

# PORT STATE CONTROL

On course for safer shipping



WHITE LIST

GREY LIST

BLACK LIST



# Annual report

## 2011

### Contents

Executive summary	6
Paris MoU developments	8
Facts and figures 2011	18
Statistical Annexes annual report 2011	23
Explanatory note – White, Grey and Black lists	54
Paris MoU Secretariat colophon, address and staff	56

31

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### Paris MoU meets in Napels

This year was one of the most significant and busy years for the Paris MoU in recent times. The start of the year saw the introduction of the New Inspection Regime (NIR) which has transformed and modernised the port state control regime in our region. The introduction of the NIR was the culmination of many years hard work by very many people. All of those who took part in this work, including the various task forces and groups which developed the NIR, are to be complimented on their achievement. Alongside the NIR we also introduced our new information system called “THETIS”. Again I would like to thank all of those involved with this. More details of the implementation of the NIR and “THETIS” are contained in this annual report together with the updated statistical tables which reflect the implementation of the NIR.

While the implementation of the NIR and “THETIS” were the dominating tasks for the Paris MoU during the year, other important activities continued. These included the 44<sup>th</sup> Session of the Paris MoU Port State Control Committee (PSCC) which was held in Naples, Italy in May 2011. The Committee reviewed the on-going implementation of the NIR and took many important decisions including the decision to grant co-operative membership status to Montenegro. Additionally the Paris MoU held a Concentrated Inspection Campaign (CIC) in the autumn of 2011 on Structural Safety and Load Lines jointly with the Tokyo MoU and details of this CIC are contained in this report.

During 2011 the Paris MoU Secretariat continued to serve its members very well. The Secretariat arranged training courses and seminars for port State control officers and supported the effective achievement of the MoU work programme. I wish to thank the members of the MoU Advisory Board (MAB) who continued to serve the Paris MoU throughout the year. I would also like to thank the European Commission and the European Maritime Safety Agency, EMSA, for their substantial contribution to the development of the NIR and “THETIS”, this support and co-operation with the Paris MoU ensures the effectiveness of port state control throughout our region.

I would like to welcome the new Chairman of the Technical Evaluation Group (TEG) Mr Michael Michaelides from Cyprus and thank the outgoing Chairman Mr Pierre Janssen of Belgium for his chairmanship of TEG and contribution to the Paris MoU over many years and wish him well for his retirement. In conclusion, I wish to thank the PSCOs and administrators in each of our member Authorities as they are the people who ensure the success of our endeavours and they are central to the Paris MoU in achieving our goal of safer shipping.

A handwritten signature in blue ink that reads "Brian Hogan". The signature is written in a cursive, flowing style.

Brian Hogan

## Statement by the Secretary General



### New inspection regime rewards quality shipping

The much anticipated New Inspection Regime was finally launched on 1 January 2011 after many years of preparation. It introduced a radical change compared with the old system, which was based on the agreement from 30 years ago. The change was necessary to bring the Paris MoU in line again with global maritime developments, introduction of new IMO instruments and a better balanced method of targeting and inspection of ships. The main objective during the development has been to reward quality shipping and to intensify control and sanctions on ships with poor performance.

The new regime introduces a major departure from the “25% inspection commitment” and 6 month inspection intervals, which overburdened the shipping industry and port State control Authorities with inspections. When the criteria are met, quality ships will be rewarded with a “low risk ship” status and the inspection interval may be up to 36 months. Even “standard risk ships” benefit from the new system extending inspection intervals up to 12 months. New to the system is that companies are now also monitored for performance, based on the inspection history of their ships.

To balance the system, more resources will be directed to those ships with poor safety records, the “high risk ships”. These ships are subject to mandatory expanded inspections every 6 months when they call at a Paris MoU port.

A complex system of risk calculations, targeting and recording of inspections is supported by the new data base “THETIS”, hosted and managed by EMSA in Lisbon. Results of inspections, currently detained ships and banned ships are now displayed directly from THETIS on the Paris MoU web site.

It should be understood that substandard ships will no longer be tolerated in the region and with the new refusal of access measures in place, repeated offenders will be “banned” from our ports. This has happened to a substantial number of ships already, some of which have been recycled in the mean time. Others chose to find new areas to operate, endangering the lives of the seafarers on board and constituting a risk for the environment.

The Paris MoU has taken port State control to the next level. With the dedicated help of other MoUs we may be on the right course to remove sub-standard ships from our seas once and for all.

A handwritten signature in blue ink that reads "Richard W.J. Schiferli". The signature is stylized and includes a large, sweeping flourish at the end.

Richard W.J. Schiferli

Considered to be the worldwide index for flag performance, the Paris MoU “White, Grey and Black Lists” indicate further improvements towards quality shipping. Last year Panama was congratulated for its efforts to move up to the White List. This year Faroe Islands, Vanuatu, Latvia and Iran moved from the “Grey List” to the “White List”. A very successful achievement and an example for other flags that, through determined actions and political courage, changes can be made. Saint Vincent and the Grenadines moved from the “Black List” to the Grey List. Kazakhstan and India moved from the “White List” to the “Grey List”. Dominica and Honduras moved from the “Grey List” to the “Black List”.



There are now 43 flags on the “White List”, one more compared with last year. Some flags have moved position with Germany leading the list, followed by Sweden and Denmark. DPR Korea has disappeared as leader of the “Black List” since not enough inspections have taken place over the last 3 years. Libya is now on the top of the “Black List”, followed by Bolivia and Togo.

The introduction of the New Inspection Regime this year will show an impact on the 2011 figures. This will also have a consequence for some trends over previous years. Until last year the detention percentage has been decreasing gradually. The trend has not continued and in 2011 the percentage increased to 3.6%. This can be explained since the focus of targeting is on ships with a higher priority.



The number of detentions has decreased significantly from 790 in 2010 to 688 in 2011.

In 2011 a total of 20 ships were banned. 13 more compared with last year. Multiple detentions was the most common reason for banning in 2011.

With 1,327 inspections and 152 detentions the ships flying a “black listed flag“ score a detention rate of 11.45%. For ships flying a “grey listed flag” the detention rate is 7.11% (1,181 inspections, 84 detentions) and ships flying a “white listed flag” 2.65% (16,829 inspections and 446 detentions).

Recognized Organizations are delegated by flag States and carry out most of the statutory surveys on behalf of flags. For this very reason

it is important to monitor their performance. The best performing RO over the period 2009-2011 is the American Bureau of Shipping (ABS) followed by Det Norske Veritas (DNV) and China Classification Society. The worst performing RO is Phoenix Register of Shipping (PHRS), located in Piraeus, in Greece.

Once a year the Port State Control Committee, which is the executive body of the Paris MoU, meets in one of the member States. The Committee considers policy matters concerning regional enforcement of port State control, reviews the work of the Technical Evaluation Group and task forces and decides on administrative procedures.

The task forces, of which 12 were active in 2011, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task forces are submitted to the Technical Evaluation Group (TEG) at which all Paris MoU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the task forces and Secretariat between meetings of the Committee. The Board meets several times a year and was in 2011 composed of participants from Croatia, Italy, Norway, Malta and the European Commission.

#### **Port State Control Committee**

The Port State Control Committee (PSCC) held its 44<sup>th</sup> meeting in Naples, Italy from 2-6 May 2011. The MoU has 27 member States. The Committee agreed that the introduction of the new inspection regime (NIR) on 1 January 2011 was completed successfully.

The NIR is a risk based targeting mechanism, which will reward quality shipping with a

reduced inspection burden and concentrate efforts on high-risk ships. The NIR makes use of company performance and the Voluntary IMO Member State Audit Scheme (VIMSAS) for calculating the risk profile of ships together with the performance of the flag State and the Recognized Organization. The inspection history of the ship as well as the ship's age and ship type will influence the targeting. The NIR is supported by a new information system "THETIS" which is managed and hosted by EMSA, using a new system for coding of PSC related information jointly developed and mutually agreed by the Paris and Tokyo MoUs.

The Committee recognised that the International Labour Organization's Consolidated Maritime Labour Convention 2006 (MLC 2006) may enter into force from 2012 onwards and agreed on guidelines for port State control officers. These guidelines are based on the MLC 2006 and take into account the port State control guidelines from the ILO. Guidelines on STCW (including the "Manila amendments"), electronic charts, lifeboat launching arrangements, asbestos, MARPOL Annex VI and LRIT were also adopted.

The Committee unanimously accepted Montenegro as a co-operating member with the prospect of becoming a full member in the future.





High importance was given to Concentrated Inspection Campaigns (CICs). A CIC on structural safety and the Load Line Convention was scheduled from September to November 2011 and a CIC focussing on fire safety systems will be carried out during 2012. The campaigns will be carried out jointly with the Tokyo MoU. In addition the Committee considered a number of options for other joint CICs with the Tokyo MoU for 2013 and beyond.

The report of the CIC on damage stability of tankers, carried out in 2010, was presented to PSCC44 and the results will be published and submitted to the IMO in 2012.

The Committee also agreed to exchange PSC data with the International Maritime Organization, to be used in the Global Integrated Shipping Information System, and to publish the new coding system for deficiencies on the Paris MoU website.

**Technical Evaluation Group**

The Technical Evaluation Group (TEG) convened in Tallinn, Estonia in February 2011, and in December 2011 in St. Julians, Malta. Several task forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee.

Issues considered by the TEG included:

- The implementation and transition to the new inspection regime including the THETIS information system
- Evaluation of Paris MoU statistics
- Revision of the guidelines on operational controls
- Revision of the guidelines on STCW
- Development of guidelines for PSCOs for the Maritime Labour Convention.
- Development of an evaluation procedure for the training policy
- Development of CICs on Structural Safety and Load Lines (2011) and Fire Safety Systems (2012)

**Port State Control Training initiatives**

The Paris MoU will continue to invest in the training and development of Port State Control Officers in order to establish a higher degree of harmonisation and standardisation in inspections throughout the region. The Secretariat organises three different training programmes for Port State Control Officers:

- Seminars (twice a year)
- Expert trainings (twice a year)
- Specialized trainings (once a year)

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

Expert and Specialized Training aims to promote a higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures. These 5-day training sessions are concluded with an assessment and certification.

### **PSC Seminar 51**

The 51<sup>st</sup> Port State Control Seminar was held from 20 – 22 June 2011 in Klaipeda Lithuania. Port State Control Officers from the Paris MoU attended the Seminar, as well as participants from Montenegro. The main topics of discussion were the Train the Trainer for the CIC on Structural Safety and the International Convention on Load Lines. Furthermore there were presentations on the Guidance with regard to Asbestos on board ships and the new Guidelines on the Inspection of Electronic Charts. The Secretariat presented an overview on the decisions and discussions coming from PSC44 and a representative from EMSA gave a presentation on the developments within the EU and EMSA.

### **PSC Seminar 52**

The 52<sup>nd</sup> Port State Control Seminar was held from 13 to 15 December 2011 in Haugesund Norway. Port State control officers from the Paris MOU attended the Seminar as well as participants from Montenegro. The main

topics of discussion were developments with regard to the Maritime Labour Convention and the new Manila Amendments to the STCW Convention which came into force on the 1<sup>st</sup> of January 2012. Other topics were the new Emergency Towing Requirements and Fire Safety Systems. The Secretariat presented an overview of developments in the Paris MoU and a representative from EMSA gave a presentation on the developments within the EU and EMSA.

### **Expert and Specialized Training**

For the Expert Training the central themes are “The Human Element” and “Safety and Environment”. The theme of the Specialized Training will change every year. In 2011 this training dealt with the inspection of Tankers and the problems Port State Control Officers may encounter. Both training programmes are intended for experienced PSCOs. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice.

Lecturers for the training programmes are recruited from the maritime Administrations of the member States, international organizations and the maritime industry. For the training programmes in 2011 the United Kingdom, the Netherlands, Spain, Italy and different ROs and service companies, among others, provided lecturers.

In 2011 the IMO was able to sponsor a representative from each MoU to take part in



the training programmes. It was agreed that one representative from each MoU can attend the Expert or Specialized Training programme. Not every MoU was able to send a PSCO to the training programme. This arrangement began with the Human Element training in October and will continue in 2012.

***The 10<sup>th</sup> Expert Training “The Human Element”***

In October 2011 the tenth Expert Training programme was held in The Hague with the Human Element as the central theme. Participants from member States took part in this training. The issues discussed during the training session were the ILO and STCW conventions, the Code of Good Practice and inter-cultural communication. Three representatives from other MoUs attended the training



***The 7<sup>th</sup> Expert Training “Safety and Environment”***

The seventh Expert Training programme was held in The Hague in February 2011. Important issues during this training were the IMDG Code, Load Lines, Life saving appliances and oil filtering equipment.

***The 5<sup>th</sup> Specialized Training on the Inspection of Tankers***

The fifth Specialized Training on the Inspection of Tankers was held in The Hague in April 2011. During the training tanker stability, chemical and oil tankers and gas carriers were discussed. Specific attention was given to the Expanded Inspection Procedures with regard to tankers.

***Training in cooperation with EMSA***

The Paris MoU is also assisting EMSA in the training delivered to PSCOs from throughout the region.

### ***New Entrant and Refresher PSC Seminars***

In 2011 the fully established Professional Development Scheme of the Paris MoU encompassed 3 seminars for New Entrant PSCOs and 3 Refresher seminars for experienced PSCOs. The year 2011 marked significant changes due to the introduction of the New Inspection Regime. The New Regime focuses on sub-standard shipping and introduces a reward in terms of the inspection frequency for good performing ships. It translates to “less, but better inspections”. The New Regime also forced new and enhanced procedures to be implemented, all aiming at providing more guidance for better inspections.



These changes meant that adherence to the established procedures became of paramount importance.

For the seminars organised for New Entrants and Refreshers held during 2011 a complete new approach was adopted to raise the awareness concerning the procedures governing PSC inspections. While until December 2010 an inspection had been the central theme during these seminars, since January 2011 this theme has been changed to be the Paris MoU procedures. Moreover, rather than plainly lecturing on procedures, the seminars focussed on the correct application of the procedures where relevant. The main challenge for the new approach was to present the material in an attractive and interactive way. Feedback from all PSCOs who participated in one of the 6 seminars held during 2011 emphasized the success of the change.

As with the seminars organised in earlier years, the main objective remained the establishment of a common understanding and harmonised approach in the area of the Paris MoU. Feedback sessions with participants during the seminars indicated that indeed a wider understanding of the procedures and the available tools such as the Paris MoU manual, RuleCheck and the Distance Learning modules was established by the seminars. This suggests that the adapted concept of the seminars is conducive in achieving the objective.

All seminars were organised by EMSA and held at its premises in Lisbon. Lecturers were provided both by EMSA and the Paris MoU



Secretariat. The almost 300 participants attending the New Entrant and Refresher seminars during 2011 originated from all Paris MoU member States.

