

ANNUAL REPORT

ON

PORT STATE CONTROL

IN THE ASIA-PACIFIC REGION

2001



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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2001**.

Flag States assume the primary responsibilities for ensuring ships flying their flags comply with the international maritime safety and pollution prevention standards. Unfortunately, continuing operation of substandard ships indicates that there are some flag States which are either unwilling or unable to live up to their obligations and responsibilities as required by the international maritime conventions. Under such circumstance, port State control plays an important role in discouraging the operation of substandard ships which pose a threat to both maritime safety and the marine environment.

This annual report provides a general introduction to the developments and activities of port State control in the Asia-Pacific region in 2001. The annual report also provides various statistics and analysis of the results of port State inspections conducted by member Authorities of the Tokyo MOU during the year 2001.

The Port State Control Committee of the Tokyo MOU and the member Authorities will continue their efforts and endeavors to enhance and improve port State control activities and to facilitate harmonization on port State control procedures in the region in the years to come.

K. M. Varghese
Chairman
Port State Control Committee

Yoshio Sasamura
Secretary
Tokyo MOU Secretariat

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OVERVIEW

GENERAL INTRODUCTION

The Annual Report on Port State Control in the Asia-Pacific Region is published under the auspices of the Port State Control Committee of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU). This annual report is the seventh issue and covers port State control activities and developments in the year 2001.

The Memorandum was concluded in Tokyo on 1 December 1993 and has been signed by the following 18 maritime Authorities in the Asia-Pacific region: Australia, Canada, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, Philippines, Russian Federation, Singapore, Solomon Islands, Thailand, Vanuatu and Vietnam. The Memorandum came into effect on 1 April 1994.

In accordance with the provisions of the Memorandum, those Authorities which have signed and formally accepted the Memorandum would become full members. Currently, the Memorandum has 17 full members, namely: Australia, Canada, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.

The main objective of the Memorandum is to establish an effective port State control regime

in the Asia-Pacific region through co-operation of its members and harmonization of their activities, to eliminate substandard shipping so as to promote maritime safety, to protect the marine environment and to safeguard working and living conditions on board ships.

The Port State Control Committee established under the Memorandum monitors and controls the implementation and on-going operation of the Memorandum. The Committee consists of representatives of the maritime Authorities which have accepted the MOU and also observers from the maritime Authorities and the inter-governmental organizations which have been granted observer status, namely: Brunei Darussalam, Chile, Solomon Islands, United States Coast Guard, the International Maritime Organization (IMO), the International Labour Organization (ILO), the Economic and Social Commission for Asia and the Pacific (ESCAP), the Paris MOU and the Indian Ocean MOU. The Secretariat of the Memorandum is located in Tokyo, Japan.

For the purpose of the Memorandum, the following instruments are the basis for port State control activities in the region:

- the International Convention on Load Lines, 1966;
- the Protocol of 1988 relating to the International Convention on Load Lines, 1966;

- the International Convention for the Safety of Life at Sea, 1974, as amended;
- the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
- the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974;
- the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto;
- the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended;
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- the International Convention on Tonnage Measurement of Ships, 1969; and
- the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147).

harmonizing port State control inspection procedures throughout the region ever since the establishment of the MOU. In the last eight years, the Tokyo MOU has made significant progress in the implementation of the Memorandum and gained wide recognition and credibility of its port State control activities both from the shipping industry and the world at large.

The Asia-Pacific Port State Control Manual was revised in 2001. The revised Manual incorporates the amended Port State Control Procedures (IMO Resolution A.787(19) as amended by Resolution A.882(21)), updated lists of codes, new guidelines and documentations approved by the Committee, revised convention references and other changes and updates. The Port State Control Manual provides comprehensive guidance, instructions and references on inspection and reporting procedures to the port State control officers in the region.

Substantial progress has been made on an inter-regional data exchange scheme during the period of review. The project for exchanging information between the APCIS of the Tokyo MOU and SIRENAC of the Paris MOU has been completed and started operation in April 2001. Through this inter-regional data exchange, port State control officers in both regions are now able to access the databases of each other to make searches and view inspection details of ships via the Internet. The inter-regional data exchange scheme promotes closer co-operation between the two regions and provides a more effective means for monitoring substandard ships. In the future, it is expected that the inter-regional data exchange scheme will be expanded to cover the port State control database systems of other port State

REVIEW OF YEAR 2001

Port State control development in the Asia-Pacific region is moving ahead steadily. Towards achieving the objectives of the Memorandum, the Port State Control Committee and the member Authorities of the Tokyo MOU have made great efforts in enhancing port State control activities and

Authorities and MOU regions.

In line with the on-going implementation of the integrated strategic plan for training and exchange of port State control officers, several further technical co-operation activities were undertaken in 2001. These included a basic training course, expert mission training courses, fellowship training courses, PSCO exchange missions and a seminar for port State control officers. The effective implementation of the technical co-operation programmes has improved the capability and proficiency of port State control officers in the region tremendously. These programmes enable the Tokyo MOU to maintain effective operation of the Memorandum and to promote harmonization and consistency on port State control throughout the region in the long term.

THE PORT STATE CONTROL COMMITTEE

The Port State Control Committee met in Tokyo, Japan, from 15 to 18 October 2001 for its tenth meeting. The meeting was hosted by the Maritime Bureau, Ministry of Land, Infrastructure and Transport of Japan and was chaired by Mr. K. M. Varghese, Assistant Director, Marine Department of Hong Kong (China).

The meeting was attended by representatives of the member Authorities of Australia, Canada, China, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Russian Federation, Singapore, Thailand, Vanuatu and Vietnam, and observers from Chile, the United States Coast Guard, the International Labour Organization, the



The tenth Committee meeting, Tokyo, October 2001.

Secretariats of the Paris MOU and the Indian Ocean MOU.

At this meeting the Port State Control Committee adopted a new set of amendments to the Memorandum. Additionally, the Port State Control Committee approved revisions to the Port State Control Manual prepared by the inter-sessional group and agreed on the adjustments to be made to the revised Manual. Both the amended Memorandum and the revised PSC Manual will take effect on 1 January 2002.

The Committee considered and approved the check list and explanatory notes for the concentrated inspection campaign on the ISM Code compliance. The campaign will run from July to September 2002, coinciding with the second phase of implementation of the ISM Code and the Authority of Australia will act as the co-ordinator of the campaign. The Committee also agreed to consider the next concentrated inspection campaign on bulk carrier safety at the next session.

The Committee considered the development of a ship targeting system and instructed the inter-sessional group to continue its work and prepare proposals for consideration. The Committee noted the successful launching of data exchange between the APCIS of the Tokyo MOU and the SIRENAC of the Paris MOU. The Committee expressed its appreciation to the APCIS staff, the Paris MOU Secretariat and the SIRENAC Manager for their excellent work.

The Committee expressed satisfaction with the implementation of the various technical co-operation programmes during the year. The Committee also conveyed its appreciation to the Secretariat for organizing the technical co-

operation activities, to the member Authorities for their active participation and co-operation and to the Nippon Foundation for kindly providing financial support.

The Committee also considered and took decisions on the following matters:

- review of the list of follow-up actions stemming from the Joint Ministerial Declaration and adoption of a new format of the list of follow-up actions;
- procedures for the responsibility assessment of the recognized organizations;
- review of the principle of access of APCIS data and dissemination of PSC data; and
- expansion of contents of the MOU website.

During the Committee meeting, an open forum was organized to exchange views between the Committee members and the industry representatives on matters of mutual interest. The International Association of Classification Societies (IACS), Nippon Kaiji Kyokai (ClassNK) and Japan Shipowners' Association attended this session.

The eleventh meeting of the Committee is planned to be held in the Philippines in June 2002.

**ASIA-PACIFIC COMPUTERIZED
INFORMATION SYSTEM (APCIS)**

For reporting and storing port State inspection results and facilitating exchange of information in the region, a computerized database system, the Asia-Pacific Computerized Information

System (APCIS), has been established. The computer center of the APCIS is located in Vladivostok, under the auspice of the Maritime Department, Ministry of Transport of the Russian Federation.

The ninth meeting of the Regional Database Managers (DBM) was held during 12 - 13 October 2001 in Tokyo, Japan. The meeting was chaired by Dr. Vitali Kliuev, Manager, Asia-Pacific Maritime Information and Advisory Services.

At the DBM meeting, the Database Managers were informed of the current status of the operation of the information system. The meeting considered the procedures for dealing with the reports of follow-up inspections in the database system. The meeting also made proposals to the Committee on the procedures to be followed and implementation date for collecting information regarding the responsibility of the recognized organizations relating to detainable deficiencies. The meeting further considered matters relating to improvement and enhancement of the information system. The meeting also recommended to the Committee that the work of the Advisory Group on Information Exchange (AG-IE) on system enhancement, and other issues concerning information exchange, be continued.

Dr. Vitali Kliuev, the meeting chairman, duly completed his term of office at the end of the meeting. Committee Members, following the Rules of Procedure of the Committee, re-elected him as the

chairman for the next three meetings.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The successful implementation of the comprehensive technical co-operation programmes has enabled the Tokyo MOU to develop and enhance port State control activities in general and to promote closer co-operation and harmonization of port State control inspections throughout the region in particular. In 2001, several on-going technical co-operation activities were organized and implemented in accordance with the strategic plan for training and exchange of port State control officers in the region.

From 30 October to 16 November 2001, the eleventh basic training course was conducted at the Overseas Shipbuilding Cooperation Centre (OSCC) in Yokohama, Japan. The course was organized by the Tokyo MOU Secretariat, with the co-operation of the Japanese Government. Funds were provided by the Nippon Foundation. A total of 10 port



Training course for PSC officers



Training course for PSC officers

State control officers attended the training course.

Trainees were required to undertake an eight-

week distant learning programme on port State control procedures before attending the classroom course. During the three-week intensive classroom training, they were given a series of lectures relating to convention requirements, control provisions and port State control inspection guidelines and procedures. Experts from OSCC, Nippon Kaiji Kyokai, Ministry of Maritime Affairs and Fisheries of the Republic of Korea, Ministry of Land, Infrastructure and Transport of Japan and the Secretariat provided lectures and presentations on the relevant subjects. Supplementing the classroom lectures, on-



The eighth seminar for PSC officers

the-job training exercises and technical visits were also organized during the training period.

At the kind invitation of the Ministry of Maritime Affairs and Fisheries, the eighth seminar for port State control officers was held from 20 to 22 June 2001 in Pusan, Republic of Korea. Port State control officers from the Authorities of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Papua New Guinea, Philippines, Russian Federation, Solomon Islands, Thailand, Vanuatu and Vietnam participated in the seminar.

At the seminar, the participants were provided with information on recent developments in IMO on regulations relating to maritime safety and pollution prevention and on the proposed revision of the Port State Control Manual. The responsibility assessment of the recognized organizations and port State control on the ISM Code were major topics of discussion. Experts from the Authorities of Hong Kong and Japan made presentations on the above

subjects. The APCIS Manager gave an introduction to the APCIS system and inter-regional data exchange scheme during the seminar. In addition, an on-board inspection exercise was arranged and the inspection results discussed thereafter at the seminar.

Further progress was made in 2001 in the implementation of the fellowship training programme. From 30 January to 16 February 2001, a fellowship training course was organized in Japan. A total of 20 port State control officers from the Authorities of China, Republic of Korea, Philippines, Russian Federation and Thailand attended this three-week practical training programme. During the training period, trainees were dispatched to district offices in Japan for participation in port State control inspections. In addition, there were two more fellowship training courses conducted in Australia and New Zealand during the year. Port State control officers from the Authorities of Fiji, Indonesia, Papua New Guinea, Singapore and Vanuatu received training at these courses.



Fellowship training for PSC officers

In March 2001, an expert mission training course was organized in Guangzhou, China. Experts from Japan were invited to give lectures on specific subjects requested by the host Authority. Furthermore, four port State control officer exchange missions were conducted among the Authorities of Australia, Canada, Hong Kong (China), Japan and New Zealand during the year.

PORT STATE CONTROL IN OTHER REGIONS

During the last two decades, a number of regional port State control MOUs have been established worldwide as an effective measure to combat the operation of substandard ships. Currently, there are eight regional port State control regimes (MOUs) in operation, namely: Paris MOU, Acuerdo de Viña del Mar Agreement, Tokyo MOU, Caribbean MOU, Mediterranean MOU, Indian Ocean MOU, the West and Central Africa MOU and the Black Sea MOU.

The Paris MOU Port State Control Committee held its thirty-fourth session from 8 to 11 May 2001 in Bruges, Belgium. The Paris MOU Committee considered the results of the concentrated inspection campaigns (CIC) on oil tanker safety and securing of cargo. Further, the Committee agreed on the plans for future concentrated inspection campaigns, i.e. CIC on STCW during February - April 2002, CIC on ISM Code during July - September 2002, CIC on operational control of passenger ships in 2003 and CIC on working and living conditions in 2004. The Committee also discussed, among other items, the issue of appeal procedures and agreed to establish a regional mechanism for dealing with appeals on detentions on a trial basis. Representatives from the Tokyo MOU Secretariat attended this Paris MOU Committee meeting.

The Port State Control Committee of the Latin American Agreement, Acuerdo de Viña del Mar, held its eighth meeting on 3 - 5 September 2001 in Cancun, Mexico. The major issues discussed were control of fishing and passenger vessels, procedures for notifying detentions, verification of safe stowage and securing of cargo and training of

port State control officers.

The fourth meeting of the Port State Control Committee of the Mediterranean MOU was held between 14 to 18 July 2001 in Valletta, Malta. At the meeting, the Committee considered and took decisions on implementation of port State control procedures (IMO Resolution A.787(19) as amended), control on STCW requirements, coding system and establishment of an information system.

The Port State Control Committee of the West and Central Africa MOU met in Abuja, Nigeria, on 11 - 13 June 2001 for its first meeting. Agenda items discussed were the development of rules of procedure of the Committee, establishment of the MOU Secretariat and an information system, training of port State control officers and issues concerning administrative arrangements.

The second meeting of the Port State Control Committee of the Black Sea MOU was held from 2 - 4 May 2001 in Varna, Bulgaria. At the meeting, the major issues tabled were the development of a PSC Manual, establishment of an information system, training arrangements and financial matters.

RECENT DEVELOPMENT WITHIN ILO AND IMO

At its 29th session in January 2001, the Joint Maritime Commission (JMC) of the ILO recommended that the Governing Body convene a Maritime Session of the Conference in 2005 to adopt a single instrument consolidating as much as possible the existing body of ILO Maritime Standards. The JMC also recommended the establishment of a High Level Tripartite

Working Group to assist with the work of developing such an instrument. The Governing Body accepted this recommendation at its 280th Session in March 2001.

