

ANNUAL REPORT

ON

PORT STATE CONTROL

IN THE ASIA-PACIFIC REGION

2004



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This Report will be soon available at Tokyo MOU web-site
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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2004**.

This year is the tenth anniversary of establishment of the Tokyo MOU. During the past ten years, the Tokyo MOU has achieved remarkable successes and development on port State control activities in the Asia-Pacific region, gained sufficient experience and much confidence for effective operation of the Memorandum, and attained wider recognition and better credibility of its activities from the shipping industry and the general public as well. The achievements of the Tokyo MOU have proved the dedicated commitment of the member Authorities on elimination of substandard ships, and the significance and effectiveness of co-operation on port State control on a regional basis.

This annual report summarizes activities and developments of port State control in the Asia-Pacific region during the year. Furthermore, the report also includes tables and figures of statistics and analysis showing the results of port State inspections conducted by member Authorities in 2004.

Today, the shipping world faces increasing challenges in ensuring maritime safety, security and protection of the marine environment where port State control has a vital role to perform. Tokyo MOU will make concerted efforts to improve and enhance port State control activities continuously, apply more stringent measures on substandard ships and promote closer co-operation with other regional port State control regimes and all parties involved in the shipping operations in order to achieve the ultimate objectives in the years ahead.

J.N.K Mansell
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 tenth issue and covers port State control activities and developments in the year 2004.

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, the Authorities which have signed and formally accepted the Memorandum or which have been accepted with unanimous consent of the Port State Control Committee would become full members. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, 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 member Authorities and also observers from the maritime Authorities and the inter-governmental organizations which have been granted observer status by the Committee, namely: Brunei Darussalam, Democratic People's Republic of Korea, Macao (China), 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, Acuerdo de Vía del Mar Agreement, the Indian Ocean MOU and the Black Sea 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).

Tokyo MOU attained perceptible development and achieved significant progress on port State control activities in the region. For the purpose of effective operation of the Memorandum, Tokyo MOU had put in place and developed comprehensive PSC procedures and technical guidelines, made great efforts on and implemented various technical co-operation programmes and established and maintained reliable and efficient information system. Such enable the Tokyo MOU to enhance and improve its activities continuously.

The most influential event during the year is entry into force of the International Ship and Port Facility Security (ISPS) Code. For facilitating implementation of the ISPS Code requirements in time, Tokyo MOU adopted the measure to conduct early verification of compliance of the ISPS Code and to issue letter of notification to ships that had yet fulfilled requirements of the Code during period of April – June 2004. From the effective date of the ISPS Code, 1 July 2004, a three-month concentrated inspection campaign (CIC) on maritime security was proceeded to verify compliance with the ISPS Code. The CIC was held in conjunction with the Paris MOU and based on a uniformed questionnaire which covered aspects of certification, access control, security level, records of ship & port interfaces, security drills, crew familiarity with security procedures and communication between ship’s personnel. During the campaign period, a total of 5,253 inspections, involving 4,299 individual ships, were carried out by the member Authorities. According to a primary analysis, 55 detentions were made to ships failing to comply with the Code and 239 inspections revealed the need for more detailed check on security items, 364 with lesser administrative measures, 16 with

REVIEW OF YEAR 2004

The Tokyo MOU greeted its 10th anniversary of operation in 2004. During the past ten years,



restriction of operation and 11 with expulsion. The security related detention percentage is about 1% which is lower than the overall detention rate of 5.9% of the same period. Although the results of the campaign showed the level of compliance of the ISPS Code is encouraging, Tokyo MOU Authorities would continue to verify compliance with security requirements during PSC inspections.

A Second Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on Port State Control was held on 2 – 3 November in Vancouver, British Columbia, Canada. The Conference demonstrated the joint commitment of the two regions to eliminate substandard ships so as to promote maritime safety, working and living conditions on board and protection of the marine environment and to work more closely for harmonizing port State control procedures and enhancing port State control activities and initiatives. The outcome of the Conference was reflected in the Joint Ministerial Declaration under the theme of "Strengthening the Circle of Responsibility".

Moreover, Tokyo MOU adopted a revised set of membership criteria in the form of amendments to the Memorandum. The revised criteria incorporate not only more comprehensive qualitative requirements for membership but also clear procedures for assessing performance of existing member and for evaluating qualification of potential new member. For the purpose of providing a mechanism for dealing with complaints by flag State or recognized organization against detention order by the port State Authority on a regional basis, Tokyo MOU decided to establish a Detention Review Panel which will consider the complaint received from procedural and technical aspects and, if

appropriate, make advisory recommendation to the port State Authority to re-consider its decision.

THE PORT STATE CONTROL COMMITTEE

The Port State Control Committee held two sessions in 2004. Both the meetings were chaired by Mr. John Mansell, General Manager, Maritime Operations, Maritime Safety Authority of New Zealand.

The thirteenth meeting of the Port State Control Committee was held from 23 to 26 February 2004 in Port Vila, organized by the Vanuatu Maritime Authority. The meeting was attended by representatives of the member Authorities of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Philippines, the Russian Federation, Singapore, Vanuatu and Viet Nam, and observers from Macao (China), the United States Coast Guard and the Secretariat of Viña del Mar Agreement.

The Port State Control Committee considered the applications by and granted observer status to the Authority of the Democratic People's Republic of Korea and the Secretariat of the Black Sea MOU, in accordance with the provisions of the Memorandum. Further, the Committee reviewed the membership criteria and agreed to pursue the matter at its next meeting.

The Committee considered and approved 2003 Annual Report in principle. The Committee also decided to introduce tables showing statistics on performance of recognized organizations in the Annual Report.

The Committee considered the work on revision of the Port State Control Manual. The Committee approved the proposed layout and table of contents of the revised Manual and instructed the inter-sessional working group to finalize the revised Manual for adoption at its next session.

The Committee reviewed the outcome of the concentrated inspection campaign on bulk carrier safety which ran from September to November 2003. The Committee considered and confirmed preparations for the concentrated inspection campaign on control of operational requirements. It was decided to shift this CIC to 2005.

The Committee considered issues relating to maritime security for the purpose of facilitating implementation of the ISPS Code. The Committee decided that the Tokyo MOU would carry out early verification of compliance of the ISPS Code during period of April – June 2004 and, co-ordinating with the Paris MOU, conduct a concentrated inspection campaign

on maritime security from the date of entry into force of the ISPS Code.

Besides, the Committee also considered and decided on the following:

- proposal on establishment of detention review panel;
- review of the PSC coding system;
- formal implementation of ship targeting system from 1 March 2004;
- establishment of deep hyperlink between the APCIS and EQUASIS; and
- adoption of the new financial contribution formula.

The Port State Control Committee met on 22 – 25 November 2004 in Shanghai, China, for its fourteenth meeting. The meeting was hosted by the China Maritime Safety Administration. Representatives from the member Authorities



The thirteenth Committee meeting, Port Vila, February 2004

of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, the Russian Federation, Singapore, Thailand and Vanuatu, and from the observers of the Democratic People's Republic of Korea, Macao (China), the United States Coast Guard, IMO, the Paris MOU, the Indian Ocean MOU, the Black Sea MOU and the Viña del Mar Agreement attended the meeting.

The Committee considered and adopted the amendments to the Memorandum which included the revised membership criteria. The revised criteria defined the membership into three categories (i.e. member Authority, co-operating member Authority and observer) and provided more comprehensive qualitative requirements for and procedures for assessment of membership of each category. Furthermore, the Committee approved the revised PSC Manual. The amendments and the revised Manual would take effect on 1 February 2005.

The Committee discussed the matter of establishment of the detention review panel. For coping with the necessity to process possible complaint on detention order made by port State Authority, the Committee approved creation of the Tokyo MOU Detention Review Panel and adopted the guidelines for operating and regulating activities of the panel.

The Committee evaluated the results of the concentrated inspection campaign on maritime security conducted during period of July – September 2004. The Committee considered and approved the guidelines and questionnaire for the concentrated inspection campaign on operational requirements. The CIC tackled on operational requirements was scheduled to take place from September to November 2005.

In addition, the Committee approved the guidelines for PSC officers on security aspects and the revised guidelines for the responsibility assessment of the recognized organization. These guidelines had been prepared jointly with the Paris MOU. The Committee considered and adopted the revised coding system and took decisions on works to be carried out for further harmonizing the coding system among the MOUs.

Having chaired three meetings, the terms of office of Mr. John Mansell, the Chairman of the Committee, expired at the end of the fourteenth meeting. In



The fourteenth Committee meeting, Shanghai, November 2004

accordance with the rules of procedure of the Committee, the meeting unanimously elected Mr. Lim Ki-Tak, Investigator General, Korean Maritime Safety Tribunal, Ministry of Maritime Affairs and Fisheries of the Republic Korea, as the new Chairman for the next three sessions. The Committee expressed sincere appreciation to Mr. Mansell for his excellent chairmanship performed and wise guidance given during his term.

The fifteenth meeting of the Committee will be held in Thailand in November 2005.

THE SECOND JOINT MINISTERIAL CONFERENCE

At the invitation of the Minister of Transport of Canada, the Second Joint Ministerial Conference on port State Control of the Paris and Tokyo Memoranda was convened on 2 – 3 November 2004 in Vancouver, British Columbia, Canada. The Conference was attended by the Ministers or representatives from 34 member Authorities of the two MOUs, namely: Australia, Belgium, Canada, Chile, China, Croatia, Denmark, Fiji, Finland, France, Germany, Greece, Hong Kong (China), Iceland, Indonesia, Ireland, Italy, Japan, the Republic of Korea, Malaysia, Netherlands, New Zealand, Norway, the Philippines, Poland, Portugal, the Russian Federation, Singapore, Spain, Sweden, Thailand, the United Kingdom, Vanuatu and Viet Nam and as well as the European Union. Observers from the Authorities of Cyprus, Estonia, Latvia, Lithuania,

Macao (China), Malta and the United States, and from ILO, IMO, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, EQUASIS, IACS, the International Chamber of Shipping, the International Groups of P & I Clubs and the International Transport Workers' Federation also participated in the Conference.

At the end of the Conference, the Joint Ministerial Declaration, titled "Strengthening the Circle of Responsibility", was concluded and signed. The Declaration drew up a series of actions to be taken for adding more intensive pressure on substandard ships and further enhancing port State control activities, including improvement of PSC inspections and ship targeting system, increasing exposure of substandard ships and parties involved, development of incentive programme for companies with good safety records, continuation of enforcement of maritime security regulations and enhancement of training programmes for PSC officers. The Declaration emphasized the



The Second Joint Ministerial Conference, Vancouver, November 2004

need for all parties involved in shipping operations to effectively carry out their responsibilities, strengthen their joint commitment to maritime safety, security, and the marine environment and hold each other accountable for complying with applicable international standards.

For the purpose of giving full effect of decisions made by the Ministers, the Port State Control Committees of both the Tokyo and Paris MOUs would scrutinize contents of the Declaration, identify subjects and tasks assigned to them and put forward actions and measures to be taken thereon.

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 auspices of the Ministry of Transport of the Russian Federation.

As from January 2003, PSC data stored in the APCIS database are published via the Tokyo MOU web-site (<http://www.tokyo-mou.org>) on a real time basis. On-line publication of PSC data provides more comprehensive, transparent and timely information on port State control inspections conducted by the member Authorities of the Tokyo MOU.

In conjunction with the Committee meetings, the twelfth and the thirteenth meetings of the Regional Database Managers (DBM) were held on 20 – 21 February 2004 in Port Vila, Vanuatu, and on 19 – 20 November 2004 in

Shanghai, China, respectively. The former session of DBM was chaired by Dr. Vitali Kliuev of the Russian Federation, Manager, Asia-Pacific Maritime Information and Advisory Services and the latter was by Mr. Christopher Lindesay of Australia, Principal System Officer, Australian Maritime Safety Authority, who was elected as the Chairman at end of DBM12 meeting.

During the meetings, the database managers considered and made recommendations to the Committee on matters concerning data input procedures, promotion of training on APCIS usage, analysis and monitoring of ship targeting system, revision and harmonization of PSC coding system, APCIS enhancement, format and procedures for statistics and batch protocol data transmission.

Furthermore, the DBM meetings discussed technical aspects on establishment of deep hyperlink between the APCIS and EQUASIS. The meetings also considered on-going implementation and arrangements of data exchange with other PSC database systems, i.e. SIRENAC of Paris MOU, Black Sea MOU information system, CIALA of the Viña del Mar Agreement and PSIX of the United States Coast Guard.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

Development and implementation of effective and comprehensive technical co-operation programmes performed important role for improvement of professional qualification of port State control officers and enhancement of PSC activities in the region. Tokyo MOU will continue its efforts and endeavours to further enhance technical co-operation activities so as to achieve sustained development and



Training course for PSC officers success for the coming years.