***Detention Review Panel***

Flag States or Recognized Organizations that cannot resolve a dispute concerning a detention with the port State may submit their case for review. The detention review panel is composed of representatives of four different MoU Authorities, on a rotating basis, plus the Secretariat.

In 2011 the Secretariat received 10 requests for review. Five cases did not comply with the requirements for consideration. These cases were either submitted beyond the 120 days limit, were handled at National Courts or originated from ship owners instead of flag States or ROs. Five cases were recorded by the Secretariat and submitted to MoU members for review.

In two cases the detention review panel concluded that the port State's decision to detain was not justified. The panel advised the port State to reconsider the detention. In three cases the panel concluded that the detaining port States would not have to reconsider the decision to detain.

***Quality management***

On 15 March 2011 the Paris MoU Secretariat became ISO 9001:2008 certified for the services and products of the Secretariat.

***Paris MoU on the Internet***

The development of the new website resulted in the launch of a more contemporary and restyled Paris MoU website on 17<sup>th</sup> January 2011. The website enjoyed an ever increasing demand from a variety of visitors during 2011, in particular from flag and port States, government agencies, charterers, insurers and classification societies. They were able to monitor their performance and the

performance of others on a continuous basis. The port State enters ships that are currently under detention in a listing. Validated port State control reports can be accessed and offer visitors more detailed information.

To increase public awareness of unsafe ships caught by port State control, particularly serious detentions are published under the heading "Caught in the Net". These detentions are described in detail with photographs. In 2011 details were published of the following ships:

- Celine-1
- Anna N
- Abit Beser
- Grace S
- Friendship

The annual award for the best contribution to "Caught in the Net" has been presented to Canada (Friendship).

Other information of interest such as the monthly list of detentions, the Annual Report,



the statistics of the "Blue Book" and news items can be downloaded from the website, which is found at [www.parismou.org](http://www.parismou.org).

### **Concentrated inspection campaigns**

Several Concentrated Inspection Campaigns have been held in the Paris MoU Region over the past years. The campaigns focus on a particular area of compliance with international regulations with the aim of gathering information and enforcing the level of compliance. Each campaign is prepared by experts and identifies a number of specific items for inspection. Experience shows that they serve to draw attention to the chosen area of compliance.

### **CIC 2011 Structural Safety and Load Lines**

In the period from 1 September to 30 November 2011 a Concentrated Inspection Campaign was carried out on Structural Safety and the International Convention on Load Lines.

The CIC questionnaire was completed during 4,386 inspections, a total of 1,589 CIC-related deficiencies were recorded and 42 ships (1%) were detained for CIC-related deficiencies. Problem areas included stability, strength and loading information, ballast and fuel tanks and water and weather tight conditions.

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,563 (36%) inspections, followed by bulk carriers with 795 (18%) inspections, container ships with 495 (11%) inspections, chemical tankers with 433 (10%) inspections and oil tankers with 296 (7%) inspections.



24 (60%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships and 5 (12%) were bulk carriers. Among the other detained ships were 2 container vessels, 2 offshore supply ships, 2 passenger ships and 2 refrigerated cargo ships. 31% of the detained ships were 30 years or older.

Analysis of the recorded deficiencies shows that most deficiencies relate to the freeboard marks (12%), ventilators, air pipes and casings (7%), stability/strength/loading information and instruments (7%) and ballast, fuel and other tanks (5%).

Most inspections were carried out on ships under the flags of Panama with 493 (11%) inspections, Malta with 387 (9%) inspections, Antigua and Barbuda with 343 (8%) inspections and Liberia with 306 (7%) inspections. The flags with the highest number of CIC related detentions were Panama with 7 (17%) detentions, Saint Vincent and the Grenadines with 6 (14%) detentions and Turkey with 3 (7%) detentions.

The background for this CIC was that, as an average for the last 8 years, deficiencies related to structural safety and load lines account for 15% of the total number of deficiencies. During the CIC 13% of the deficiencies recorded were related to structural safety and load lines.

### **CIC Campaigns 2012 and 2013**

For 2012, the PSC Committee decided on a Concentrated Inspection Campaign on Fire Safety Systems. For 2013, the Committee agreed

to organize a CIC campaign on Propulsion and Auxiliary Machinery.

### **Co-operation with other organizations**

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Nine regional MoUs have been established.

In order to provide co-operation to these MoUs, they may apply for associate or observer status. Regional agreements seeking observer status must demonstrate that their member Authorities have an acceptable overall flag State record and have a similar approach in terms of commitment and goals to that of the Paris MoU.

Five regional agreements have obtained official observer status to the Paris MoU: the Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU and Riyadh MoU. The United States Coast Guard is also an observer at Paris MoU meetings.

The West and Central Africa MoU obtained an associate status. It will not be represented in the Committee, but there is a commitment from the Paris MoU to assist them on a technical and administrative basis, including participation in seminars and technical meetings.

The International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MoU





on a regular basis since 1982. In 2006 the Paris MoU obtained official status at the IMO as an Inter Governmental Organization. A delegation of the MoU participated in the 19th session of the Sub-Committee on Flag State Implementation in February 2011.

The 2009 Annual Report including inspection data, an analysis of 2009 statistics, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG and the results of the CIC on Lifeboat launching appliances, as well as information on Flag criteria to be regarded as low risk ship in the Paris MoU, information on the Paris & Tokyo MoU New PSC Coding System and a new Guideline for PSCOs on the ISM Code were submitted to the Sub-Committee on Flag State Implementation in February 2011.

#### ***Membership of the Paris MoU***

In preparation for prospective new members of the Paris MoU, the Port State Control Committee has adopted criteria for co-operating status for non-member States and observer/associate status for other PSC regions. Specific criteria, including a self-evaluation

exercise, have to be made before co-operating status can be granted.

In 2011 the maritime Authority of Montenegro joined the MoU as a co-operating member and was visited by a monitoring team, which issued recommendations for improvements.

The Paris MoU currently has 6 members with dual or even triple membership: Canada and the Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. With Bulgaria and Romania there are further ties with the Black Sea MoU. Malta and Cyprus are also members of the Mediterranean MoU.

For all these members the Paris MoU standards will prevail.

In the following pages the facts and figures of 2011 are listed. The New Inspection Regime entered into force on the 1st of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before. Due to the new regime the figures show a decrease in the number of inspections, deficiencies and detentions, but an increase in the number of individual inspected ships and the detention rate.

### *Inspections*

With a total number of 19,058 inspections performed in 2011 the inspection figures showed a decrease of 21% compared with the figures of 2010. Each individual ship was inspected an average of 1.2 times per year, a rate which has dropped since 2010 (1.6).

The New Inspection Regime shifts from a national commitment, where each member state of the Paris MoU inspected 25% of the individual ships calling at their ports, to a regional commitment aiming to inspect all ships visiting the ports and anchorages in the Paris MoU region. As a result since 1 January 2011 the annual inspection target for each member State is based on ship movement data rather than individual ship calls. The Fair Share commitment for each individual Paris MoU member State was therefore calculated based on historic ship movement data.

### *Deficiencies*

In 2009 the number of deficiencies recorded was 71,911. In 2010 this number was: 64,698. In

2011 the number of deficiencies decreased to 50,738. Compared with 2010 this is a decrease of deficiencies of 22%.

In 56% of all inspections performed, one or more deficiencies were recorded. In 2010 this figure was 55%.

The average number of deficiencies per inspection also decreased from 2,7 in 2010 to 2,6 in 2011.

### *Detentions*

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

Compared with 2010, the number of detentions has decreased from 790 to 688 detentions. The average detention rate in 2011 is 3,61%.



In 2010 the detention rate was 3,28%, the lowest detention rate ever. This is the first time in years that the average detention rate has increased.

**“White, Grey and Black List”**

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

On the “White, Grey and Black list” for 2011 a total number of 80 flags are listed: 43 on the “White List”, 20 on the “Grey List” and 17 on the “Black list”. In 2010 the number of flags listed totalled 84 flags, namely 42 on the “White List”, 24 on the “Grey List” and 18 on the “Black List”.

The “White List” represents quality flags with a consistently low detention record. Compared with last year, the number of flags on the

“White List” has increased by 1 flag to a total number of 43 flags. New on the “White List” are the Faroe Islands (DK), Vanuatu, Latvia and the Islamic Republic of Iran, last year still on the “Grey List”.

Germany has been placed highest on the list in terms of performance. The next in line of the best performing flags in 2011 are Sweden, Denmark, the Netherlands and the United Kingdom.

Flags with an average performance are shown on the “Grey List”. Their appearance on this list may act as an incentive to improve and move to the “White List”. At the same time flags at the lower end of the “Grey List” should be careful not to neglect control over their ships and risk ending up on the “Black List” next year.

On this year’s “Grey List” a total number of 20 flags is recorded. Last year the “Grey List” recorded 24 flags. New on the “Grey List” is Saint Vincent and the Grenadines, last year still

on the “Black List”, and Kazakhstan and India, which last year still were on the “White List”.

The poorest performing flags are Libya, Bolivia and Togo. New on the “Black List” are the flags of Honduras and Dominica (medium risk).

A graph of the distribution of listed and not listed flags indicates that only 0.5% of the ships inspected are from flags not listed on the WGB list.

### **Ship type**

In 2011 the detention rate of general cargo/multipurpose ships (6.02%) was higher than the detention rate of other ship types. Ship types like passenger ships, refrigerated cargo ships and other special activities ships have a lower detention rate of 4.42%, 4.12 and 4.08% respectively. The other ship types have even lower detention rates.

### **Performance of Recognized Organizations**

For several years the Committee has closely monitored the performance of classification societies acting as Recognized Organizations



for flag States. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO are needed before the performance is taken into account for the list. In 2011 28 ROs are recorded on the performance list.

Among the best performing recognized organizations were:

- American Bureau of Shipping (ABS)
- Det Norske Veritas (DNV)
- China Classification Society (CCS)

The lowest performing Recognized Organizations were:

- Phoenix Register of Shipping (Greece) (PHRS)
- Register of Shipping (Albania) (RSA)
- International Register of Shipping (USA) (IS)

Compared with last year's performance level, a small shift in RO performance in 2011 can be noticed. This year fewer organizations have been placed on the high and very low performing part of the list and more organizations have been placed on the medium part of the list.

Details of the responsibility of Recognized Organizations for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a Recognized Organization in accordance with the criteria, it is recorded “RO responsible” and the RO is informed. Out of 688 detentions recorded in 2011, 91 or 13.2% were considered RO related which is an increase compared with the 10.6% of the previous year.

### **Refusal of access of ships**

A total of 20 ships were banned from the Paris MoU region in 2011 for reasons of multiple detentions (17) failure to call at an indicated repair yard (2) and jumping detention (1). As of 1 January 2011 not having a valid ISM code certificate is no longer a reason for banning. A number of ships remain banned from previous years.



#### **Deficiencies per major category**

The number of deficiencies in areas such as certificate & documentation, fire safety, safety of navigation and working & living conditions accounted for approximately 55% of the total number of deficiencies. The trends in these areas are clarified below.

In 2011 a new coding system has taken effect. More detailed information may be found in the statistical Annexes to this report. The data of 2009 and 2010 has been regrouped accordingly and is therefore not comparable with the data as published in the Annual Reports from 2010 and before.

#### **Certificate & Documentation**

Deficiencies in ships' certificates, crew certificates and documents indicated a decrease of 35.5% from 11,834 in 2010 to 7,638 in 2011.

#### **Safety of navigation**

The deficiencies in Safety of Navigation show a decrease of 24.6%, from 8,654 deficiencies in 2010 to 6,528 deficiencies in 2011.

#### **Fire safety**

In 2011 deficiencies in fire safety accounted for 12.9% of the total number of deficiencies. The number of deficiencies in these areas decreased with 14.3% from 7,687 in 2010 to 6,591 in 2011.

#### **Pollution prevention**

Deficiencies in MARPOL Annex I show a decrease of 16.9% in 2011 (1,318), compared with 2010 (1,586). Deficiencies in MARPOL Annex VI show an increase of 22.2% in 2011 (358), compared with 2010 (293).

#### **Working and living conditions**

Deficiencies in working conditions decreased with 25.6% from 7,057 in 2010 to 5,252 in 2011. Deficiencies in living conditions decreased with 21.1% from 2,932 in 2010 to 2,313 in 2011.

#### **Management**

The number of ISM related deficiencies showed a decrease of 52.5%, compared with 2010.

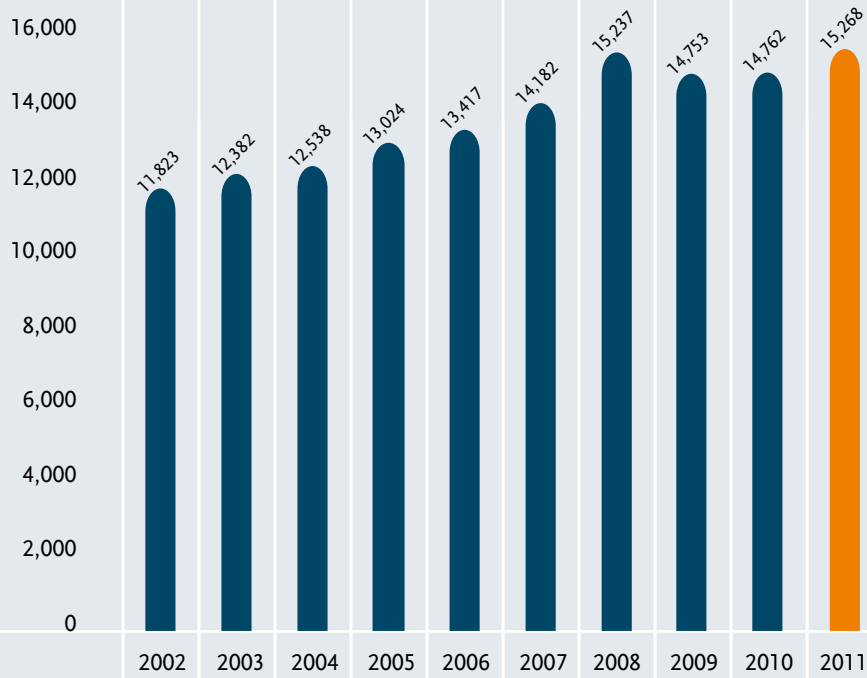




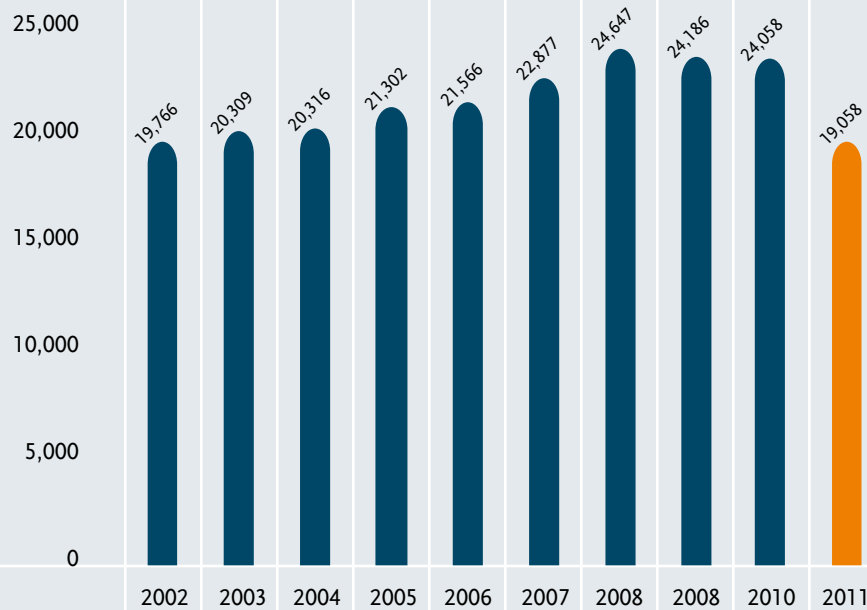
**STATISTICAL ANNEXES**  
annual report 2011

