



PORT STATE CONTROL IN THE BLACK SEA REGION

ANNUAL REPORT 2005



BLACK SEA PORT STATE CONTROL SECRETARIAT
ISTANBUL / TURKEY

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FOREWORD

We are pleased to present the fourth issue of the Annual Report on Port State Control in the Black Sea Region which is published under the auspices of the Port State Control Committee of the BS MOU, which covers port State control activities and developments in the year 2005.

The member Authorities of the BS MOU are committed to the protection of life and property at sea and to the preservation of the marine environment from ship-sourced pollution in the Black Sea region with the development and implementation of the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) which entered into force on December 19, 2000.

PSC inspections are conducted in accordance with international guidelines and within the scope of the member Authorities' national governing law and regulations. PSC Officers are guided by the BS MOU PSC Officer Manual and national instructions. In addition to harmonization; consistency, uniformity and objectivity are considered to be the keys to a successful and credible PSC regime in the Black Sea region. The BS MOU member Authorities continually strive to enhance performance in these areas to ensure that PSC activities gain credibility from both national and international maritime community.

It is clear from the PSC practice that the regional approach to the activity is the most effective one. At the same time, the only globally harmonized efforts may lead to the goals of our activity. In this respect the BS MOU member Authorities confirm their support to the International Maritime Organization as a leader and coordinator of port State control. The BS MOU was initiated by IMO and supported by it in many developments including training and technical cooperation projects.

In order further strengthen co-operation with IMO, the Committee agreed to approach the Secretary General of the IMO with the request for the granting of the status of an Inter-Governmental Organization in the IMO to the BS MOU. This status will allow the BS MOU to participate in IMO activities directly and to report to the appropriate IMO bodies the results of the efforts of the MOU. The request has been adopted by the Executive Council and IMO General Assembly during 2005. With this status the BS MOU will be in a better position to respond to world events in addressing new safety requirements, maritime security, working and living conditions, training, certification issues through active engagement in development and implementation of PSC measures.

Captain Valerian Imnaishvili
Chairman
BS MOU PSC Committee

Hüseyin YÜCE
Secretary
BS MOU Secretariat



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2005 ANNUAL REPORT

OVERVIEW

The Governments of Black Sea States in the "Strategic Action Plan for the Rehabilitation and Protection of the Black Sea (adopted at the Ministerial Conference held in Istanbul, October 30-31, 1996)" decided to launch a harmonized system of port State control through the adoption of a Memorandum of Understanding on port State control.

The Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) was completed and signed in Istanbul, Turkey on April 7, 2000 by representatives of the Maritime Authorities of Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine.

On December 19, 2000 the Memorandum 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 Organization (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.

To coordinate daily activity of the organization on the kind proposal by the Maritime Administration of Turkey, the MOU Authorities decided to establish Headquarters and the Secretariat in Istanbul.

The Russian Federation has developed and launched the Black Sea Information System (BSIS), PSC computerized information system for the BS MOU, basing on the technique used for the Asia Pacific Computerized Information System (APCIS), PSC information system for the Tokyo MOU, which was also developed by the Russia Federation.

The BS MOU responds to world events in addressing new safety requirements, maritime security, working and living conditions, training, certification issues through action at the International Maritime Organization and the International Labour Organization.

The Committee of the BS MOU considers transparency of the PSC activity as one of the most important elements in achieving goals of PSC – full implementation of international standards in maritime safety, security and environmental protection.

To provide industry with the MOU news, procedures and inspection results the BS MOU launched the internet website containing general information on MOU, regularly updated detention list. Taking into account of successful operation of the BSIS, it was decided to start open publication of PSC inspection results in internet through a direct link to the MOU database providing on-the-fly inspection results.

Member Maritime 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.

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 BS MOU during the year 2005.

PORT STATE CONTROL COMMITTEE

The sixth meeting of the Black Sea Port State Control Committee was held in Batumi, Georgia on April 18-21, 2005 under the chairmanship of Dr. Vitali Kliuev of the Russian Federation. Delegations from the Maritime Administrations of the MOU Member States attended the meeting, along with representatives from International Maritime Organization (IMO) and from the Republic of Moldova Maritime Administration.

The Committee decided to grant an observer status to the United States Coast Guard, the Secretariat of the West and Central Africa MOU on PSC and the Permanent Secretariat of the Black Sea Commission after consideration of the applications made by those organizations. The Committee also welcomed the ratification by the Turkish Parliament of the BS MOU Headquarters Agreement and expressed its appreciation to the Turkish Government in this regard.

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

The Committee considered and approved in principle the 2004 Annual Report to be published in May 2005, upon finalization of statistics and incorporation of editorial improvements and decided for further action deemed necessary for compilation and publication of the report.

The Committee also approved a new version of the regional PSC Manual, which gives the main guidelines for PSC officers when inspecting vessels. The manual was made to comply as much as possible with the respective documents of the Paris and Tokyo MOUs, which are the leading PSC organizations in the world. Among other things the guidelines of assessment of responsibility of recognized organizations for the deficiencies leading to a detention are introduced in the manual.

The manual, with the appropriate amendments to the text of the MOU, entered into force from January 1, 2006. To provide more effective inspections of vessels not in compliance with the applicable standards the Committee agreed to introduce a computer based targeting system. Initially, the system will be launched on a trial basis and upon its adjustment, in accordance with the statistical investigations to be made, will be introduced in a productive mode.

The Committee also considered the results of its first concentrated inspection campaign, which focused on security matters and was carried out between July 1 and September 30, 2004. It was also agreed to arrange a similar campaign on working and living conditions onboard ships in accordance with the requirements of the International Labour Organization. The new campaign took place between September 1 and November 30, 2005.



One of the key issues discussed during the meeting was cooperation with the IMO. The Committee agreed to approach the Secretary General of IMO with the request for the granting of the status of an Inter-Governmental Organization in the IMO to the BS MOU. This status will allow the MOU to participate in IMO activities directly and to report to the appropriate IMO bodies the results of the efforts of the MOU.

