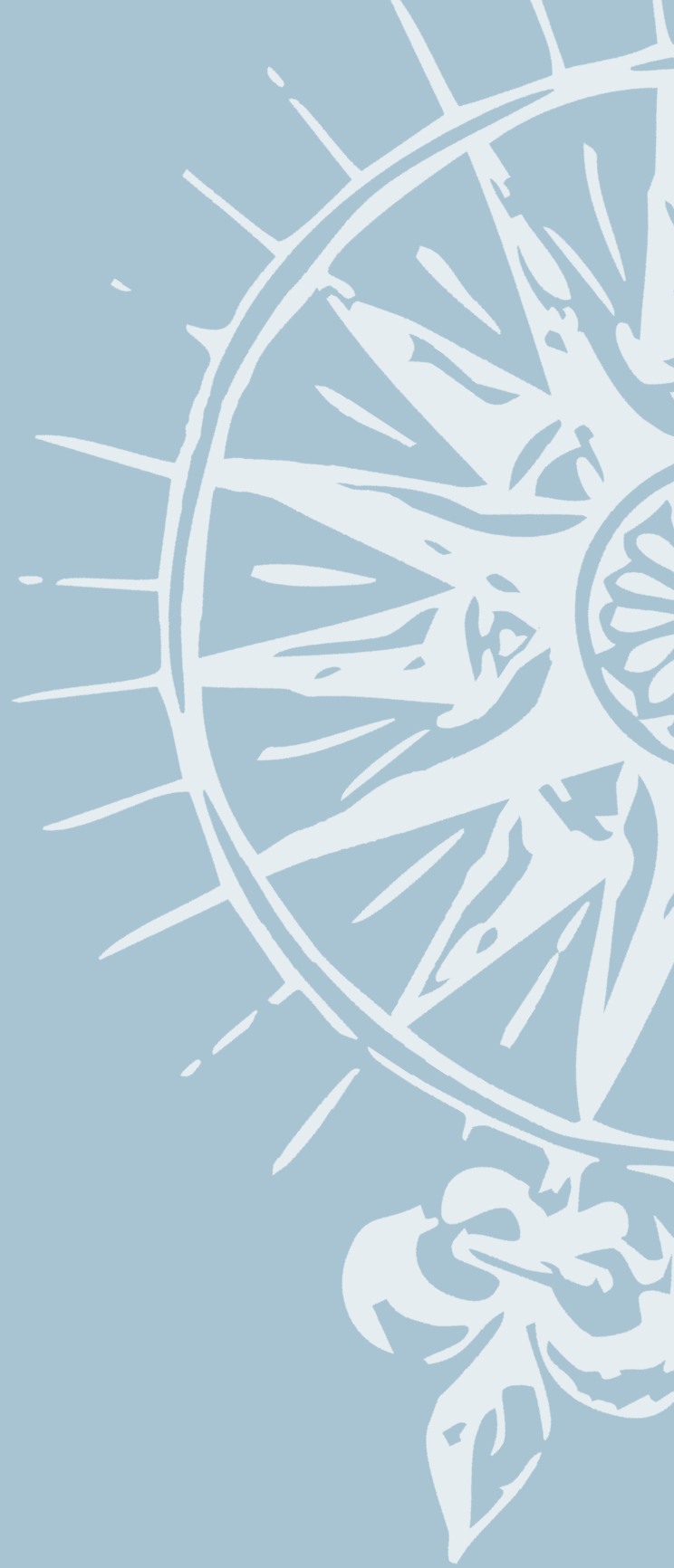


PORT STATE CONTROL

on course for safer shipping



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Annual report 2007

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BLACK LIST

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GREY LIST

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WHITE LIST

The year under review has been a milestone for the Paris MoU on Port State Control. During the 40th Committee meeting in Bonn, Germany, the 25th year of the agreement was commemorated. This report contains a special section in which representatives of governmental organizations and industry have expressed their views on the Paris MoU.

Although some have expected that port State control would not be necessary anymore the contrary is true. After several years where detention rates have showed a declining trend, in the past 2 years this trend has been reversed and detentions are on the rise again. Several factors may play a role, such as the increased demand for tonnage world wide and also the reported difficulties of ship owners in finding well qualified and experienced seafarers. In the coming years the Paris MoU can not afford itself any complacency and will need to focus its efforts more on those ships, ship owners, flag States and recognized organizations which operate in the margins of what is legally acceptable.

The introduction of the new inspection regime in 2011 will play an important role. While low-risk ships will be rewarded with a 24 to 36 month inspection interval, the high-risk ships will be subject to a more rigorous inspection regime with an inspection every 6 months. Hopefully in 2008 the decision making process at the European Community level on the proposed recast Directive on port State control will be completed, thereby creating a legal framework for the EU member States.

To manage the new inspection regime, a new sophisticated database will be needed. The European Maritime Safety Agency has offered to develop and host this database for the Paris MoU and during 2007 concrete steps have been taken to include all requirements of the new inspection regime in the specifications for the information centre.

With Bulgaria and Romania joining the Memorandum in 2007, the 27 members of the agreement have carried out 22,875 inspections in 2007. For the second year in a row, the number of detentions has gone up from 944 in 2005 to 1,174 in 2006 and 1,250 in 2007. Over the period 2005-2007 ships flying a “black listed flag” have the highest detention rate. With 14,765 inspections and 1,716 detentions they score a detention rate of 11.6%. For ships flying a “grey listed flag” the detention rate is 6.5% (5,196 inspections, 337 detentions) and ships flying a “white listed flag” 2.9% (45,350 inspections and 1,309 detentions).

In 2007 a total of 14 ships were banned. From these ships 12 were flying a “black listed flag” at the time of the banning.



Detention percentages for bulk carriers have been rising for the past 3 years, which is not surprising taking the ageing record of this ship type. Hopefully this will not result in major casualties in the coming years.

Certain areas of deficiencies also show a concerning increase compared with 2006:

- Certification of crew (15.4%)
- Safety (6.5%)
- Security (5.4%)
- Marine pollution and environment (13.9%)
- Working and living conditions (16,3%)
- Operational (19.2%)
- Management (50.9%)

From 1 September to 30 November 2007 a Concentrated Inspection Campaign was carried out in the context of the International Safety Management Code, jointly with the Tokyo MoU. The previous ISM campaigns in 1998 and 2002 were mainly carried out to verify that a Safety Management System was established on board. The purpose of the 2007 campaign was to verify the effective implementation of the SMS on board. In practice the campaign meant that during almost every port State control inspection within the Paris MoU

region, the SMS was verified in more detail for compliance with the international standards. Port State Control Officers verified that the SMS on board was not a “paper exercise”. 176 inspections resulted in a detention where one or more major non-conformities were found. The most commonly found of these were in the areas of “effective maintenance of the ship and equipment”, “emergency preparedness” and “reports of non-conformities and accident occurrences”. All three are key areas with regard to the safety of the ship and its crew.

Although much has been accomplished in the past 25 years, there are still some ship owners which manage to operate unsafe ships, thereby endangering the crew and the environment. Unfortunately they are assisted by poorly performing flag States and fly-by-night recognized organizations. Some banks are still willing to provide mortgage and insurance companies to provide coverage. In this light it is evident that the determined efforts of the Paris MoU members to fight sub-standard shipping will continue and amplify in the future.

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 11 were active in 2007, 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 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 in 2007 was composed of participants from Canada, the Russian Federation, Spain, Sweden and the European Commission.

Port State Control Committee

The Port State Control Committee held its 40th meeting in Bonn, Germany on 7-11 May 2007. The MoU has grown to 27 member States and the Committee made significant progress in its deliberation over a new inspection

regime more suited to this larger region. The Committee also discussed the database, which will be the core element of this new regime and will, additionally, take into account performance of companies operating ships.

During the PSCC meeting, Bulgaria and Romania were welcomed as full members of the Paris MoU. It is very encouraging to see the Paris MoU increasing its influence to reduce sub-standard shipping in the Black Sea region.

One of the main items on the agenda was the proposal for a common training programme for Port State Control Officers. The general principles of setting common and consistent standards, providing continuing training to Port State Control Officers and the updating of technical knowledge were embraced. A number of initiatives will be financed and developed jointly by the member States, Paris MoU Secretariat and European Maritime Safety Agency.

The Committee noted EMSA's progress with an electronic tool for Port State Control Officers to check the application of legislation. This is



expected to be delivered towards the end of the year following field-testing by the member State Port State Control Officers.

The Committee continued to take actions in response to the 2nd Joint Ministerial Conference of the Paris and Tokyo MoUs held in Vancouver in 2004. It gave high importance to Concentrated Inspection Campaigns and scheduled a CIC on the International Safety Management Code from September to November 2007. The campaign was carried out jointly with the Tokyo MoU.

In addition the Committee considered a number of options for further joint CICs with the Tokyo MoU in 2008 and beyond. A CIC on Navigation SOLAS chapter V, including voyage data recorder, automatic identification system and electronic chart display and information system will be carried out during

2008. For 2009, a CIC on lifeboat launching arrangements is planned.

The report of the CIC on MARPOL 73/78, Annex I carried out in February, March and April 2006 was presented to PSCC40. The results will be presented to the IMO in 2008.

The Paris MoU Celebrates 25 years

The maritime authorities of the Paris MoU celebrated 25 years of co-operation during the 40th session of the PSCC. Germany hosted a commemoration of the 25 years of Paris MoU with a boat excursion on the river Rhine for key members of the maritime world.

Mr. Richard Schiferli, the General Secretary of the Paris MoU, made an opening address to the guests. Dr. Cleopatra Doumbia-Henry from the International Labour Office, Captain Hartmut Hesse on behalf of

Mr. Efthimios Mitropoulos, Secretary-General of the International Maritime Organization and Mr. Fotis Karamitsos from the European Commission, Directorate-General for Energy and Transport also addressed the guests.

Later that evening Germany hosted a gala dinner in the Godesburg castle overlooking the Rhine valley. Mr. Felix Stenschke, Head of the Shipping Directorate at the German Ministry of Transport welcomed all the delegates and guests recalling the historical role of the Rhine as a waterway that provides for transiting sea-going ships.



TECHNICAL EVALUATION GROUP

The Technical Evaluation Group convened in March in The Hague, the Netherlands, and in November 2007 in Lisbon, Portugal. Several task forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee.

Issues considered by the TEG included:

- development of a new inspection regime
- enhancement of the SIRENaC information system
- evaluation of Paris MoU statistics
- revisions of the manual for PSC Officers
- development of a new training policy
- development of guidelines for campaigns on the International Safety Management Code (2007) and Safety of Navigation (2008)
- development of guidelines for Ballast Water Management
- development of new PSC guidelines on operational drills.

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 training (twice a year)
- Specialized training (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 high 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.

44th PSC Seminar

The 44th Port State Control Seminar was held on 12 – 14 June 2007 in St. Petersburg, Russian Federation. The Seminar was attended by Port State Control Officers from the Paris MoU, as well as participants from the Tokyo MoU, Black Sea MoU and Israel. The Seminar covered the latest developments within the Paris MoU. The main topics of discussion were related to the CIC on ISM and emergency drills.

45th PSC Seminar

The 45th Port State Control Seminar was held on 11 – 13 December 2007 in Dublin, Ireland.

The Seminar was attended by Port State Control Officers from the Paris MoU, as well as participants from the US Coast Guard and the ILO. Apart from new developments in the MoU, the Seminar discussed working and living conditions (STCW / ILO), the evaluation of the CIC on ISM and PSC implementation in Ireland.

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 2007 this training dealt with inspections of tankers. Both training programmes are intended for experienced Port State Control Officers. 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 educational

institutions and from the maritime industry. For the training programmes in 2007 the United Kingdom, the Netherlands, as well as Lloyds Register, shipping companies, suppliers and others, provided lecturers.

The 3rd Expert Training “Safety and Environment”

The third Expert Training programme was held in The Hague in February 2007. Participants from member States and co-operating members took part in the programme. Important issues during this training were the IMDG Code, Load Lines, life saving appliances and oil filtering equipment.

The 3rd Specialized Training on the Inspection of Tankers

The third Specialized Training programme was conducted in April 2007 in London, United Kingdom, and was developed in co-operation with the Oil Companies International Marine Forum, OCIMF. Participants from member States and co-operating members took part in this training. The presentations covered a broad range of subjects with regard to oil, chemical and gas tankers and inspection procedures.

The 6th Expert Training “The Human Element”

In October 2007 the sixth Expert Training programme was held in The Hague with the Human Element as the central theme. Participants from member States as well as from the co-operating members 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.

Distance Learning Programme

The development of the Distance Learning Programme was driven forward in 2007. During the year the module on Paris MoU procedures was further developed.

The development of the third phase of the DLP programme has been taken up by EMSA.

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 Review Panel is composed of representatives of four different MoU Authorities, on a rotating basis, plus the Secretariat.

In 2007 the Secretariat received 5 official requests for review.

Each case was administrated by the Secretariat and submitted to MoU members for review. Different members are used for each case. One case was closed without review due to lack of information from the flag Administration. In three cases the Review Panel concluded that the port State decision to detain was not justified and the port State should reconsider its decision. In all cases the port States deleted the detentions.

In one case the panel concluded that the port State need not reconsider its decision.

Paris MoU on the Internet

The Paris MoU Internet site has continued to enjoy an increasing demand from a variety of visitors. In particular from flag and port States, government agencies, charterers,



insurers and classification societies, who are able to monitor their performance and the performance of others on a continuous basis. Ships which are currently under detention are entered in a listing by the port State. Port State control inspections are no longer updated on a weekly basis, but can now be accessed live and provide the visitor with more detailed information.

The regular publication of ships “Caught in the Net” has highlighted particularly serious detentions. These are described in detail and supported with photographs to make the general public aware of unsafe ships that have been caught by port State control.

During 2007 details were published of the m/v Gulf Pride registered in Panama and detained in Italy, the m/v Evangelia registered in Panama and detained in Germany, the m/v Osama registered in the Syrian Arab Republic and detained in Italy.

The annual award for the best contribution to the “Caught in the Net” has been presented to Germany.

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”.

Although the detention level appears relatively low compared to some years ago, port State control results for 2007 indicate that efforts still need to be enhanced to obtain a substantial reduction in the number of substandard ships visiting the region.

Actions agreed by the Committee during its 40th session in 2007 are in the process of being implemented.

Performance of Recognized Organizations

For several years the Committee has closely monitored the performance of classification societies acting as recognized organizations for flag States. A table indicating a performance ranking, based on similar principles to the table for flag States has been published for several years. When comparing the performance with results published by the Paris MoU over the past years, the ranking in the list is unlikely to lead to many surprises.

On the other hand, the list may provide an incentive, as it does for flag States, to compete for higher quality.

Among the best performing recognized organizations were:

- Det Norske Veritas (Norway)
- Germanischer Lloyd (Germany)
- Registro Italiano Navale (Italy)

The lowest performing organizations were:

- Korea Classification Society (DPR Korea)
- International Register of Shipping (U.S.A.)

New Inspection Regime

The Committee decided 2 years ago on a fundamental review of its inspection regime.

These principles have to be translated into practical implementation. Very important for the MoU members will be how the new inspection regime will affect their national port State control programmes, particularly since the agreement was extended to 27 members in 2007. The inspection regime will also take into account a “fair sharing” principle where, under certain conditions, the inspection burden can be shared among the members.