The High Level Tripartite Working Group on Maritime Labour Standards met in its first session at the International Labour Office from 17 to 21 December 2001, in accordance with the decisions recalled above. The wide-ranging discussion that took place indicated that there was overall support for the proposed general structure of the new instrument. It also indicated that the new instrument should be clearly based on the existing body of ILO Standards, whilst being at the same time clear, simple, easy to ratify and easy to implement. Full agreement was met on the need for a simplified amendment procedure. A Sub-Group, tasked with the setting of making recommendations on the content of a draft framework instrument, was formed, subject to the confirmation of the ILO Governing Body.

The International Safety Management (ISM) Code will become applicable to all ships when the ISM Code becomes mandatory for the remaining cargo ships of 500 gross tons and above from 1 July 2002. The ISM Code has already been implemented on passenger ships, oil tankers, chemical tankers, gas carriers and bulk carriers since 1 July 1998. For the purpose of analyzing the effectiveness of the ISM Code, IMO has taken the initiative to collect relevant information from a number of sources. At the same time, IMO has urged the shipping industry and flag State administrations to take all necessary measures to ensure full and effective implementation of the ISM Code by all ships.

As one of the post-*ERIKA* measures to promote the safety of oil tankers, the new

phase-out timetable of single-hull oil tankers under the revised regulation 13G of Annex I of MARPOL73/78 was adopted at the 46th session of MEPC in April 2001. As per the accelerated phase-out schedule, oil tankers are divided into three categories (i.e. Category 1 - Pre-MARPOL tankers, Category 2 - MARPOL tankers and Category 3 - oil tankers of 5,000 tons deadweight and above but less than the tonnage specified under Categories 1 and 2). The principal cut-off date for all single-hull tankers is set at 2015. Further, a Condition Assessment Scheme (CAS), adopted under a resolution as an additional precautionary measure, will be applied to all Category 1 tankers continuing to trade after 2005 and to all Category 2 tankers after 2010.

The effective date of implementation of the 1995 STCW Convention is 1 February 2002. Every master and officer serving on board ships should hold a valid certificate of competency complying with the requirements of STCW 95 and an appropriate endorsement by the flag State by that date. Since the first publication of the STCW white list, a further 31 member States have been added to the list, which now comprises 102 IMO member States and one Associate member.

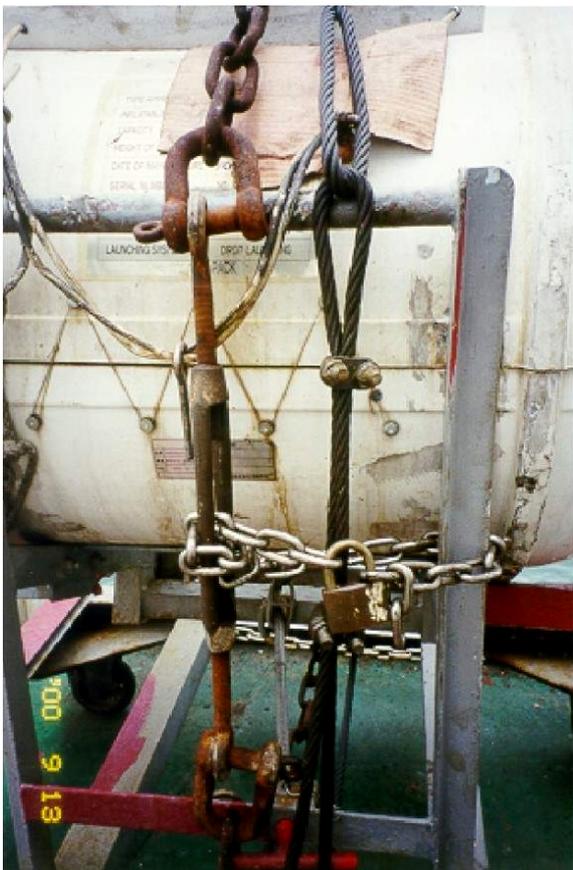
For the purpose of prevention of harmful environmental effects of organotin compounds, a new IMO convention, the International Convention on the Control of Harmful Anti-fouling Systems on Ships, was adopted at the end of a five-day Diplomatic Conference in October 2001. Under the terms of the Convention, the use of harmful anti-fouling systems on ships will be prohibited and/or restricted. The new convention will enter into force 12 months after 25 States representing 25% of the world's merchant shipping tonnage have ratified it.

To further promote flag State performance, IMO has adopted a revised resolution on self-assessment of flag State performance and a new resolution on measures to further strengthen flag State implementation. With regard to port State control, a circular has been issued by IMO inviting port State authorities to ensure appropriate and timely notification to flag States on ships which have been detained.

PORT STATE CONTROL UNDER THE TOKYO MOU, 2001

INSPECTIONS

In 2001, 17,379 inspections were carried out on ships registered in 98 countries. Figure 2 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. During the inspections, 12,049 ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 24,590*, the inspection rate in the region was approximately 71% in 2001 (see Figure 1).



* Sum of the numbers of individual ships which visited the ports of the region during the first and second half of the year (the figure was provided by LMIS).



Information on inspections according to ships' flag is shown in Table 3.

Figures summarizing inspections according to ship type are set out in Figure 3 and Table 4.

Details of ships inspected and their classification societies are shown in Table 5.

DETENTIONS

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

In 2001, 1,349 ships registered in 58 countries were detained because of serious deficiencies found on board. The detention rate of ships inspected was about 7.76%. Figure 4 shows the detention rate by flags where at least 20 port State inspections were involved and

where detention rate was above the average regional rate. Figure 5 gives the detention rate by ship type.

over the past seven years.



DEFICIENCIES

All conditions on board found not in compliance with the requirements of the relevant instruments by the port State control officers were recorded as deficiencies and requested to be rectified.

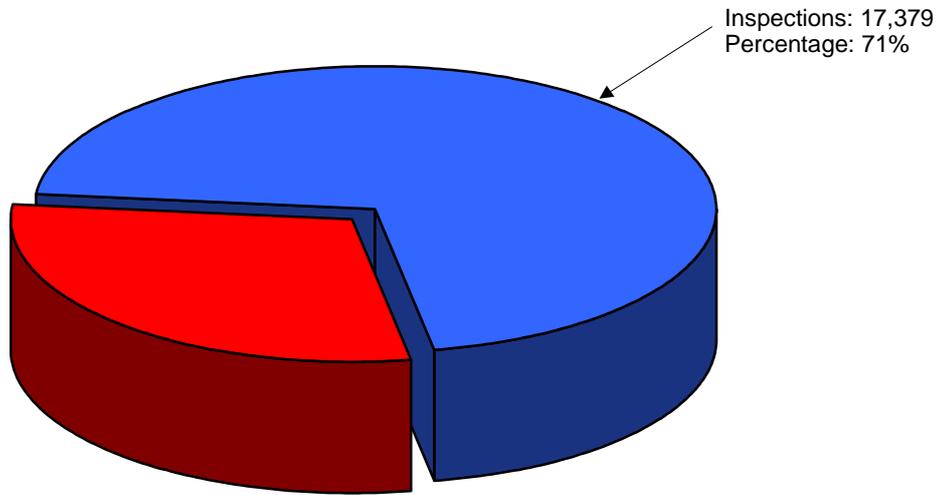
A total of 69,578 deficiencies were recorded in 2001. The deficiencies found are categorized and shown in Figure 6 and Table 6.

It is noted that 13,588 deficiencies were found in life-saving appliances and 10,988 deficiencies in fire safety measures. Deficiencies of these two categories were about 35% of the total number of deficiencies.

OVERVIEW OF PORT STATE CONTROL RESULTS 1994 – 2001

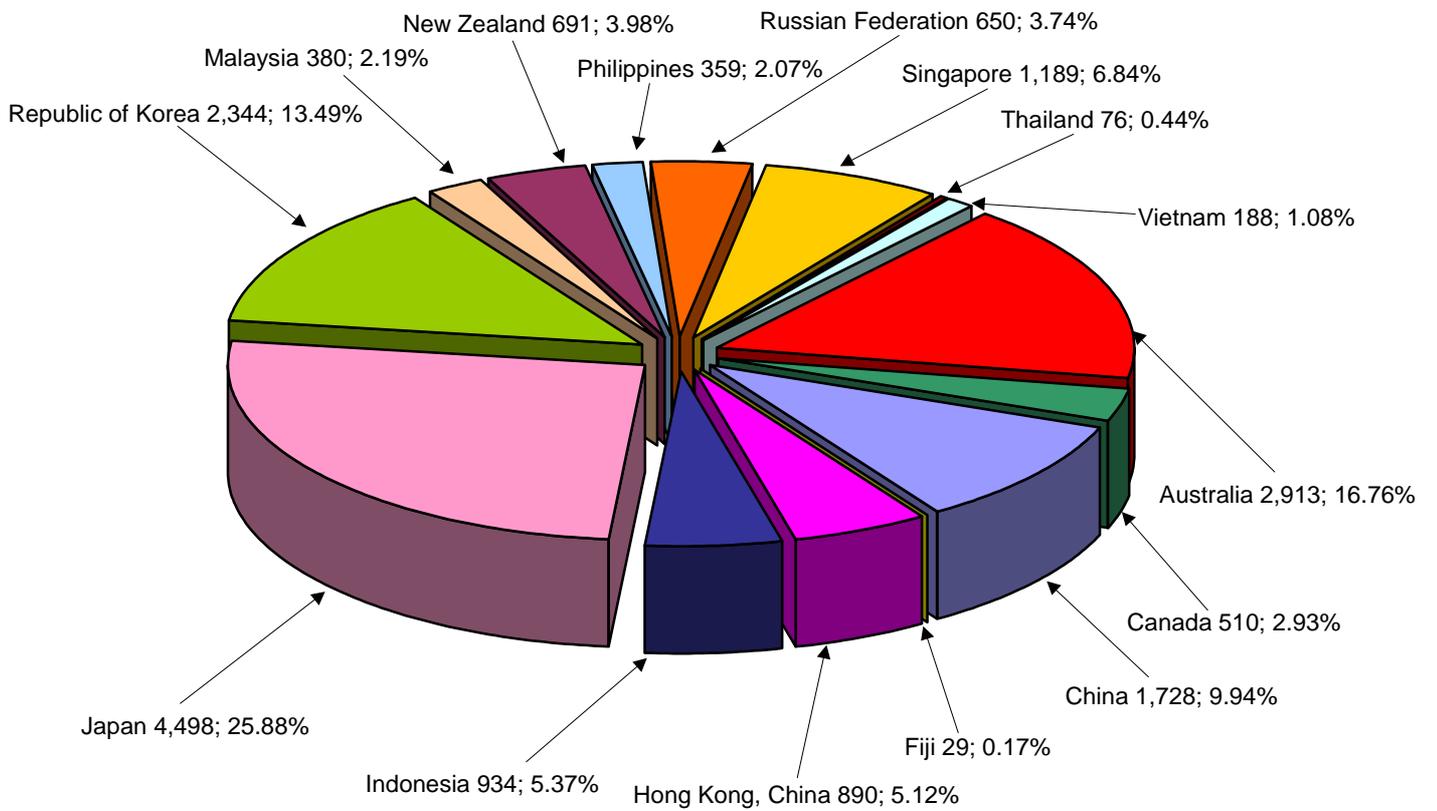
Figures 7-12 show the comparison of port State inspection results for 1994 - 2001. These figures indicate continuous improvements in the port State control activities in the region

Figure 1: INSPECTION PERCENTAGE



Total individual ship visits: 24,590

Figure 2: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES



Total inspections: 17,379

Figure 3: TYPE OF SHIP INSPECTED

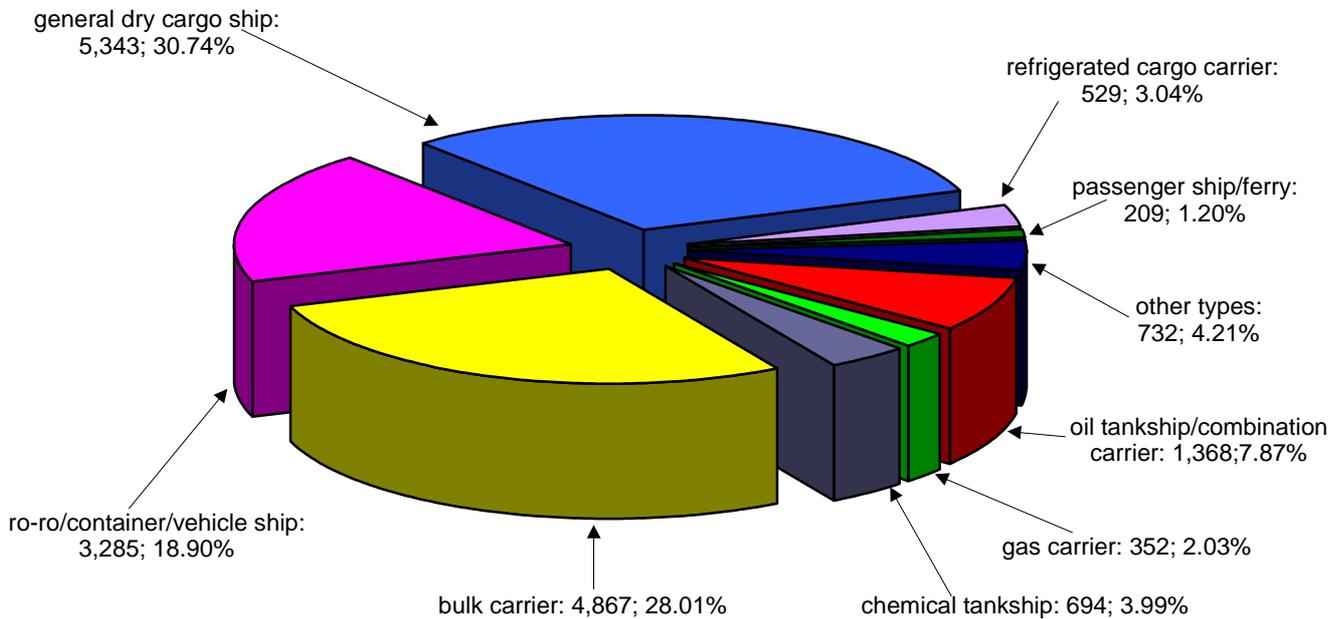
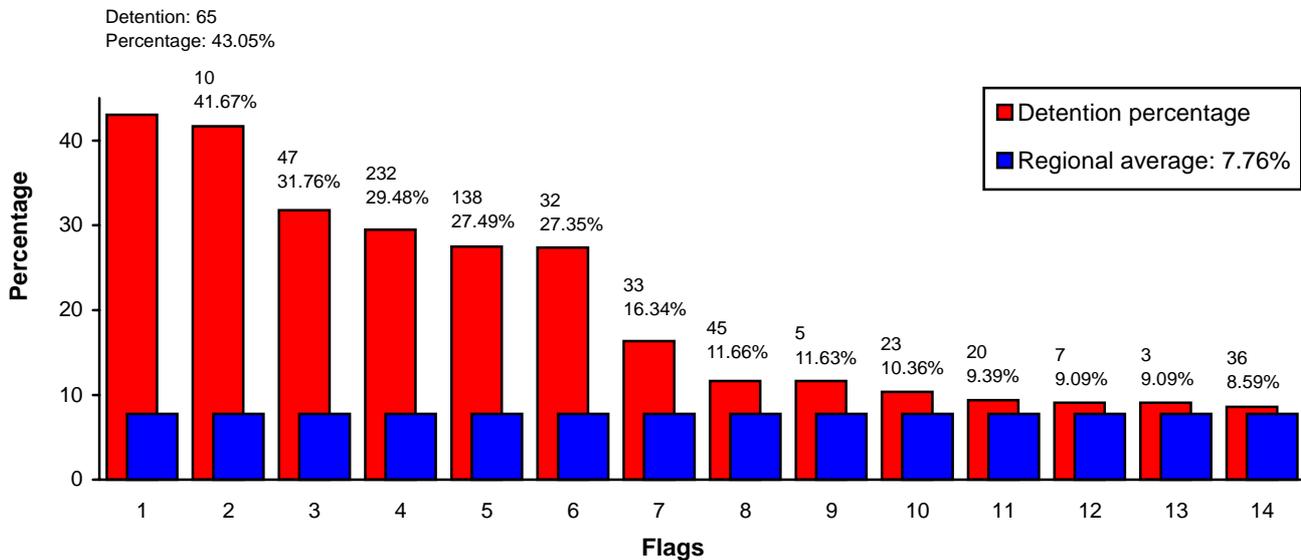


