

# PORT STATE CONTROL

## In the offing



THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

BLACK LIST

GREY LIST

WHITE LIST

# Annual report 2009

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**The year 2009 was a very important one for the Paris MoU. We held our Port State Control Committee's 42<sup>nd</sup> Session in Reykjavik, Iceland in May 2009 and this was an important occasion and one of the highlights of our year.**

It was the first meeting with Iceland as a member of MoU Advisory Board, MAB. The meeting approved the New Inspection Regime, NIR. This saw the culmination of a significant amount of work and while there is still more to do with the formal adoption due to take place at the 43<sup>rd</sup> Session in 2010 for entry into force in January 2011 a major milestone was achieved. The meeting also adopted several other significant matters improving the port state control regime, many of which you can read about in this annual report. The meeting itself was a success and strengthens the PMoU for the future and Iceland is to be complimented on hosting our meeting.

Again in 2009 our Port State Control Officers in the 27 member Authorities of the PMoU continued their work to promote quality shipping and to reward responsible shipowners and operators. However, actions were taken against sub-standard ships and in some cases detentions were necessary. Unfortunately, there continues to be a number of refusal of entry or banning orders issued to ships. This will increase from January 2011 where the banning provision will be extended to include all ship types and ships flying the flag of registers on the Black and Grey list of the PMoU.

During 2009 the White List continued to grow and this is pleasing to see as it testifies to the success of the partnership between the Paris MoU, its member Authorities and the Industry. However, there continues to be a number of registers still on the black list.

The Paris MoU relationship with other Port State Control Memoranda is growing and a joint Concentrated Inspection Campaign on lifeboat launching arrangements was held in the latter part of the year with the Tokyo MoU. The initial results from this raised concerns over training and papers will be submitted to the IMO for consideration by all of its Member States. The Paris MoU is very proud of this growing co-operation with other MoUs and with the role played by the IMO in working with the MoUs in achieving our common goal of safe ships on clean seas.

The PMoU Secretariat again continued to serve its Members during the year and our Secretariat commenced the implementation a Quality Management System based on the ISO 9001 Standard during the year. I appreciate very much the contribution of the French Maritime Administration for the work carried out by SDSI including the maintenance and hosting of SIRENAC. I would also like to thank the European Commission and the European Maritime Safety Agency, EMSA, for the contribution and excellent relationship with the PMoU.

  
Brian Hogan



**Panta Rei: "Everything flows"**

This famous phrase attributed to the Greek philosopher Heraclitus of Ephesus (c. 535–c. 475 BCE) remarkably captures the world of today. The interpretation of the great Greek philosopher Plato was "Everything changes and nothing remains still".

The shipping world has been undergoing major changes and is facing new challenges for the future. How will this industry develop and how will it be able to meet the growing demand for well trained and experienced seafarers?

Developments in the shipping industry also have an impact on safety, the marine environment and working and living conditions on board. Overall these developments are positive and fewer ships have been detained in the Paris MoU region. At the same time there is an urgent need to focus attention on those parties in the industry which show little or no involvement to improve standards. A handful of flags and recognized organizations have scored low performance over the past years and apparently make no efforts to improve.

At the same time responsible flags have invested substantially in creating a safer environment and high quality shipping. Some flags have been successful in moving from the Paris MoU "Black List" to Grey or even White.

Only by co-operating with other organizations the Paris MoU will be able to achieve its goals for the future and hopefully eliminate sub-standard ships from our region. The constructive co-operation with the European Maritime Safety agency is an example of how two individual organizations when joining forces can deliver substantial progress, in particular in the fields of training of Port State Control Officers, implementing policy and developing a new PSC information system.

Also co-operation with international organizations like IMO and ILO, as well as other regional PSC agreements have had positive influence.

An open dialogue with the industry is an important factor for success. By gaining industry acceptance and support the Paris MoU has managed to develop a new system of port State control, giving credit to quality shipping and focusing resources on those ships choosing to ignore safety.

With the introduction of the New Inspection Regime in 2011 everything will change and nothing will remain the same.

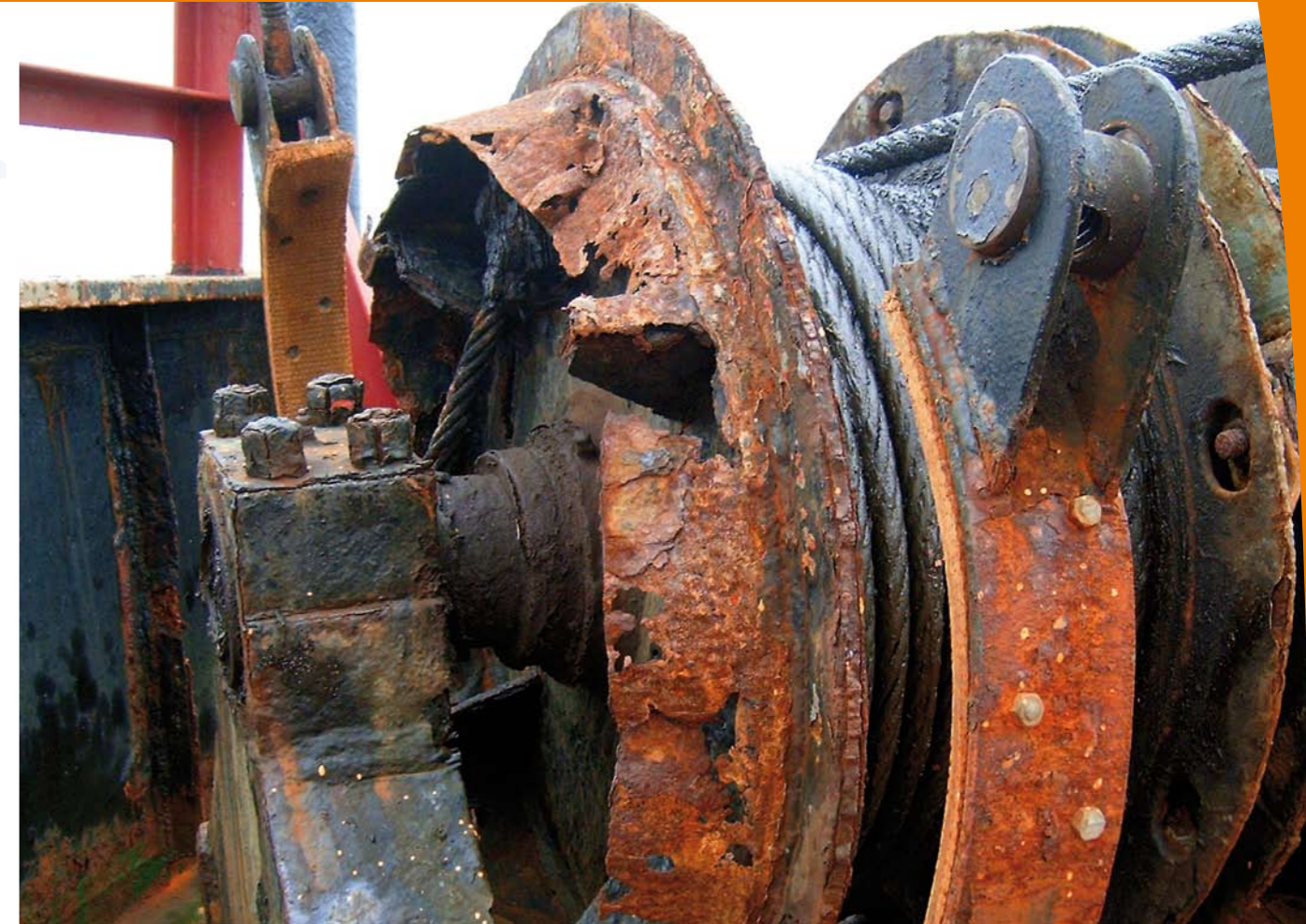


Richard W.J. Schiferli



Considered to be the worldwide index for flag performance, the Paris MoU “Black, Grey and White Lists” indicate further improvements towards quality shipping.

Panama can be congratulated for its efforts, which have resulted in moving from the Black to the Grey List. Unfortunately some other flags do little or nothing to improve their safety record and remain listed as “very high risk” black listed flags.



There are now 39 flags on the “White List”, 2 less compared with last year. Some flags have moved position with Bermuda (UK) still leading the list.

Since 2007 the detention percentage has been decreasing gradually. The trend has continued and in 2009 the percentage reached 4.4%, an all-time low over the past decade. The efforts by the Paris MoU members are paying off.

The economic recession could have had an impact on the number of ships visiting the region. In 2009 a total number of 24,186 inspections were carried out on 14,753 individual ships, a decrease of 1.9%. The total number of deficiencies recorded has dropped. The average number of deficiencies per inspection fell from 3.4 in 2008 to 3 in 2009.

The number of detentions has dropped slightly from 1,220 in 2008 to 1,059 in 2009.

In 2009 a total of 13 ships were banned. 5 out of these 13 ships were flying a “black listed flag”, 4 were flying a “white listed flag” and 4 were flying a “grey listed flag” at the time of the banning.

With 8,547 inspections and 1,264 detentions the ships flying a “black listed flag” score a detention rate of 14.8 %. For ships flying a “grey listed flag” the detention rate is 7.1% (11,223 inspections, 798 detentions) and ships flying a “white listed flag” 2.8% (51,548 inspections and 1,428 detentions). The New Inspection Regime is already casting its shadow ahead. New information is being recorded in view of entry into force on 1 January 2011. Ships will be divided into High,

Standard and Low Risk. For the first time company performance will contribute to the risk profile. Banning measures will be extended to all ship types and apply to flags on the “Black List” and “Grey List”. This should have an effect on a large number of general cargo ships that manage to continue trading in the area after multiple detentions. Particularly since detentions in up to the past 36 months (starting 17th of June 2009) are counted. These ships will no longer be welcome in Paris MoU ports after 2011 and will be “banned” for a minimum period. While low-risk ships will be rewarded with a 24 to 36 month inspection interval, high-risk ships will be subject to a more rigorous inspection regime with an expanded inspection every 6 months.



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 10 were active in 2009, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task forces are submitted to the Technical Evaluation Group (TEG) at which all Paris MoU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the task forces and Secretariat between meetings of the Committee. The Board meets several times a year and was in 2009 composed of participants from Iceland, the Netherlands, the Russian Federation, Sweden and the European Commission.

**Port State Control Committee**

The Port State Control Committee held its 42nd meeting in Reykjavik, Iceland from 18-22 May 2009. The MoU has 27 member States. The Committee made significant progress in defining further details of the new inspection regime (NIR), which will enter into force on 1 January 2011.

The NIR is a significant departure as it is a risk based targeting mechanism, which will reward quality shipping with a smaller inspection burden and concentrate on high-risk ships, which will be subject to more in-depth and more frequent inspections. The Committee also discussed progress made on the development of a new information system. The European Maritime Safety Agency (EMSA), in co-operation with the Paris MoU, manages the development of this new information system.

The Committee recognised that the International Labour Organisation's Consolidated Maritime Labour Convention 2006 may become a relevant instrument from 2011 onwards and decided to develop guidelines for port State control officers in respect of the implementation of the port State control requirements of the Convention. These guidelines will be based on the MLC 2006 and take into account the recently adopted port State control guidelines from the ILO. The Committee re-established a task force which will work on the guidelines and report to the next Committee meeting.



The Committee continued with the development of the port State control officer training scheme, which ensures the provision of training to PSCOs and aims at updating their technical and procedural knowledge.

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 lifeboat launching arrangements from September to November 2009. 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 2009 and beyond. A CIC on tanker damage stability will be carried out during 2010.

The report of the CIC on Safety of Navigation carried out in 2008 was presented to PSCC42. The results will be presented to the IMO in 2010.

**Technical Evaluation Group**

The Technical Evaluation Group (TEG) convened in March 2009 in Limassol, Cyprus and in November 2009 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 including a new information system
- Improvement of the current information system and enhanced monitoring
- The manual for PSCOs
- Evaluation of Paris MoU statistics
- Evaluation of the CIC on Safety of Navigation (2008)



- Revision of the guidelines on ISM
- Development of guidelines for PSCOs for the Maritime Labour Convention.
- Development of an evaluation procedure for the training policy
- Development of CICs on tanker damage stability (2010) and load-lines (2011)

### **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 higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures. These 5-day training sessions are concluded with an assessment and certification.

The Paris MoU is also assisting the EMSA in the preparation and delivery of New Entrant and Refresher Programmes for PSCOs from throughout the region.