For the EU members of the Paris MoU, the inspection regime will be translated in a new Directive, part of the “3rd Maritime Safety Package”. This package is now actively discussed by the Council of EU Ministers and by the European Parliament and will hopefully be finalized by the end of 2008.



Although it was originally anticipated that the new inspection regime could enter into force in 2009, developments now indicate that 2011 is a more realistic date.

Another consequence of the new inspection regime will be the introduction of a new information system.

Taking EU interests into account, the Committee agreed on a “hybrid solution” in which the Paris MoU database would be integrated with EU databases. The European Maritime Safety Agency has offered to develop and host the new system. Together with a Paris MoU Expert Group the specifications for the system have been finalized and it is expected that development will start in the second half of 2008.

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.

ISM

2007 marked the 5 year period after the introduction of the global implementation of the ISM code. For the Paris MoU this was an occasion to focus a campaign on the effective implementation of the SMS on board.

In practice the concentrated inspection campaign meant that during almost every port State control inspection within the Paris MOU region, the safety management system was verified in more detail for compliance with the international standards. Port State Control Officers verified that the safety management system (SMS) on board was not a “paper exercise” but that the master was “fully conversant” with the SMS and ship’s personnel were able to “communicate effectively” in the execution of their duties related to the SMS.

In the period from 1 September to 30 November a total of 5427 inspections were carried out within the Paris MoU on 5120 ships. Several ships were inspected more than once. A matter of serious concern is that 1 out of 5 inspections showed ISM deficiencies

(non-conformities), corresponding with 1031 inspections. In total 1868 ISM non-conformities were recorded during the inspections.

176 inspections resulted in a detention where one or more major non-conformities (MNCs) were found. Most commonly found MNCs were issued against “effective maintenance of the ship and equipment”, “emergency preparedness” and “reports of non-conformities and accident occurrences”. All three are key areas with regard to the safety of the ship and its crew.

With regard to the performance of flag States the average detention rate during the campaign was 5.4%. The worst performing ships, with a detention rate of 16,2% (which is three times the average) or higher, were flying the flag of: Albania, Comoros, Cook Islands, DPR Korea, Sierra Leone, Slovakia, St Vincent and the Grenadines and Syrian Arab Republic.

The best performing ships, with a detention rate of 0%, were flying the flag of: Azerbaijan, Belgium, Bermuda, China, Denmark, Faroe



Islands, Finland, France, India, Ireland, Latvia, Luxembourg, Isle of Man, Philippines, Spain, Thailand, and United States of America.

Campaigns 2008, 2009 and 2010

For 2008 it has been decided that the Concentrated Inspection Campaign will focus on the requirements of SOLAS Chapter V (navigation) including passage planning, voyage data recorder, automatic identification system and electronic chart display and information system. Integrated navigation bridge systems have developed rapidly in the past decade and have become increasingly complex. Reliance on complex automated systems has therefore also developed simultaneously. The still relatively high number of deficiencies in this area has led to a focus on these aspects. Starting from September 2008 the Paris MoU, together with the Tokyo

MoU and other regional MoUs, will control compliance with SOLAS Chapter V for a 3 month period. The results of this campaign should demonstrate whether the Code is effective or not.

For 2009 the Committee agreed to join the Tokyo MoU in a campaign focused on life saving arrangements. Maintenance and familiarity of the crew are the main areas for attention. It was provisionally agreed that there will be a campaign on ship loading and stability in 2010.

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 status for newly developed PSC regions.

In 2007 the following maritime Authorities had co-operating member status:

- Bulgaria joined the MoU in 2004 as a co-operating member. After the visit of the monitoring team, recommendations for improvements were adopted by the Committee. In 2006 a fact-finding mission visited Bulgaria to verify that all recommendations had been implemented. In May 2007 the Committee welcomed Bulgaria as a full member.
- Romania joined the MoU one year after Bulgaria and has undergone the membership process in just 2 years. Early in 2007 a fact-finding mission visited

Romania to carry out the final audits before the Committee took a decision on full membership. In May 2007 the Committee welcomed Romania as a full member.

Until recently, the Paris MoU had only 2 members with dual or multiple membership - Canada and the Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. New members Malta and Cyprus extended dual membership, since they are also members of the Mediterranean MoU. And with Bulgaria and Romania becoming members, there are further ties with the Black Sea MoU. For all these members the Paris MoU standards will prevail.





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. The Committee has expressed concern that some of these MoUs are dominated by Members who have not made efforts to exercise effective control over their own fleet. Several flag States belonging to regional MoUs appear on the “Black List” of the Paris MoU. In order to provide technical co-operation to these new MoUs, they may apply for associate status.



Two regional agreements have obtained official observer status to the Paris MoU: The Tokyo MoU and the Caribbean MoU. The United States Coast Guard is also an at Paris MoU meetings.

The Port State Control Committee agreed to the requests from the Black Sea MoU, the Mediterranean MoU and the West and Central African MoU for associate status. Although these MoUs will not be represented in the Committee, there is a commitment from the Paris MoU to assist them on a technical and administrative basis. This will include 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 15th session of the Sub-Committee on Flag State Implementation in June 2007.

The 2006 Annual Report, including inspection data, an analysis of 2006 statistics, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG and a summary of the actions from the 2004 Ministerial Conference were submitted to the Sub-Committee on Flag State Implementation. The figures have generated good discussion on how several flag States have implemented measures to improve their records. The Paris MoU welcomed the decision of FSI to continue this dialogue at the next session in 2008.

During 2007 Paris MoU Member States carried out 22,877 inspections on 14,182 individual ships registered with 113 flags. The total number of inspections increased by 6.1% compared with 2006.

Inspections

The number of individual ships inspected increased by 5.7%. The increase in inspections is partly due to the contribution of the two new Paris MoU members in the second half of 2007; without their contribution the increase is 2.6%

The overall inspection effort, that is the ratio of the number of inspections to the number of individual ship calls in Members' ports was 30.3% in 2007, compared with 30.2% in 2006 and 31.8% in 2005. All member States reached the 25% inspection effort commitment of the Memorandum. A chart showing the individual efforts of Paris MoU members is included in the statistical annexes to this Annual Report and the separate publication: the "2007 Blue Book".

Deficiencies

One or more deficiencies were found in 56.4% of inspections. In 2006 this figure was 53.6%. In total 74,713 deficiencies were detected, a significant increase of 12.9 %, compared with the previous year. The average number of deficiencies per inspection also increased to 3.27 in 2007. In summary, the increase in overall deficiencies reflects more deficiencies per inspection, more inspections and also the results of the CIC on ISM.

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 in a year.

In 2007 the number of inspections resulting in a detention amounted to 1,250. This compares with 1,174 detentions in 2006, 994 in 2005 and 1,187 in 2004. The average detention percentage for all inspections in 2007 is 5.46% compared with 5.44% in 2006, 4.67 % in 2005 and 5.84% in 2004. The increase of 6.5% in the number of detentions is similar to the increase in the number of inspections.

"Black, Grey and White List"

The "Black, Grey and White 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. There are 80 flags, on this list namely 19 on the "Black List", 23 on the "Grey List" and 38 on the "White List". In 2006 there were 16, 27 and 37 respectively. In 2006 it was reported "From the figures it may be concluded that since the "Grey List" and the



“Black List” are getting smaller and the “White List” is increasing, there is a movement towards quality flags”. In 2007, however, this statement must be qualified as the “Black List” is growing again.

A hard core of flags reappear on the “Black List”. Most flags that were considered very high risk in previous years remain so in 2007. The poorest performing flags are still Korea DPR, Bolivia and Albania. New on the “Black List” is Sierra Leone; in previous years this flag had fewer than 30 inspections. Brazil disappeared from the “Black List” because of too few inspections. Jamaica, Mongolia, Panama and Ukraine joined the “Black List” from the “Grey List”.

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. The Cook Islands are new on the “Grey List”. Morocco improved its performance moving from the Black to the “Grey List”. Netherlands Antilles and Saudi Arabia transferred to the ‘Grey List” from the “White List”.

The “White List” represents quality flags with a consistently low detention record. France, Bermuda (United Kingdom) and China are placed highest in terms of performance. The length of the “White List” is one more than in the previous year. India, Ireland, the Russian Federation and Vanuatu moved to the “White List” from the “Grey List”.

Ship type

Looking at detentions by ship type over several years, it is noted that general dry cargo ships and bulk carriers still account for about 75% of

all detentions, and that the average detention rate has increased very little compared with previous years. However there is some variation by ship type. Statistical annexes to this report show the detention percentage for each ship type in 2007, 2006 and 2005.

Banning of ships

A total of 14 ships were banned from the Paris MoU region in 2007 because: they failed to call at an agreed repair yard (8), jumped detention (1), because of multiple detentions (4) or lack of valid ISM Certification (1). 12 of the 14 bannings were applied to ships flying a black listed flag. By the end of 2007 the ban had been lifted on 5 of these ships after verification that all deficiencies had been rectified. A number of ships remain banned from previous years.

An up-to-date list of banned ships can be found on the internet site of the Paris MoU on Port State Control.

Performance of Recognized Organizations

Details of the responsibility of recognized organizations (RO) 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 and the RO is informed. Out of 1,250 detentions recorded in 2007, 154 or 12.3% were considered RO related which is a similar percentage to the previous year.

Deficiencies per major category

A total of 74,713 deficiencies were recorded during port State control inspections in 2007, an increase of 12.96 % on the number of 66,142 recorded in 2006. An increase in deficiencies is seen in all major categories and in ISM, SOLAS and certification categories in particular. With some exceptions, ships older than 15 years show substantially more deficiencies than ships of less than 5 years.

The trends in key safety areas are shown below. More detailed information may be found in the statistical Annexes to this report.

Certification of crew

Deficiencies in compliance with the standards for training, certification and watch keeping for seafarers indicated an increase of 15.4%, from 2,684 in 2006 to 3,098 in 2007.

Safety

In 2007 deficiencies in vital safety areas such as life saving appliances, fire fighting equipment, alarm signals, structural safety, radio communication and navigation accounted for about 44% of the total number of deficiencies. The number of deficiencies in these areas has increased by 7.5% from 30,493 in 2006 to 32,788 in 2007.

Maritime Security

On 1 July 2004 the ISPS code was implemented. Until the end of 2004, 107 ISPS related deficiencies were recorded. This number has increased to 735 deficiencies in 2006 and 775 deficiencies in 2007, an increase of 5.4%



Marine pollution and environment

MARPOL73/78 Annex I, II, III, IV, V and VI and MARPOL related operational deficiencies have increased by 13.9%, from 5,574 in 2006 to 6,347 in 2007.

Working and living conditions

Major categories of deficiencies related to working and living conditions are 'crew and accommodation', 'food and catering', 'working spaces' and 'accident prevention' under the ILO 147 Conventions. Deficiencies in these areas increased by 16.3%, from 7,175 in 2006 to 8,348 in 2007.

Operational

Operational deficiencies excluding MARPOL related operational deficiencies increased 19.2% from 2,135 in 2006 to 2,544 deficiencies in 2007.

Management

The International Safety Management Code came into force for certain categories of ships from July 1998, and was extended to other ships in July 2002. In 2007 there was a significant increase of 50.9% in deficiencies in this category, due to the CIC on ISM in the last months of 2007. In 2006, 3,087 non-conformities were recorded and in 2007 the figure was 4,657.



