine. Captain Marin Chintoan-Uta General Director of the Romanian Naval Authority chaired the meeting.

The fourth meeting was attended by representatives of the member Authorities of Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine and observers from the International Maritime Organization (IMO), Secretariats of the MED MOU and West and Central Africa MOU. Representatives from the Black Sea Ship Owners(BINSA) participated to the meeting.

The Committee agreed that:

1. Maritime Authorities to submit status of ratification of or accession to the IMO, ILO Conventions in general, relevant instruments in particular; in the format to be developed by the Secretariat.
2. The list showing the Status of IMO and ILO Conventions which Member States are a party to be submitted by the Secretariat at future meetings of the Committee.

Member Authorities presented information about their national arrangements for port State control activities including important organizational changes and availability of dedicated PSC structures.

The Committeee raised the usefulness of having a standart template in which all national arrangements pertaining to PSC national arrangements can be displayed, and tasked the Secretariat to prepare a template, to collect information accordingly and submit it to the next Committee meeting.

The Committee considered draft annual report of the BS MOU for 2002 approved it in principle, decided for further action deemed necessary for compilation and publication of the report and on the submission of the Annual Report 2002 by Romania to IMO on behalf of member Authorities of the BS MOU.

In addition to the Annual Report, the Committee decided to publish quarterly detention list and agreed with the procedure and format on the publication of the detention list.

The Committee considered Report of the WG on Appeal Panel concerning establishment of an appeal panel and its procedures and tasked Appeal Panel to draft Rules of Procedure for Review Board to be submitted to the Committee at its next meeting.

The Committee adopted:
a. Proposals for the improvement of the BS MOU PSC Manual submitted by the WG on PSC Manual;
b. Preparation of the draft Rules of Procedure for Review Board;
c. Black Sea Information System (BSIS) Basic Document;
d. Statistics to be produced by BSIS;
e. Incorporation of the BSIS Basic document into the BS MOU PSC Manual;
f. Agreement on the BSIS Development and Maintenance;
g. BS MoU Headquarter (HQ) Agreement and authorization of the Secretariat to sign it on behalf of BS MOU;
h. PSCO Training Strategy prepared by the Working Group on Training matters.

The Committee further agreed to authorize BSIS Manager to carry out information exchange between BSIS and APCIS, and cooperate with the other regional information systems including USCG.

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

The Russian Federation Maritime Administration will host fifth meeting of the BS MOU Commitee meeting at the Black Sea port Novorossiysk, set down April 2004.

BLACK SEA INFORMATION SYSTEM (BSIS)

BSIS LAUNCHED INTO OPERATION

Acceptance of the Memorandum by Russia on December 12, 2002, allowed to speed-up development of the Black Sea Information System (BSIS) in accordance with the decisions of the PSC Committee.

At the end of October 2002 a prototype of the information system was installed and prepared for testing and adjustments.

With the kind support of IMO and Maritime Administration of Turkey the Seminar for National Database Managers held in Istanbul in October 2002. During the Seminar the participants were provided with the access to the system prototype.

From December 1, 2002 a test access was granted to some PSCOs, mostly in Russian ports located in the Black Sea MOU region. At the same time a Questionnaire related to the connection of MOU Authorities to the system was distributed with the purpose of collection of correct information of particulars of the Authorities. Upon completion of testing procedures and analysis of feedbacks on the Questionnaire the system was adjusted and launched in productive mode in the middle of January 2003. Each Authority was requested to fill in an application form for the users to be connected to the system.

Romania, Russian Federation, Turkey and BS MOU Secretariat connected to the BSIS. With the connection for the Bulgaria, Georgia and Ukraine the BSIS will be in full operation mode.

BSIS Statistical Procedures adopted by the Committee and implementation commenced in 2003. In accordance with the decision of the Committee signature of the BSIS Maintenance Agreement and Interim BSIS Maintenance Financial Arrangement concluded with the Russian Federation Maritime Administration by the Secretariat. The Committee agreed BSIS cooperation with the other regional information systems including USCG.

