

ANNUAL REPORT

ON

PORT STATE CONTROL

IN THE ASIA-PACIFIC REGION

2005



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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2005**.

Tokyo MOU, as one of the most active regional port State control regimes, continues to make unremitting efforts and take rigorous measures to enhance and improve PSC activities in the region. It is encouraging that number of detentions and detention percentage has continuously declined since 2003. Such a trend can be seen as the positive outcome of effective enforcement of port State control measures taken by the Tokyo MOU and as the good indication of improvement of condition of ships operating in the region.

This annual report highlights activities and developments of port State control in the Asia-Pacific region during the year for review. As usual, the report also provides tables and figures of statistics and analysis summarizing the results of port State inspections conducted by member Authorities in 2005.

For ensuring maritime safety, security and protection of the marine environment, it is very important that all parties involved in the shipping industry effectively carry out their responsibilities, improve their performance and fulfill their obligations for complying with all relevant and applicable international standards. Tokyo MOU will further improve and harmonize PSC activities in the region and continue to co-operate with parties concerned so as to eradicate operation of substandard ships in the region.

Young-sun Park
Chairman
Port State Control Committee

Mitsutoyo Okada
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 eleventh issue and covers port State control activities and developments in the year 2005.

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: 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 Paris MOU, the Viña 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, as amended;
- 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, as amended;
- 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).

Authorities of the Tokyo MOU for elimination of operation of substandard ships in the region.

Tokyo MOU had taken a series of measures and initiatives to enhance and harmonize its activities further; encouraging and promoting better performance of members; reviewing and improving technical co-operation programmes; analyzing PSC inspection data and statistics; and implementing and monitoring ship targeting system. These measures would enable the Tokyo MOU to keep in a good position and to maintain continuous development and achievement.

For inter-regional co-operation on port State control, Tokyo MOU had established good relationship with other MOUs, in particular the Paris MOU. Several concentrated inspection campaigns (CIC) have been conducted simultaneously, and both MOUs worked closely to follow up the issues identified at the joint Ministerial Conference on PSC of the Paris and Tokyo Memoranda that had been convened twice up to 2005. Such collaboration with the Paris MOU has benefited and promoted PSC activities of the two regions and set out good example to other regions.

The Tokyo MOU web-site, as the instant medium, provides general information on its activities and PSC inspection data on the Internet. As from 2003, PSC inspection database was made available on the Tokyo MOU web-site, which publishes results of PSC inspections conducted by the members on a real time basis. With this facility, flag States, recognized organizations (ROs), shipping companies and other interested parties can monitor performance of specific fleet or specific ships. In addition to PSC database, the latest text of the Memorandum, the Annual

REVIEW OF YEAR 2005

Continuous development and achievement of port State control activities in the Asia-Pacific region demonstrated dedicated efforts and endeavours made by the eighteen member

Report, press releases and monthly detention lists are available on the web-site for view and downloading. Number of visitors to the Tokyo MOU web-site has been increasing continuously. The Tokyo MOU web-site can be found at www.tokyo-mou.org.

Tokyo MOU undertook a concentrated inspection campaign (CIC) on operational requirements from September to November 2005. The campaign targeted aspects of maintenance and operation of shipboard equipment and compliance of safety and pollution prevention procedures as required under SOLAS and MARPOL conventions. During the CIC period, a total of 5,040 inspections, involving 4,599 individual ships, were carried out by the member Authorities. There were 144 detentions made as result of serious operational deficiencies found. It have detected during the campaign that 8.1% of ships inspected lacked adequate maintenance or test of life saving appliances, 7.3% of ships failed to keep life saving equipment available for immediate use, 6.6% of ships did not implement effectively maintenance plan for fire protection system and the passage plans on 7.8% of ships inspected were found not satisfactory. Though the general outcome of the CIC is contented, continuous attention needs to be paid to the insufficient maintenance of life saving equipment and of fire protection system, which are the root causes of many detainable hardware deficiencies.

THE PORT STATE CONTROL COMMITTEE

The fifteenth meeting of the Port State Control Committee was held from 7 to 10 November 2005 in Bangkok, Thailand. The meeting was hosted by the Marine Department of Thailand. 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 DPR Korea, Macao (China), the United States Coast Guard, IMO, and the Secretariats of Black Sea MOU, Indian Ocean MOU, Paris MOU and the Viña del Mar Agreement.

Since the chairman of the Committee elected at the previous meeting, Mr. Lim Ki-tack of Republic of Korea, resigned in June 2005, the Committee unanimously elected Mr. Park Young-sun, Director of Maritime Technology Division, Maritime Safety Management Bureau, Ministry of Maritime Affairs and Fisheries of Republic of Korea, as the new chairman who would take chair of the current and the next two meetings. The Committee expressed appreciation to Mr. Lim for his dedicated work done during the period of office.

The Committee considered the list of follow-up actions on matters emanating from the Ministerial Declaration "Strengthening the Circle of Responsibility" adopted at the Second Joint Paris MOU/Tokyo MOU Ministerial Conference on Port State Control, held on 2-3 November 2004 in Vancouver, Canada. The Committee decided to review the list during forthcoming meetings and monitor progress made thereon so as to give full effect to the matters determined by the Ministers.

The Committee noted publication of the revised Port State Control Manual. For the purpose of maintaining factual data and technical information contained in the Manual to be up-to-date and of simplifying amendment process, the Committee



The fifteenth Committee meeting, Bangkok, November 2005.

considered and approved the arrangement for periodical update/revision and the adjustment to the procedures for amendments of the Manual.

The Committee decided to embark the CIC on MARPOL Annex I during period of February – April 2006 concurrently with the Paris MOU. In response to the proposal by the Paris MOU, the Committee agreed to undertake a concentrated inspection campaign (CIC) on the ISM Code in 2007, jointly with the Paris MOU and the US Coast Guard. Further, the Committee also discussed possible subjects for CICs in 2008 and thereafter.

For the purpose of enhancement and improvement of port State control activities in the region, the Committee assigned an intersessional working group to analyze the statistics in order to identify areas of importance and trends of PSC for making recommendations for its consideration and decision. The group would study and analyze the statistics during intersessional period and provide findings and conclusions to the

forthcoming session of the Committee.

Taking into consideration that necessary modifications would be required to cope with the change of situation and to further enhance technical co-operation activities in the region, the Committee reviewed existing technical co-operation programmes and approved the revised integrated strategic plan for training and exchange of PSC officers to get more PSC officers and Authorities

involved and to provide more flexibility and variety of programmes.

Moreover, the Committee also made discussions and decisions regarding the following:

- adoption of amendments to the Memorandum;
- review of membership status;
- publication of ship black list and targeting factor;
- matters concerning arrangements of flag States on ship registration, survey and certification;
- review and harmonization of PSC coding system; and
- approval of the agreement for obtaining inter-governmental organization (IGO) status at IMO.

Having led the Secretariat for eleven years, Mr. Yoshio Sasamura retired from the Secretary at the end of the fifteenth meeting. Many delegations at the meeting and the Committee in whole expressed deep gratitude and sincere appreciation to Mr. Sasamura for his remarkable contributions made to activities of the Tokyo MOU and his extraordinary accomplishment of the work as the MOU Secretary. The Committee approved the appointment of Mr. Mitsutoyo Okada as the Secretary to succeed Mr. Sasamura and endorsed appointment of Mr. Ikuo Nakazaki as the Deputy Secretary.

The sixteenth session of the Port State Control Committee will be held in Canada in September 2006.

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.

Immediately prior to the fifteenth Committee meeting, the fourteenth meeting of the Regional Database Managers (DBM) was conducted on 4 – 5 November 2005 in Bangkok, Thailand. The session of DBM14 was chaired by Mr. Christopher Lindesay, Principal System Officer, Australian Maritime Safety Authority.

Among other things, the major issues deliberated and considered by the DBM

meeting include:

- operation of the APCIS system;
- development of training material on APCIS usage;
- arrangement and preparation for implementation of new version of APCIS;
- procedures for recording IMO company number and MMSI;
- detailed procedures for recording follow-up inspection results;
- detailed statistics on PSC; and
- information exchange with other MOUs.

The outcome of proceeding of the DBM meeting was reported to the Committee, together with recommendations and suggestions on the matters concerned.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

Tokyo MOU took advantage of and benefited a lot from the effective implementation of technical co-operation programmes. The regional profile of port State control officers and PSC capacity of the Authorities had been well improved and enhanced as the proof of success of development and implementation of extensive technical co-operation activities.

From 7 to 24 June 2005, ten PSC officers from the Authorities of Chile, China, Fiji, Indonesia, Republic of Korea, Malaysia, the Philippines, the Russian Federation, Thailand and Viet Nam gathered in Yokohama, Japan, for attending the fifteenth basic training course



Training course for PSC officers for PSC officers. This training course was conducted with the assistance of the Shipbuilding Research Center (SRC) of Japan.

Same with the previous years, the course plan was devised based on the IMO model course on port State control. The trainees were provided with series of lectures and presentations, concerning port State control provisions, convention requirements and regulations, PSC inspection procedures and reporting. Experts from SRC, Nippon Kaiji Kyokai, National Maritime Research Institute of Japan, Ministry of Land, Infrastructure and Transport of Japan and the Secretariat gave lectures on the relevant subjects. As practical part of the training, on-board inspection exercises and the technical visit to a

liferaft service station were organized.

The twelfth port State control officers seminar was held from 25 to 27 May 2005 in Macao, China, by the kind invitation of the Maritime Administration of Macao. The 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, Republic of Korea, Macao (China), Malaysia, the Philippines, Singapore, Solomon Islands, the Russian Federation, Thailand and Vanuatu. In addition, the Black Sea and the Indian Ocean MOUs also sent observers to the seminar.

During the seminar, participants received a comprehensive presentation on control of



On-the-job training



The twelfth seminar for PSC officers

operational requirements and explanations on scenario of inspection of operational requirements. Further, participants acquired explanations and knowledge on correct and effective use of APCIS system and PSC on Annex VI of MARPOL 73/78. Participants were also provided with an update on recent development in IMO on regulations relating to maritime safety, security and pollution prevention and activities of the Tokyo MOU. In addition, a case study session was conducted for the purpose of promotion of share of experiences and expertise among PSC officers and harmonization on PSC.

A further fellowship training course was organized during the period of 15 November – 2 December 2005 in Japan. A total of 20 PSC officers from the Authorities of Chile, China, Indonesia, Republic of Korea, Malaysia, the Philippines, the Russian Federation, Singapore, Thailand and Viet Nam participated in the training. Participants were

divided into groups and dispatched to local PSC offices around Japan where they joined in actual inspections with local PSC officers for gaining practical skill and expertise of PSC inspections. At the end of the course, participants were gathered to exchange their gaining and findings and discuss matters of interests together with local PSC officers.

In February 2005, a two-week expert mission training course was conducted in Port Klang, in responding to a request by the Authority of Malaysia. Two experts designated from the Japanese Authority delivered lectures covering operational requirements, ISM Code, ISPS Code, MARPOL, Load Lines, STCW and ILO conventions. Supplementary to the lectures, practical on-board inspection simulations were also carried out under guidance and instruction of the experts.



Fellowship training for PSC officers



Fellowship training for PSC officers

In addition to the aforementioned activities, three PSC officer exchange missions were co-ordinated in 2005, i.e.: Japan received two PSC officers from Hong Kong (China) and New Zealand respectively and sent one officer to Canada for exchange. Currently, PSC officers exchange programme is implemented in a limited level, involving Authorities of Australia, Canada, Hong Kong (China), Japan and New Zealand.

The technical co-operation programmes have been implemented successfully and enjoyed good reputation. The Port State Control Committee and the Authorities have rendered continuous support and co-operation at every stage and the Nippon Foundation has kindly provided fund for all the technical co-operation activities.

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. To date, there are nine regional PSC regimes (MOUs) established and operated around the world, namely:

- Paris MOU
- Viña del Mar Agreement
- Tokyo MOU
- Caribbean MOU
- Mediterranean MOU
- Indian Ocean MOU
- Abuja MOU
- Black Sea MOU
- Riyadh MOU

As inter-regional collaboration on port State control, Tokyo MOU had obtained observer status from the Paris MOU and the Caribbean MOU and will apply for observer status at the Indian Ocean 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 the purpose of promotion of global co-operation and harmonization on port State control, IMO took the initiative to consult with regional PSC regimes (MOUs) on obtaining inter-governmental organization (IGO) status so as to allow more effective presentation and more positive involvement by PSC regimes at IMO forum. At the fifteenth meeting in Bangkok, the Port State Control Committee considered and approved conclusion of an agreement with IMO on obtaining IGO status. Consequently, IMO approved granting IGO status to the Tokyo MOU and the other seven MOUs that had forwarded the request to IMO at the 24th session of the Assembly in November 2005. Participation by PSC regimes at IMO meetings would facilitate

deliberation on PSC related matters and benefit constructive interaction between flag and port States.

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:

- co-ordinating concentrated inspection campaigns on MARPOL Annex I and ISM Code;
- review of list of follow-up actions stemming from the joint ministerial conference;
- co-operation on further improvement and harmonization of PSC coding system;
- communicating and co-operating with each other on analysis of PSC statistics;
- correspondences on development of PSC guidelines for implementation of the new consolidated maritime labour convention; and
- continuous submission of updated list of flags targeted by the Paris MOU, Tokyo MOU and the United States Coast Guard to IMO.

maritime safety and security organized by the Paris MOU in February 2005. Another PSC officer nominated from China participated in the forty-first Paris MOU PSC seminar in December 2005.