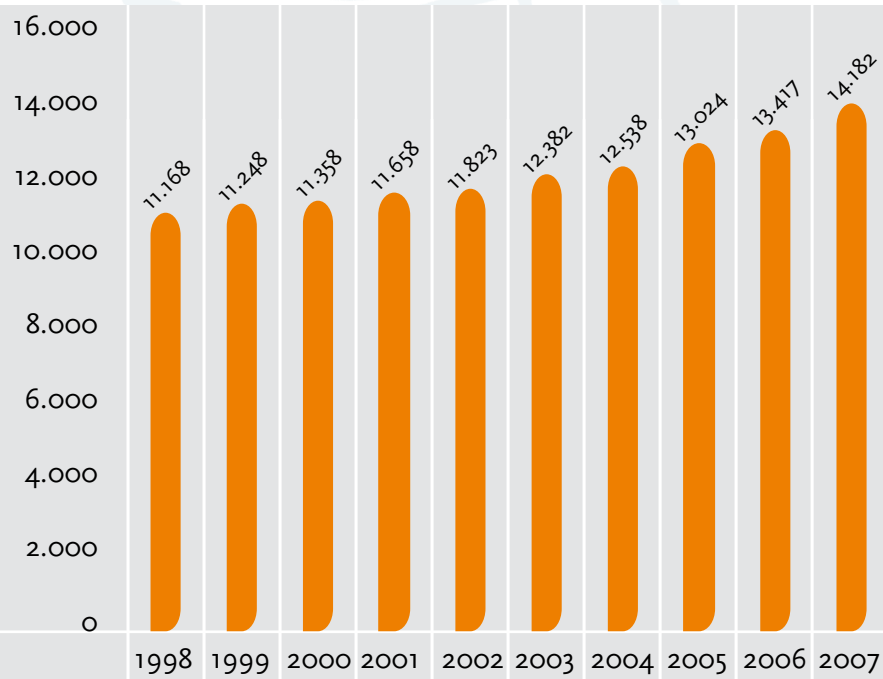


STATISTICAL ANNEXES

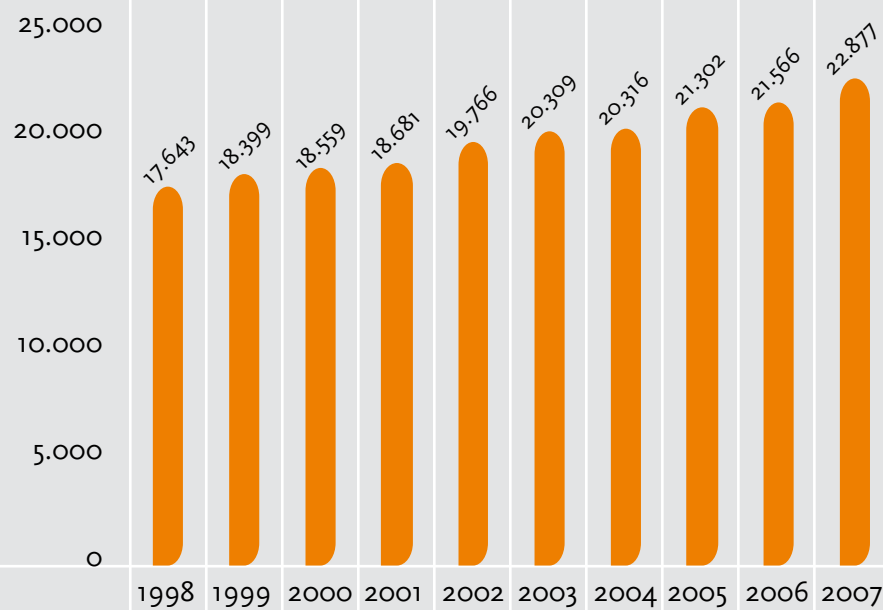
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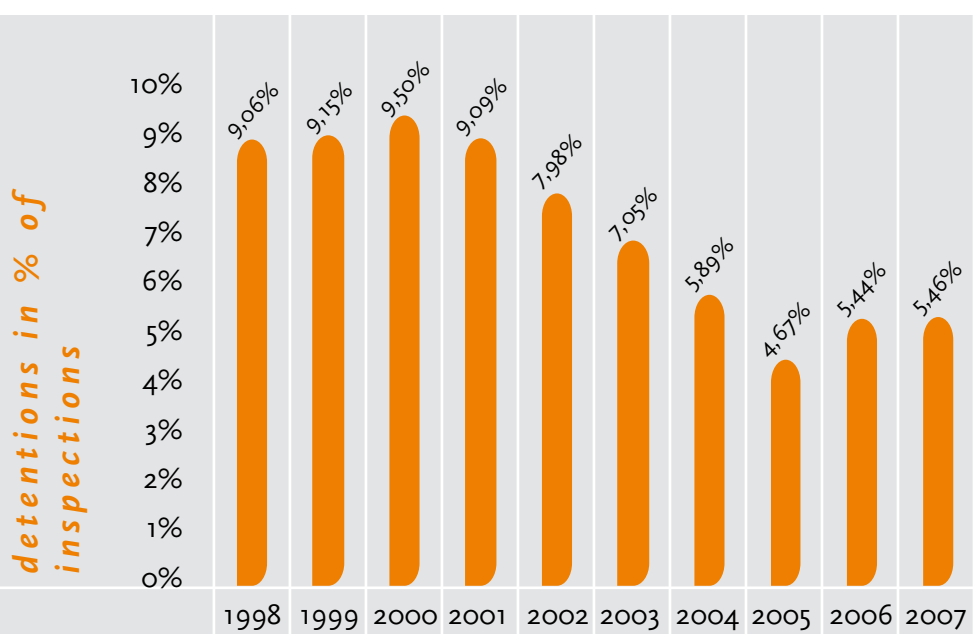
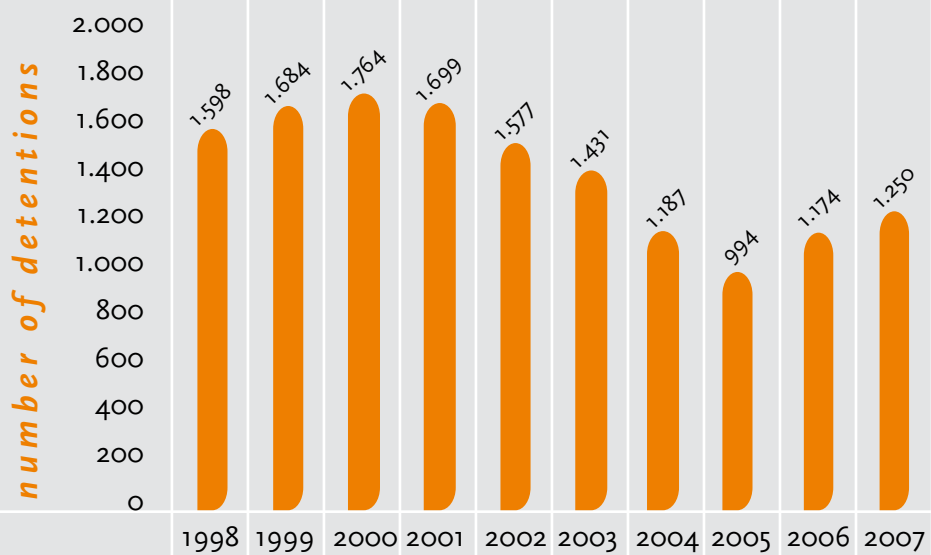
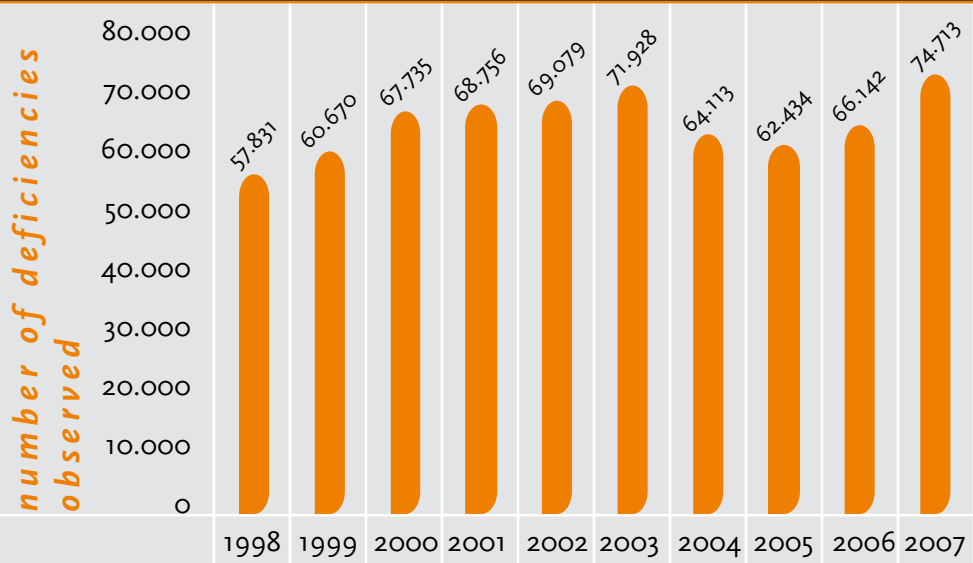
basic port state control figures

number of individual ships inspected



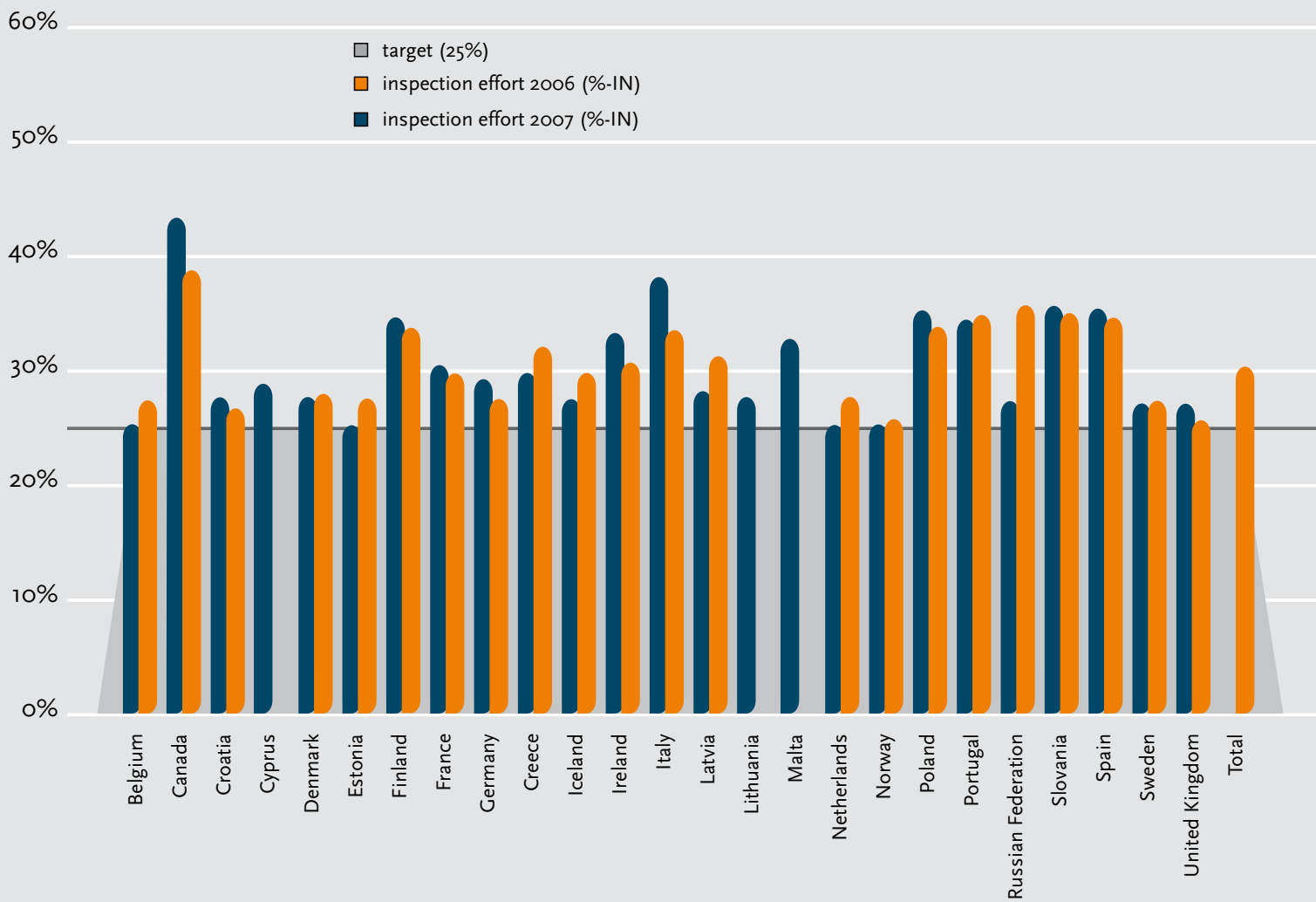
number of inspections



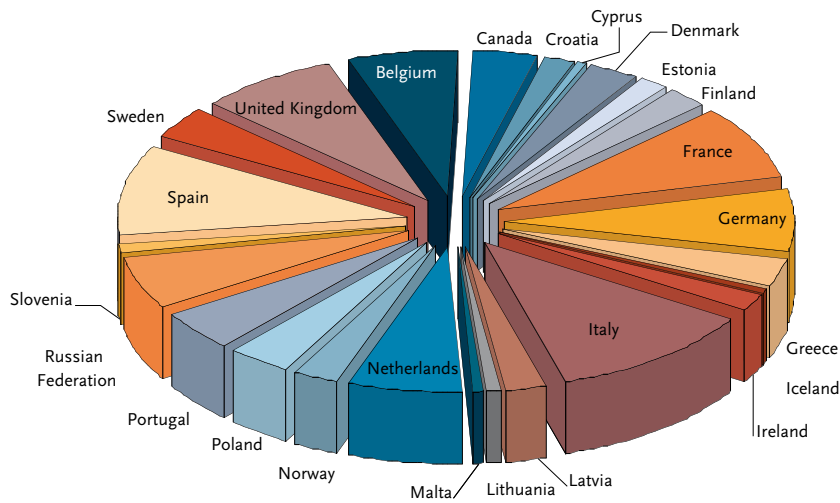


inspection efforts - 1

inspection efforts of members compared to target

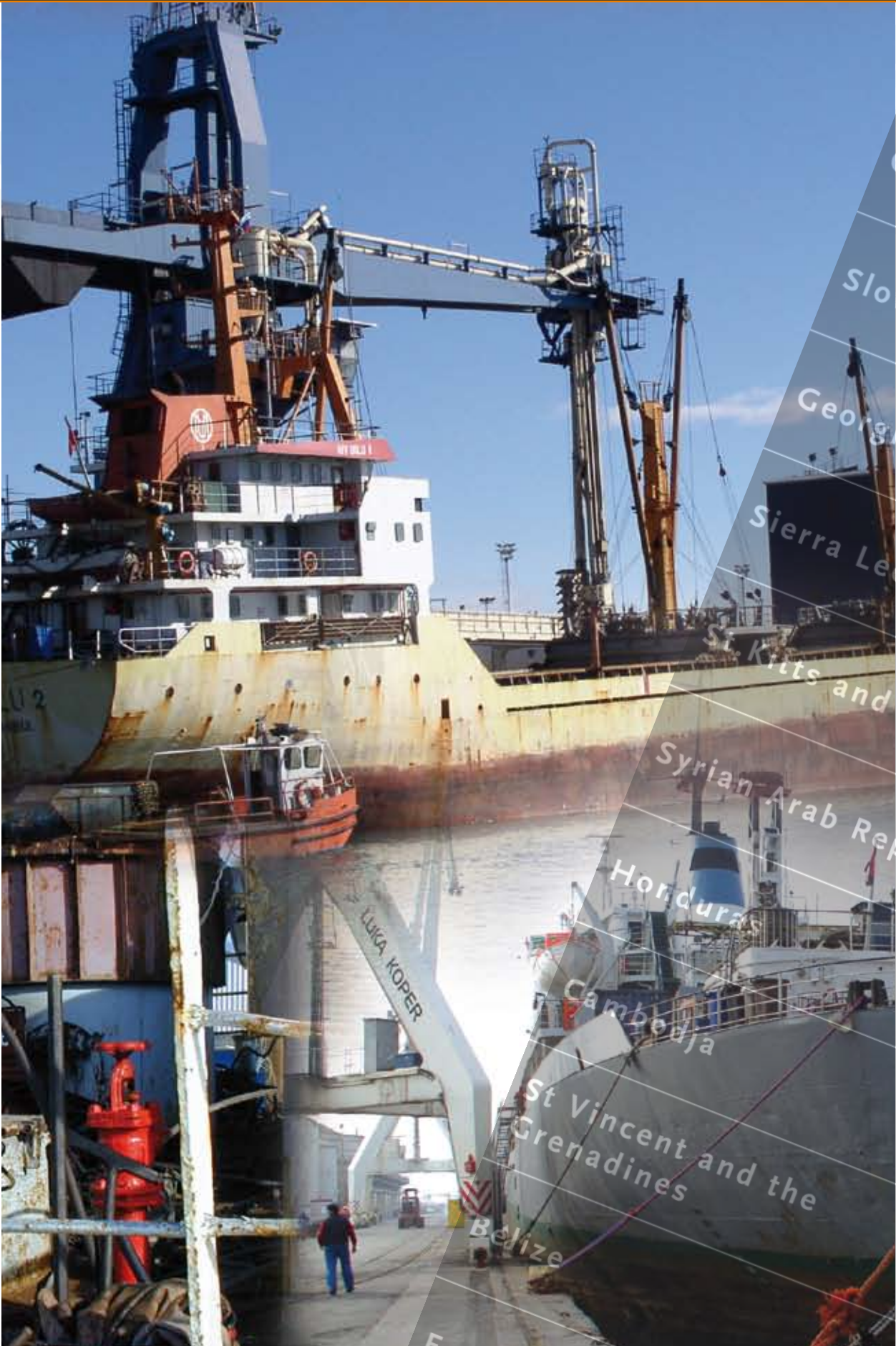


inspection efforts - 2



MOU port States' individual contribution to the total amount of inspections

MOU port State	Individual Ships ¹	Inspections	Inspections with deficiencies	Detentions	Detents with RO related deficiencies	% Insp. with deficiencies	% Detained	% Individual Ships inspected (25% commitment)	% Inspection of MOU total
Belgium	5080	1399	762	83	13	54,47	5,93	27,54	6,11
Bulgaria	716	246	180	10	5	73,17	4,07	34,36	1,07
Canada	1760	693	233	27	7	33,62	3,90	39,38	3,03
Croatia	1356	359	244	18	0	67,97	5,01	26,47	1,57
Cyprus	1071	304	127	26	2	41,78	8,55	28,38	1,33
Denmark	2257	617	253	26	0	41	4,21	27,34	2,70
Estonia	1551	415	143	4	0	34,46	0,96	26,76	1,81
Finland	1273	426	115	10	0	27,00	2,35	33,46	1,86
France	5799	1702	899	89	10	52,82	5,23	29,35	7,44
Germany	5387	1447	750	51	8	51,83	3,52	26,86	6,32
Greece	2939	957	437	67	10	45,66	7,00	32,56	4,18
Iceland	366	99	29	1	0	29,29	1,01	27,05	0,43
Ireland	1352	412	276	23	9	66,99	5,58	30,47	1,80
Italy	6557	2228	1438	250	32	64,54	11,22	33,98	9,73
Latvia	1812	560	257	4	0	45,89	0,71	30,91	2,45
Lithuania	1384	384	322	9	1	83,85	2,34	27,75	1,68
Malta	816	263	164	17	1	62,36	6,46	32,23	1,15
Netherlands	5400	1461	783	54	6	53,59	3,70	27,06	6,38
Norway	2163	556	183	14	1	32,91	2,52	25,71	2,43
Poland	2259	762	370	26	3	48,56	3,41	33,73	3,33
Portugal	2683	935	515	69	14	55,08	7,38	34,85	4,09
Romania	1970	495	354	33	3	71,52	6,67	25,13	2,16
Russian Fed.	3765	1369	937	47	5	68,44	3,43	36,36	5,98
Slovenia	761	269	95	33	13	35,32	12,27	35,35	1,18
Spain	6218	2142	1496	173	18	69,84	8,08	34,45	9,36
Sweden	2701	742	299	5	1	40,30	0,67	27,47	3,24
United Kingdom	6328	1646	1248	81	14	75,82	4,92	26,01	7,19
Total	73038	22888	12909	1250	177	56,40	5,46	30,23	100,00