Figure 4: DETENTIONS PER FLAG



Flags:

- | | | | |
|------------------------------|--------------|-------------------|-------------|
| 1. Korea, Dem. People's Rep. | 2. Bolivia | 3. Indonesia | 4. Cambodia |
| 5. Belize | 6. Viet Nam | 7. Honduras | 8. Russia |
| 9. Myanmar | 10. Thailand | 11. Taiwan, China | 12. Turkey |
| 13. Italy | 14. Malaysia | | |

Note: Flags listed above are those flags which ships were involved in at least 20 port State inspections and detention percentage of which are above the regional average detention percentage. The complete information on detentions by flag is given in Table 3.

Figure 5: DETENTION PER SHIP TYPE

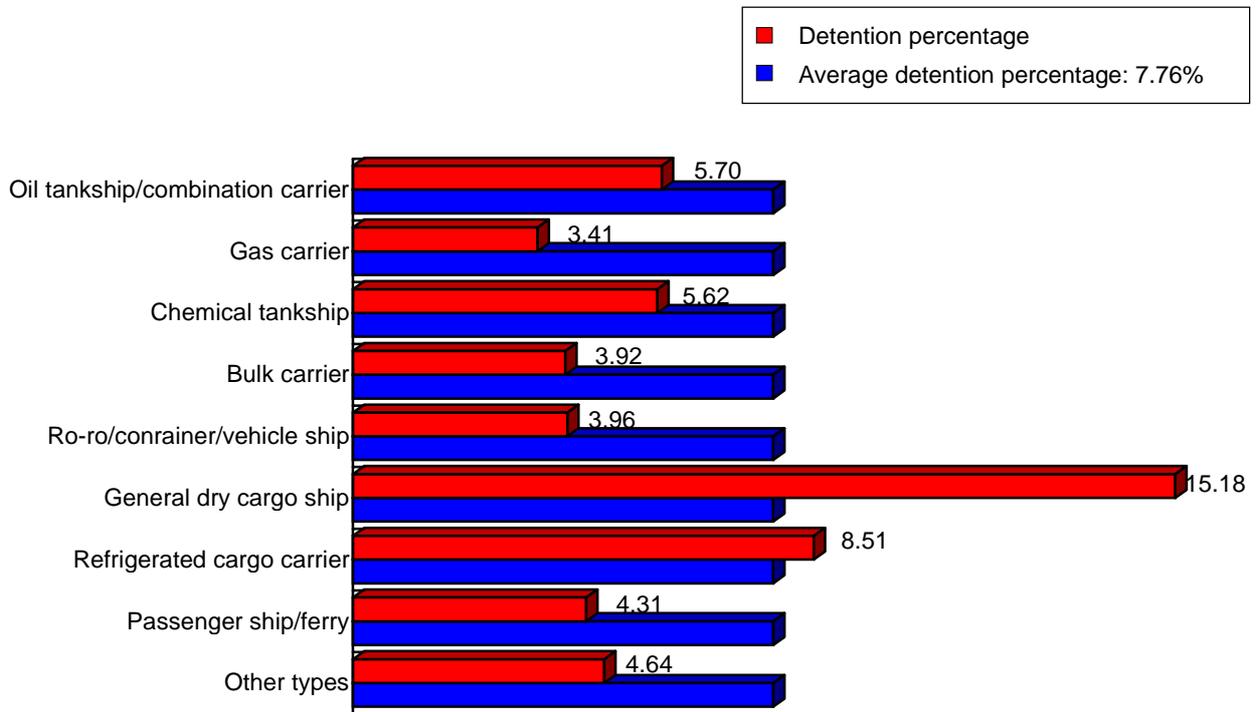
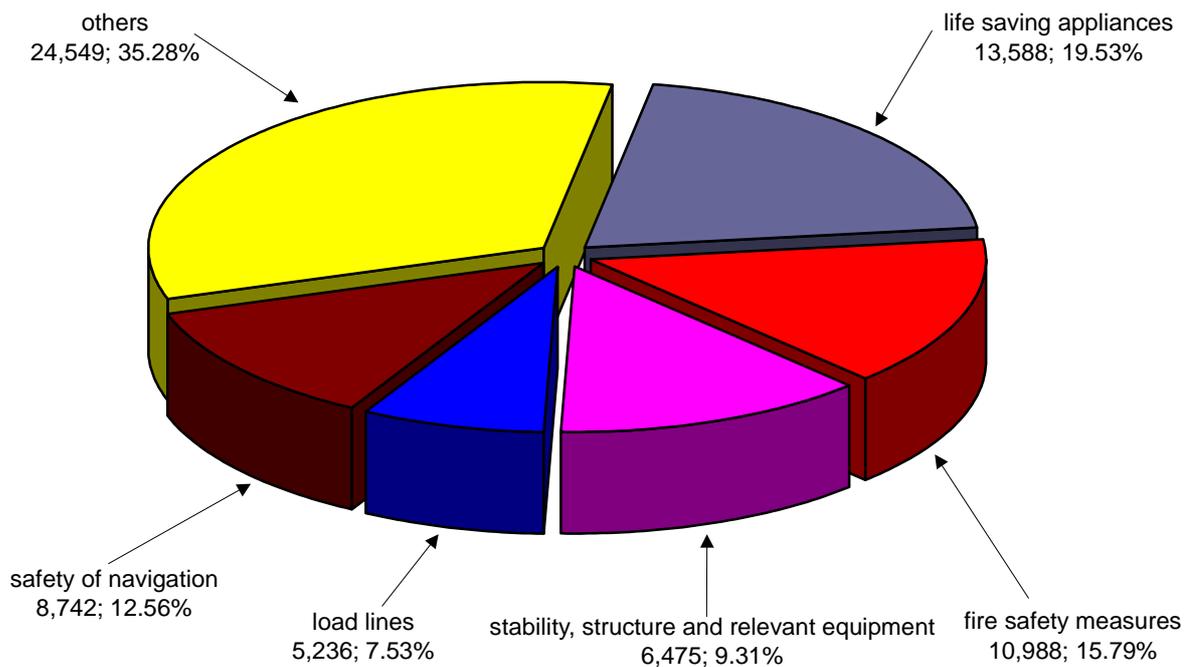