During PSC Committee 42 the training policy developed by Task Force 34 was adopted. In December 2009 the policy was incorporated in a PSC Circular.

### **48th PSC Seminar**

The 48th Port State Control Seminar was held from 2 to 5 June 2009 in Tallinn Estonia. Port State Control Officers from the Paris MoU attended the Seminar, as well as participants from the Black Sea MoU and USCG. The main topics of discussion were developments with regard to the new inspection regime, the guidelines for LRIT and the CIC on lifeboat launching arrangements.

### **49th PSC Seminar**

The 49th Port State Control Seminar was held from 1 to 3 December 2009 in Helsinki, Finland. Port State Control Officers from the Paris MoU attended the Seminar, as well as participants from the Black Sea MoU and the Mediterranean MoU.

Apart from new developments in the MoU and at EMSA the Seminar discussed experiences during the CIC on lifeboat launching arrangements, the developments regarding MARPOL Annex VI, the coming CIC on tanker damage stability and port State control implementation in Finland.

### **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 2009 this training dealt with Bulk Cargoes and the



problems Port State Control Officers may encounter. Both training programmes are intended for experienced PSCOs. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice.

Lecturers for the training programmes are recruited from the maritime Administrations of the member States, international organizations and the maritime industry. For the training programmes in 2009 the United Kingdom, the Netherlands, Belgium as well as Lloyds Register and service companies, among others, provided lecturers.

### **The 7th Expert Training "The Human Element"**

In January 2009 the seventh Expert Training programme was held in The Hague with the Human Element as the central theme. Participants from member States took part in this training. The issues discussed during the training session were the ILO and STCW conventions, the Code of Good Practice and inter-cultural communication.

### **The 6th Expert Training "Safety and Environment"**

The sixth Expert Training programme was held in The Hague in February 2009. Important issues during this training were the IMDG Code, Load Lines, life saving appliances and oil filtering equipment.



### **The 8th Expert Training "The Human Element"**

In October 2009 the eighth Expert Training programme was held in The Hague with the Human Element as the central theme. The issues discussed during the training session were the ILO and STCW conventions, the Code of Good Practice and inter-cultural communication.

### **Train the trainer programme for the CIC on lifeboat launching arrangements**

In April 2009 a special one-and-a-half day training programme was held for experts from member States to prepare for the CIC on lifeboat launching arrangements. The training was conducted as a train the trainer programme. The programme focussed on the questionnaire and specifically the guidelines. The second part of the programme was a visit to a lifeboat launching appliances service company to get hands-on experience with davits and hooks.

The programme was conducted twice with smaller groups. Participants from the member States, the Black Sea MoU and the US Coast Guard took part in the programme.

### **Training in cooperation with EMSA**

The Paris MoU is also assisting EMSA in the training delivered to PSCOs, including the preparation and delivery of New Entrant and Refresher Programmes for PSCOs from throughout the region or contributing in development of Distance Learning Programmes.

### **New Entrant PSC Seminar**

Being one of the mandatory elements of the qualification process for any new inspector to be authorised as a PSCO, the 4th New Entrant PSC Seminar was held from 15 to 19 June in Lisbon. Attended by 57 surveyors, this five-day seminar used a detailed inspection scenario to focus on port State control procedures, from the selection of a ship through to the completion of the PSCO's report.

### **Refresher PSC Seminars**

In 2009, the 6th, 7th and 8th Refresher PSC Seminars organised in Lisbon were attended by a total of 137 PSCOs. Again during these seminars a ship inspection scenario is used to harmonise best practises. PSCO tools such as PSC Instructions, the manual for PSCOs and RuleCheck are used in order to improve individual knowledge.

### **Detention Review Panel**

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

In 2009 the Secretariat received 6 official requests for review.

Each case was recorded by the Secretariat and submitted to MoU members for review. One case was closed without review after reconsideration by the port State involved prior to the opinion of the panel.



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

### **Quality management**

In 2008 the Paris MoU Secretariat started the process to develop and implement the ISO2001:2008 quality management system (QMS) for the activities and products of the Secretariat. In 2009 the Secretariat made the preparations to start working according to this QMS from 1st January 2010. It will help the Secretariat to accomplish its mission: Supporting the Member States, in all respects, to ensure effective operation of the Paris Memorandum on Port State Control.

### **Paris MoU on the Internet**

The Paris MoU Internet site has continued to enjoy an increasing demand from a variety of visitors. In particular 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. The port State enters ships that are currently under detention in a listing. Validated port State Control inspection reports can be accessed and provide the visitor with more detailed information.

The layout of the Paris MoU website has been improved in 2009 with the introduction of icons for the most frequently used items and with the regular publication of statistics derived from the BI tool.



A new item on the website is “detained ships in the spotlights” with a focus on ships which were detained 5 or more times during 24 months in the PMoU region.

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 public aware of unsafe ships that have been caught by port State control.

During 2009 details were published of:

- MAHMOUD Z detained by Italy;
- IOANNA G, registered in Panama and detained in Las Palmas, Canary Islands, Spain.



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

Other information of interest such as the monthly list of detentions, the Annual Report, the statistics of the “Blue Book” and news items can be downloaded from the website, which is found at [www.parismou.org](http://www.parismou.org).

**Concentrated inspection campaigns**

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

**CIC 2009 Lifeboat launching arrangements**

In the period from 1 September to 30 November 2009 a total of 5,749 inspections with CIC questionnaires were completed. Although the majority of ships were only inspected once, several ships were inspected more than once.

During this campaign the 27 member State authorities focussed on compliance with vital points of SOLAS Chapter III, ISM and the LSA Code requirements on inspected ships. A matter of serious concern is that 1 out of every 5 inspections showed lifeboat launching arrangements deficiencies during the CIC. In total 2,136 CIC related deficiencies were recorded during the inspections.



During the 3-month period 246 ships were detained. 32% of these detentions were CIC related. This means that in 80 cases the lifeboat launching appliances had deficiencies that were serious enough to detain the ship.

The campaign revealed that one out of eight drills, when conducted, was not performed satisfactorily. In one out of 6 cases the identification of hazards associated with launching and recovery of lifeboats and the procedures or instructions relating to the hazards were found unsatisfactory. These are related to the safety management system (ISM) on board the ship. All other items inspected showed good overall compliance.

Of the flag States with more than 10 inspections during the CIC the flag States with the highest CIC related detentions percentage were Switzerland (17%), Sierra Leone (11%), Togo (10%) and Cambodia (10%).

General dry cargo ships accounted for 54% of CIC related detentions, bulk carriers and ro-ro/ container vehicle ships accounted respectively for 20% and 10% of the CIC related detentions.

The objective of the CIC was to ensure that lifeboats and associated launching arrangements are well maintained, that the crew are aware of the maintenance requirements and of the dangers of launching and recovering lifeboats. The results of the CIC, which reveal that almost one third of all



the detentions resulting from the campaign were CIC topic related, provides a good indication that the industry has not effectively implemented the required lifeboat launching arrangements to an acceptable level.

**CIC Campaigns 2010 and 2011**

For 2010, the PSC Committee decided on a Concentrated Inspection Campaign that will focus on damage stability of oil tankers. For 2011, the Committee agreed that there will be a CIC campaign on structural safety and the international Load Lines Convention.

**Co-operation with other organizations**

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Nine regional MoUs have been established. The Committee has expressed concern that members who have not made efforts to exercise effective control over their own fleet dominate some of these MoUs. 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 or observer status.

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

The 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 17th session of the Sub-Committee on Flag State Implementation in April 2009.

The 2008 Annual Report, including inspection data, an analysis of 2008 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.

**Membership of the Paris MoU**

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

For all these members the Paris MoU standards will prevail.





In the following pages the facts and figures of 2009 are listed. The figures show a decrease in the number of inspections, inspected ships, deficiencies and the number of detentions.

**Inspections**

With a total number of 24,186 inspections performed in 2009 the inspection figures showed a decrease of 1.9% compared with the figures of 2008. Each individual ship was inspected an average of 1.6 times per year, a rate which has changed little since 1999.

The overall inspection effort, which is the ratio of the number of inspections to the number of individual ship calls in members' ports was 29.93%. With the exception of Finland, all member States reached the 25% inspection effort commitment of the Memorandum.

**Deficiencies**

In 2007 the number of deficiencies recorded was 74,713; in 2008, 83,751 deficiencies were recorded. In 2009 this number decreased to a total of 71,911 deficiencies. Compared with 2008 this is a decrease of deficiencies of 14.1%.

In 57% of all inspections performed, one or more deficiencies were recorded. In 2008 this figure was 58%.

The average number of deficiencies per inspection also decreased from 3.4 in 2008 to 3 in 2009. The Concentrated Inspections Campaign on Lifeboat launching arrangements does have an influence on the number of deficiencies recorded.

**Detentions**

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

Compared with 2008, the number of detentions has decreased from 1,220 to 1,059 detentions. The average detention rate of 2009 is 4.38% and is lower than the historically low figure of 2005, which showed a detention rate of 4.67%. Overall, the last decade shows a trend towards a decrease in detentions.

**"Black, Grey and White List"**

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

On the "Black, Grey and White list" for 2009 a total number of 82 flags are listed: 24 on the "Black list", 19 on the "Grey list", and 39 on the "White list". In 2008 the total number of flags listed totalled 83 flags, namely 21 on the "Black List", 21 on the "Grey List" and 41 on the "White List".



Most flags that were categorised as very high risk in previous years remain so in 2009. The poorest performing flags are DPR Korea, Libyan Arab Jamahiriya, Montenegro, Togo, Bolivia and Albania. New on the list are the flags of Montenegro and Togo (very high risk), Viet Nam (medium to high risk) and Jamaica (medium risk).

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

ending up on the "Black List" next year. On this year's "Grey List" a total number of 19 flags is recorded. Last year the "Grey List" recorded 21 flags. New on the "Grey List" is Panama, last year still on the "Black List". Also new on the "Grey List" is Tuvalu, last year not listed. Finally Switzerland and Vanuatu are new on the "Grey List" and they were last year still on the "White List".

The "White List" represents quality flags with a consistently low detention record. Compared with last year, the number of flags on the "White List" has decreased by 2 flags to a total number of 39 flags.



Again Bermuda (United Kingdom) has been placed highest on the list in terms of performance. The next in line of the best performing flags in 2009 are China (-1.83) and Denmark (-1.80).

In the new graph of the distribution of listed and not listed flags it is shown that only 1% of the ships inspected are from flags not listed on the BGW list.

**Ship type**

In 2009 the detention rate of general dry cargo ships (6.78%) is higher than the detention rate of other ship types. Ship types like refrigerated cargo vessels and bulk carriers have a lower detention rate of 5.05% and 4.60% respectively. Some other ship types have even lower detention rates.

**Performance of Recognized Organizations**

For several years the Committee has closely monitored the performance of classification societies acting as recognized organizations



for flag States. To calculate the performance of the recognized organizations (RO), the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO are needed before the performance is taken into account for the list. In 2009 28 ROs are recorded on the performance list.

Among the best performing recognized organizations were:

- Registro Italiano Navale (Italy) (RINA)
- American Bureau of Shipping (ABS)
- Germanischer Lloyd (Germany) (GL)

The lowest performing organizations were:

- Register of Shipping (Albania) (RSA)
- International Register of Shipping (IS)
- Bulgarski Koraben Registar (BKR)

Compared with last year's performance level, a shift in RO performance in 2009 can be noticed. This year more organizations have been placed on the medium part of the list and fewer organizations have been placed on the high and low performing part of the list. Details of the responsibility of recognized organizations for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a recognized organization in accordance with the criteria it is recorded and the RO is informed. Out of 1,059 detentions recorded in 2009, 119 or 11.23% were considered RO related which is a decrease compared with the 14.3% of the previous year.

In 2008 only one EU recognized RO did not qualify for the "high" performance list. This year Hellenic Register of Shipping and RINAVE Portuguesa are on the Medium list, the other EU recognized ROs have been placed on the high performance list.

**Refusal of access of ships**

A total of 13 ships were banned from the Paris MoU region in 2009 for reasons of failure to call at an agreed repair yard (3), jumping detention (3), or because of multiple detentions (7). A number of ships remain banned from previous years.



**Deficiencies per major category**

The number of deficiencies in areas such as equipment and machinery and safety and fire appliances accounted for about 47% of the total number of deficiencies. Other areas where deficiencies are found are in the areas of ship and cargo operations (12.1%), working and living conditions (10.9%), stability and structure (12.4%) and certificates (11.1%) The trends in those areas are clarified 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 a decrease of 19.1% from 3,341 in 2008 to 2,704 in 2009.