Bo

Albania

Comoros

Slovakia

Georgia

Sierra Leone

St. Kitts and Nevis

Syrian Arab Republic

Honduras

Cambodia

St. Vincent and the
Grenadines

Belize

Egypt

black list

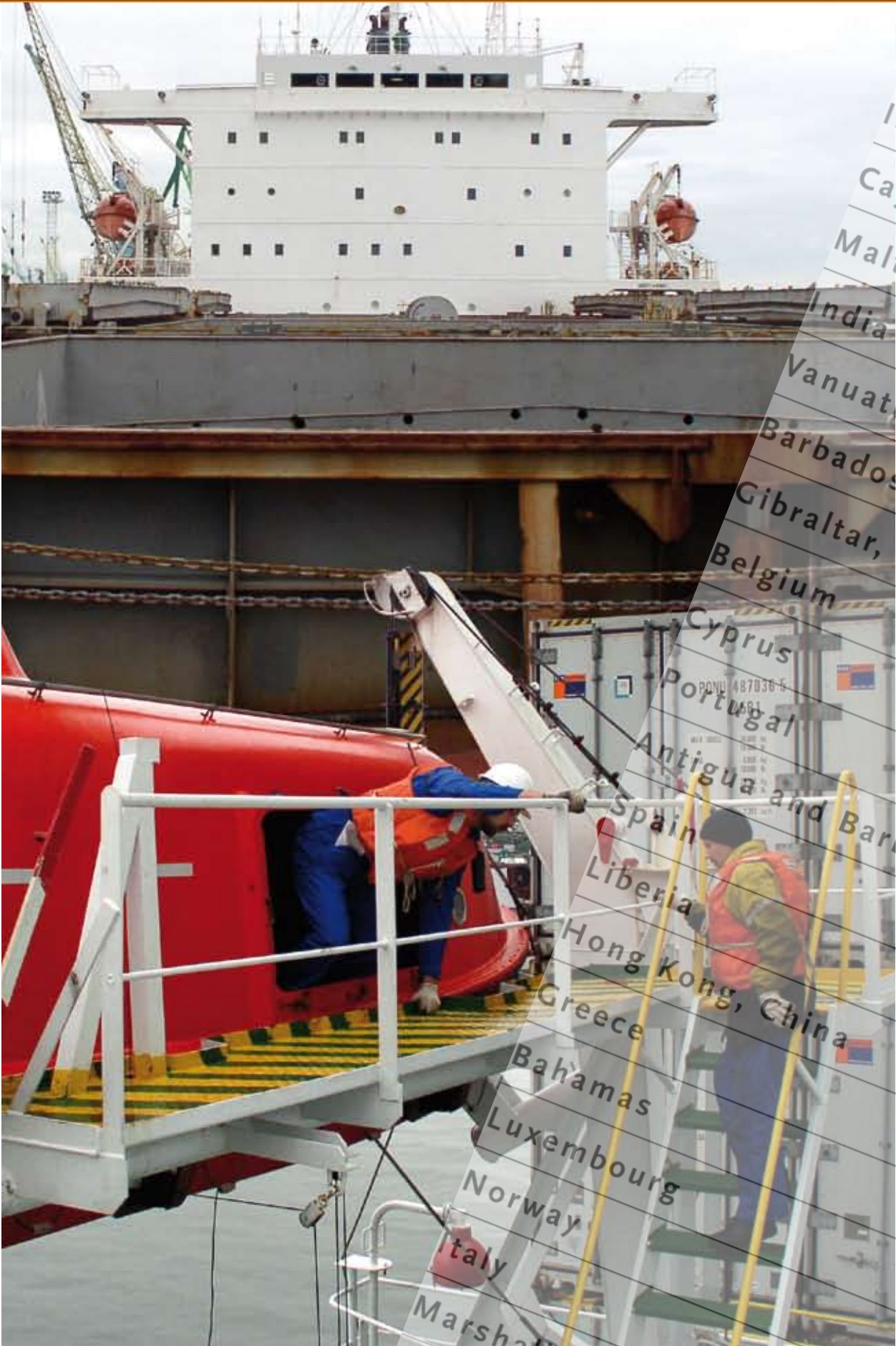
Flag State	Inspections 2005-2007	Detentions 2005-2007	Black to Grey limit	Grey to White limit	Excess Factor
Black list					
Korea, DPR	336	107	32	very high risk	7,89
Bolivia	36	14	6		7,18
Albania	300	78	29		5,97
Comoros	446	93	41		4,59
Slovakia	280	57	27		4,18
Georgia	822	140	70	high risk	3,64
Sierra Leone	131	26	14		3,48
St.Kitts and Nevis	136	26	15		3,29
Syrian Arab Republic	176	31	18		3,05
Honduras	84	16	10	medium to high risk	2,84
Cambodia	590	84	52		2,65
St Vincent and the Grenadines	2445	278	192		2,11
Belize	636	67	56	medium risk	1,54
Egypt	160	20	17		1,52
Jamaica	54	8	7		1,29
Panama	7368	594	552		1,18
Lebanon	149	17	16		1,18
Mongolia	47	7	7		1,17
Ukraine	568	53	50		1,15



- Bulgaria
- Azerbaijan
- Turkey
- Austria
- Dominican Republic
- Taiwan, China
- Croatia
- Cook Islands
- Korea, Republic of
- Lithuania
- Qatar
- Faroe Islands
- Poland
- Malaysia
- Romania
- Tunisia
- Antilles, Netherlands
- Japan

grey list

Flag State	Inspections 2005-2007	Detentions 2005-2007	Black to Grey limit	Grey to White limit	Excess Factor
Grey list					
Dominica	136	14	15	4	0,92
Algeria	123	12	14	3	0,83
Morocco	156	13	17	5	0,68
Thailand	226	18	23	9	0,66
Bulgaria	310	23	30	14	0,58
Azerbaijan	105	8	12	3	0,57
Turkey	1862	128	149	112	0,44
Austria	34	2	5	0	0,44
Dominican Republic	34	2	5	0	0,44
Taiwan, China	37	2	6	0	0,40
Croatia	205	13	21	8	0,40
Cook Islands	44	2	6	0	0,34
Korea, Republic of	189	11	20	7	0,32
Lithuania	270	16	26	12	0,30
Latvia	136	7	15	4	0,27
Saudi Arabia	53	2	7	0	0,26
Faroe Islands	106	5	12	3	0,25
Poland	174	9	18	6	0,24
Malaysia	96	4	11	2	0,21
Romania	44	1	6	0	0,18
Tunisia	46	1	7	0	0,17
Antilles, Netherlands	749	43	64	40	0,11
Japan	62	1	8	1	0,06



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Russia

Ireland

Cayman Is

Malta

India

Vanuatu

Barbados

Gibraltar, UK

Belgium

Cyprus

Portugal

Antigua and Barbuda

Spain

Liberia

Hong Kong, China

Greece

Bahamas

Luxembourg

Norway

Italy

Marshall Islands

Netherlands

Phi

white list

Flag State	Inspec- tions 2005-2007	Deten- tions 2005-2007	Black to Grey limit	Grey to White limit	Excess Factor
White list					
Switzerland	72	1	9	1	0,00
Iran, Islamic Republic of	243	10	24	10	0,00
Estonia	171	6	18	6	0,00
Israel	35	0	5	0	0,00
United States of America	181	6	19	7	-0,13
Russian Federation	2692	153	211	166	-0,17
Ireland	163	4	17	6	-0,43
Cayman Islands	390	14	36	19	-0,46
Malta	4470	222	341	284	-0,49
India	155	3	17	5	-0,62
Vanuatu	128	2	14	4	-0,62
Barbados	381	11	35	18	-0,73
Gibraltar, UK	905	31	76	50	-0,79
Belgium	184	3	19	7	-0,88
Cyprus	2709	95	212	167	-0,95
Portugal	530	13	47	27	-1,02
Antigua and Barbuda	4562	155	348	290	-1,04
Spain	253	4	25	11	-1,10
Liberia	3430	101	265	215	-1,18
Hong Kong, China	1190	30	98	68	-1,20
Greece	1557	40	126	92	-1,22
Bahamas	3603	100	278	227	-1,25
Luxembourg	161	1	17	5	-1,30
Norway	2626	63	206	162	-1,35
Italy	1210	24	100	70	-1,41
Marshall Islands	1629	34	131	97	-1,42
Netherlands	2932	65	228	182	-1,43
Philippines	185	1	19	7	-1,45
Denmark	1271	23	104	74	-1,49
Man Isle of, UK	929	15	78	52	-1,51
Singapore	997	15	84	56	-1,57
Finland	587	7	52	30	-1,59
Germany	1243	19	102	72	-1,59
United Kingdom	1682	24	135	100	-1,67
Sweden	1001	11	84	56	-1,73
China	280	1	27	12	-1,75
Bermuda, UK	300	1	29	13	-1,79
France	313	1	30	14	-1,81

inspections, detentions and deficiencies 2007

Flag State	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Albania	96	24	79	29	82,29	25,00
Algeria	34	4	31	18	91,18	11,76
Antigua and Barbuda	1598	54	877	811	54,88	3,38
Antilles, Netherlands	249	20	166	117	66,67	8,03
Argentina	1	1	1	1	100,00	100,00
Austria	8	-	6	5	75,00	0,00
Azerbaijan	37	2	25	22	67,57	5,41
Bahamas	1247	34	619	777	49,64	2,73
Bahrain	3	-	3	2	100,00	0,00
Bangladesh	1	-	1	1	100,00	0,00
Barbados	147	6	79	78	53,74	4,08
Belgium	62	2	29	46	46,77	3,23
Belize	216	26	170	113	78,70	12,04
Bermuda, UK	103	-	41	75	39,81	0,00
Bolivia	18	8	18	8	100,00	44,44
Brazil	6	-	5	4	83,33	0,00
Bulgaria	98	10	71	57	72,45	10,20
Cambodia	250	39	212	129	84,80	15,60
Canada	9	1	7	6	77,78	11,11
Cayman Islands, UK	127	6	67	81	52,76	4,72
Chile	1	-	1	1	100,00	0,00
China	76	-	39	63	51,32	0,00
Comoros	196	44	164	89	83,67	22,45
Cook Islands	29	2	22	19	75,86	6,90
Croatia	65	5	35	44	53,85	7,69
Cyprus	907	35	506	536	55,79	3,86
Denmark	433	3	183	286	42,26	0,69
Dominica	57	9	45	29	78,95	15,79
Dominican Republic	9	1	7	3	77,78	11,11
Egypt	55	8	41	26	74,55	14,55

Flag State	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Eritrea	1	-	1	1	100,00	0,00
Estonia	65	3	34	29	52,31	4,62
Ethiopia	1	-	1	1	100,00	0,00
Faroe Islands	39	1	19	24	48,72	2,56
Finland	209	3	98	116	46,89	1,44
France	122	-	65	79	53,28	0,00
Georgia	326	52	275	130	84,36	15,95
Germany	401	6	169	271	42,14	1,50
Gibraltar, UK	334	8	151	174	45,21	2,40
Greece	559	15	222	423	39,71	2,68
Grenada	1	-	-	1	0,00	0,00
Honduras	18	4	13	11	72,22	22,22
Hong Kong, China	394	8	156	320	39,59	2,03
India	56	1	27	43	48,21	1,79
Indonesia	1	-	1	1	100,00	0,00
Iran, Islamic Republic of	73	6	40	53	54,79	8,22
Ireland	50	-	25	29	50,00	0,00
Israel	7	-	1	7	14,29	0,00
Italy	430	8	197	303	45,81	1,86
Jamaica	20	5	18	11	90,00	25,00
Japan	17	-	6	16	35,29	0,00
Jordan	2	-	2	2	100,00	0,00
Kazakhstan	4	-	2	4	50,00	0,00
Kiribati	2	-	1	2	50,00	0,00
Korea, DPR	66	19	57	36	86,36	28,79
Korea, Republic of	71	6	53	55	74,65	8,45
Kuwait	6	-	1	6	16,67	0,00
Latvia	51	2	37	24	72,55	3,92
Lebanon	33	5	22	19	66,67	15,15
Liberia	1309	48	666	939	50,88	3,67