At the technical level, with kind extension of invitation, one PSC officer from Hong Kong (China) attended the expert training on

PORT STATE CONTROL UNDER THE TOKYO MOU, 2005

INSPECTIONS

In 2005, 21,058 inspections, involving 11,430 individual ships, were carried out on ships registered under 99 flags. Though there is a slight decline in number of inspections but number of individual ships inspected has been increased, comparing with the figures in 2004. Figure 2 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. Out of 21,058 inspections, there were 14,421 inspections found ships with deficiencies. Since the total number of individual ships operating in the region was estimated at 16,270*, the inspection rate in the region was approximately 70%** in 2005 (see Figure 1).



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

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

** New method for calculation of inspection rate (number of individual ships inspected/number of individual ships visited%) was introduced from 2004.

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.

In 2005, 1,097 ships registered under 58 flags

were detained because of serious deficiencies found on board. The detention rate of ships inspected was about 5.21%. Compared with 1,393 detentions in 2004, the detentions decreased by 296 in number or 27% in percentage.

Figure 4 shows the detention rate by flags where at least 20 port State inspections were



involved and 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. The black-grey-white list for 2003-2005 is consisting of 60 flags, whose ships were involved in 30 or more inspections during the period. The black list is expanded to 18 flags with adding the new faces of Dominica and Georgia. It is again disappointing that those flags repeatedly appeared in the black list. The grey list includes 17 flags, 3 more than the previous year, and the white list shows 25 flags, almost the same as the last year.

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 74,668 deficiencies were recorded in 2005. 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 2005, 10,914 life-saving appliances related deficiencies and 12,054 fire safety measures related deficiencies were recorded, representing 31% of the total number of deficiencies.

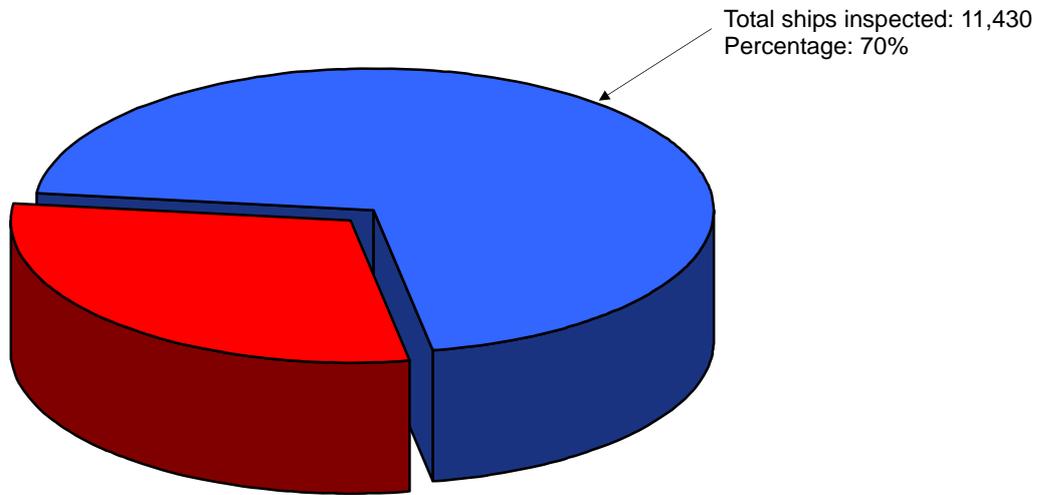
Further, number of deficiencies relating to operational requirements, 4,048 SOLAS related operational deficiencies and 581 MARPOL related operational deficiencies, was increased considerably in 2005 as consequence of the CIC on operational requirements, comparing with 2,673 and 509 in last year.



**OVERVIEW OF PORT STATE CONTROL
RESULTS 1995 – 2005**

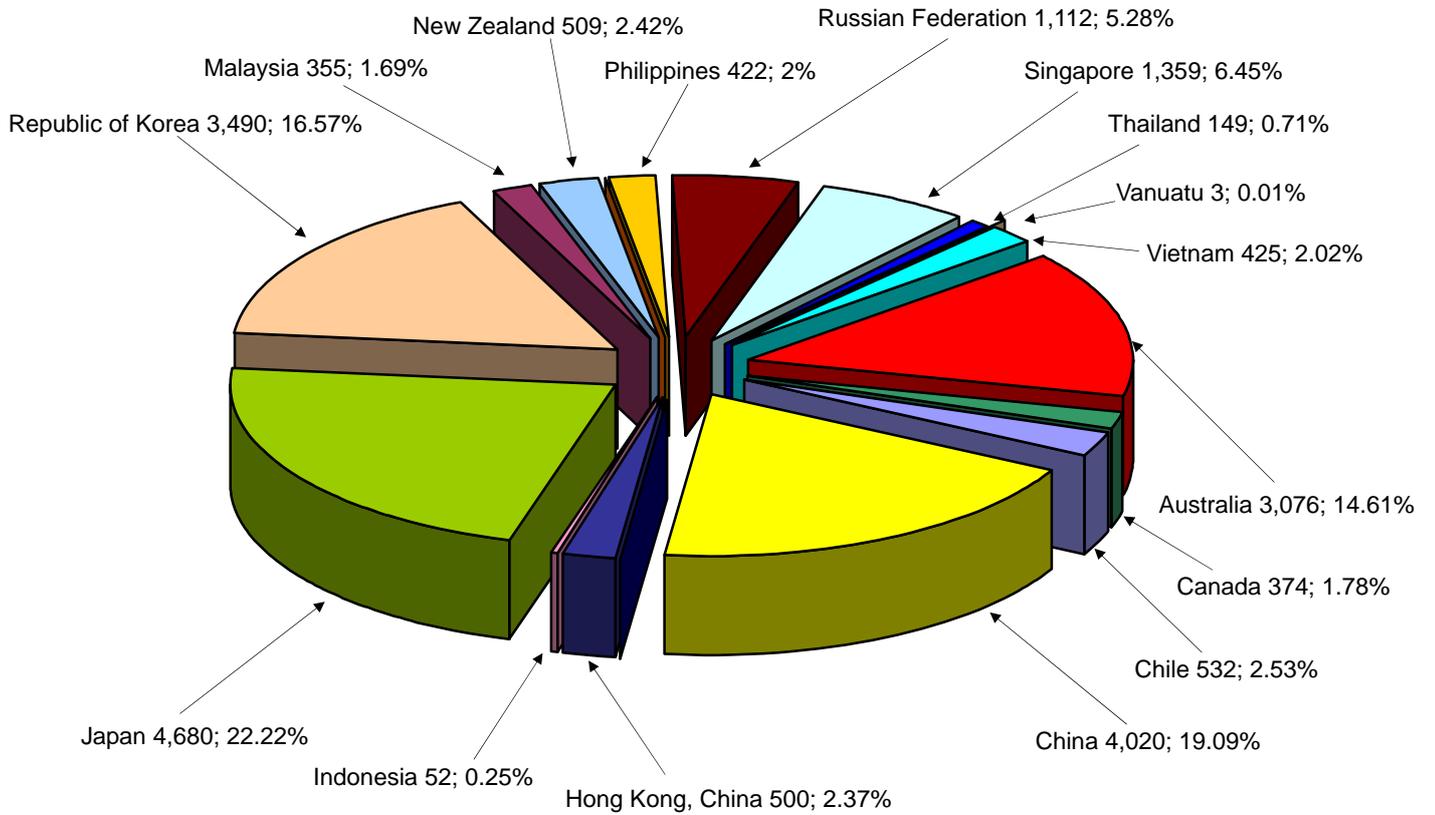
Figures 7-12 show the comparison of port State inspection results for 1995 - 2005. These figures indicate continuous improvements in the port State control activities in the region over the past nine years.

Figure 1: INSPECTION PERCENTAGE



Total individual ship visited: 16,270

Figure 2: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES



Total inspections: 21,058

Figure 3: TYPE OF SHIP INSPECTED

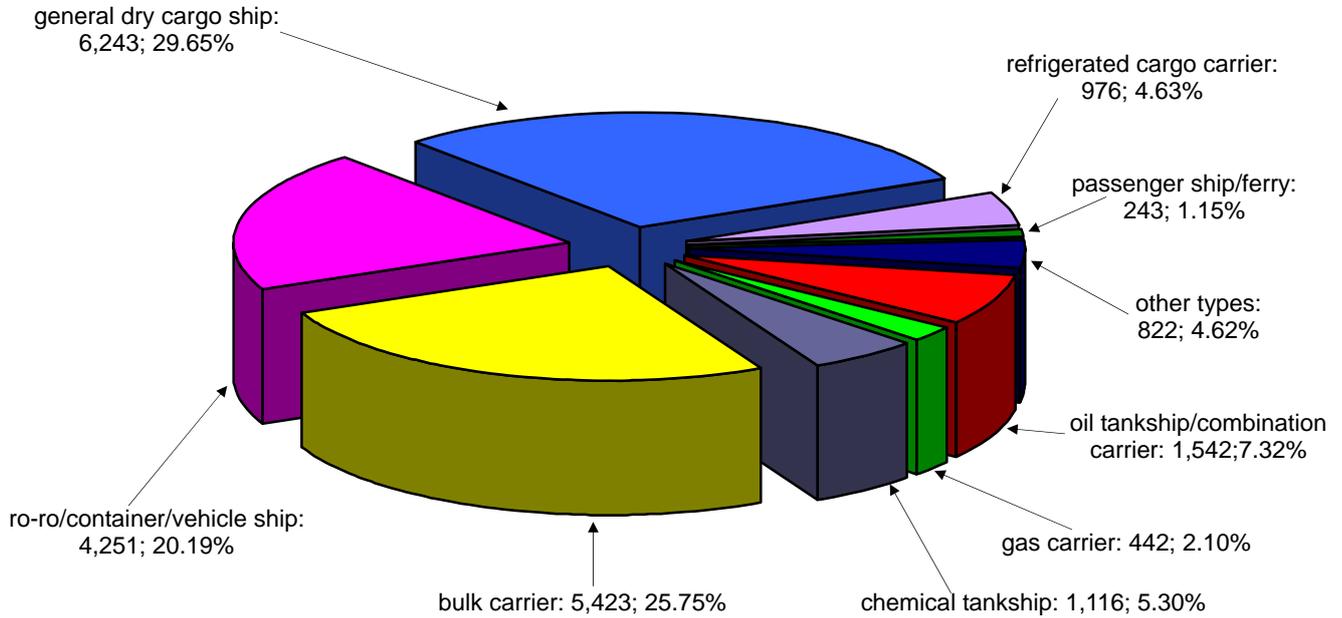
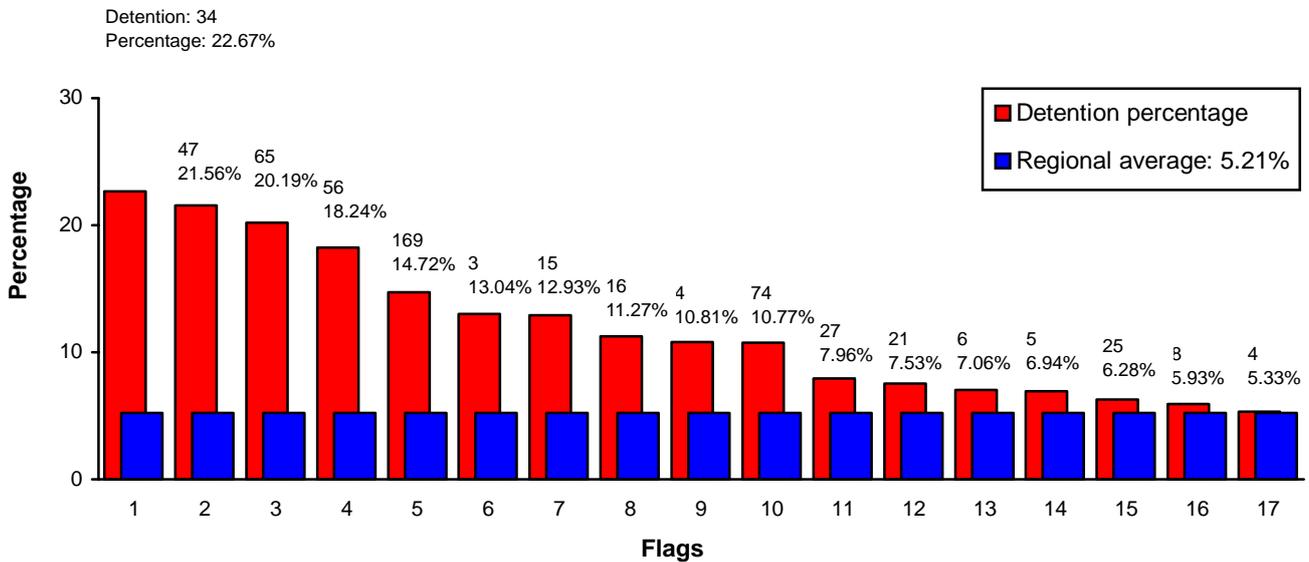


Figure 4: DETENTIONS PER FLAG



Flags:

- | | | | |
|-------------|--------------|--------------------------------------|----------------------|
| 1. Mongolia | 2. Indonesia | 3. Korea, Dem. People's Rep. | 4. Viet Nam |
| 5. Cambodia | 6. Georgia | 7. Taiwan, China | 8. Tuvalu |
| 9. Myanmar | 10. Belize | 11. Thailand | 12. Malaysia |
| 13. India | 14. Turkey | 15. Saint Vincent and the Grenadines | 16. Isle of Man (UK) |
| 17. Italy | | | |