The fourteenth basic training course for PSC officers was organized in Yokohama, Japan, from 30 November to 17 December 2004. The course was co-ordinated by the Shipbuilding Research Center (SRC) of Japan. Ten PSC officers from the Authorities of Chile, China, Indonesia, the Republic of Korea, Malaysia, the Philippines, the Russian Federation, Thailand, Vanuatu and Viet Nam participated in the training course.

The programme of the course was arranged in line with the IMO model course on port State control. During the training period, the trainees received intensive lectures and presentations, covering areas of port State control provisions, convention requirements and regulations,

PSC inspection procedures and reporting, delivered by experts from SRC, Ministry of Maritime Affairs and Fisheries of the Republic of Korea, Nippon Kaiji Kyokai, Ministry of Land, Infrastructure and Transport of Japan and the Secretariat. For providing trainees with ideas and experiences on practical PSC, three on-board inspection exercises were conducted.

The eleventh seminar for port State control officers took place from 22 to 24 June 2004 in Manila, the Philippines. The seminar was hosted by the Philippine Coast Guard. This eleventh seminar was attended by port State control officers from the Authorities of Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Democratic People's Republic of Korea, the Republic of Korea, Macao (China), Malaysia, New



On-the-job training



The eleventh seminar for PSC officers

Zealand, the Philippines, the Russian Federation, United States Coast Guard, Thailand, Vanuatu and Viet Nam.

For co-operating implementation and enforcement of the ISPS Code, the seminar was dedicated to the subject on maritime security. At the seminar, participants gained knowledge and information regarding requirements and measures on security for ships and port facilities and procedures for port State control on maritime security. In addition, participants were also informed of recent development in IMO on regulations relating to maritime safety, security and pollution prevention, Tokyo MOU activities, ship targeting system and port State control in the Philippines. Moreover, participants took part in a case study session which covered actual cases relating to application of convention requirements, assessment of responsibility of recognized organization, attitude of PSC officer

and actions on rectification of deficiencies.

Nominated from the Authorities of Chile, China, Fiji, the Republic of Korea, Malaysia, the Philippines, the Russian Federation, Thailand, Vanuatu and Viet Nam, 20 PSC officers attended the fellowship training course in Japan from 31 August to 17 September 2004. Trainees were arranged to join in practical PSC inspections at local offices. With guidance and instruction by the local PSC officers, trainees gained and improved their skill and experiences on conducting

PSC inspections. In early 2004, the Authority of Australia also received two officers, from Papua New Guinea and Vanuatu respectively, for obtaining the fellowship training in Australia.

As requested by the Authority of Thailand, an expert mission training course was carried out in Bangkok in August 2004. Two experts



Fellowship training for PSC officers

dispatched from the Hong Kong Marine Department made lectures on SOLAS, MARPOL, Load Lines and STCW Conventions and control of operational requirements at the training course. On-board inspection demonstrations were also arranged during the period.



Fellowship training for PSC officers

Under the current arrangement for PSC officers exchange programme, the Authorities of Australia, Canada, Hong Kong (China), Japan and New Zealand were provided the opportunity to send and receive one PSC officer with each other for exchange. During 2004, three PSC officers had completed the exchange programme.

With the support and co-operation by the Port State Control Committee and the Authorities and the provision of generous funds by the Nippon Foundation, the technical co-operation programmes have been implemented effectively and contributed considerably to the successes of activities of the Tokyo MOU.

CO-OPERATION WITH OTHER REGIONAL PORT STATE CONTROL AGREEMENTS

From an international perspective, establishment of regional port State control co-operation regimes has been widely accepted as an effective measure to combat substandard ships on a global basis. Following the conclusion of the Memorandum of Understanding on PSC for the States of the Co-operation Council for the Arab States of the Gulf (Riyadh MOU) in June 2004, there are now nine regional PSC regimes (MOUs) in operation around the world, i.e.: Paris MOU, Acuerdo de Viña del Mar Agreement, Tokyo MOU, Caribbean MOU, Mediterranean MOU, Indian Ocean MOU, the West and Central Africa MOU, the Black Sea MOU and Riyadh MOU.

As inter-regional collaboration on port State control, Tokyo MOU had obtained observer status from the Paris MOU and the Caribbean MOU. On the other hand, Tokyo MOU had granted observer status to the Paris MOU, the Indian Ocean MOU, the Viña del Mar Agreement and the Black Sea MOU.

For promotion of co-operation and harmonization on port State control activities among regional PSC regimes, the Third Workshop for Regional Port State Control (PSC) Agreement Secretaries and Directors of Information Centres was organized on 9 – 11 June 2004 at the IMO headquarters. Representatives from the eight regional PSC agreements and observers from certain flag States and industry organizations participated in the workshop. The workshop considered

the matters emanating from its previous session, outcome of IMO meetings and progress reports from the MOUs. Subsequently, the workshop put together quite a number of recommendations which included, among others, production of in-depth analysis of PSC activities based on MOUs' annual reports and statistics, code of conduct for PSC activities, information on recognized organizations, harmonization of PSC coding system and IMO's integrated technical co-operation programme.

Tokyo MOU has established and maintained effective and close co-operation with the Paris MOU at both the administrative and the technical levels. Representatives of the two Secretariats present at Port State Control Committee meetings of each other. During period of review, several joint actions and efforts had been made by the two MOUs, namely:

- adoption of common guidelines for PSC officers on security aspects;
- co-ordinating concentrated inspection campaign on maritime security;
- active participation in the joint ministerial conference;
- close co-operation on revision and harmonization of PSC coding system;
- revising jointly guidelines for responsibility assessment of the recognized organization; and
- submission of updated list of flags targeted by the Paris MOU, Tokyo MOU and the United States Coast Guard to IMO.

By the kind extension of invitation, PSC officers from the Tokyo MOU Authorities could have the chance to participate in the Paris MOU PSC seminars. In 2004, two PSC officers nominated from China took part in the thirty-eighth and thirty-ninth Paris MOU PSC seminars respectively.

PORT STATE CONTROL UNDER THE TOKYO MOU, 2004

INSPECTIONS

In 2004, 21,400 inspections, involving 10,922 individual ships, were carried out on ships registered under 93 flags. The number of inspections increased 1,276 by number or 5.9% in percentage, compared with 20,124 inspections in 2003. Figure 2 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. Out of 21,400 inspections, there were 14,396 inspections found ships with deficiencies. Since the total number of individual ships operating in the region was estimated at 15,838*, the inspection rate in the region was approximately 69% in 2004 (see Figure 1).

Tokyo MOU introduced a revised method for calculation of inspection rate as from 2004. While the existing rate is calculated based on number of inspections divided by the sum of number of individual ships visited during the first and second halves, the revised method is based on number of individual ships inspected divided by number of individual ships visited. Consequently, the regional revised rate (69%) is slightly lower than the rate calculated under the existing method (78%).

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.

Inspection results regarding recognized

organizations 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.



* Number of individual ships which visited the ports of the region during the year (the figure was provided by LMIU).



In 2004, 1,393 ships registered under 65 flags were detained because of serious deficiencies found on board. The detention rate of ships inspected was about 6.51%. Compared with 1,709 detentions in 2003, the detentions decreased 316 in number or 23% in percentage.

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.

Black-grey-white list (Table 7) was introduced from 2002, which provides a better assessment of performance of flags during three-year rolling period. Under the black-grey-white list for 2002-2004, 16 flags were on the black list. Malaysia and the Russian Federation quitted from the black list, while Tuvalu joined in the black list group as new comer. The other 15 flags are the standing members as from the 2003 black list.

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 73,163 deficiencies were recorded in 2004. The deficiencies found are categorized and shown in Figure 6 and Table 6.

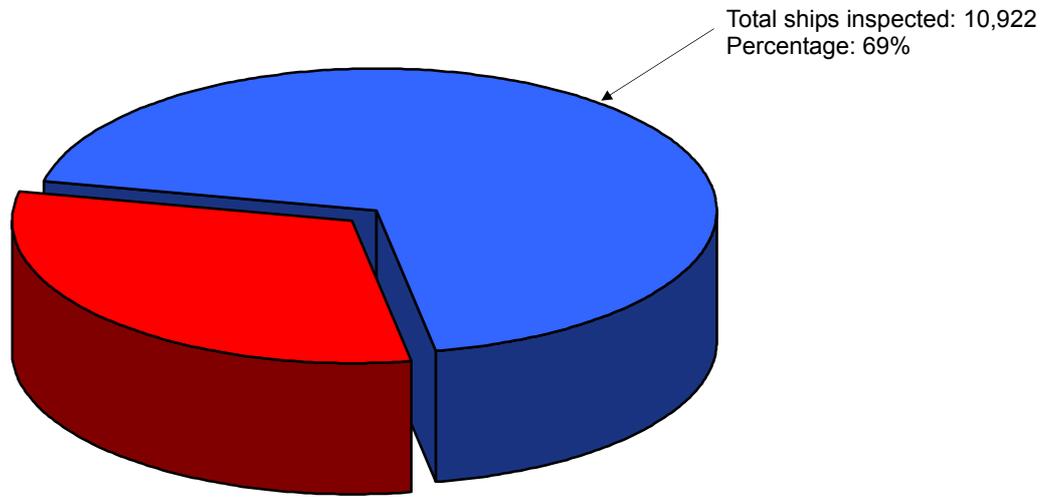
It is noted that life-saving appliances and fire safety measures remained as two major categories of deficiencies which were frequently discovered on ships. In 2004, 11,259 life-saving appliances related deficiencies and 12,082 fire safety measures related deficiencies were recorded, representing 32% of the total number of deficiencies.



OVERVIEW OF PORT STATE CONTROL RESULTS 1994 – 2004

Figures 7-12 show the comparison of port State inspection results for 1994 - 2004. These figures indicate continuous improvements in the port State control activities in the region over the past nine years.