# Basic port state control figures 2011

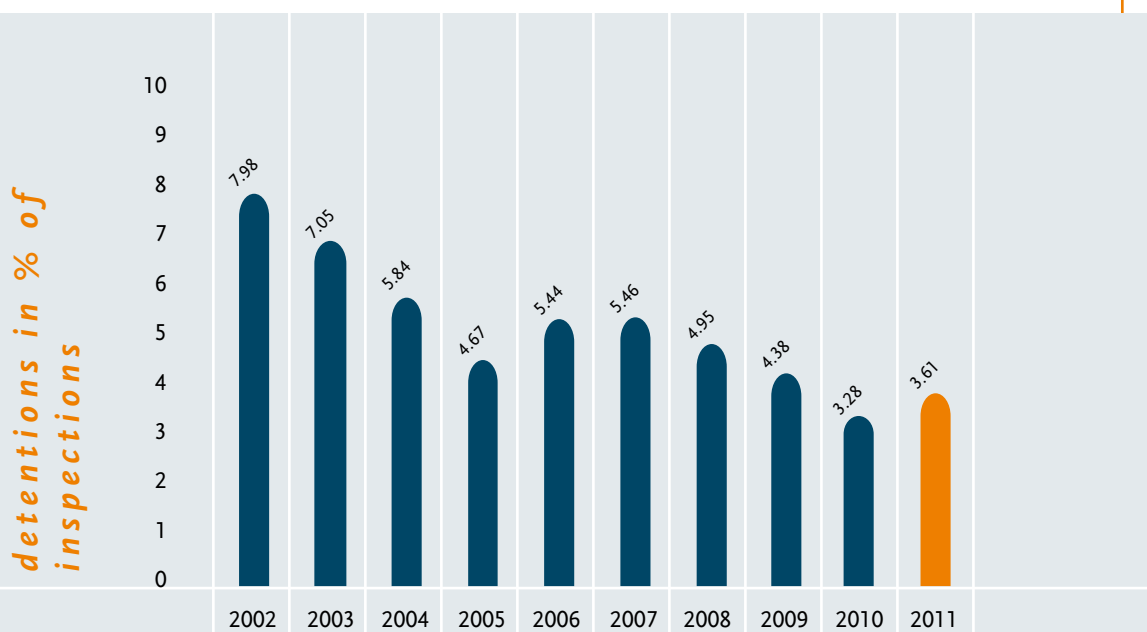
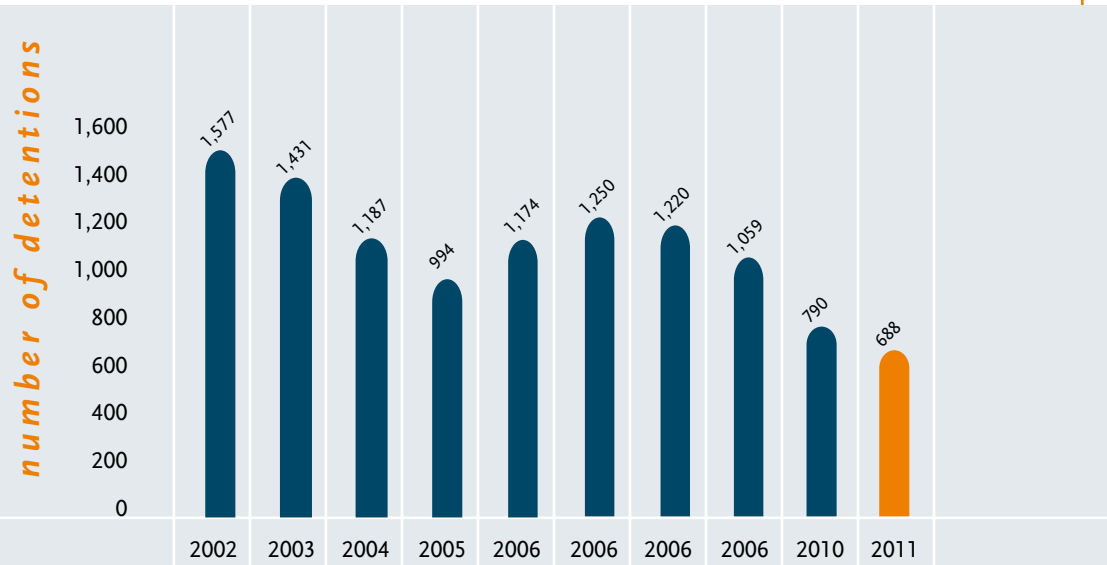
*number of individual ships inspected*



*number of inspections*



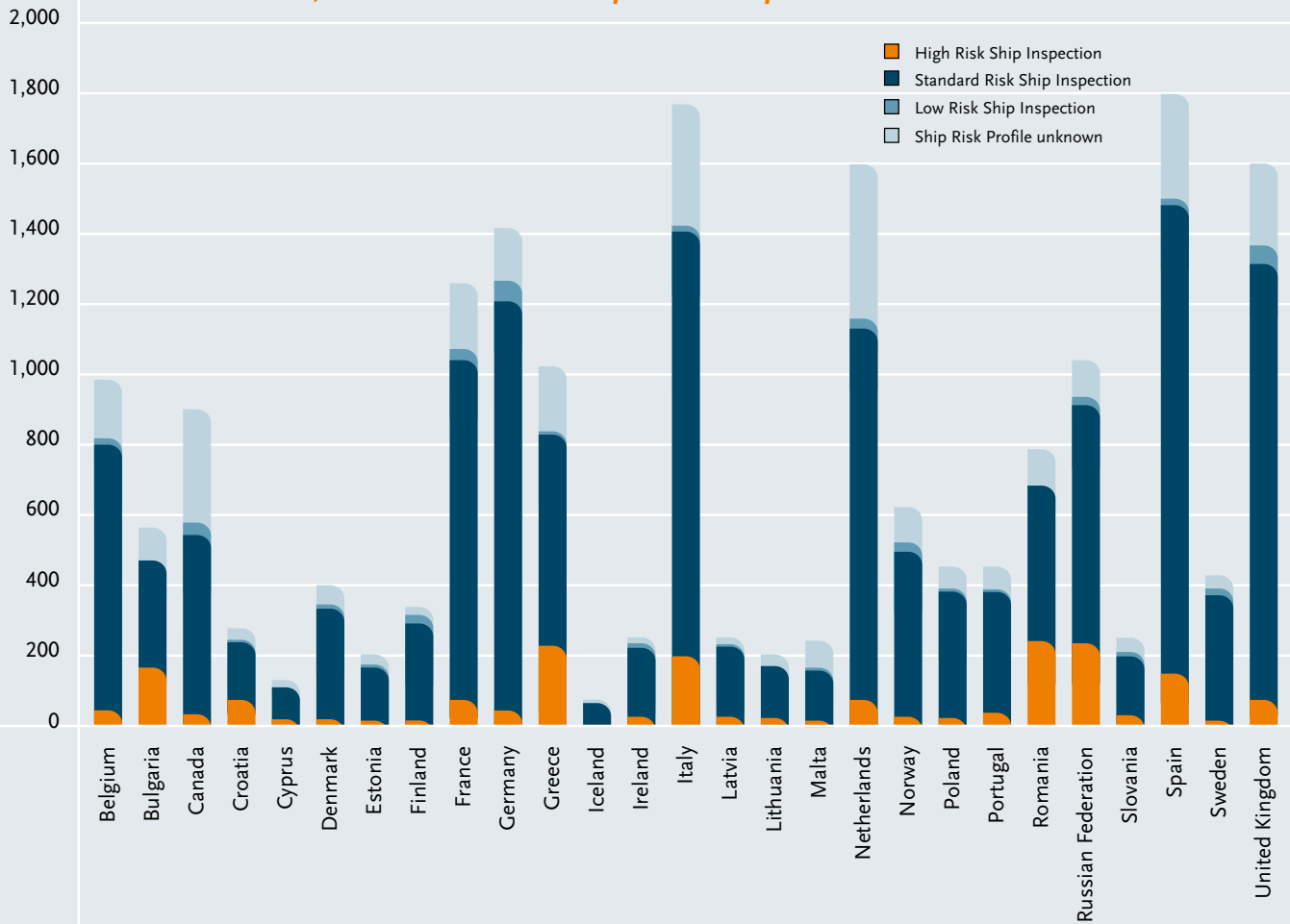




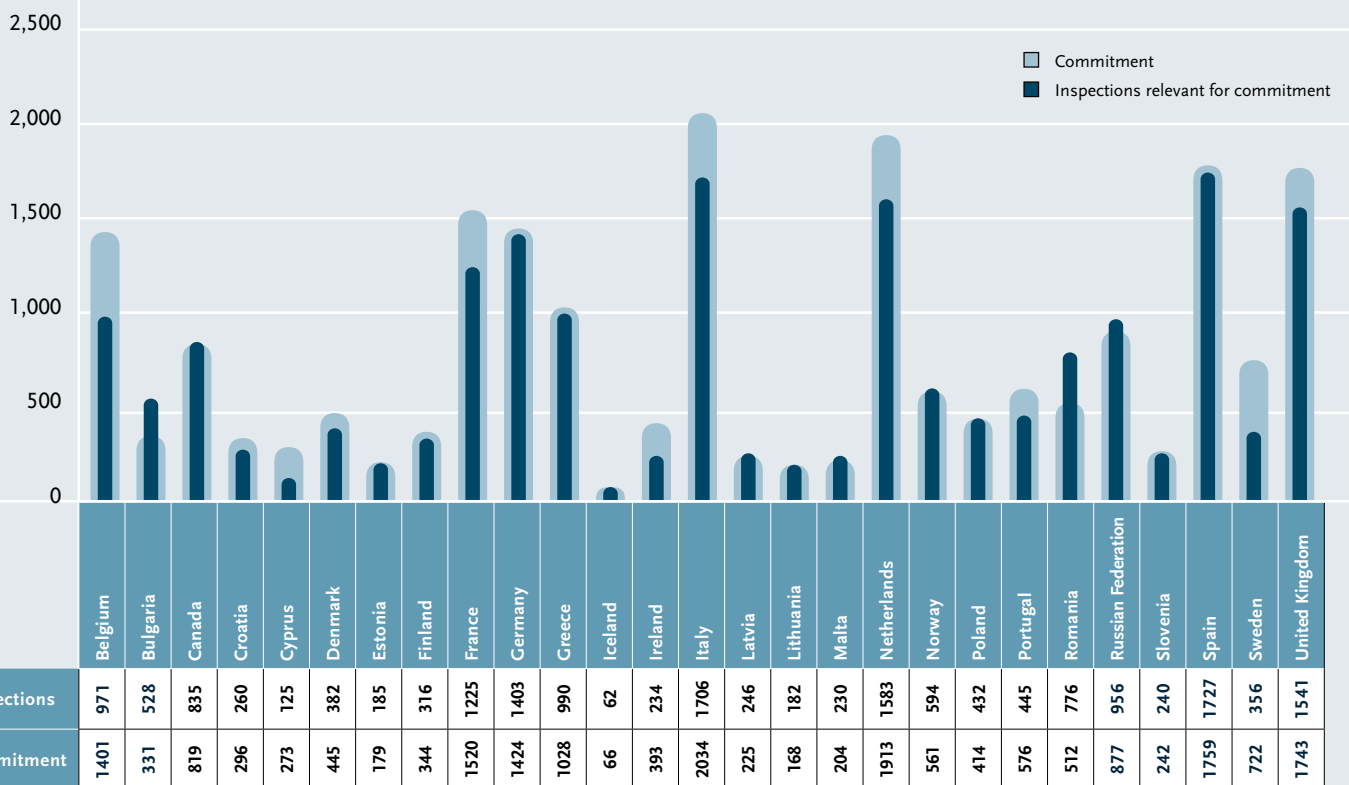
Note: The New Inspection Regime entered into force on the 1<sup>st</sup> of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before.