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

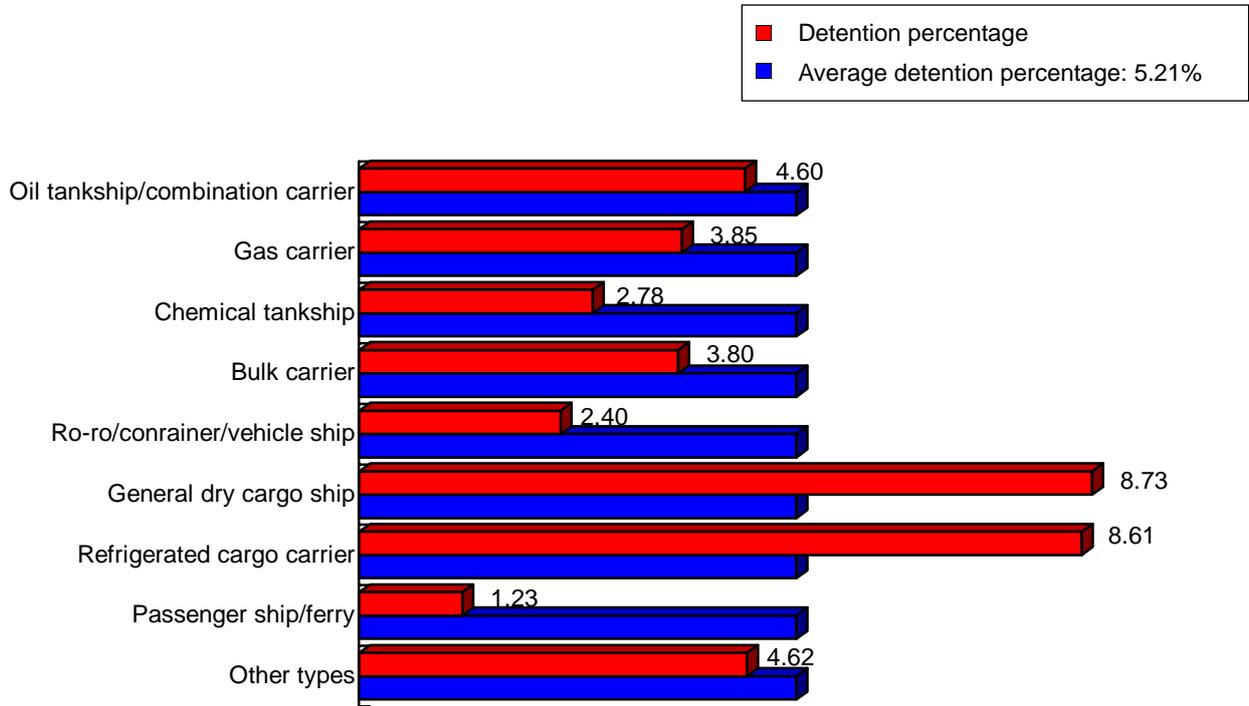
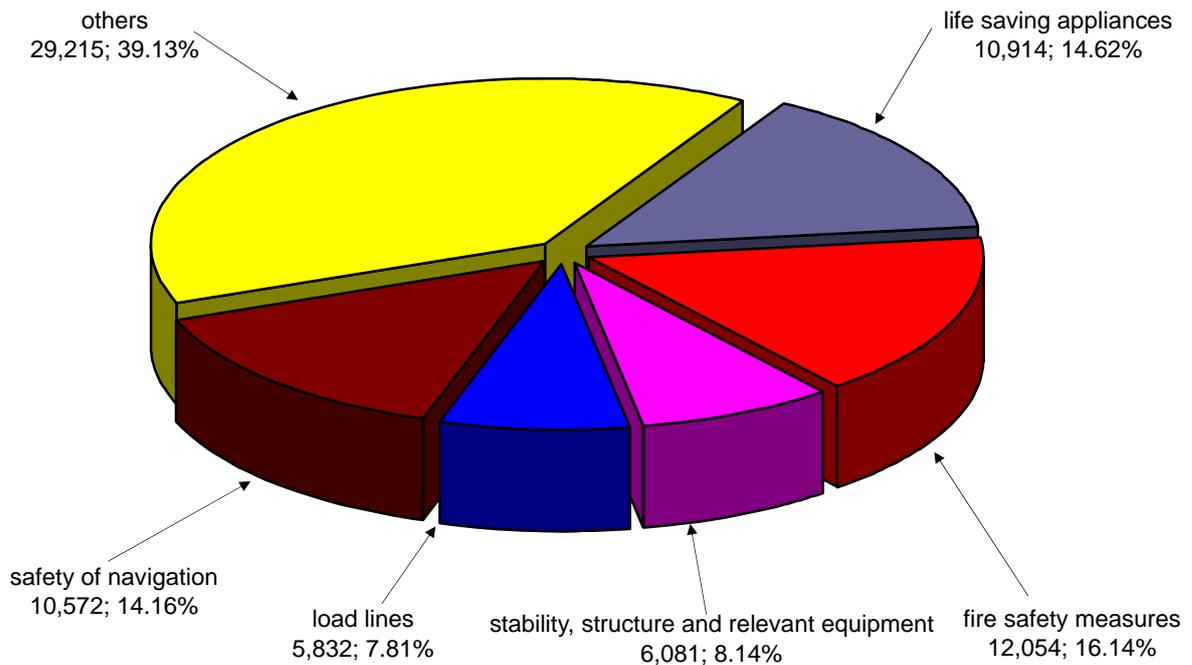


Figure 6: DEFICIENCIES BY MAIN CATEGORIES



OVERVIEW OF PORT STATE CONTROL RESULTS 1995 - 2005

Figure 7: NO. OF INSPECTIONS

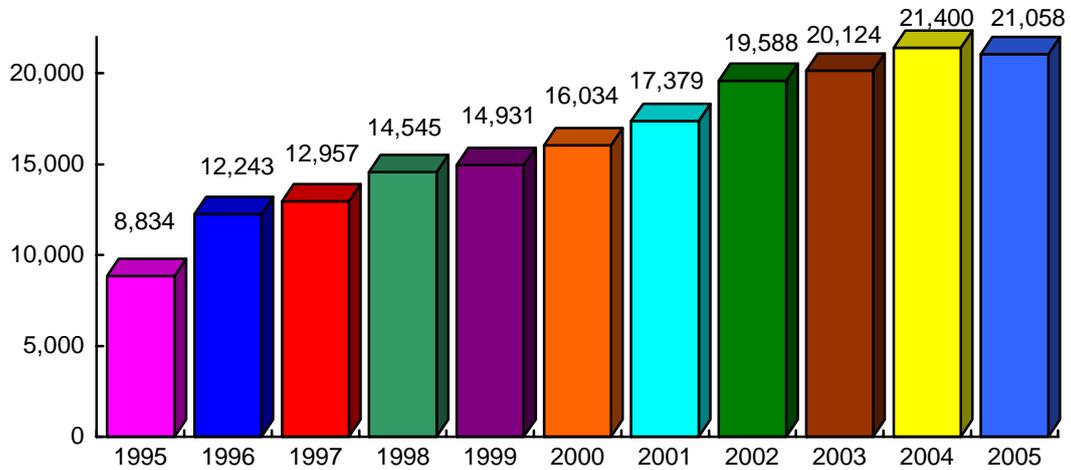
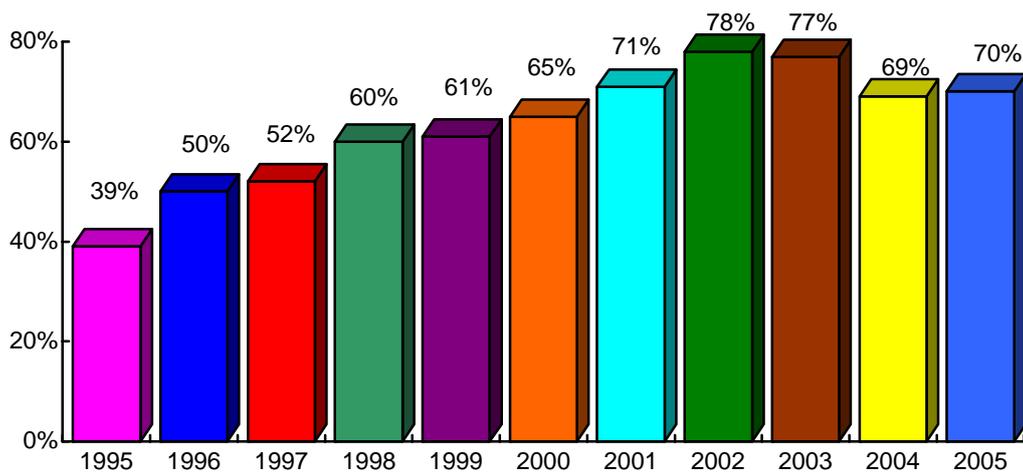


Figure 8: INSPECTION PERCENTAGE*



* Method for calculation of inspection rate was changed from 2004. See also the footnote in page 10.