Figure 6: DEFICIENCIES BY MAIN CATEGORIES



OVERVIEW OF PORT STATE CONTROL RESULTS 1994 - 2001

Figure 7: NO. OF INSPECTIONS

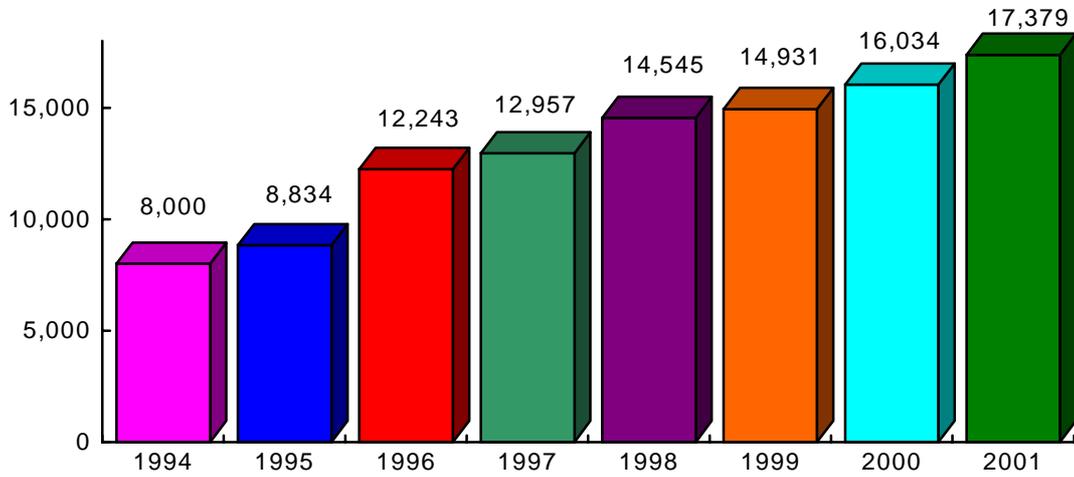


Figure 8: INSPECTION PERCENTAGE

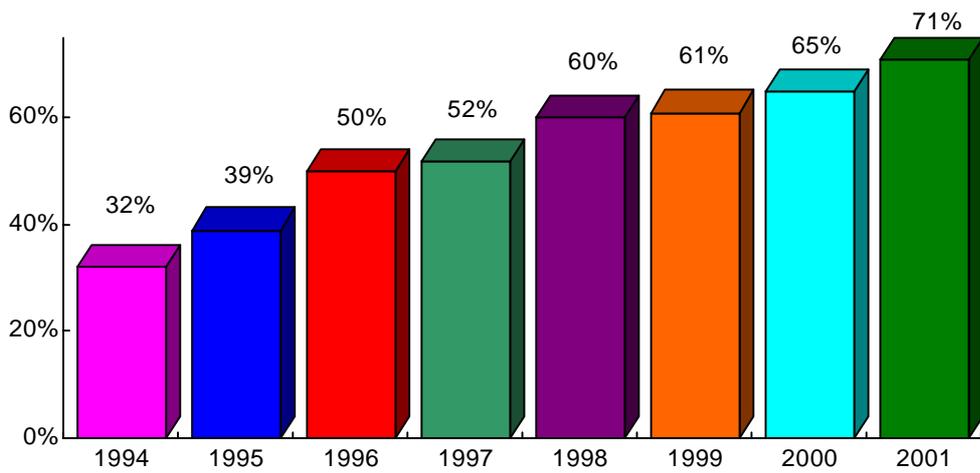


Figure 9: NO. OF INSPECTIONS WITH DEFICIENCIES

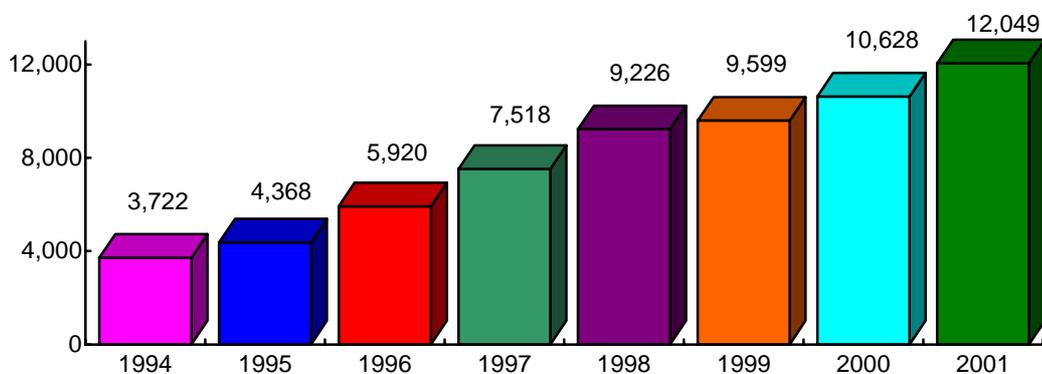


Figure 10: NO. OF DEFICIENCIES

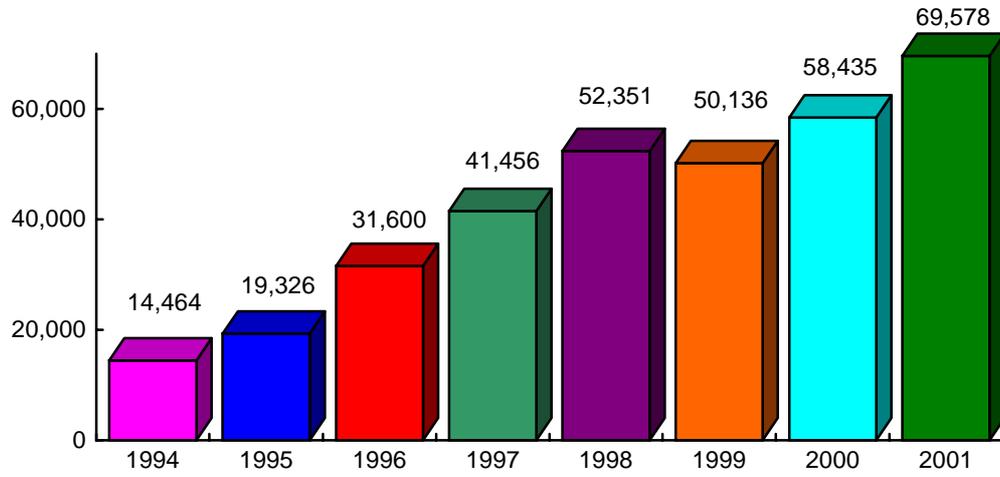


Figure 11: NO. OF DETENTIONS

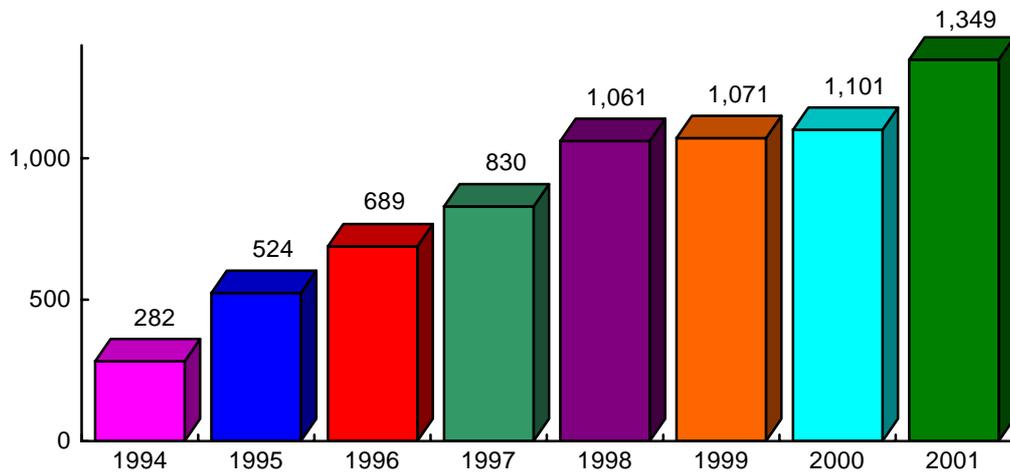
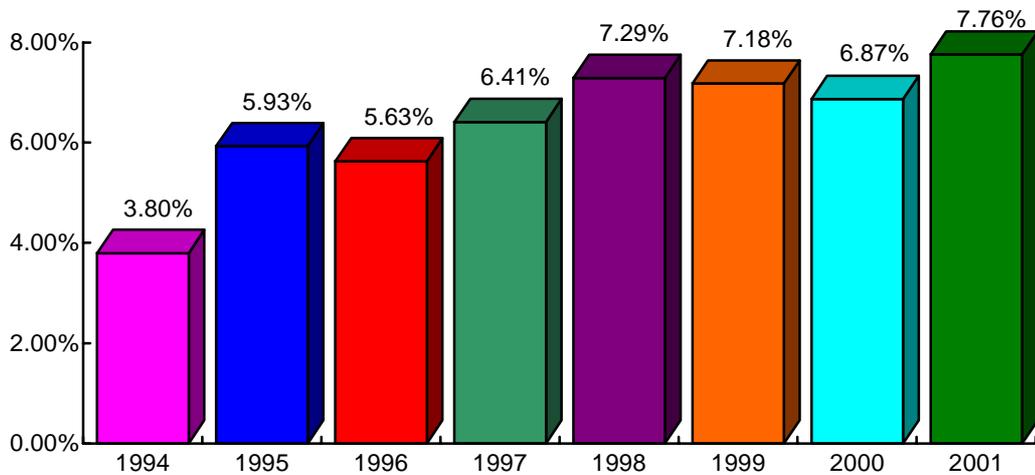


Figure 12: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As at 31 December 2001)

Authority	TONNAGE 69	LOAD LINE 66	LOAD LINE PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88	MARPOL 73/78	STCW 78	COLREG 72	ILO 147**
Australia	21/05/82	29/07/68	07/02/97	17/08/83	17/08/83	07/02/97	14/10/87	07/11/83	29/02/80	-
Canada	18/07/94	14/01/70	-	08/05/78	-	-	16/11/92	06/11/87	07/03/75	25/05/93
China	08/04/80	05/10/73	03/02/95	07/01/80	17/12/82	03/02/95	01/07/83	08/06/81	07/01/80	-
Fiji	29/11/72	29/11/72	-	04/03/83	-	-	-	27/03/91	04/03/83	-
Hong Kong, China*	18/07/82	16/08/72	-	25/05/80	14/11/81	-	11/04/85	03/11/84	15/07/77	28/11/80
Indonesia	14/03/89	17/01/77	-	17/02/81	23/08/88	-	21/10/86	27/01/87	13/11/79	-
Japan	17/07/80	15/05/68	24/06/97	15/05/80	15/05/80	24/06/97	09/06/83	27/05/82	21/06/77	31/05/83
Republic of Korea	18/01/80	10/07/69	14/11/94	31/12/80	02/12/82	14/11/94	23/07/84	04/04/85	29/07/77	-
Malaysia	24/04/84	12/01/71	-	19/10/83	19/10/83	-	31/01/97	31/01/92	23/12/80	-
New Zealand	06/01/78	05/02/70	03/06/01	23/02/90	23/02/90	03/06/01	25/09/98	30/07/86	26/11/76	-
Papua New Guinea	25/10/93	18/05/76	-	12/11/80	-	-	25/10/93	28/10/91	18/05/76	-
Philippines	06/09/78	04/03/69	-	15/12/81	-	-	15/06/01	22/02/84	-	-
Russian Federation	20/11/69	04/07/66	18/08/00	09/01/80	12/05/81	18/08/00	03/11/83	09/10/79	09/11/73	07/05/91
Singapore	06/06/85	21/09/71	18/08/99	16/03/81	01/06/84	10/08/99	01/11/90	01/05/88	29/04/77	-
Thailand	11/06/96	30/12/92	-	18/12/84	-	-	-	19/06/97	06/08/79	-
Vanuatu	13/01/89	28/07/82	26/11/90	28/07/82	28/07/82	14/09/92	13/04/89	22/04/91	28/07/82	-
Viet Nam	18/12/90	18/12/90	-	18/12/90	12/10/92	-	29/05/91	18/12/90	18/12/90	-
Brunei Darussalam	23/10/86	06/03/87	-	23/10/86	23/10/86	-	23/10/86	23/10/86	05/02/87	-
Chile	22/11/82	10/03/75	03/03/95	28/03/80	15/07/92	29/09/95	10/10/94	09/06/87	02/08/77	-
Solomon Islands	-	-	-	-	-	-	-	01/06/94	12/03/82	-
Entry into force date	18/07/1982	21/07/1968	03/02/2000	25/05/1980	01/05/1981	03/02/2000	02/10/1983	28/04/1984	15/07/1977	28/11/1981

* Effective date of extension of instruments.

** Although some Authorities have not ratified the ILO Convention No.147, parts of the ILO conventions referred to therein are implemented under their national legislation and port State control is carried out on matters covered by the national regulations.

Table 1a: STATUS OF MARPOL 73/78

(Date of deposit of instruments)

(As at 31 December 2001)

Authority	Annexes I & II	Annex III	Annex IV	Annex V
Australia	14/10/87	10/10/94	-	14/08/90
Canada	16/11/92	-	-	-
China	01/07/83	13/09/94	-	21/11/88
Fiji	-	-	-	-
Hong Kong, China*	11/04/85	07/03/95	-	27/03/96
Indonesia	21/10/86	-	-	-
Japan	09/06/83	09/06/83	09/06/83	09/06/83
Republic of Korea	23/07/84	28/02/96	-	28/02/96
Malaysia	31/01/97	-	-	31/01/97
New Zealand	25/09/98	25/09/98	-	25/09/98
Papua New Guinea	25/10/93	25/10/93	25/10/93	25/10/93
Philippines	15/06/01	15/06/01	15/06/01	15/06/01
Russian Federation	03/11/83	14/08/87	14/08/87	14/08/87
Singapore	01/11/90	02/03/94	-	27/05/99
Thailand	-	-	-	-
Vanuatu	13/04/89	22/04/91	-	22/04/91
Viet Nam	29/05/91	-	-	-
Brunei Darussalam	23/10/86	-	-	-
Chile	10/10/94	10/10/94	10/10/94	-
Solomon Islands	-	-	-	-
Entry into force date	02/10/83	01/07/92	-	31/12/88

* Effective date of extension of instruments.

ANNEX 2

PORT STATE INSPECTION STATISTICS

STATISTICS FOR 2001

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	No. of individual ships ¹⁾	Inspection rate (%)	Detention percentage (%)
Australia	2,913	1,788	8,818	127	4,545	64.09	4.36
Canada ²⁾	510	365	2,231	59	1,836	27.78	11.57
China	1,728	1,288	7,758	107	8,122	21.28	6.19
Fiji	29	7	19	1	164	17.68	3.45
Hong Kong, China	890	693	5,413	98	5,479	16.24	11.01
Indonesia	934	494	1,976	3	5,216	17.91	0.32
Japan	4,498	3,335	18,297	465	10,917	41.20	10.34
Republic of Korea	2,344	1,687	7,778	116	9,162	25.58	4.95
Malaysia	380	201	1,236	34	5,298	7.17	8.95
New Zealand	691	298	1,234	10	1,112	62.14	1.45
Papua New Guinea	0	0	0	0	385	0	
Philippines	359	202	1,445	17	2,381	15.08	4.74
Russian Federation ²⁾	650	505	4,601	103	866	75.06	15.85
Singapore	1,189	1,012	7,609	170	11,333	10.49	14.30
Thailand	76	46	242	18	3,448	2.20	23.68
Vanuatu	0	0	0	0	38	0	
Viet Nam	188	128	921	21	1,194	15.75	11.17
Total	17,379	12,049	69,578	1,349	Regional 24,590	Regional approx. 71%	Regional 7.76%

1) LMIS data for 2001. (Sum of the number of individual ships visits during the first and second half of the year 2001)

2) Data are only for the Pacific ports.

Table 3: PORT STATE INSPECTIONS PER FLAG

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Algeria	3	3	13	2	66.67
American Samoa	1	1	4	0	0
Antigua and Barbuda	135	85	440	8	5.93
Australia	10	7	22	0	0
Austria	3	3	24	0	0
Bahamas	476	260	1,100	15	3.15
Bahrain	3	3	7	0	0
Bangladesh	13	13	150	6	46.15
Barbados	5	3	13	0	0
Belize	502	461	3,676	138	27.49
Bermuda	43	20	70	2	4.65
Bolivia	24	24	223	10	41.67
Brazil	3	3	13	1	33.33
Bulgaria	4	4	19	1	25.00
Cambodia	787	730	7,009	232	29.48
Cameroon	1	1	4	0	0
Cayman Islands	38	25	125	1	2.63
Channel Islands	3	2	8	0	0
Chile	2	2	22	1	50.00
China	869	593	2,978	22	2.53
Colombia	1	1	6	0	0
Comores	1	1	2	0	0
Cook Islands	2	2	24	0	0
Croatia	21	11	35	0	0
Cyprus	693	478	2,590	45	6.49
Denmark	118	57	196	6	5.08
Egypt	28	20	107	1	3.57
Ethiopia	1	1	8	0	0
Fiji	4	4	22	0	0
Finland	1	0	0	0	0
France	33	19	47	1	3.03
French Antarctic Territory	4	0	0	0	0
Georgia	4	4	35	0	0
Germany	138	84	321	8	5.80
Gibraltar	2	1	3	0	0
Greece	306	165	645	9	2.94
Honduras	202	169	1,169	33	16.34
Hong Kong, China	502	309	1,280	10	1.99
India	100	79	463	5	5.00

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Indonesia	148	134	1,534	47	31.76
Iran	73	51	341	5	6.85
Isle of Man	75	38	137	0	0
Israel	12	5	9	0	0
Italy	33	22	103	3	9.09
Japan	177	89	357	5	2.82
Korea, Democratic People's Republic	151	146	1,711	65	43.05
Korea, Republic of	658	525	3,019	41	6.23
Kuwait	18	9	33	3	16.67
Kyrgyzstan	1	1	1	0	0
Lao, People's Democratic Republic	1	1	4	0	0
Latvia	3	1	2	0	0
Lebanon	1	1	10	0	0
Liberia	984	555	2,258	30	3.05
Lithuania	1	1	5	0	0
Luxemburg	3	1	2	0	0
Malaysia	419	297	1,901	36	8.59
Maldives	8	8	53	1	12.50
Malta	408	283	1,663	28	6.86
Marshall Islands	118	76	332	3	2.54
Mauritius	1	1	3	0	0
Myanmar	43	36	248	5	11.63
Netherlands	118	59	212	1	0.85
Netherlands Antilles	24	13	85	0	0
New Zealand	2	0	0	0	0
Nigeria	1	1	18	1	100.00
Norway	237	121	430	4	1.69
Pakistan	10	9	43	2	20.00
Panama	5,705	3,822	20,053	314	5.50
Papua New Guinea	19	19	161	2	10.53
Philippines	423	303	1,381	12	2.84
Poland	4	3	7	0	0
Portugal	1	0	0	0	0
Qatar	7	3	20	1	14.29
Russia	386	309	1,520	45	11.66
Saint Helena	1	1	3	0	0
Saint Vincent and the Grenadines	350	301	2,033	24	6.86
Samoa	2	1	9	0	0
Sao Tome and Principe	13	13	122	3	23.08

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Saudi Arabia	13	11	60	1	7.69
Singapore	763	495	2,241	19	2.49
Slovakia	2	2	14	0	0
South Africa	1	1	8	0	0
Spain	1	1	4	0	0
Sri Lanka	2	0	0	0	0
Sweden	16	7	20	0	0
Switzerland	12	6	25	0	0
Taiwan, China	213	161	1,042	20	9.39
Tanzania	1	1	4	0	0
Thailand	222	184	1,349	23	10.36
Tonga	24	12	53	1	4.17
Turkey	77	60	429	7	9.09
Tuvalu	2	2	31	1	50.00
Ukraine	2	1	9	0	0
United Arab Emirates (UAE)	5	5	28	1	20.00
United Kingdom (UK)	76	23	75	1	1.32
United States of America	35	25	100	2	5.71
Vanuatu	69	42	170	2	2.90
Viet Nam	117	102	1,168	32	27.35
Other	1	1	52	1	100.00
Total	17,379	12,049	69,578	1,349	Regional 7.76

Table 4: PORT STATE INSPECTIONS PER SHIP TYPE

Type of ship	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Tanker, not otherwise specified	177	80	392	3	1.69
Combination carrier	155	82	355	3	1.94
Oil tanker	1,036	557	3,102	72	6.95
Gas carrier	352	174	718	12	3.41
Chemical tanker	694	453	2,108	39	5.62
Bulk carrier	4,867	3,144	15,173	191	3.92
Vehicle carrier	405	244	801	4	0.99
Container ship	2,627	1,725	8,143	117	4.45
Ro-Ro cargo ship	253	159	820	9	3.56
General cargo/multi-purpose ship	5,343	4,432	32,589	811	15.18
Refrigerated cargo carrier	529	390	2,149	45	8.51
Woodchip carrier	167	107	400	3	1.80
Livestock carrier	74	53	373	5	6.76
Ro-Ro passenger ship	26	19	191	2	7.69
Passenger ship	183	113	653	7	3.83
Heavy load carrier	28	12	50	2	7.14
Offshore service vessel	120	76	320	3	2.50
High speed passenger craft	9	7	21	0	0
Factory ship	2	2	12	0	0
Special purpose ship	39	26	146	6	15.38
MODU & FPSO	1	0	0	0	0
Tugboat	209	136	697	9	4.31
Fishing vessel	4	2	8	0	0
Others	79	56	357	6	7.59
Total	17,379	12,049	69,578	1,349	7.76