# Inspection efforts

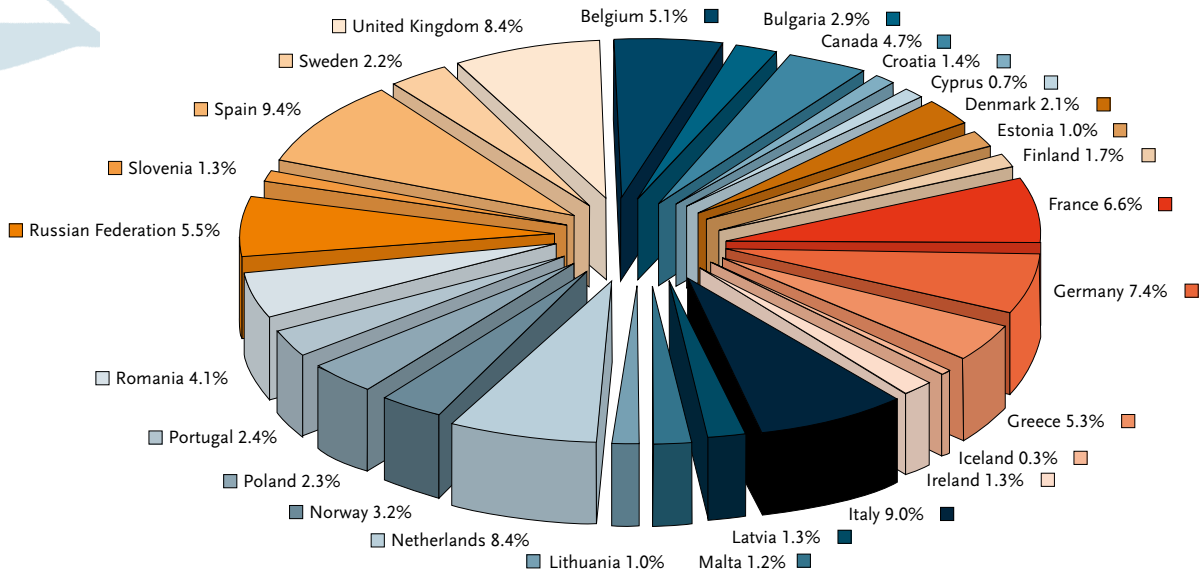
## HRS, SRS and LRS inspections per member state



## Commitment



## Inspection efforts of members as percentage of MoU total



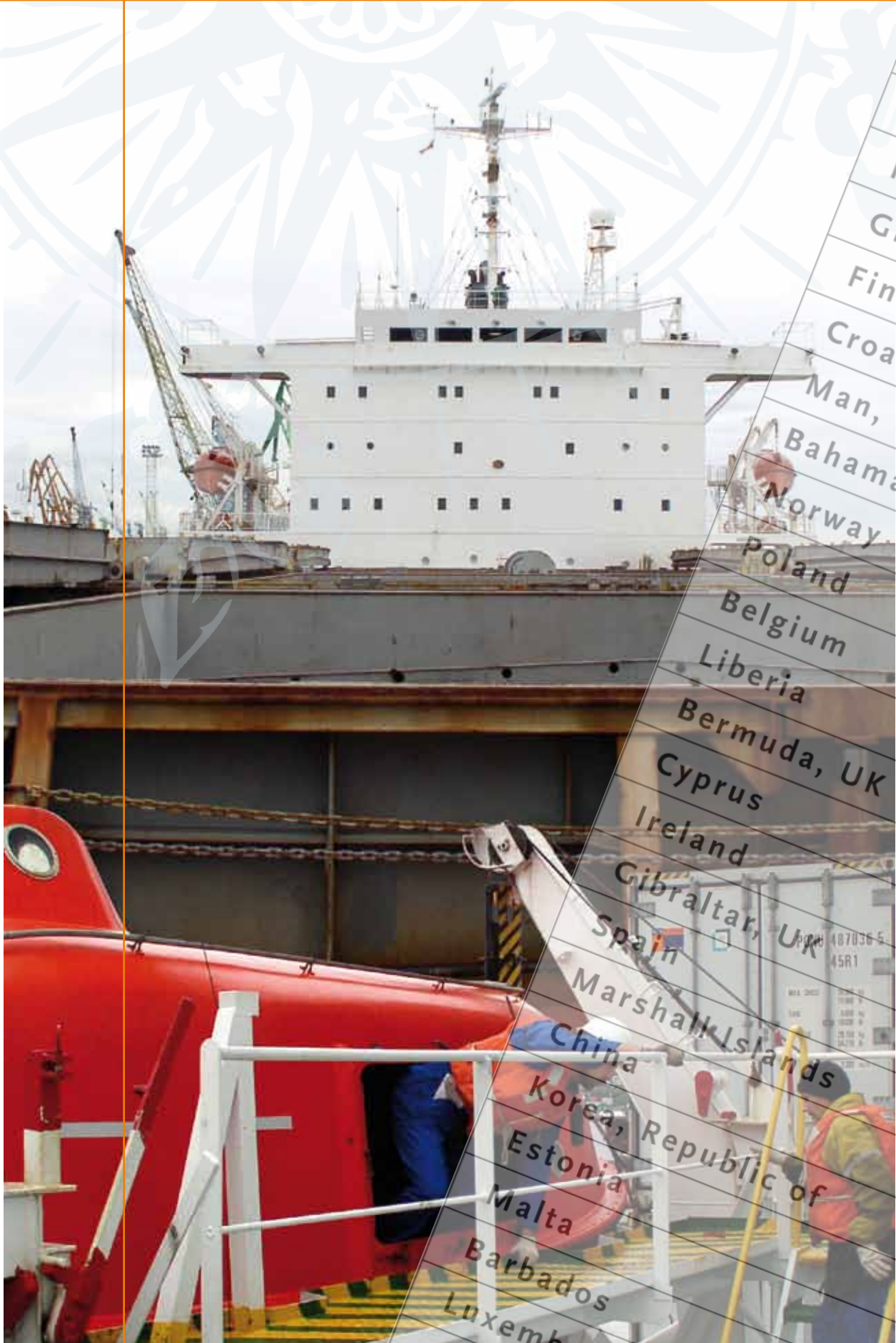
## MoU port States's individual contributions to the total amount of inspections

MOU port State	Total nr of Inspections	Inspections with deficiencies	Inspections with detentions	Inspections with RO related detainable deficiencies	% Inspections with deficiencies	% Detentions	% Inspection of MoU total	% HRS	% SRS	% LSR	% SRP Unknown
Belgium	971	578	11	0	59,5	1,13	5,09	3,69	77,77	2,15	16,39
Bulgaria	552	415	24	8	75,2	4,35	2,18	28,99	54,89	0,54	15,58
Canada <sup>1</sup>	895	397	34	5	44,4	3,80	4,70	2,80	56,61	4,48	36,10
Croatia	269	171	12	1	63,6	4,46	1,41	25,28	60,59	1,49	12,64
Cyprus	127	69	10	3	54,3	7,87	0,67	8,73	71,43	1,59	18,25
Denmark	400	181	2	0	45,3	0,50	2,10	3,00	78,25	3,50	15,25
Estonia	196	53	1	0	27,0	0,51	1,03	3,08	79,49	3,59	13,85
Finland	316	100	2	0	31,6	0,63	1,66	1,50	83,78	7,51	7,21
France	1253	776	38	2	61,9	3,03	6,57	5,43	76,94	2,95	14,68
Germany	1411	635	37	2	45,0	2,62	7,40	2,34	83,20	3,76	10,70
Greece	1015	582	54	11	57,3	5,32	5,33	21,48	59,51	1,38	17,64
Iceland	63	14	1	1	22,2	1,59	0,33	3,17	84,13	0,00	12,70
Ireland	242	137	14	3	56,6	5,79	1,27	6,20	83,06	3,31	7,44
Italy	1707	1024	114	22	60,0	6,68	8,96	11,07	68,65	0,91	19,36
Latvia	246	57	1	0	23,2	0,41	1,29	6,94	82,86	2,86	7,35
Lithuania	185	105	1	1	56,8	0,54	0,97	7,57	78,38	1,62	12,43
Malta	237	147	10	2	62,0	4,22	1,24	3,43	61,80	1,29	33,48
Netherlands	1604	864	55	3	53,9	3,43	8,42	4,24	65,96	1,93	27,87
Norway	615	198	8	1	32,2	1,30	3,23	2,60	76,75	4,55	16,10
Poland	432	308	12	0	71,3	2,78	2,27	3,17	82,81	0,68	13,35
Portugal	448	230	8	3	51,3	1,79	2,35	7,37	75,89	1,56	15,18
Romania	776	401	17	3	51,7	2,19	4,07	30,04	57,12	0,13	12,71
Russian Federation <sup>2</sup>	1039	752	24	3	72,4	2,31	5,45	21,94	65,54	1,83	10,68
Slovenia	240	121	29	5	50,4	12,08	1,26	8,75	74,17	1,67	15,42
Spain	1794	1127	122	12	62,8	6,80	9,41	7,81	74,51	1,23	16,45
Sweden	421	161	5	1	38,2	1,19	2,21	1,43	84,56	5,23	8,79
United Kingdom	1604	1128	42	3	70,3	2,62	8,42	4,18	77,62	3,12	15,09
<b>Total</b>	<b>19058</b>	<b>10731</b>	<b>688</b>	<b>95</b>	<b>56,3</b>	<b>3,61</b>	<b>100</b>	<b>8,96</b>	<b>71,82</b>	<b>2,40</b>	<b>16,83</b>

<sup>1</sup> Inspections in Canada west coast ports are included

<sup>2</sup> Only inspections in the Russian ports of the Baltic, Azov and Barents Seas are included





- France
- Hong Kong
- Singapore
- Italy
- Greece
- Finland
- Croatia
- Man, Isle of
- Bahamas
- Norway
- Poland
- Belgium
- Liberia
- Bermuda, UK
- Cyprus
- Ireland
- Gibraltar, UK
- Spain
- Marshall Islands
- China
- Korea, Republic of
- Estonia
- Malta
- Barbados
- Luxembourg
- Cayman Islands
- Russia

## White list

Flag	Inspections 2009-2011	Detentions 2009-2011	Black to Grey limit	Grey to White limit	Excess Factor
<b>White list</b>					
Germany	1,335	10	109	78	-1.91
Sweden	810	5	69	44	-1.90
Denmark	1,376	15	112	80	-1.78
Netherlands	3,691	49	284	232	-1.78
United Kingdom	1,905	25	152	115	-1.73
France	337	2	32	15	-1.70
Hong Kong, China	1,489	20	121	88	-1.69
Singapore	1,370	19	112	80	-1.66
Italy	1,471	21	120	86	-1.66
Greece	1,334	19	109	78	-1.65
Finland	562	6	50	29	-1.64
Croatia	153	0	16	5	-1.62
Man, Isle of, UK	828	12	71	45	-1.56
Bahamas	3,265	67	253	204	-1.50
Norway	2,023	40	161	122	-1.48
Poland	189	1	20	7	-1.47
Belgium	233	2	23	9	-1.42
Liberia	4,270	105	327	271	-1.38
Bermuda, UK	270	3	26	12	-1.36
Cyprus	2,422	59	191	148	-1.33
Ireland	165	1	17	6	-1.33
Gibraltar, UK	1,208	27	100	69	-1.31
Spain	257	3	25	11	-1.31
Marshall Islands	2,361	59	186	144	-1.31
China	241	3	24	10	-1.24
Korea, Republic of	141	1	15	4	-1.13
Estonia	89	0	11	2	-1.02
Malta	5,301	186	402	340	-1.01
Barbados	463	11	42	23	-1.01
Luxembourg	195	3	20	7	-0.96
Cayman Islands, UK	282	6	27	12	-0.91
Russian Federation	1,644	60	133	98	-0.83
Antigua and Barbuda	4,767	196	363	304	-0.79
Portugal	496	15	45	25	-0.78
Philippines	250	6	25	10	-0.73
Panama	7,611	345	570	496	-0.69
Lithuania	216	5	22	8	-0.68
Turkey	2,107	96	167	128	-0.54
Faroe Islands (DK)	193	5	20	7	-0.49
Japan	91	1	11	2	-0.48
Vanuatu	203	6	21	8	-0.37
Latvia	109	2	13	3	-0.33
Iran, Islamic Republic of	134	4	15	4	-0.01



Sa  
Mala

Thailand

Switzerland

India

Bulgaria

Belize

Morocco

Curacao

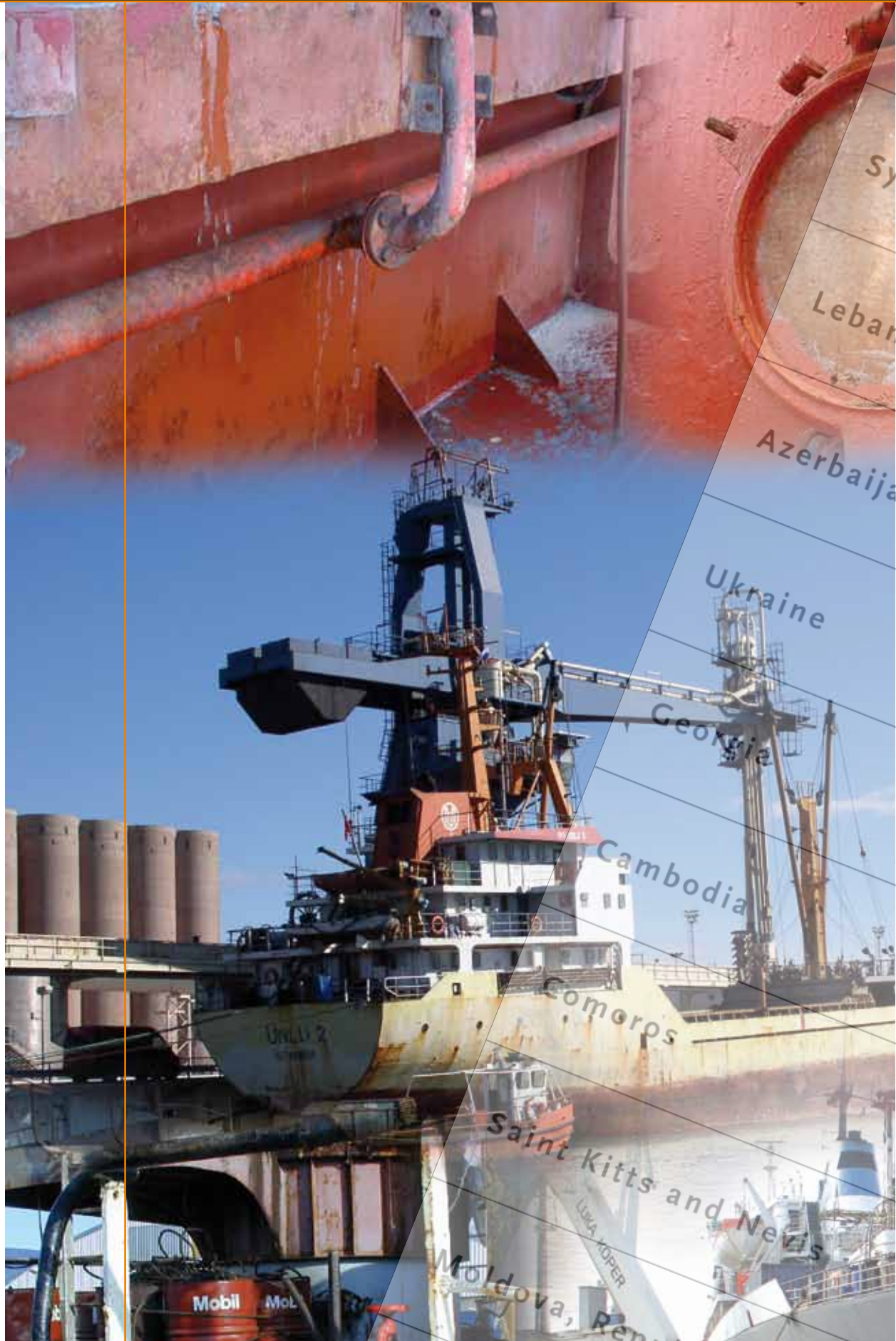
Tuvalu

Tunisia



## Grey list

Flag	Inspections 2009-2011	Detentions 2009-2011	Black to Grey limit	Grey to White limit	Excess Factor
Grey list					
Kazakhstan	42	0	6	0	0.04
United States of America	174	7	18	6	0.07
Saudi Arabia	59	1	8	0	0.08
Malaysia	57	1	8	0	0.09
Thailand	77	2	10	1	0.09
Switzerland	96	3	11	2	0.10
India	129	5	14	4	0.12
Bulgaria	141	7	15	4	0.24
Belize	644	40	56	34	0.27
Morocco	131	7	14	4	0.30
Curacao	490	32	44	25	0.38
Tuvalu	39	2	6	0	0.38
Tunisia	53	3	7	0	0.40
Slovakia	140	9	15	4	0.43
Algeria	85	6	10	2	0.51
Egypt	105	9	12	3	0.67
Viet Nam	38	4	6	0	0.72
Cook Islands	160	14	17	5	0.74
Jamaica	36	5	6	0	0.91
Saint Vincent and the Grenadines	1,586	126	128	94	0.94