The Committee decided to grant an observer status to the United States Coast Guard, the Secretariat of the West and Central Africa MOU on PSC and the Permanent Secretariat of the Black Sea Commission after consideration of the applications made by those organizations.

The Committee unanimously elected Captain Valerian Imnaishvili, Georgia, as Chairman and Captain Ilker Tuncer, Turkey, as Vice-Chairman for the next session.

The seventh meeting of the Port State Control Committee is planned to be held in Istanbul, Turkey in April 2006. The Committee agreed to arrange a joint session with the Committee of the Mediterranean MOU on PSC, which will hold its next meeting at the same time in Istanbul.

BLACK SEA INFORMATION SYSTEM (BSIS)

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

PUBLICATION OF THE PSC INSPECTION DATA BY LMIU

The Committee agreed to grant permission to LMIU to use BS MOU PSC inspection and detention data published on the BS MOU web-site with its terms of reference, in return LMIU to apply reduced rate to the Authorities for subscription to SeaSearcher if requested. Agreement on terms of reference finalized by the Secretariat in consultation with the BSIS Manager Dr. Vitali Kliuev (Russian Federation) has been concluded with LMIU.

AGREEMENT WITH LR FAIRPLAY

The Committee agreed to conclude data exchange agreement with LR Fairplay and requested the Secretariat to conclude and sign agreement with LR Fairplay based upon outcome of negotiation by the BSIS manager. This agreement is also concluded with LR Fairplay.

CONCENTRATED INSPECTION CAMPAIGN

After completion of the first concentrated inspection campaign, which focused on security matters, in order to fight for better working and living conditions, which are often an area where ship owners tend to cut corners, the concentrated inspection campaign on working and living conditions launched from September 1 to the end on November 30, 2005. It was also decided to launch CIC on GMDSS from June 01 to August 30, 2006 and CIC on MARPOL 73/78 Annex I, Reg.16 and 17 from 01 September to November 30, 2006.

BS MOU PSC MANUAL

The Committee also approved a new version of the regional PSC Manual for PSC Officers, which gives the main guidelines for PSC officers when inspecting vessels. Present manual was revised in new layout and content in order to comply as much as possible with the respective documents of the Paris and Tokyo MOUs, which are the leading PSC organizations in the world.

The Manual, with the appropriate amendments to the text of the BS MOU entered into force from January 1, 2006.

REGIONAL INSPECTION, DETENTION RATES

The Committee adopted method for the preparation and submission of annual PSC inspections data by member Authorities which also includes method for the determination number of individual ship visits.

GUIDELINES RECOGNIZED ORGANIZATION

Taking into account of Paris and Tokyo MOU Guidelines, the BS MOU Guidelines for the responsibility assessment of recognized organizations for the deficiencies leading to a detention are introduced in the manual.

SHIP TARGETING SYSTEM

To provide more effective inspections of vessels not in compliance with the applicable standards it was also agreed to introduce a computer based ship targeting system. Initially, the system will be launched on a trial basis and upon its adjustment, in accordance with the statistical investigations to be made, will be introduced in a productive mode.

PUBLICATION OF SHIP BLACK LIST

Initial investigation for the development of some kind of ship black list is also under consideration. Determination of the ship black list criteria neared completion. Upon adoption by the Committee it will be published on a trial basis on the BS MOU web-site internal section.

TRAINING

PSCO SEMINAR

One senior PSC Officer from the BS MOU (Bulgaria) participated into the Tokyo MOU 12th Seminar on concentrated inspection campaign (CIC), operational requirements, APCIS usage and PSC on Annex VI of MARPOL 73/78 was held from 25 to 27 May 2005 in Macao, China.

Two senior PSC Officers from the BS MOU (Romania, Turkey) participated into the Paris MOU 40st seminar on "MARPOL Annex I, Life Saving Appliances, CIC GMDSS" held from 8-10 June 2005 in Rotterdam, the Netherlands; and 41st seminar on "Protocol 1997 to MARPOL 73/78 Annex VI, Thickness Measurements, Voyage Data Recorder", held from 7 to 9 December 2005 in Ghent, Belgium.

PSCO EXCHANGE PROGRAMME

Based upon Maritime Authorities submission of proposals for both receiving and sending PSCOs, Secretariat prepared coordinated 2005 PSCO Exchange programme and circulated it to the Maritime Authorities for confirmation. Confirmed programme implemented by the Authorities.

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

INTERREGIONAL COOPERATION

It is clear from the PSC practice that the regional approach to the activity is the most effective one. At the same time, the only globally harmonized efforts may lead to the goals of our activity. In this respect the BS MOU Authorities confirm their support to the International Maritime Organization as a leader and coordinator of port State control. The BS MOU was initiated by IMO and supported by it in many developments including training and technical cooperation projects.

In order further strengthen co-operation with IMO, the Committee agreed to approach the Secretary General of the IMO with the request for the granting of the status of an Inter-Governmental Organization in the IMO to the BS MOU. This status will allow the BS MOU to participate in IMO activities directly and to report to the appropriate IMO bodies the results of the efforts of the MOU. The request has been adopted by the Executive Council and IMO General Assembly in 2005.

The BS MOU pays great attention to the global harmonization of the port State control procedures. Thus, the BS MOU is accepted as an observer to several regional PSC agreements, that is, Tokyo MOU, Mediterranean MOU, Indian Ocean MOU, Vina Del Mar Agreement. The Paris MOU Committee granted associate status to the BS MOU in 2005.

The Committee decided to grant an observer status to the United States Coast Guard, the Secretariat of the West and Central Africa MOU on PSC and the Permanent Secretariat of the Black Sea Commission after consideration of the applications made by those organizations.