Figure 9: NO. OF INSPECTIONS WITH DEFICIENCIES

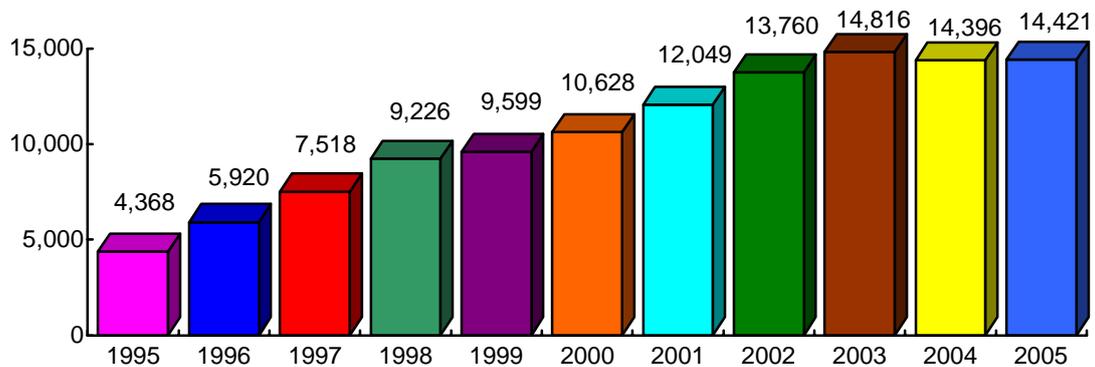


Figure 10: NO. OF DEFICIENCIES

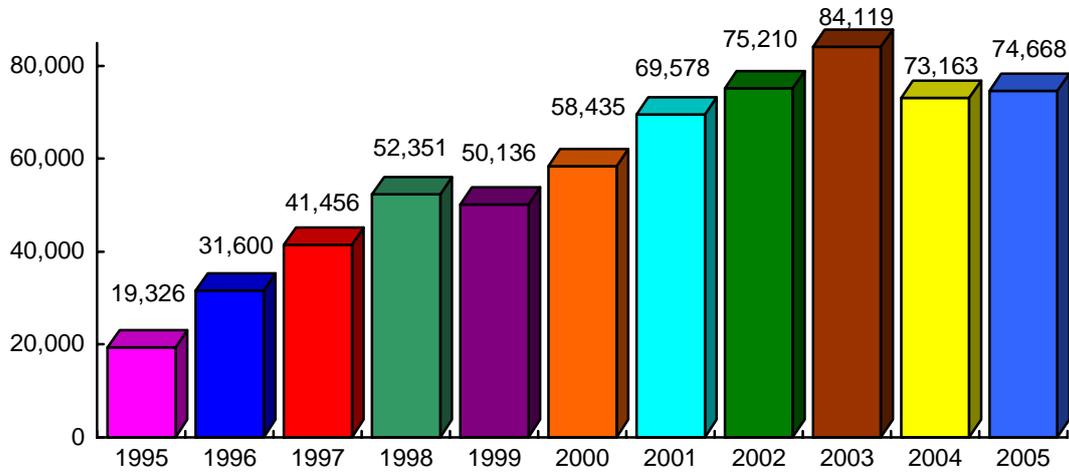


Figure 11: NO. OF DETENTIONS

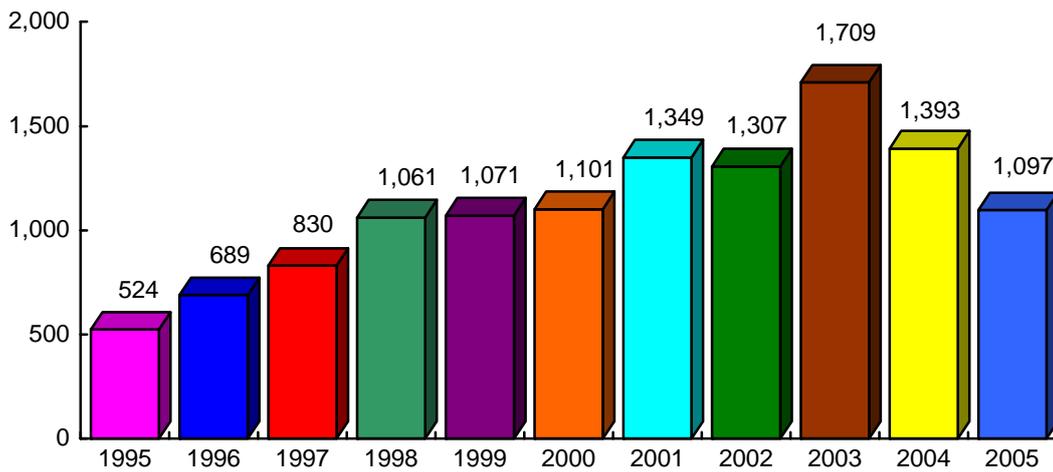
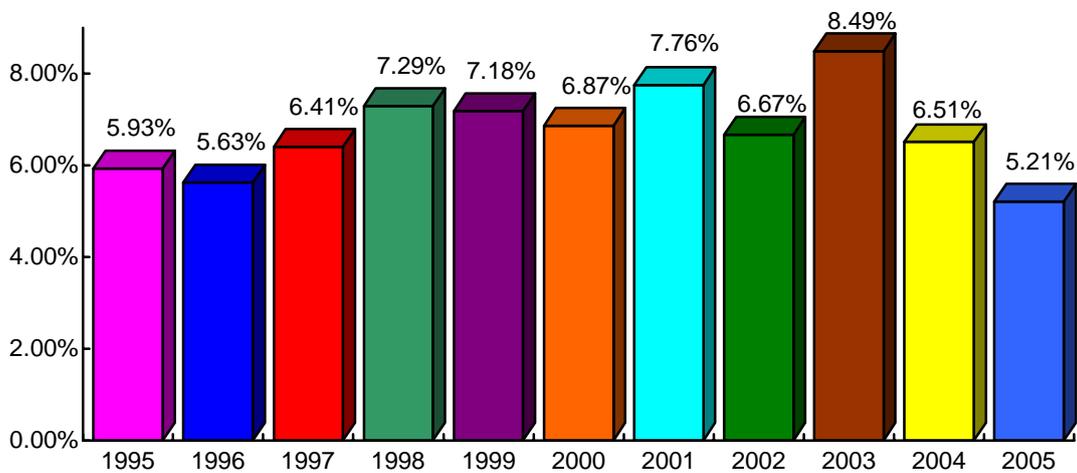


Figure 12: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As at 31 December 2005)

| 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 | - |
| 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 | 18/07/05 | - | - | 20/12/99 | 20/12/99 | - | 20/12/99 | - | 20/12/99 | - |
| 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 2005)

| 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 | 15/02/05 |
| 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 | 01/05/05 | 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 | - | - | - | - |
| DPR Korea | 01/05/01 | 01/05/01 | 01/05/01 | 01/05/01 | - |
| Macao, China | 20/12/99 | 20/12/99 | - | 20/12/99 | - |
| 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 2005

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

| Authority | No. of individual ships inspected | No. of inspections | No. of follow-up inspections | No. of inspections with deficiencies | No. of deficiencies | No. of detentions | No. of individual ships visited ¹⁾ | Inspection rate (%) ²⁾ | Detention percentage (%) |
|----------------------------------|-----------------------------------|--------------------|------------------------------|--------------------------------------|---------------------|-------------------|---|-----------------------------------|--------------------------|
| Australia | 2,506 | 3,076 | 429 | 1,700 | 7,960 | 154 | 3,503 | 71.54 | 5.01 |
| Canada ³⁾ | 367 | 374 | 0 | 200 | 734 | 12 | 1,454 | 25.24 | 3.21 |
| Chile | 486 | 532 | 80 | 255 | 637 | 12 | 1,315 | 36.96 | 2.26 |
| China | 3,163 | 4,020 | 580 | 3,394 | 20,839 | 259 | 8,454 | 37.41 | 6.44 |
| Fiji | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 |
| Hong Kong, China | 493 | 500 | 0 | 455 | 3,069 | 84 | 3,961 | 12.45 | 16.80 |
| Indonesia | 52 | 52 | 0 | 11 | 69 | 3 | 3,771 | 1.38 | 5.77 |
| Japan | 3,292 | 4,680 | 75 | 3,279 | 18,568 | 248 | 6,998 | 47.04 | 5.30 |
| Republic of Korea | 2,717 | 3,490 | 26 | 1,990 | 6,072 | 123 | 6,861 | 39.60 | 3.52 |
| Malaysia | 337 | 355 | 10 | 149 | 657 | 3 | 3,665 | 9.20 | 0.85 |
| New Zealand | 366 | 509 | 227 | 328 | 1,083 | 24 | 771 | 47.47 | 4.72 |
| Papua New Guinea | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 |
| Philippines | 377 | 422 | 53 | 231 | 1,147 | 2 | 1,695 | 22.24 | 0.47 |
| Russian Federation ³⁾ | 719 | 1,112 | 698 | 894 | 5,732 | 66 | 850 | 84.59 | 5.94 |
| Singapore | 1,161 | 1,359 | 58 | 1,086 | 5,429 | 75 | 8,351 | 13.90 | 5.52 |
| Thailand | 128 | 149 | 65 | 113 | 430 | 2 | 2,212 | 5.79 | 1.34 |
| Vanuatu | 3 | 3 | 0 | 0 | 0 | 0 | 35 | 8.57 | 0 |
| Vietnam | 378 | 425 | 28 | 336 | 2,242 | 30 | 1,308 | 28.90 | 7.06 |
| Total | 11,430 | 21,058 | 2,329 | 14,421 | 74,668 | 1,097 | Regional 16,270 | Regional 70% | Regional 5.21% |

1) LMIU data for 2005.

2) Method for calculation of inspection rate was changed from 2004. See also the footnote in page 10.

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 | 3,076 | 23 | 26 | 0 | 0 |
| Canada | 374 | 0 | 0 | 0 | 0 |
| Chile | 532 | 19 | 20 | 1 | 0.19 |
| China | 4,020 | 349 | 405 | 7 | 0.17 |
| Fiji | 0 | 0 | 0 | 0 | 0 |
| Hong Kong, China | 500 | 45 | 60 | 7 | 1.40 |
| Indonesia | 52 | 0 | 0 | 0 | 0 |
| Japan | 4,680 | 435 | 532 | 2 | 0.04 |
| Republic of Korea | 3,490 | 401 | 481 | 5 | 0.14 |
| Malaysia | 355 | 26 | 30 | 0 | 0 |
| New Zealand | 509 | 20 | 22 | 0 | 0 |
| Papua New Guinea | 0 | 0 | 0 | 0 | 0 |
| Philippines | 422 | 2 | 2 | 0 | 0 |
| Russian Federation | 1,112 | 51 | 60 | 0 | 0 |
| Singapore | 1,359 | 515 | 564 | 1 | 0.07 |
| Thailand | 149 | 19 | 19 | 1 | 0.67 |
| Vanuatu | 3 | 0 | 0 | 0 | 0 |
| Vietnam | 425 | 10 | 11 | 1 | 0.24 |
| Total | 21,058 | 1,915 | 2,232 | 25 | Regional 0.12% |

Note: Security related data showing in the table are 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 | 3 | 2 | 12 | 0 | 0 |
| Antigua and Barbuda | 301 | 189 | 673 | 12 | 3.99 |
| Australia | 12 | 8 | 20 | 0 | 0 |
| Austria | 6 | 6 | 24 | 0 | 0 |
| Bahamas | 641 | 360 | 1,411 | 28 | 4.37 |
| Bahrain | 1 | 0 | 0 | 0 | 0 |
| Bangladesh | 9 | 9 | 94 | 2 | 22.22 |
| Barbados | 8 | 6 | 23 | 1 | 12.50 |
| Belgium | 29 | 11 | 62 | 1 | 3.45 |
| Belize | 687 | 659 | 4,204 | 74 | 10.77 |
| Bermuda (UK) | 44 | 15 | 63 | 2 | 4.55 |
| Bolivia | 5 | 5 | 34 | 0 | 0 |
| Brazil | 2 | 2 | 11 | 0 | 0 |
| Brunei Darussalam | 2 | 0 | 0 | 0 | 0 |
| Bulgaria | 2 | 1 | 1 | 0 | 0 |
| Cambodia | 1,148 | 1,106 | 8,478 | 169 | 14.72 |
| Canada | 3 | 2 | 8 | 0 | 0 |
| Cayman Islands (UK) | 53 | 29 | 96 | 1 | 1.89 |
| Chile | 3 | 2 | 6 | 0 | 0 |
| China | 851 | 556 | 2,145 | 7 | 0.82 |
| Colombia | 1 | 1 | 7 | 0 | 0 |
| Comoros | 7 | 7 | 42 | 0 | 0 |
| Croatia | 23 | 15 | 55 | 1 | 4.35 |
| Cyprus | 575 | 336 | 1,474 | 21 | 3.65 |
| Denmark | 95 | 54 | 185 | 1 | 1.05 |
| Dominica | 16 | 16 | 116 | 3 | 18.75 |
| Dominican Republic | 1 | 1 | 10 | 0 | 0 |
| Ecuador | 1 | 0 | 0 | 0 | 0 |
| Egypt | 13 | 9 | 52 | 1 | 7.69 |
| Equatorial Guinea | 1 | 0 | 0 | 0 | 0 |
| Ethiopia | 5 | 4 | 16 | 0 | 0 |
| France | 47 | 23 | 62 | 1 | 2.13 |
| Georgia | 23 | 22 | 123 | 3 | 13.04 |
| Germany | 206 | 104 | 316 | 1 | 0.49 |
| Gibraltar (UK) | 25 | 13 | 60 | 1 | 4.00 |
| Greece | 314 | 161 | 567 | 3 | 0.96 |
| Honduras | 12 | 12 | 137 | 4 | 33.33 |
| Hong Kong, China | 1,196 | 691 | 2,911 | 21 | 1.76 |
| India | 85 | 56 | 266 | 6 | 7.06 |

| Flag | No. of inspections | No. of inspections with deficiencies | No. of deficiencies | No. of detentions | Detention percentage % |
|-------------------------------------|--------------------|--------------------------------------|---------------------|-------------------|------------------------|
| Indonesia | 218 | 206 | 1,950 | 47 | 21.56 |
| Iran | 80 | 61 | 276 | 3 | 3.75 |
| Ireland | 2 | 2 | 3 | 0 | 0 |
| Isle of Man (UK) | 135 | 63 | 213 | 8 | 5.93 |
| Israel | 35 | 23 | 77 | 0 | 0 |
| Italy | 75 | 44 | 185 | 4 | 5.33 |
| Jamaica | 2 | 2 | 20 | 1 | 50.00 |
| Japan | 141 | 92 | 328 | 0 | 0 |
| Jordan | 3 | 3 | 11 | 1 | 33.33 |
| Korea, Democratic People's Republic | 322 | 313 | 2,721 | 65 | 20.19 |
| Korea, Republic of | 953 | 747 | 3,608 | 5 | 0.52 |
| Kuwait | 16 | 8 | 50 | 0 | 0 |
| Latvia | 1 | 0 | 0 | 0 | 0 |
| Liberia | 1,073 | 623 | 2,541 | 32 | 2.98 |
| Lithuania | 1 | 0 | 0 | 0 | 0 |
| Luxemburg | 3 | 2 | 5 | 0 | 0 |
| Malaysia | 279 | 203 | 1,252 | 21 | 7.53 |
| Maldives | 11 | 11 | 61 | 1 | 9.09 |
| Malta | 421 | 261 | 1,127 | 14 | 3.33 |
| Marshall Islands | 368 | 217 | 777 | 10 | 2.72 |
| Mongolia | 150 | 142 | 1,287 | 34 | 22.67 |
| Morocco | 1 | 1 | 1 | 0 | 0 |
| Myanmar | 37 | 29 | 149 | 4 | 10.81 |
| Netherlands | 143 | 94 | 379 | 4 | 2.80 |
| Netherlands Antilles | 41 | 25 | 79 | 2 | 4.88 |
| New Zealand | 4 | 1 | 5 | 0 | 0 |
| Norway | 247 | 115 | 399 | 7 | 2.83 |
| Pakistan | 9 | 8 | 49 | 1 | 11.11 |
| Panama | 6,484 | 4,172 | 19,829 | 274 | 4.23 |
| Papua New Guinea | 15 | 15 | 138 | 1 | 6.67 |
| Philippines | 219 | 148 | 588 | 5 | 2.28 |
| Portugal | 2 | 1 | 1 | 0 | 0 |
| Qatar | 9 | 3 | 9 | 0 | 0 |
| Russian Federation | 508 | 426 | 1,836 | 17 | 3.35 |
| Saint Vincent and the Grenadines | 398 | 352 | 1,946 | 25 | 6.28 |
| Samoa | 2 | 2 | 4 | 1 | 50.00 |
| Saudi Arabia | 12 | 4 | 13 | 0 | 0 |
| Seychelles | 1 | 1 | 3 | 0 | 0 |
| Sierra Leone | 1 | 1 | 5 | 0 | 0 |
| Singapore | 806 | 465 | 2,119 | 20 | 2.48 |

| Flag | No. of inspections | No. of inspections with deficiencies | No. of deficiencies | No. of detentions | Detention percentage % |
|-------------------------------|--------------------|--------------------------------------|---------------------|-------------------|------------------------|
| Solomon Islands | 1 | 1 | 7 | 0 | 0 |
| Spain | 3 | 1 | 1 | 0 | 0 |
| Sri Lanka | 5 | 5 | 43 | 1 | 20.00 |
| St. Kitts & Nevis (UK) | 2 | 2 | 11 | 0 | 0 |
| Sweden | 28 | 11 | 27 | 0 | 0 |
| Switzerland | 25 | 13 | 51 | 0 | 0 |
| Taiwan, China | 116 | 88 | 572 | 15 | 12.93 |
| Tanzania | 1 | 1 | 6 | 0 | 0 |
| Thailand | 339 | 296 | 2,007 | 27 | 7.96 |
| Tonga | 19 | 12 | 47 | 1 | 5.26 |
| Tunisia | 1 | 0 | 0 | 0 | 0 |
| Turkey | 72 | 47 | 196 | 5 | 6.94 |
| Tuvalu | 142 | 137 | 959 | 16 | 11.27 |
| Ukraine | 3 | 2 | 14 | 0 | 0 |
| United Arab Emirates (UAE) | 3 | 1 | 4 | 0 | 0 |
| United Kingdom (UK) | 172 | 69 | 229 | 2 | 1.16 |
| United States of America | 53 | 27 | 79 | 0 | 0 |
| Vanuatu | 80 | 51 | 194 | 2 | 2.50 |
| Viet Nam | 307 | 276 | 2,400 | 56 | 18.24 |
| Yemen | 1 | 1 | 2 | 0 | 0 |
| Ship's registration withdrawn | 1 | 1 | 11 | 1 | 100.00 |
| Total | 21,058 | 14,421 | 74,668 | 1,097 | Regional 5.21 |