Ho

Domin

Syrian Ar

Lebanon

Azerbaijan

Ukraine

Georgia

Cambodia

Comoros

Saint Kitts and Nevis

Moldova, Republic of

Albania

## Black list

Flag	Inspections 2009-2011	Detentions 2009-2011	Black to Grey limit	Grey to White limit	Excess Factor
<b>Black list</b>					
Honduras	59	8	8	medium risk	1.06
Dominica	144	16	16		1.07
Syrian Arab Republic	166	19	18		1.25
Lebanon	74	10	9		1.25
Azerbaijan	34	6	5		1.46
Ukraine	372	42	35		1.59
Georgia	647	72	56		1.73
Cambodia	768	91	66	medium to high risk	2.00
Comoros	593	76	52		2.22
Saint Kitts and Nevis	416	60	38		2.57
Moldova, Republic of	590	88	52		2.86
Albania	175	32	18	high risk	3.24
Tanzania United Rep.	130	25	14		3.29
Sierra Leone	476	85	43		3.69
Togo	205	42	21	very high risk	4.01
Bolivia	46	12	7		4.03
Libya	46	14	7		5.24

## Flags meeting criteria for Low Risk Ships 2011

### Flags meeting criteria for Low Risk Ships (as per 31 December 2011)

Bahamas	Italy
Belgium	Japan
Bermuda, UK	Liberia
China	Luxembourg
Cyprus	Marshall Islands
Denmark	Netherlands
Estonia	Norway
Finland	Panama
France	Poland
Germany	Republic of Korea
Gibraltar, UK	Russian Federation
Greece	Singapore
Hong Kong, China	Spain
India	Sweden
Ireland	United Kingdom
Isle of Man, UK	

To meet the criteria for Low Risk Ships, flags should be on the Paris MoU White list and have submitted evidence of having undergone an IMO VIMSAS Audit.

### Not listed flags having undergone IMO VIMSAS Audit

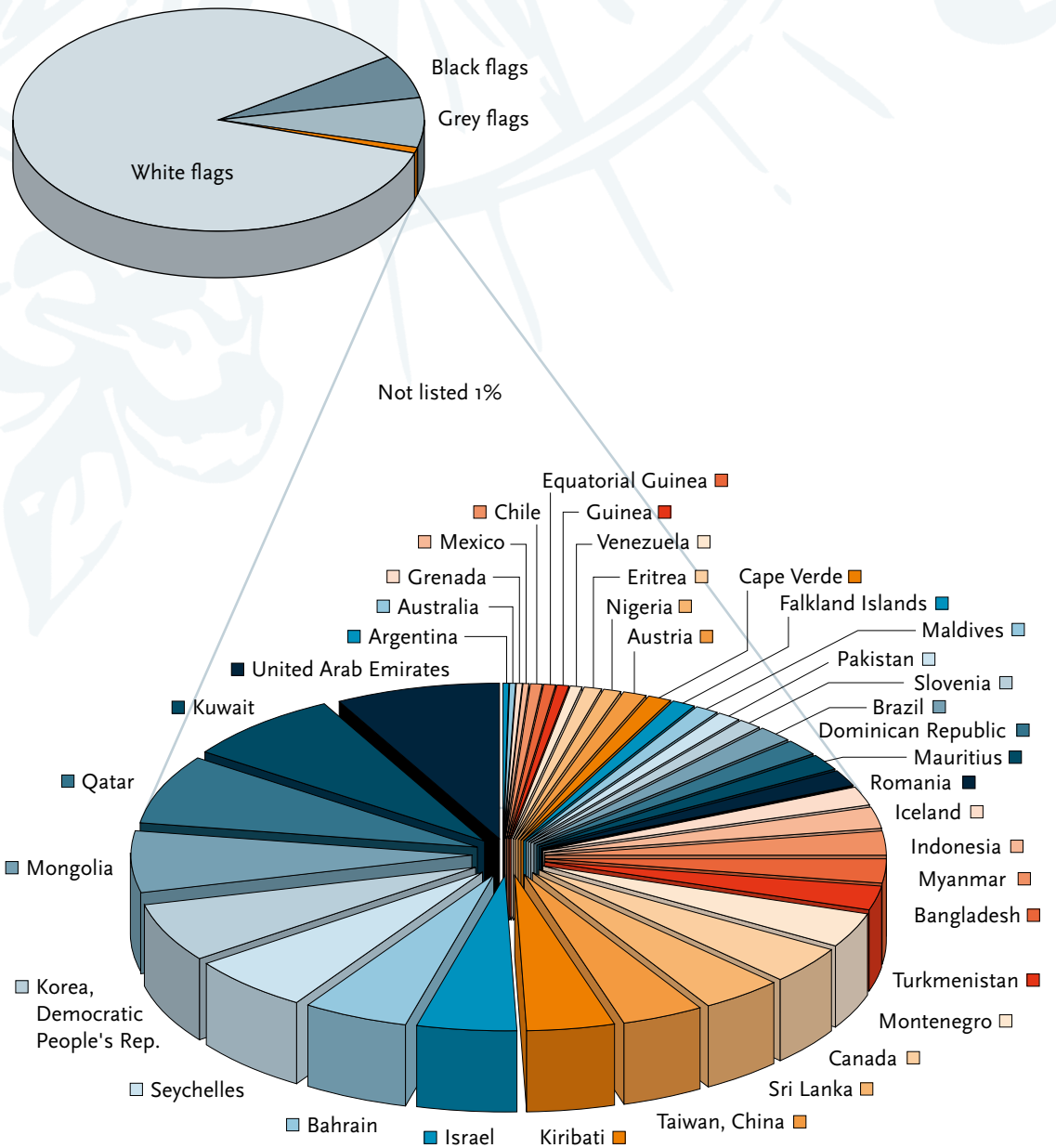
Australia	Canada
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Flags who's total number of inspections over a 3-years rolling period does not meet the minimum of 30 are not included in the Paris MoU White list. Consequently some flags cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO VIMSAS audit.



# Distribution of listed and not listed flags 2009-2011

## Listed and not listed flags



## Inspections, detentions and deficiencies 2011

Flag	Nr of Inspections	Inspections with detentions	Inspections with deficiencies	Nr of Individual ships inspected	% of inspections with detentions	% of inspections with deficiencies
Albania	44	7	38	20	15.91	86.36
Algeria	26	1	22	22	3.85	84.62
Antigua and Barbuda	1263	59	735	869	4.67	58.19
Australia	1	0	1	1	0.00	100.00
Austria	1	0	0	1	0.00	0.00
Azerbaijan	7	1	5	4	14.29	71.43
Bahamas	875	18	449	702	2.06	51.31
Bahrain	7	0	1	5	0.00	14.29
Bangladesh	3	1	3	3	33.33	100.00
Barbados	108	2	57	85	1.85	52.78
Belgium	81	0	44	67	0.00	54.32
Belize	182	13	143	125	7.14	78.57
Bermuda, UK	82	3	34	72	3.66	41.46
Bolivia	12	5	10	6	41.67	83.33
Brazil	4	0	3	3	0.00	75.00
Bulgaria	30	1	22	21	3.33	73.33
Cambodia	216	18	197	123	8.33	91.20
Canada	6	0	2	6	0.00	33.33
Cape Verde	2	0	2	2	0.00	100.00
Cayman Islands, UK	102	3	51	96	2.94	50.00
Chile	1	0	1	1	0.00	100.00
China	62	2	29	58	3.23	46.77
Comoros	138	10	124	88	7.25	89.86
Cook Islands	57	4	47	34	7.02	82.46
Croatia	48	0	18	41	0.00	37.50
Curacao	109	7	76	74	6.42	69.72
Cyprus	659	14	366	497	2.12	55.54
Denmark	431	3	196	347	0.70	45.48
Dominica	45	8	34	28	17.78	75.56
Dominican Republic	1	0	1	1	0.00	100.00
Egypt	29	3	19	21	10.34	65.52
Estonia	27	0	8	18	0.00	29.63
Falkland Islands	2	0	0	1	0.00	0.00
Faroe Islands	78	2	36	54	2.56	46.15
Finland	152	1	66	123	0.66	43.42
France	103	0	57	88	0.00	55.34
Georgia	150	12	132	91	8.00	88.00

## Inspections, detentions and deficiencies 2011

Flag	Nr of Inspections	Inspections with detentions	Inspections with deficiencies	Nr of Individual ships inspected	% of inspections with detentions	% of inspections with deficiencies
Germany	350	2	163	286	0.57	46.57
Gibraltar, UK	313	9	172	214	2.88	54.95
Greece	365	7	161	327	1.92	44.11
Guinea	1	0	1	1	0.00	100.00
Honduras	14	4	11	11	28.57	78.57
Hong Kong, China	495	8	234	448	1.62	47.27
Iceland	4	0	4	4	0.00	100.00
India	51	3	29	43	5.88	56.86
Indonesia	2	0	2	1	0.00	100.00
Iran, Islamic Republic of	39	0	32	24	0.00	82.05
Ireland	40	0	17	35	0.00	42.50
Isle of Man, UK	211	5	82	191	2.37	38.86
Israel	8	0	5	8	0.00	62.50
Italy	449	6	240	379	1.34	53.45
Jamaica	4	0	1	4	0.00	25.00
Japan	25	0	10	24	0.00	40.00
Kazakhstan	16	0	9	16	0.00	56.25
Kiribati	5	1	5	4	20.00	100.00
Korea, Democratic People's Republic of	1	0	1	1	0.00	100.00
Korea, Republic of	33	0	18	32	0.00	54.55
Kuwait	12	1	4	11	8.33	33.33
Latvia	28	0	16	18	0.00	57.14
Lebanon	26	5	23	15	19.23	88.46
Liberia	1271	26	645	1108	2.05	50.75
Libya	10	3	6	8	30.00	60.00
Lithuania	66	1	30	42	1.52	45.45
Luxembourg	56	0	29	49	0.00	51.79
Malaysia	19	1	9	16	5.26	47.37
Malta	1575	62	829	1227	3.94	52.63
Marshall Islands	808	28	388	702	3.47	48.02
Mauritius	3	1	2	2	33.33	66.67
Moldova, Republic of	196	19	172	97	9.69	87.76
Mongolia	2	0	2	2	0.00	100.00
Morocco	35	1	31	21	2.86	88.57
Myanmar	2	0	1	2	0.00	50.00
Netherlands	986	18	488	775	1.83	49.49



Flag	Nr of Inspections	Inspections with detentions	Inspections with deficiencies	Nr of Individual ships inspected	% of inspections with detentions	% of inspections with deficiencies
Norway	508	4	275	445	0.79	54.13
Pakistan	2	0	1	2	0.00	50.00
Panama	2211	97	1205	1859	4.39	54.50
Philippines	88	2	57	74	2.27	64.77
Poland	56	0	35	42	0.00	62.50
Portugal	128	5	82	91	3.91	64.06
Qatar	8	0	3	7	0.00	37.50
Romania	2	0	1	2	0.00	50.00
Russian Federation	465	11	296	396	2.37	63.66
Saint Kitts and Nevis	101	8	86	64	7.92	85.15
Saint Vincent and the Grenadines	394	37	306	258	9.39	77.66
Saudi Arabia	16	0	3	15	0.00	18.75
Seychelles	5	0	1	4	0.00	20.00
Sierra Leone	122	18	116	77	14.75	95.08
Singapore	444	8	204	403	1.80	45.95
Slovakia	19	1	18	7	5.26	94.74
Slovenia	4	0	2	4	0.00	50.00
Spain	75	0	41	65	0.00	54.67
Sri Lanka	6	0	4	4	0.00	66.67
Sweden	180	1	85	132	0.56	47.22
Switzerland	28	0	16	26	0.00	57.14
Syrian Arab Republic	23	2	18	16	8.70	78.26
Taiwan, China	3	1	3	2	33.33	100.00
Tanzania, United Republic of	65	15	63	46	23.08	96.92
Thailand	16	0	9	15	0.00	56.25
Togo	72	9	66	43	12.50	91.67
Tunisia	17	0	15	10	0.00	88.24
Turkey	587	28	357	471	4.78	60.92
Turkmenistan	2	0	1	2	0.00	50.00
Tuvalu	15	1	13	10	6.67	86.67
Ukraine	96	10	79	75	10.42	82.29
United Arab Emirates	10	2	8	10	20.00	80.00
United Kingdom	585	8	276	490	1.37	47.18
United States	95	6	62	81	6.32	65.26
Vanuatu	77	2	54	63	2.60	70.13
Venezuela	1	1	1	1	100.00	100.00
Viet Nam	11	1	8	9	9.09	72.73