BS MOU ON THE INTERNET

The BS MOU official web-site has been developed and launched by the BSIS on January 1st, 2004. The web-site has public and private ones. Public section is designed and opened for general accesss, it provides information on the MOU activity and other relevant issues. The official web-site has two sections, that is, public and private ones. Public section is designed and opened for general access; it provides common information on the MOU activity and other relevant issues. The public section of the Memorandum web-site can be reach via address: www.bsmou.org.

The second section of the web-site is designed to be internal one. This section is for the MOU members and observers only. It is specially developed for easy access of MOU parties to working papers and other inward issues. The internal section is locked by login / password designed separately for each member, observer, and the Secretariat.

Quarterly detention lists prepared and disseminated by the Secretariat and displayed on the BS MOU web-site public section.

REVIEW BOARD

Working Group on Appeal Panel lead by Bulgaria conveyed during the fourth Committee meeting. Taking into account of concept of the Review Procedure and a comparative analysis between the Appeal and Review procedures (AP and RP) Working Group proposed establishment of a Review Board which was adopted and tasked by the Committee to draft Rules of Procedure for Review Board to be submitted to the Committee at its next meeting.

BS MOU PSC MANUAL

Working Group on PSC Manual conveyed during the fourth Committee meeting and submitted proposal on the improvement of the BS MOU PSC Manual which was adopted by the Committee.

In accordance with the decision of the Committee Leader (Romania) of the WG on PSC Manual; incorporated adopted amendments into the BS MOU PSC Manual, inserted Paris MOU PSC Manual's "Guidelines for PSCO on STCW 95 Convention, ISM Code, inspection on working and living condition", to the BS MOU PSC Manual, replaced the Codes, by the Codes from the Russian Federation submission, adopted by the Committee and provided revised final version of the BS MOU PSC Manual to the Secretariat for publication and distribution to the maritime Authorities for implementation on a trial basis.

Revised final version of the Manual editorially improved by the Secretariat, taking into account also suggested recommendations made at the first PSCO Seminar, published and circulated to the member Authorities, and to the members of the WG on Manual.

TRAINING

TRAINING STRATEGY

Working Group on Training Matters lead by Romania, conveyed during the fourth Committee meeting. Based upon submission of the WG on Training Matters a PSCO Training Strategy set out at the fourth Committee meeting. The strategic target on training is to give sufficient knowledge and capability to PSCO from the Authorities in the Black Sea region so that they can conduct PSC effectively. The number of PSCO who need the basic training was estimated approximately ninety. They should be so trained that they can identify the role of the port State, use necessary instruments available for PSC correctly, conduct PSC efficiently not to cause the undue delay of the ships schedule and report deficiencies of the ships, if any.

The main objectives of the strategy are:
1. to enhance PSC training activities in the region;
2. to provide opportunity for PSCO and Authorities to learn from and to help with each other;
3. to share expertise and experience on port State control among Authorities; and
4. to promote closer co-operation and communication between Authorities.

The training shall be executed as follows:
1. Basic training
2. PSCO workshops and seminars
3. Specialized training courses
4. PSCOs exchange programme
Training details, responsibilities, prerequisites, resources, funding aspects of the training have been determined.

PSCO SEMINAR

The First Port State Control Seminar of the BS MOU was held in Istanbul Turkey, on 26-30 September 2003 within the framework of IMO/TC. The Seminar was attendent by practising Port State Control Officers from the BS MOU. The Seminar covered recent developments and harmonization of PSC procedures, including: main principles of port State control, developments within IMO conventions relating to PSC; development within ILO relating to PSC; harmonization of inspection procedure supplemented with; case studies; PSC reporting and follow up; and review of the Black Sea MOU PSC Manual, with ships visit arranged by the host Authority.