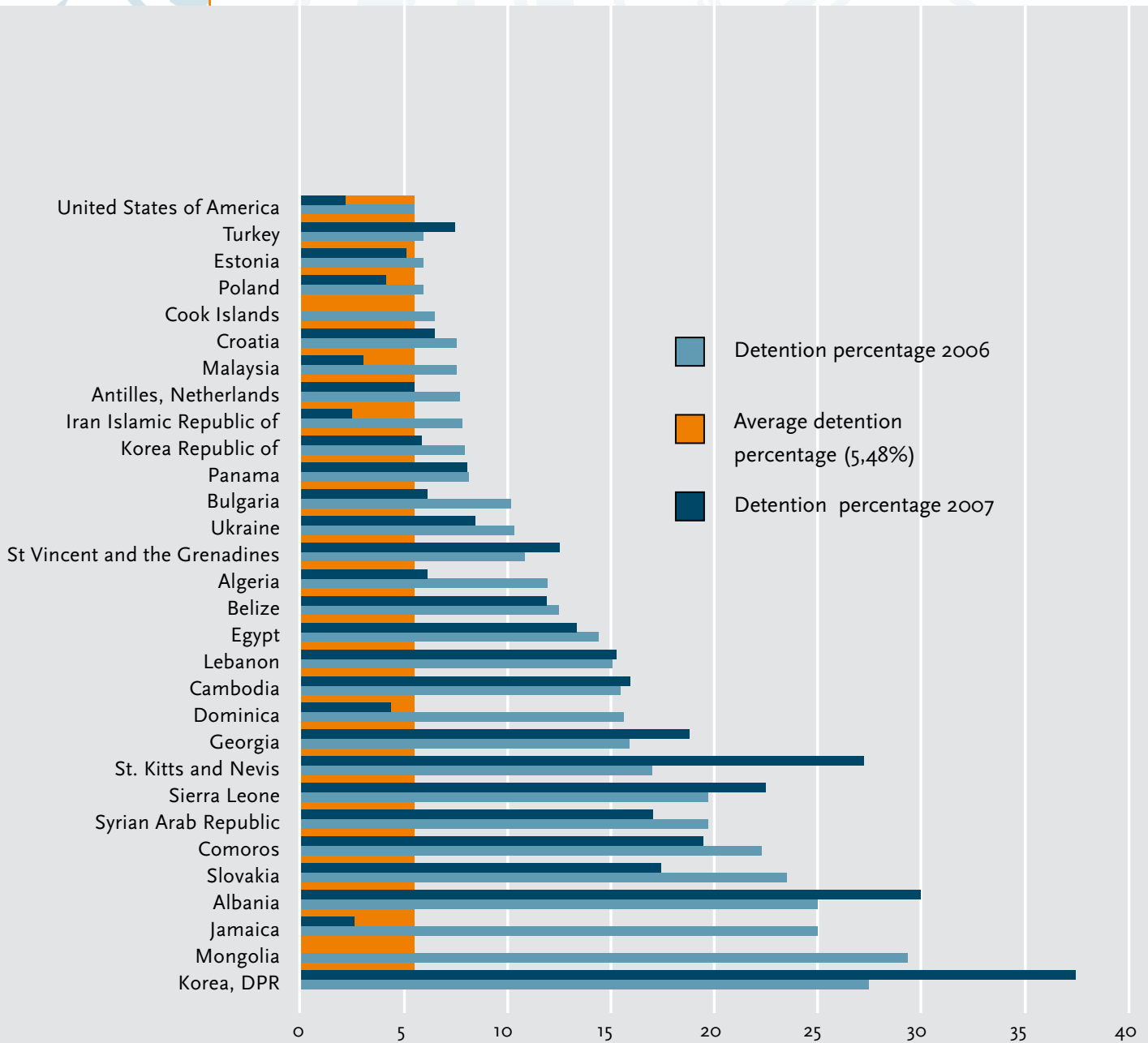
inspections, detentions and deficiencies 2007

Flag State	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Libyan Arab Jamahiriya	14	5	13	8	92,86	35,71
Lithuania	89	2	66	49	75,86	2,25
Luxembourg	50	-	21	35	42,00	0,00
Malaysia	26	2	17	18	65,38	7,69
Maldives	2	-	1	2	50,00	0,00
Malta	1583	70	911	989	57,55	4,42
Man Isle of, UK	336	4	135	204	40,18	1,19
Marshall Islands	589	17	263	449	44,65	2,89
Moldova, Rep. of	16	6	13	12	81,25	37,50
Mongolia	21	6	17	11	80,95	28,57
Montenegro	12	4	12	5	100,00	33,33
Morocco	44	1	37	26	84,09	2,27
Myanmar	10	-	6	6	60,00	0,00
Namibia	4	-	2	2	50,00	0,00
Netherlands	967	17	437	559	45,19	1,76
Nigeria	2	1	1	2	50,00	50,00
Norway	859	27	467	540	54,37	3,14
Pakistan	2	-	1	2	50,00	0,00
Panama	2608	229	1597	1697	61,23	8,78
Philippines	58	-	29	42	50,00	0,00
Poland	65	4	44	34	67,69	6,15
Portugal	167	6	83	97	49,70	3,59
Qatar	11	-	7	10	63,64	0,00
Register Withdrawn	1	-	1	1	100,00	0,00
Romania	11	-	8	4	72,73	0,00
Russian Federation	843	39	500	495	59,31	4,63
Saudi Arabia	19	2	12	11	63,16	10,53
Seychelles	4	-	2	3	50,00	0,00
Sierra Leone	107	21	100	68	93,46	19,63
Singapore	356	7	157	277	44,10	1,97

Flag State	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Slovakia	103	24	83	48	80,58	23,30
Slovenia	2	-	1	1	50,00	0,00
Spain	80	1	43	50	53,75	1,25
Sri Lanka	1	-	1	1	100,00	0,00
St. Vincent and the Grenadines	777	86	564	380	72,59	11,07
St. Kitts and Nevis	96	16	83	50	86,46	16,67
Sweden	344	9	151	204	43,90	2,62
Switzerland	26	1	12	20	46,15	3,85
Syrian Arab Republic	76	15	60	51	78,95	19,74
Taiwan, China	7	-	5	5	71,43	0,00
Tanzania United Rep.	2	1	2	1	100,00	50,00
Thailand	56	2	42	39	75,00	3,57
Togo	1	1	1	1	100,00	100,00
Tonga	3	-	2	2	66,67	0,00
Tunisia	21	-	18	9	85,71	0,00
Turkey	670	41	432	418	64,48	6,12
Tuvalu	10	2	7	7	70,00	20,00
Ukraine	200	21	155	123	77,50	10,50
United Arab Emirates	10	-	6	8	60,00	0,00
United Kingdom	603	10	293	418	48,59	1,66
United States of America	54	3	36	48	66,67	5,56
Vanuatu	44	1	21	28	47,73	2,27
Viet Nam	9	2	8	6	88,89	22,22
Total	22877	1250	12896	14182	56,38	5,46

2007 detentions per flag State, exceeding average

- Only flags with more than 20 port State control inspections in 2007 are recorded in this table and the graph
- The orange area in the graph represents the 2007 average detention percentage (5,48%)

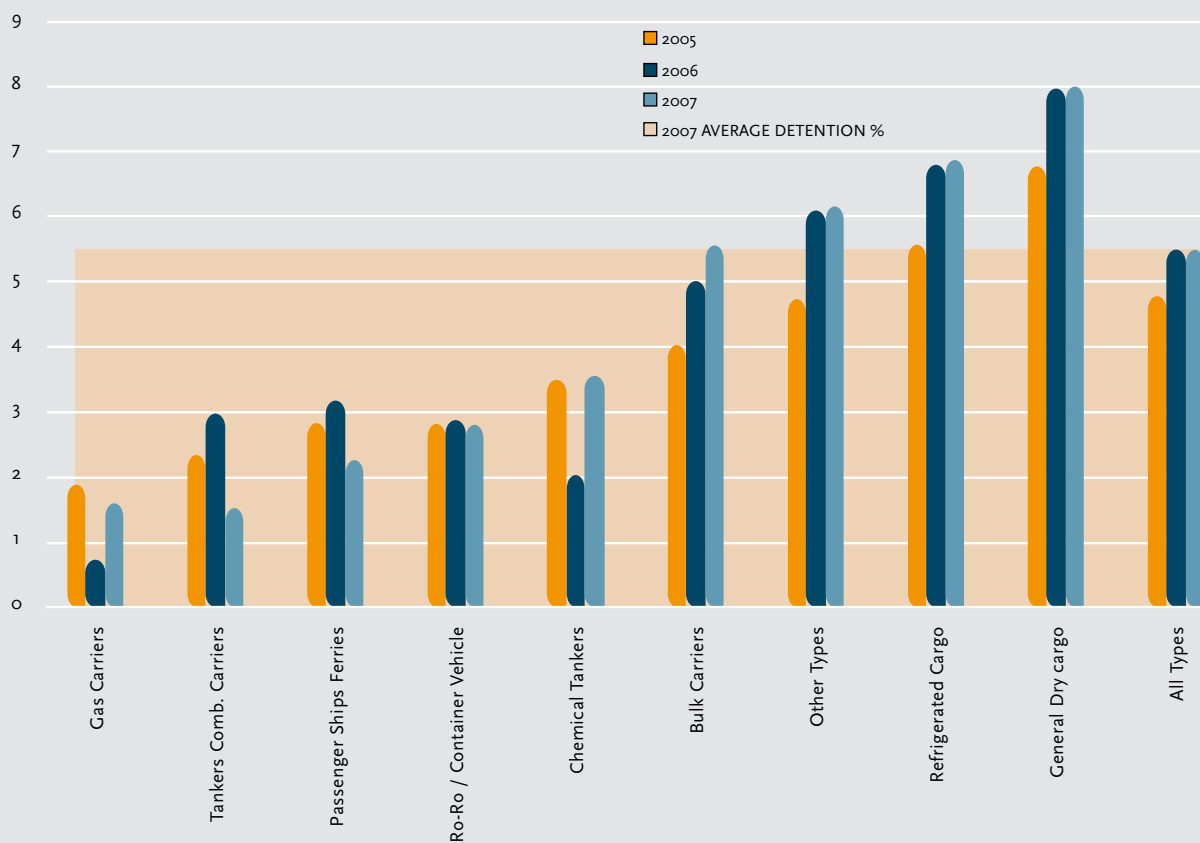


Flag State	Inspections	Detentions	Detentions % 2007	Excess of average 2007	Detentions % 2006	Excess of average 2006
Albania	96	24	25,00	19,54	29,90	24,46
Algeria	34	4	11,76	6,30	6,52	1,08
Antilles, Netherlands	249	20	8,03	2,57	5,67	0,23
Belize	216	26	12,04	6,58	11,79	6,35
Bulgaria	98	10	10,20	4,74	6,60	1,16
Cambodia	250	39	15,60	10,14	16,27	10,83
Comoros	196	44	22,45	16,99	19,17	13,73
Cook Island	30	2	6,67	1,21	0,00	-5,44
Croatia	65	5	7,69	2,23	6,90	1,46
Dominica	57	9	15,79	10,33	4,00	-1,44
Egypt	55	8	14,55	9,09	13,04	7,60
Georgia	325	51	15,69	10,23	18,57	13,13
Iran Islamic Republic of	72	6	8,33	2,87	2,60	-2,84
Korea Democratic People's rep.	66	19	28,79	23,33	36,84	31,40
Korea Republic of	71	6	8,45	2,99	6,00	0,56
Lebanon	33	5	15,15	9,69	15,38	9,94
Malaysia	26	2	7,69	2,23	2,94	-2,50
Mongolia	21	6	28,57	23,11	0,00	-5,44
Panama	2605	229	8,79	3,33	8,57	3,13
Poland	65	4	6,15	0,69	3,39	-2,05
Sierra Leone	106	21	19,81	14,35	22,73	17,29
Slovakia	103	24	23,30	17,84	17,82	12,38
St Vincent and the Grenadines	777	86	11,07	5,61	12,30	6,86
St Kitts and Nevis	96	16	16,67	11,21	27,03	21,59
Syrian Arab Republic	76	15	19,74	14,28	16,67	11,23
Turkey	670	41	6,12	0,66	7,06	1,62
Ukraine	200	21	10,50	5,04	8,89	3,45
United States of America	54	3	5,56	0,10	1,85	-3,59
Average of Total	-	-	5,46	-	5,44	-

inspections and detentions

PER SHIP TYPE

Ship type	Inspections	Inspections with deficiencies	% of inspections with deficiencies	Individual ships	Detentions	Detention % 2007	Detention % 2006	Detention % 2005	+/- average detention %
Bulk Carriers	3479	2064	59,33	2564	193	5,55	4,98	4,08	0,08
Chemical Tankers	1750	875	50,00	1093	62	3,54	2,18	3,42	-1,92
Gas Carriers	470	205	43,62	325	7	1,49	0,67	1,75	-3,97
General Dry Cargo	9292	5862	63,09	4851	745	8,02	7,99	6,61	2,55
Other Types	889	545	61,30	694	56	6,30	6,16	4,62	0,84
Passenger Ships Ferries	962	577	59,98	551	23	2,39	3,35	2,80	-3,07
Refrigerated Cargo	688	498	72,38	462	47	6,83	6,70	5,62	1,37
Ro-Ro / Container Vehicle	3306	1501	45,40	2263	86	2,60	2,71	2,66	-2,86
Tankers / Comb. Carriers	2041	769	37,68	1520	31	1,52	2,95	2,34	-3,95
All types	22877	12896	56,37	14323	1250	5,46	5,44	4,67	-



major categorie of deficiencies 2005 - 2007

		2005		2006		2007	
Def. Main Group	Category of deficiencies	Def	Def%	Def	Def%	Def	Def%
Certificates	Crew certificates	2529	4,1%	2684	4,1%	3098	4,1%
	Ship's certificates and documents	3583	5,7%	4198	6,3%	5152	6,9%
Total Certificates		6112	9,8%	6882	10,4%	8250	11,0%
Equipment and Machinery	Mooring arrangements	930	1,5%	936	1,4%	1122	1,5%
	Propulsion and auxiliary mach.	4287	6,9%	5077	7,7%	5379	7,2%
	Radio communications	3027	4,8%	2724	4,1%	3040	4,1%
	Safety of navigation	6681	10,7%	7570	11,4%	7875	10,5%
Total Equipment and Machinery		14925	23,9%	16307	24,7%	17416	23,3%
Management	ISM related deficiencies	2940	4,7%	3087	4,7%	4657	6,2%
Total Management		2940	4,7%	3087	4,7%	4657	6,2%
Safety and Fire Appliances	Alarm signals	425	0,7%	488	0,7%	532	0,7%
	Fire safety measures	8631	13,8%	8511	12,9%	9319	12,5%
	Life saving appliances	6147	9,8%	6017	9,1%	6147	8,2%
Total Safety and Fire Appliances		15203	24,4%	15016	22,7%	15998	21,4%
Security	Maritime security	817	1,3%	735	1,1%	775	1,0%
Total Security		817	1,3%	735	1,1%	775	1,0%
Ship and Cargo Operations	Cargoes	588	0,9%	567	0,9%	593	0,8%
	Gas and chemical carriers	214	0,3%	192	0,3%	226	0,3%
	MARPOL - annex I	3270	5,2%	4601	7,0%	5097	6,8%
	MARPOL - annex II	40	0,1%	68	0,1%	162	0,2%
	MARPOL - annex III	6	0,0%	13	0,0%	11	0,0%
	MARPOL - annex IV	24	0,0%	39	0,1%	46	0,1%
	MARPOL - annex V	608	1,0%	640	1,0%	743	1,0%
	MARPOL - annex VI	17	0,0%	92	0,1%	163	0,2%
	MARPOL related operational deficiencies	134	0,2%	121	0,2%	125	0,2%
	Operational deficiencies	2099	3,4%	2135	3,2%	2544	3,4%
Total Ship and Cargo Operations		7000	11,2%	8468	12,8%	9710	13,0%
Stability and Structure	Bulks carriers	111	0,2%	171	0,3%	270	0,4%
	Load lines	3197	5,1%	3118	4,7%	3414	4,6%
	Structural safety	5165	8,3%	5183	7,8%	5875	7,9%
Total Stability and Structure		8473	13,6%	8472	12,8%	9559	12,8%
Working and Living Conditions	Accident prevention (ILO147)	1048	1,7%	1369	2,1%	1559	2,1%
	Accommodation	1720	2,8%	1684	2,5%	1943	2,6%
	Food and catering	1634	2,6%	1673	2,5%	1886	2,5%
	Working spaces	2562	4,1%	2449	3,7%	2960	4,0%
Total Working and Living Conditions		6964	11,2%	7175	10,8%	8348	11,2%
End Total		62434		66142		74713	

Detentions of ships with RO related detainable deficiencies per Recognized Organization

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)