Figure 1: INSPECTION PERCENTAGE



Total individual ship visited: 15,838

Figure 2: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES

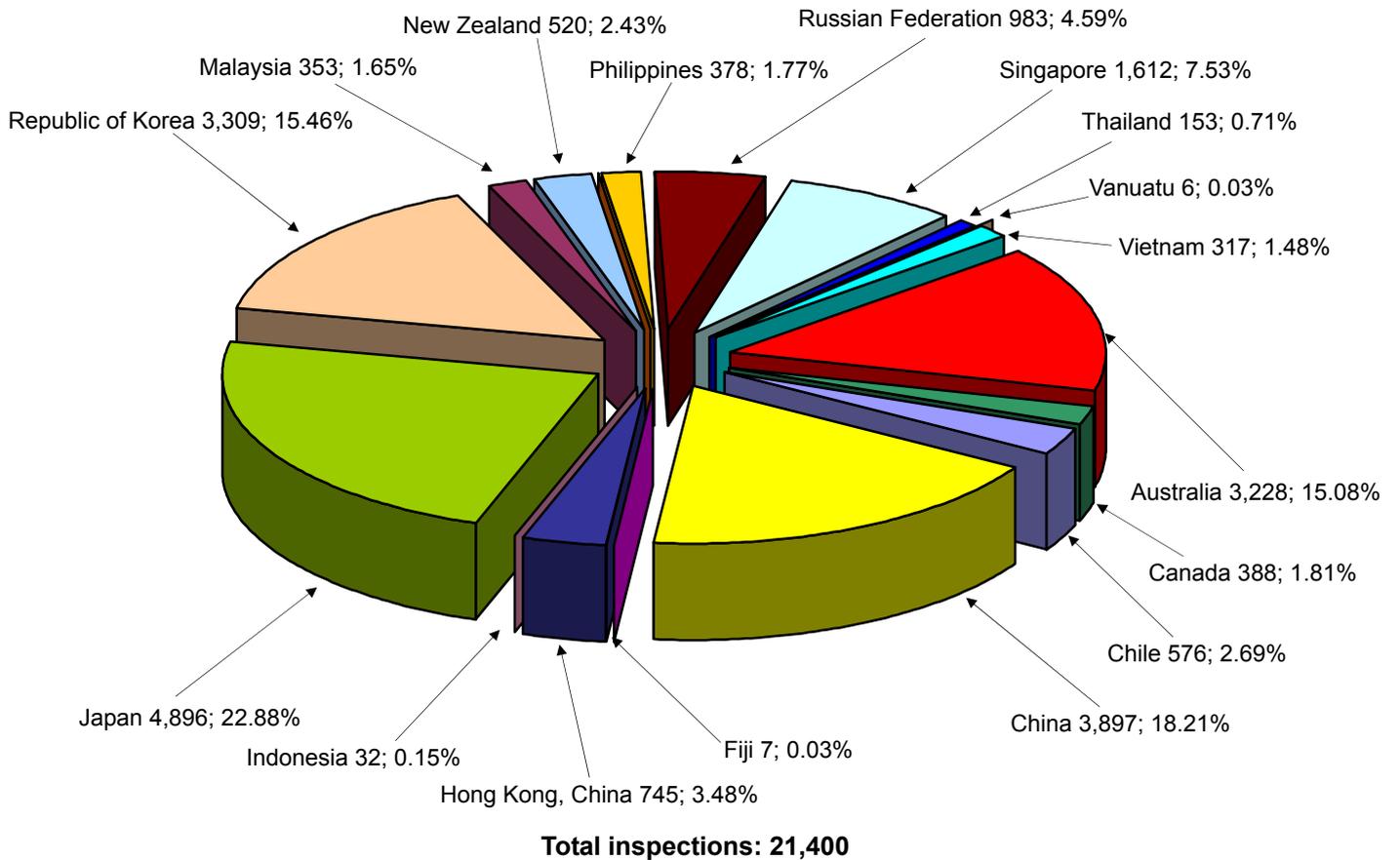


Figure 3: TYPE OF SHIP INSPECTED

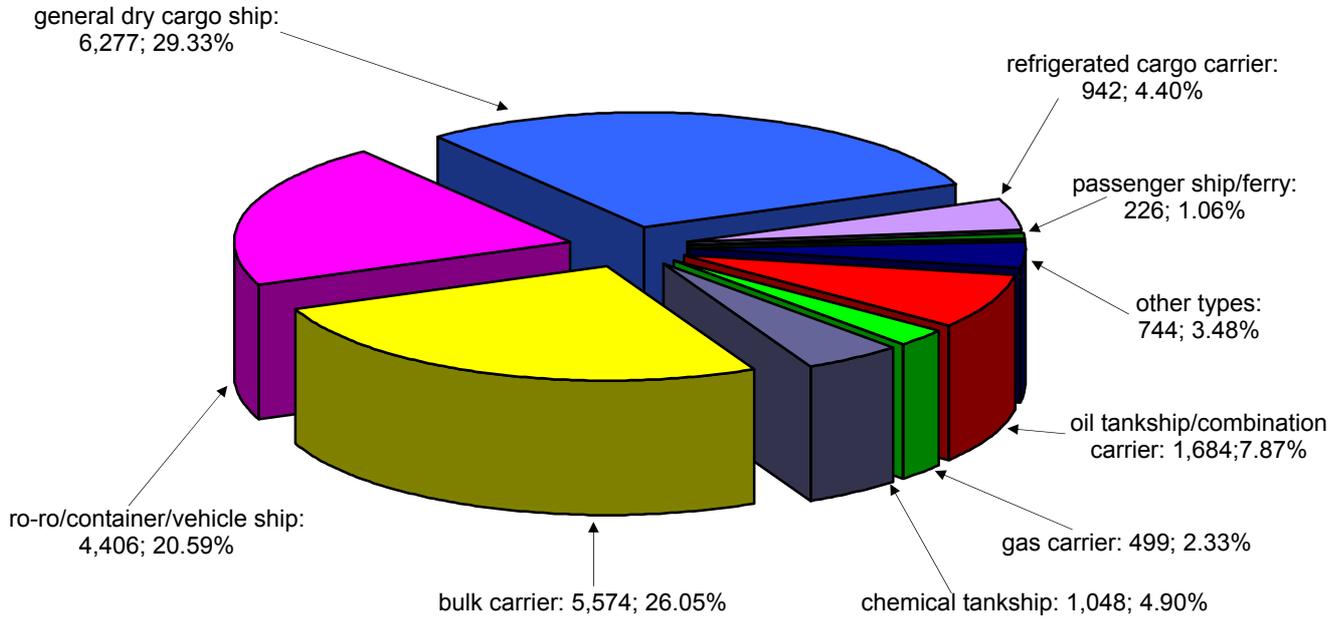
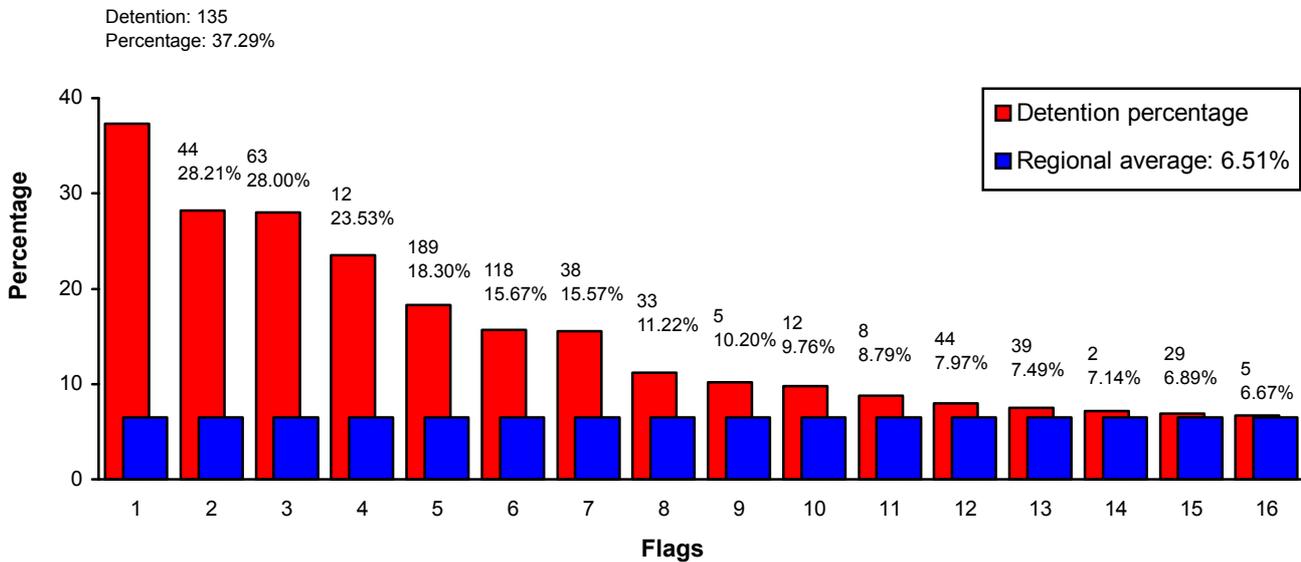


Figure 4: DETENTIONS PER FLAG



Flags:

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

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

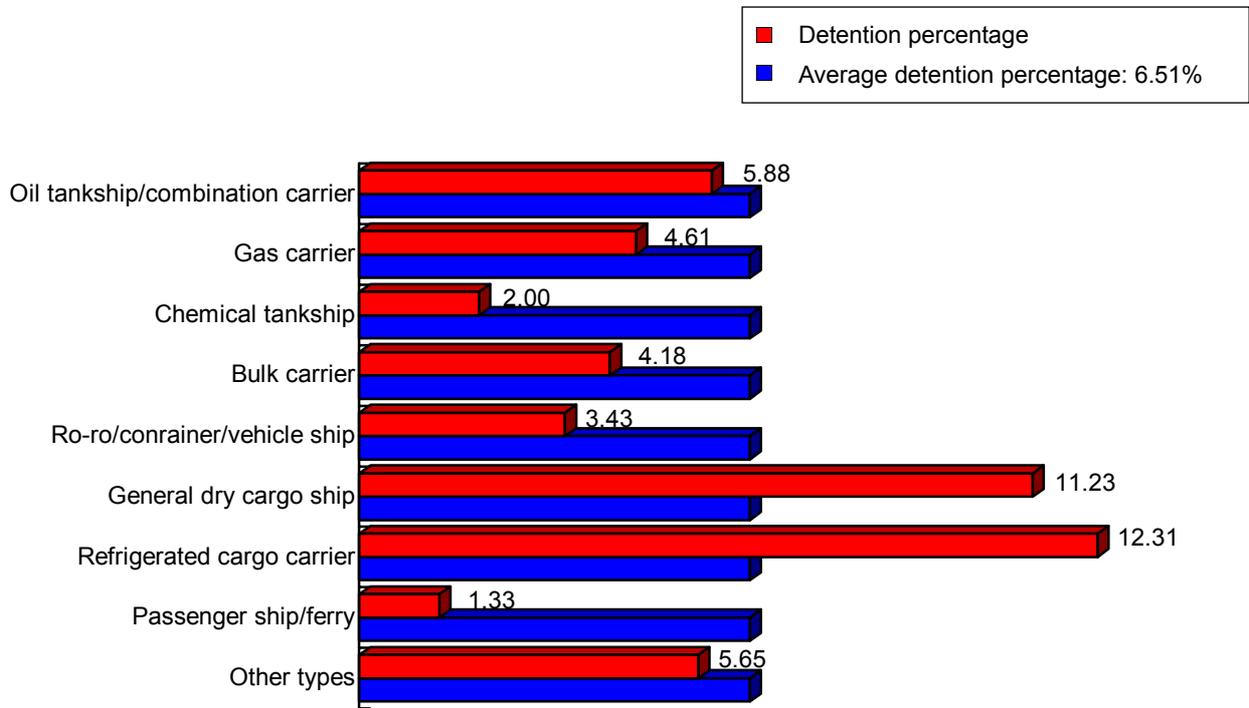
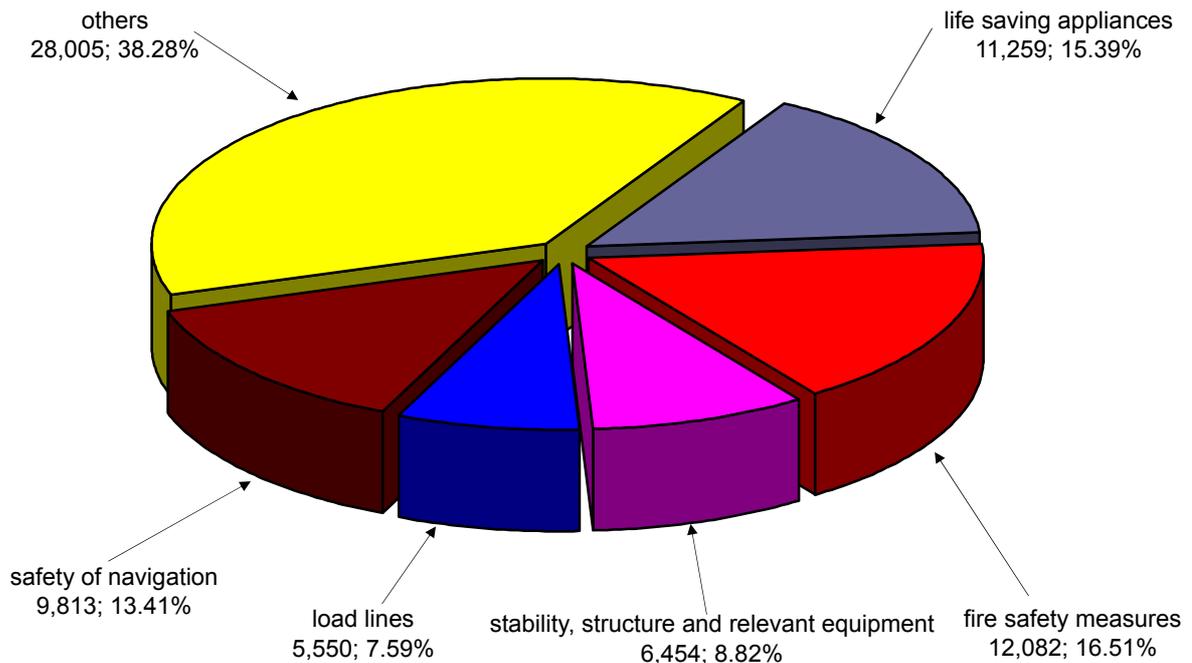