PSCO EXCHANGE PROGRAMME

Based upon maritime Authorities submission of proposals for both receiving and sending PSCOs, including their terms of conditions Secretariat prepared coordinated programme and circulated to the maritime Authorities for confirmation. Confirmed programme implemented by the Authorities.

Romania sent 2 PSCOs to Turkey, Ukraine, Bulgaria; Georgia sent 2 PSCOs to Turkey; Russian Federation sent 2 PSCOs to Romania; Turkey sent 2 PSCOs to the Georgia, Bulgaria, Romania.

HEADQUARTER AGREEMENT

On October 18, 2003, BS MOU Secretariat Headquarter Agreement has been signed, which is pending ratification by the Republic of Turkey Parliament.

INTERREGIONAL COOPERATION

Since the Paris MOU entered into effect in the early 1980s and the IMO adopted resolution A.682 (17), port State control has gradually made significant developments. These have been achieved through the dedicated commitments of responsible maritime Authorities implementing port State control activities though regional agreements/memorandas. Port State control is now widely accepted as a major driving force in maritime safety and an effective method for combating the risks posed by substandard ships. At present there are eight regional PSC agreements in existence.

In addition to regional approach interregional cooperation is required to ensure that identified sub-standard ships are effectivelly monitored. This applies especially to ships that have been allowed to sail with minor deficiencies on the condition that these are rectified at the next port call. Such ship can only be monitored constant information exchange not only between ports in the region but exchange also with other regions.

The most important benefit from regional co-operation is ensuring that port State inspections are carried out in a uniform manner in all regions and that standards are applied to the detention of ships and the training standartd of PSCOs. To achieve this IMO organized second workshop of for Port State Control MOU (Agreement) Secretaries and Directors of Information Centres which the Committee considered decisions and recommendations and adopted to implement in the Black Sea Region and participate to the Intersessional Working Groups activities.

Cooperation between regional agreements on port State control is very important to allow transfer of expertise from more experienced MOUs to newly developed ones. Such cooperation also promotes harmonization of procedures, information management and coding.

Interregional cooperation through granting observer status to the regional agreements at the respective Committees has utmost importance to eliminate sub-standard shipping in all parts of the globe including Black Sea region. It is firmly believed that exchange of expertise between MOUs is one of the way to improve our battle against sub-standard ships. With this understanding the BS MOU Committee already instructed the Secretariat to issue invitation to the Secretariat of the other regional agreements to participate in the BS MOU Committee meetings and authorized the Secretariats to apply for observer status for other regional agreements/memorandas, including Tokyo MOU and Paris MOU, and seek possibilities of technical cooperation.

Interregional cooperation is considered very important to facilitate enhancement of regional PSC implementation through exchange of experience and knowledge accumulated through years by the pioneering regional memorandums/agreements.

Considering initiatives of the well developed regional agreements will serve global harmonization of the PSC required for the safe and cleaner shipping which is a global industry. BS MOU Committee aims to implement tested-proven regulations to the maximum possible extend.

Observer Status granted to the BS MOU Secretariat by the IO MOU, Tokyo MOU and Med MOU and under consideration by the Paris MOU Committee.

The BS MOU Secretariat was represented by the Secretary at the sixth meeting of the MED MOU Port State Committee held in Aqaba Jordan from 6 to 11 October 2003.

STATISTICAL OVERVIEW ON PSC 2003

INSPECTIONS BY AUTHORITY

During the 2003 calendar year 5.228 port State control inspections were undetaken at 45 ports in the region. 2003 inspection data for the the region is given in Table 2.1 which illustrates the number of inspections, inspections with deficiencies and detentions in 2003 with inspection ports.

56,22 percent of inspections in 2003 were found to have deficiencies and 4,76 percent of inspection were subjected detention. Detention percentage of the member Authorities varied from 1,08 to 20,04 percent. Regional average number of inspections per port is 116. Number of inspections per port in the region varies from 30 to 411. Average number of inspections per port by member Authorities are illustrated in Figures 2.1.