The BS MOU was represented by the Chairman Dr. Vitali Kliuev at the second Joint Ministerial Conference of the Paris and Tokyo Memoranda, which was held in Vancouver, British Columbia, Canada; at 2-3 November 2004.

In spite of the fact that the BS MOU was just an observer to the Conference, the Committee considered that the Declaration ideas are very useful and may be supported and utilized by the BS MOU. The Committee agreed to implement the Declaration provisions in the Black Sea region as much as possible and to cooperate with both Paris and Tokyo Memoranda in that implementation.

In this respect the Committee agreed await the expected action plan, to be developed by Paris and Tokyo MOU, and to include it in the agenda and take necessary action for the implementation in the Black Sea region to the maximum possible extend.

The Committee is holding its meeting regularly in April of each year, hosted by the Maritime Authorities on a clockwise rotational basis. The seventh PSC Committee meeting will be held in Istanbul, Turkey in April 2006. The Committee agreed to arrange a joint working session with the Committee of the Mediterranean MOU on PSC, which will hold its next meeting at the same time in Istanbul.

The BS MOU was represented by the Chairman Captain Imnaishvili at the IMO Executive Council and IMO Assembly and signed Co-operation Agreement with IMO for the BS MOU.

The BS MOU Secretariat was represented by the Secretary at the 15th Port state Control Committee of the Tokyo MOU which was held in Bangkok, Thailand from 7-11 November 2005.

The BS MOU represented by the Captain Marian Popescu (Romania, Leader of the WG on PSC Manual) at the 11th and 12th meetings of the Paris MOU Technical Evaluation Group from 15 to 17 March 2005 and from 16 to 18 November 2005 in Brussels.

STATISTICAL OVERVIEW ON PSC 2005

INSPECTIONS BY AUTHORITY

During the 2005 calendar year, a total of **5.069** port State control inspections were undertaken in the region. 2005 inspection data for the region is given in Table 1 which illustrates the number of inspections, inspections with deficiencies, individual ship visit, number of individual ship inspected and inspection rate.

62,93 percent of inspections in 2005 were found to have deficiencies and 6,23 percent of those inspections with deficiencies were subjected detention. Detention percentage of the member Authorities varied from 0,13 to 24,35 percent. Percentage of contributions to the regional inspection activity by the member Authorities are illustrated in Figure 1. Inspection rate which is expressed as percent of number of individual ship inspected exceeds initial 15 percent initial inspection commitment of the Memorandum. Regional detention rate (percentage of the number of individual ships inspected) is 9,19 percent.

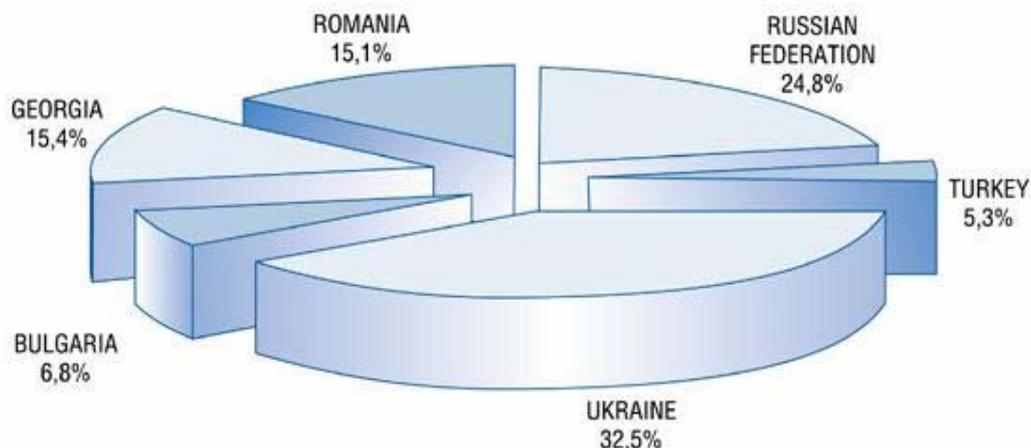
Table 1. Inspection data by Authority

MARITIME AUTHORITY	NO. OF INDIVIDUAL SHIP VISITS	NO. OF INDIVIDUAL SHIPS INSPECTED	INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES	INSPECTION RATE	DETENTION RATE	PERCENT OF INSPECTION OF MOU TOTAL
BULGARIA	1.178	326	346	246	42	12,14	71,10	27,67	12,88	6,83
GEORGIA ⁽¹⁾	749	700	782	273	1	0,13	34,91	93,46	0,14	15,43
ROMANIA	1.903	678	766	614	80	10,44	80,16	35,63	11,80	15,11
RUSSIAN FEDERATION ⁽²⁾	1.889	1.093	1.257	1.084	69	5,49	86,24	57,86	6,31	24,80
TURKEY ⁽³⁾	1.146	268	271	201	66	24,35	74,17	23,39	24,63	5,35
UKRAINE	3.391	1.073	1.647	772	58	3,52	46,87	31,64	5,41	32,49
MOU TOTAL	10.256	4.138	5.069	3.190	316	6,23	62,93	36,16	9,19	100,00