**Equipment and machinery**

The deficiencies in this area showed a decrease of 15.1%, from 20,809 in 2008 to 17,664 deficiencies in 2009.

**Safety and fire appliances**

In 2008 deficiencies in safety areas such as life saving appliances, fire fighting equipment, alarm signals, structural safety, accounted for almost 22% of the total number of deficiencies. The number of deficiencies in these areas decreased almost 7.7% from 17,112 in 2008 to 15,800 in 2009.

**Ship and cargo operations**

Deficiencies in this area showed a decrease of 14.4%, compared with 2008. A new item in this area is the Anti-fouling System (AFS) convention with 58 deficiencies in 2009.

**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 decreased by 20.1% from 9,823 in 2008 to 7,846 in 2009. A new item in this area is the ILO180 convention with 62 deficiencies in 2009.

**Management**

Deficiencies in this area with ISM related deficiencies showed a decrease of 8.2%, compared with 2008.

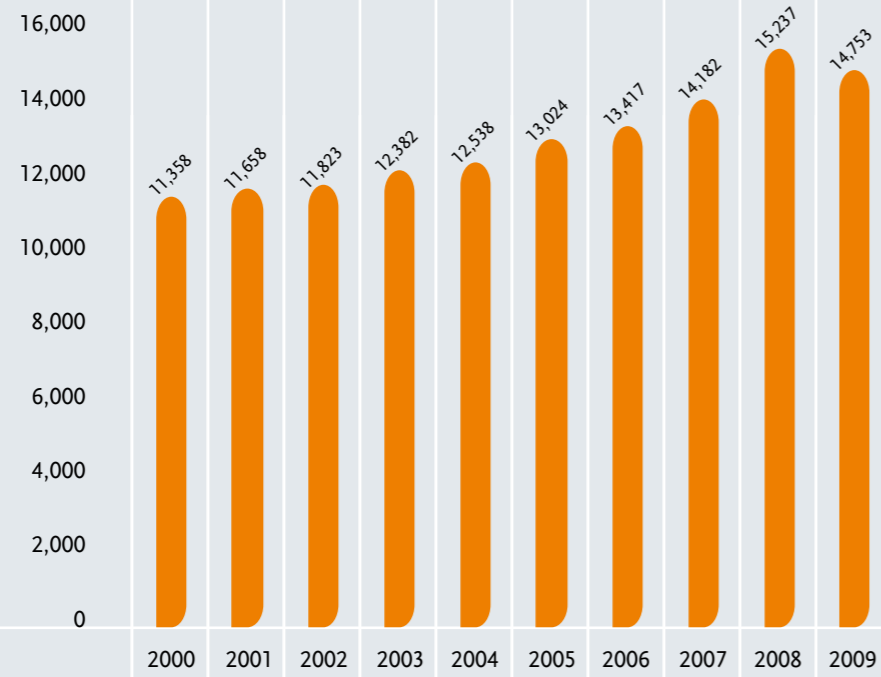






## Basic port state control figures

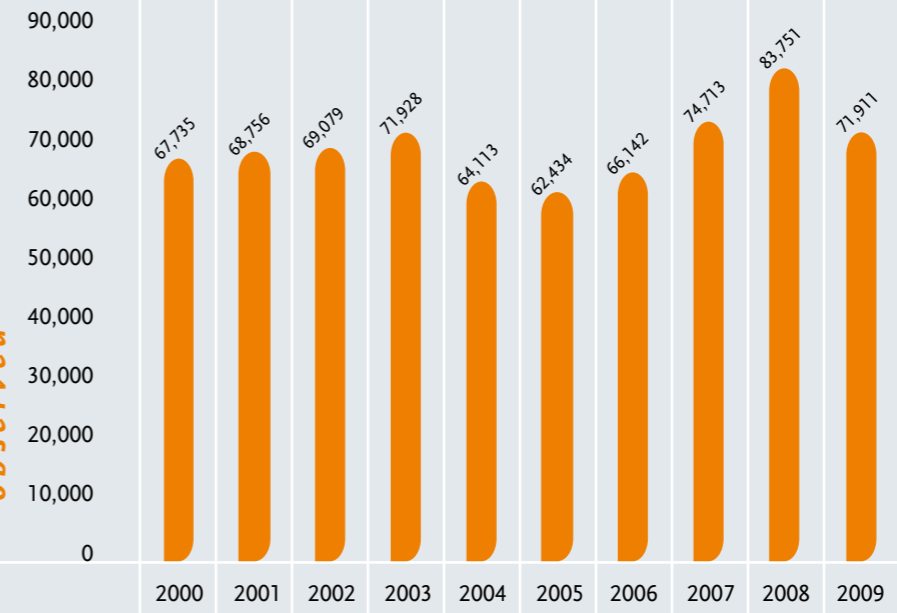
number of individual ships inspected



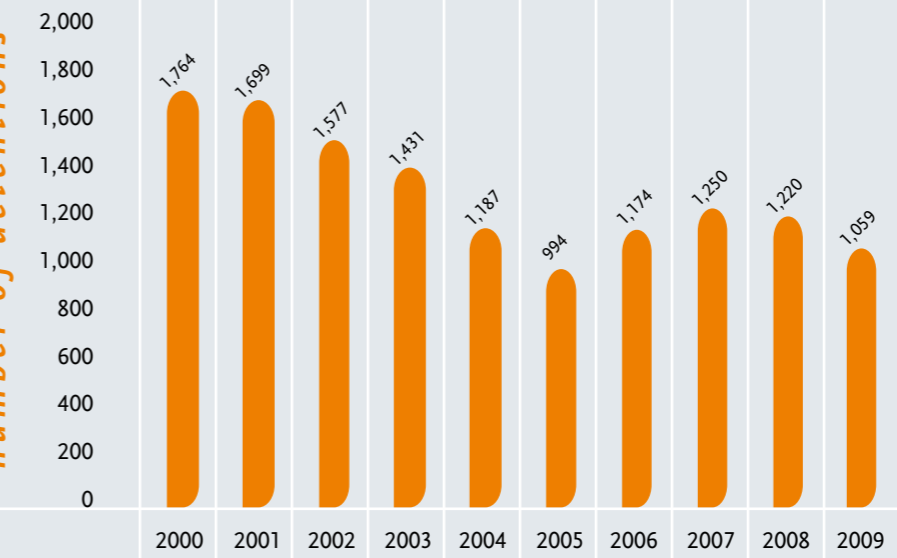
number of inspections



number of deficiencies observed



number of detentions



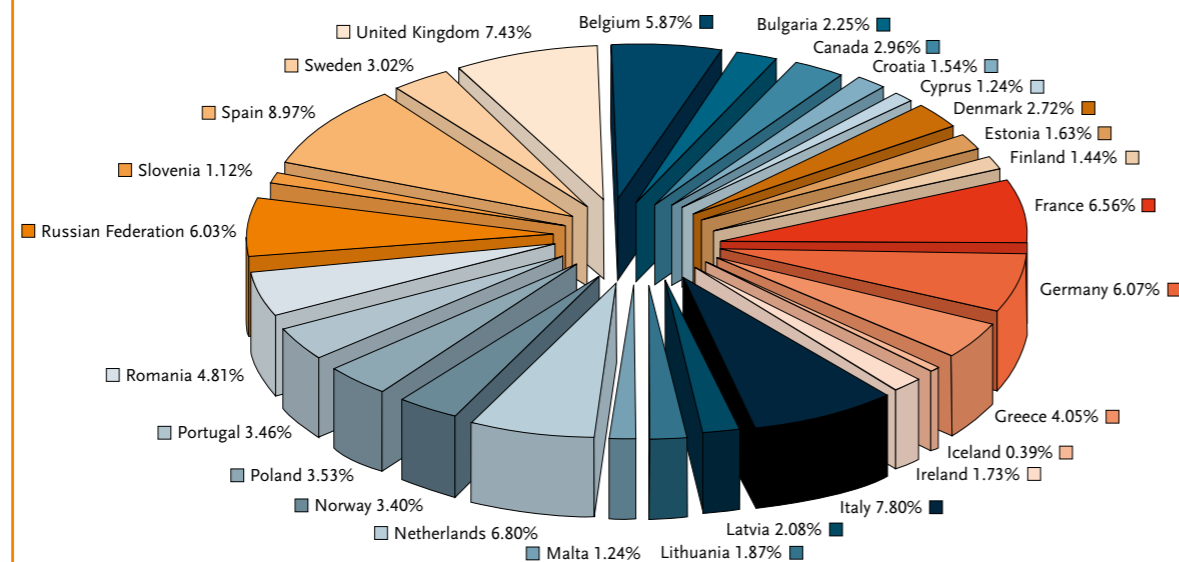
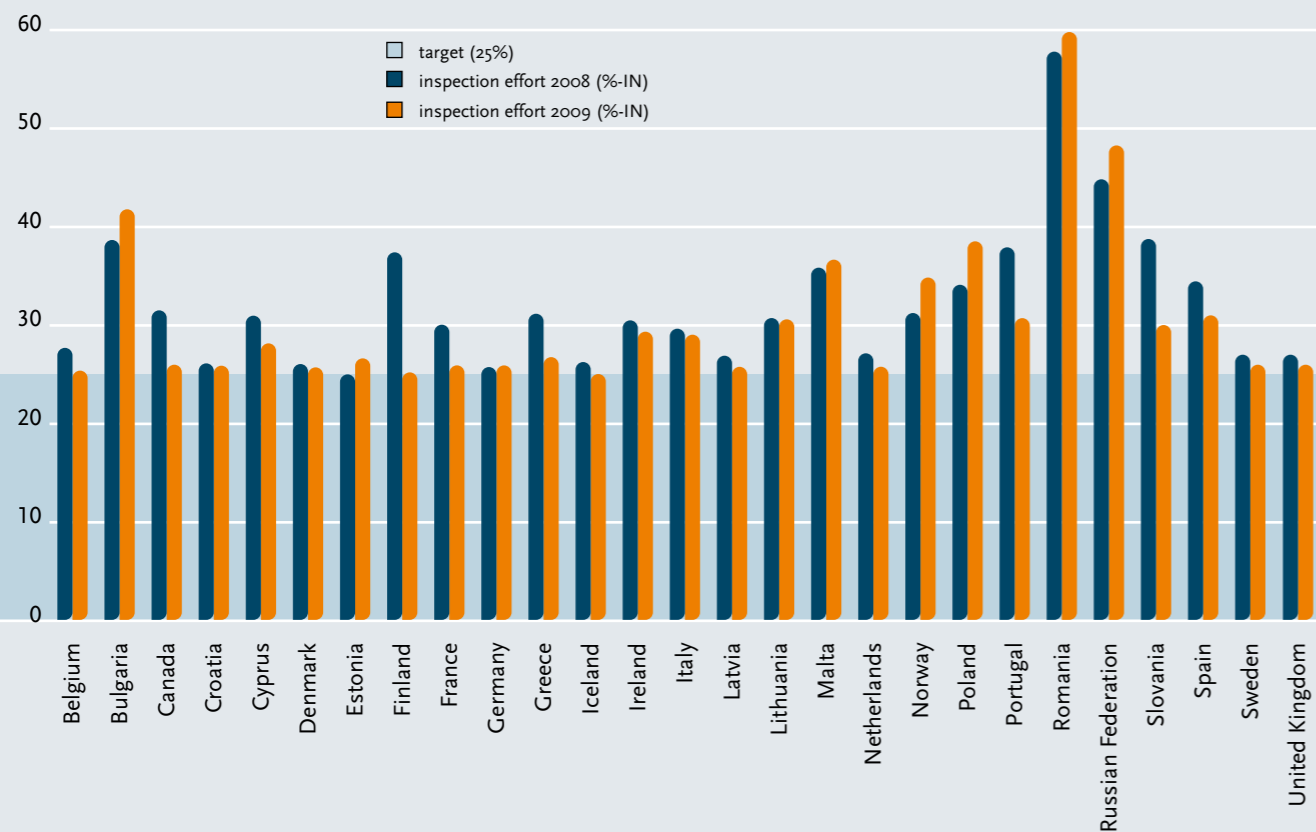
detentions in % of inspections