Table 2.1 Inspection[1] data by Authority

MARITIME AUTHORITY	NO. OF PORTS	INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF INSPECTIONS PER PORT
BULGARIA	7	465	219	1.184	5	1.08	47.10	66
GEORGIA	2	822	294	992	15	1.82	35.77	411
ROMANIA	7	479	441	3370	96	20.04	92.07	68
RUSSIAN FEDERATION	5	961	748	5814	45	4.68	77.84	192
TURKEY	5	151	119	1219	29	19.21	78.81	30
UKRAINE	19	2350	1118	4154	59	2.51	47.57	124
MOU TOTAL	**45**	**5.228**	**2.939**	**16.733**	**249**	**4.76**	**56.22**	**116**

[1] The only initial inspections carried out by the Authorities during the 2003 calendar year.

Figure 2.1 Average number of inspection per port by Authority

INSPECTION DATA BY FLAG

Table 2.2 shows inspection data by flag. Inspections in 2003 were from more than 95 flag states. The majority of inspections were Turkey flagged (17,1%) vessels, with large number from Malta (14,5%) and Cambodia (7,0%).

Figure 2.2 illustrates detentions per flag states exceeding average percentage for the inspection per flag exceeding 10 shown in Table 2.3. High detention rate observed Honduras (25,0%), Democratic Republic of Korea (23,08%) and Tonga (21,7%) flagged vessels.

Table 2.2 Inspections by Flag States

FLAG STATE	NUMBER OF INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Albania	5	5	36	1	20.00	100.00
Algeria	2	2	37	0	0.00	100.00
Antilles, Netherlands	21	9	55	0	0.00	42.86
Antigua and Barbuda	72	28	129	2	2.78	38.89
Austria	1	0	0	0	0.00	0.00
Azerbaijan	22	15	98	1	4.55	68.18
Bahamas	110	55	187	1	0.91	50.00
Barbados	7	3	11	0	0.00	42.86
Belize	24	16	57	1	4.17	66.67
Bolivia	20	18	136	1	5.00	90.00
Bulgaria	78	38	146	2	2.56	48.72
Cambodia	371	278	1794	37	9.97	74.93
Cayman Islands	49	22	155	0	0.00	44.90
China,People's Rep.of	24	7	38	1	4.17	29.17
Comores	35	32	324	6	17.14	91.43
Croatia	9	3	8	0	0.00	33.33
Cyprus	195	97	465	2	1.03	49.74
Denmark	15	3	17	1	6.67	20.00
Dominican Republic	4	2	57	2	50.00	50.00
Ecuador	2	0	0	0	0.00	0.00
Egypt	18	12	64	1	5.56	66.67
Equatorial Guinea	5	4	27	0	0.00	80.00
Estonia	2	2	11	0	0.00	100.00
France	7	1	6	0	0.00	14.29
Georgia	182	135	858	10	5.49	74.18
Germany	15	12	96	2	13.33	80.00
Gibraltar	6	2	11	0	0.00	33.33
Greece	203	63	275	2	0.99	31.03
Guinea	1	0	0	0	0.00	0.00
Honduras	16	15	124	4	25.00	93.75
Hong Kong (China)	41	16	64	0	0.00	39.02
Hungary	1	0	0	0	0.00	0.00
India	19	6	46	1	5.26	31.58
Indonesia	1	0	0	0	0.00	0.00
Iran	17	9	63	0	0.00	52.94
Ireland	1	1	3	0	0.00	100.00
Italy	87	31	125	0	0.00	35.63
Japan	3	1	5		0.00	33.33
Jordan	1	1	11	1	100.00	100.00
Korea, Democratic People's Republic	130	112	1095	30	23.08	86.15