## Detentions per flag in 2011

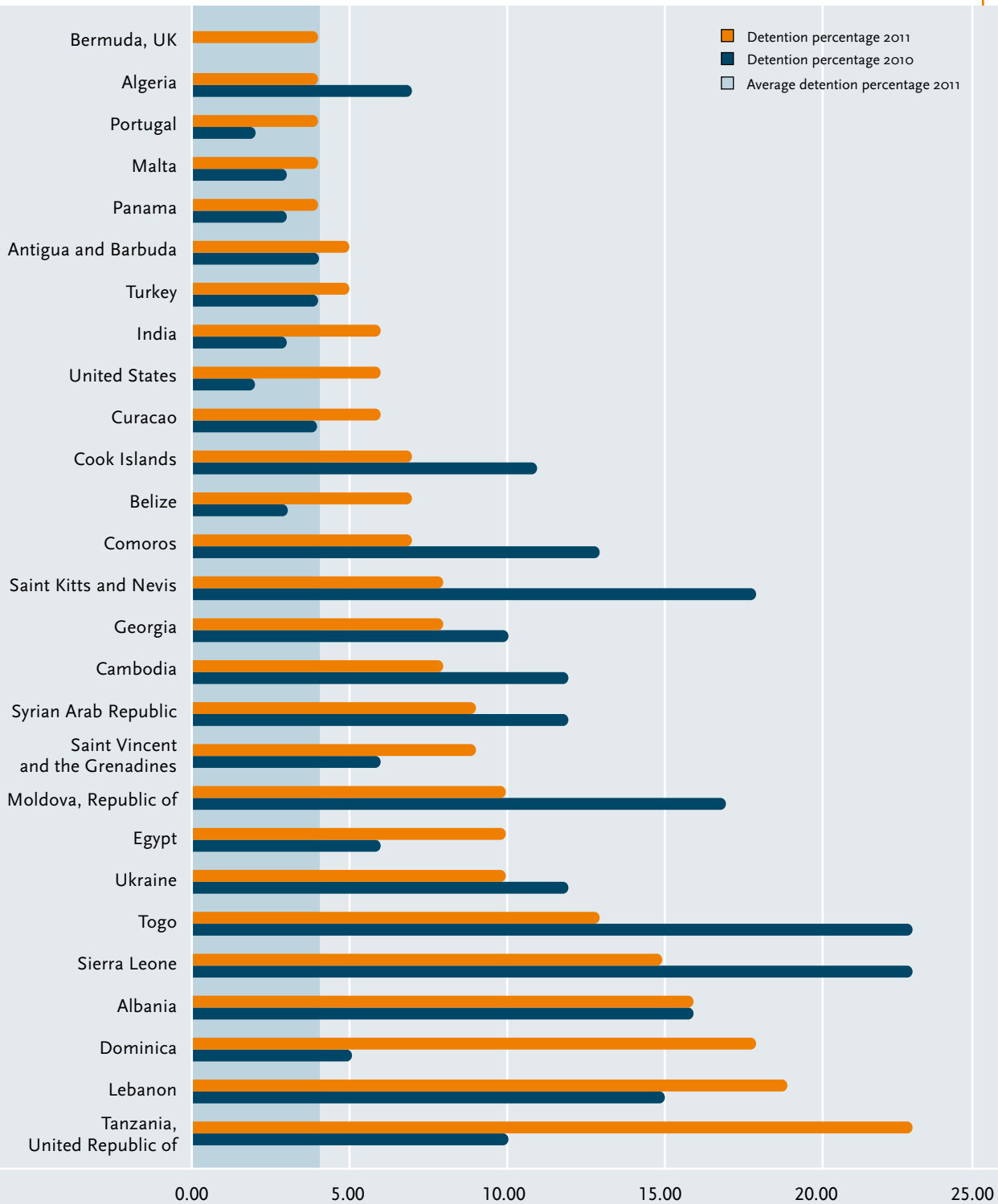
EXCEEDING AVERAGE PERCENTAGE

Flag	Inspections	Detentions	Detentions % 2011	Excess of average 2011	Detentions % 2010	Excess of average 2010
Bermuda, UK	82	3	3,66	0,08	0,00	-3,29
Algeria	26	1	3,85	0,26	8,33	5,05
Portugal	128	5	3,91	0,32	1,66	-1,63
Malta	1575	62	3,94	0,35	2,71	-0,58
Panama	2211	97	4,39	0,80	3,36	0,07
Antigua and Barbuda	1263	59	4,67	1,09	4,00	0,71
Turkey	586	28	4,78	1,20	4,35	1,06
India	51	3	5,88	2,30	2,70	-0,58
United States	95	6	6,32	2,73	2,27	-1,01
Curacao	109	7	6,42	2,84	3,93	0,65
Cook Islands	57	4	7,02	3,43	9,26	5,97
Belize	182	13	7,14	3,56	3,32	0,03
Comoros	138	10	7,25	3,66	13,00	9,72
Saint Kitts and Nevis	101	8	7,92	4,34	17,99	14,70
Georgia	150	12	8,00	4,42	10,74	7,45
Cambodia	216	18	8,33	4,75	11,76	8,48
Syrian Arab Republic	23	2	8,70	5,11	12,07	8,78
Saint Vincent and the Grenadines	394	38	9,39	5,81	6,17	2,89
Moldova, Republic of	196	19	9,69	6,11	17,08	13,80
Egypt	29	3	10,34	6,76	6,06	2,77
Ukraine	96	10	10,42	6,83	11,54	8,25
Togo	72	9	12,50	8,92	23,08	19,79
Sierra Leone	122	18	14,75	11,17	15,63	12,34
Albania	44	8	15,91	12,33	16,44	13,15
Dominica	45	8	17,78	14,19	5,08	1,80
Lebanon	26	5	19,23	15,65	14,29	11,00
Tanzania, United Republic of	65	15	23,08	19,49	9,62	6,33

Only flags with 20 and more port State control inspections in 2011 and with a detention percentage exceeding the average percentage of 3,61% are recorded in this graph.

# Detentions per Flag in 2011

EXCEEDING AVERAGE PERCENTAGE



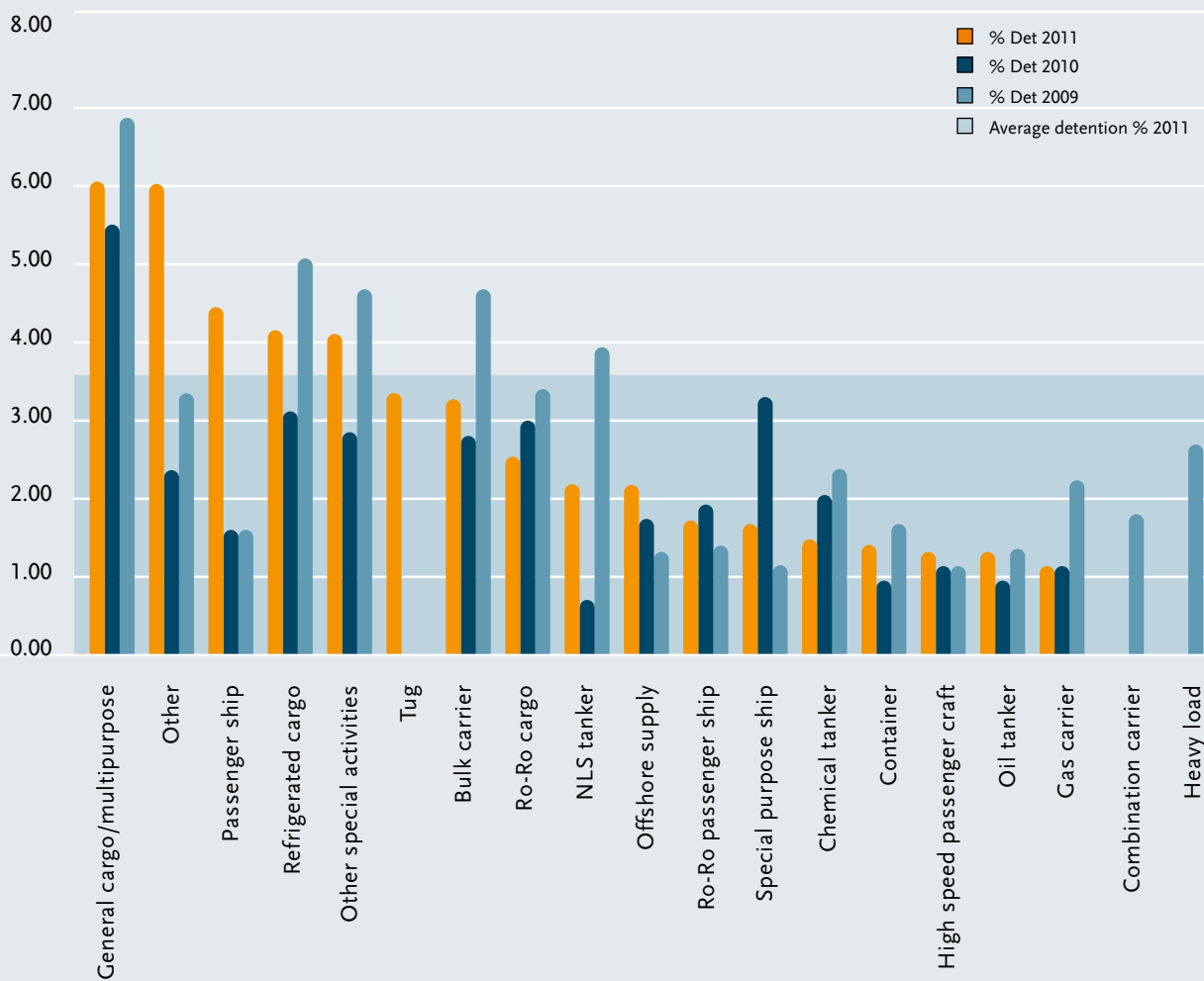
- Only flags with 20 and more port State control inspections in 2011 and with a detention percentage exceeding the average percentage of 3,61% are recorded in this graph. In 2010 the average detentions percentage was 3,29%.
- The grey column represents the 2011 average detention percentage (3,61%).

## Inspections and detentions

PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	% of inspections with deficiencies	Nr of Individual ships inspected	Inspections with detentions	% of Detention 2011	% of Detention 2010	% of Detention 2009	+/- average detention %
Bulk carrier	3204	1793	56	2751	104	3,25	2,77	4,60	-0,36
Chemical tanker	1701	813	48	1430	25	1,47	2,06	2,36	-2,14
Combination carrier	37	19	51	33	0	0,00	0,00	1,79	-3,61
Container	2066	985	48	1685	29	1,40	0,94	1,66	-2,21
Other	67	49	73	54	4	5,97	2,35	3,32	2,36
Gas carrier	448	184	41	384	5	1,12	1,12	2,22	-2,49
General cargo/multipurpose	6374	4199	66	4499	384	6,02	5,47	6,78	2,41
Heavy load	33	23	70	29	0	0,00	0,00	2,70	-3,61
High speed passenger craft	76	37	49	48	1	1,32	1,12	0,00	-2,29
NLS tanker	92	33	36	73	2	2,17	0,68	3,91	-1,44
Offshore supply	462	264	57	408	10	2,16	1,74	1,30	-1,45
Oil tanker	1324	488	37	1194	17	1,28	0,93	1,34	-2,33
Other special activities	1004	581	58	906	41	4,08	2,83	4,63	0,47
Passenger ship	339	173	51	273	15	4,42	1,60	1,58	0,81
Refrigerated cargo	413	275	67	353	17	4,12	3,08	5,04	0,51
Ro-Ro cargo	795	404	51	666	20	2,52	3,00	3,39	-1,09
Ro-Ro passenger ship	588	356	61	322	10	1,70	1,91	1,41	-1,91
Special purpose ship	119	64	54	104	2	1,68	3,23	1,11	-1,93
Tug	60	32	53	56	2	3,33	0,00	0,00	-0,28

Note: In 2011 shiptypes are published separate and not longer grouped in categories. The data of 2009 and 2010 has been regrouped accordingly and is therefore not comparable with the data as published in the Annual Reports from 2010 and before.



Note: In 2011 shiptypes are published separate and not longer grouped in categories. The data of 2009 and 2010 has been regrouped accordingly and is therefore not comparable with the data as published in the Annual Reports from 2010 and before.

## Major categorie of deficiencies 2009 - 2011

Def. Main Group	Category of deficiencies	2009		2010		2011	
		Def	Def %	Def	Def %	Def	Def %
Certificate & Documentation	Crew Certificates	1.835	2,53	1.684	2,59	1.101	2,15
	Documents	4.698	6,49	4.349	6,69	3.491	6,83
	Ship Certificates	5.031	6,95	4.117	6,33	3.046	5,96
Structural Conditions		3.104	4,29	2.952	4,54	2.808	5,49
Water/Weathertight conditions		3.213	4,44	2.851	4,38	2.597	5,08
Emergency Systems		2.635	3,64	2.191	3,37	1.952	3,82
Radio Communications		2.439	3,37	2.200	3,38	1.704	3,33
Cargo operations including equipment		330	0,46	317	0,49	332	0,65
Fire safety		8.361	11,55	7.687	11,82	6.591	12,89
Alarms		602	0,83	497	0,76	464	0,91
Working and Living Conditions	Living Conditions	3.418	4,72	2.932	4,51	2.313	4,52
	Working Conditions	7.224	9,98	7.057	10,85	5.252	10,27
Safety of Navigation		9.618	13,28	8.654	13,30	6.528	12,76
Life saving appliances		6.915	9,55	5.636	8,66	4.782	9,35
Dangerous goods		197	0,27	224	0,34	125	0,24
Propulsion and auxiliary machinery		4.556	6,29	4.239	6,52	2.951	5,77
Pollution prevention	Anti Fouling	58	0,08	36	0,06	15	0,03
	Marpol Annex I	1.720	2,38	1.586	2,44	1.318	2,58
	Marpol Annex II	33	0,05	14	0,02	36	0,07
	Marpol Annex III	13	0,02	8	0,01	18	0,04
	Marpol Annex IV	266	0,37	298	0,46	253	0,49
	Marpol Annex V	459	0,63	402	0,62	347	0,68
	Marpol Annex VI	145	0,20	293	0,45	358	0,70
ISM		4.279	5,91	3.458	5,32	1.644	3,21
ISPS		768	1,06	868	1,33	518	1,01
Other		494	0,68	495	0,76	602	1,18

### Top 5 categories of deficiencies 2011

Category of deficiencies	Deficiencies	% Deficiencies
Fire safety	6.591	12,89%
Safety of Navigation	6.528	12,76%
Working and Living Conditions - Working Conditions	5.252	10,27%
Life saving appliances	4.782	9,35%
Certificate & Documentation - Documents	3.491	6,83%

### Top 5 of deficiencies 2011

Deficiencies	Deficiencies	% Deficiencies
ISM	1.644	3,21%
Nautical publications	1.425	2,79%
Charts	1.398	2,73%
Oil record book	1.124	2,20%
Fire doors/openings in fire-resisting divisions	1.012	1,98%

Note: In 2011 a new coding system has taken effect. The data of 2009 and 2010 has been regrouped accordingly and is therefore not comparable with the data as published in Annual Reports from 2010 and before.