Figure 6: DEFICIENCIES BY MAIN CATEGORIES



OVERVIEW OF PORT STATE CONTROL RESULTS 1994 - 2004

Figure 7: NO. OF INSPECTIONS

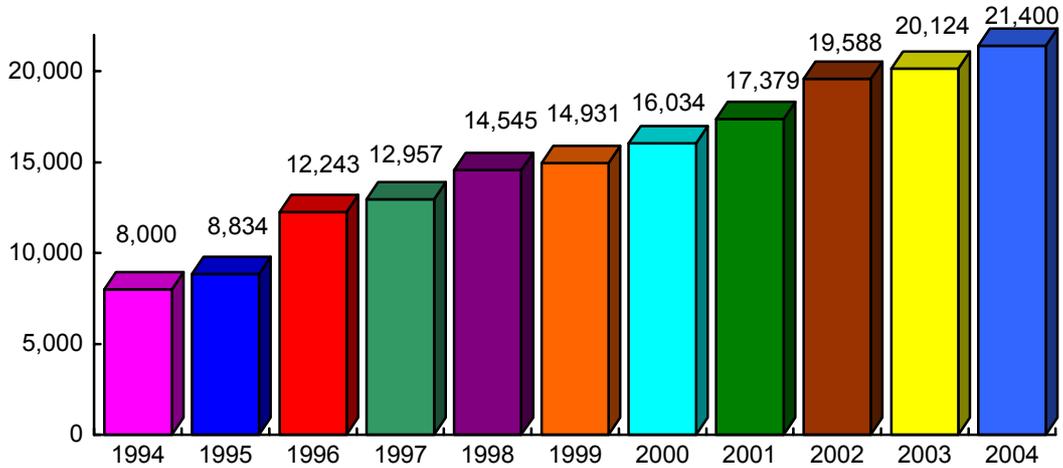
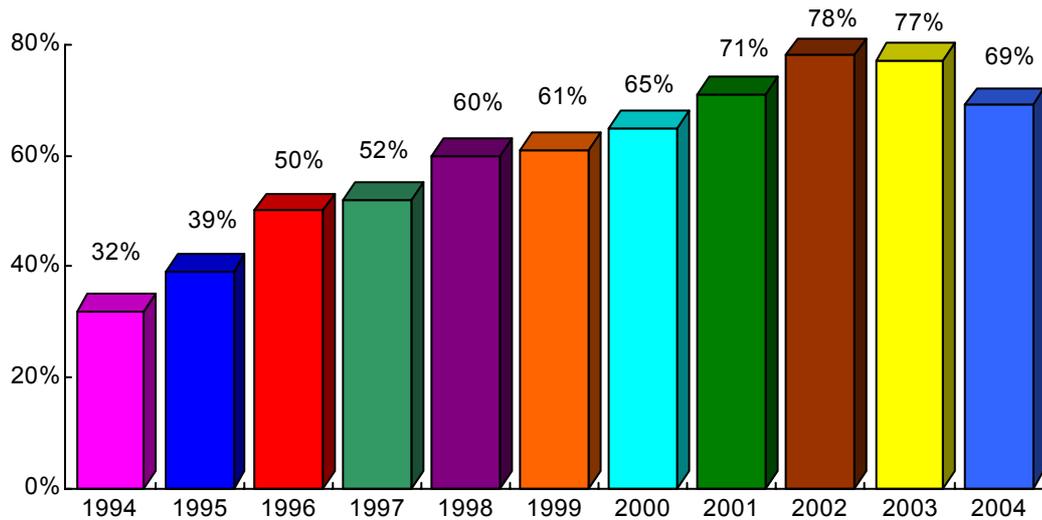


Figure 8: INSPECTION PERCENTAGE*



* Method for calculation of inspection rate is changed from 2004. See also second paragraph in page 12.

Figure 9: NO. OF INSPECTIONS WITH DEFICIENCIES

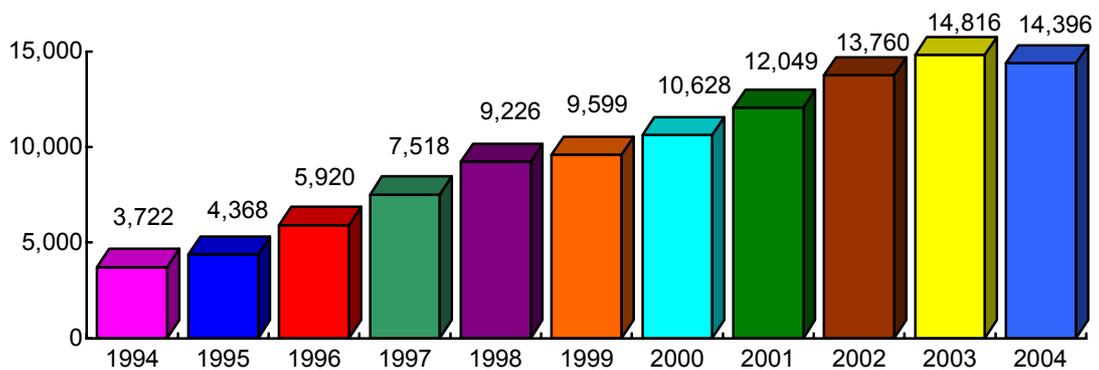


Figure 10: NO. OF DEFICIENCIES

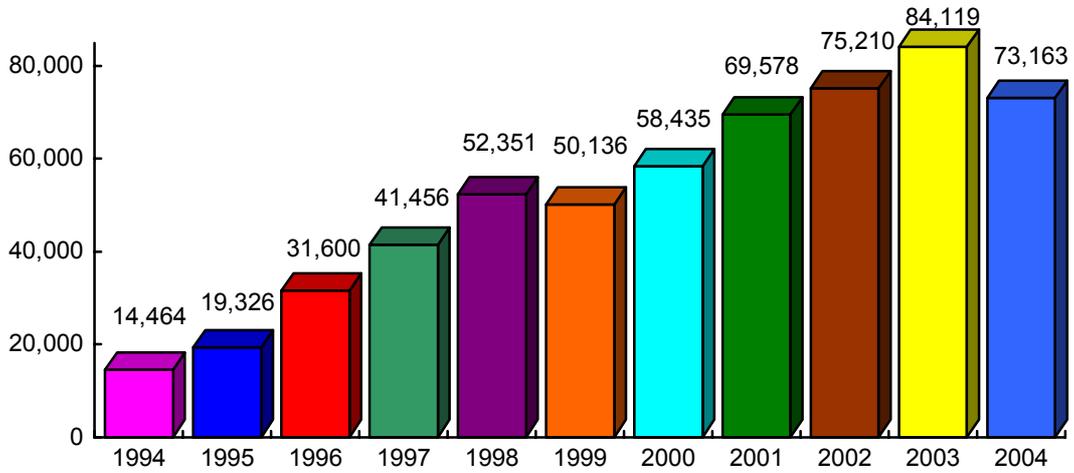


Figure 11: NO. OF DETENTIONS

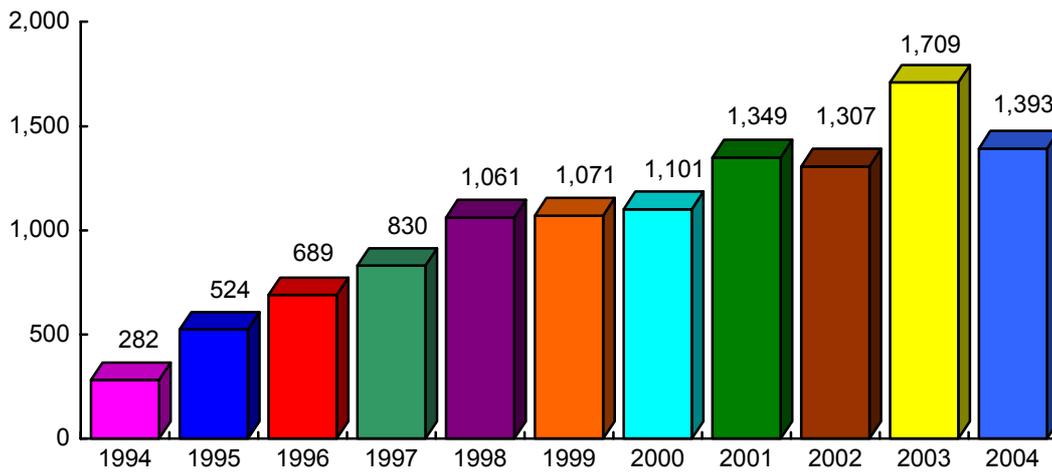
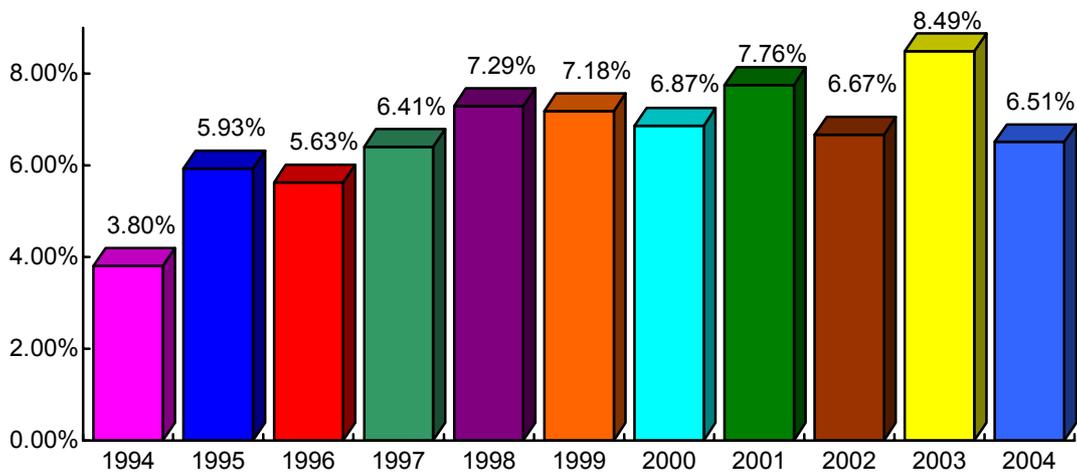


Figure 12: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As at 31 December 2004)

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
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	-
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	28/07/04	04/03/83	28/07/04	28/07/04	-	27/03/91	04/03/83	-
Hong Kong, China*	18/07/82	16/08/72	23/10/02	25/05/80	14/11/81	23/10/02	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	27/05/02	18/12/90	12/10/92	27/05/02	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	-
DPR Korea	18/10/89	18/10/89	08/08/01	01/05/85	01/05/85	08/08/01	01/05/85	01/05/85	01/05/85	-
Macao, China	-	-	-	-	-	-	-	-	-	-
Solomon Islands	-	-	-	30/06/04	-	-	-	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 2004)

Authority	Annexes I & II	Annex III	Annex IV	Annex V	Annex VI
Australia	14/10/87	10/10/94	27/02/04	14/08/90	-
Canada	16/11/92	08/08/02	-	-	-
Chile	10/10/94	10/10/94	10/10/94	-	-
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	28/11/03	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	08/10/00
Thailand	-	-	-	-	-
Vanuatu	13/04/89	22/04/91	15/03/04	22/04/91	15/03/04
Viet Nam	29/05/91	-	-	-	-
Brunei Darussalam	23/10/86	-	-	-	-
DPR Korea	01/05/01	01/05/01	01/05/01	01/05/01	-
Macao, China	-	-	-	-	-
Solomon Islands	-	-	-	-	-
Entry into force date	02/10/1983	01/07/1992	27/09/2003	31/12/1988	19/05/2005

* Effective date of extension of instruments.

ANNEX 2

PORT STATE INSPECTION STATISTICS

STATISTICS FOR 2004

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	No. of individual ships inspected	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	No. of individual ships visited ¹⁾	Inspection rate (%) ²⁾	Detention percentage (%)
Australia	2,628	3,228	1,781	7,509	177	3,532	74.41	5.48
Canada ³⁾	374	388	243	1,012	29	1,514	24.70	7.47
Chile	519	576	246	643	28	1,232	42.13	4.86
China	3,017	3,897	3,073	16,040	194	7,956	37.92	4.98
Fiji	7	7	2	5	0	135	5.19	0
Hong Kong, China	697	745	643	3,244	169	3,742	18.63	22.68
Indonesia	32	32	4	20	1	4,006	0.80	3.12
Japan	3,260	4,896	3,735	22,781	459	6,862	47.51	9.38
Republic of Korea	2,550	3,309	1,878	5,911	106	6,522	39.10	3.20
Malaysia	340	353	131	630	5	3,652	9.31	1.42
New Zealand	420	520	278	956	14	771	54.47	2.69
Papua New Guinea	0	0	0	0	0	307	0	0
Philippines	342	378	240	1,395	9	1,730	19.77	2.38
Russian Federation ³⁾	607	983	780	5,563	110	799	75.97	11.19
Singapore	1,322	1,612	1,011	5,223	64	7,762	17.03	3.97
Thailand	134	153	117	474	3	2,151	6.23	1.96
Vanuatu	6	6	4	18	0	32	18.75	0
Vietnam	290	317	230	1,739	25	1,153	25.15	7.89
Total	10,922	21,400	14,396	73,163	1,393	Regional 15,838	Regional approx. 69%	Regional 6.51%

1) LMIU data for 2004.

2) Method for calculation of inspection rate is changed from 2004. See also second paragraph in page 12.

3) Data are only for the Pacific ports.

Table 2a: PORT STATE INSPECTIONS ON MARITIME SECURITY

Authority	No. of inspections	No. of inspections with security related deficiencies	No. of security related deficiencies	No. of security related detentions	Detention percentage (%)
Australia	1,589	0	0	0	0
Canada	140	2	3	0	0
Chile	265	19	28	0	0
China	2,222	261	356	15	0.68
Fiji	3	0	0	0	0
Hong Kong, China	352	32	48	22	6.25
Indonesia	23	0	0	0	0
Japan	2,503	355	495	5	0.20
Republic of Korea	2,452	422	609	10	0.41
Malaysia	164	27	38	2	1.22
New Zealand	236	14	18	1	0.42
Papua New Guinea	0	0	0	0	0
Philippines	197	6	8	0	0
Russian Federation	487	26	32	4	0.82
Singapore	954	204	220	25	2.62
Thailand	73	1	1	0	0
Vanuatu	3	1	1	0	0
Vietnam	176	6	8	0	0
Total	11,839	1,376	1,865	84	Regional 0.71%

Note: Security related data showing in the table are only covering the period of July – December 2004 and have been excluded from all other statistical tables and figures in this report.