# Inspection efforts

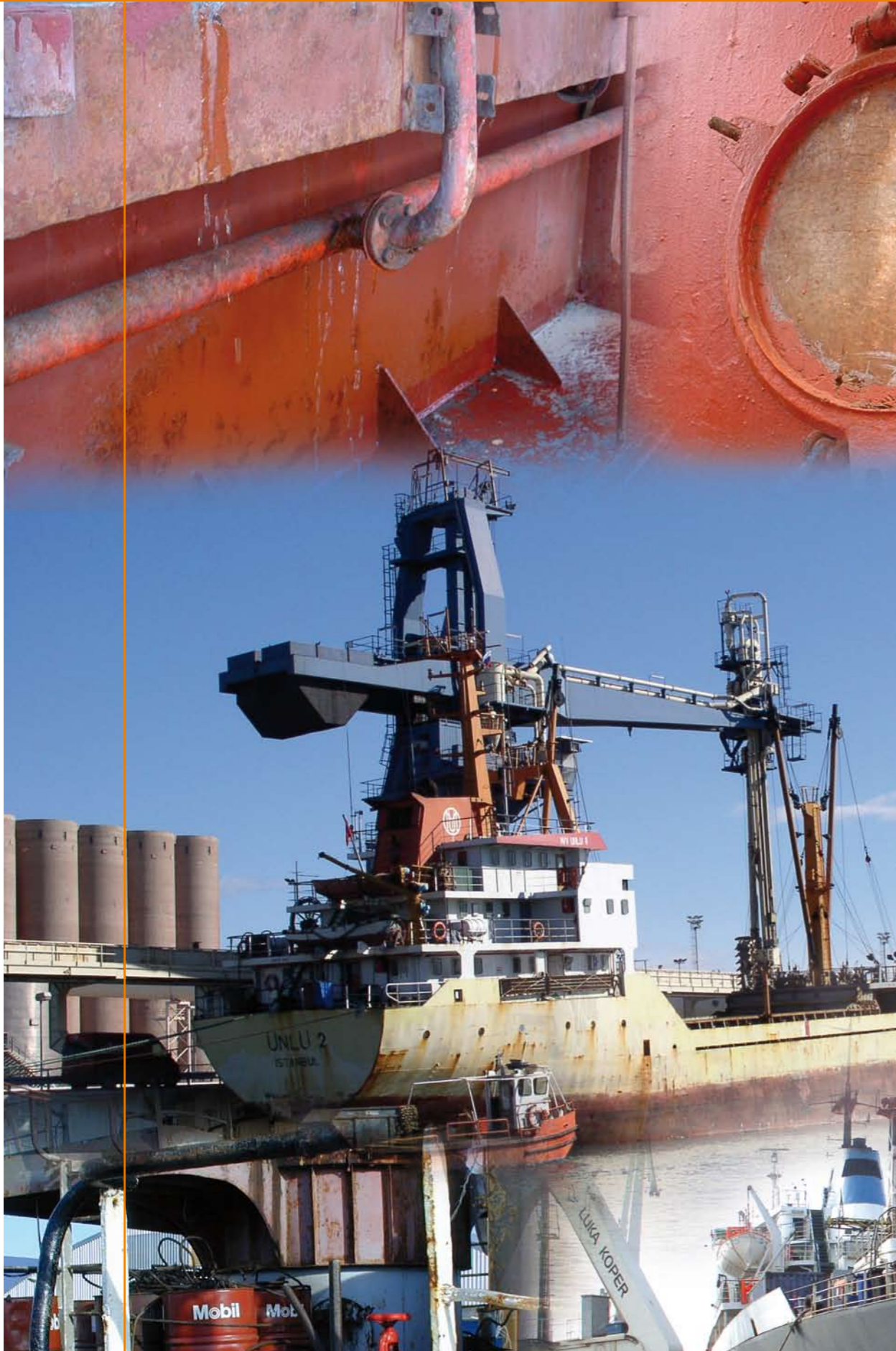
inspection efforts of members compared to target



MOU port State	Individual Ships Calls	Inspections	Inspections with deficiencies	Detentions	Detents with RO related deficiencies	%-Insp. with deficiencies	% Detained	% Individual Ships inspected (25% commitment)	% Inspection of MOU total
Belgium	5,463	1,419	817	77	19	57.58	5.43	25.97	5.87
Bulgaria	1,287	544	404	23	9	74.26	4.23	42.27	2.25
Canada	2,662	715	310	25	1	43.36	3.50	26.86	2.96
Croatia	1,400	373	273	22	4	73.19	5.90	26.64	1.54
Cyprus	1,047	300	180	53	12	60.00	17.67	28.65	1.24
Denmark	2,520	658	279	11	1	42.40	1.67	26.11	2.72
Estonia	1,446	395	113	3	0	28.61	0.76	27.32	1.63
Finland	1,424	349	106	2	0	30.37	0.57	24.51	1.44
France	5,980	1,587	950	66	5	59.86	4.16	26.54	6.56
Germany	5,583	1,468	768	48	3	52.32	3.26	26.29	6.07
Greece	3,497	979	496	53	4	50.66	5.41	28.00	4.05
Iceland	372	94	29	2	0	30.85	2.13	25.27	0.39
Ireland	1,428	418	197	28	5	47.13	6.70	29.27	1.73
Italy	6,566	1,885	1,170	171	20	62.07	9.07	28.71	7.79
Latvia	1,941	504	192	3	0	38.10	0.60	25.97	2.08
Lithuania	1,446	451	286	9	0	63.41	2.00	31.19	1.86
Malta	817	299	205	9	1	68.56	3.01	36.60	1.24
Netherlands	6,284	1,645	856	35	2	52.04	2.13	26.18	6.80
Norway	2,382	822	278	15	2	33.82	1.82	34.51	3.40
Poland	2,283	853	498	27	2	58.38	3.17	37.36	3.53
Portugal	2,669	836	518	23	2	61.96	2.75	31.32	3.46
Romania	1,947	1,163	751	41	4	64.57	3.53	59.73	4.81
Russian Federation <sup>1</sup>	3,073	1,459	1,037	71	11	71.08	4.87	47.48	6.03
Slovenia	907	272	90	36	13	33.09	13.24	29.99	1.12
Spain	6,878	2,170	1,475	138	18	67.97	6.36	31.55	8.97
Sweden	2,724	731	303	9	0	41.45	1.23	26.84	3.02
United Kingdom	6,766	1,797	1,265	59	2	70.40	3.28	26.56	7.43
<b>Total</b>	<b>80,792</b>	<b>24,186</b>	<b>13,844</b>	<b>1059</b>	<b>140</b>	<b>57.25</b>	<b>4.38</b>	<b>29.93</b>	<b>100.00</b>

<sup>1</sup> Only movements to the Russian ports of the Baltic, Azov, Caspian and Barents Seas are included





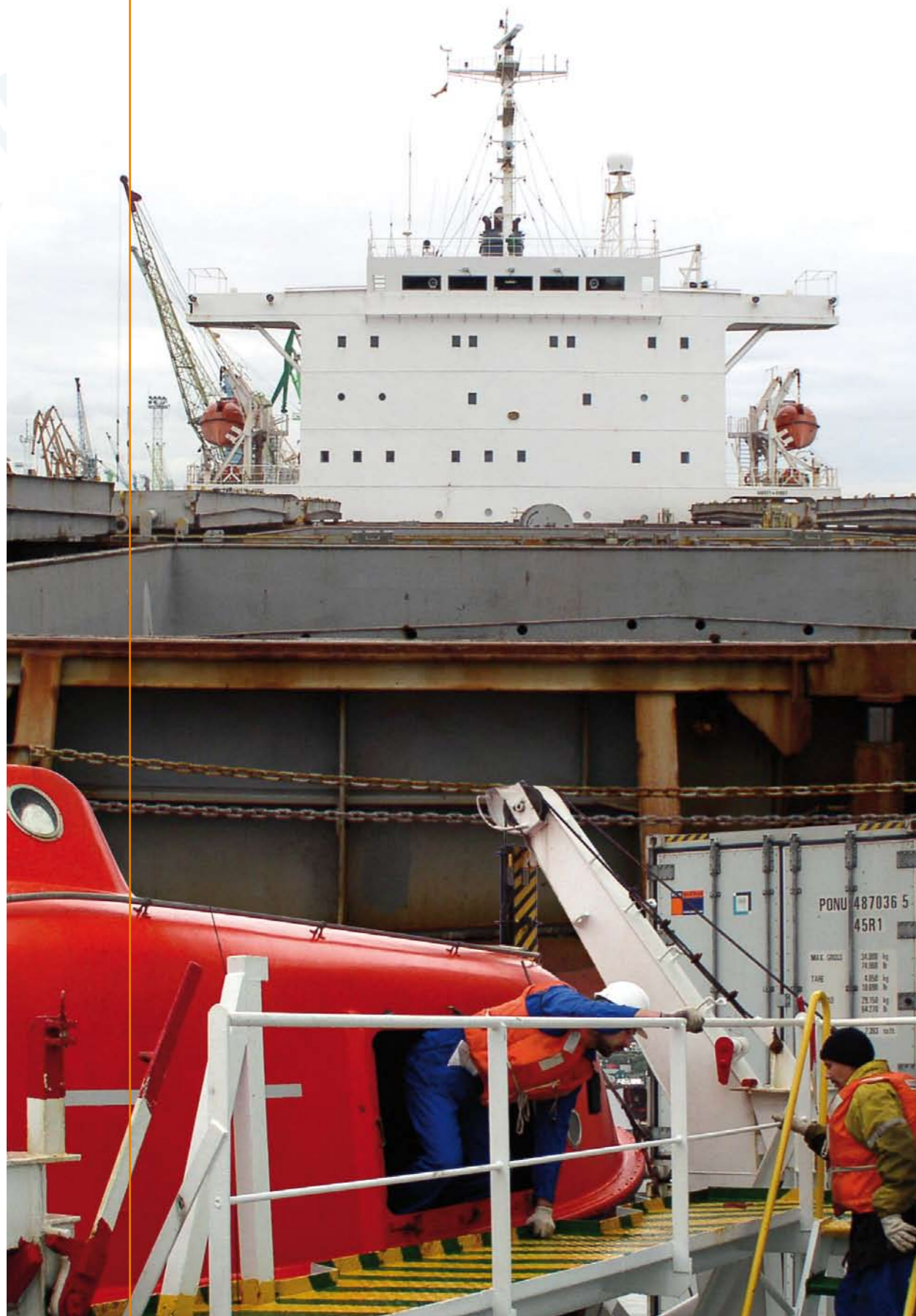
Flag	Inspec- tions 2007-2009	Deten- tions 2007-2009	Black to Grey limit	Grey to White limit	Excess Factor
<b>Black list</b>					
Korea, DPR	103	35	12	very high risk	7.45
Libyan Arab Jamahiriya	41	15	6		6.78
Montenegro	46	14	7		5.24
Togo	73	20	9		5.05
Bolivia	40	12	6		4.88
Albania	245	56	24		4.86
Sierra Leone	517	110	46	high risk	4.79
Comoros	617	113	54		3.94
Cambodia	875	146	74		3.55
Moldova, Republic of	236	44	23	medium to high risk	3.55
Georgia	832	129	71		3.17
St Kitts and Nevis	444	69	40		2.94
Syrian Arab Republic	264	41	26		2.68
Viet Nam	31	7	5	medium risk	2.52
Slovakia	286	41	28		2.37
Lebanon	77	13	10		2.17
Mongolia	58	10	8	medium risk	1.97
Dominica	165	22	17		1.77
St Vincent and the Grenadines	2,173	219	172		1.68
Egypt	134	18	15		1.67
Ukraine	541	56	48		1.44
Jamaica	56	8	8		1.20
Belize	633	58	55		1.13
Honduras	60	8	8		1.02





Flag	Inspec- tions 2007-2009	Deten- tions 2007-2009	Black to Grey limit	Grey to White limit	Excess Factor
<b>Grey list</b>					
Panama	8,333	619	622	544	0.96
Algeria	108	12	12	3	0.96
Azerbaijan	104	11	12	2	0.89
Cook Islands	125	12	14	4	0.81
Tuvalu	33	4	5	0	0.79
Antilles, Netherlands	670	48	58	36	0.55
Saudi Arabia	58	4	8	0	0.49
Tunisia	55	3	7	0	0.38
Bulgaria	275	17	27	12	0.35
Iran, Islamic Republic of	174	10	18	6	0.32
Malaysia	83	4	10	1	0.29
Morocco	148	8	16	5	0.29
Korea, Republic of	221	12	22	9	0.24
Faroe Islands	127	6	14	4	0.22
United States of America	138	6	15	4	0.16
Latvia	157	7	17	5	0.15
Switzerland	90	3	11	2	0.13
Thailand	160	6	17	5	0.05
Vanuatu	164	6	17	6	0.03