⁽¹⁾ Georgia PSC implement Code 17 instead of Code 30

⁽²⁾ ⁽³⁾ Data only for the Black Sea Ports

Figure 1. Percent of contribution to BS MOU total



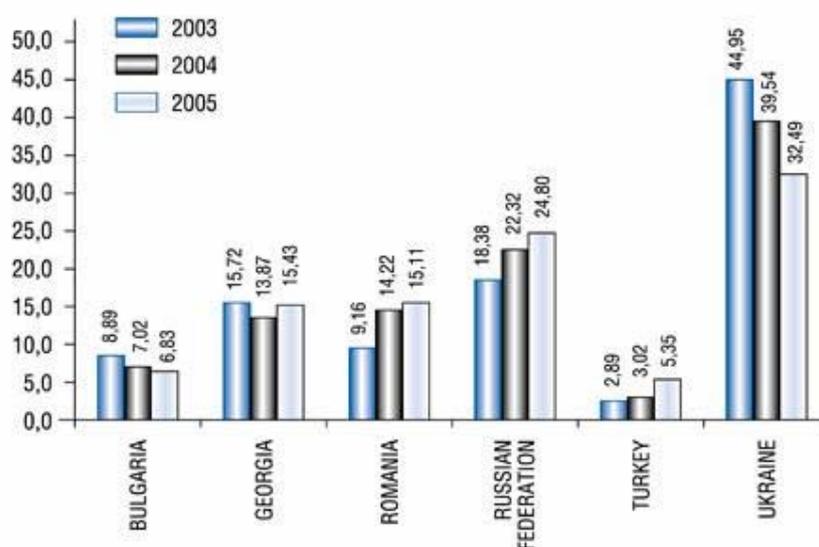
The number of inspections in 2005 (5.069) slightly lower than previous years: 2004 (5.653) and 2003 (5.228).

The overall detention percentage in the region was 6,95% in 2004 in 2005 slight decrease with 6,23% as a percent of inspections, rather than the number of individual ships inspected to take into account that many ships are detained more than once during any one year.

Table 2. Inspection data 2003-2005

MARITIME AUTHORITY	INSPECTIONS			INSPECTIONS WITH DEFICIENCIES			NUMBER OF DETENTIONS			DETENTION PERCENTAGE			PERCENT OF INSPECTIONS WITH DEFICIENCIES			PERCENT OF INSPECTION OF MOU TOTAL		
	2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005
BULGARIA	465	397	346	219	196	246	5	41	42	1,08	10,33	12,14	47,10	49,37	71,10	8,89	7,02	6,83
GEORGIA	822	784	782	294	294	273	15	4	1	1,82	0,51	0,13	35,77	37,50	34,91	15,72	13,87	15,43
ROMANIA	479	804	766	441	725	614	96	198	80	20,04	24,63	10,44	92,07	90,17	80,16	9,16	14,22	15,11
RUSSIAN FEDERATION	961	1.262	1257	748	1.091	1.084	45	81	69	4,68	6,42	5,49	77,84	86,45	86,24	18,38	22,32	24,80
TURKEY	151	171	271	119	121	201	29	32	66	19,21	18,71	24,35	78,81	70,76	74,17	2,89	3,02	5,35
UKRAINE	2.350	2.235	1.647	1.118	1.061	772	59	37	58	2,51	1,66	3,52	47,57	47,47	46,87	44,95	39,54	32,49
MOU TOTAL	5.228	5.653	5.069	2.939	3.488	3.190	249	393	316	4,76	6,95	6,23	56,22	61,70	62,93	100,0	100,0	100,0

Figure 2. Inspections as a percentage of the BS MOU total (2003-2005)



The number of ships are detained in 2005 for deficiencies clearly hazardous to safety, health or environmental amounted to 316. It compares with the number of 393 detained in 2004, 293 in 2003. The significant decrease 77 (19,5%) has reduced average detention percentage 6,23% in 2005 compared to 6,95% in 2004. This is a positive development over the previous year of 2004.

Number of inspections per port in the region has a wide range up to 1.065 inspections at the port of Novorossisyk which experienced highest number of individual ship visits (1.619). Regional average number of inspections per port is 130. Table 3 shows breakdown of inspections by inspection port. Inspection rate in the majority of the inspection ports exceeds 15 percent inspection rate of the initial commitment of the Memoranda. Inspection ports without individual ship visits are not included in Table 3.

Table 3. Inspection data by Ports

S T A T E	INSPECTION PORT	NUMBER OF INDIVIDUAL SHIP VISITS	NUMBER OF INDIVIDUAL SHIP INSPECTED	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DETENTIONS	PERCENT OF INSPECTIONS WITH DEFICIENCIES	DETENTION PERCENTAGE	ANNUAL INSPECTION RATE	ANNUAL DETENTION RATE	PERCENT OF INSPECTION MOU TOTAL
BULGARIA	VARNA	751	135	147	136	32	92,52	21,77	17,98	4,26	2,90
	BALTCHIK	4	4	4	4	0	100,00	0,00	100,00	0,00	0,08
	BOURGAS	597	190	195	106	10	54,36	5,13	31,83	1,68	3,85
GEORGIA	BATUM	257	208	208	68	1	32,69	0,48	80,93	0,39	4,10
	POTI	492	492	574	205	0	35,71	0,00	100,00	0,00	11,32
ROMANIA	CONSTANTA	1.607	544	607	483	73	79,57	12,03	33,85	4,54	11,97
	MANGALIA	58	0	0	0	0	0,00	0,00	0,00	0,00	0,00
	MIDIA	119	6	7	6	0	85,71	0,00	5,04	0,00	0,14
	GALATI	196	90	94	81	2	86,17	2,13	45,92	1,02	1,85
	BRAILA	75	7	7	5	0	71,43	0,00	9,33	0,00	0,14
	TULCEA	70	50	51	39	5	76,47	9,80	71,43	7,14	1,01
RUSSIA	GELENDZHİK	21	12	12	9	0	75,00	0,00	57,14	0,00	0,24
	NOVOROSSIYSK	1.619	941	1.065	969	62	90,99	5,82	58,12	3,83	21,01
	SOCHI	40	29	35	28	5	80,00	14,29	72,50	12,50	0,69
	TUAPSE	427	134	141	74	2	52,48	1,42	31,38	0,47	2,78
	ANAPA	7	4	4	4	0	100,00	0,00	57,14	0,00	0,08
TURKEY	KRDZ. EREĞLI	409	116	118	95	46	80,51	38,98	28,36	11,25	2,33
	SAMSUN	434	78	78	60	12	76,92	15,38	17,97	2,76	1,54
	TRABZON	106	24	25	16	2	64,00	8,00	22,64	1,89	0,49
	RIZE	30	10	10	1	0	10,00	0,00	33,33	0,00	0,20
	HOPA	25	3	3	3	0	100,00	0,00	12,00	0,00	0,06
	GİRESUN	24	14	14	10	0	71,43	0,00	58,33	0,00	0,28
	ZONGULDAK	74	13	13	11	6	84,62	46,15	17,57	8,11	0,26
	ORDU	44	10	10	5	0	50,00	0,00	22,73	0,00	0,20
UKRAINE	BIDGROD-DNISTROVSKYY	36	4	5	1	0	20,00	0,00	11,11	0,00	0,10
	BERDIANSK	64	51	86	46	4	53,49	4,65	79,69	6,25	1,70
	DNIPRO-BUZKYY	278	28	31	15	0	48,39	0,00	10,07	0,00	0,61
	ILLICHIVSK	435	154	222	70	0	31,53	0,00	35,40	0,00	4,38
	IZMAIL	30	11	13	6	0	46,15	0,00	36,67	0,00	0,26
	KERCH	251	10	11	6	1	54,55	9,09	3,98	0,40	0,22
	KHERSON	181	3	6	3	1	50,00	16,67	1,66	0,55	0,12
	MARIUPOL	453	115	181	92	3	50,83	1,66	25,39	0,66	3,57
	MIKOLAYIV	147	120	208	101	4	48,56	1,92	81,63	2,72	4,10
	ODESSA	757	262	441	204	36	46,26	8,16	34,61	4,76	8,70
	OKTYABRSK	67	28	35	25	0	71,43	0,00	41,79	0,00	0,69
	SEVASTOPOL	76	81	107	50	1	46,73	0,93	106,58	1,32	2,11
	THEODOSIA	45	37	62	32	2	51,61	3,23	82,22	4,44	1,22
	UST-DUNAISK	5	5	8	5	0	62,50	0,00	100,00	0,00	0,16
YALTA	25	1	1	0	0	0,00	0,00	4,00	0,00	0,02	
YUZHNY	541	163	230	116	6	50,43	2,61	30,13	1,11	4,54	
TOTAL		10.877	4.187	5.069	3.190	316	62,93	6,23	38,49	2,91	100,00