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	4	4	45	1	25.00
Antigua and Barbuda	317	188	664	15	4.73
Australia	10	5	14	0	0
Austria	5	3	12	2	40.00
Bahamas	644	356	1,234	21	3.26
Bahrain	2	2	3	0	0
Bangladesh	12	9	91	2	16.67
Barbados	4	2	4	0	0
Belgium	14	5	14	1	7.14
Belize	753	708	4,869	118	15.67
Bermuda (UK)	50	20	55	1	2.00
Bolivia	18	15	115	5	27.78
Brazil	15	13	87	2	13.33
Brunei Darussalam	3	1	4	0	0
Cambodia	1,033	969	7,512	189	18.30
Cayman Islands (UK)	58	27	87	2	3.45
Chile	2	1	2	0	0
China	899	584	2,419	15	1.67
Comoros	9	9	64	2	22.22
Croatia	29	18	72	1	3.45
Cyprus	722	489	2,128	38	5.26
Denmark	120	57	167	3	2.50
Dominica	16	15	152	7	43.75
Egypt	14	13	57	2	14.29
Eritrea	1	1	12	0	0
Ethiopia	3	3	8	0	0
France	50	28	91	1	2.00
Georgia	6	6	64	2	33.33
Germany	157	85	244	3	1.91
Gibraltar (UK)	19	11	52	2	10.53
Greece	387	187	682	9	2.33
Honduras	19	14	148	7	36.84
Hong Kong, China	1,156	645	2,434	13	1.12
Hungary	1	1	2	0	0
India	111	75	437	5	4.50
Indonesia	225	202	2,108	63	28.00
Iran	75	57	263	5	6.67
Ireland	2	0	0	0	0
Isle of Man (UK)	133	63	196	4	3.01

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Israel	33	15	33	0	0
Italy	57	31	154	3	5.26
Jamaica	1	1	2	0	0
Japan	153	86	353	6	3.92
Kiribati	1	1	5	0	0
Korea, Democratic People's Republic	362	355	3,332	135	37.29
Korea, Republic of	852	663	3,199	2	0.23
Kuwait	24	13	33	0	0
Kyrgyzstan	1	1	4	0	0
Lebanon	4	4	30	2	50.00
Liberia	1,217	659	2,243	44	3.62
Luxemburg	4	1	2	0	0
Malaysia	357	252	1,282	21	5.88
Maldives	5	4	35	1	20.00
Malta	552	399	1,834	44	7.97
Marshall Islands	317	177	583	12	3.79
Micronesia	1	1	10	1	100.00
Mongolia	156	147	1,336	44	28.21
Myanmar	49	39	264	5	10.20
Netherlands	127	77	255	4	3.15
Netherlands Antilles	39	19	79	1	2.56
New Zealand	6	2	7	0	0
Norway	253	120	423	5	1.98
Pakistan	12	11	57	0	0
Panama	6,496	4,097	18,891	292	4.50
Papua New Guinea	14	13	115	4	28.57
Philippines	279	188	811	9	3.23
Portugal	5	2	10	1	20.00
Qatar	4	3	8	0	0
Russian Federation	521	440	1,861	39	7.49
Saint Vincent and the Grenadines	421	361	1,939	29	6.89
Samoa	1	0	0	0	0
Saudi Arabia	11	9	40	0	0
Seychelles	1	1	1	0	0
Sierra Leone	2	2	18	1	50.00
Singapore	761	459	1,975	31	4.07
South Africa	1	1	4	0	0
Spain	3	1	4	0	0
Sri Lanka	5	4	23	2	40.00
Sweden	26	9	24	0	0

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Switzerland	24	14	39	0	0
Taiwan, China	123	98	587	12	9.76
Tanzania	2	2	18	0	0
Thailand	294	222	1,319	33	11.22
Tonga	28	20	91	2	7.14
Trinidad and Tobago	1	1	7	0	0
Turkey	91	65	380	8	8.79
Tuvalu	51	46	376	12	23.53
Ukraine	4	2	5	0	0
United Arab Emirates (UAE)	6	3	12	1	16.67
United Kingdom (UK)	175	80	212	3	1.71
United States of America	53	27	106	1	1.89
Vanuatu	72	42	177	4	5.56
Viet Nam	244	215	1,943	38	15.57
Total	21,400	14,396	73,163	1,393	Regional 6.51

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	43	22	118	2	4.65
Combination carrier	116	84	357	10	8.62
Oil tanker	1,525	859	4,601	87	5.70
Gas carrier	499	282	1,088	23	4.61
Chemical tanker	1,048	677	2,538	21	2.00
Bulk carrier	5,574	3,425	15,020	233	4.18
Vehicle carrier	561	283	908	14	2.50
Container ship	3,624	2,022	7,667	127	3.50
Ro-Ro cargo ship	221	142	598	10	4.52
General cargo/multi-purpose ship	6,277	5,222	33,459	705	11.23
Refrigerated cargo carrier	942	746	4,070	116	12.31
Woodchip carrier	213	108	300	6	2.82
Livestock carrier	66	44	259	4	6.06
Ro-Ro passenger ship	55	41	179	0	0
Passenger ship	171	94	289	3	1.75
Factory ship	3	3	6	0	0
Heavy load carrier	47	27	83	4	8.51
Offshore service vessel	73	46	226	3	4.11
MODU & FPSO	1	1	1	0	0
High speed passenger craft	25	21	76	2	8.00
Special purpose ship	43	30	122	1	2.33
Tugboat	116	95	470	7	6.03
Others	157	122	728	15	9.55
Total	21,400	14,396	73,163	1,393	6.51

Table 5: PORT STATE INSPECTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	Total No. of RO related inspections	Total No. of detentions	No. of RO related detentions	Detention percentage%	RO related detention percentage%	Percentage of RO related detentions%
American Bureau of Shipping	1,945	78	9	4.01	0.46	11.54
Belize Maritime Bureau Inc.	1	0	0	0	0	0
Biro Klasifikasi Indonesia	170	50	11	29.41	6.47	22.00
Bulgarski Koraben Registar	6	0	0	0	0	0
Bureau Securitas	6	0	0	0	0	0
Bureau Veritas	1,732	107	15	6.18	0.87	14.02
Ceskoslovensky Lodin Register	2	0	0	0	0	0
China Classification Society	2,204	47	8	2.13	0.36	17.02
China Corporation Register of Shipping	409	49	10	11.98	2.44	20.41
Croatian Register of Shipping	43	4	0	9.30	0	0
Cyprus Bureau of Shipping	3	0	0	0	0	0
Det Norske Veritas	2,652	91	6	3.43	0.23	6.59
Fidenavis SA	2	0	0	0	0	0
Germanischer Lloyd	2,077	96	7	4.62	0.34	7.29
Global Marine Bureau	1	0	0	0	0	0
Hellenic Register of Shipping	29	4	0	13.79	0	0
Honduras International Surveying and Inspection Bureau	17	4	3	23.53	17.65	75.00
INCLAMAR	128	19	6	14.84	4.69	31.58
Indian Register of Shipping	98	5	2	5.10	2.04	40.00
International Naval Surveys Bureau	23	6	1	26.09	4.35	16.67
International Register of Shipping	125	29	4	23.20	3.20	13.79
Isthmus Bureau of Shipping	568	84	12	14.79	2.11	14.29
Korea Classification Society (former Joson Classification Society)	3	2	1	66.67	33.33	50.00
Korean Register of Shipping	1,917	47	5	2.45	0.26	10.64
Lloyd's Register of Shipping	3,018	166	30	5.50	0.99	18.07
National Cargo Bureau Inc.	20	1	0	5.00	0	0
National Shipping Adjusters Inc	1	0	0	0	0	0
Nippon Kaiji Kyokai	7,289	286	47	3.92	0.64	16.43
NV Uнитар	1	0	0	0	0	0
Panama Bureau of Shipping	244	16	5	6.56	2.05	31.25
Panama Maritime Surveyors Bureau Inc	81	7	1	8.64	1.23	14.29
Panama Register Corporation	98	13	3	13.27	3.06	23.08
Polski Rejestr Statkow	35	3	1	8.57	2.86	33.33
R.J. Del Pan	4	2	0	50.00	0	0
Register of Shipping (Albania)	12	4	0	33.33	0	0
Register of Shipping (DPR Korea)	79	36	25	45.57	31.65	69.44
Registro Cubano de Buques	1	0	0	0	0	0

Recognized organization (RO)	Total No. of RO related inspections	Total No. of detentions	No. of RO related detentions	Detention percentage%	RO related detention percentage%	Percentage of RO related detentions%
Registro Italiano Navale	220	15	2	6.82	0.91	13.33
RINAVE Portuguesa	4	0	0	0	0	0
Romanian Naval Register	3	0	0	0	0	0
Russian Maritime Register of Shipping	835	79	5	9.46	0.60	6.33
Russian River Register	2	0	0	0	0	0
Seefartsaht Helsinki	3	0	0	0	0	0
Societe Generale de Surveillance	1	0	0	0	0	0
Turkish Lloyd	18	4	1	22.22	5.56	25.00
Viet Nam Register of Shipping	235	39	17	16.60	7.23	43.59
Other	3,076	516	104	16.78	3.38	20.16

Note: Number of inspections and detentions are calculated corresponding to each recognized organization (RO) that carried out survey and issued certificates for a ship. In case that ship's certificates were issued by more than one ROs, the inspection would be counted to each of them. While detention would be counted to the RO that issued the certificate relating to detainable deficiencies.

Table 6: DEFICIENCIES BY CATEGORIES

Nature of deficiencies	No. of deficiencies
Ship's certificates and documents	2,504
Stability, structure and related equipment	6,454
Propulsion and auxiliary machinery	3,124
Alarm signals	276
Fire safety measures	12,082
Oil, chemical tankers and gas carriers	309
Lifesaving appliances	11,259
Radiocommunications	3,053
Safety of navigation	9,813
Carriage of cargo and dangerous goods	550
ISM related deficiencies	2,803
SOLAS related operational deficiencies	2,673
Additional measures to enhance maritime safety	325
Bulk carriers-additional safety measures	54
Load lines	5,550
MARPOL-Annex I	5,056
MARPOL-Annex II	58
MARPOL-Annex III	11
MARPOL-Annex V	2,039
MARPOL related operational deficiencies	509
Certification and watchkeeping for seafarers	2,185
Crew and accommodation (ILO 147)	481
Food and catering (ILO 147)	137
Working spaces (ILO 147)	366
Accident prevention (ILO 147)	587
Mooring arrangements (ILO 147)	802
Other deficiencies	103
Total	73,163

SUMMARY OF PORT STATE INSPECTION DATA 2002 – 2004

Table 7: BLACK – GREY – WHITE LISTS *

Flag	Inspections 2002-2004	Detentions 2002-2004	Black to Grey Limit	Grey to White Limit	Excess Factor
BLACK LIST					
Korea, Democratic People's Republic	877	437	74		14.33
Bolivia	79	32	10		9.10
Mongolia	255	92	25		9.04
Indonesia	602	155	53		6.28
Cambodia	2,993	698	233		6.02
Honduras	207	47	21		4.69
Belize	2,141	385	170		4.21
Papua New Guinea	40	10	6		3.53
Tuvalu	62	14	8		3.48
Viet Nam	573	96	51		3.42
Egypt	64	12	8		2.48
Tonga	87	13	11		1.76
Thailand	728	69	63		1.26
Taiwan, China	501	49	45		1.24
Bangladesh	37	6	6		1.23
Saint Vincent and the Grenadines	1,260	108	104		1.11
GREY LIST					
Turkey	221	21	22	9	0.91
Iran	197	18	20	7	0.83
Malaysia	1,029	81	86	58	0.82
Russian Federation	1,559	118	126	92	0.76
Myanmar	134	12	15	4	0.74
Malta	1,499	108	122	88	0.59
Cayman Islands (UK)	151	11	16	5	0.54
India	336	24	32	15	0.53
Netherlands Antilles	116	7	13	3	0.39
Croatia	80	4	10	1	0.31
Gibraltar (UK)	51	2	7	0	0.28
Kuwait	60	2	8	0	0.21
Pakistan	42	1	6	0	0.20

Flag	Inspections 2002-2004	Detentions 2002-2004	Black to Grey Limit	Grey to White Limit	Excess Factor
Cyprus	2,232	139	177	136	0.08
Saudi Arabia	43	0	6	0	0.04
WHITE LIST					
Italy	194	7		7	-0.05
Sweden	75	1		1	-0.08
Japan	471	21		23	-0.20
Netherlands	401	17		19	-0.21
Vanuatu	226	7		9	-0.38
Antigua and Barbuda	738	32		40	-0.40
Bermuda (UK)	141	3		4	-0.45
Isle of Man (UK)	342	11		16	-0.55
Philippines	943	38		53	-0.58
Panama	19,214	937		1286	-0.62
Singapore	2,308	97		141	-0.68
United States of America	162	3		5	-0.69
Switzerland	73	0		1	-0.75
Greece	1,129	40		64	-0.80
Marshall Islands	778	23		42	-0.93
Germany	443	11		22	-0.95
Israel	85	0		2	-0.96
Bahamas	1,844	59		111	-1.01
Liberia	3,492	116		219	-1.04
Norway	793	21		43	-1.06
France	141	1		4	-1.13
United Kingdom (UK)	399	7		19	-1.23
Denmark	308	3		14	-1.49
China	2,664	45		164	-1.62
Hong Kong, China	2,680	41		165	-1.68
Korea, Republic of	2,361	35		144	-1.69

Note: Flags listed above are those of ships which were involved in 30 or more port State inspections over the 3-year period.