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 | 36 | 15 | 65 | 0 | 0 |
| Combination carrier | 74 | 43 | 172 | 0 | 0 |
| Oil tanker | 1,432 | 825 | 4,177 | 71 | 4.96 |
| Gas carrier | 442 | 281 | 1,167 | 17 | 3.85 |
| Chemical tanker | 1,116 | 751 | 2,989 | 31 | 2.78 |
| Bulk carrier | 5,423 | 3,293 | 15,196 | 206 | 3.80 |
| Vehicle carrier | 650 | 299 | 991 | 9 | 1.38 |
| Container ship | 3,373 | 1,973 | 7,825 | 88 | 2.61 |
| Ro-Ro cargo ship | 228 | 155 | 677 | 5 | 2.19 |
| General cargo/multi-purpose ship | 6,243 | 5,268 | 33,344 | 545 | 8.73 |
| Refrigerated cargo carrier | 976 | 798 | 4,706 | 84 | 8.61 |
| Woodchip carrier | 220 | 102 | 310 | 3 | 1.36 |
| Livestock carrier | 50 | 34 | 196 | 0 | 0 |
| Ro-Ro passenger ship | 47 | 37 | 161 | 0 | 0 |
| Passenger ship | 196 | 117 | 453 | 3 | 1.53 |
| Heavy load carrier | 43 | 24 | 62 | 2 | 5 |
| Offshore service vessel | 97 | 69 | 349 | 3 | 3.09 |
| MODU & FPSO | 8 | 6 | 31 | 0 | 0 |
| High speed passenger craft | 32 | 28 | 72 | 0 | 0 |
| Special purpose ship | 46 | 37 | 158 | 0 | 0 |
| Tugboat | 144 | 118 | 639 | 8 | 6 |
| Others | 182 | 148 | 928 | 22 | 12.09 |
| Total | 21,058 | 14,421 | 74,668 | 1,097 | 5.21 |

Table 5: PORT STATE INSPECTIONS PER RECOGNIZED ORGANIZATION

| Recognized organization (RO) | No. of overall inspections | No. of overall detentions | No. of RO responsible detentions | Detention percentage% | RO responsible detention percentage% | Percentage of RO responsible detentions% |
|--|----------------------------|---------------------------|----------------------------------|-----------------------|--------------------------------------|--|
| Alfa Register of Shipping | 1 | 0 | 0 | 0 | 0 | 0 |
| American Bureau of Shipping | 1,824 | 55 | 4 | 3.02 | 0.22 | 7.27 |
| Belize Maritime Bureau Inc. | 261 | 25 | 6 | 9.58 | 2.30 | 24.00 |
| Belize Register Corporation | 2 | 0 | 0 | 0 | 0 | 0 |
| Biro Klasifikasi Indonesia | 143 | 33 | 6 | 23.08 | 4.20 | 18.18 |
| Bulgarski Koraben Registar | 3 | 1 | 0 | 33.33 | 0 | 0 |
| Bureau Securitas | 5 | 0 | 0 | 0 | 0 | 0 |
| Bureau Veritas | 1,660 | 92 | 16 | 5.54 | 0.96 | 17.39 |
| Ceskoslovensky Lodin Register | 3 | 0 | 0 | 0 | 0 | 0 |
| China Classification Society | 2,111 | 36 | 6 | 1.71 | 0.28 | 16.67 |
| China Corporation Register of Shipping | 426 | 56 | 14 | 13.15 | 3.29 | 25.00 |
| Croatian Register of Shipping | 40 | 3 | 1 | 7.50 | 2.50 | 33.33 |
| Cyprus Bureau of Shipping | 5 | 0 | 0 | 0 | 0 | 0 |
| Det Norske Veritas | 2,448 | 67 | 6 | 2.74 | 0.25 | 8.96 |
| Fidenavis SA | 2 | 0 | 0 | 0 | 0 | |
| Germanischer Lloyd | 1,931 | 62 | 8 | 3.21 | 0.41 | 12.90 |
| Global Marine Bureau | 685 | 110 | 25 | 16.06 | 3.65 | 22.73 |
| Hellenic Register of Shipping | 17 | 1 | 0 | 5.88 | 0 | 0 |
| Honduras Bureau of Shipping | 1 | 0 | 0 | 0 | 0 | 0 |
| Honduras International Surveying and Inspection Bureau | 10 | 2 | 0 | 20.00 | 0 | 0 |
| INCLAMAR | 157 | 20 | 5 | 12.74 | 3.18 | 25.00 |
| Indian Register of Shipping | 82 | 6 | 2 | 7.32 | 2.44 | 33.33 |
| Inspección y Clasificación Marítima, S. de. R.L. | 5 | 1 | 0 | 20.00 | 0 | 0 |
| International Merchant Marine Registry of Belize | 12 | 2 | 0 | 16.67 | 0 | 0 |
| International Naval Surveys Bureau | 28 | 4 | 0 | 14.29 | 0 | 0 |
| International Register of Shipping | 157 | 25 | 2 | 15.92 | 1.27 | 8.00 |
| Isthmus Bureau of Shipping | 477 | 44 | 5 | 9.22 | 1.05 | 11.36 |
| Korea Classification Society (former Joson Classification Society) | 250 | 49 | 24 | 19.60 | 9.60 | 48.98 |
| Korean Register of Shipping | 1,888 | 41 | 10 | 2.17 | 0.53 | 24.39 |
| Lloyd's Register | 2,757 | 106 | 12 | 3.84 | 0.44 | 11.32 |
| Marconi International Marine Company Ltd. | 1 | 0 | 0 | 0 | 0 | 0 |
| Maritime Technical Systems and Services | 73 | 8 | 4 | 10.96 | 5.48 | 50.00 |
| Mongolia Ship Registry | 32 | 7 | 3 | 21.88 | 9.38 | 42.86 |

| Recognized organization (RO) | No. of overall inspections | No. of overall detentions | No. of RO responsible detentions | Detention percentage% | RO responsible detention percentage% | Percentage of RO responsible detentions% |
|--|----------------------------|---------------------------|----------------------------------|-----------------------|--------------------------------------|--|
| National Cargo Bureau Inc. | 4 | 0 | 0 | 0 | 0 | 0 |
| National Shipping Adjusters Inc | 1 | 0 | 0 | 0 | 0 | 0 |
| Nippon Kaiji Kyokai | 7,003 | 199 | 29 | 2.84 | 0.41 | 14.57 |
| Panama Bureau of Shipping | 189 | 11 | 2 | 5.82 | 1.06 | 18.18 |
| Panama Maritime Documentation Services | 114 | 17 | 5 | 14.91 | 4.39 | 29.41 |
| Panama Maritime Surveyors Bureau Inc | 110 | 20 | 4 | 18.18 | 3.64 | 20.00 |
| Panama Register Corporation | 105 | 12 | 2 | 11.43 | 1.90 | 16.67 |
| Panama Shipping Certificate Inc. | 3 | 0 | 0 | 0 | 0 | 0 |
| Panama Shipping Registrar Inc. | 88 | 23 | 7 | 26.14 | 7.95 | 30.43 |
| Polski Rejestr Statkow | 43 | 8 | 4 | 18.60 | 9.30 | 50.00 |
| R.J. Del Pan | 6 | 0 | 0 | 0 | 0 | 0 |
| Register of Shipping (Albania) | 4 | 2 | 0 | 50.00 | 0 | 0 |
| Register of Shipping (DPR Korea) | 22 | 4 | 1 | 18.18 | 4.55 | 25.00 |
| Registro Cubano de Buques | 2 | 0 | 0 | 0 | 0 | 0 |
| Registro Internacional Naval S.A. | 5 | 0 | 0 | 0 | 0 | 0 |
| Registro Italiano Navale | 221 | 20 | 4 | 9.05 | 1.81 | 20.00 |
| Regjistri Laknori Shqiptar | 1 | 0 | 0 | 0 | 0 | 0 |
| RINAVE Portuguesa | 4 | 0 | 0 | 0 | 0 | 0 |
| Russian Maritime Register of Shipping | 787 | 38 | 1 | 4.83 | 0.13 | 2.63 |
| Russian River Register | 2 | 0 | 0 | 0 | 0 | 0 |
| Shipping Register of Ukraine | 8 | 0 | 0 | 0 | 0 | 0 |
| Sociedad Clasificadora de Colombia | 1 | 0 | 0 | 0 | 0 | 0 |
| Societe Generale de Surveillance | 3 | 0 | 0 | 0 | 0 | 0 |
| Turkish Lloyd | 14 | 4 | 0 | 28.57 | 0 | 0 |
| Viet Nam Register of Shipping | 318 | 52 | 28 | 16.35 | 8.81 | 53.85 |
| Class withdrawn | 4 | 1 | 0 | 25.00 | 0 | 0 |
| Other | 2,129 | 269 | 37 | 12.64 | 1.74 | 13.75 |

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

Table 6: DEFICIENCIES BY CATEGORIES

| Nature of deficiencies | No. of deficiencies |
|--|---------------------|
| Ship's certificates and documents | 2,197 |
| Stability, structure and related equipment | 6,081 |
| Propulsion and auxiliary machinery | 3,352 |
| Alarm signals | 355 |
| Fire safety measures | 12,054 |
| Oil, chemical tankers and gas carriers | 210 |
| Lifesaving appliances | 10,914 |
| Radiocommunications | 3,123 |
| Safety of navigation | 10,572 |
| Carriage of cargo and dangerous goods | 459 |
| ISM related deficiencies | 2,930 |
| SOLAS related operational deficiencies | 4,048 |
| Additional measures to enhance maritime safety | 530 |
| Bulk carriers-additional safety measures | 130 |
| Load lines | 5,832 |
| MARPOL-Annex I | 4,304 |
| MARPOL-Annex II | 42 |
| MARPOL-Annex III | 10 |
| MARPOL-Annex IV | 46 |
| MARPOL-Annex V | 2,251 |
| MARPOL-Annex VI | 274 |
| MARPOL related operational deficiencies | 581 |
| Certification and watchkeeping for seafarers | 1,825 |
| Crew and accommodation (ILO 147) | 362 |
| Food and catering (ILO 147) | 173 |
| Working spaces (ILO 147) | 550 |
| Accident prevention (ILO 147) | 580 |
| Mooring arrangements (ILO 147) | 793 |
| Other deficiencies | 90 |
| Total | 74,668 |