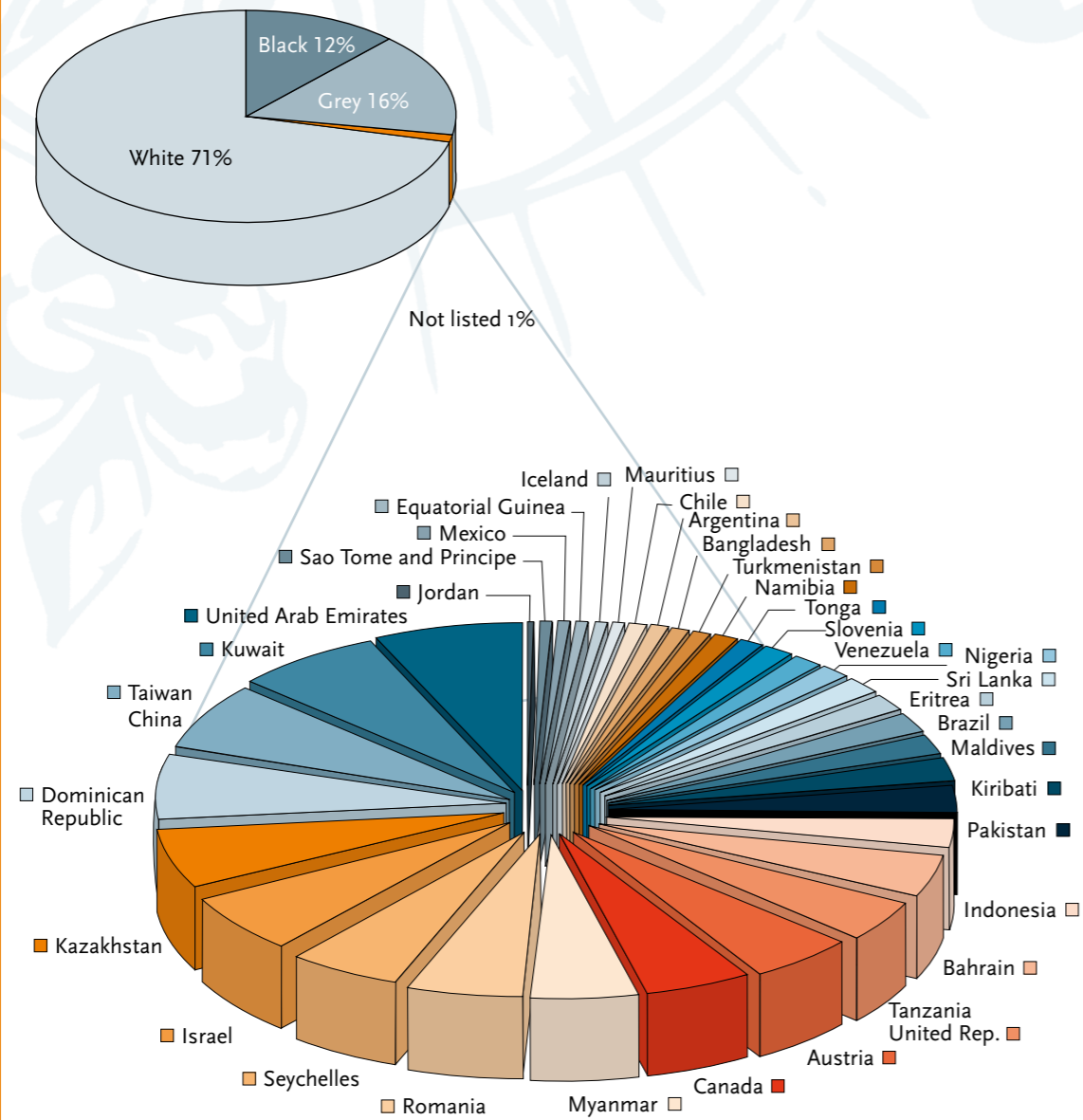


Flag	Inspec- tions 2007-2009	Deten- tions 2007-2009	Black to Grey limit	Grey to White limit	Excess Factor
<b>White list</b>					
Croatia	189	7	20	7	0.00
Qatar	32	0	5	0	0.00
Japan	76	1	9	1	-0.11
Turkey	2,182	115	173	133	-0.29
Philippines	204	6	21	8	-0.38
Poland	204	6	21	8	-0.38
Cayman Islands, UK	319	11	30	14	-0.43
Spain	270	8	26	12	-0.54
Barbados	507	18	45	26	-0.58
Russian Federation	2,266	100	179	138	-0.60
India	156	3	17	5	-0.63
Lithuania	241	6	24	10	-0.67
Portugal	527	17	47	27	-0.72
Estonia	141	2	15	4	-0.78
Malta	5,252	219	399	337	-0.78
Antigua and Barbuda	5,033	177	383	322	-1.01
Liberia	4,247	147	325	269	-1.01
Cyprus	2,735	88	214	169	-1.05
Belgium	213	3	22	8	-1.08
Gibraltar, UK	1,167	31	97	67	-1.14
Norway	2,500	65	196	154	-1.27
Marshall Islands	2,063	52	164	125	-1.28
Luxembourg	165	1	17	6	-1.33
Bahamas	3,685	92	284	232	-1.35
Hong Kong, China	1,284	26	105	74	-1.41
Singapore	1,253	25	103	72	-1.41
Greece	1,556	32	126	92	-1.42
Sweden	1,042	16	87	59	-1.57
Man, Isle of, UK	922	13	78	51	-1.60
Italy	1,403	20	114	82	-1.65
Netherlands	3,409	56	264	214	-1.66
Ireland	164	0	17	6	-1.67
Germany	1,320	17	108	77	-1.70
Finland	630	6	55	33	-1.71
United Kingdom	1,991	26	159	120	-1.74
France	367	2	34	17	-1.75
Denmark	1,347	14	110	78	-1.80
China	219	0	22	9	-1.83
Bermuda, UK	267	0	26	11	-1.91



# Distribution of listed and not listed flags

Listed and not listed flags



Flag	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Albania	58	13	49	21	84.48	22.41
Algeria	35	3	26	18	74.29	8.57
Antigua and Barbuda	1,704	65	964	849	56.57	3.81
Antilles, Netherlands	203	18	134	101	66.01	8.87
Argentina	1	0	1	1	100.00	0.00
Austria	3	1	3	3	100.00	33.33
Azerbaijan	25	5	15	16	60.00	20.00
Bahamas	1,200	32	626	737	52.17	2.67
Bahrain	5	0	4	4	80.00	0.00
Bangladesh	2	2	2	1	100.00	100.00
Barbados	188	6	108	91	57.45	3.19
Belgium	72	1	35	49	48.61	1.39
Belize	219	19	179	106	81.74	8.68
Bermuda, UK	82	0	27	64	32.93	0.00
Bolivia	16	3	16	7	100.00	18.75
Bulgaria	58	0	43	33	74.14	0.00
Cambodia	314	45	277	149	88.22	14.33
Canada	4	0	3	4	75.00	0.00
Cape Verde	1	0	1	1	100.00	0.00
Cayman Islands, UK	86	2	40	57	46.51	2.33
China	72	0	30	61	41.67	0.00
Comoros	232	37	213	94	91.81	15.95
Cook Islands	49	5	39	26	79.59	10.20
Croatia	51	0	26	42	50.98	0.00
Cyprus	897	22	489	516	54.52	2.45
Denmark	474	6	229	300	48.31	1.27
Dominica	40	5	31	19	77.50	12.50
Dominican Republic	3	0	2	3	66.67	0.00
Egypt	43	4	34	25	79.07	9.30
Equatorial Guinea	2	1	2	2	100.00	50.00



## Inspections, detentions and deficiencies 2009

Flag	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Eritrea	3	1	3	1	100.00	33.33
Estonia	34	0	13	24	38.24	0.00
Falkland Islands	1	0	0	1	0.00	0.00
Faroe Islands	46	2	22	25	47.83	4.35
Finland	207	2	107	114	51.69	0.97
France	124	2	61	82	49.19	1.61
Georgia	227	31	191	105	84.14	13.66
Germany	516	5	246	331	47.67	0.97
Gibraltar, UK	426	11	220	207	51.64	2.58
Greece	491	8	205	370	41.75	1.63
Honduras	22	1	15	12	68.18	4.55
Hong Kong, China	462	8	218	359	47.19	1.73
Iceland	2	0	2	1	100.00	0.00
India	40	1	18	32	45.00	2.50
Indonesia	4	1	4	3	100.00	25.00
Iran, Islamic Republic of	50	3	30	32	60.00	6.00
Ireland	57	0	24	28	42.11	0.00
Israel	3	0	2	2	66.67	0.00
Italy	508	5	266	337	52.36	0.98
Jamaica	20	3	14	12	70.00	15.00
Japan	36	1	11	27	30.56	2.78
Kazakhstan	13	0	2	11	15.38	0.00
Kiribati	5	0	5	2	100.00	0.00
Korea, DPR	13	4	13	7	100.00	30.77
Korea, Republic of	57	1	35	51	61.40	1.75
Kuwait	7	0	2	6	28.57	0.00
Latvia	42	2	23	21	54.76	4.76
Lebanon	20	1	17	12	85.00	5.00
Liberia	1,476	46	786	1,036	53.25	3.12
Libyan Arab Jamahiriya	16	7	13	7	81.25	43.75

Flag	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Lithuania	75	2	42	42	56.00	2.67
Luxembourg	58	1	26	35	44.83	1.72
Malaysia	21	0	10	17	47.62	0.00
Maldives	3	0	3	1	100.00	0.00
Malta	1,826	73	1,047	1,085	57.34	4.00
Man Isle of, UK	320	5	119	196	37.18	1.56
Marshall Islands	767	17	360	555	46.94	2.22
Mauritius	2	0	2	2	100.00	0.00
Mexico	1	0	1	1	100.00	0.00
Moldova	153	30	140	80	91.50	19.61
Mongolia	14	0	12	8	85.71	0.00
Montenegro	13	3	13	5	100.00	23.08
Morocco	47	2	45	28	95.74	4.26
Myanmar	3	0	1	2	33.33	0.00
Netherlands	1,287	16	602	664	46.78	1.24
Nigeria	3	1	3	2	100.00	33.33
Norway	833	23	451	524	54.14	2.76
Pakistan	2	0	2	2	100.00	0.00
Panama	2,741	162	1,672	1,860	61.00	5.91
Philippines	77	2	53	62	68.83	2.60
Poland	70	0	42	45	60.00	0.00
Portugal	186	8	100	96	53.76	4.30
Qatar	9	0	1	8	11.11	0.00
Romania	3	0	3	3	100.00	0.00
Russian Federation	637	30	390	399	61.22	4.71
Saudi Arabia	20	0	13	17	65.00	0.00
Seychelles	9	0	4	4	44.44	0.00
Sierra Leone	194	42	179	88	92.27	21.65
Singapore	448	5	188	344	41.96	1.12
Slovakia	70	4	56	29	80.00	5.71