* See explanatory note on page 45.

$p=7\%$

$z_{95\%}=1.645$

$q=3\%$

Table 8: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2002	2003	2004	Total	2002	2003	2004	Total	
Afghanistan	1	0	0	1	0	0	0	0	0
Algeria	0	1	4	5	0	0	1	1	20.00
Antigua and Barbuda	220	201	317	738	8	9	15	32	4.34
Argentina	2	0	0	2	1	0	0	1	50.00
Australia	10	6	10	26	0	0	0	0	0
Austria	3	4	5	12	0	0	2	2	16.67
Bahamas	576	624	644	1,844	15	23	21	59	3.20
Bahrain	6	4	2	12	0	1	0	1	8.33
Bangladesh	14	11	12	37	1	3	2	6	16.22
Barbados	8	10	4	22	1	0	0	1	4.55
Belgium	2	1	14	17	0	0	1	1	5.88
Belize	567	821	753	2,141	111	156	118	385	17.98
Bermuda (UK)	41	50	50	141	0	2	1	3	2.13
Bolivia	21	40	18	79	9	18	5	32	40.51
Brazil	5	9	15	29	1	1	2	4	13.79
Brunei Darussalam	0	1	3	4	0	0	0	0	0
Bulgaria	7	0	0	7	1	0	0	1	14.29
Cambodia	971	989	1,033	2,993	246	263	189	698	23.32
Canada	1	0	0	1	0	0	0	0	0
Cayman Islands (UK)	46	47	58	151	6	3	2	11	7.28
Chile	5	4	2	11	0	0	0	0	0
China	861	904	899	2,664	15	15	15	45	1.69
Comoros	2	3	9	14	0	0	2	2	14.29
Cook Islands	3	3	0	6	0	0	0	0	0
Croatia	35	16	29	80	1	2	1	4	5.00
Cyprus	772	738	722	2,232	49	52	38	139	6.23
Denmark	90	98	120	308	0	0	3	3	0.97
Dominica	0	7	16	23	0	2	7	9	39.13
Egypt	26	24	14	64	4	6	2	12	18.75
Eritrea	0	0	1	1	0	0	0	0	0
Ethiopia	3	1	3	7	0	0	0	0	0
Fiji	4	3	0	7	1	0	0	1	14.29
France	46	45	50	141	0	0	1	1	0.71
Georgia	6	3	6	15	2	1	2	5	33.33
Germany	181	105	157	443	3	5	3	11	2.48

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2002	2003	2004	Total	2002	2003	2004	Total	
Gibraltar (UK)	12	20	19	51	0	0	2	2	3.92
Greece	371	371	387	1,129	12	19	9	40	3.54
Honduras	163	25	19	207	26	14	7	47	22.71
Hong Kong, China	651	873	1,156	2,680	11	17	13	41	1.53
Hungary	0	0	1	1	0	0	0	0	0
India	116	109	111	336	11	8	5	24	7.14
Indonesia	144	233	225	602	31	61	63	155	25.75
Iran	62	60	75	197	6	7	5	18	9.14
Ireland	0	0	2	2	0	0	0	0	0
Isle of Man (UK)	101	108	133	342	2	5	4	11	3.22
Israel	23	29	33	85	0	0	0	0	0
Italy	66	71	57	194	2	2	3	7	3.61
Jamaica	0	0	1	1	0	0	0	0	0
Japan	172	146	153	471	4	11	6	21	4.46
Jordan	0	2	0	2	0	1	0	1	50.00
Kiribati	0	0	1	1	0	0	0	0	0
Korea, Democratic People's Republic	166	349	362	877	99	203	135	437	49.83
Korea, Republic of	736	773	852	2,361	17	16	2	35	1.48
Kuwait	19	17	24	60	1	1	0	2	3.33
Kyrgyzstan	0	0	1	1	0	0	0	0	0
Lao, People's Democratic Republic	2	4	0	6	1	1	0	2	33.33
Latvia	0	3	0	3	0	0	0	0	0
Lebanon	1	1	4	6	0	0	2	2	33.33
Liberia	1,158	1,117	1,217	3,492	37	35	44	116	3.32
Lithuania	5	4	0	9	3	0	0	3	33.33
Luxemburg	5	8	4	17	0	0	0	0	0
Malaysia	364	308	357	1,029	35	25	21	81	7.87
Maldives	7	12	5	24	1	1	1	3	12.50
Malta	455	492	552	1,499	31	33	44	108	7.20
Marshall Islands	190	271	317	778	4	7	12	23	2.96
Mauritius	2	0	0	2	0	0	0	0	0
Mexico	0	1	0	1	0	0	0	0	0
Micronesia	0	0	1	1	0	0	1	1	100.00
Mongolia	0	99	156	255	0	48	44	92	36.08
Morocco	1	3	0	4	0	0	0	0	0
Myanmar	48	37	49	134	0	7	5	12	8.96

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2002	2003	2004	Total	2002	2003	2004	Total	
Netherlands	148	126	127	401	7	6	4	17	4.24
Netherlands Antilles	36	41	39	116	4	2	1	7	6.03
New Zealand	4	2	6	12	0	0	0	0	0
Norway	267	273	253	793	6	10	5	21	2.65
Pakistan	15	15	12	42	0	1	0	1	2.38
Panama	6,329	6,389	6,496	1,9214	276	369	292	937	4.88
Papua New Guinea	15	11	14	40	3	3	4	10	25.00
Peru	1	0	0	1	0	0	0	0	0
Philippines	373	291	279	943	15	14	9	38	4.03
Poland	0	1	0	1	0	1	0	1	100.00
Portugal	5	5	5	15	0	1	1	2	13.33
Qatar	15	8	4	27	1	2	0	3	11.11
Romania	0	1	0	1	0	0	0	0	0
Russian Federation	509	529	521	1,559	42	37	39	118	7.57
Saint Vincent and the Grenadines	411	428	421	1,260	41	38	29	108	8.57
Samoa	2	3	1	6	0	1	0	1	16.67
Sao Tome and Principe	5	0	0	5	1	0	0	1	20.00
Saudi Arabia	17	15	11	43	0	0	0	0	0
Senegal	0	1	0	1	0	1	0	1	100.00
Seychelles	1	2	1	4	0	1	0	1	25.00
Sierra Leone	0	1	2	3	0	1	1	2	66.67
Singapore	807	740	761	2,308	30	36	31	97	4.20
South Africa	1	2	1	4	0	0	0	0	0
Spain	2	4	3	9	0	1	0	1	11.11
Sri Lanka	2	0	5	7	0	0	2	2	28.57
Sweden	19	30	26	75	1	0	0	1	1.33
Switzerland	28	21	24	73	0	0	0	0	0
Syrian Arab Republic	0	2	0	2	0	0	0	0	0
Taiwan, China	227	151	123	501	13	24	12	49	9.78
Tanzania	0	4	2	6	0	0	0	0	0
Thailand	235	199	294	728	19	17	33	69	9.48
Togo	0	1	0	1	0	1	0	1	100.00
Tonga	32	27	28	87	4	7	2	13	14.94
Trinidad and Tobago	1	0	1	2	1	0	0	1	50.00
Turkey	65	65	91	221	8	5	8	21	9.50
Tuvalu	5	6	51	62	1	1	12	14	22.58

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2002	2003	2004	Total	2002	2003	2004	Total	
Ukraine	11	4	4	19	1	1	0	2	10.53
United Arab Emirates (UAE)	3	4	6	13	0	1	1	2	15.38
United Kingdom (UK)	119	105	175	399	2	2	3	7	1.75
United States of America	65	44	53	162	2	0	1	3	1.85
Vanuatu	85	69	72	226	1	2	4	7	3.10
Viet Nam	144	185	244	573	19	39	38	96	16.75
Other	9	0	0	9	0	0	0	0	0
Total	19,588	20,124	21,400	61,112	1,307	1,709	1,393	4,409	7.21