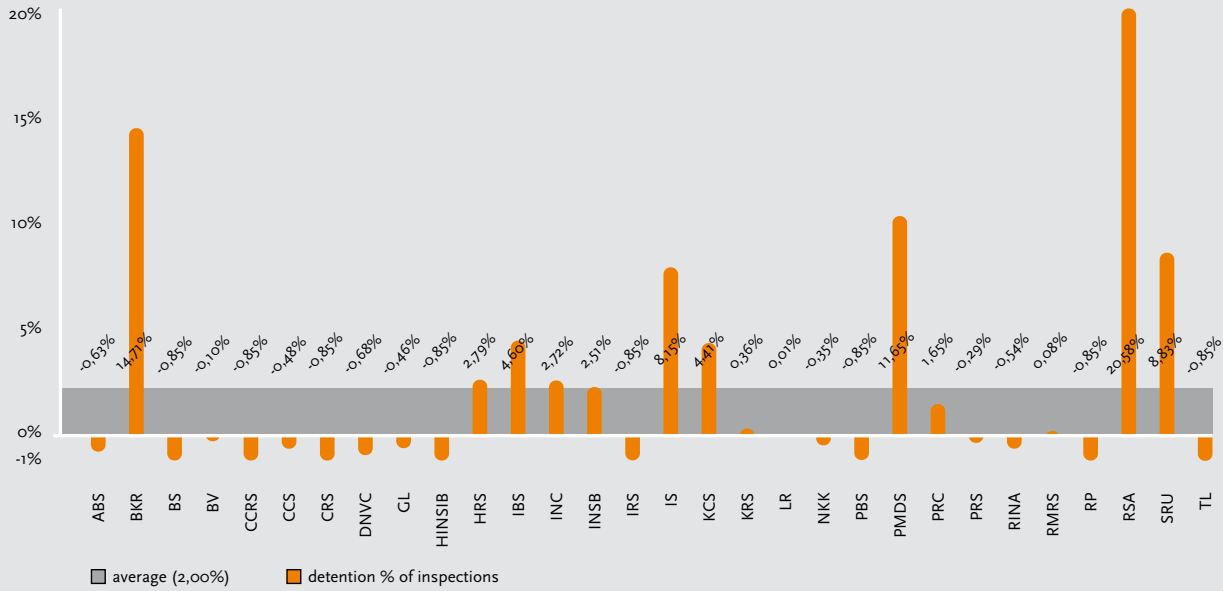
Recognized organization*		Total number of inspections	Number of individual ships inspected	Total number of detentions	Detention-% of total number of inspections	+/- Percentage of Average	Detention-% of individual ships inspected	+/- Percentage of Average
American Bureau of Shipping (USA)	ABS	1798	1342	3	0,17	-0,37	0,22	-0,63
Bulgarski Koraben Registar	BKR	81	45	7	8,64	8,11	15,56	14,71
Bureau Securitas	BS	12	10	0	0,00	-0,53	0,00	-0,85
Bureau Veritas (France)	BV	3993	2383	17	0,43	-0,08	0,76	-0,10
China Classification Society	CCS	331	267	1	0,30	-0,23	0,37	-0,48
China Corporation Register of Shipping	CCRS	24	21	0	0,00	-0,53	0,00	-0,85
Croatian Register of Shipping	CRS	104	67	0	0,00	-0,53	0,00	-0,85
Det Norske Veritas	DNVC	4409	2986	5	0,11	-0,42	0,17	-0,68
Germanischer Lloyd	GL	4932	2794	11	0,22	-0,31	0,39	-0,46
Hellenic Register of Shipping (Greece)	HRS	319	165	6	1,88	1,35	3,64	2,79
Honduras Int. Surveying Insp. Bureau	HINSIB	14	10	0	0,00	-0,53	0,00	-0,85
Inclamer (Cyprus)	INC	80	28	1	1,25	0,72	3,57	2,72
Indian Register of Shipping	IRS	66	49	0	0,00	-0,53	0,00	-0,85
International Naval Surveys Bureau (Greece)	INSB	314	149	5	1,59	1,08	3,36	2,51
International Register of Shipping (USA)	IS	446	211	19	4,26	3,73	9,00	8,15
Isthmus Bureau of Shipping (Greece)	IBS	110	55	3	2,73	2,19	5,45	4,60
Korean Register of Shipping	KRS	209	165	2	0,96	0,42	1,21	0,36
Lloyd's Register (UK)	LR	4984	3222	27	0,54	0,01	0,84	-0,01
Nippon Kaiji Kyokai	NKK	2129	1597	8	0,38	-0,16	0,50	-0,35
Panama Bureau of Shipping	PBS	12	10	0	0,00	-0,53	0,00	-0,85
Panama Maritime Doc. Services	PMDS	59	32	4	6,78	6,25	12,50	11,65
Panama Register Corporation	PRC	61	40	1	1,64	1,11	2,50	1,65
Polski Rejestr Statkow	PRS	330	179	1	0,30	-0,23	0,56	-0,29
Register of Shipping (Albania)	RSA	93	28	6	6,45	5,92	21,43	20,58
Korea Classification Society (Korea, DPR) ¹	KCS	37	19	1	2,70	2,17	5,26	4,41
Registro Italiano Navale	RINA	1034	648	2	0,19	-0,34	0,31	-0,54
RINA VE Portuguesa	RP	28	17	0	0,00	-0,53	0,00	-0,85
Russian Maritime Register of Shipping	RMRS	2608	1402	13	0,50	-0,03	0,93	0,08
Shipping Register of Ukraine	SRU	218	124	12	5,50	4,97	9,68	8,83
Turkish Lloyd	TL	475	279	0	0,00	-0,53	0,00	-0,85
		29310	18344	156	0,53		0,85	

* 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.

¹ formerly Register of Shipping

Detentions of ships with RO related detainable deficiencies per Recognized Organization

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED, SEE TABLE ON PAGE 44)



Recognized Organization performance table (2005-2007)

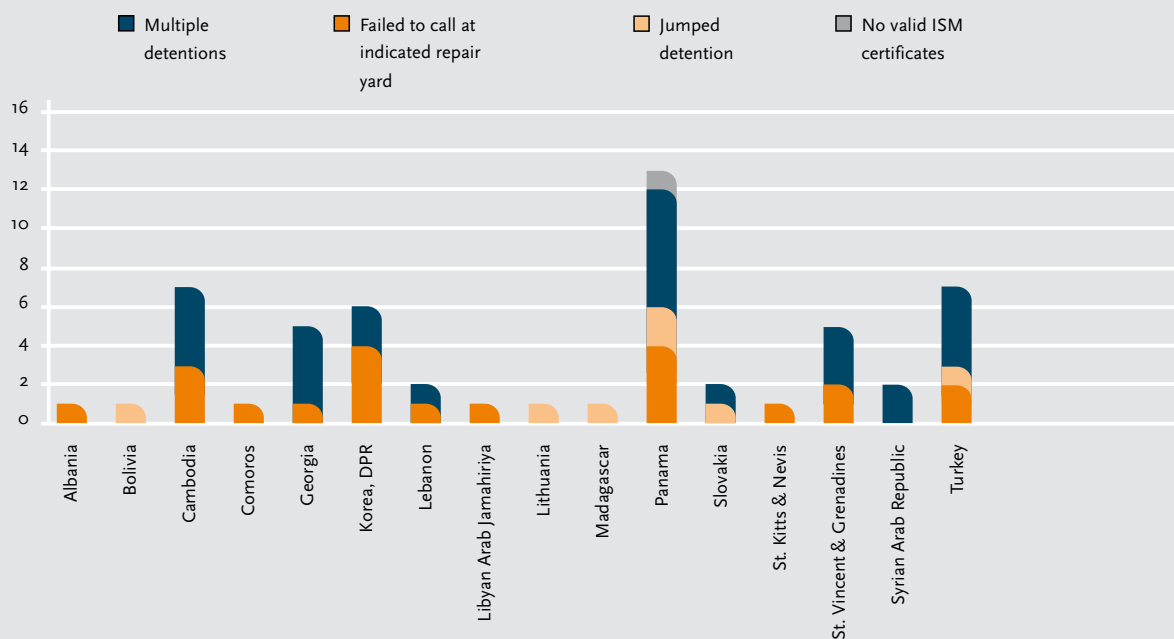
Recognized organization*		Inspections ²	detentions	Low/ medium limit	Medium/ high limit	excess factor	Performance level
Korea Classification Society (DPR Korea) ²	KCS	112	8	5	0	2,75	Very low
International Register of Shipping (USA)	IS	790	38	23	9	2,65	
Shipping Register of Ukraine	SRU	441	19	14	3	1,89	Low
Register of Shipping (Albania)	RSA	287	13	10	1	1,77	
Bulgarski Koraben Registar	BKR	264	12	10	1	1,72	
Inclamer (Cyprus)	INC	171	7	7	0	1,03	
Panama Maritime Documentation Services	PMDS	165	5	7	0	0,75	Medium
Isthmus Bureau of Shipping (Greece)	IBS	206	5	8	0	0,62	
International Naval Surveys Bureau (Greece)	INSB	730	14	21	8	0,46	
Hellenic Register of Shipping (Greece)	HRS	837	15	24	10	0,38	
Panama Register Corporation	PRC	143	2	6	0	0,37	
Croatian Register of Shipping	CRS	307	4	11	2	0,26	High
Polski Rejestr Statkow	PRS	1018	13	28	13	0,00	
China Corporation Register of Shipping	CCRS	78	0	4	0	0,00	
Indian Register of Shipping	IRS	148	0	6	0	0,00	
Rinave	RP	75	0	4	0	0,00	
Korean Register of Shipping	KRS	598	5	18	6	-0,19	
Russian Maritime Register of Shipping	RMRS	7080	50	161	122	-1,11	
China Classification Society	CCS	820	2	23	9	-1,29	
Lloyd's Register (UK)	LR	12939	70	285	232	-1,36	
Nippon Kaiji Kyokai	NKK	5923	29	137	100	-1,37	
Turkish Lloyd	TL	1144	3	31	15	-1,41	
Bureau Veritas (France)	BV	10108	48	226	179	-1,43	
American Bureau of Shipping	ABS	4846	18	113	80	-1,50	
Registro Italiano Navale	RINA	2647	6	65	41	-1,64	
Germanischer Lloyd	GL	13271	30	292	238	-1,73	
Det Norske Veritas	DNV	11170	20	248	199	-1,78	

In this table only Recognized Organizations that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Black Grey and White 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
² formerly Register of Shipping

Refusal of access (banning) per flag state 2005 - 2007

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions	No valid ISM certificates	Banned ships
Albania	1				1
Bolivia		1			1
Cambodia	3		4		7
Comoros	1				1
Georgia	1		4		5
Korean Dem. Peop. Rep	4		2		6
Lebanon	1		1		2
Libyan Arab Jamahiriya	1				1
Lithuania		1			1
Madagascar		1			1
Panama	4	2	6	1	13
Slovakia		1	1		2
St. Kitts and Nevis	1				1
St. Vincent and Grenadines	2		3		5
Syrian Arab Republic			2		2
Turkey	2	1	4		7
Totals	21	7	27	1	56



Explanatory note – Black, Grey and White list

The new normative listing of Flags provides an independent categorization that has been prepared on the basis of Paris MoU port State inspection results. Compared to the calculation method of previous year, this system has the advantage of providing an excess percentage that is significant and also reviewing the number of inspections and detentions over a 3-year period at the same time, based on binomial calculus.

The performance of each Flag 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 new system, the 'black to grey' and the 'grey to white' limit, each with its own specific formula:

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

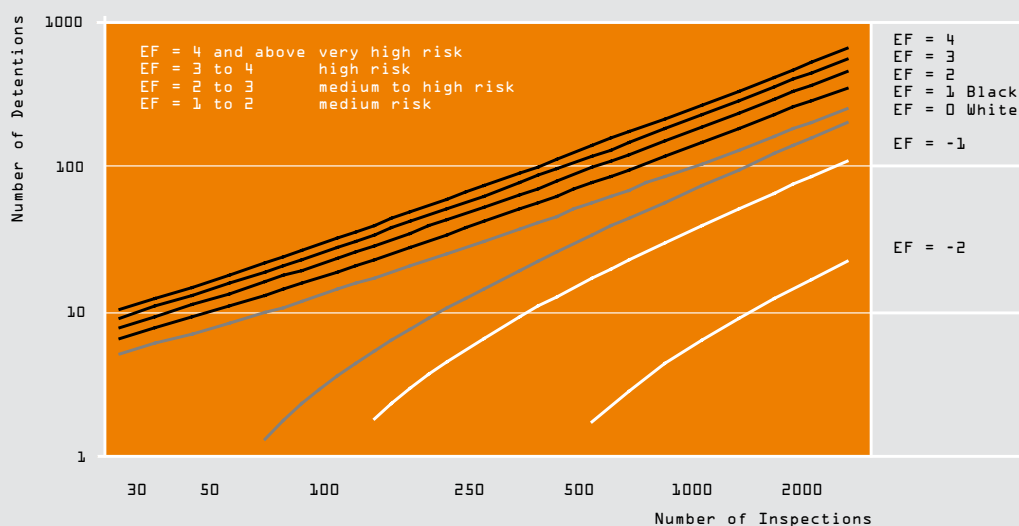
$$u_{white_to_grey} = N \cdot p - 0.5 - z\sqrt{N \cdot p \cdot (1 - p)}$$

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 excess factor EF is an indication for the



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

The graphical representation of the system, below, is showing the direct relations between the number of inspected ships and the number of detentions. Both axis have a logarithmic character 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:

$$ef = \frac{\text{Detentions} - \text{grey to white limit}}{\text{black limit} - \text{grey to white limit}}$$

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

$$ef = 0,51$$

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:

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

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

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

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':

$$p + (-0.28q) = 0.07 + (-0.28 \cdot 0.03) = 0.084$$

$$\mu_{excess\ factor} = 297 \cdot 0.084 - 0.5 - 1.645\sqrt{297 \cdot 0.084 \cdot 0.916}$$

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

Layout and design

Rooduijn bureau voor communicatie & design

Photographs

Richard W. J. Schiferli

Paris MoU Authorities of:

- Germany
- Spain
- www.fotoklein.de

Website

The Paris MoU maintains a website which can be found at www.parismou.org. The site contains information on operation of the Paris MoU and a database of inspection results.