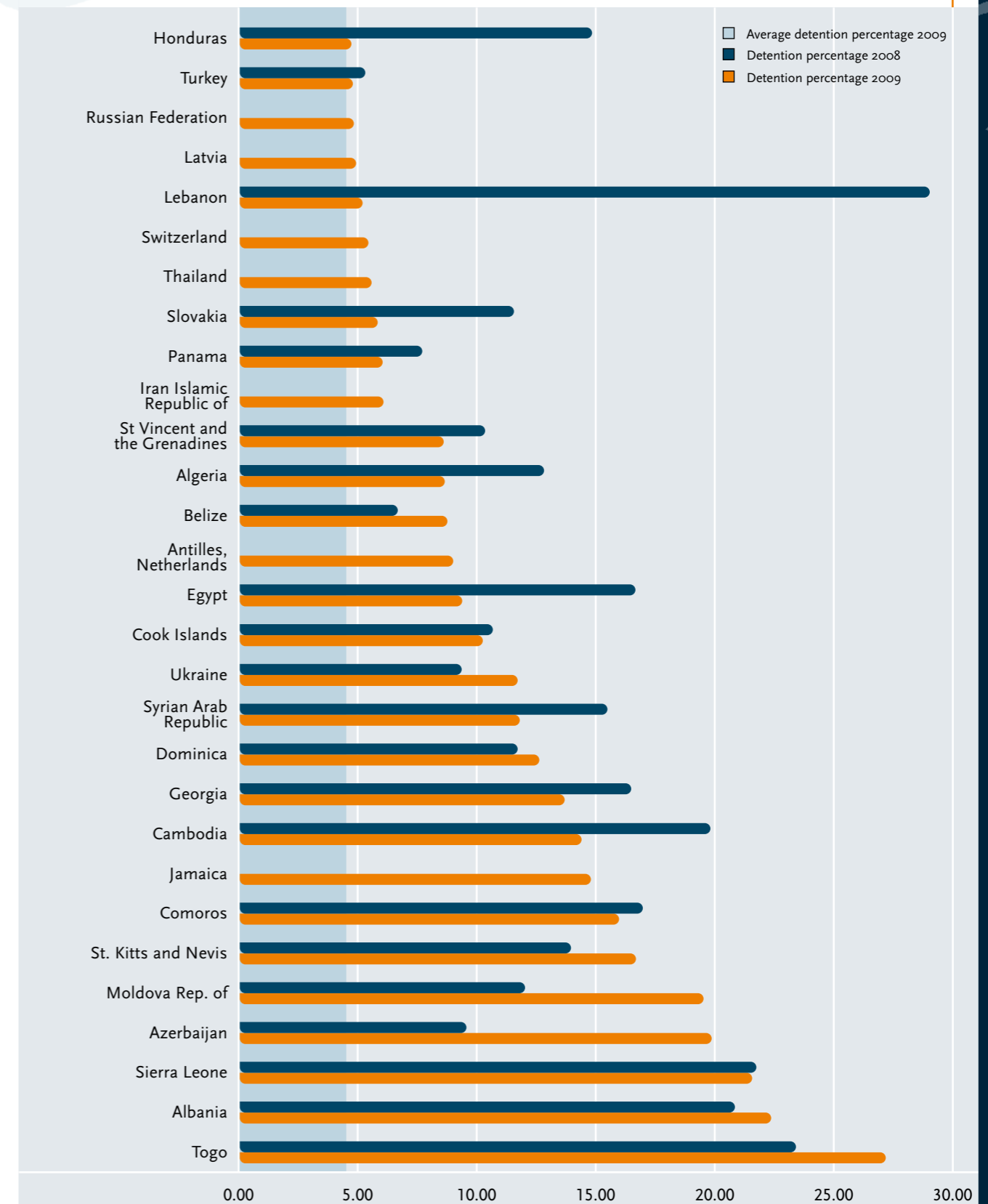


# Inspections, detentions and deficiencies 2009

Flag	Inspections	Detentions	Inspections with deficiencies	Individual Ships	Inspection % with deficiencies	Detention %
Spain	94	2	55	54	58.51	2.13
Sri Lanka	2	0	1	2	50.00	0.00
St. Vincent and the Grenadines	631	54	465	291	73.69	8.56
St. Kitts and Nevis	175	29	153	78	87.43	16.57
Sweden	344	2	153	198	44.48	0.58
Switzerland	38	2	23	22	60.53	5.26
Syrian Arab Republic	85	10	75	40	88.24	11.76
Taiwan, China	8	2	7	5	87.50	25.00
Tanzania United Rep.	13	5	12	8	92.31	38.46
Thailand	37	2	23	33	62.16	5.41
Togo	55	15	52	27	94.55	27.27
Tunisia	13	0	11	5	84.62	0.00
Turkey	738	34	444	462	60.16	4.61
Turkmenistan	3	0	3	2	100.00	0.00
Tuvalu	11	0	10	9	90.91	0.00
Ukraine	146	17	130	82	89.04	11.64
United Arab Emirates	7	0	4	6	57.14	0.00
United Kingdom	702	9	342	492	48.71	1.28
United States of America	35	0	22	28	62.86	0.00
Vanuatu	69	2	47	34	68.12	2.90
Venezuela	1	1	1	1	100.00	100.00
Viet Nam	12	3	11	9	91.67	25.00

EXCEEDING AVERAGE PERCENTAGE

- Only flags with 20 and more port State control inspections in 2009 are recorded and with a detention percentage exceeding the average percentage of 4,4% in this table and graph
- The grey area in the graph represents the 2009 average detention percentage (4,4%)





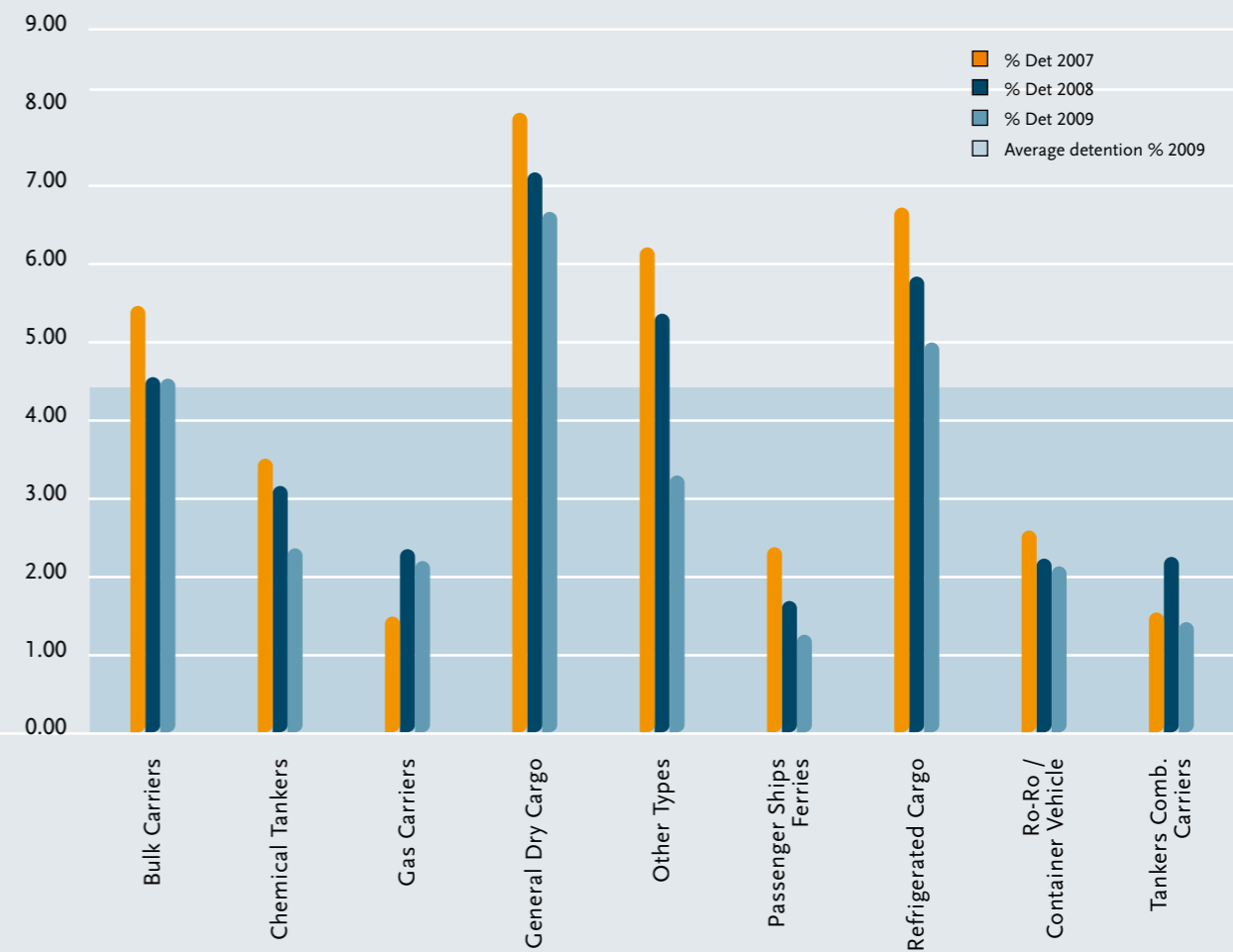
## Detentions per flag in 2009

EXCEEDING AVERAGE PERCENTAGE

Flag	Inspections	Detentions	Detentions % 2009	Excess of average 2009	Detentions % 2008	Excess of average 2008
Albania	58	13	22.41	18.03	20.88	16.00
Algeria	35	3	8.57	4.19	12.82	7.94
Antilles, Netherlands	203	18	8.87	4.49	4.59	-0.29
Azerbaijan	25	5	20.00	15.62	9.52	4.64
Belize	219	19	8.68	4.30	6.57	1.69
Cambodia	314	45	14.33	9.95	19.94	15.06
Comoros	232	37	15.95	11.57	16.93	12.05
Cook Islands	49	5	10.20	5.82	10.64	5.76
Dominica	40	5	12.50	8.12	11.76	6.88
Egypt	43	4	9.30	4.92	16.67	11.79
Georgia	227	31	13.66	9.28	16.49	11.61
Honduras	22	1	4.55	0.17	15.00	10.12
Iran Islamic Republic of	50	3	6.00	1.62	1.96	-2.92
Jamaica	20	3	15.00	10.62	0.00	-4.88
Latvia	42	2	4.76	0.38	4.76	-0.12
Lebanon	20	1	5.00	0.62	29.17	24.29
Moldova Rep. of	153	30	19.61	15.23	11.94	7.06
Panama	2,741	162	5.91	1.53	7.64	2.76
Russian Federation	637	30	4.71	0.33	3.94	-0.94
Sierra Leone	194	42	21.65	17.27	21.76	16.88
Slovakia	70	4	5.71	1.33	11.50	6.62
St Vincent and the Grenadines	631	54	8.56	4.18	10.33	5.45
St. Kitts and Nevis	175	29	16.57	12.19	13.87	8.99
Switzerland	38	2	5.26	0.88	0.00	-4.88
Syrian Arab Republic	85	10	11.76	7.38	15.53	10.65
Thailand	37	2	5.41	1.03	2.99	-1.89
Togo	55	15	27.27	22.89	23.53	18.65
Turkey	738	34	4.61	0.23	5.17	0.29
Ukraine	146	17	11.64	7.26	9.23	4.35

PER SHIP TYPE

Ship type	Inspections	Inspections with deficiencies	% of inspections with deficiencies	Individual ships	Detentions	Detention % 2009	Detention % 2008	Detention % 2007	+/- average detention %
Bulk Carriers	3,176	1,969	62.00	2,288	146	4.60	4.61	5.55	0.22
Chemical Tankers	2,411	1,144	47.45	1,490	57	2.36	3.19	3.54	-2.02
Gas Carriers	541	231	42.70	358	12	2.22	2.38	1.49	-2.16
General Dry Cargo	9,543	6,222	65.19	4,678	647	6.78	7.29	8.06	2.40
Other Types	1,356	741	54.65	1,008	45	3.32	5.44	6.30	-1.06
Passenger Ships Ferries	968	578	59.71	536	12	1.24	1.68	2.39	-3.14
Refrigerated Cargo	713	517	72.51	431	36	5.05	5.93	6.83	0.67
Ro-Ro / Container Vehicle	3,551	1,700	47.87	2,354	77	2.17	2.23	2.60	-2.21
Tankers / Comb. Carriers	1,923	741	38.53	1,491	27	1.40	2.26	1.52	-2.98