FLAG STATE	NUMBER OF INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Korea, Republic of	34	22	62	2	5.89	64.70
Latvia	2	1	2	0	0.00	50.00
Lebanon	42	28	169	2	4.76	66.67
Liberia	143	61	319	2	1.40	42.66
Libyan Arab Jamahiriya	3	3	20	1	33.33	100.00
Lithuania	6	1	2	0	0.00	16.67
Luxemburg	7	2	6	0	0.00	28.57
Malaysia	14	7	27	0	0.00	50.00
Malta	758	347	1627	12	1.58	45.78
Maly	1	0	0	0	0.00	0.00
Man, Isle of	26	16	142	2	7.69	61.54
Marshall Islands, Republic of	50	20	143	0	0.00	40.00
Moldovia	1	1	11	0	0.00	100.00
Mongolia	10	9	80	3	30.00	90.00
Morocco	3	2	6	0	0.00	66.67
Netherlands	31	13	58	0	0.00	41.94
Norway	43	12	57	0	0.00	27.91
Oman	12	0	0	0	0.00	0.00
Pakistan	3	3	4	0	0.00	100.00
Panama	331	179	950	12	3.63	54.08
Philippines	11	6	16	0	0.00	54.55
Poland	6	4	5	0	0.00	66.67
Portugal	7	3	14	0	0.00	42.86
Romania	15	13	73	0	0.00	86.67
Russia	306	178	589	4	1.31	58.17
Saint Vincent and the Grenadines	196	134	915	13	6.63	68.37
Sao Tome and Principe	2	2	9	0	0.00	100.00
Saudi Arabia	1	0	0	0	0.00	0.00
Seychelles	9	5	30	0	0.00	55.56
Singapore	29	9	28	0	0.00	31.03
Slovakia	12	8	35		0.00	66.67
Spain	3	1	2	0	0.00	33.33
Switzerland	2	2	5	0	0.00	100.00
Syrian Arab Republic	161	114	867	22	13.66	70.81
Taiwan, China	1	0	0	0	0.00	0.00
Thailand	15	10	24	0	0.00	66.67
Togo	1	1	5		0.00	100.00
Tonga	23	17	161	5	21.74	73.91
Tunisia	8	5	18	1	12.50	62.50
Turkey	893	522	2816	36	4.03	58.45
Tuvalu	2	1	4	0	0.00	50.00
Ukraine	166	115	741	13	7.83	69.28
United Arab Emirates (UAE)	2	1	2	0	0.00	50.00
United States of America	2	0	0	0	0.00	0.00
Others	13	5	55	10	76.92	38.46
TOTAL AND AVERAGES	**5.228**	**2.939**	**16.733**	**249**	**4.76**	**56.22**

Figure 2.2 2003 detentions per flag State, exceeding average percentage (number of inspections> 10)

Table 2.3 2003 Detentions per flag State, exceeding average percentage (number of inspections > 10)

FLAG STATE	INSPECTIONS	DETENTIONS	DETENTION %	EXCESS OF AVERAGE
Bolivia	20	1	5.00	0.20
Cambodia	371	37	9.97	5.17
Comores	35	6	17.14	12.34
Denmark	15	1	6.67	1.87
Egypt	18	1	5.56	0.76
Georgia	182	10	5.49	0.69
Germany	15	2	13.33	8.53
Honduras	16	4	25.00	20.20
India	19	1	5.26	0.46
Korea, Democratic People's Republic	130	30	23.08	18.28
Korea, Republic of	34	2	5.89	1.09
Man, Isle of	26	2	7.69	2.89
Saint Vincent and the Grenadines	196	13	6.63	1.83
Syrian Arab Republic	161	22	13.66	8.86
Tonga	23	5	21.74	16.94
Ukraine	166	13	7.83	3.03

INSPECTION DATA BY CLASSIFICATION SOCIETY

Table 2.4 shows inspection data by classification society. The majority of inspections are in class with Russian Register of Shipping, Llyod's Register of Shipping, Bureau Veritas.

Figure 2.3 illustrates detention percentage and percent of inspections with deficiencies by classification society. A smaller number of inspections but with a significant number of deficiencies are in class with Korean Register of Shipping. Detained ships were with class Inclamar (%25) and Phoenix Register of shipping (16,67%) (with inspections more than 10).