Table 5: PORT STATE INSPECTIONS PER CLASSIFICATION SOCIETY

Classification society	No. of inspections	No. of inspections with deficiencies	No. of detentions*	Detention percentage %
American Bureau of Shipping	1,155	707	47	4.07
Biro Klasifikasi Indonesia	82	72	25	30.49
Bulgarski Koraben Registar	4	3	1	25.00
Bureau Veritas	835	562	61	7.31
China Classification Society	1,359	992	53	3.90
China Corporation Register of Shipping	309	249	43	13.92
Croatian Register of Shipping	36	17	0	0
Cyprus Bureau of Shipping	76	33	0	0
Det Norske Veritas	1,133	642	44	3.88
Germanischer Lloyd	1,007	620	57	5.66
Hellenic Register of Shipping	3	3	1	33.33
Honduras International Surveying and Inspection Bureau	32	15	5	15.63
INCLAMAR	28	25	8	28.57
Indian Register of Shipping	60	46	3	5.00
International Naval Surveys Bureau	9	9	3	33.33
Isthmus Bureau of Shipping Classification Div	111	107	45	40.54
Korean Register of Shipping	1,313	961	72	5.48
Lloyd's Register of Shipping	1,488	911	72	4.84
National Cargo Bureau Inc.	1	1	0	0
Nippon Kaiji Kyokai	5,860	3,907	246	4.20
Panama Bureau of Shipping	10	10	1	10.00
Panama Maritime Surveyors Bureau Inc	133	119	8	6.02
Panama Register Corporation	27	25	4	14.81
Polski Rejestr Statkow	17	14	1	5.88
R.J. Del Pan	10	10	3	30.00
Register of Shipping (DPR Korea)	90	87	29	32.22
Registro Cubano de Buques	1	0	0	0
Registro Italiano Navale	88	62	7	7.95
Romanian Naval Register	1	1	0	0
Russian Maritime Register of Shipping	509	409	63	12.38
Turkish Lloyd	4	2	1	25.00
Viet Nam Register of Shipping	71	65	27	38.03
Other	1,517	1,363	419	27.62
Total	17,379	12,049	1,349	7.76

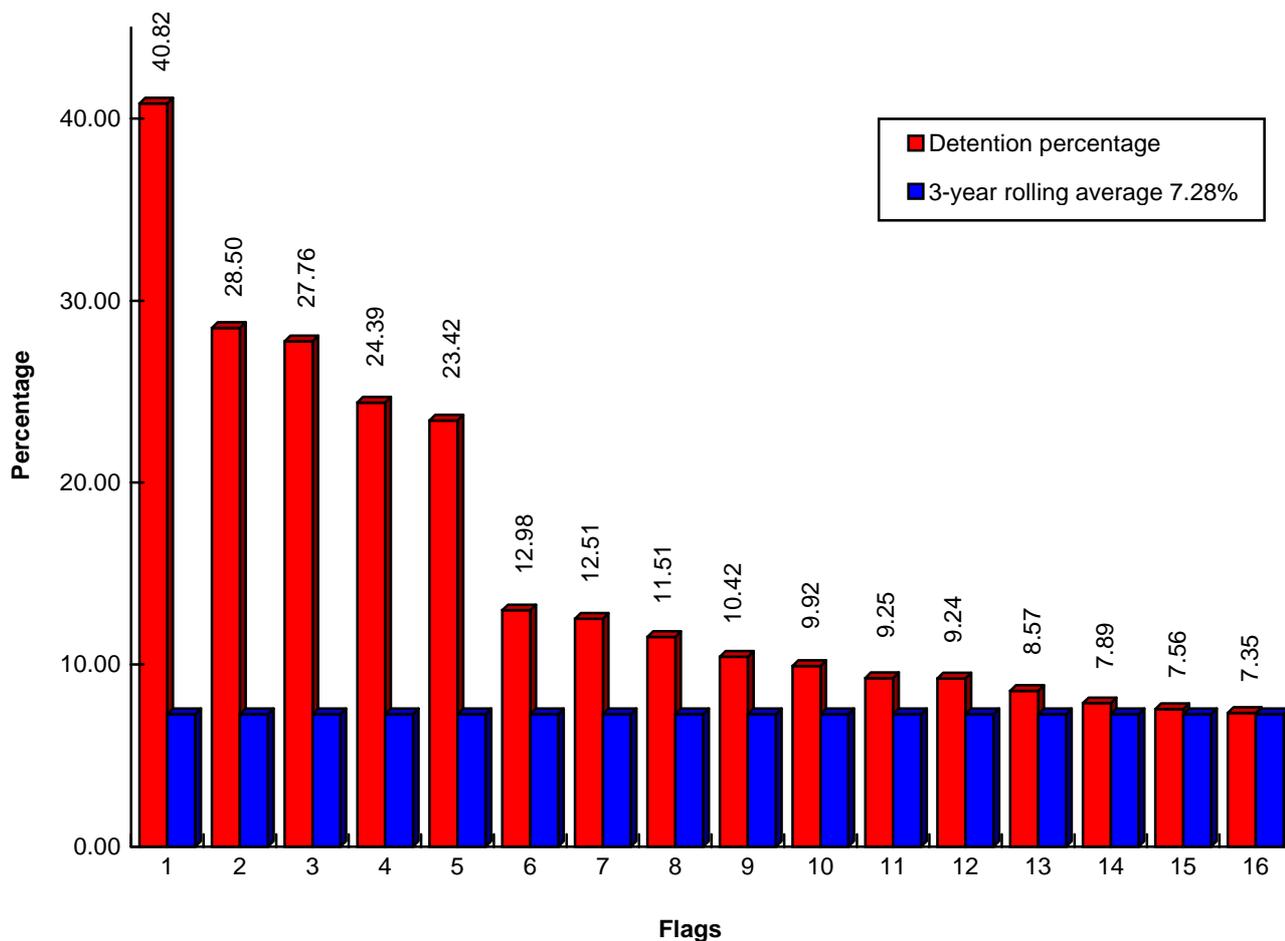
* **Note:** Deficiencies for which a ship is detained may not necessarily be related to the matters covered by the certificates issued by the classification society.

Table 6: DEFICIENCIES BY CATEGORIES

Nature of deficiencies	No. of deficiencies
Ship's certificates and documents	2,643
Certification and watchkeeping for seafarers	860
Crew and accommodation (ILO 147)	939
Food and catering (ILO 147)	419
Working spaces (ILO 147)	330
Lifesaving appliances	13,588
Fire safety measures	10,988
Accident prevention (ILO 147)	649
Stability, structure and related equipment	6,475
Alarm signals	203
Carriage of cargo and dangerous goods	590
Load lines	5,236
Mooring arrangements (ILO 147)	639
Propulsion and auxiliary machinery	2,694
Safety of navigation	8,742
Radiocommunications	3,300
MARPOL-Annex I	4,916
Oil, chemical tankers and gas carriers	157
MARPOL-Annex II	73
SOLAS related operational deficiencies	2,833
MARPOL related operational deficiencies	804
MARPOL-Annex III	21
MARPOL-Annex V	1,542
ISM related deficiencies	792
Bulk carriers-additional safety measures	17
Other deficiencies	128
Total	69,578

SUMMARY OF PORT STATE INSPECTION DATA 1999 – 2001

Figure 13: FLAGS WITH DETENTION PERCENTAGES EXCEEDING 3-YEAR ROLLING AVERAGE DETENTION PERCENTAGE



Flags:

- | | | | |
|------------------------------|------------------------|--------------------------------------|-------------------|
| 1. Korea, Dem. People's Rep. | 2. Indonesia | 3. Cambodia | 4. Belize |
| 5. Viet Nam | 6. Honduras | 7. Russia | 8. Turkey |
| 9. Malaysia | 10. Thailand | 11. Saint Vincent and the Grenadines | 12. Taiwan, China |
| 13. Myanmar | 14. Korea, Republic of | 15. Iran | 16. Malta |

Note: Flags listed above are those flags which ships were involved in at least 60 port State inspections in the period 1999 - 2001 and detention percentage of which are above the regional 3-year rolling average detention percentage. The complete information on inspections and detentions is given in Table 7.

**Table 7: FLAGS WITH DETENTION PERCENTAGES
EXCEEDING 3-YEAR ROLLING AVERAGE DETENTION PERCENTAGE**

Number of bar in Figure 13	Flag	Number of inspections 1999-2001	Number of detentions 1999-2001	Detention percentage 1999-2001	3-year rolling average detention percentage 1999-2001	Excess of average detention percentage 1999-2001
1	Korea, Democratic People's Republic	343	140	40.82	7.28	33.54
2	Indonesia	407	116	28.50	7.28	21.22
3	Cambodia	1,567	435	27.76	7.28	20.48
4	Belize	1,402	342	24.39	7.28	17.11
5	Viet Nam	269	63	23.42	7.28	16.14
6	Honduras	840	109	12.98	7.28	5.70
7	Russia	1,191	149	12.51	7.28	5.23
8	Turkey	252	29	11.51	7.28	4.23
9	Malaysia	998	104	10.42	7.28	3.14
10	Thailand	615	61	9.92	7.28	2.64
11	Saint Vincent and the Grenadines	1,005	93	9.25	7.28	1.97
12	Taiwan, China	563	52	9.24	7.28	1.96
13	Myanmar	140	12	8.57	7.28	1.29
14	Korea, Republic of	1,660	131	7.89	7.28	0.61
15	Iran	172	13	7.56	7.28	0.28
16	Malta	1,089	80	7.35	7.28	0.07

Table 8: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	1999	2000	2001	Total	1999	2000	2001	Total	
Afghanistan	1	5	0	6	0	1	0	1	16.67
Albania	11	0	0	11	0	0	0	0	0
Algeria	7	4	3	14	2	1	2	5	35.71
American Samoa	0	0	1	1	0	0	0	0	0
Anquilla	0	1	0	1	0	0	0	0	0
Antigua and Barbuda	85	135	135	355	8	5	8	21	5.92
Australia	11	8	10	29	0	0	0	0	0
Austria	0	2	3	5	0	0	0	0	0
Bahamas	428	484	476	1,388	18	12	15	45	3.24
Bahrain	3	0	3	6	0	0	0	0	0
Bangladesh	8	11	13	32	2	2	6	10	31.25
Barbados	4	7	5	16	0	1	0	1	6.25
Belgium	0	2	0	2	0	0	0	0	0
Belize	448	452	502	1,402	119	85	138	342	24.39
Bermuda	32	44	43	119	1	0	2	3	2.52
Bolivia	0	4	24	28	0	2	10	12	42.86
Brazil	4	2	3	9	1	1	1	3	33.33
Brunei Darussalam	2	2	0	4	0	0	0	0	0
Bulgaria	7	6	4	17	1	0	1	2	11.76
Cambodia	253	527	787	1,567	91	112	232	435	27.76
Cameroon	6	0	1	7	0	0	0	0	0
Cayman Islands	25	26	38	89	4	0	1	5	5.62
Channel Islands	0	0	3	3	0	0	0	0	0
Chile	2	1	2	5	0	0	1	1	20.00
China	802	809	869	2,480	51	24	22	97	3.91
Colombia	0	1	1	2	0	1	0	1	50.00
Comores	4	0	1	5	0	0	0	0	0
Cook Islands	3	4	2	9	3	0	0	3	33.33
Croatia	13	11	21	45	1	0	0	1	2.22
Cuba	1	0	0	1	0	0	0	0	0
Cyprus	617	621	693	1,931	33	31	45	109	5.64
Denmark	117	112	118	347	4	3	6	13	3.75
Ecuador	1	0	0	1	0	0	0	0	0
Egypt	21	24	28	73	0	2	1	3	4.11
Equatorial Guinea	4	0	0	4	0	0	0	0	0

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	1999	2000	2001	Total	1999	2000	2001	Total	
Ethiopia	4	2	1	7	0	0	0	0	0
Fiji	1	3	4	8	0	0	0	0	0
Finland	0	0	1	1	0	0	0	0	0
France	35	23	33	91	0	0	1	1	1.10
French Antarctic Territory	0	4	4	8	0	0	0	0	0
Georgia	0	1	4	5	0	0	0	0	0
Germany	117	143	138	398	3	1	8	12	3.02
Ghana	1	0	0	1	0	0	0	0	0
Gibraltar	2	1	2	5	0	0	0	0	0
Greece	227	306	306	839	14	14	9	37	4.41
Guinea	1	0	0	1	1	0	0	1	100.00
Honduras	382	256	202	840	34	42	33	109	12.98
Hong Kong, China	270	404	502	1,176	5	8	10	23	1.96
India	103	78	100	281	7	7	5	19	6.76
Indonesia	136	123	148	407	22	47	47	116	28.50
Iran	49	50	73	172	6	2	5	13	7.56
Isle of Man	34	45	75	154	0	0	0	0	0
Israel	5	9	12	26	0	0	0	0	0
Italy	36	36	33	105	1	2	3	6	5.71
Japan	183	174	177	534	3	2	5	10	1.87
Kiribati	2	0	0	2	0	0	0	0	0
Korea, Democratic People's Republic	83	109	151	343	32	43	65	140	40.82
Korea, Republic of	418	584	658	1,660	38	52	41	131	7.89
Kuwait	18	18	18	54	2	1	3	6	11.11
Kyrgyzstan	0	2	1	3	0	0	0	0	0
Lao, People's Democratic Republic	0	0	1	1	0	0	0	0	0
Latvia	6	10	3	19	0	0	0	0	0
Lebanon	0	1	1	2	0	0	0	0	0
Liberia	1,015	939	984	2,938	29	29	30	88	3.00
Libyan Arab Jamahiriya	2	0	0	2	0	0	0	0	0
Lithuania	1	2	1	4	0	0	0	0	0
Luxemburg	3	4	3	10	0	0	0	0	0
Malaysia	277	302	419	998	22	46	36	104	10.42
Maldives	6	6	8	20	1	1	1	3	15.00
Malta	273	408	408	1,089	23	29	28	80	7.35
Marshall Islands	49	61	118	228	2	2	3	7	3.07