## Major categorie of deficiencies 2007 - 2009

Def. Main Group	Category of deficiencies	2007		2008		2009	
		Def	Def %	Def	Def %	Def	Def %
Certificates	Crew certificates	3,098	4.1	3,341	3.99	2,704	3.76
	Ship's certificates and documents	5,152	6.9	5,485	6.55	5,269	7.33
<b>Total Certificates</b>		<b>8,250</b>	<b>11.0</b>	<b>8,826</b>	<b>10.54</b>	<b>7,973</b>	<b>11.09</b>
Equipment and Machinery	Mooring arrangements	1,122	1.5	1,343	1.6	956	1.33
	Propulsion and auxiliary mach.	5,379	7.2	6,283	7.5	5,076	7.06
	Radio communications	3,040	4.1	3,009	3.59	2,243	3.12
	Safety of navigation	7,875	10.5	10,174	12.14	9,389	13.06
<b>Total Equipment and Machinery</b>		<b>17,416</b>	<b>23.3</b>	<b>20,809</b>	<b>24.83</b>	<b>17,664</b>	<b>24.56</b>
Management	ISM related deficiencies	4,657	6.2	4,641	5.54	4,260	5.92
<b>Total Management</b>		<b>4,657</b>	<b>6.2</b>	<b>4,641</b>	<b>5.54</b>	<b>4,260</b>	<b>5.92</b>
Safety and Fire Appliances	Alarm signals	532	0.7	608	0.73	600	0.83
	Fire safety measures	9,319	12.5	10,039	11.98	8,407	11.69
	Life saving appliances	6,147	8.2	6,465	7.71	6,793	9.45
<b>Total Safety and Fire Appliances</b>		<b>15,998</b>	<b>21.4</b>	<b>17,112</b>	<b>20.42</b>	<b>15,800</b>	<b>21.97</b>
Security	Maritime security	775	1.0	951	1.13	764	1.06
<b>Total Security</b>		<b>775</b>	<b>1.0</b>	<b>951</b>	<b>1.13</b>	<b>764</b>	<b>1.06</b>
Ship and Cargo Operations	AFS Convention					58	0.08
	Gargoes	593	0.8	689	0.82	505	0.70
	Gas and chemical carriers	226	0.3	291	0.35	208	0.29
	MARPOL - annex I	5,097	6.8	5,034	6.01	3,764	5.23
	MARPOL - annex II	162	0.2	98	0.12	85	0.12
	MARPOL - annex III	11	0.0	0	0.00	13	0.02
	MARPOL - annex IV	46	0.1	149	0.18	265	0.37
	MARPOL - annex V	743	1.0	790	0.94	764	1.06
	MARPOL - annex VI	163	0.2	176	0.21	146	0.20
	MARPOL related operational deficiencies	125	0.2	192	0.23	213	0.30
<b>Total Ship and Cargo Operations</b>		<b>9,710</b>	<b>13.0</b>	<b>10,175</b>	<b>12.15</b>	<b>8,710</b>	<b>12.11</b>
Stability and Structure	Bulk carriers	270	0.4	328	0.39	282	0.39
	Load lines	3,414	4.6	4,204	5.02	3,209	4.46
	Structural safety	5,875	7.9	6,882	8.21	5,403	7.51
<b>Total Stability and Structure</b>		<b>9,559</b>	<b>12.8</b>	<b>11,414</b>	<b>13.62</b>	<b>8,894</b>	<b>12.37</b>
Working and Living Conditions	Accident prevention (ILO147)	1,559	2.1	1,829	2.18	1,401	1.95
	ILO 180					62	0.09
	Accommodation	1,943	2.6	2,366	2.82	1,823	2.54
	Food and catering	1,886	2.5	1,989	2.37	1,567	2.18
	Working spaces	2,960	4.0	3,639	4.34	2,993	4.16
<b>Total Working and Living Conditions</b>		<b>8,348</b>	<b>11.2</b>	<b>9,823</b>	<b>11.71</b>	<b>7,846</b>	<b>10.91</b>
<b>End Total</b>		<b>74,713</b>		<b>83,751</b>		<b>71,911</b>	

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)

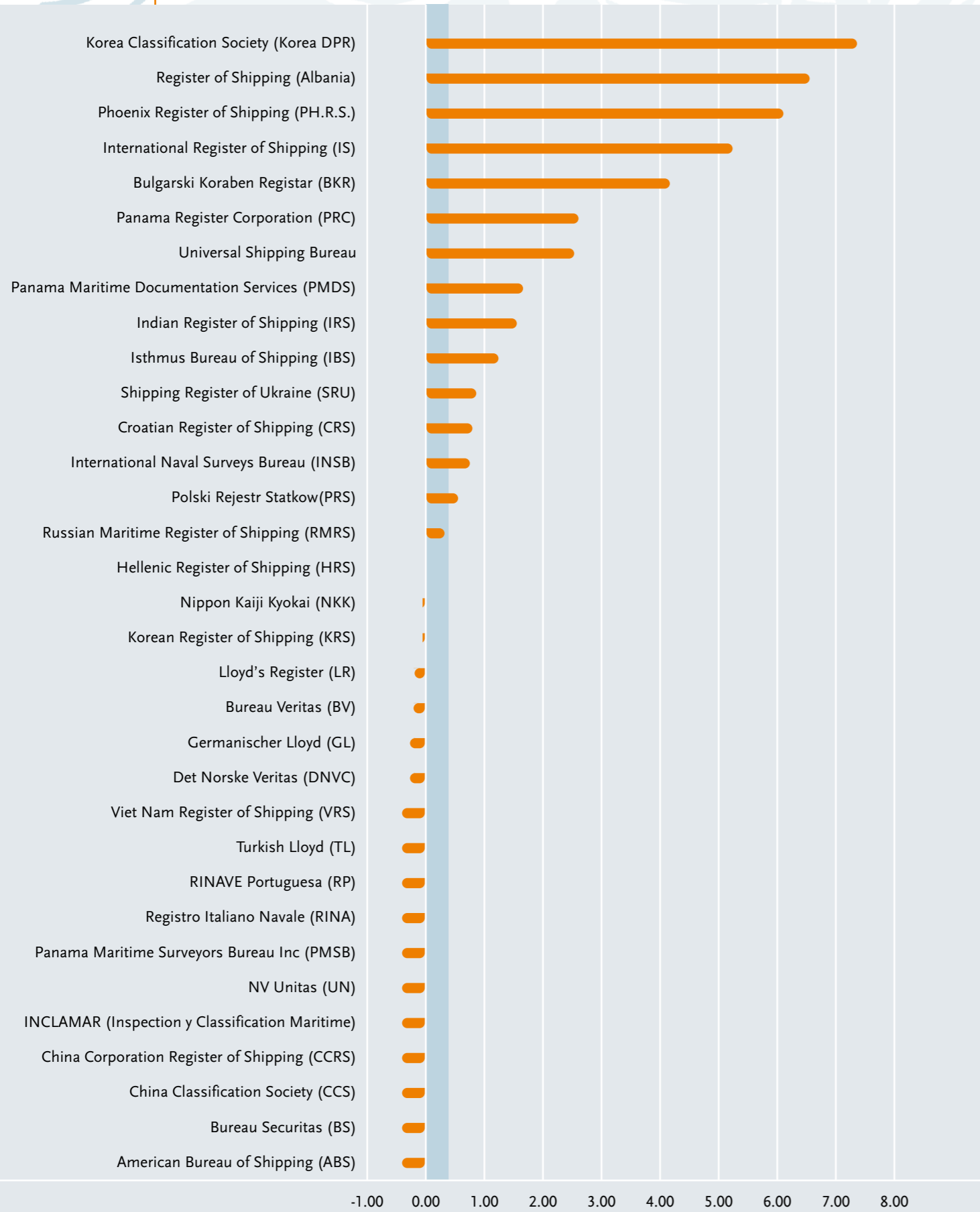
Recognized organization*		Total number of inspections	Number of individual ships inspected	Total number of detentions	Detention-% of total number of inspections	+/- Percentage of Average (0,49%)	Detention-% of individual ships	+/- Percentage of Average
American Bureau of Shipping (USA)	ABS	2,067	1,545	0	0.00	-0.38	0.00	-0.61
Bulgarski Koraben Registar	BKR	155	74	7	4.52	4.14	9.46	8.85
Bureau Securitas	BS	12	11	0	0.00	-0.38	0.00	-0.61
Bureau Veritas (France)	BV	4,728	2,723	10	0.21	-0.17	0.37	-0.24
China Classification Society	CCS	297	227	0	0.00	-0.38	0.00	-0.61
China Corporation Register of Shipping	CCRS	27	21	0	0.00	-0.38	0.00	-0.61
Croatian Register of Shipping	CRS	85	61	1	1.18	0.80	1.64	1.03
Det Norske Veritas	DNVC	4,627	3,063	6	0.13	-0.25	0.20	-0.41
Germanischer Lloyd	GL	5,757	3,143	8	0.14	-0.24	0.25	-0.36
Hellenic Register of Shipping (Greece)	HRS	227	126	1	0.44	0.06	0.79	0.18
INCLAMAR (Cyprus)	INC	54	21	0	0.00	-0.38	0.00	-0.61
Indian Register of Shipping	IRS	52	38	1	1.92	1.55	2.63	2.02
International Naval Surveys Bureau (Greece)	INSB	353	154	4	1.13	0.76	2.60	1.99
International Register of Shipping (USA)	IS	447	214	25	5.59	5.22	11.68	11.07
Isthmus Bureau of Shipping (Panama)	IBS	123	66	2	1.63	1.25	3.03	2.42
Korea Classification Society (Korea DPR)	KCS	13	7	1	7.69	7.32	14.29	13.68
Korean Register of Shipping	KRS	291	231	1	0.34	-0.03	0.43	-0.18
Lloyd's Register (UK)	LR	5,137	3,266	11	0.21	-0.16	0.34	-0.27
Nippon Kaiji Kyokai	NKK	2,327	1,741	8	0.34	-0.03	0.46	-0.15
NV Unitas	UN	10	10	0	0.00	-0.38	0.00	-0.61
Panama Maritime Documentation Services	PMDS	49	32	1	2.04	1.66	3.13	2.51
Panama Maritime Surveyors Bureau Inc	PMSB	13	6	0	0.00	-0.38	0.00	-0.61
Panama Register Corporation	PRC	67	43	2	2.99	2.61	4.65	4.04
Phoenix Register of Shipping	PHRS	31	17	2	6.45	6.07	11.76	11.15
Polski Rejestr Statkow	PRS	322	172	3	0.93	0.55	1.74	1.13
Register of Shipping (Albania)	RS	58	21	4	6.90	6.52	19.05	18.44
Registro Italiano Navale	RINA	1,077	692	0	0.00	-0.38	0.00	-0.61
RINAVE Portuguesa	RP	21	9	0	0.00	-0.38	0.00	-0.61
Russian Maritime Register of Shipping	RMRS	2,308	1,262	16	0.69	0.32	1.27	0.66
Shipping Register of Ukraine	SRU	242	138	3	1.24	0.86	2.17	1.56
Turkish Lloyd	TL	533	315	0	0.00	-0.38	0.00	-0.61
Universal Shipping Bureau	USB	69	46	2	2.90	2.52	4.35	3.74
Viet Nam Register of Shipping	VRS	12	9	0	0.00	-0.38	0.00	-0.61

\* 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.



Detentions of ships with RO related detainable deficiencies per Recognized Organization

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



Recognized organization*		Inspections	Detentions	Low / medium limit	Medium / high limit	Excess factor	Performance level
Register of Shipping (Albania)	RSA	238	18	9	1	4.02	very low
International Register of Shipping (USA)	IS	1,467	71	39	20	2.97	
Bulgarski Koraben Registar	BKR	355	20	12	2	2.82	
Universal Shipping Bureau	USB	161	8	7	0	1.60	low
Panama Maritime Documentation Services	PMDS	179	7	7	0	0.98	medium
Shipping Register of Ukraine	SRU	664	19	20	7	0.94	
Korea Classification Society (Korea, DPR)	KCS	62	3	4	0	0.88	
Isthmus Bureau of Shipping (Panama)	IBS	412	9	13	3	0.57	
Panama Register Corporation	PRC	188	3	7	0	0.40	
China Corporation Register of Shipping	CCRS	85	1	4	0	0.37	
International Naval Surveys Bureau (Greece)	INSB	1,053	17	29	13	0.25	
RINAVE Portuguesa	RP	73	0	4	0	0.20	
Hellenic Register of Shipping (Greece)	HRS	866	13	25	10	0.20	
Croatian Register of Shipping	CRS	299	3	10	1	0.17	
Indian Register of Shipping	IRS	183	1	7	0	0.13	
INCLAMAR (Cyprus)	INC	203	1	8	0	0.10	
Polski Rejestr Statkow	PRS	996	5	28	12	-0.91	high
Korean Register of Shipping (Korea Rep. of)	KRS	800	3	23	9	-0.98	
China Classification Society	CCS	982	3	27	12	-1.25	
Russian Maritime Register of Shipping	RMRS	7,518	43	171	130	-1.29	
Nippon Kaiji Kyokai	NKK	6,783	26	155	116	-1.51	
Lloyd's Register (UK)	LR	15,423	50	338	279	-1.62	
Turkish Lloyd	TL	1,598	3	42	22	-1.63	
Bureau Veritas (France)	BV	13,219	38	291	237	-1.66	
Det Norske Veritas	DNCV	13,739	24	302	247	-1.79	
Germanischer Lloyd	GL	16,215	29	354	294	-1.79	
American Bureau of Shipping (USA)	ABS	5,837	7	135	99	-1.84	
Registro Italiano Navale	RINA	3,240	2	78	51	-1.89	