Figure 13: COMPARISON OF INSPECTIONS PER SHIP TYPE

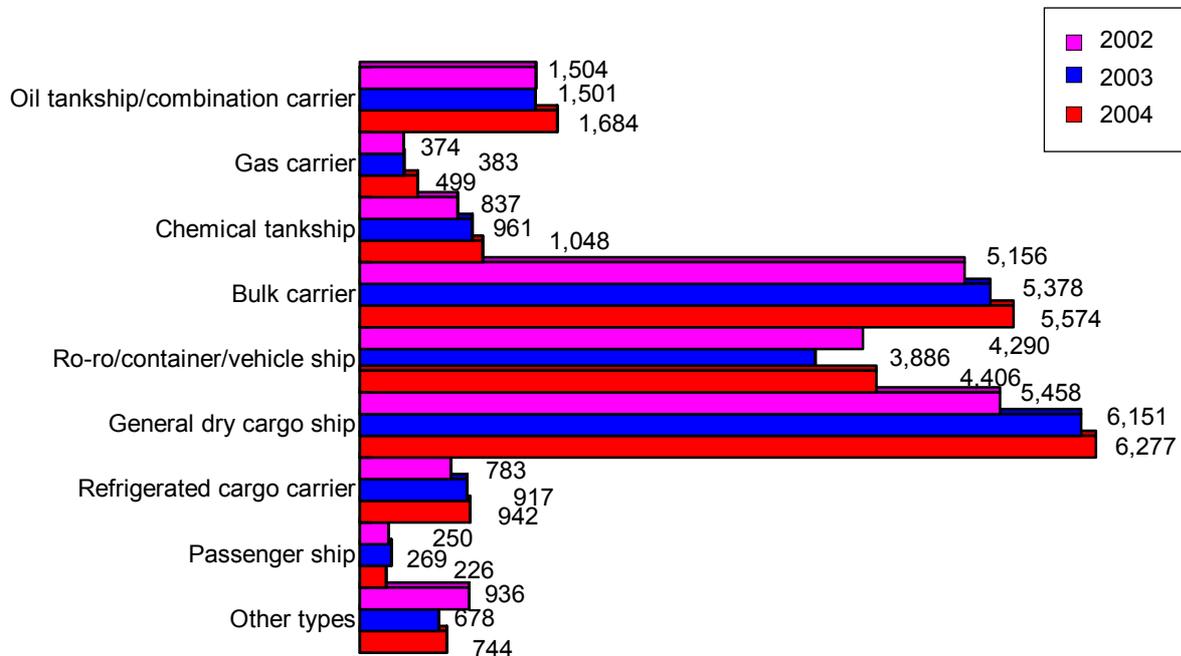


Figure 14: COMPARISON OF DETENTIONS PER SHIP TYPE

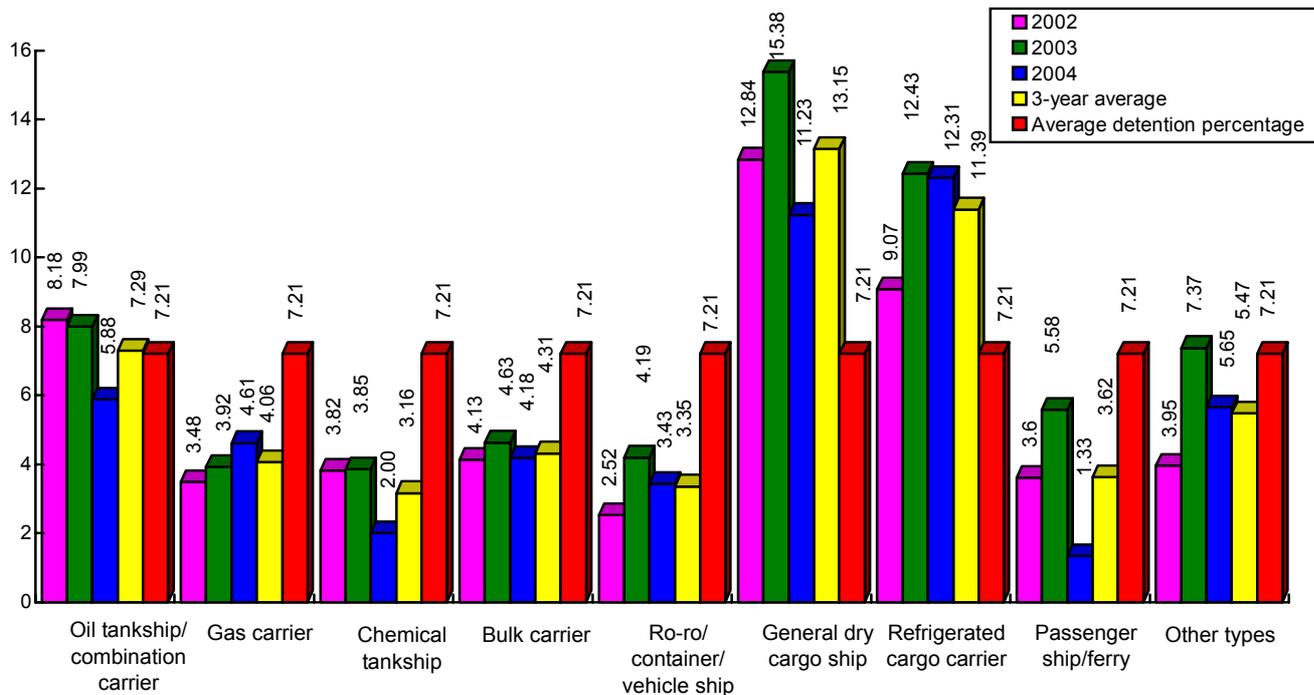
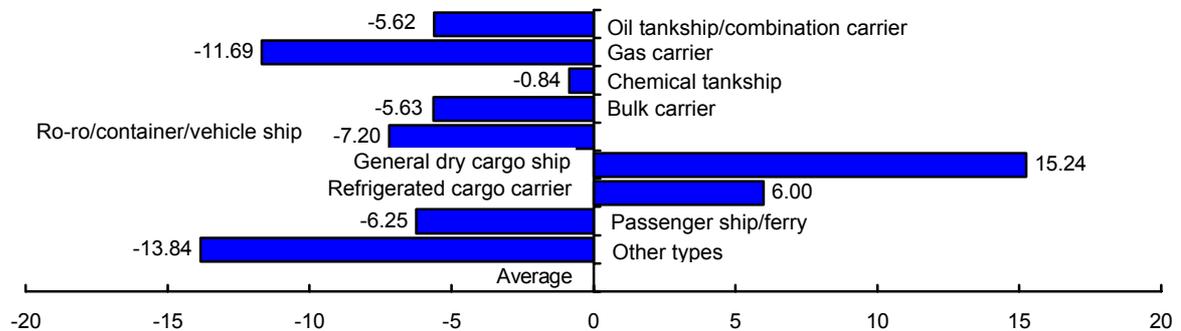


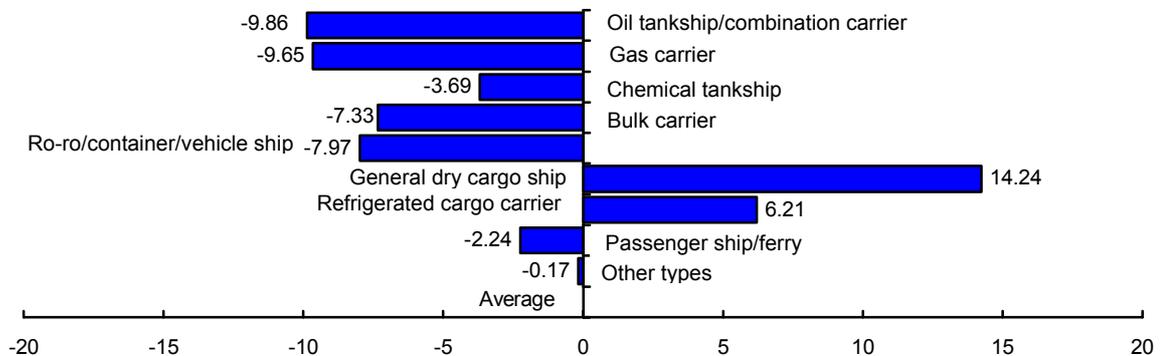
Table 9: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	2002	2003	2004	Total	2002	2003	2004	Total	
Tanker, not otherwise specified	134	41	43	218	5	1	2	8	3.67
Combination carrier	153	134	116	403	3	4	10	17	4.22
Oil tanker	1,217	1,326	1,525	4,068	115	115	87	317	7.79
Gas carrier	374	383	499	1,256	13	15	23	51	4.06
Chemical tanker	837	961	1,048	2,846	32	37	21	90	3.16
Bulk carrier	5,156	5,378	5,574	16,108	213	249	233	695	4.31
Vehicle carrier	448	516	561	1,525	14	15	14	43	2.82
Container ship	3,563	3,186	3,624	10,373	84	141	127	352	3.39
Ro-Ro cargo ship	279	184	221	684	10	7	10	27	3.95
General cargo/multi-purpose ship	5,458	6,151	6,277	17,886	701	946	705	2,352	13.15
Refrigerated cargo carrier	783	917	942	2,642	71	114	116	301	11.39
Woodchip carrier	198	208	213	619	5	8	6	19	3.07
Livestock carrier	81	71	66	218	3	4	4	11	5.05
Ro-Ro Passenger ship	45	54	55	154	3	5	0	8	5.19
Passenger ship	205	215	171	591	6	10	3	19	3.21
Factory ship	9	2	3	14	5	1	0	6	42.86
Heavy load carrier	43	43	47	133	3	3	4	10	7.52
Offshore service vessel	150	71	73	294	0	3	3	6	2.04
MODU & FPSO	5	4	1	10	0	1	0	1	10.00
High speed passenger craft	14	43	25	82	0	0	2	2	2.44
Special purpose ship	39	30	43	112	4	3	1	8	7.14
Tugboat	290	79	116	485	3	8	7	18	3.71
Others	107	127	157	391	14	19	15	48	12.28
Total	19,588	20,124	21,400	61,112	1,307	1,709	1,393	4,409	7.21

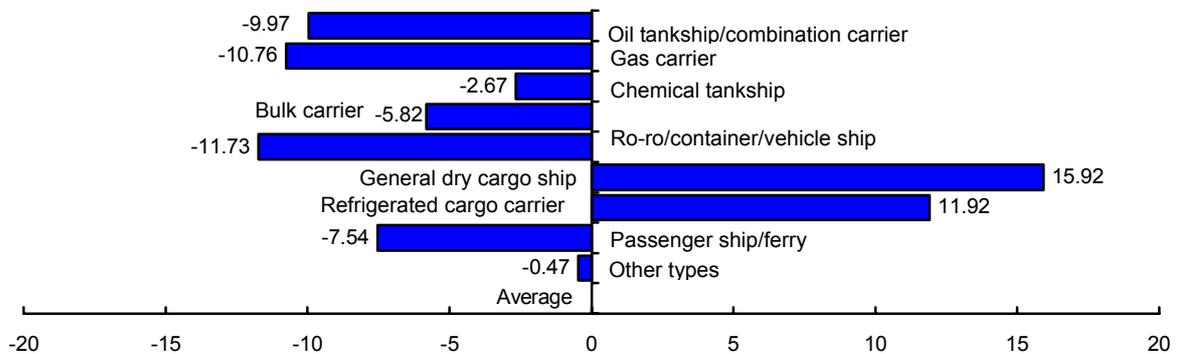
Figure 15: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



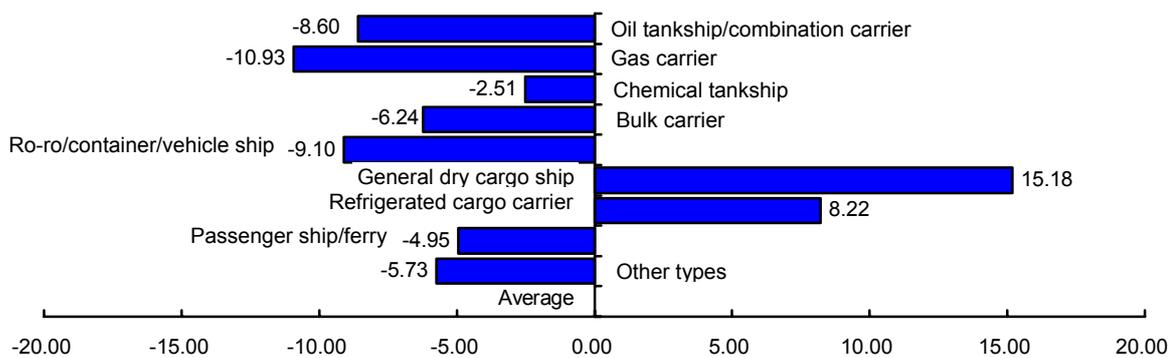
(a) Year 2002



(b) Year 2003



(c) Year 2004



(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 %
	2002	2003	2004	Total	2002	2003	2004	Total	
Oil tankship/combination carrier	1,504	1,501	1,684	4,689	972	957	965	2,894	61.72
Gas carrier	374	383	499	1,256	219	245	282	746	59.39
Chemical tankship	837	961	1,048	2,846	581	672	677	1,930	67.81
Bulk carrier	5,156	5,378	5,574	16,108	3,332	3,565	3,425	10,322	64.08
Ro-ro/container/vehicle ship	4,290	3,886	4,406	12,582	2,705	2,551	2,447	7,703	61.22
General dry cargo ship	5,458	6,151	6,277	17,886	4,666	5,404	5,222	15,292	85.50
Refrigerated cargo carrier	783	917	942	2,642	597	732	746	2,075	78.54
Passenger ship	250	269	226	745	160	192	135	487	65.37
Other types	936	678	744	2,358	528	498	497	1,523	64.59
Total	19,588	20,124	21,400	61,112	13,760	14,816	14,396	42,972	70.32

Table 11: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	Total No. of inspections 2002-2004	Total No. of detentions 2002-2004	No. of RO related detentions 2002-2004	3-year average detention percentage%	3-year average RO related detention percentage%	3-year average percentage of RO related detentions%
American Bureau of Shipping	5,648	248	26	4.39	0.46	10.48
Belize Maritime Bureau Inc.	1	0	0	0	0	0
Biro Klasifikasi Indonesia	442	118	23	26.70	5.20	19.49
Bulgarski Koraben Registar	12	1	0	8.33	0	0
Bureau Securitas	19	1	0	5.26	0	0
Bureau Veritas	4,565	293	51	6.42	1.12	17.41
Ceskoslovensky Lodin Register	6	0	0	0	0	0
China Classification Society	5,970	152	38	2.55	0.64	25.00
China Corporation Register of Shipping	1,234	173	50	14.02	4.05	28.90
Croatian Register of Shipping	168	11	1	6.55	0.60	9.09
Cyprus Bureau of Shipping	95	0	0	0	0	0
Det Norske Veritas	7,330	281	30	3.83	0.41	10.68
Fidenavis SA	20	0	0	0	0	0
Germanischer Lloyd	5,349	245	20	4.58	0.37	8.16
Global Marine Bureau	1	0	0	0	0	0
Hellenic Register of Shipping	69	10	0	14.49	0	0
Honduras International Surveying and Inspection Bureau	116	21	11	18.10	9.48	52.38
INCLAMAR	226	31	8	13.72	3.54	25.81
Indian Register of Shipping	283	19	5	6.71	1.77	26.32
International Naval Surveys Bureau	60	11	3	18.33	5.00	27.27
International Register of Shipping	221	61	10	27.60	4.52	16.39
Isthmus Bureau of Shipping	1,396	266	68	19.05	4.87	25.56
Korea Classification Society (former Joson Classification Society)	3	2	1	66.67	33.33	50.00
Korean Register of Shipping	5,348	167	28	3.12	0.52	16.77
Lloyd's Register of Shipping	7,770	412	75	5.30	0.97	18.20
Marconi International Marine Company Ltd.	2	0	0	0	0	0
National Cargo Bureau Inc.	63	3	0	4.76	0	0
National Shipping Adjusters Inc	14	3	0	21.43	0	0
Nippon Kaiji Kyokai	21,083	904	166	4.29	0.79	18.36
NV Uinitas	7	0	0	0	0	0
Panama Bureau of Shipping	597	53	16	8.88	2.68	30.19
Panama Maritime Surveyors Bureau Inc	279	26	7	9.32	2.51	26.92
Panama Register Corporation	213	23	5	10.80	2.35	21.74
Polski Rejestr Statkow	93	11	1	11.83	1.08	9.09
R.J. Del Pan	8	3	0	37.50	0	0
Register of Shipping (Albania)	24	5	0	20.83	0	0
Register of Shipping (DPR Korea)	254	157	119	61.81	46.85	75.80
Registro Cubano de Buques	3	0	0	0	0	0
Registro Italiano Navale	603	40	7	6.63	1.16	17.50
RINAVE Portuguesa	15	0	0	0	0	0
Romanian Naval Register	8	0	0	0	0	0
Russian Maritime Register of Shipping	2,413	239	21	9.90	0.87	8.79
Russian River Register	8	2	0	25.00	0	0
Seefartsaht Helsinki	7	0	0	0	0	0
Sociedad Clasificadora de Colombia	11	10	0	90.91	0	0

Recognized organization (RO)	Total No. of inspections 2002-2004	Total No. of detentions 2002-2004	No. of RO related detentions 2002-2004	3-year average detention percentage%	3-year average RO related detention percentage%	3-year average percentage of RO related detentions%
Societe Generale de Surveillance	3	0	0	0	0	0
Turkish Lloyd	31	8	2	25.81	6.45	25.00
Viet Nam Register of Shipping	530	95	31	17.92	5.85	32.63
Other	7,609	1,673	479	21.99	6.30	28.63

Note: RO related data for 2002 and 2003 had been re-calculated. See also the note in page 28.