SUMMARY OF PORT STATE INSPECTION DATA 2003 – 2005

Table 7: BLACK – GREY – WHITE LISTS *

| Flag | Inspections 2003-2005 | Detentions 2003-2005 | Black to Grey Limit | Grey to White Limit | Excess Factor |
|-------------------------------------|--------------------------|-------------------------|------------------------|------------------------|------------------|
| BLACK LIST | | | | | |
| Korea, Democratic People's Republic | 1,033 | 403 | 86 | | 10.83 |
| Honduras | 56 | 25 | 8 | | 9.80 |
| Mongolia | 405 | 126 | 37 | | 7.78 |
| Bolivia | 63 | 23 | 8 | | 7.52 |
| Indonesia | 676 | 171 | 59 | | 6.19 |
| Dominica | 39 | 12 | 6 | | 5.04 |
| Cambodia | 3,170 | 621 | 246 | | 4.81 |
| Viet Nam | 736 | 133 | 63 | | 3.93 |
| Belize | 2,261 | 348 | 179 | | 3.39 |
| Bangladesh | 32 | 7 | 5 | | 2.39 |
| Tuvalu | 199 | 29 | 20 | | 2.24 |
| Papua New Guinea | 40 | 8 | 6 | | 2.24 |
| Taiwan, China | 390 | 51 | 36 | | 2.14 |
| Egypt | 51 | 9 | 7 | | 1.94 |
| Georgia | 32 | 6 | 5 | | 1.64 |
| Myanmar | 123 | 16 | 14 | | 1.50 |
| Tonga | 74 | 10 | 9 | | 1.25 |
| Thailand | 832 | 77 | 71 | | 1.23 |
| GREY LIST | | | | | |
| Saint Vincent and the Grenadines | 1,247 | 92 | 103 | 72 | 0.65 |
| Turkey | 228 | 18 | 23 | 9 | 0.65 |
| Malaysia | 944 | 67 | 79 | 53 | 0.53 |
| Iran | 215 | 15 | 22 | 8 | 0.50 |
| Pakistan | 36 | 2 | 6 | 0 | 0.41 |
| Croatia | 68 | 4 | 9 | 1 | 0.40 |
| India | 305 | 19 | 29 | 14 | 0.35 |
| Belgium | 44 | 2 | 6 | 0 | 0.34 |
| Gibraltar (UK) | 64 | 3 | 8 | 1 | 0.31 |
| Netherlands Antilles | 121 | 5 | 14 | 3 | 0.16 |
| Malta | 1,465 | 91 | 119 | 86 | 0.15 |
| Italy | 203 | 9 | 21 | 8 | 0.10 |
| Kuwait | 57 | 1 | 8 | 0 | 0.09 |
| Saudi Arabia | 38 | 0 | 6 | 0 | 0.07 |

| Flag | Inspections 2003-2005 | Detentions 2003-2005 | Black to Grey Limit | Grey to White Limit | Excess Factor |
|--------------------------|--------------------------|-------------------------|------------------------|------------------------|------------------|
| Cayman Islands (UK) | 158 | 6 | 17 | 5 | 0.06 |
| Bermuda (UK) | 144 | 5 | 16 | 5 | 0.04 |
| Russian Federation | 1,558 | 93 | 126 | 92 | 0.03 |
| WHITE LIST | | | | | |
| Isle of Man (UK) | 376 | 17 | | 18 | -0.07 |
| Vanuatu | 221 | 8 | | 9 | -0.14 |
| Cyprus | 2,035 | 111 | | 123 | -0.21 |
| Japan | 440 | 17 | | 21 | -0.40 |
| Antigua and Barbuda | 819 | 36 | | 45 | -0.40 |
| Netherlands | 396 | 14 | | 19 | -0.49 |
| Panama | 19,369 | 935 | | 1,297 | -0.64 |
| Switzerland | 70 | 0 | | 1 | -0.69 |
| Philippines | 789 | 28 | | 43 | -0.71 |
| France | 141 | 2 | | 4 | -0.78 |
| Bahamas | 1,909 | 72 | | 115 | -0.81 |
| Singapore | 2,307 | 87 | | 141 | -0.83 |
| Sweden | 84 | 0 | | 2 | -0.94 |
| Marshall Islands | 956 | 29 | | 53 | -0.95 |
| Norway | 773 | 22 | | 42 | -0.97 |
| Greece | 1,072 | 31 | | 61 | -1.03 |
| Liberia | 3,407 | 111 | | 213 | -1.06 |
| Israel | 97 | 0 | | 2 | -1.15 |
| Germany | 468 | 9 | | 23 | -1.21 |
| United States of America | 150 | 1 | | 5 | -1.22 |
| Denmark | 313 | 4 | | 14 | -1.35 |
| United Kingdom (UK) | 452 | 7 | | 22 | -1.37 |
| Hong Kong, China | 3,225 | 51 | | 201 | -1.67 |
| China | 2,654 | 37 | | 164 | -1.73 |
| Korea, Republic of | 2,578 | 23 | | 159 | -1.91 |

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 44.

$p=7\%$

$Z_{95\%}=1.645$

$q=3\%$

Table 8: INSPECTIONS AND DETENTIONS PER FLAG

| Flag | Number of inspections | | | | Number of detentions | | | | 3-year rolling average detention % |
|---------------------|-----------------------|-------|-------|-------|----------------------|------|------|-------|------------------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Algeria | 1 | 4 | 3 | 8 | 0 | 1 | 0 | 1 | 12.50 |
| Antigua and Barbuda | 201 | 317 | 301 | 819 | 9 | 15 | 12 | 36 | 4.40 |
| Australia | 6 | 10 | 12 | 28 | 0 | 0 | 0 | 0 | 0 |
| Austria | 4 | 5 | 6 | 15 | 0 | 2 | 0 | 2 | 13.33 |
| Bahamas | 624 | 644 | 641 | 1,909 | 23 | 21 | 28 | 72 | 3.77 |
| Bahrain | 4 | 2 | 1 | 7 | 1 | 0 | 0 | 1 | 14.29 |
| Bangladesh | 11 | 12 | 9 | 32 | 3 | 2 | 2 | 7 | 21.88 |
| Barbados | 10 | 4 | 8 | 22 | 0 | 0 | 1 | 1 | 4.55 |
| Belgium | 1 | 14 | 29 | 44 | 0 | 1 | 1 | 2 | 4.55 |
| Belize | 821 | 753 | 687 | 2,261 | 156 | 118 | 74 | 348 | 15.39 |
| Bermuda (UK) | 50 | 50 | 44 | 144 | 2 | 1 | 2 | 5 | 3.47 |
| Bolivia | 40 | 18 | 5 | 63 | 18 | 5 | 0 | 23 | 36.51 |
| Brazil | 9 | 15 | 2 | 26 | 1 | 2 | 0 | 3 | 11.54 |
| Brunei Darussalam | 1 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 |
| Bulgaria | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Cambodia | 989 | 1,033 | 1,148 | 3,170 | 263 | 189 | 169 | 621 | 19.59 |
| Canada | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 |
| Cayman Islands (UK) | 47 | 58 | 53 | 158 | 3 | 2 | 1 | 6 | 3.80 |
| Chile | 4 | 2 | 3 | 9 | 0 | 0 | 0 | 0 | 0 |
| China | 904 | 899 | 851 | 2,654 | 15 | 15 | 7 | 37 | 1.39 |
| Colombia | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Comoros | 3 | 9 | 7 | 19 | 0 | 2 | 0 | 2 | 10.53 |
| Cook Islands | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Croatia | 16 | 29 | 23 | 68 | 2 | 1 | 1 | 4 | 5.88 |
| Cyprus | 738 | 722 | 575 | 2,035 | 52 | 38 | 21 | 111 | 5.45 |
| Denmark | 98 | 120 | 95 | 313 | 0 | 3 | 1 | 4 | 1.28 |
| Dominica | 7 | 16 | 16 | 39 | 2 | 7 | 3 | 12 | 30.77 |
| Dominican Republic | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Ecuador | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Egypt | 24 | 14 | 13 | 51 | 6 | 2 | 1 | 9 | 17.65 |
| Equatorial Guinea | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Eritrea | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Ethiopia | 1 | 3 | 5 | 9 | 0 | 0 | 0 | 0 | 0 |
| Fiji | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| France | 45 | 50 | 47 | 142 | 0 | 1 | 1 | 2 | 1.41 |

| Flag | Number of inspections | | | | Number of detentions | | | | 3-year rolling average detention % |
|-------------------------------------|-----------------------|-------|-------|-------|----------------------|------|------|-------|------------------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Georgia | 3 | 6 | 23 | 32 | 1 | 2 | 3 | 6 | 18.75 |
| Germany | 105 | 157 | 206 | 468 | 5 | 3 | 1 | 9 | 1.92 |
| Gibraltar (UK) | 20 | 19 | 25 | 64 | 0 | 2 | 1 | 3 | 4.69 |
| Greece | 371 | 387 | 314 | 1,072 | 19 | 9 | 3 | 31 | 2.89 |
| Honduras | 25 | 19 | 12 | 56 | 14 | 7 | 4 | 25 | 44.64 |
| Hong Kong, China | 873 | 1,156 | 1,196 | 3,225 | 17 | 13 | 21 | 51 | 1.58 |
| Hungary | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| India | 109 | 111 | 85 | 305 | 8 | 5 | 6 | 19 | 6.23 |
| Indonesia | 233 | 225 | 218 | 676 | 61 | 63 | 47 | 171 | 25.30 |
| Iran | 60 | 75 | 80 | 215 | 7 | 5 | 3 | 15 | 6.98 |
| Ireland | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| Isle of Man (UK) | 108 | 133 | 135 | 376 | 5 | 4 | 8 | 17 | 4.52 |
| Israel | 29 | 33 | 35 | 97 | 0 | 0 | 0 | 0 | 0 |
| Italy | 71 | 57 | 75 | 203 | 2 | 3 | 4 | 9 | 4.43 |
| Jamaica | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 33.33 |
| Japan | 146 | 153 | 141 | 440 | 11 | 6 | 0 | 17 | 3.86 |
| Jordan | 2 | 0 | 3 | 5 | 1 | 0 | 1 | 2 | 40.00 |
| Kiribati | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Korea, Democratic People's Republic | 349 | 362 | 322 | 1,033 | 203 | 135 | 65 | 403 | 39.01 |
| Korea, Republic of | 773 | 852 | 953 | 2,578 | 16 | 2 | 5 | 23 | 0.89 |
| Kuwait | 17 | 24 | 16 | 57 | 1 | 0 | 0 | 1 | 1.75 |
| Kyrgyzstan | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Lao, People's Democratic Republic | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 25.00 |
| Latvia | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| Lebanon | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 2 | 40.00 |
| Liberia | 1,117 | 1,217 | 1,073 | 3,407 | 35 | 44 | 32 | 111 | 3.26 |
| Lithuania | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 |
| Luxemburg | 8 | 4 | 3 | 15 | 0 | 0 | 0 | 0 | 0 |
| Malaysia | 308 | 357 | 279 | 944 | 25 | 21 | 21 | 67 | 7.10 |
| Maldives | 12 | 5 | 11 | 28 | 1 | 1 | 1 | 3 | 10.71 |
| Malta | 492 | 552 | 421 | 1,465 | 33 | 44 | 14 | 91 | 6.21 |
| Marshall Islands | 271 | 317 | 368 | 956 | 7 | 12 | 10 | 29 | 3.03 |
| Mexico | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Micronesia | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Mongolia | 99 | 156 | 150 | 405 | 48 | 44 | 34 | 126 | 31.11 |
| Morocco | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |

| Flag | Number of inspections | | | | Number of detentions | | | | 3-year rolling average detention % |
|----------------------------------|-----------------------|-------|-------|--------|----------------------|------|------|-------|------------------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Myanmar | 37 | 49 | 37 | 123 | 7 | 5 | 4 | 16 | 13.01 |
| Netherlands | 126 | 127 | 143 | 396 | 6 | 4 | 4 | 14 | 3.54 |
| Netherlands Antilles | 41 | 39 | 41 | 121 | 2 | 1 | 2 | 5 | 4.13 |
| New Zealand | 2 | 6 | 4 | 12 | 0 | 0 | 0 | 0 | 0 |
| Norway | 273 | 253 | 247 | 773 | 10 | 5 | 7 | 22 | 2.85 |
| Pakistan | 15 | 12 | 9 | 36 | 1 | 0 | 1 | 2 | 5.56 |
| Panama | 6,389 | 6,496 | 6,484 | 19,369 | 369 | 292 | 274 | 935 | 4.83 |
| Papua New Guinea | 11 | 14 | 15 | 40 | 3 | 4 | 1 | 8 | 20.00 |
| Philippines | 291 | 279 | 219 | 789 | 14 | 9 | 5 | 28 | 3.55 |
| Poland | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Portugal | 5 | 5 | 2 | 12 | 1 | 1 | 0 | 2 | 16.67 |
| Qatar | 8 | 4 | 9 | 21 | 2 | 0 | 0 | 2 | 9.52 |
| Romania | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Russian Federation | 529 | 521 | 508 | 1,558 | 37 | 39 | 17 | 93 | 5.97 |
| Saint Vincent and the Grenadines | 428 | 421 | 398 | 1,247 | 38 | 29 | 25 | 92 | 7.38 |
| Samoa | 3 | 1 | 2 | 6 | 1 | 0 | 1 | 2 | 33.33 |
| Saudi Arabia | 15 | 11 | 12 | 38 | 0 | 0 | 0 | 0 | 0 |
| Senegal | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Seychelles | 2 | 1 | 1 | 4 | 1 | 0 | 0 | 1 | 25.00 |
| Sierra Leone | 1 | 2 | 1 | 4 | 1 | 1 | 0 | 2 | 50.00 |
| Singapore | 740 | 761 | 806 | 2,307 | 36 | 31 | 20 | 87 | 3.77 |
| Solomon Islands | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| South Africa | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Spain | 4 | 3 | 3 | 10 | 1 | 0 | 0 | 1 | 10.00 |
| Sri Lanka | 0 | 5 | 5 | 10 | 0 | 2 | 1 | 3 | 30.00 |
| St. Kitts & Nevis (UK) | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Sweden | 30 | 26 | 28 | 84 | 0 | 0 | 0 | 0 | 0 |
| Switzerland | 21 | 24 | 25 | 70 | 0 | 0 | 0 | 0 | 0 |
| Syrian Arab Republic | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Taiwan, China | 151 | 123 | 116 | 390 | 24 | 12 | 15 | 51 | 13.08 |
| Tanzania | 4 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 |
| Thailand | 199 | 294 | 339 | 832 | 17 | 33 | 27 | 77 | 9.25 |
| Togo | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Tonga | 27 | 28 | 19 | 74 | 7 | 2 | 1 | 10 | 13.51 |
| Trinidad and Tobago | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Tunisia | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

| Flag | Number of inspections | | | | Number of detentions | | | | 3-year rolling average detention % |
|-------------------------------|-----------------------|---------------|---------------|---------------|----------------------|--------------|--------------|--------------|------------------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Turkey | 65 | 91 | 72 | 228 | 5 | 8 | 5 | 18 | 7.89 |
| Tuvalu | 6 | 51 | 142 | 199 | 1 | 12 | 16 | 29 | 14.57 |
| Ukraine | 4 | 4 | 3 | 11 | 1 | 0 | 0 | 1 | 9.09 |
| United Arab Emirates (UAE) | 4 | 6 | 3 | 13 | 1 | 1 | 0 | 2 | 15.38 |
| United Kingdom (UK) | 105 | 175 | 172 | 452 | 2 | 3 | 2 | 7 | 1.55 |
| United States of America | 44 | 53 | 53 | 150 | 0 | 1 | 0 | 1 | 0.67 |
| Vanuatu | 69 | 72 | 80 | 221 | 2 | 4 | 2 | 8 | 3.62 |
| Viet Nam | 185 | 244 | 307 | 736 | 39 | 38 | 56 | 133 | 18.07 |
| Yemen | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Ship's registration withdrawn | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Total | 20,124 | 21,400 | 21,058 | 62,582 | 1,709 | 1,393 | 1,097 | 4,199 | 6.71 |