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



## Number of certificates covering RO responsible detainable deficiencies

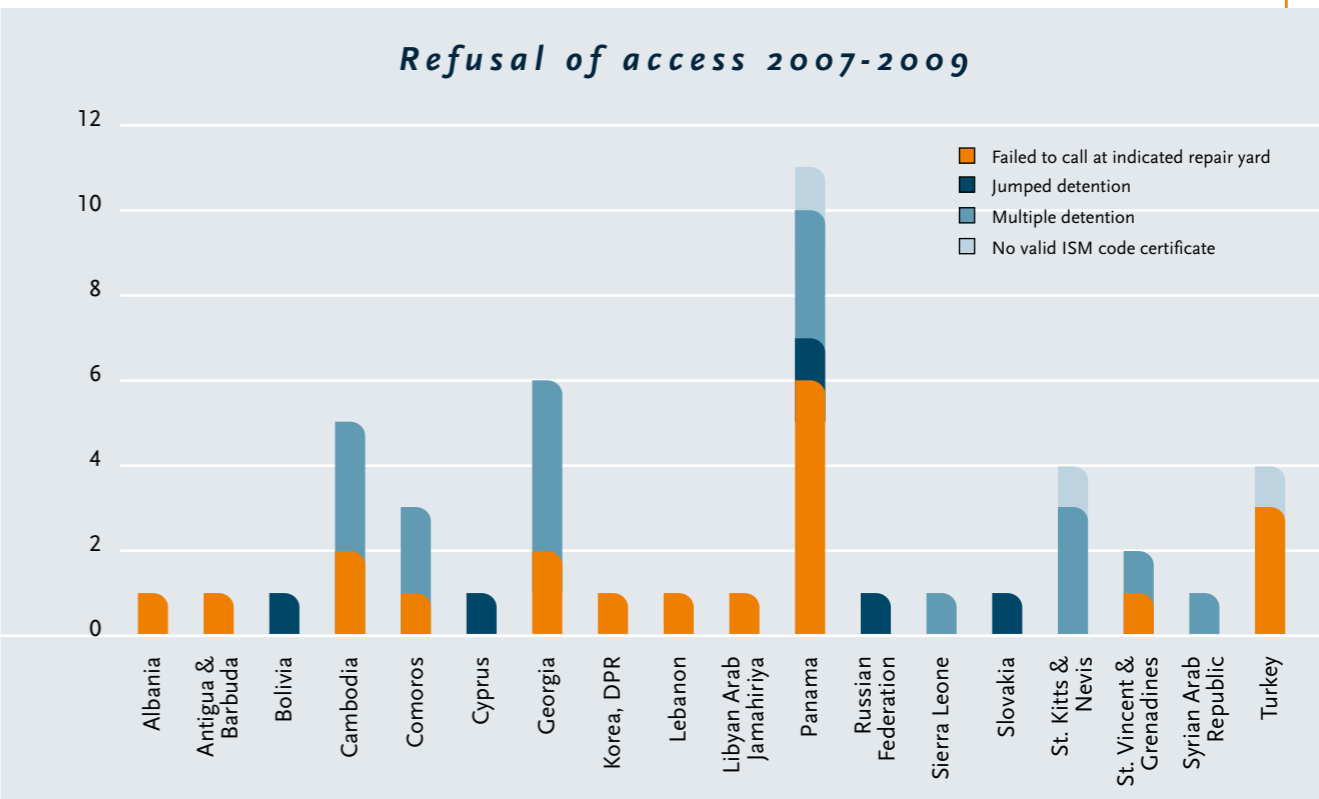
		Total certificates		
		Certificates	RO detdef	%
American Bureau of Shipping	ABS	11,988	0	0,00
Bulgarski Koraben Registar	BKR	1,092	23	2.11
Bureau Veritas	BV	22,830	18	0.08
China Classification Society	CCS	1,668	0	0.00
China Corporation Register of Shipping	CCRS	118	0	0.00
Croatian Register of Shipping	CRS	551	4	0.73
Det Norske Veritas	DNVC	25,626	9	0.04
Germanischer Lloyd	GL	35,764	25	0.07
Hellenic Register of Shipping	HRS	911	7	0.77
Honduras Int. Surveying Inspection Bureau	HINSIB	47	0	0.00
INCLAMAR (Inspection y Classification Maritime)	INC	350	0	0.00
Indian Register of Shipping	IRS	211	6	2.84
International Naval Surveys Bureau	INSB	2,179	19	0.87
International Register of Shipping	IS	2,689	153	5.69
Isthmus Bureau of Shipping	IBS	522	16	3.07
Korea Classification Society (Korea DPR)	KCS	54	13	24.07
Korean Register of Shipping	KRS	2,117	1	0.05
Lloyd's Register	LR	24,869	35	0.14
Nippon KaijiKyokai	NKK	15,718	28	0.18
Panama Maritime Documentation Services	PMDS	189	5	2.65
Panama Maritime Surveyors Bureau Inc	PMSB	74	0	0.00
Panama Register Corporation	PRC	200	1	0.50
Phoenix Register of Shipping	PHRS	206	8	3.88
Polski Rejestr Statkow	PRS	1,751	7	0.40
Register of Shipping (Albania)	RSA	500	22	4.40
Registro Italiano Navale	RINA	5,092	0	0.00
RINAVE Portuguesa	RP	108	0	0.00
Russian Maritime Register of Shipping	RMRS	15,569	56	0.36
Shipping Register of Ukraine	SRU	1,511	11	0.73
Turkish Lloyd	TL	1,965	0	0.00
Universal Shipping Bureau	USB	371	12	3.23
Viet Nam Register of Shipping	VRS	97	0	0.00
<b>Total</b>		<b>176,937</b>	<b>479</b>	<b>0.27</b>

Recognized organization		Bulk carrier			Tankers			Other			Chemical tanker			General cargo ship			Refrigerated cargo				
		0-5	6-11	12-17	>18	0-5	6-11	>18	0-5	6-11	>18	0-5	6-11	>18	0-5	6-11	>18	0-5	6-11	>18	
American Bureau of Shipping	ABS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bulgarski Koraben Registar	BKR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bureau Veritas	BV	1	3	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Croatian Register of Shipping	CRS	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Norske Veritas	DNVC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Germanischer Lloyd	GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hellenic Register of Shipping	HRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indian Register of Shipping	IRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
International Naval Surveys Bureau	INSB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
International Register of Shipping	IS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Isthmus Bureau of Shipping	IBS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Korea Classification Society (Korea DPR)	KCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Korean Register of Shipping	KRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lloyd's Register	LR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nippon KaijiKyokai	NKK	0	6	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Panama Maritime Documentation Services	PMDS	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Panama Register Corporation	PRC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phoenix Register of Shipping	PHRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Polski Rejestr Statkow	PRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Register of Shipping (Albania)	RSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Russian Maritime Register of Shipping	RMRS	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shipping Register of Ukraine	SRU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Universal Shipping Bureau	USB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		<b>1</b>	<b>9</b>	<b>3</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Number of certificates covering RO related detainable deficiencies per flag

Flag / RO	ABS	BKR	BV	CRS	DNCV	GL	HRS	IRS	INSB	IS	IBS	DPR	KRS	LR	NKK	PMDS	PRC	Phoenix	PRS	RSA	RMRS	SRU	US	Total	%	
Albania	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4.59	
Antigua and Barbuda	0	0	4	0	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	18	3.76	
Antilles, Netherlands	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.21	
Azerbaijan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Bahamas	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1.67	
Barbados	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.21	
Belgium	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7	1.46	
Belize	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4.59	
Cambodia	0	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	4	0	0	20	0	0	37	7.72	
Comoros	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.42	
Cook Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0.84	
Cyprus	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.21	
Denmark	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.42	
Eritrea	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Finland	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	33	6.89	
Georgia	0	1	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Gibraltar, UK	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.42	
Greece	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2.71	
Korea Democratic People's Rep.	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Latvia	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Liberia	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	11	2.30	
Libyan Arab Jamahiriya	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2.09	
Malta	0	0	3	0	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	12	2.51	
Marshall Islands	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Moldova Rep.of	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4.18	
Norway	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1.25	
Panama	0	0	2	0	0	8	0	9	16	16	16	0	1	2	23	5	1	0	2	0	7	0	12	104	21.71	
Russian Federation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1.04	
Sierra Leone	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	4	0	0	0	0	0	54	11.27	
St Vincent and the Grenadines	0	2	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	13	0	0	22	4.59	
St.Kitts and Nevis	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	55	11.48	
Thailand	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Togo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.21	
Ukraine	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.42	
Total	0	23	18	4	9	25	7	6	19	153	16	13	1	35	28	5	1	8	7	22	56	11	12	479	100.00	

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions	No valid ISM certificates	Total Banned ships
Albania	1				1
Antigua and Barbuda	1				1
Bolivia		1			1
Cambodia	2		3		5
Comoros	1		2		3
Cyprus		1			1
Georgia	2		4		6
Korea DPR	1				1
Lebanon	1				1
Libyan Arab Jamahiriya	1				1
Panama	6	1	3	1	11
Russian Federation		1			1
Sierra Leone			1		1
Slovakia		1			1
St. Kitts and Nevis			3	1	4
St. Vincent and the Grenadines	1		1		2
Syrian Arab Republic			1		1
Turkey	3			1	4
Totals	20	5	18	3	46





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.

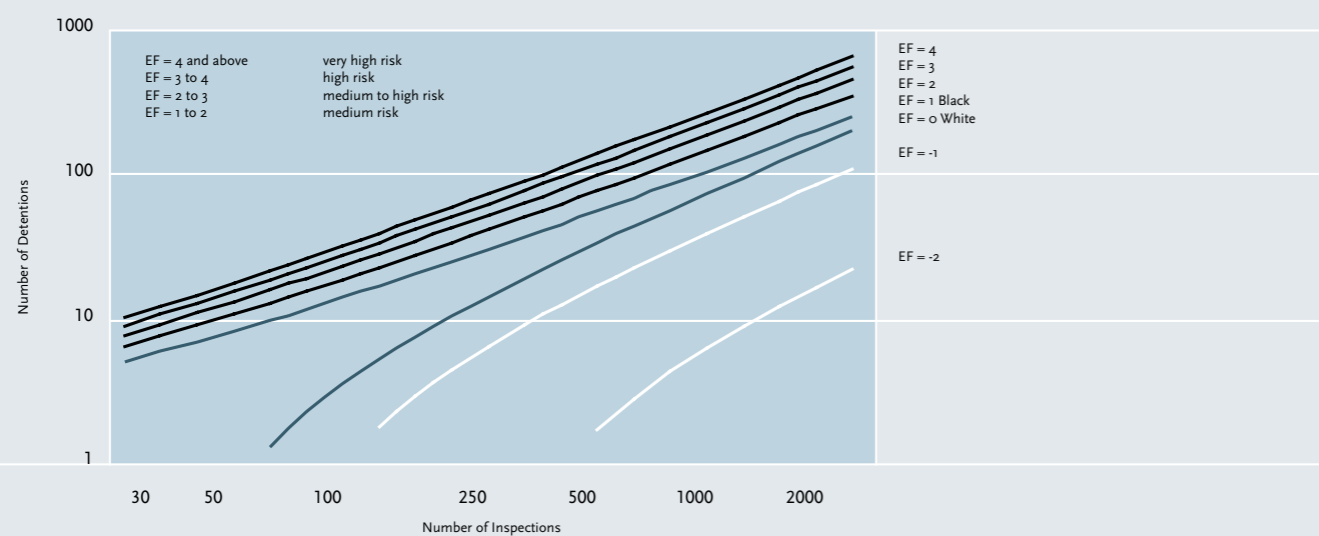
The performance of each Flag is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MoU policy. Two limits have been included in the new system, the 'black to grey' and the 'grey to white' limit, each with its own specific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

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

$$\mu_{excessfactor} = 108 \cdot 0,1678 + 0,5 + 1,645 \sqrt{108 \cdot 0,1678 \cdot 0,8322}$$

$$\mu_{excessfactor} = 25$$

**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:

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

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

$$ef = 0,51$$

**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':

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

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

$$\mu_{excessfactor} = 11$$



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**Website**

The Paris MoU maintains a website which can be found at [www.parismou.org](http://www.parismou.org). The site contains information on operation of the Paris MoU and a database of inspection results.

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