Table 2.4 Inspection data by Classification society

CLASSIFICATION SOCIETY	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Alfa Register of Shipping	1	1	0	0.00	100.00
American Bureau of Shipping	434	206	8	1.84	47.47
Bulgarian Register of Shipping	32	17	2	6.25	53.13
Bulgarski Koraben Registar	39	20	1	2.56	51.28
Bureau Veritas	476	244	15	3.15	51.26
China Classification Society	36	18	1	2.78	50.00
China Corp. Register of Shipping	1	0	0	0.00	0.00
Croatian Register of Shipping	16	8	1	6.25	50.00
Cyprus Bureau of Shipping	2	2	0	0.00	100.00
Det Norske Veritas	369	164	4	1.08	44.44
Egyptian Register	1	1	1	100.00	100.00
Germanischer Lloyd	364	165	5	1.37	45.33
Guardian Bureau of Shipping	1	1	0	0.00	100.00
Hellenic Register of Shipping	53	37	5	9.43	69.81
Honduras Bureau of Shipping	8	6	0	0.00	75.00
Honduras Maritime Inspections	2	2	0	0.00	100.00
Inclamar	24	18	6	25.00	75.00
Indian Register of Shipping	83	57	4	4.82	68.67
International Maritime Classification Society	2	1	0	0.00	50.00
International Naval Surveys Bureau	168	138	21	12.50	82.14
International Register of Shipping	96	83	15	15.63	86.46
Isthmust Bureau of Shipping Classification Division	17	10	2	11.76	58.82
Korean Classification Society	10	9	2	20.00	90.00
Korean Register of Shipping	34	20	1	2.94	58.82
Lloyd's Register of Shipping	532	255	11	2.07	47.93
Maritime Bureau of Shipping	7	4	0	0.00	57.14
National Shipping Adjusters Inc	20	13	1	5.00	65.00
Nippon Kaiji Kyokai	434	180	6	1.38	41.47
Panama Bureau of Shipping	1	0	0	0.00	0.00
Panama Maritime Surveyors Bureau Inc	3	3	1	33.33	100.00
Panama Register Corporation	1	0	0	0.00	0.00
Phoenix Register of Shipping	12	9	2	16.67	75.00
Polski Rejestr Statkow	111	73	7	6.31	65.77
Register of Shipping (North Korea)	5	1	1	20.00	20.00
Registro Italiano Navale	144	58	1	0.69	40.28
RINAVE Portuguesa	4	3	1	25.00	75.00
Romanian Naval Register	8	6	0	0.00	75.00
Russian Maritime Register of Shipping	704	428	34	4.83	60.80
Russian River Register	39	32	0	0.00	82.05
Shipping Register of Ukraine	50	38	4	8.00	76.00
Turkish Lloyd	364	225	20	5.49	61.81
Other	520	383	66	12.69	73.65
T O T A L	**5.228**	**2.939**	**249**	**4.76**	**56.22**

Figure 2.3 Detention percentage and percent of inspections per Class societies of the detentions exeeding average percentage (4,76%) (>10 inspections)

INSPECTION DATA BY SHIP TYPE

Table 2.5 shows inspection data by type of the ship. Largest group of the ship inspected during 2003 were general dry cargo with 2.622 (50%) inspections; bulk carrier 1214 (23%) and oil tankship 732 (14%). Majority of detains were type of dry cargo ships with 184 detentions and bulk carriers with 32 detentions. Dry cargo and bulk carrier type vessels were accounted for 87% of the total detention. Table 2.6 shows inspections, deficiencies detentions per ship type (for inspections greater than 5) exceeding average percentage of detentions. Live stock cargo carrier (27,27%) and Ro-ro cargo ships (9,84%) accounted for higher detention percentages.