Figure 13: COMPARISON OF INSPECTIONS PER SHIP TYPE

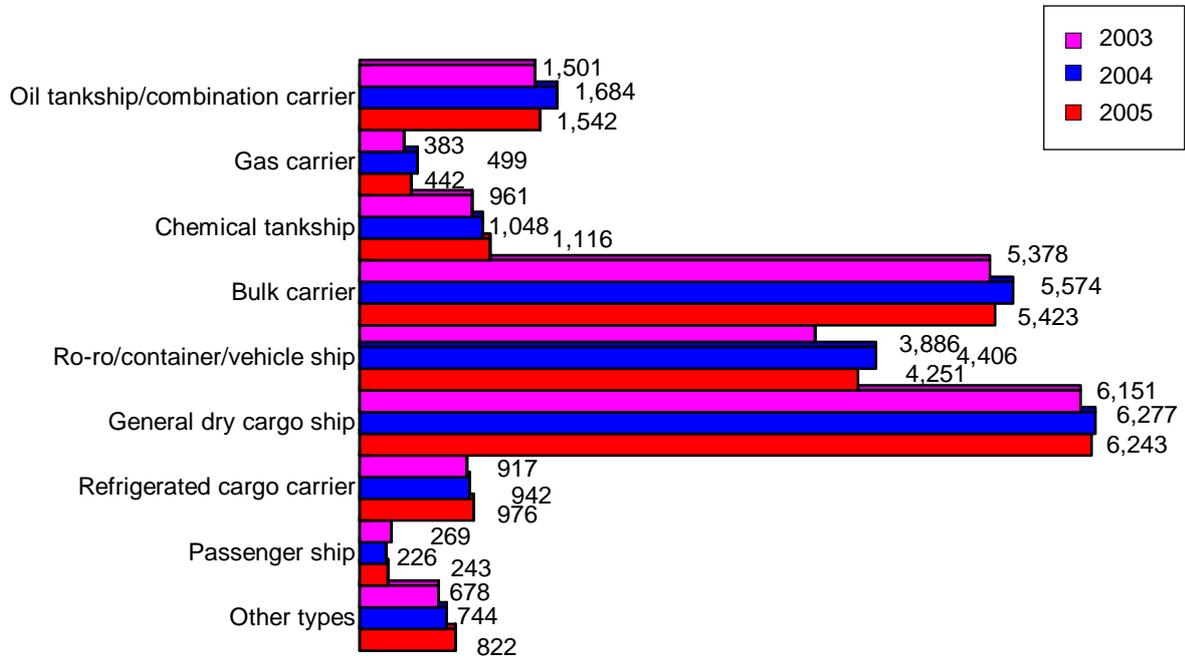


Figure 14: COMPARISON OF DETENTIONS PER SHIP TYPE

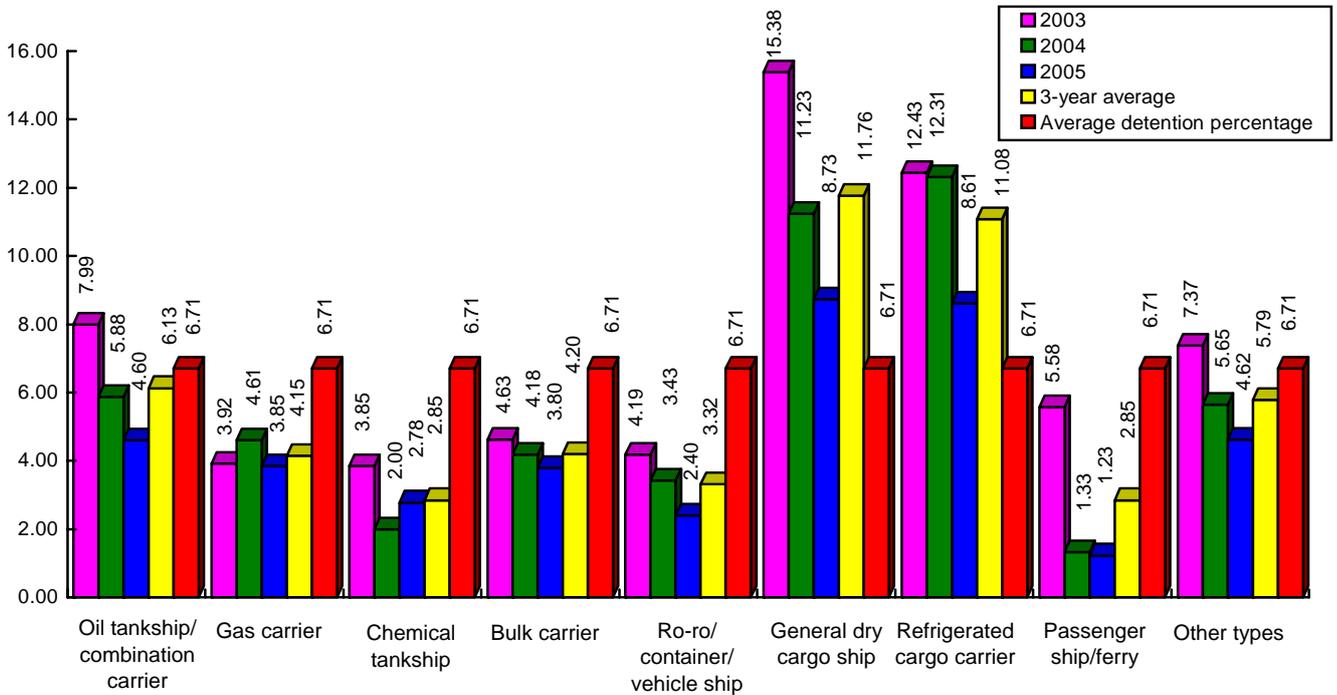
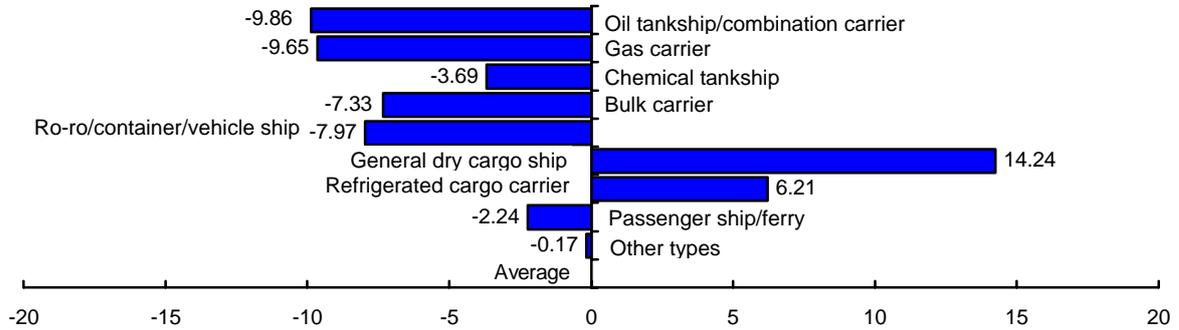


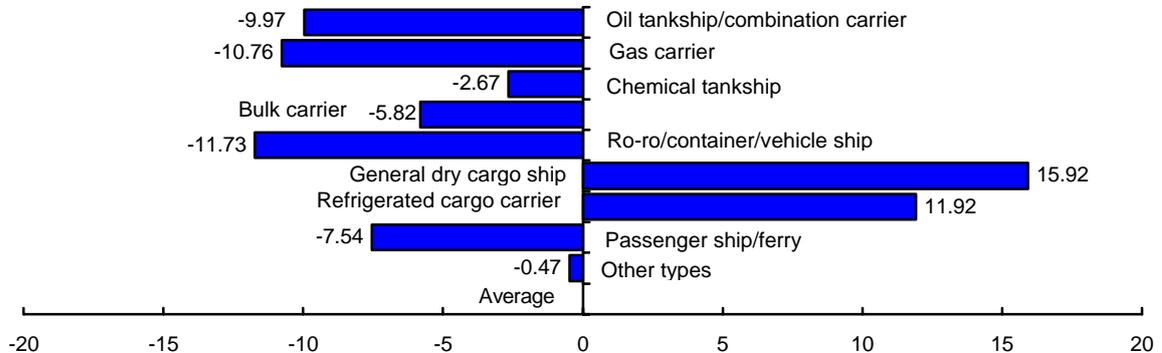
Table 9: INSPECTIONS AND DETENTIONS PER SHIP TYPE

| Type of ship | Number of inspections | | | | Number of detentions | | | | Average detention percentage % |
|----------------------------------|-----------------------|---------------|---------------|---------------|----------------------|--------------|--------------|--------------|--------------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Tanker, not otherwise specified | 41 | 43 | 36 | 120 | 1 | 2 | 0 | 3 | 2.50 |
| Combination carrier | 134 | 116 | 74 | 324 | 4 | 10 | 0 | 14 | 4.32 |
| Oil tanker | 1,326 | 1,525 | 1,432 | 4,283 | 115 | 87 | 71 | 273 | 6.37 |
| Gas carrier | 383 | 499 | 442 | 1,324 | 15 | 23 | 17 | 55 | 4.15 |
| Chemical tanker | 961 | 1,048 | 1,116 | 3,125 | 37 | 21 | 31 | 89 | 2.85 |
| Bulk carrier | 5,378 | 5,574 | 5,423 | 16,375 | 249 | 233 | 206 | 688 | 4.20 |
| Vehicle carrier | 516 | 561 | 650 | 1,727 | 15 | 14 | 9 | 38 | 2.20 |
| Container ship | 3,186 | 3,624 | 3,373 | 10,183 | 141 | 127 | 88 | 356 | 3.50 |
| Ro-Ro cargo ship | 184 | 221 | 228 | 633 | 7 | 10 | 5 | 22 | 3.48 |
| General cargo/multi-purpose ship | 6,151 | 6,277 | 6,243 | 18,671 | 946 | 705 | 545 | 2,196 | 11.76 |
| Refrigerated cargo carrier | 917 | 942 | 976 | 2,835 | 114 | 116 | 84 | 314 | 11.08 |
| Woodchip carrier | 208 | 213 | 220 | 641 | 8 | 6 | 3 | 17 | 2.65 |
| Livestock carrier | 71 | 66 | 50 | 187 | 4 | 4 | 0 | 8 | 4.28 |
| Ro-Ro Passenger ship | 54 | 55 | 47 | 156 | 5 | 0 | 0 | 5 | 3.21 |
| Passenger ship | 215 | 171 | 196 | 582 | 10 | 3 | 3 | 16 | 2.75 |
| Factory ship | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 1 | 20.00 |
| Heavy load carrier | 43 | 47 | 43 | 133 | 3 | 4 | 2 | 9 | 6.77 |
| Offshore service vessel | 71 | 73 | 97 | 241 | 3 | 3 | 3 | 9 | 3.73 |
| MODU & FPSO | 4 | 1 | 8 | 13 | 1 | 0 | 0 | 1 | 7.69 |
| High speed passenger craft | 43 | 25 | 32 | 100 | 0 | 2 | 0 | 2 | 2.00 |
| Special purpose ship | 30 | 43 | 46 | 119 | 3 | 1 | 0 | 4 | 3.36 |
| Tugboat | 79 | 116 | 144 | 339 | 8 | 7 | 8 | 23 | 6.78 |
| Others | 127 | 157 | 182 | 466 | 19 | 15 | 22 | 56 | 12.02 |
| Total | 20,124 | 21,400 | 21,058 | 62,582 | 1,709 | 1,393 | 1,097 | 4,199 | 6.71 |

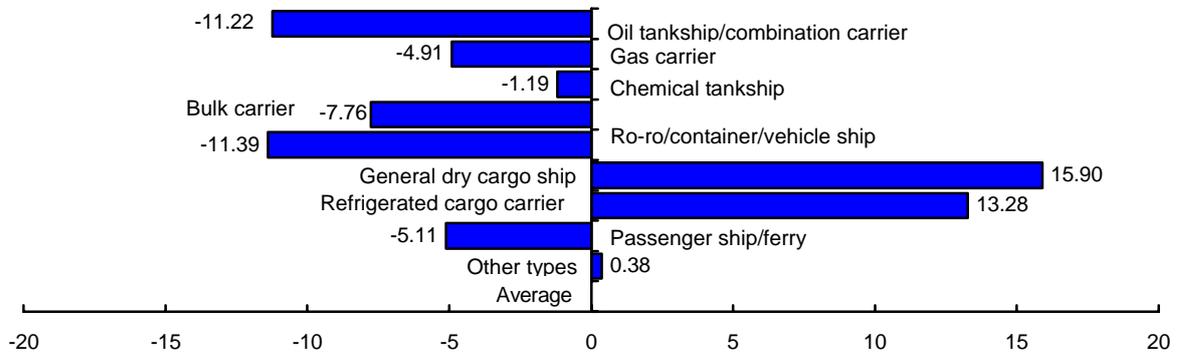
Figure 15: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