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

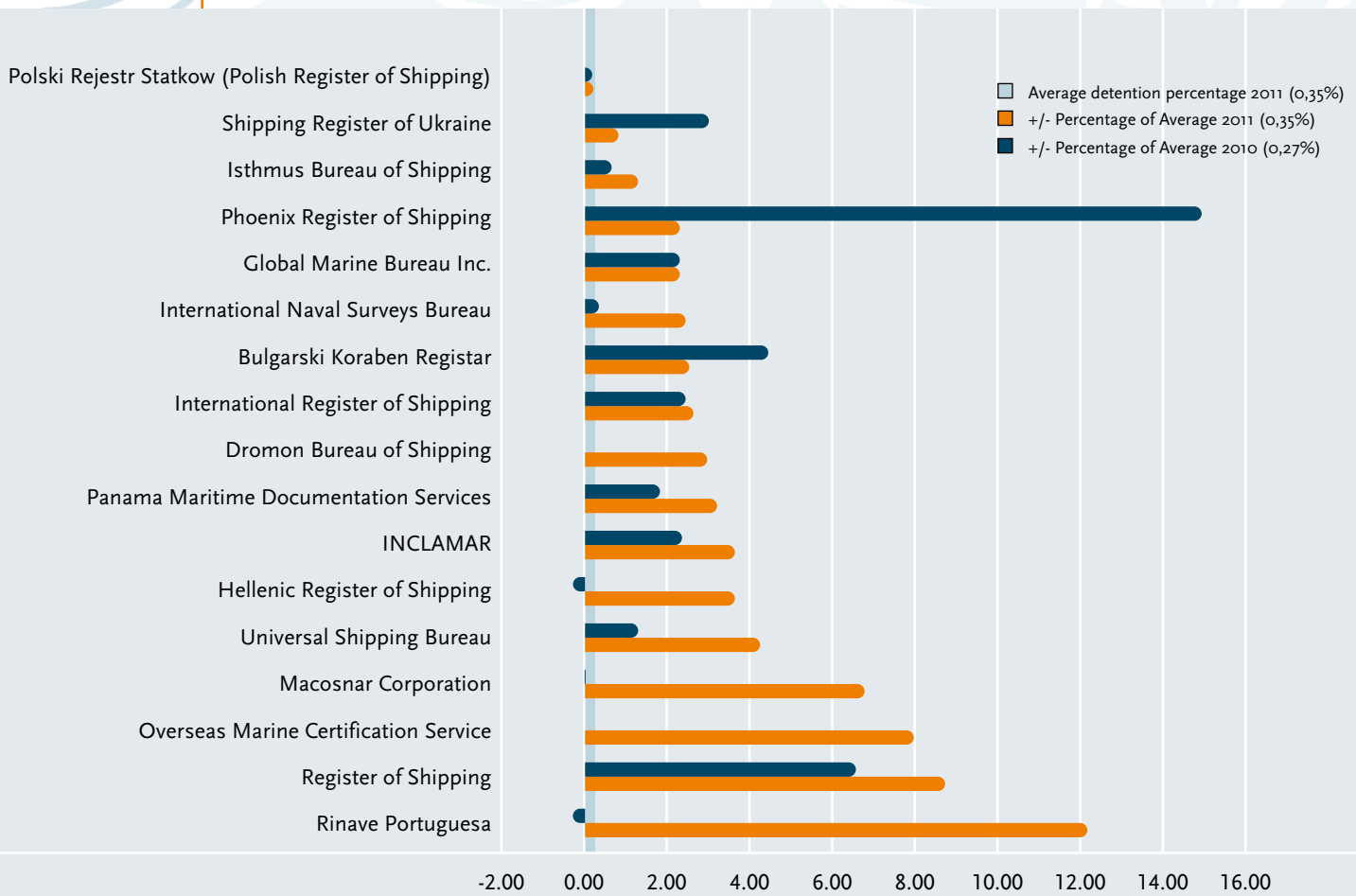
(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)

Recognized organization*	Total number of inspections	Number of individual ships inspected	Total number of detentions	Detention-% of total number of inspections	+/- Percentage of Average (0,35%)	Detention-% of individual ships	+/- Percentage of Average (0,44%)
Alpha Register of Shipping	106	95	0	0,00	-0,35	0,00	-0,44
American Bureau of Shipping	1896	1659	1	0,05	-0,30	0,06	-0,38
ASIA Classification Society (Iran)	48	47	0	0,00	-0,35	0,00	-0,44
Bulgarski Koraben Registar	103	63	3	2,91	2,56	4,76	4,33
Bureau Securitas (Malta)	14	13	0	0,00	-0,35	0,00	-0,44
Bureau Veritas (France)	3841	3019	11	0,29	-0,07	0,36	-0,07
China Classification Society	256	231	0	0,00	-0,35	0,00	-0,44
China Corporation Register of Shipping	15	13	0	0,00	-0,35	0,00	-0,44
Croatian Register of Shipping	58	47	0	0,00	-0,35	0,00	-0,44
Cyprus Bureau of Shipping	16	14	0	0,00	-0,35	0,00	-0,44
Det Norske Veritas	3590	3070	3	0,08	-0,27	0,10	-0,34
Dromon Bureau of Shipping	60	49	2	3,33	2,98	4,08	3,65
Germanischer Lloyd	4308	3275	10	0,23	-0,12	0,31	-0,13
Global Marine Bureau (Korea, Rep. Of)	38	33	1	2,63	2,28	3,03	2,59
Hellenic Register of Shipping	50	41	2	4,00	3,65	4,88	4,44
Honduras International Surveying and Inspection Bureau	4	4	0	0,00	-0,35	0,00	-0,44
Indian Register of Shipping	49	39	0	0,00	-0,35	0,00	-0,44
INCLAMAR (Cyprus)	25	19	1	4,00	3,65	5,26	4,83
Intermaritime Certification Services (Panama)	23	19	0	0,00	-0,35	0,00	-0,44
International Naval Surveys Bureau (Greece)	249	156	7	2,81	2,46	4,49	4,05
International Register of Shipping (USA)	198	133	6	3,03	2,68	4,51	4,08
Isthmus Bureau of Shipping (Panama)	62	50	1	1,61	1,26	2,00	1,56
Korea Classification Society (Korea, DPR)	3	3	0	0,00	-0,35	0,00	-0,44
Korean Register of Shipping (Korea, Rep. of)	253	233	0	0,00	-0,35	0,00	-0,44
Lloyd's Register (UK)	4050	3333	1	0,02	-0,33	0,03	-0,41
Macosnar Corporation (Panama)	14	11	1	7,14	6,79	9,09	8,65
Maritime Bureau of Shipping	18	16	0	0,00	-0,35	0,00	-0,44
Maritime Lloyd (Georgia)	23	22	0	0,00	-0,35	0,00	-0,44
National Shipping Adjusters (Panama)	12	9	0	0,00	-0,35	0,00	-0,44
Nippon Kaiji Kyokai (Japan)	2198	1924	4	0,18	-0,17	0,21	-0,23
Overseas Marine Certification Service (Panama)	12	11	1	8,33	7,98	9,09	8,65
Panama Maritime Documentation Services	28	22	1	3,57	3,22	4,55	4,11
Panama Maritime Surveyor Bureau Inc.	5	4	0	0,00	-0,35	0,00	-0,44
Panama Register Corporation	36	31	0	0,00	-0,35	0,00	-0,44
Phoenix Register of Shipping (Greece)	38	21	1	2,63	2,28	4,76	4,33
Polski Rejestr Statkow (Polish Register of Shipping)	198	144	1	0,51	0,15	0,69	0,26
Register of Shipping (Albania)	44	19	4	9,09	8,74	21,05	20,62
Registro Italiano Navale	960	781	3	0,31	-0,04	0,38	-0,05
Rinave Portuguesa	8	5	1	12,50	12,15	20,00	19,56
Russian Maritime Register of Shipping	1585	1205	3	0,19	-0,16	0,25	-0,19
Russian River Register	12	12	0	0,00	-0,35	0,00	-0,44
Shipping Register of Ukraine	255	161	3	1,18	0,82	1,86	1,43
Turkish Lloyd	373	282	1	0,27	-0,08	0,35	-0,08
Universal Shipping Bureau (Panama)	65	49	3	4,62	4,26	6,12	5,69
Vietnam Register of Shipping	9	7	0	0,00	-0,35	0,00	-0,44

\* Where a country is shown after a Recognized Organization this indicates its location and not necessarily any connection with the maritime administration of that country.

## % of detentions of ships with RO related detainable deficiencies per Recognized Organization

EXCEEDING THE AVERAGE DETENTION PERCENTAGE



\* Only ROs with 10 and more port State control inspections in 2011 and with a detention percentage exceeding the average percentage of 0,35% are recorded in this graph. In 2010 the average detentions percentage was 0,27%.  
 \* The grey column represents the 2011 average detention percentage (0,35%).





## Recognized Organization performance table (2009 – 2011)

Recognized organization*		Inspections	Detentions	Low / medium limit	Medium / high limit	Excess factor	Performance level
American Bureau of Shipping (USA)	ABS	6035	1	139	102	-1,97	high
Det Norske Veritas	DNV	12725	11	281	228	-1,89	
China Classification Society	CCS	878	0	25	10	-1,87	
Lloyd's Register (UK)	LR	14112	18	310	254	-1,85	
Germanischer Lloyd	GL	15868	27	347	288	-1,80	
Registro Italiano Navale	RINA	3160	4	77	50	-1,80	
Bureau Veritas (France)	BV	13515	28	298	243	-1,75	
Nippon Kaiji Kyokai	NKK	6878	15	157	118	-1,72	
Turkish Lloyd	TL	1437	2	38	20	-1,69	
Korean Register of Shipping (Korea, Rep. of)	KRS	833	1	24	10	-1,58	
Russian Maritime Register of Shipping	RMRS	6055	26	140	103	-1,45	
Polski Rejestr Statkow	PRS	787	5	23	9	-0,63	
Hellenic Register of Shipping (Greece)	HRS	418	3	14	3	-0,05	
Alfa Register of Shipping	ARS	116	0	5	0	0,11	
International Naval Surveys Bureau (Greece)	INSB	915	13	26	11	0,15	
Croatian Register of Shipping	CRS	225	2	8	1	0,18	
Indian Register of Shipping	IRS	137	1	6	0	0,23	
Isthmus Bureau of Shipping (Greece)	IBS	293	4	10	1	0,29	
INCLAMAR (Cyprus)	INC	117	2	5	0	0,44	
Shipping Register of Ukraine	SRU	771	15	22	9	0,47	
Panama Register Corporation	PRC	150	3	6	0	0,50	
Panama Maritime Documentation Services	PMDS	125	3	6	0	0,58	
Dromon Bureau of Shipping	DBS	60	2	3	0	0,68	
Universal Shipping Bureau Inc.	USB	197	6	8	0	0,78	low
Bulgarski Koraben Registar	BKR	406	17	13	3	1,74	
International Register of Shipping (USA)	IRS	1051	42	29	13	2,07	very low
Register of Shipping (Albania)	RSA	175	13	7	0	3,55	
Phoenix Register of Shipping (Greece)	PHRS	116	10	5	0	3,90	

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

\* Where a country is shown after a Recognized Organization this indicates its location and not necessarily any connection with the maritime administration of that country.

## Number of certificates covering RO responsible detainable deficiencies

		Total certificates		
		Certificates	RO detdef	%
Alpha Register of Shipping	AR	122	0	0,00
American Bureau of Shipping	ABS	13.211	1	0,01
ASIA Classification Society	ASIA	50	0	0,00
Bulgarski Koraben Registrar	BKR	923	11	1,19
Bureau Securitas	BS	14	0	0,00
Bureau Veritas	BV	24.003	33	0,14
China Classification Society	CCS	1.845	0	0,00
China Corporation Register of Shipping	CCRS	59	0	0,00
Croatian Register of Shipping	CRS	489	0	0,00
Cyprus Bureau of Shipping	CBS	17	0	0,00
Det Norske Veritas	DNV	23.294	4	0,02
Dromon Bureau of Shipping	DBS	507	10	1,97
Germanischer Lloyd	GL	33.355	23	0,07
Global Marine Bureau	GMB	290	8	2,76
Hellenic Register of Shipping	HRS	193	8	4,15
Indian Register of Shipping	IRS	157	0	0,00
INCLAMAR	INCLA-MAR	163	1	0,61
Intermaritime Certification Services	ICS	95	0	0,00
International Naval Surveys Bureau	INSB	1.651	21	1,27
International Register of Shipping	IS	1.256	19	1,51
Isthmus Bureau of Shipping	IBS	258	4	1,55
Korean Register of Shipping	KRS	2.119	0	0,00
Lloyd's Register	LR	23.600	5	0,02
Macosnar Corporation	MC	106	4	3,77
Maritime Bureau of Shipping	MBS	164	0	0,00
Maritime Lloyd -Georgia	MLG	186	0	0,00
National Shipping Adjuster	NSA	52	0	0,00
Nippon Kaiji Kyokai	NKK	17.812	8	0,04
Overseas Marine Certification Service	OMCS	54	3	5,56
Panama Maritime Documentation Services	PMDS	124	6	4,84
Panama Register Corporation	PRC	96	0	0,00
Phoenix Register of Shipping	PHRS	259	3	1,16
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1.179	1	0,08
Register of Shipping (Albania)	RSA	436	13	2,98
Registro Italiano Navale	RINA	5.417	8	0,15
Russian Maritime Register of Shipping	RMRS	12.597	5	0,04
Russian River Register	RR	52	0	0,00
Shipping Register of Ukraine	SRU	1.979	12	0,61
Turkish Lloyd	TL	1.700	2	0,12
Universal Shipping Bureau	USB	368	7	1,90
<b>Total</b>		<b>174.185</b>	<b>308</b>	<b>0,18</b>



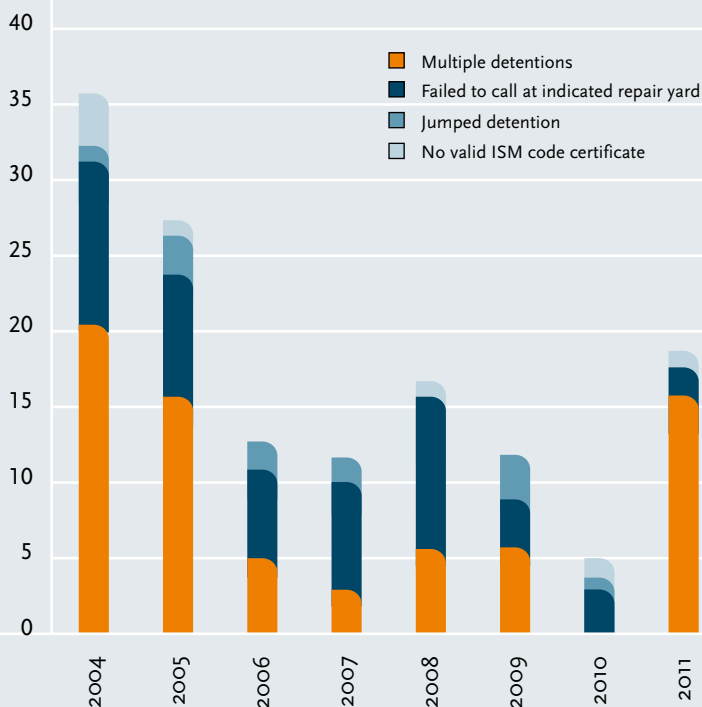
## Number of certificates covering RO related detainable deficiencies per flag