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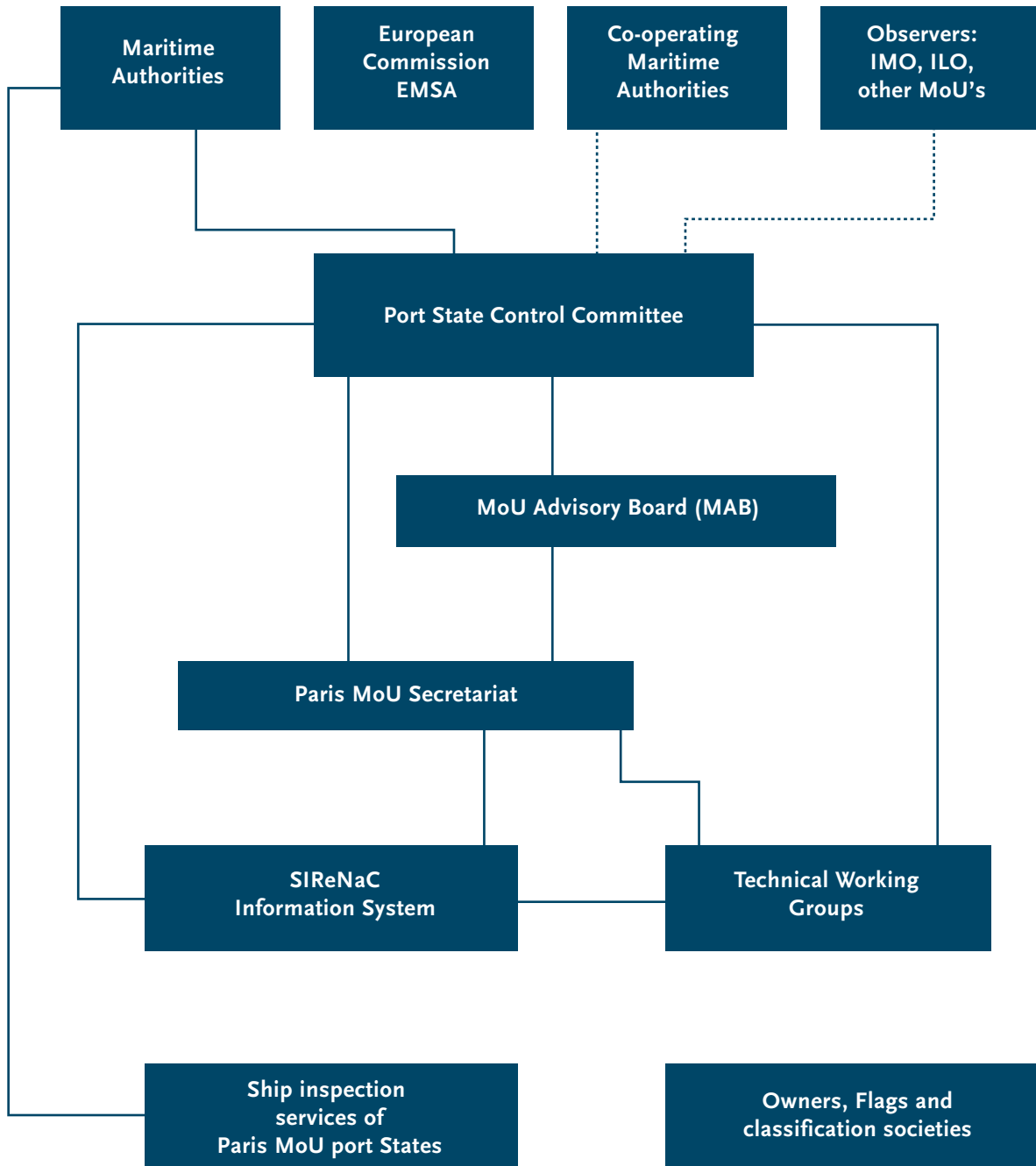
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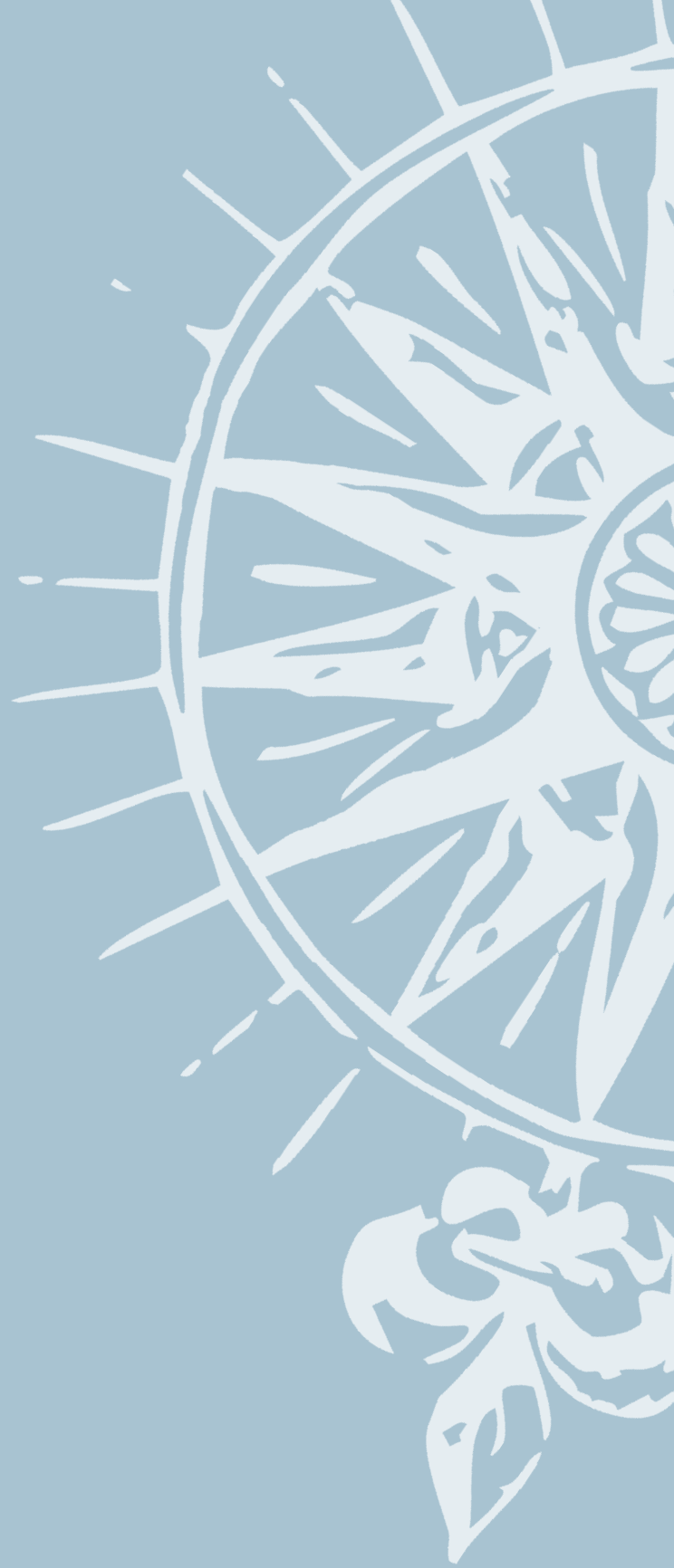
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paris mou fact sheet organizational structure







on course for safer shipping



Paris MOU

on Port State Control

25 years



Port State Control Committee Meeting-Bonn, Germany-25th Anniversary Celebration





25th Anniversary of the Paris Memorandum of Understanding on PSC

In order to set a safe course to the future, one has to appreciate the journey we have completed so far. Has 25 years of port State control made a contribution towards maritime safety?

When the Amoco Cadiz caused severe pollution on the west coast of France in 1978, European ministers took decisive action and agreed to establish a regional system for inspections of foreign ships. The first in the world. The Paris MoU was created, following-up on the Hague Memorandum of 1978, and entered into force on 1 July 1982.

Port State control was relatively simple in those days. Selection of ships and priority of inspections was done by the inspector himself, often based on visual observations in the port. Only a few inspection criteria were agreed at that time, so the inspector acted on his “professional judgement”.

From time to time Ministers met to give political support to the Paris MoU and gradually new measures were introduced. But it wasn't until some major maritime disasters in the European area that port State control started to take a more determined

stance against sub-standard ships. Naming and shaming proved to be an effective weapon, in particular on the Internet. A harmonized detention policy, guidelines for operational control, concentrated inspection campaigns, a centralized computer data base in St. Malo, and a more structured system of training have taken the MoU forward at a rapid pace.

In particular the involvement of the European Commission, the Port State Control Directive and the consequences of the Erika and Prestige disasters, have brought the MoU into a much more political environment. We are now also sharing our expertise with EMSA, in particular with development of the new inspection regime, the new information system and training of Port State Control Officers.

More recent initiatives include the Paris MoU lists for performance of flag States and Recognized Organizations, which have become a standard in the industry. Quality flags and ROs alike want to be high on the list. The development of targeting criteria for our information system has been a major achievement. Ships with a high risk get inspected

more frequently, others less. When the Paris MoU introduced banning of ships, it caused a shock wave in the industry. But it has been an effective tool against those ships and ship owners who do not want to play by the rules.

And then of course our co-operation with other MoUs, created after the model of the Paris MoU. Through the determined efforts of the IMO several new MoUs have now been established. The Paris MoU is already assisting several other regions, in particular with training of PSCOs. Last year all MoUs achieved IGO status with the IMO. A unique opportunity to exchange views and work together with flag States and maritime industry.

When we leave the politics behind us, and look at the maritime world from the Port State Control Officers' perspective, we see different things. Behind the facts and figures in our annual reports are serious and real situations. Seafarers sailing on dangerous ships, ships causing pollution, working and living conditions which are substantially below acceptable standards. Every day PSCOs inspect ships throughout the Paris MoU region. Their job is much more complex compared to 25 years ago. Not only because of our own procedures, but also new international requirements,

such as MARPOL, ISM, STCW and Security. And the pressures we put upon them. What we have accomplished in 25 years can be credited to a large extent to their dedication, professionalism and integrity.

“The Paris MoU Lists for performance of flag States and Recognized Organizations have become a standard in the industry”

Having had the privilege to work for the Paris MoU for nearly 20 years, I have seen many of these changes personally. And yes, I think we have accomplished much in 25 years. But at the same we also need progress and change in the future. I am confident that the Paris MoU can meet these challenges and is on course for safer shipping.

Richard Schiferli
General Secretary
Secretariat Paris MoU on Port State Control



PMoU Chairman's Statement 2007

The year 2007 has been a very special year for the Paris Memorandum of Understanding, Paris MoU, as we celebrated our 25th Anniversary. This is a tremendous achievement and in this annual report we have marked this with contributions from some of our key industry partners. During the year we had a special celebration at our 40th Port State Control Committee meeting in Bonn, Germany, which was held in May 2007.

The Paris MoU over its twenty-five years has contributed as part of the overall response of the industry and regulators to a growing need to improve the safety of shipping. The Paris MoU has built up strong relationships with the key regulators including the International Maritime Organization, International Labour Organization and the European Commission and the European Maritime Safety Agency. In addition, the Paris MoU has worked with its fellow port State control regimes throughout the world to improve maritime safety. These relationships have been very important to us and I am very grateful for this co-operation, which I hope, will

grow in the future. The Paris MoU has also developed good relationships with many industry organizations including the International Chamber of Shipping,

“The Paris MoU has developed good relationships with many industry organizations”

Intertanko and Intercargo amongst others. The Paris MoU has also developed important relationships with the seafarers organizations as well. It is through this network that the industry has significantly improved shipping.

During 2007 as well as celebrating our 25th anniversary significant progress was made on the development of a new inspection regime and a new information system. A number of relevant studies were completed and presented to the Port State Control Committee in Bonn. In this Annual Report for 2007 you can read about

the significant achievements of the Paris MoU for the year 2007 as well as review the statistics we produce. Some of the main events during 2007 were the membership of Romania and Bulgaria as full members of the Paris MoU. During the year the general principles of a training scheme for Port State Control Officers was developed for setting common and consistent standards, providing training to PSCOs and the continued updating of technical knowledge. The Paris MoU continued to develop actions in response to the

“We have achieved a lot in our 25 years and we look forward to a challenging future”

2nd Joint Paris/Tokyo MoU Ministerial Conference, held in Vancouver in 2004 and gave high importance to Concentrated Inspection Campaigns. In 2007 a CIC on the International Safety Management Code was carried

out from September to November 2007 jointly with the Tokyo MoU. In addition to the ISM Code CIC the Committee considered a number of options for joint CICs with the Tokyo MoU for 2008 and beyond.

It has been a very successful year for us in the Paris MoU and I would like to thank all of our Member States for their contribution during the year and I would especially like to thank all of our Port State Control Officers and Administrators for their excellent work throughout the year. We are very fortunate in having a dedicated Secretariat who provided us with sterling service during the year. I would especially like to acknowledge the contribution made by the Department of Information Systems, DSI, of the French Maritime Administration who have developed and hosted our information systems over the years. We have achieved a lot in our twenty-five years and we look forward to a very challenging future where we move to the new inspection regime and new information system.

Brian Hogan
Chairman
Port State Control Committee



The Paris MoU was the pioneer

Most of IMO's important technical conventions contain provisions for ships to be inspected when they visit foreign ports to ensure they meet the conventions' requirements.

“As many ships as possible are inspected but at the same time prevents ships being delayed”

Experience has shown that these inspections can be extremely effective, especially if organized on a regional basis. A ship going to a port in one country will normally visit other countries in the region before embarking on its return voyage and it is to everybody's advantage if inspections can be closely co-ordinated.

This ensures that as many ships as possible are inspected but at the same

time prevents ships being delayed by unnecessary or duplicate inspections. Although the primary responsibility for the incorporation and maintenance of ships' standards rests with the flag State and shipowner, port State control provides a “safety net” to catch substandard ships.

IMO has strongly encouraged the establishment of regional port State control organizations and regimes to that effect, and related Memoranda of Understanding or Agreements have been signed covering almost all the world's seas and oceans. The Paris MoU was the pioneer of such initiatives and, in its 25 years in operation, has made an immensely valuable contribution to the elimination of sub-standard shipping, for which it deserves warm congratulations, together with the most sincere wishes for every success in the future.

Efthimios E. Mitropoulos
Secretary-General
International Maritime Organization



25 years of cooperation

A defining feature of the Paris MoU is its commitment to cooperate. Cooperation is also a key feature of its 25-year relationship with the International Labour Organization (ILO).

“Paris MoU contributed significantly to the work of the ILO”

This relationship started with the inclusion of the ILO Merchant Shipping (Minimum Standards) Convention, 1976 (No. 147), one of the earliest Conventions to adopt the concept of port State control, on the list of the Paris MoU “relevant instruments”.

It was in fact the first MoU to do so and led the way for others to follow. The ILO is grateful for the two “Concentrated inspection campaigns” to promote improvement of working and living conditions of seafarers. Over the last 25 years, ILO representatives have participated in meetings of the Port

State Control Committee and in training courses concerning the inspection of labour conditions on board ship. Most recently, the Paris MoU contributed significantly to the work of the ILO by providing expert advice during the development of the Maritime Labour Convention, 2006 and, following its adoption, almost immediately, initiated important technical discussions to assist the ILO to develop international guidelines for port State control responsibilities under the MLC, 2006.

The ILO looks forward to another 25 years of cooperation with the Paris MoU.

Mrs. Cleopatra Doumbia Henry
Director International Labour Standards Department
International Labour Organization



There are still a number of challenges ahead

For over 25 years the Paris MoU has been at the forefront of initiatives to reduce substandard shipping, to enhance the safety of lives at sea and to protect the environment. The establishment of a new inspection regime to provide full inspection coverage within the Paris MoU region is a perfect illustration of this high ambition.

During the same period, the European Union developed a comprehensive maritime safety policy aiming in particular at better enforcement of international standards of maritime safety, prevention of pollution as well as the improvement of working and living conditions on board ships.

Eliminating substandard shipping is therefore a common goal for both organizations and I strongly believe that the Paris MoU and the EU have been mutually enriched during these 25 years of cooperation.

From our side, I would like to underline the fact that the excellent expertise of the Paris Memorandum as well as its considerable experience have provided a very valuable input to the Commission when drawing up its recast Directive on port State control.

I also believe that developments within the European Union have had a positive impact on the activities of the Paris MoU. The most obvious is of course the enlargement of the European Union,

which also brought new Members to the Paris MoU. The contribution of our colleagues of the European Maritime Safety Agency should not be forgotten, notably through their involvement in training activities or the development of the inspection database of the new inspection regime.