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	1999	2000	2001	Total	1999	2000	2001	Total	
Mauritius	0	3	1	4	0	0	0	0	0
Moldavia	1	0	0	1	0	0	0	0	0
Myanmar	59	38	43	140	5	2	5	12	8.57
Netherlands	101	117	118	336	2	3	1	6	1.79
Netherlands Antilles	16	26	24	66	0	0	0	0	0
New Zealand	11	6	2	19	1	0	0	1	5.26
Nigeria	1	2	1	4	0	0	1	1	25.00
Norway	237	253	237	727	7	9	4	20	2.75
Pakistan	11	22	10	43	0	1	2	3	6.98
Panama	4,930	5,508	5,705	16,143	243	254	314	811	5.02
Papua New Guinea	11	5	19	35	1	1	2	4	11.43
Philippines	466	418	423	1,307	24	22	12	58	4.44
Poland	2	2	4	8	0	1	0	1	12.50
Portugal	2	3	1	6	0	0	0	0	0
Qatar	8	8	7	23	0	0	1	1	4.35
Romania	6	2	0	8	0	1	0	1	12.50
Russia	405	400	386	1,191	55	49	45	149	12.51
Saint Helena	8	0	1	9	0	0	0	0	0
Saint Vincent and the Grenadines	365	290	350	1,005	41	28	24	93	9.25
Samoa	0	0	2	2	0	0	0	0	0
Sao Tome and Principe	0	0	13	13	0	0	3	3	23.08
Saudi Arabia	7	15	13	35	0	0	1	1	2.86
Senegal	4	0	0	4	0	0	0	0	0
Sierra Leone	1	6	0	7	1	6	0	7	100.00
Singapore	724	693	763	2,180	31	34	19	84	3.85
Slovakia	1	3	2	6	1	0	0	1	16.67
South Africa	3	6	1	10	0	0	0	0	0
Spain	2	1	1	4	0	0	0	0	0
Sri Lanka	2	4	2	8	0	0	0	0	0
Sweden	15	22	16	53	0	0	0	0	0
Switzerland	10	21	12	43	0	0	0	0	0
Taiwan, China	168	182	213	563	12	20	20	52	9.24
Tanzania	1	0	1	2	1	0	0	1	50.00
Thailand	202	191	222	615	17	21	23	61	9.92
Tonga	17	17	24	58	2	1	1	4	6.90
Turkey	88	87	77	252	15	7	7	29	11.51

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	1999	2000	2001	Total	1999	2000	2001	Total	
Tuvalu	1	0	2	3	0	0	1	1	33.33
Ukraine	3	7	2	12	0	2	0	2	16.67
United Arab Emirates (UAE)	8	10	5	23	2	0	1	3	13.04
United Kingdom (UK)	59	64	76	199	1	0	1	2	1.01
United States of America	30	25	35	90	2	0	2	4	4.44
Uruguay	1	0	0	1	0	0	0	0	0
Uzbekistan	0	1	0	1	0	0	0	0	0
Vanuatu	82	77	69	228	1	2	2	5	2.19
Venezuela	0	7	0	7	0	1	0	1	14.29
Viet Nam	73	79	117	269	9	22	32	63	23.42
Other	120	4	1	125	13	3	1	17	13.60
Total	14,921	16,034	17,379	48,334	1,071	1,101	1,349	3,521	7.28

Figure 14: COMPARISON OF INSPECTIONS PER SHIP TYPE

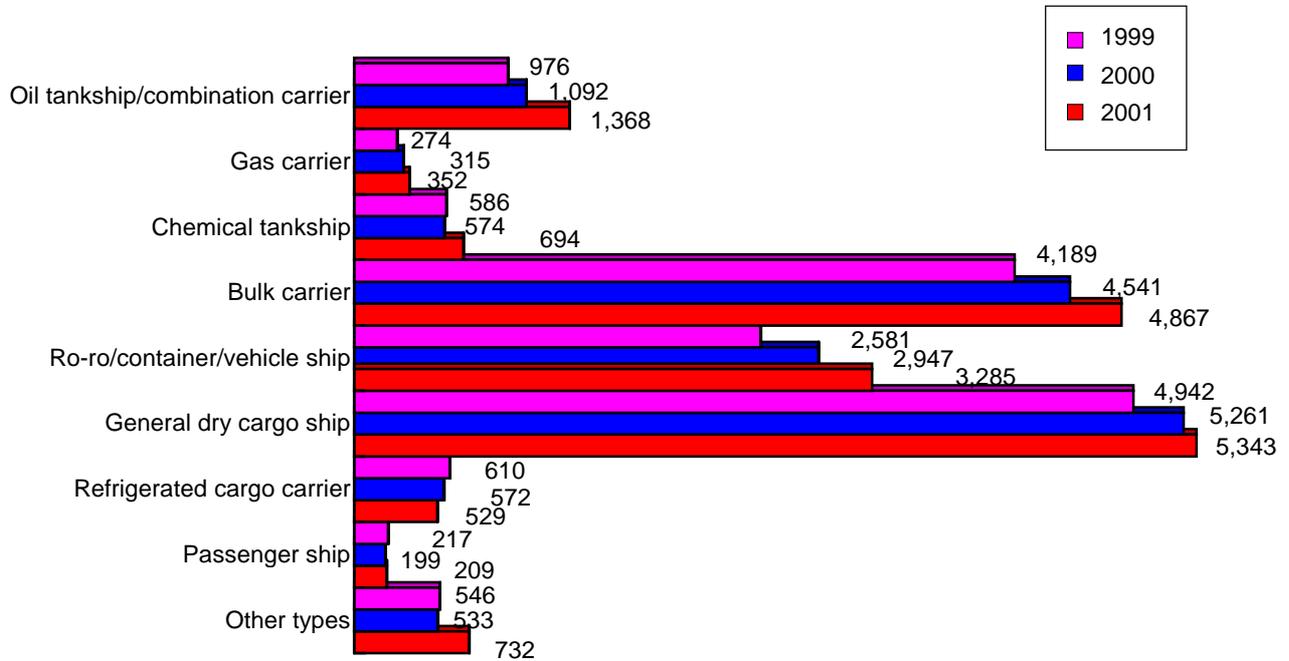


Figure 15: COMPARISON OF DETENTIONS PER SHIP TYPE

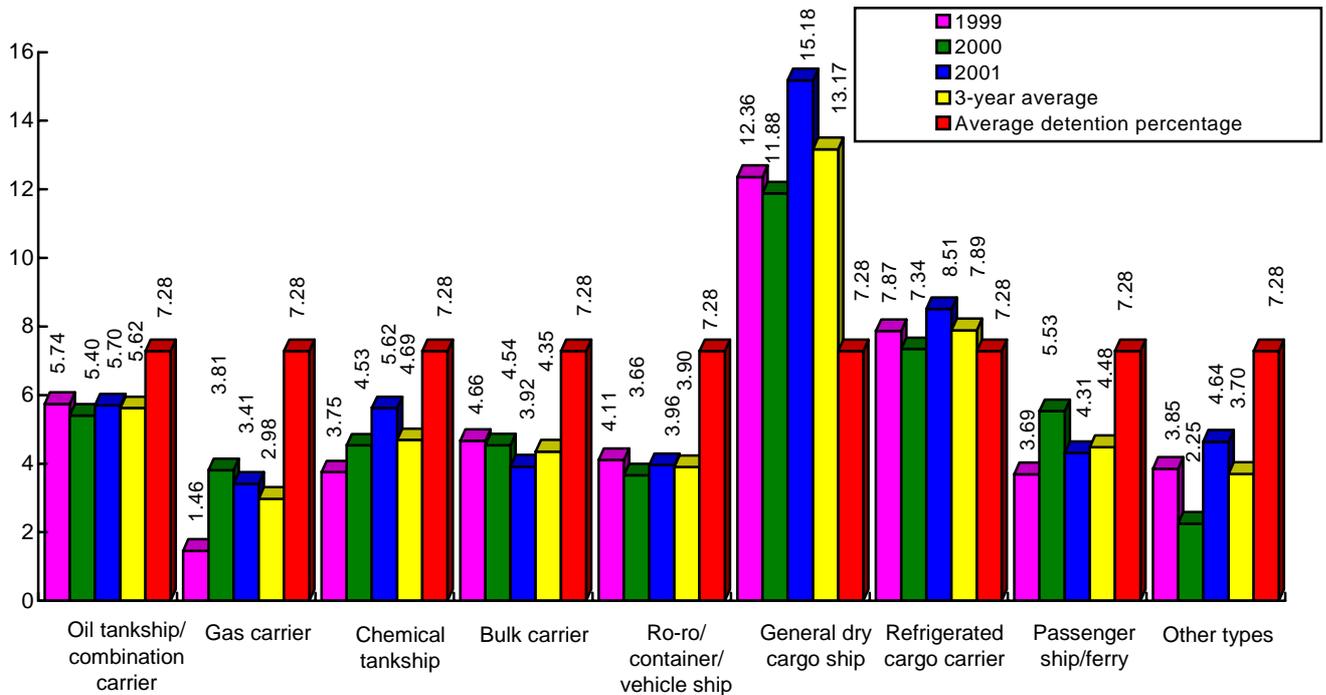
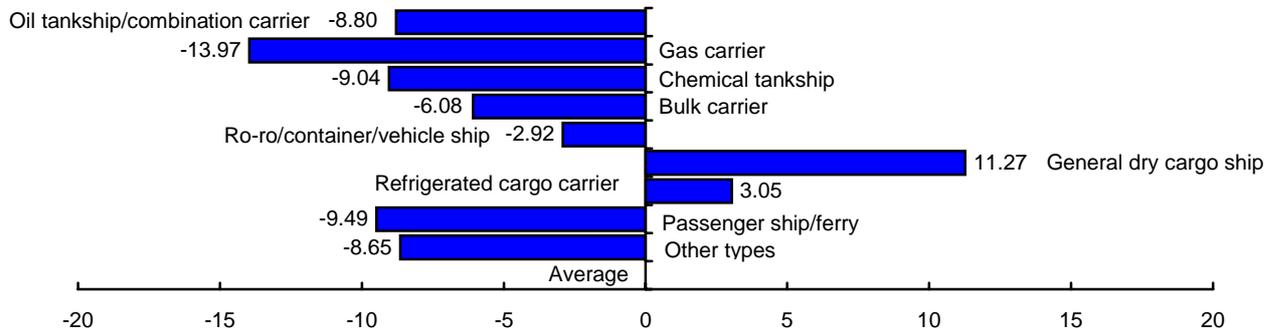


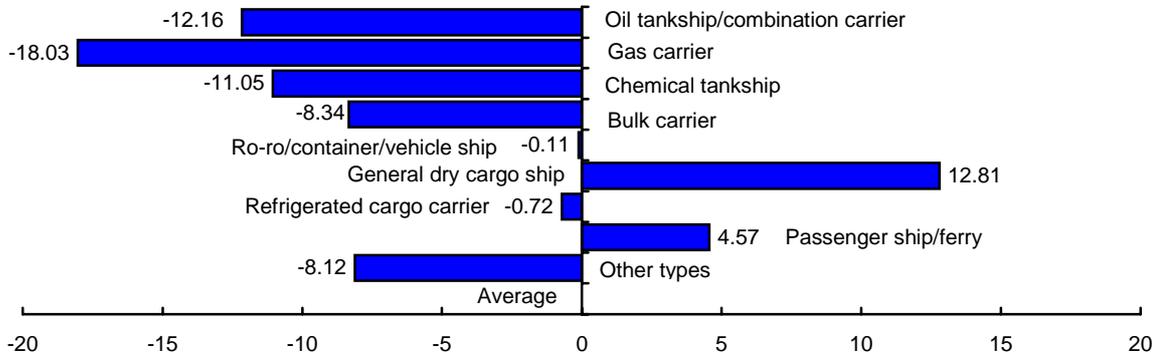
Table 9: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	1999	2000	2001	Total	1999	2000	2001	Total	
Tanker, not otherwise specified	320	102	177	599	21	6	3	30	5.01
Combination carrier	42	159	155	356	0	7	3	10	2.81
Oil tanker	614	831	1,036	2,481	35	46	72	153	6.17
Gas carrier	274	315	352	941	4	12	12	28	2.98
Chemical tanker	586	574	694	1,854	22	26	39	87	4.69
Bulk carrier	4,189	4,541	4,867	13,597	195	206	191	592	4.35
Vehicle carrier	382	463	405	1,250	13	12	4	29	2.32
Container ship	1,948	2,274	2,627	6,849	82	85	117	284	4.15
Ro-Ro cargo ship	251	210	253	714	11	11	9	31	4.34
General cargo/multi-purpose ship	4,942	5,261	5,343	15,546	611	625	811	2,047	13.17
Refrigerated cargo carrier	610	572	529	1,711	48	42	45	135	7.89
Woodchip carrier	59	119	167	345	2	1	3	6	1.74
Livestock carrier	76	78	74	228	4	0	5	9	3.95
Ro-Ro Passenger ship	22	23	26	71	2	1	2	5	7.04
Passenger ship	195	176	183	554	6	10	7	23	4.15
Factory ship	2	1	2	5	0	0	0	0	0
Heavy load carrier	17	28	28	73	1	0	2	3	4.11
Offshore service vessel	110	87	120	317	2	3	3	8	2.52
MODU & FPSO	3	1	1	5	0	0	0	0	0
Special purpose ship	61	39	39	139	4	0	6	10	7.19
High speed passenger craft	21	11	9	41	0	1	0	1	2.44
Tugboat	117	85	209	411	4	4	9	17	4.14
Fishing vessel	0	4	4	8	0	0	0	0	0
Others	80	80	79	239	4	3	6	13	5.44
Total	14,921	16,034	17,379	48,334	1,071	1,101	1,349	3,521	7.28

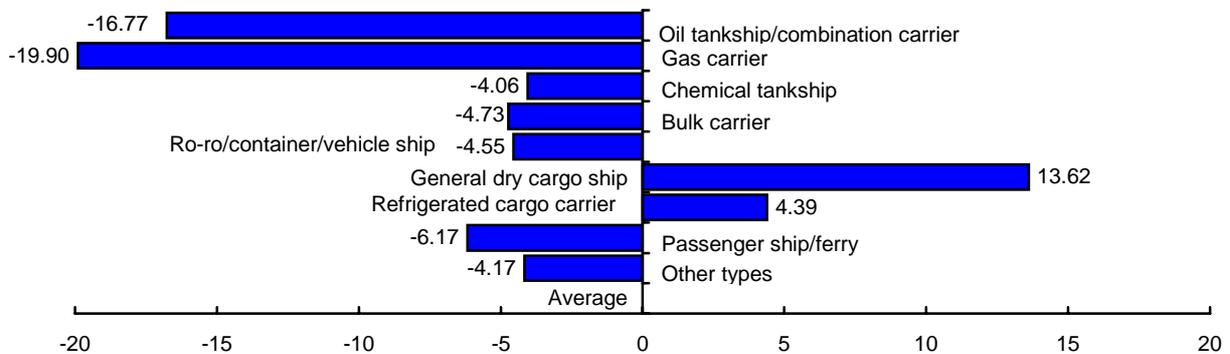
Figure 16: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