Flag / RO	ABS	BKR	BV	DBS	DNV	CL	CMB	HRS	IBS	INC	INSB	IS	LR	MC	NKK	OMCS	PHRS	PMDS	PRS	RINA	RMRS	RP	RSA	SRU	TL	USB	Total	%
Albania																							13			13	5,78	
Antigua and Barbuda			1	2	5																					8	3,56	
Bahamas			7	1																						8	3,56	
Belize										10											1					11	4,89	
Cambodia						8												1								9	4,00	
Comoros	7									6																13	5,78	
Cyprus				5																						5	2,22	
Georgia										1																1	0,44	
Greece	1		1	1			6																			9	4,00	
Italy																				4						4	1,78	
Kiribati																								2		2	0,89	
Libya											2															2	0,89	
Malta			6		13																					19	8,44	
Marshall Islands															2											2	0,89	
Moldova, Republic of	3		8						1														6			18	8,00	
Panama			8					4		3			4	4	6	3		6		4				7	45	20,00		
Portugal																						5				5	2,22	
Saint Kitts and Nevis																										6	2,67	
Saint Vincent and the Grenadines	1						2				2										1					6	2,67	
Sierra Leone											10								3							18	8,00	
Singapore												5														5	2,22	
Togo			1	2																						3	1,33	
Turkey			9																							9	4,00	
Ukraine																										1	0,44	
Vanuatu																					3					3	1,33	
<b>Total</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>10</b>	<b>4</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>7</b>	<b>225</b>	<b>100,00</b>

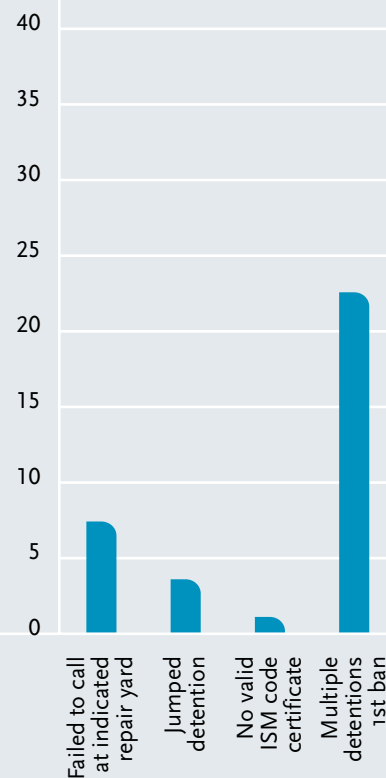
## Refusal of access (banning) per flag 2009 – 2011

Flag	Failed to call at indicated repair yard	Jumped detention	No valid ISM code certificate	Multiple detentions			Total banned ships
				1 <sup>st</sup> ban	2 <sup>nd</sup> ban	3 <sup>rd</sup> ban	
Antigua & Barbuda	1						1
Belize				1			1
Bolivia				1			1
Cambodia		1		2			3
Comoros				3			3
Cyprus		1					1
Dominica				1			1
Libya				1			1
Luxembourg			1				1
Moldova, Republic of				4			4
Panama	3	1		3			7
Russian Federation		1					1
Saint Kitts and Nevis				2			2
Saint Vincent and the Grenadines		1		1			2
Sierra Leone	2			1			3
Tanzania, United Republic of	1	1		1			3
Togo	1			1			2
Turkey	1						1
Ukraine				1			1
<b>Total</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>24</b>			<b>39</b>

### Refusal of access 2004-2011



### 2009-2011

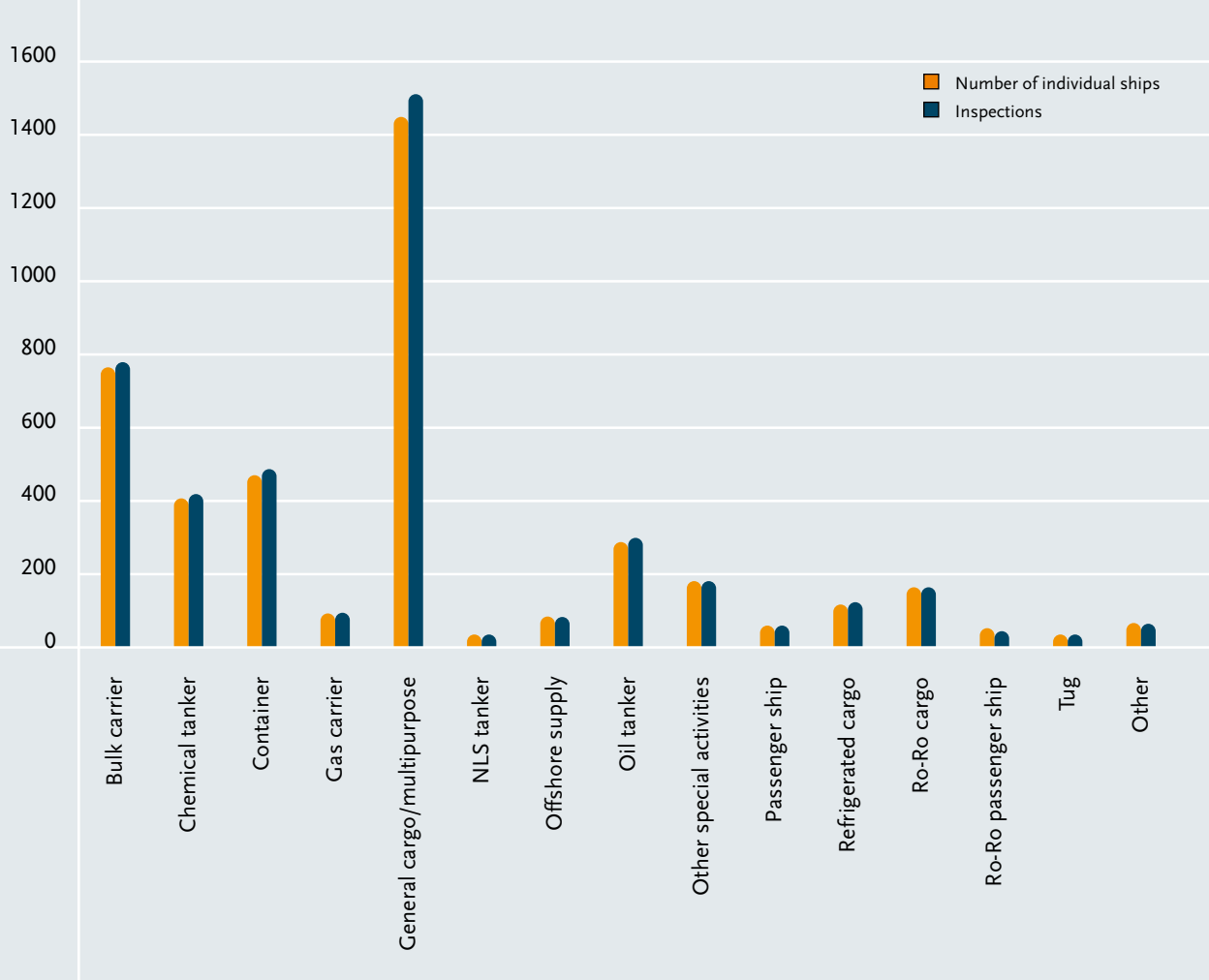


Number of individual ships inspected during CIC	Number of individual IMO numbers	Number of inspections performed with CIC	Number of inspections without a CIC questionnaire
Inspections	4,250	4,386	594
Detentions	150	150	22
Detentions with CIC-topic related deficiencies	42	42	8

Number of Inspections during CIC campaign	Number of ships	% of total
1 x inspected	4,123	97,0
2 x inspected	118	2,8
3 x inspected	9	0,2
Total	4,250	100.00

Ship type	Number of individual ships	Inspections	Detentions	Detentions as % of inspections	Detentions CIC-topic related	Detentions CIC-topic related as % of inspections
Bulk carrier	781	795	25	3,1%	5	0,6%
Chemical tanker	421	433	4	0,9%	1	0,2%
Container	479	493	6	1,2%	2	0,4%
Gas carrier	88	89	3	3,4%	0	0,0%
General cargo/multipurpose	1,490	1,563	83	5,3%	24	1,5%
NLS tanker	25	26	1	3,8%	0	0,0%
Offshore supply	70	71	4	5,6%	2	2,8%
Oil tanker	290	296	5	1,7%	1	0,3%
Other special activities	170	171	4	2,3%	1	0,6%
Passenger ship	47	48	4	8,3%	2	4,2%
Refrigerated cargo	109	114	6	5,3%	2	1,8%
Ro-Ro cargo	163	166	2	1,2%	1	0,6%
Ro-Ro passenger ship	35	35	1	2,9%	0	0,0%
Tug	25	25	1	4,0%	0	0,0%
Other	57	59	1	1,7%	1	1,7%
Total	4,250	4,386	150	3,4%	42	1,0%

# CIC Inspections per Ship type



## Explanatory note – White, Grey and Black list

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

The performance of each Flag is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MoU policy. Two limits have been included in the system, the 'black to grey' and the 'grey to white' limit, each with its own specific formula

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

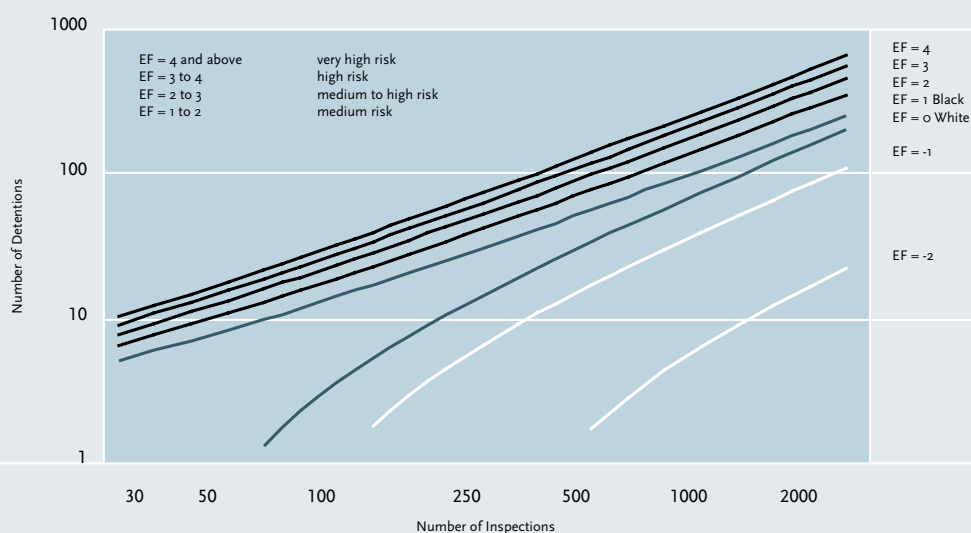
$$u_{white\_to\_grey} = N \cdot p - 0.5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and "z" is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result "u" is the allowed number of detentions for either the black or white list. The "u" results can be found in the table. A number of detentions above this 'black to grey'

limit means significantly worse than average, where a number of detentions below the 'grey to white' limit means significantly better than average. When the amount of detentions for a particular Flag is positioned between the two, the Flag will find itself on the grey list. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period.

To sort results on the black or white list, simply alter the target and repeat the calculation.

Flags which are still significantly above this second target, are worse than the flags which are not. This process can be repeated to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags' performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus the EF is an indication for the number of times the





yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column of the White, Grey or Black list. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%. The White/Grey/Black lists have been calculated in accordance with the principles above.

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

**Example flag on Black list:**

Ships of Flag A were subject to 108 inspections of which 25 resulted in a detention. The "black to grey limit" is 12 detentions. The excess factor is 4,26

N= total inspections  
P = 7%  
Q = 3%  
Z = 1.645

How to determine the black to grey limit:

$$\mu_{blackto\ grey} = N \cdot p + 0.5 + z\sqrt{N \cdot p \cdot (1 - p)}$$

$$\mu_{blackto\ grey} = 108 \cdot 0.07 + 0.5 + 1.645\sqrt{108 \cdot 0.07 \cdot 0.93}$$

$$\mu_{blackto\ grey} = 12$$

The excess factor is 4,26. This means that 'p' has to be adjusted in the formula. The black to grey limit has an excess factor of 1, so to determine the new value for 'p', 'q' has to be multiplied with 3,26 and the outcome has to be added to the normal value for 'p':

$$p + 3,26q = 0,07 + (3,26 \cdot 0,03) = 0,1678$$

$$\mu_{excess\ factor} = 108 \cdot 0.1678 + 0.5 + 1.645\sqrt{108 \cdot 0.1678 \cdot 0.8322}$$

$$\mu_{excess\ factor} = 25$$

**Example flag on Grey list:**

Ships of Flag B were subject to 141 inspections, of which 10 resulted in a detention. The "black to grey limit" is 15 and the "grey to white limit" is 4. The excess factor is 0,51.

How to determine the black to grey limit:

$$\mu_{blackto\ grey} = 141 \cdot 0.07 + 0.5 + 1.645\sqrt{141 \cdot 0.07 \cdot 0.93}$$

$$\mu_{blackto\ grey} = 15$$

How to determine the grey to white limit:

$$\mu_{greyto\ white} = N \cdot p - 0.5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

$$\mu_{greyto\ white} = 141 \cdot 0.07 - 0.5 - 1.645\sqrt{141 \cdot 0.07 \cdot 0.93}$$

$$\mu_{greyto\ white} = 4$$

To determine the excess factor the following formula is used:

ef = Detentions – grey to white limit / grey to black limit – grey to white limit

$$ef = (10 - 4) / (15 - 4)$$

$$ef = 0,51$$

**Example flag on White list:**

Ships of Flag C were subject to 297 inspections of which 11 resulted in detention. The "grey to white limit" is 13 detentions. The excess factor is -0,28.

How to determine the grey to white limit:

$$\mu_{greyto\ white} = N \cdot p - 0,5 - z\sqrt{N \cdot p(1 - p)}$$

$$\mu_{greyto\ white} = 297 \cdot 0.07 - 0.5 - 1.645\sqrt{297 \cdot 0.07 \cdot 0.93}$$

$$\mu_{greyto\ white} = 13$$

The excess factor is -0,28 This means that 'p' has to be adjusted in the formula. The grey to white limit has an excess factor of 0, so to determine the new value for 'p', 'q' has to be multiplied with -0,28, and the outcome has to be added to the normal value for 'p':

$$p + (-0.28q) = 0.07 + (-0.28 \cdot 0.03) = 0.0616$$

$$\mu_{excess\ factor} = 297 \cdot 0.0616 - 0.5 - 1.645\sqrt{297 \cdot 0.0616 \cdot 0.9384}$$

$$\mu_{excess\ factor} = 11$$

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## Paris MoU fact sheet – organizational structure