These results have only been made possible through the excellent spirit of cooperation between the EU and the Paris MoU.

“The Paris memorandum provided valuable input to the Commission when drawing up de Directive on PSC”

There are still a number of challenges ahead, but I am confident that, given the high quality of the Paris MoU and its port State control inspectors, and with the continuation of our fruitful collaboration, life in the Paris MoU region will be more and more difficult for substandard operators.

Foris Karamitsos
Director
European Commission DG Tren



EMSA hand-in-hand with the Paris MoU

“At the start of the 80s inspection of foreign ships in European ports was rare, let alone a co-ordinated effort by European States. The groundbreaking role of the Paris MoU is well documented. That it has maintained its leading position

“The Paris MoU “brand” is unmistakable and widely mimicked”

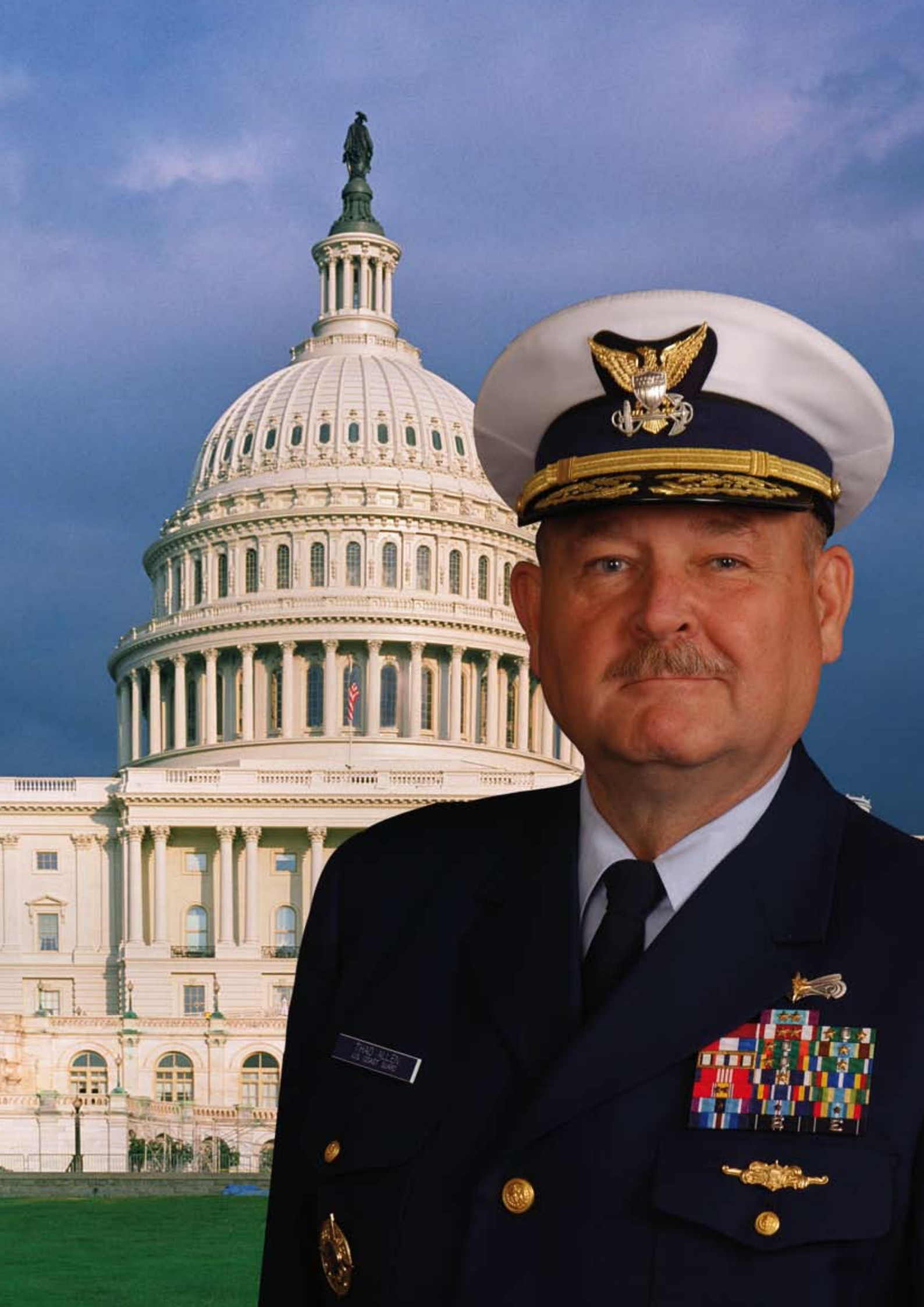
is a tribute to its founders and the inspectors and administrations that have followed. The Paris MoU “brand” is unmistakable and widely mimicked.

As the European Community matured, it inevitably turned its attention to ensuring safer and cleaner seas. The EU directive on port State control has undoubtedly strengthened the hand of Member States. But in the 12 years since the directive’s introduction the Community has relied upon the well-oiled wheels of the Paris MoU to keep

the regime on track and to benefit from the wider geographical coverage it offers.

The birth of EMSA has added expertise, impetus and significant funding, notably in the training of PSCOs and in the development of a new inspection regime and information system, on which EMSA is working hand-in-hand with the Paris MoU. Long may this spirit of co-operation continue.”

Willem De Ruiter
Executive Director
European Maritime Safety Agency



Partnerships like ours are essential

I would like to take this opportunity, on the occasion of your organization's 25th anniversary, to congratulate the Secretariat and members of the Paris MoU on Port State Control for their exemplary accomplishments over the past twenty-five years. The Paris

“This work has been crucial to the creation of strong international agreements”

MoU's structure and your standards development have served as a model for other port State control organizations.

Many of the guiding principals of the Paris MOU were used during the development of our own formalized

Port State Control Program. As we continue our work in the pursuit of global marine safety, security and environmental protection, we recognize that partnerships like ours are essential in developing and enforcing practical and reliable compliance standards.

The cooperative environment between our organizations has helped contribute to the marked improvement in our common enforcement practices. This work has been crucial to the creation of strong international agreements and instrumental in our shared global achievements. Again, congratulations and thank you for your continued critical global efforts to eliminate substandard shipping.

Admiral Thad W. Allen
Commandant
United States Coast Guard



A model to other regional regimes

The Paris MoU's contribution to the port State control activities in the world has been great. For as long as 25 years you have played an important role in the enhancement of other regional port State control regimes as a big brother of them.

“The Paris MoU will continue to take a right path”

I have been given the distinction of presenting at every Port State Control Committee meeting since 1994 in Dublin. What impresses me is that your MoU is handling more a number of complicated issues year by year.

Although our surroundings are different, the Tokyo MoU has learned a lot from you; frankly speaking you have also shown some examples we found not to follow. All the same you have been a valued friend to the Tokyo MoU for over 14 years and I would appreciate further collaboration in the years to come. Congratulations on your 25th anniversary. The Paris MoU will continue to take a right path that can be a model to other regional regimes.

Mitsutoyo Okada
Secretary
Tokyo MoU on Port State Control



Success in the years ahead

The Caribbean Port State Control Committee of the Caribbean Memorandum of Understanding (CMoU) wishes to congratulate the Paris MoU on the achievement of its silver anniversary. The Committee notes with pride the significant strides that the Paris MoU has made over the last two and a half decades in terms of its own development and the immense contribution made relative to the harmonization of standards in port State control implementation and the impact it has made in the global reduction of substandard shipping. Indeed your organization has been the catalyst to the process of the accentuation of quality port State regimes in various parts of the world.

As an MoU, we are delighted to be associated with your ongoing efforts to expand and make more relevant the port State control implementation system through enhanced training and the use of appropriate technology.

The CMoU acknowledges the enormous support we have received from the Paris MoU over the years.

The Paris MoU played an active role in guiding the process for the establishment of the CMoU and it continues to offer assistance in terms of training, technology transfer and information sharing. The CMoU

“The PMoU played an active role in guiding the process”

is appreciative of the continued representation of the Paris MoU at meetings and we look forward to continued cooperation and collaboration with your organization in the years to come. Consequently, we wish you every success in the years ahead.

Katarina McGhie
Secretary
Caribbean MoU on Port State Control



Leading the way over 25 years

A substandard ship doesn't just happen: it is almost always a commercial decision by someone, somewhere.

Port State Control inspections can give classification societies useful feedback on the condition of ships between scheduled surveys and on aspects of the owner's operation not covered by the society's scope of work.

The aim is to work together port State control, flag and class to support the good owner by rooting out the bad and taking the appropriate action. The most important result should be to protect, together with our environment, the lives and well being of the seafarers on whom the world depends.

IACS congratulates the Paris MoU on leading the way over 25 years.

“The most important result should be to protect the lives and well being of the seafarers”

The more information available, the better. Inspection results can also provide a valuable external view of the society's own performance and are regarded as key performance indicators. Careful and considered analysis can produce useful guidance on matters needing a particular focus.

Richard Leslie
Permanent Secretary
International Association of Classification Societies



Confident that we can work with the PMoU

Over 25 years the International Transport Workers and the Paris MoU have built up a unique relationship based on mutual respect. With the failure of many flag States to address their responsibilities to comply with international conventions, the Paris MoU has become the frontline against sub standard ships. Unfortunately substandard ships persist and there is still an unacceptable level of maritime accidents and incidents, with often loss of seafarers' lives.

We trust however that with the recent individual level of IMO representation the Paris MoU will retain its independence and retain their objective approach to this role.

We are confident that we can work with the Paris MoU in the future to ensure that substandard ships are removed at the same time as advancing the best interests of the seafarer.

David Cockcroft
General Secretary
International Transport Workers' Federation

“Paris MoU has become the frontline against sub standard ships”

The Paris MoU has taken an innovative and effective approach to identify and expose high-risk ships, irresponsible flags, ineffective class societies or negligent owners and operators.



Successful in maintaining the highest standards

Port State control, as an adjunct of flag State responsibility, plays a vital role against the small and, pleasingly, decreasing minority of ship operators that may flaunt international regulation, who trade to the detriment of the responsible majority who comply fully with global rules on safety and environmental protection.

“Successful in deterring ships from trading with lower standards”

The Paris MoU has developed an increasingly sophisticated targeting system that has proved successful in deterring ships from trading with lower standards, and the greater harmonization of inspection procedures worldwide.

The impressive safety and environmental record now demonstrated by the world fleet is very encouraging, although of course this is due to a number of factors, not least the increased efficiency and vigilance of flag States and Classification Societies but also the shipping industry's strong commitment to continuous improvement.

I hope that through enhanced co-operation between all those concerned with safety and quality, including the Paris MoU, we will be successful in maintaining the highest standards in the global shipping industry.

Spyros M Polemis
Chairman
International Chamber of Shipping (ICS)



A close relationship with the Paris MoU

The Paris Memorandum of Understanding on Port State Control has right from the start set high standards for its port state control operations. This means that European port state control has for the last 25 years been held in high esteem by ship owners and operators.

The reputation of the Paris MoU has gradually spread worldwide, and the significant number of other regional MoUs on Port State Control that have been established worldwide are a tribute to the success of the Paris MoU.

INTERTANKO enjoys a close relationship with the Paris MoU, where our members' concerns are listened to. We also work constructively together to ensure that port state control functions smoothly at an operational level.

This has included a review of the detention process, whereby those detained can correct deficiencies, and those detained without justification have a means of arguing their case and adjusting their port State control record.

We welcome the information and statistics that we receive annually as well as the material coming from the concentrated inspection campaigns and from all the exchanges of data from which we both gain.

“We welcome the information and statistics that we receive annually”

Our members have benefited from joint talks with the Paris MoU about using age as a targeting factor, and the effect that this has on good, well-maintained vessels that happen to be acceptable one day and perceived as a high risk the next day.

Congratulations to the Paris MoU as it celebrates its twenty-fifth anniversary.

Nick Fistes
Chairman
Intertanko



A professional inspection regime driving substandard shipping away

In the context of the development of the shipping industry, twenty-five years is really not very long at all.

But contemplating an era of a quarter of a century offers a reminder that shipping has dramatically changed for the better in many respects and from our role as the representative body of dry bulk shipowners, Intercargo ascribes considerable importance to the role of port State control in securing these improvements. As an example, around the time that the Paris MoU came into being, bulk carriers were around three times more likely to suffer serious accidents than they were today. Intercargo perceives that these improvements have been largely the result of the efforts of Paris MoU and its partners to institute a professional inspection regime capable of driving substandard shipping from the worlds' oceans. Interpreting the Intercargo Casualty Reports and other Benchmarking data, it would not be overly dramatic to suggest that there are many seafarers alive today who might not have been, without the efforts of the professionalism of the Paris MoU and their network of Port State Control Officers. If nothing else, we hope that an end-result such as this will continue to encourage PSCOs to remember that their day-to-day professional efforts actually saves lives.

Port State control is very much a force to be reckoned with and with Intercargo entered ships having their best-ever performance in 2007 since records began; Intercargo applauds the work of the Paris MoU in creating a safer, more environmentally friendly industry. Put simply, statistics show that optimum regulatory impact in shipping legislation comes about through transparent, achievable and easily understood rules achieved through consensus between shipping stakeholders; and which have equal impact in penalising the substandard and rewarding those that follow and exceed the regulatory requirements.

Intercargo looks forward confidently to the future and looks forward to playing its part in working with the Paris MoU and other parties responsible for the safety of shipping. Perhaps as we look forward to the next 25 years, we may be looking at universal international standards of checking compliance with International Conventions – and we shall be undoubtedly thankful for the pioneering efforts of the Paris MoU all those years ago.

Rob Lomas
Secretary General
Intercargo



25 years have passed so quickly

While enthusiastically congratulating Port State Control on its Silver Jubilee I find it hard to believe those 25 years have passed so quickly.

At the beginning port State control had, like Agag, to “tread delicately”. It must not create opposition by appearing to constitute yet another bureaucratic, interfering Regulatory Body. Owners, managers and sea staff felt that already there were sufficient checks on their behaviour to say nothing of their inbuilt pride in doing their job with efficiency, economy and strict regard for safety and the environment.

However several disasters particularly oil spills convinced the major maritime nations that an unbiased authority should be set up which would convince the non-maritime public (in particular) that the industry was intent on dealing with and eliminating “rogue” or badly run owners and managers. Hence the Paris Memorandum of Understanding and the establishment of Port State Control.

Since those beginnings I have every cause openly to admire the conduct of port State control. It has decidedly not become bureaucratic and costly.

The limited HQ staff have done a most effective job in targeting the “bad” ships and have avoided the temptation of randomly attacking ships in general (ie just the easy ships).

Now under the aegis of Brussels the Paris MoU must strenuously avoid attracting the criticism of bureaucracy that many attach to Europe.

The other pitfall to be avoided is to create Global Divisions by apparently setting up Europe in competition with the colossal maritime activity of Asia.

The present management of the Paris MoU have, as did their predecessors, maintained a reputation for integrity second to none. They are admired and backed by the IMO, very important, the owners, the insurers, the Classification Societies and, last but not least by IMIF and its membership.

Well done and we shall keep going our regular contact which we have enjoyed over this quarter century.

Jim G Davis CBE K(DK)
Chairman
International Maritime Industries Forum