INSPECTION DATA BY FLAG

Table 4 shows inspection data by flag. Inspections in 2005 were carried out on ships registered under 85 flag States. The majority of inspections were Turkey flagged (12,59%) vessels, with large number from Malta (11,88%), Panama (8,96%) and Russia (6,77%) which represents 40 percent of total inspections amounted to 2.037 inspections.

Democratic People's Republic of Korea led the way in 2005, with 42 detentions, followed by Cambodia with 30 detentions. Figure 3 illustrates detentions per flag States exceeding average detention percentage for the inspection per flag exceeding 10 inspections shown in Table 3. High detention percentage observed Albania (27,27%), Moldova (25,00%), Democratic People's Republic of Korea (18,80%) and Antilles, Netherlands (16,67%) flagged vessels.

Table 4. 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	11	9	142	3	27,27	81,82
Algeria	3	2	21	0	0,00	66,67
Antigua and Barbuda	78	39	184	3	3,85	50,00
Austria	1	0	0	0	0,00	0,00
Azerbaijan	10	4	25	0	0,00	40,00
Bahamas	123	64	324	4	3,25	52,03
Bahrain	1	0	0	0	0,00	0,00
Barbados	20	8	56	1	5,00	40,00
Belgium	1	0	0	0	0,00	0,00
Belize	52	35	257	4	7,69	67,31
Bermuda	1	0	0	0	0,00	0,00
Bolivia	4	4	21	0	0,00	100,00
Bulgaria	59	35	191	1	1,69	59,32
Cambodia	249	190	1.951	30	12,05	76,31
Cayman Islands	44	23	122	2	4,55	52,27
China	13	5	23	0	0,00	38,46
Comores	123	92	837	18	14,63	74,80
Croatia	7	3	18	0	0,00	42,86
Cyprus	145	89	535	3	2,07	61,38
Denmark	11	5	26	0	0,00	45,45
Dominica	4	4	34	0	0,00	100,00
Dominican Republic	8	5	28	1	12,50	62,50
Egypt	11	8	78	0	0,00	72,73
Estonia	1	0	0	0	0,00	0,00
France	5	2	24	0	0,00	40,00
Georgia	243	167	1.692	29	11,93	68,72
Germany	5	2	7	0	0,00	40,00
Gibraltar	9	4	15	0	0,00	44,44
Greece	193	90	350	2	1,04	46,63
Honduras	8	7	125	1	12,50	87,50
Hong Kong, China	76	37	174	2	2,63	48,68
India	15	8	74	1	6,67	53,33
Iran	12	9	45	0	0,00	75,00
Ireland	4	2	33	1	25,00	50,00
Isle of Man	22	12	55	0	0,00	54,55
Italy	73	41	211	2	2,74	56,16
Jamaica	4	1	12	0	0,00	25,00