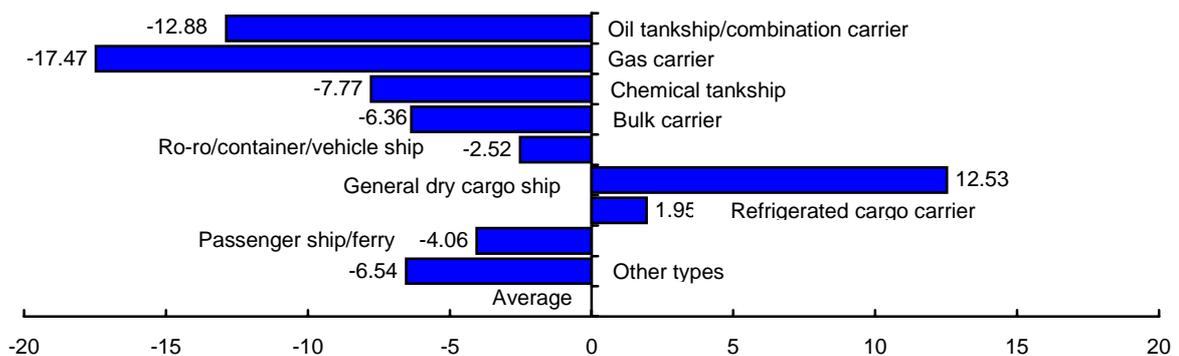
(a) Year 1999



(b) Year 2000



(c) Year 2001



(d) 3-year summary

* % over [+] or under [-] average

Table 10: INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Type of ship	Number of inspections				Number of inspections with deficiencies				3-year average percentage %
	1999	2000	2001	Total	1999	2000	2001	Total	
Oil tankship/combination carrier	976	1,092	1,368	3,436	542	591	719	1,852	53.90
Gas carrier	274	315	352	941	138	152	174	464	49.31
Chemical tankship	586	574	694	1,854	324	317	453	1,094	59.01
Bulk carrier	4,189	4,541	4,867	13,597	2,440	2,631	3,144	8,215	60.42
Ro-ro/container/vehicle ship	2,581	2,947	3,285	8,813	1,585	1,950	2,128	5,663	64.26
General dry cargo ship	4,942	5,261	5,343	15,546	3,736	4,161	4,432	12,329	79.31
Refrigerated cargo carrier	610	572	529	1,711	411	375	390	1,176	68.73
Passenger ship	217	199	209	625	119	141	132	392	62.72
Other types	546	533	732	1,811	304	310	477	1,091	60.24
Total	14,921	16,034	17,379	48,334	9,599	10,628	12,049	32,276	66.78

Figure 17: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

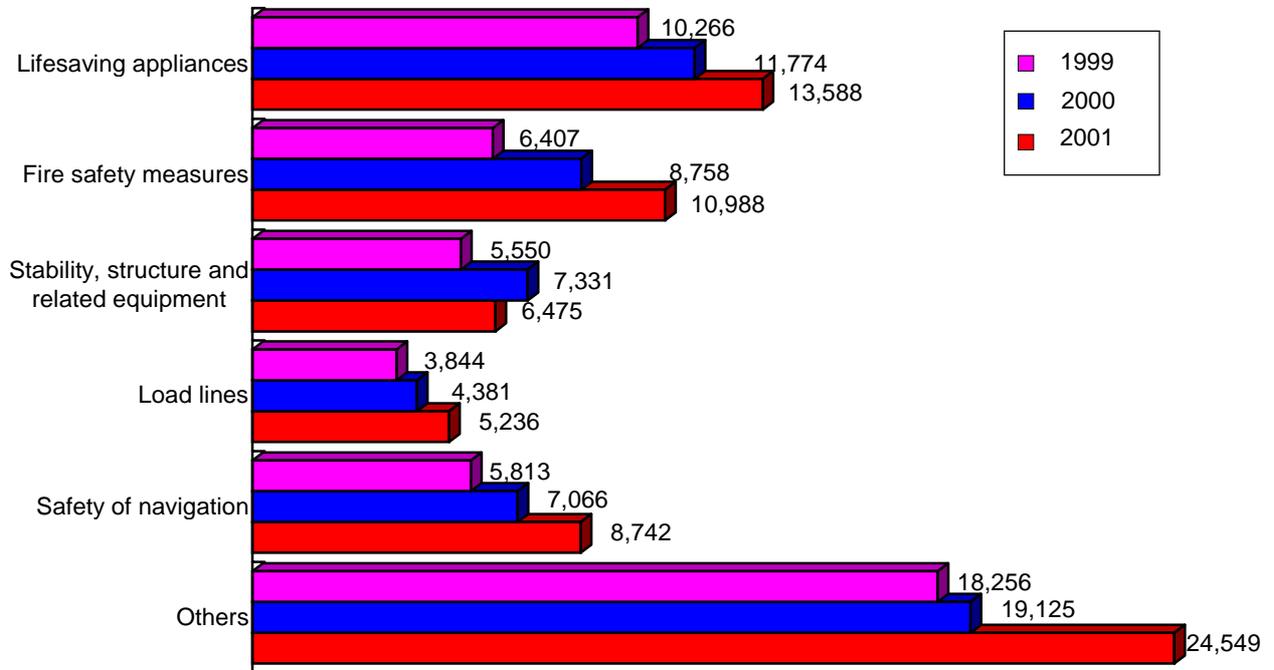
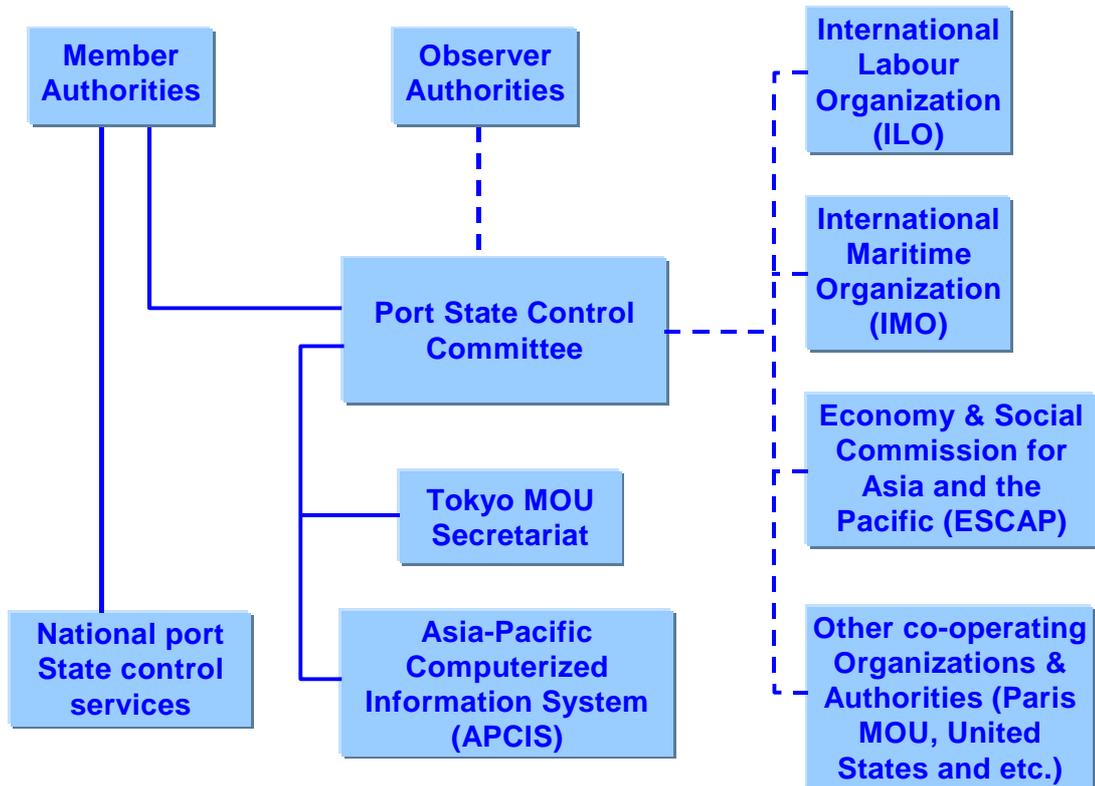


Table 11: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency	Number of deficiencies		
	1999	2000	2001
Ship's certificates and documents	2,204	2,602	2,643
Certification and watchkeeping for seafarers	1,234	739	860
Crew and accommodation (ILO 147)	717	695	939
Food and catering (ILO 147)	462	410	419
Working spaces (ILO 147)	260	251	330
Lifesaving appliances	10,266	11,774	13,588
Fire safety measures	6,407	8,758	10,988
Accident prevention (ILO 147)	521	472	649
Stability, structure and related equipment	5,550	7,331	6,475
Alarm signals	145	179	203
Carriage of cargo and dangerous goods	517	523	590
Load lines	3,844	4,381	5,236
Mooring arrangements (ILO 147)	638	603	639
Propulsion and auxiliary machinery	1,555	1,602	2,694
Safety of navigation	5,813	7,066	8,742
Radiocommunications	2,504	2,573	3,300
MARPOL-Annex I	2,944	3,784	4,916
Oil, chemical tankers and gas carriers	93	119	157
MARPOL-Annex II	36	35	73
SOLAS related operational deficiencies	2,641	1,991	2,833
MARPOL related operational deficiencies	814	967	804
MARPOL-Annex III	50	15	21
MARPOL-Annex V	83	75	1,542
ISM related deficiencies	531	719	792
Bulk carriers-additional safety measures	0	0	17
Other deficiencies	307	771	128
Total	50,136	58,435	69,578

ANNEX 3

ORGANIZATIONAL STRUCTURE OF THE TOKYO MOU



ANNEX 4

MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION *

The Maritime Authorities of

Australia	New Zealand
Canada	Papua New Guinea
People's Republic of China	Philippines
Fiji	Russian Federation
Hong Kong, China	Republic of Singapore
Indonesia	Solomon Islands
Japan	Thailand
Republic of Korea	Republic of Vanuatu
Malaysia	Socialist Republic of Vietnam

hereinafter referred to as "the Authorities"

Recognizing the importance of the safety of life at sea and in ports and the growing urgency of protecting the marine environment and its resources;

Recalling the importance of the requirements set out in the relevant maritime conventions for ensuring maritime safety and marine environment protection;

Recalling also the importance of the requirements for improving the living and working conditions at sea;

Noting the resolutions adopted by the International Maritime Organization (IMO), and especially Resolution A.682(17) adopted at its 17th Assembly, concerning regional co-operation in the control of ships and discharges;

Noting also that the Memorandum is not a legally binding document and is not intended to impose any legal obligation on any of the Authorities;

Mindful that the principal responsibility for the effective application of standards laid down in international instruments rests upon the administrations whose flag a ship is entitled to fly;

* This text contains the fifth amendments adopted on 18 October 2001 with effective date on 1 January 2002.

Recognizing nevertheless that effective action by port States is required to prevent the operation of substandard ships;

Recognizing also the need to avoid distorting competition between ports;

Convinced of the necessity, for these purposes, of an improved and harmonized system of port State control and of strengthening cooperation and the exchange of information;

have reached the following understanding:

Section 1 General

- 1.1** Each Authority that has accepted the Memorandum will give effect to the provisions of the present Memorandum.
- 1.2** For the purposes of the Memorandum, references to the "region", to "regional", to "regional ports" or to "regional port State control" mean the Asia-Pacific region, and references to "port State" means the States, and the territories recognized as Associate Members of IMO in which the ports are located.
- 1.3** Each Authority will establish and maintain an effective system of port State control with a view to ensuring that, without discrimination, foreign merchant ships calling at a port of its Authority, or anchored off such a port comply with the standards laid down in the relevant instruments as defined in section 2.
- 1.4** Each Authority, under the coordination of the Committee established pursuant to paragraph 6.1, will determine an appropriate annual percentage of individual foreign merchant ships, hereinafter referred to as "ships", to be inspected. The Committee will monitor the overall inspection activity and its effectiveness throughout the region. As the target, subject to subsequent review, the Committee will endeavour to attain a regional annual inspection rate of 75% of the total number of ships operating in the region. The percentage is based on the number of ships which entered regional ports during a recent base period to be decided by the Committee.
- 1.5** Each Authority will consult, cooperate and exchange information with the other Authorities in order to further the aims of the Memorandum.

Section 2 Relevant Instruments

- 2.1** For the purposes of the Memorandum, the following are the relevant instruments on which regional port State control is based:
 - .1 the International Convention on Load Lines 1966;
 - .2 the Protocol of 1988 relating to the International Convention on Load Lines, 1966;

- .3 the International Convention for the Safety of Life at Sea, 1974 as amended;
- .4 the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
- .5 the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974;
- .6 the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto;
- .7 the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended;
- .8 the Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- .9 the International Convention on Tonnage Measurement of Ships, 1969; and
- .10 the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147).

2.2 With respect to the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147), each Authority will be guided by the instructions in chapter 4 of the Asia-Pacific Port State Control Manual (hereinafter referred to as the “Manual”). The implementation of ILO Convention No. 147 will not require any alterations to structure or facilities involving accommodation for ships whose keels were laid down before April 1, 1994.

2.3 In the application of the other relevant instruments, each Authority will be guided by the standards specified in chapter 3 of the Manual.

2.4 Each Authority will apply those relevant instruments which are in force and are binding upon it. In the case of amendments to a relevant instrument each Authority will apply those amendments which are in force and which are binding upon it. An instrument so amended will then be deemed to be the 'relevant instrument' for that Authority.

2.5 In applying a relevant instrument for the purpose of port State control, the Authorities will ensure that no more favourable treatment is given to ships entitled to fly the flag of a non-party to that instrument.

2.6 When inspecting ships for provisions of the relevant instruments to which it is a Party, the Authority as the port State will not impose standards on foreign ships that are in excess of standards applicable to ships flying the flag of that port State.

Section 3 Inspection Procedures, Rectification and Detention

3.1 In implementing this Memorandum, the Authorities will carry out inspections, which will consist of at least a visit on board a ship in order to check the certificates and documents, and furthermore satisfy themselves that the crew and the overall condition of the ship, its equipment, machinery spaces and accommodation, and hygienic conditions on board, meets the provisions of the relevant instruments. In the absence of valid certificates, or if there are clear grounds for believing that the crew or the condition of the ship or its equipment does not substantially meet the requirements of a relevant instrument, or the master or crew are not familiar with essential shipboard procedure relating to the safety of ships or the prevention of pollution, a more detailed inspection will be carried out. Inspections will be carried out in accordance with the Manual.