Table 2.5 Inspections data by ship type

TYPE OF SHIP	INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Tankship (Non Specified)	32	14	49	0	0,00	43,75
Ore/Bulk/Oil Carrier	44	21	88	0	0,00	47,73
Oil Tankship	732	301	1.510	6	0,82	41,12
Vegetable oil Tankship	20	9	22	1	5,00	45,00
Gas Carrier (Non Specified)	18	5	23	0	0,00	27,78
Gas Carrier - LPG	22	5	19	0	0,00	22,73
Gas Carrier - LNG	1	0	0	0	0,00	0,00
Chemical Tankship	106	51	236	1	0,94	48,11
Bulk Carrier	1.214	624	3.075	32	2,64	51,40
Barge Carrier	3	2	27	0	0,00	66,67
Containership	100	37	124	1	1,00	37,00
Ro-Ro Cargo Ship	61	35	388	6	9,84	57,38
General dry Cargo ship	2.622	1.712	10.467	184	7,02	65,29
Refrigerated Cargo Carrier	136	77	407	1	0,74	56,62
Livestock Carrier	11	8	94	3	27,27	72,73
Ferry	15	8	68	1	6,67	53,33
Passenger ship	54	13	64	1	1,85	24,07
Heavy Load Carrier	5	1	2	0	0,00	20,00
Special purpose ship	2	1	4	0	0,00	50,00
High Speed Craft	4	4	12	1	25,00	100,00
Other type	26	11	54	11	42,31	42,31
T O T A L	**5.228**	**2.939**	**16.733**	**249**	**4,76**	**56,22**

Table 2.6 Inspections, deficiencies detentions per ship type exceeding average percentage of detentions

TYPE OF SHIP	INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Vegetable oil Tankship	20	9	22	1	5,00	45,00
Ro-Ro Cargo Ship	61	35	388	6	9,84	57,38
General dry Cargo ship	2.622	1.712	10.467	184	7,02	65,29
Livestock Carrier	11	8	94	3	27,27	72,73
Ferry	15	8	68	1	6,67	53,33

INSPECTION DATA BY DEFICIENCY

Table 2.7 shows 2003 inspection data by type of decificiencies recorded. A total of 16773 deficiencies were recorded during port State control inspections in 2003.

Figure 2.4 illustrates percentage of deficiencies. Majority of the deficiencies found upon inspection in 2003 were related to safety areas such as navigation (11,79%), safety in general (12,26%), fire fighting appliances (12,07%), life saving appliances (16,11%). These four categories make up 52% of the total deficiencies found as shown in Figure 2.4.

Categories related to “working and living conditions (5,30%)’ such as accomodation, food and catering, working spaces and “crew (4,17%) accounted for 9,45% of the total number of deficiencies. Percentage of the Marpol related (0,94%) and Solas related (2,24%) operational deficiencies were low compared with marine pollution Marpol I Annex I (5,95%) deficiencies. Number of ISM related deficiencies were 281 which accounted for 1,68% of the deficiencies.

Figure 2.4 Percentage of deficiencies

Table 2.7 Inspection data by type of deciency

NATURE OF DEFICIENCY	NUMBER OF DEFICIENCIES	PERCENTAGE OF TOTAL DEFICIENCIES
Ship's Certificates / Logbooks	1.211	7,24
Crew	694	4,15
Working&living Conditions	887	5,30
Life Saving Appliances	2.695	16,11
Fire Fighting Appliances	2.019	12,07
Accident Prevention	242	1,45
Safety in General	2.051	12,26
Alarm Signals	49	0,29
Cargo	81	0,48
Load Lines	825	4,93
Mooring Arrangements	279	1,67
Propulsion&Auxiliary Machinery	714	4,27
Navigation	1.973	11,79
Radio	759	4,54
Marine Pollution - Annex I	995	5,95
SOLAS operational Deficiencies	375	2,24
MARPOL operational Deficiencies	157	0,94
ISM related deficiencies	281	1,68
Other deficiencies	446	2,67
TOTAL	**16.733**	**100,00**

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