BLACK SEA MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

FLAG STATE	NUMBER OF INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Japan	1	0	0	0	0,00	0,00
Jordan	4	2	9	0	0,00	50,00
Korea, Democratic People's Republic	231	174	1.963	42	18,18	75,32
Korea, Republic of	9	5	28	0	0,00	55,56
Latvia	2	1	8	0	0,00	50,00
Lebanon	29	23	203	0	0,00	79,31
Liberia	177	96	543	7	3,95	54,24
Libyan Arab Jamahiriya	7	6	69	2	28,57	85,71
Lithuania	5	2	22	0	0,00	40,00
Luxemburg	2	0	0	0	0,00	0,00
Malta	602	359	2.284	29	4,82	59,63
Marshall Islands	116	60	290	1	0,86	51,72
Moldova	16	11	130	4	25,00	68,75
Mongolia	25	16	144	3	12,00	64,00
Morocco	1	1	13	1	100,00	100,00
Myanmar	3	2	8	0	0,00	66,67
Namibia	1	1	17	0	0,00	100,00
Netherlands	45	14	97	1	2,22	31,11
Netherlands Antilles	12	11	80	2	16,67	91,67
Norway	34	20	104	1	2,94	58,82
Pakistan	5	3	31	0	0,00	60,00
Panama	454	306	2.302	27	5,95	67,40
Philippines	11	8	54	0	0,00	72,73
Poland	1	0	0	0	0,00	0,00
Portugal	4	2	4	0	0,00	50,00
Qatar	2	2	11	0	0,00	100,00
Romania	15	10	59	1	6,67	66,67
Russia	343	199	1.012	14	4,08	58,02
Saint Vincent and the Grenadines	158	115	864	7	4,43	72,78
Seychelles	1	1	3	0	0,00	100,00
Sierra Leone	4	3	22	1	25,00	75,00
Singapore	21	8	38	0	0,00	38,10
Slovakia	49	37	270	3	6,12	75,51
Spain	6	5	14	0	0,00	83,33
St. Kitts and Nevis	5	4	31	0	0,00	80,00
Sweden	4	2	5	0	0,00	50,00
Switzerland	4	2	8	0	0,00	50,00
Syrian Arab Republic	161	129	1.304	16	9,94	80,12
Taiwan, China	1	1	32	1	100,00	100,00
Thailand	18	14	94	0	0,00	77,78
Tonga	3	2	18	1	33,33	66,67
Tunisia	2	1	17	0	0,00	50,00
Turkey	638	394	2.132	24	3,76	61,76
Ukraine	148	110	790	20	13,51	74,32
United Kingdom	32	19	101	0	0,00	59,38
United States of America	2	0	0	0	0,00	0,00
Vanuatu	5	3	23	0	0,00	60,00
Vietnam	1	0	0	0	0,00	0,00
TOTAL AND AVERAGES	5.069	3.190	22.941	316	6,23	62,93

Figure 3. 2005 detentions per flag State, exceeding average percentage (number of inspections > 10)

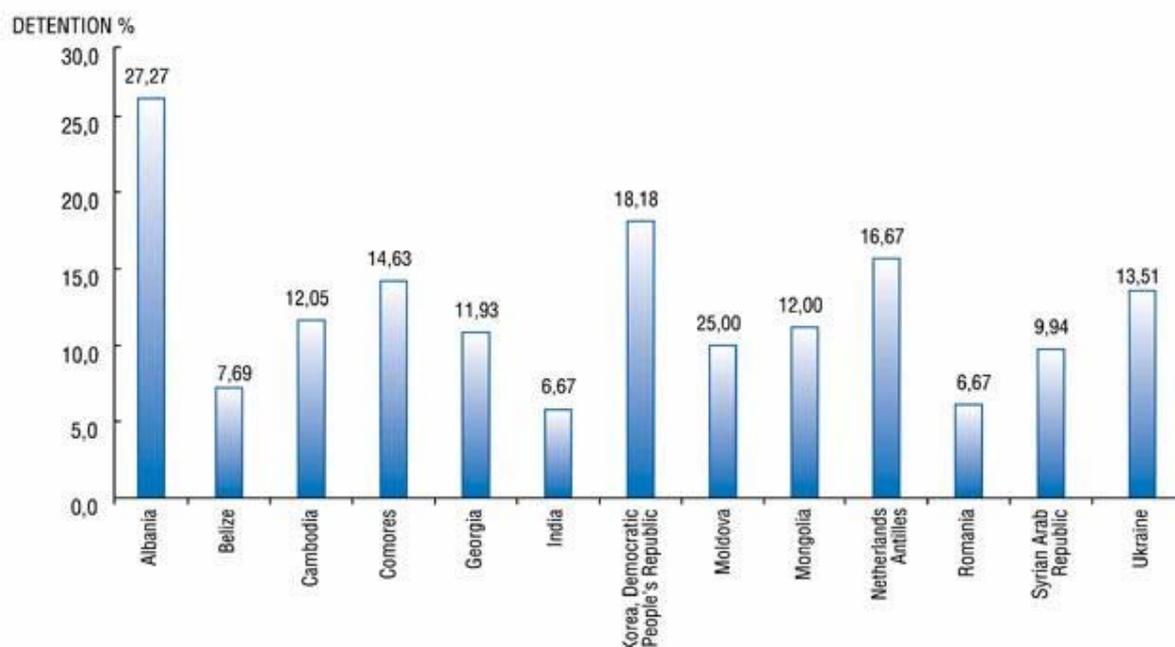


Table 5. 2005 detentions per Flag State, exceeding average detention percentage (number of inspections > 10)

FLAG STATE	INSPECTIONS	DETENTIONS	DETENTION PERCENTAGE	EXCESS OF AVERAGE
Albania	11	3	27,27	21,04
Belize	52	4	7,69	1,46
Cambodia	249	30	12,05	5,82
Comores	123	18	14,63	8,40
Georgia	243	29	11,93	5,70
India	15	1	6,67	0,44
Korea, Democratic People's Republic	231	42	18,18	11,95
Moldova	16	4	25,00	18,77
Mongolia	25	3	12,00	5,77
Netherlands Antilles	12	2	16,67	10,44
Romania	15	1	6,67	0,44
Syrian Arab Republic	161	16	9,94	3,71
Ukraine	148	20	13,51	7,28

INSPECTION DATA BY CLASSIFICATION SOCIETY

Table 6 shows inspection data by classification society. The majority of inspections are in class with Russian Register of Shipping, Lloyd's Register of Shipping and Bureau Veritas.