3.2 Clear Grounds

3.2.1 The Authorities will regard as 'clear grounds' *inter alia* the following:

- .1 a report or notification by another Authority;
- .2 a report or complaint by the master, a crew member, or any person or organization with a legitimate interest in the safe operation of the ship, shipboard living and working conditions or the prevention of pollution, unless the Authority concerned deems the report or complaint to be manifestly unfounded; and
- .3 other indications of serious deficiencies, having regard in particular to the Manual.

3.2.2 For the purpose of control, specific 'clear grounds' include those as prescribed in paragraph 2.3 of IMO resolution A.787(19) as amended and in chapter 7 of the Manual.

3.2.3 Nothing in these procedures should be construed as restricting the powers of the Authorities to take measures within their jurisdiction in respect of any matter to which the relevant instruments relate.

3.3 In selecting ships for inspection the Authorities will give priority to the following ships:

- .1 passenger ships, roll-on/roll-off ships and bulk carriers;
- .2 ships which may present a special hazard, including oil tankers, gas carriers, chemical tankers and ships carrying harmful substances in packaged form;
- .3 ships visiting a port of a State, the Authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;

- .4 ships flying the flag of a State appearing in the three-year rolling average table of above-average detentions published in the annual report of the Memorandum;
- .5 ships which have been permitted to leave the port of a State, the Authority of which is a signatory to the Memorandum, on the condition that the deficiencies noted must be rectified within a specified period, upon expiry of such period;
- .6 ships which have been reported by pilots or port authorities as having deficiencies which may prejudice their safe navigation;
- .7 ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ships' particulars, the ships movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State;
- .8 ships which have been suspended from their class for safety reasons in the course of the preceding six months;
- .9 ships referred to in paragraph 3.9; and
- .10 type of ships identified by the Committee (referred to in paragraph 6.3) from time to time as warranting priority inspections.

The Authorities will pay special attention to oil tankers and bulk carriers of 10 years of age and over.

- 3.4** The Authorities will seek to avoid inspecting ships which have been inspected by any of the other Authorities within the previous six months, unless they have clear grounds for inspection. The frequency of inspection does not apply to the ships referred to in paragraph 3.3, in which case the Authorities will seek satisfaction whenever they will deem this appropriate.
- 3.5** Inspections will be carried out by properly qualified persons authorized for that purpose by the Authority concerned and acting under its responsibility, having regard to sections 2.4 and 2.5 of IMO resolution A.787(19) contained in chapter 3 of the Manual.
- 3.6** Each Authority will endeavour to secure the rectification of all deficiencies detected. On the condition that all possible efforts have been made to rectify all deficiencies, other than those referred to in 3.7, the ship may be allowed to proceed to a port where any such deficiencies can be rectified. The provisions of 3.8 apply accordingly.

In exceptional circumstances where, as a result of the initial control and a more detailed inspection, the overall condition of a ship and its equipment, also taking the crew and its living and working conditions into account, are found to be substandard, the Authority may suspend an inspection.

The suspension of the inspection may continue until the responsible parties have taken the steps necessary to ensure that the ship complies with the requirements of the relevant instruments.

Prior to suspending an inspection, the Authority will have recorded detainable deficiencies in the areas set out in Appendix 1 of IMO resolution A.787(19) and ILO Convention deficiencies*, as appropriate.

In cases where the ship is detained and an inspection is suspended, the Authority will, as soon as possible, notify the responsible parties. The notification will include information about the detention. Furthermore it shall state that the inspection is suspended until the Authority has been informed that the ship complies with all relevant requirements.

- 3.7** In the case of deficiencies which are clearly hazardous to safety, health or the environment, the Authority will, except as provided in 3.8, ensure that the hazard is removed before the ship is allowed to proceed to sea. For this purpose appropriate action will be taken, which may include detention or a formal prohibition of a ship to continue an operation due to established deficiencies which, individually or together, would render the continued operation hazardous. In the event of a detention, the Authority will as soon as possible, notify in writing the flag State or its consul or, in his absence, its nearest diplomatic representative of all the circumstances in which intervention was deemed necessary. Where the certifying Authority is an organization other than a maritime administration, the former will also be advised.
- 3.8** Where deficiencies which caused a detention as referred to in paragraph 3.7 cannot be remedied in the port of inspection, the Authority may allow the ship concerned to proceed to the nearest appropriate repair yard available, as chosen by the master and agreed to by the Authority, provided that the conditions determined by the Authority and agreed by the competent authority of the flag State are complied with. Such conditions will ensure that the ship shall not sail until it can proceed without risk to the safety and health of the passengers or crew, or risk to other ships, or without being an unreasonable threat of harm to the marine environment. Such conditions may include discharging of cargo, temporary repairs and/or confirmation from the flag State that remedial action has been taken on the ship in question. In such circumstances the Authority will notify the Authority of the ship's next port of call, the parties mentioned in paragraph 3.7 and any other authority as appropriate. Notification to Authorities will be made in accordance with chapter 7 of the Manual. The Authority receiving such notification will inform the notifying Authority of action taken in accordance with chapter 7 of the Manual.
- 3.9** If a ship referred to in paragraph 3.8 proceeds to sea without complying with the conditions agreed to by the Authority of the port of inspection:
- .1 that Authority will immediately alert the next port, if known, the flag State and all other Authorities it considers appropriate; and

* Examples of detainable deficiencies are set out in chapter 7 of the Manual.

.2 the ship will be detained at any port of the Authorities which have accepted the Memorandum, until the company has provided evidence to the satisfaction of the Authority of the port State, that the ship fully complies with all applicable requirements of the relevant instruments.

3.10 If a ship referred to in paragraph 3.8 does not call at the nominated repair port, the Authority of the repair port will immediately alert the flag State and detaining port State, which may take appropriate action, and notify any other Authorities it considers appropriate.

3.11 The provisions of this section are without prejudice to the requirements of relevant instruments or procedures established by international organizations concerning notification and reporting procedures related to port State control.

3.12 The Authorities will ensure that, on the conclusion of an inspection, the master of the ship is provided with a document, in the form specified in chapter 7 of the Manual, giving the results of the inspection and details of any action taken.

3.13 When exercising control under the Memorandum, the Authorities will make all possible efforts to avoid unduly detaining or delaying a ship. Nothing in the Memorandum affects rights created by provisions of relevant instruments relating to compensation for undue detention or delay.

3.14 In the case that an inspection is initiated based on a report or complaint, especially if it is from a crew member, the source of the information must not be disclosed.

3.15 The company of a ship or its representative will have a right of appeal against a detention taken by the Authority of the port State. Initiation of the appeal process will not by itself cause the detention to be suspended. The port State control officer should properly inform the master of the right of appeal.

Section 4 Provision of information

4.1 Each Authority will report on its inspections under the Memorandum and their results, in accordance with the procedures specified in the Manual.

4.2 Arrangements will be made for the exchange of inspection information with other regional organizations working under a similar memorandum of understanding.

- 4.3** The Authorities will, upon the request of another Authority, endeavour to secure evidence relating to suspected violations of the requirements on operational matters of Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972 and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto. In case of suspected violations involving the discharge of harmful substances, an Authority will, upon the request of another Authority, visit in port the ship suspected of such a violation in order to obtain information and, where appropriate, to take a sample of any alleged pollutant.

Section 5 Training Programs and Seminars

The Authorities will endeavour to establish training programs and seminars for port State control officers.

Section 6 Organization

- 6.1** A Committee composed of representatives of each of the Member Authorities, defined in Annex 1 of the Memorandum, will be established. An Observer from each of the International Maritime Organization, the International Labour Organization, the Economic and Social Commission for Asia and the Pacific and any other intergovernmental organization or Maritime Authority recognized as observer referred in Annex 1 to the Memorandum will be invited to participate without vote in the work of the Committee.
- 6.2** The Committee will meet once a year and at such other times as it may decide.
- 6.3** The Committee will:
- .1 carry out the specific tasks assigned to it under the Memorandum;
 - .2 promote by all means necessary, including training and seminars, the harmonization of procedures and practices relating to inspection, rectification and detention whilst having regard to paragraph 2.4;
 - .3 develop and review guidelines for carrying out inspections under the Memorandum;
 - .4 develop and review procedures for the exchange of information; and
 - .5 keep under review other matters relating to the operation and the effectiveness of the Memorandum.
- 6.4** A Secretariat will be established in accordance with the following principles:
- .1 the Secretariat is a non-profit making body located in Tokyo;

- .2 the Secretariat will be totally independent from any maritime administration or organization;
- .3 the Secretariat will be governed by and be accountable to the Committee;
- .4 the Secretariat will have a bank account into which all dues and contributions are made; and
- .5 the Secretariat will operate from the established bank account in accordance with the budget determined by the Committee.

6.5 The Secretariat, acting under the guidance of the Committee and within the limits of the resources made available to it, will:

- .1 prepare meetings, circulate papers and provide such assistance as may be required to enable the Committee to carry out its functions;
- .2 facilitate the exchange of information; and
- .3 carry out such other work as may be necessary to ensure the effective operation of the Memorandum.

6.6 The Asia-Pacific Computerized Information System (APCIS) in the Russian Federation is established for the purpose of exchanging information on port State inspections, in order to:

- .1 make available to Authorities information on inspections of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and their exercise of port State control on selected ships; and
- .2 provide effective information exchange facilities regarding port State control in the region.

Section 7 Amendments

7.1 The Memorandum will be amended by the following procedure:

- .1 any Authority that has accepted the Memorandum may propose amendments to the Memorandum;
- .2 the proposed amendment will be submitted through the Secretariat for consideration by the Committee;

- .3 amendments will be adopted by a two-thirds majority of the representatives of the Authorities present and voting in the Committee, each Authority exercising one vote. If so adopted an amendment will be communicated by the Secretariat to the Authorities for acceptance;
- .4 an amendment will be deemed to have been accepted either at the end of a period of six months after adoption by the representatives of the Authorities in the Committee or at the end of any different period determined unanimously by the representatives of the Authorities in the Committee at the time of adoption, unless within the relevant period an objection is communicated to the Secretariat by an Authority;
- .5 any such objection will be considered by the Committee at its next meeting, and the amendment will be confirmed if it is accepted by a two-thirds majority of the representatives of the Authorities present and voting in the Committee at such meeting. In these circumstances, a quorum of more than half of the total number of representatives of the Authorities that comprise the Committee is required. In the event that the amendment is confirmed, the date of its deemed acceptance will be either at the end of a period of six months after being confirmed or any different period determined unanimously by the representatives of the Authorities in the Committee at the time of confirmation; and
- .6 an amendment will take effect 60 days after it has been deemed accepted, or at the end of any different period of deemed acceptance as determined unanimously by the representatives of the Authorities in the Committee.

7.2 The Manual will be amended by the following procedure:

- .1 the proposed amendment will be submitted through or by the Secretariat for consideration by the Authorities;
- .2 the amendment will be deemed to have been accepted at the end of a period of three months from the date on which it has been communicated by the Secretariat or at the end of any different period determined unanimously by the Authorities, unless an Authority requests in writing that the amendment should be considered by the Committee. In the latter case the procedure specified in paragraph 7.1 will apply; and
- .3 the amendment will take effect 60 days after it has been accepted or at the end of any different period determined unanimously by the Authorities.

Section 8 Administrative Provisions

- 8.1** The Memorandum is without prejudice to rights and obligations under any international instrument.

- 8.2** Any Maritime Authority meeting the criteria established in Annex 1 to the Memorandum may, with the unanimous consent of the Authorities present and voting at the Committee meeting, become a Member Authority of the Memorandum. For such an Authority, the Memorandum will take effect upon such date as may be mutually determined.
- 8.3** Any Maritime Authority or an intergovernmental organization wishing to participate as an observer as defined in Annex 1 to the Memorandum will submit in writing an application to the Committee and will be accepted as an observer subject to the unanimous consent of the representatives of the Authorities present and voting at the Committee meeting.
- 8.4** Any Authority may withdraw from the Memorandum by providing the Committee with 60 days notice in writing.
- 8.5** The Memorandum is signed at Tokyo on December 1, 1993 and will remain open for signature until the signing during the first meeting of the Committee to be held in 1994.
- 8.6** The Memorandum will be available for acceptance from April 1, 1994, and will take effect for each Authority, which has signed the Memorandum, on the date its acceptance is duly notified to the Secretariat.
- 8.7** The English text is the official version of the Memorandum.

ANNEX 1

CRITERIA FOR MEMBERS AND OBSERVERS OF THE MEMORANDUM

1 Introduction

The present Criteria are established to define members and observers of the Memorandum and to determine terms and conditions of participation in the Memorandum by them.

2 Definitions

In the Memorandum the following two categories of participants are prescribed:

- 2.1 A *Member Authority* – any Maritime Authority located in the region as defined in 1.2 of the Memorandum that has duly signed and accepted, and adheres to all the terms and conditions of the Memorandum is considered to be a Member Authority of the Memorandum, provided that the qualitative criteria set out in section 3 have been met; and
- 2.2 An *Observer* - any Maritime Authority or an intergovernmental organization wishing to participate in the Memorandum is considered to be an observer, provided that it has been accepted in accordance with 8.3 of the Memorandum.

3 Qualitative Criteria for a Member Authority

A Member Authority of the Memorandum as referred to in 2.1 of the present Criteria will:

- 3.1 explicitly subscribe to the commitments under the Memorandum with a view to contributing to the common endeavour to eliminate the operation of sub-standard ships;
- 3.2 take all necessary measures to encourage the ratification of all relevant instruments in force;
- 3.3 provide sufficient capacity, logistically and substantially, to appropriately enforce compliance with international maritime standards regarding maritime safety, pollution prevention and living and working conditions on board with regard to ships entitled to fly its flag, which includes the employment of properly qualified inspectors acting under the responsibility of its Administration, to be demonstrated to the satisfaction of the Committee referred to in 6.1 of the Memorandum;
- 3.4 provide sufficient capacity, logistically and substantially, to comply in full with all provisions and activities specified in the Memorandum in order to enhance its commitment, which include the employment of properly qualified port State control officers acting under the responsibility of its Administration, to be demonstrated to the satisfaction of the Committee referred to in 6.1 of the Memorandum;

- 3.5 as of its effective date of membership, establish a connection to the information system referred to in 6.6 of the Memorandum;
- 3.6 sign a financial agreement for paying its share in the operating cost of the Memorandum and will pay its financial contribution to the budget of the Memorandum;
- 3.7 take part in the activity of the Committee referred to in 6.1 of the Memorandum; and
- 3.8 take all necessary efforts as a flag State body to decrease their detention rate.

Assessment of compliance with the above conditions will only be valid for each individual case and will not create a precedent for any future cases, either for the Authorities present under the Memorandum, or for the potential new signatory.

TOKYO MOU SECRETARIAT

The permanent Secretariat (Tokyo MOU Secretariat) of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region is located in Tokyo, Japan. The Secretariat may be approached for further information or inquiries on the operation of the Memorandum.

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