Figure 16: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

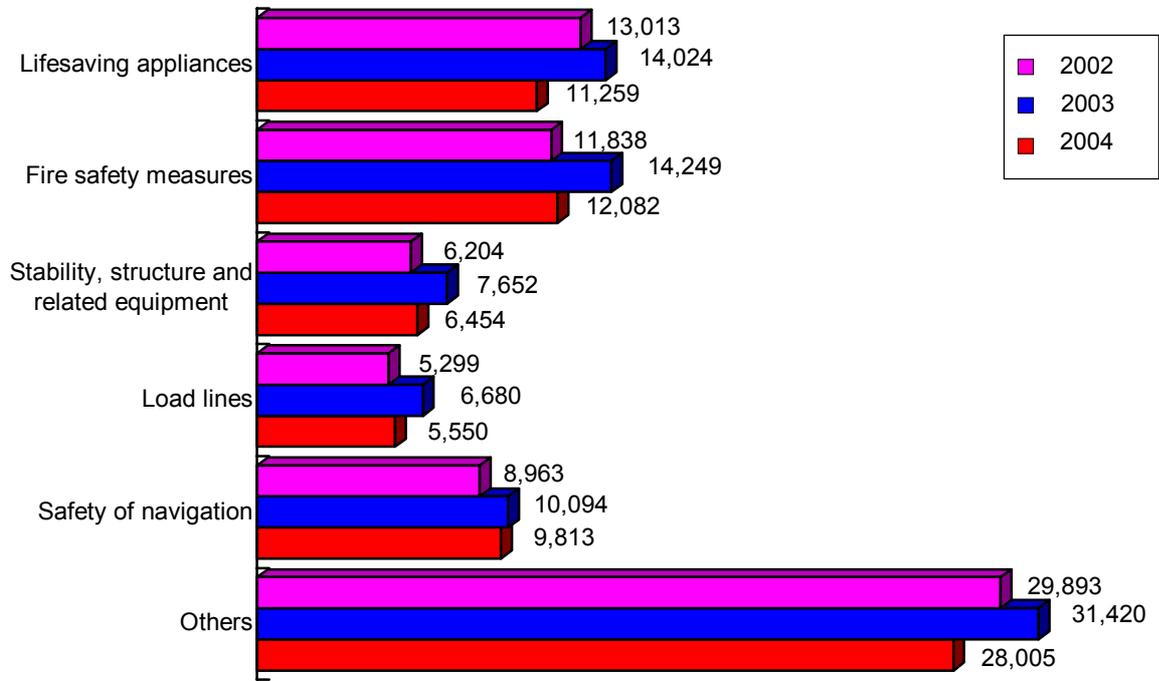
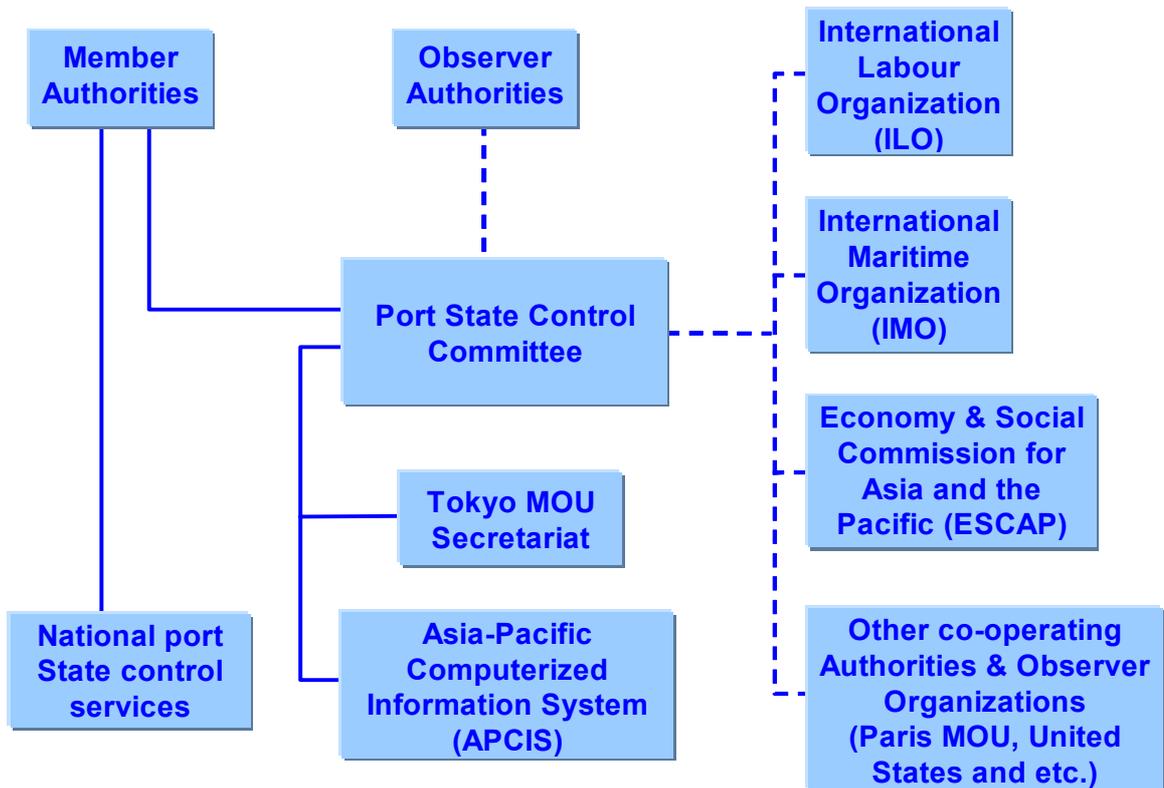


Table 12: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency	Number of deficiencies		
	2002	2003	2004
Ship's certificates and documents	2,379	2,834	2,504
Stability, structure and related equipment	6,204	7,652	6,454
Propulsion and auxiliary machinery	3,001	3,389	3,124
Alarm signals	274	245	276
Fire safety measures	11,838	14,249	12,082
Oil, chemical tankers and gas carriers	225	294	309
Lifesaving appliances	13,013	14,024	11,259
Radiocommunications	2,875	3,241	3,053
Safety of navigation	8,963	10,094	9,813
Carriage of cargo and dangerous goods	772	666	550
ISM related deficiencies	2,762	3,441	2,803
SOLAS related operational deficiencies	2,788	2,930	2,673
Additional measures to enhance maritime safety	0	0	325
Bulk carriers-additional safety measures	41	66	54
Load lines	5,299	6,680	5,550
MARPOL-Annex I	5,175	5,958	5,056
MARPOL-Annex II	71	71	58
MARPOL-Annex III	11	8	11
MARPOL-Annex V	2,337	2,458	2,039
MARPOL related operational deficiencies	528	647	509
Certification and watchkeeping for seafarers	4,065	2,676	2,185
Crew and accommodation (ILO 147)	606	423	481
Food and catering (ILO 147)	194	152	137
Working spaces (ILO 147)	374	380	366
Accident prevention (ILO 147)	572	627	587
Mooring arrangements (ILO 147)	752	813	802
Other deficiencies	91	101	103
Total	75,210	84,119	73,163

ANNEX 3

ORGANIZATIONAL STRUCTURE OF THE TOKYO MOU



EXPLANATORY NOTE ON THE BLACK – GREY – WHITE LISTS

The Port State Control Committee adopted the new method for assessment of performance of flags which is the same as that is used by the Paris MOU. 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 State is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with the agreement of the Port State Control Committee. 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:

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

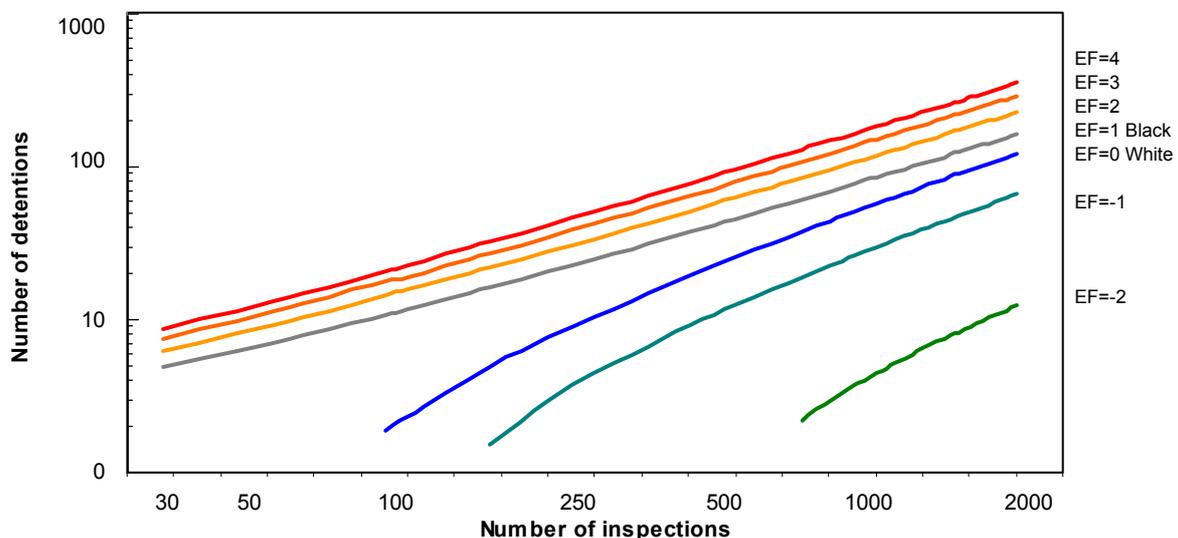
$$u_{white - to - grey} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Tokyo 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 as the 'black to grey' or the 'grey to white' limit. 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 State is positioned between the two, the flag State 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.



Example flag on Black list:

Ships of Tuvalu were subject to 62 inspections of which 14 resulted in a detention. The "black to grey limit" is 8 detentions. The excess factor is 3.48.

N = total inspections

P = 7%

Q = 3%

Z = 1.645

How to determine the black to grey limit:

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

$$u_{black-to-grey} = 62 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{62 \cdot 0.07 \cdot 0.93}$$

$$u = 8$$

The excess factor is 3.48. 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 2.48, and the outcome has to be added to the normal value for 'p':

$$p + 2.48q = 0.07 + (2.48 \cdot 0.03) = 0.1444$$

$$u_{excessfactor} = 62 \cdot 0.1444 + 0.5 + 1.645 \cdot \sqrt{62 \cdot 0.1444 \cdot 0.8556}$$

$$u_{excessfactor} = 14$$

Example flag on Grey list:

Ships of Malta were subject to 1,499 inspections, of which 108 resulted in a detention. The "black to grey limit" is 122 and the "grey to white limit" is 88. The excess factor is 0.59.

How to determine the black to grey limit:

$$u_{black-to-grey} = 1,499 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{1,499 \cdot 0.07 \cdot 0.93}$$

$$u_{black-to-grey} = 122$$

How to determine the grey to white limit:

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

$$u_{white-to-grey} = 1,499 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{1,499 \cdot 0.07 \cdot 0.93}$$

$$u_{white-to-grey} = 88$$

To determine the excess factor the following formula is used:

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

$$ef = (108 - 88.18) / (121.68 - 88.18)$$

$$ef = 0.59$$

Example flag on White list:

Ships of the Republic of Korea were subject to 2,361 inspections of which 35 resulted in detention. The "grey to white limit" is 144 detentions. The excess factor is -1.69.

How to determine the grey to white limit:

$$u_{\text{white-to-grey}} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

$$u_{\text{white-to-grey}} = 2,361 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{2,361 \cdot 0.07 \cdot 0.93}$$

$$u_{\text{white-to-grey}} = 144$$

The excess factor is -1.69. 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 -1.69, and the outcome has to be added to the normal value for 'p':

$$p + (-1.69q) = 0.07 + (-1.69 \cdot 0.03) = 0.0193$$

$$u_{\text{excessfactor}} = 2,361 \cdot 0.0193 - 0.5 - 1.645 \cdot \sqrt{2,361 \cdot 0.0193 \cdot 0.9807}$$

$$u_{\text{excessfactor}} = 35$$

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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