Figure 4 illustrates detention percentage and percent of inspections with deficiencies by classification society. Detained ships were with Shipping Register of Ukraine (22,6%), Korea Classification Society (17,0%) and International Naval Surveys Bureau (16,4%). Higher percent of inspections with deficiencies were with Polski Rejestr Statkow (93,5%), Isthmus Bureau of Shipping (86,4%) and International Naval Surveys Bureau (78,3%) (with inspections more than 10).

Both Table 6 and Figure 4 do not indicate whether or not the detention was classification society-related.

Table 6. Inspection data by Classification Society¹

CLASSIFICATION SOCIETY	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION PERCENTAGE	PERCENT OF INSPECTIONS WITH DEFICIENCIES
Alfa Register of Shipping	6	3	23	0	0,00	50,00
American Bureau of Shipping	380	203	960	7	1,84	53,42
Bulgarski Koraben Registar	54	39	305	1	1,85	72,22
Bureau Veritas	454	276	1.786	17	3,74	60,79
China Classification Society	37	15	75	2	5,41	40,54
China Corporation Register of Shipping	2	2	38	1	50,00	100,00
Croatian Register of Shipping	7	3	20	0	0,00	42,86
Det Norske Veritas	333	192	1.136	8	2,40	57,66
Germanischer Lloyd	365	200	1.323	17	4,66	54,79
Global Marine Bureau	18	14	105	0	0,00	77,78
Hellenic Register of Shipping	47	33	276	6	12,77	70,21
INCLAMAR	12	9	94	1	8,33	75,00
Indian Register of Shipping	3	2	18	0	0,00	66,67
International Naval Surveys Bureau	189	148	1.571	31	16,40	78,31
International Register of Shipping	230	178	2.037	36	15,65	77,39
Isthmus Bureau of Shipping	22	19	151	2	9,09	86,36
Korea Classification Society (former Joson Classification Society)	53	38	475	9	16,98	71,70
Korean Register of Shipping	30	22	175	1	3,33	73,33
Lloyd's Register	562	338	2.138	20	3,56	60,14
Marconi International Marine Company Ltd.	3	2	8	0	0,00	66,67
National Shipping Adjusters Inc	1	1	10	0	0,00	100,00
Nippon Kaiji Kyokai	417	230	1.238	13	3,12	55,16
NV Unitas	1	1	3	0	0,00	100,00
Other	475	318	2.896	60	12,63	66,95
Panama Maritime Documentation Services	1	1	4	0	0,00	100,00
Panama Shipping Registrar Inc.	2	2	54	1	50,00	100,00
Polski Rejestr Statkow	62	58	560	5	8,06	93,55
Register of Shipping, Albania	4	3	21	0	0,00	75,00
Register of Shipping, DPRK	4	4	27	0	0,00	100,00
Registro Italiano Navale	145	80	463	4	2,76	55,17
RINAVE Portugeuesa	1	1	5	0	0,00	100,00
Romanian Naval Register	1	0	0	0	0,00	0,00
Russian Maritime Register of Shipping	785	507	3.130	44	5,61	64,59
Russian River Register	13	7	36	1	7,69	53,85
Shipping Register of Ukraine	53	38	385	12	22,64	71,70
Sociedad Clasificadora de Colombia (985)	1	1	4	0	0,00	100,00
Turkish Lloyd	296	202	1.391	17	5,74	68,24
TOTAL	5.069	3.190	22.941	316	6,23	62,93

¹ Detentions may not be related with the classification societies.

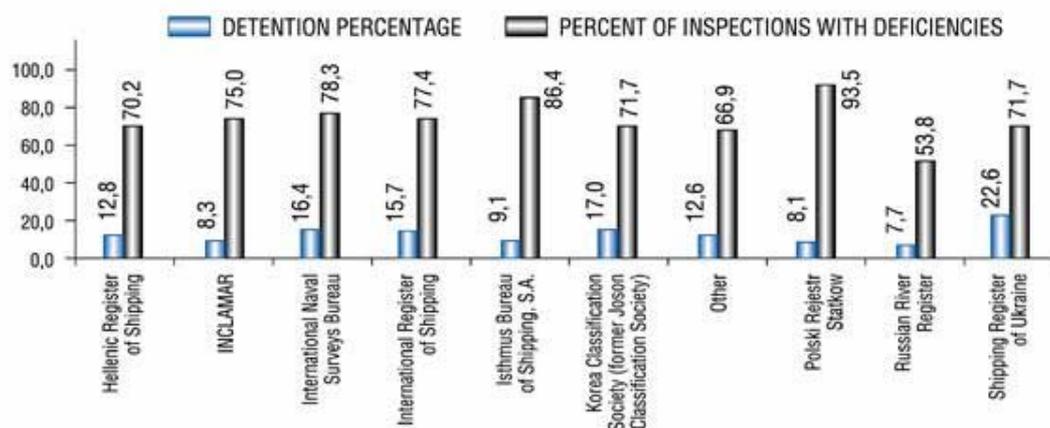


Figure 4. Detention percentage and percent of inspections with deficiencies per Class societies of the detentions exceeding average percentage (6,23%) (>10 inspections)

INSPECTION DATA BY SHIP TYPE

Table 7 shows inspection data by type of the ship. Largest group of the ship inspected during 2005 were general cargo/multi purpose with 2.551 (50,33%) inspections; bulk carrier 1.108 (21,86%) and oil tanker 644 (12,70%) were also inspected. Majority of detained ships were type of general cargo/multi purpose ships with 233 detentions and bulk carriers with 41 detentions which were accounted for 86,71% of the total detention. Ro-Ro passenger ship (15,38%), Ro-Ro cargo ship (13,11%) and general cargo/multipurpose ship (9,13%) accounted for higher detention percentages.

Table 7. 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
Bulk carrier	1.108	668	4.536	41	3,70	60,29
Chemical tanker	148	60	277	3	2,03	40,54
Combination carrier	45	31	193	2	4,44	68,89
Container ship	89	34	197	1	1,12	38,20
Gas carrier	27	12	51	0	0,00	44,44
General cargo/multi-purpose ship	2.551	1.772	14.223	233	9,13	69,46
Heavy load carrier	3	3	27	0	0,00	100,00
High speed passenger craft	4	4	38	0	0,00	100,00
Livestock carrier	2	2	19	0	0,00	100,00
Offshore service vessel	1	1	3	0	0,00	100,00
Oil tanker	644	353	1.852	4	0,62	54,81
Other types of ship	128	57	301	12	9,38	44,53
Passenger ship	34	12	39	0	0,00	35,29
Refrigerated cargo carrier	159	103	675	9	5,66	64,78
Ro-Ro cargo ship	61	38	297	8	13,11	62,30
Ro-Ro passenger ship	13	10	108	2	15,38	76,92
Special purpose ship	1	1	1	0	0,00	100,00
Tanker, not otherwise specified	39	23	81	1	2,56	58,97
Tugboat	12	6	23	0	0,00	50,00
TOTAL	5.069	3.190	22.941	316	6,23	62,93

INSPECTION DATA BY DEFICIENCY

Table 8 shows 2005 inspection data by type of deficiencies recorded. A total of 22,941 deficiencies were recorded during port State control inspections in 2005.

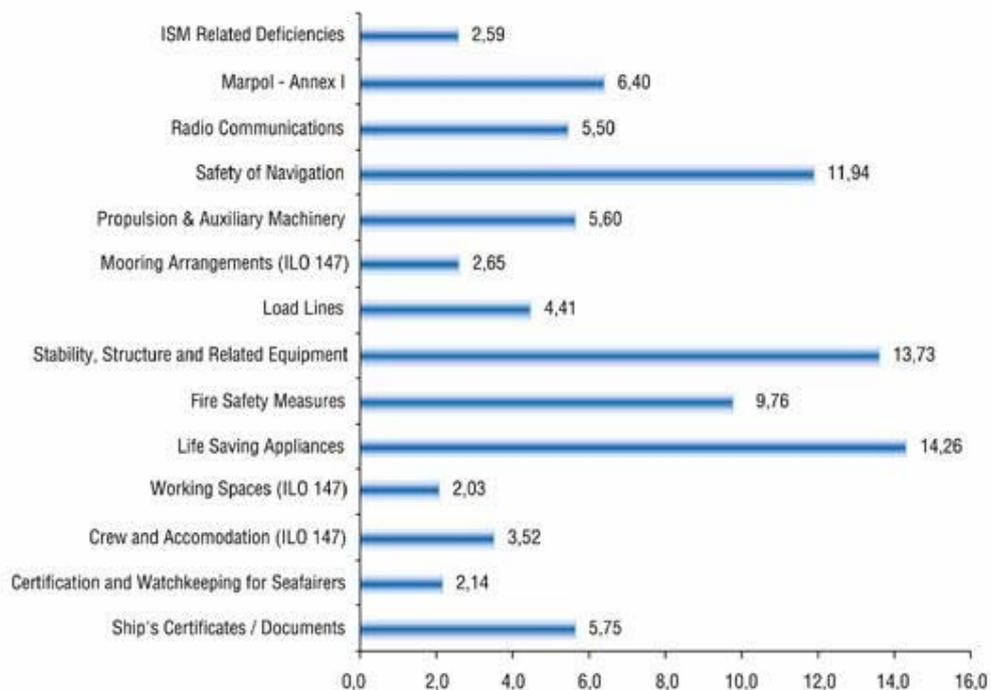
Figure 5 illustrates percentage of deficiencies. Majority of the deficiencies found upon inspection in 2005 were related to lifesaving appliances (14,26%), stability, structure and related equipment (13,73%) and safety of navigation (11,94%), and fire safety measures (9,76%). These four categories make up 49,6% of the total deficiencies found as shown in Figure 5. Average number of deficiencies per inspection was 4,5 in 2005 which is a slight increase over 2004 rate of 4,06.

Percentage of the MARPOL related (0,78%) and SOLAS related (1,92%) operational deficiencies were low compared with marine pollution MARPOL I Annex I (6,40%) deficiencies. Number of ISM related deficiencies were 595 which accounted for (2,54%) of the deficiencies.

Table 8. Inspection data by type of deficiency

NATURE OF DEFICIENCY	NUMBER OF DEFICIENCIES	PERCENTAGE OF TOTAL DEFICIENCIES
Ship's Certificates and Documents	1.318	5,75
Certification and Watchkeeping for Seafarers	491	2,14
Crew and Accommodation (ILO 147)	807	3,52
Food and Catering (ILO 147)	264	1,15
Working Spaces (ILO 147)	466	2,03
Lifesaving Appliances	3.271	14,26
Fire Safety Measures	2.238	9,76
Accident Prevention (ILO 147)	360	1,57
Stability, Structure and Related Equipment	3.149	13,73
Alarm Signals	117	0,51
Carriage of Cargo and Dangerous Goods	94	0,41
Load Lines	1.012	4,41
Mooring Arrangements (ILO 147)	608	2,65
Propulsion and Auxiliary Machinery	1.284	5,60
Safety of Navigation	2.740	11,94
Radiocommunications	1.262	5,50
Marpol - Annex I	1.469	6,40
Oil, Chemical and Gas Carriers	120	0,52
Marpol - Annex II	21	0,09
Solas Related Operational Deficiencies	440	1,92
Marpol Related Operational Deficiencies	178	0,78
Marpol - Annex III	17	0,07
Marpol - Annex V	197	0,86
ISM Related Deficiencies	595	2,59
Bulk Carriers - Additional Safety Measures	14	0,06
Additional Measures to Enhance Maritime Security	194	0,85
Additional Measures to Enhance Maritime Safety	167	0,73
Marpol - Annex IV	4	0,02
All Other Deficiencies	44	0,19
TOTAL	22.941	100,00

Figure 5. Percentage of deficiencies (> 2.0%)





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