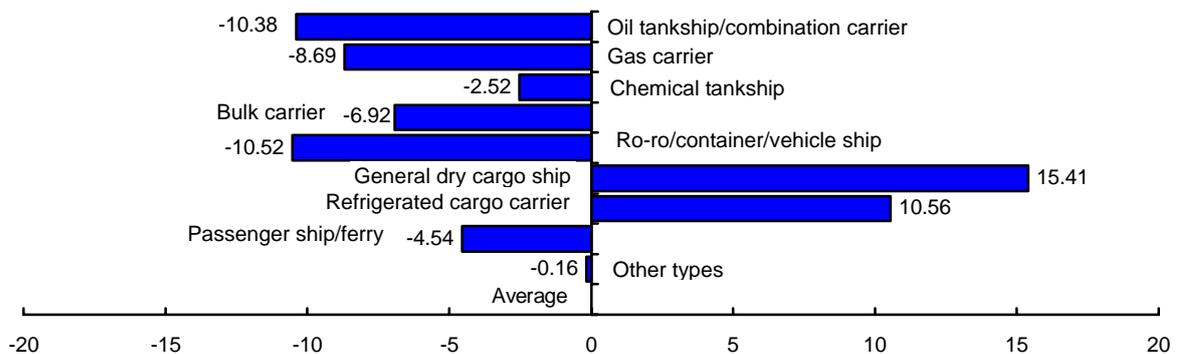
(a) Year 2003



(b) Year 2004



(c) Year 2005



(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 % |
|----------------------------------|-----------------------|---------------|---------------|---------------|---|---------------|---------------|---------------|-----------------------------|
| | 2003 | 2004 | 2005 | Total | 2003 | 2004 | 2005 | Total | |
| Oil tankship/combination carrier | 1,501 | 1,684 | 1,542 | 4,727 | 957 | 965 | 883 | 2,805 | 59.34 |
| Gas carrier | 383 | 499 | 442 | 1,324 | 245 | 282 | 281 | 808 | 61.03 |
| Chemical tankship | 961 | 1,048 | 1,116 | 3,125 | 672 | 677 | 751 | 2,100 | 67.20 |
| Bulk carrier | 5,378 | 5,574 | 5,423 | 16,375 | 3,565 | 3,425 | 3,293 | 10,283 | 62.80 |
| Ro-ro/container/vehicle ship | 3,886 | 4,406 | 4,251 | 12,543 | 2,551 | 2,447 | 2,427 | 7,425 | 59.20 |
| General dry cargo ship | 6,151 | 6,277 | 6,243 | 18,671 | 5,404 | 5,222 | 5,268 | 15,894 | 85.13 |
| Refrigerated cargo carrier | 917 | 942 | 976 | 2,835 | 732 | 746 | 798 | 2,276 | 80.28 |
| Passenger ship | 269 | 226 | 243 | 738 | 192 | 135 | 154 | 481 | 65.18 |
| Other types | 678 | 744 | 822 | 2,244 | 498 | 497 | 566 | 1,561 | 69.56 |
| Total | 20,124 | 21,400 | 21,058 | 62,582 | 14,816 | 14,396 | 14,421 | 43,633 | 69.72 |

Table 11: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

| Recognized organization (RO) | No. of overall inspections 2003-2005 | No. of overall detentions 2003-2005 | No. of RO responsible detentions 2003-2005 | 3-year average detention percentage% | 3-year average RO responsible detention percentage% | 3-year average percentage of RO responsible detentions% |
|--|--------------------------------------|-------------------------------------|--|--------------------------------------|---|---|
| Alfa Register of Shipping | 1 | 0 | 0 | 0 | 0 | 0 |
| American Bureau of Shipping | 5,627 | 222 | 20 | 3.95 | 0.36 | 9.01 |
| Belize Maritime Bureau Inc. | 262 | 25 | 6 | 9.54 | 2.29 | 24.00 |
| Belize Register Corporation | 2 | 0 | 0 | 0 | 0 | 0 |
| Biro Klasifikasi Indonesia | 457 | 125 | 24 | 27.35 | 5.25 | 19.20 |
| Bulgarski Koraben Registar | 11 | 1 | 0 | 9.09 | 0 | 0 |
| Bureau Securitas | 16 | 0 | 0 | 0 | 0 | 0 |
| Bureau Veritas | 4,938 | 306 | 43 | 6.20 | 0.87 | 14.05 |
| Ceskoslovensky Lodin Register | 6 | 0 | 0 | 0 | 0 | 0 |
| China Classification Society | 6,321 | 141 | 33 | 2.23 | 0.52 | 23.40 |
| China Corporation Register of Shipping | 1,270 | 186 | 49 | 14.65 | 3.86 | 26.34 |
| Croatian Register of Shipping | 124 | 13 | 2 | 10.48 | 1.61 | 15.38 |
| Cyprus Bureau of Shipping | 15 | 0 | 0 | 0 | 0 | 0 |
| Det Norske Veritas | 7,624 | 260 | 25 | 3.41 | 0.33 | 9.62 |
| Fidenavis SA | 11 | 0 | 0 | 0 | 0 | 0 |
| Germanischer Lloyd | 5,697 | 237 | 22 | 4.16 | 0.39 | 9.28 |
| Global Marine Bureau | 686 | 110 | 25 | 16.03 | 3.64 | 22.73 |
| Hellenic Register of Shipping | 61 | 6 | 0 | 9.84 | 0 | 0 |
| Honduras Bureau of Shipping | 1 | 0 | 0 | 0 | 0 | 0 |
| Honduras International Surveying and Inspection Bureau | 46 | 12 | 5 | 26.09 | 10.87 | 41.67 |
| INCLAMAR | 342 | 48 | 11 | 14.04 | 3.22 | 22.92 |
| Indian Register of Shipping | 280 | 19 | 6 | 6.79 | 2.14 | 31.58 |
| Inspección y Clasificación Marítima, S. de. R.L. | 5 | 1 | 0 | 20.00 | 0 | 0 |
| International Merchant Marine Registry of Belize | 12 | 2 | 0 | 16.67 | 0 | 0 |
| International Naval Surveys Bureau | 65 | 11 | 1 | 16.92 | 1.54 | 9.09 |
| International Register of Shipping | 340 | 76 | 9 | 22.35 | 2.65 | 11.84 |
| Isthmus Bureau of Shipping | 1,630 | 246 | 55 | 15.09 | 3.37 | 22.36 |
| Korea Classification Society (former Joson Classification Society) | 253 | 51 | 25 | 20.16 | 9.88 | 49.02 |
| Korean Register of Shipping | 5,542 | 148 | 27 | 2.67 | 0.49 | 18.24 |
| Lloyd's Register | 8,288 | 413 | 71 | 4.98 | 0.86 | 17.19 |
| Marconi International Marine Company Ltd. | 2 | 0 | 0 | 0 | 0 | 0 |
| Maritime Technical Systems and Services | 73 | 8 | 4 | 10.96 | 5.48 | 50.00 |
| Mongolia Ship Registry | 32 | 7 | 3 | 21.88 | 9.38 | 42.86 |
| National Cargo Bureau Inc. | 50 | 2 | 0 | 4.00 | 0 | 0 |
| National Shipping Adjusters Inc | 3 | 1 | 0 | 33.33 | 0 | 0 |
| Nippon Kaiji Kyokai | 21,279 | 816 | 132 | 3.83 | 0.62 | 16.18 |
| NV Unitas | 5 | 0 | 0 | 0 | 0 | 0 |
| Panama Bureau of Shipping | 626 | 44 | 10 | 7.03 | 1.60 | 22.73 |
| Panama Maritime Documentation Services | 114 | 17 | 5 | 14.91 | 4.39 | 29.41 |
| Panama Maritime Surveyors Bureau Inc | 238 | 37 | 7 | 15.55 | 2.94 | 18.92 |
| Panama Register Corporation | 254 | 28 | 6 | 11.02 | 2.36 | 21.43 |
| Panama Shipping Certificate Inc. | 3 | 0 | 0 | 0 | 0 | 0 |
| Panama Shipping Registrar Inc. | 88 | 23 | 7 | 26.14 | 7.95 | 30.43 |
| PolSKI Rejestr Statkow | 107 | 14 | 5 | 13.08 | 4.67 | 35.71 |
| R.J. Del Pan | 10 | 2 | 0 | 20.00 | 0 | 0 |

| Recognized organization (RO) | No. of overall inspections 2003-2005 | No. of overall detentions 2003-2005 | No. of RO responsible detentions 2003-2005 | 3-year average detention percentage% | 3-year average RO responsible detention percentage% | 3-year average percentage of RO responsible detentions% |
|---------------------------------------|--------------------------------------|-------------------------------------|--|--------------------------------------|---|---|
| Register of Shipping (Albania) | 24 | 7 | 0 | 29.17 | 0 | 0 |
| Register of Shipping (DPR Korea) | 190 | 99 | 67 | 52.11 | 35.26 | 67.68 |
| Registro Cubano de Buques | 4 | 0 | 0 | 0 | 0 | 0 |
| Registro Internacional Naval S.A. | 5 | 0 | 0 | 0 | 0 | 0 |
| Registro Italiano Navale | 641 | 47 | 9 | 7.33 | 1.40 | 19.15 |
| Regjistri Laknori Shqiptar | 1 | 0 | 0 | 0 | 0 | 0 |
| RINAVE Portuguesa | 14 | 0 | 0 | 0 | 0 | 0 |
| Romanian Naval Register | 4 | 0 | 0 | 0 | 0 | 0 |
| Russian Maritime Register of Shipping | 2,450 | 203 | 14 | 8.29 | 0.57 | 6.90 |
| Russian River Register | 7 | 1 | 0 | 14.29 | 0 | 0 |
| Seefartsaht Helsinki | 5 | 0 | 0 | 0 | 0 | 0 |
| Shipping Register of Ukraine | 8 | 0 | 0 | 0 | 0 | 0 |
| Sociedad Clasificadora de Colombia | 3 | 2 | 0 | 66.67 | 0 | 0 |
| Societe Generale de Surveillance | 6 | 0 | 0 | 0 | 0 | 0 |
| Turkish Lloyd | 41 | 10 | 1 | 24.39 | 2.44 | 10.00 |
| Viet Nam Register of Shipping | 725 | 131 | 55 | 18.07 | 7.59 | 41.98 |
| Class withdrawn | 4 | 1 | 0 | 25.00 | 0 | 0 |
| Other | 7,812 | 1,474 | 358 | 18.87 | 4.58 | 24.29 |

See also the note in page 27.

Figure 16: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

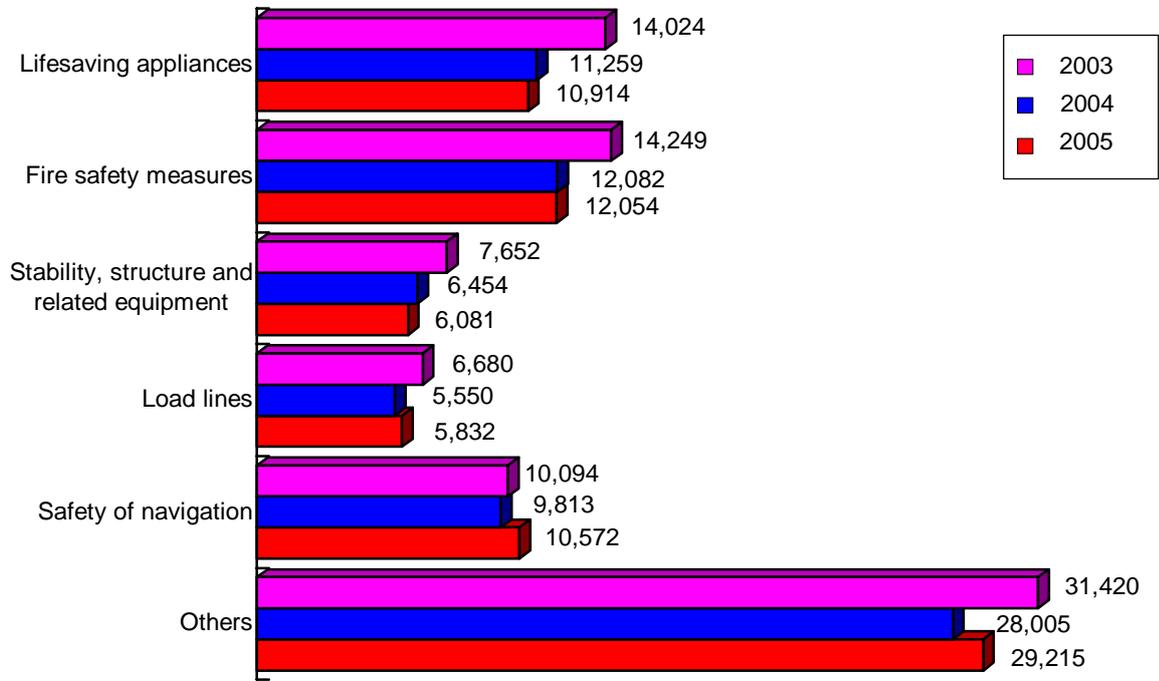
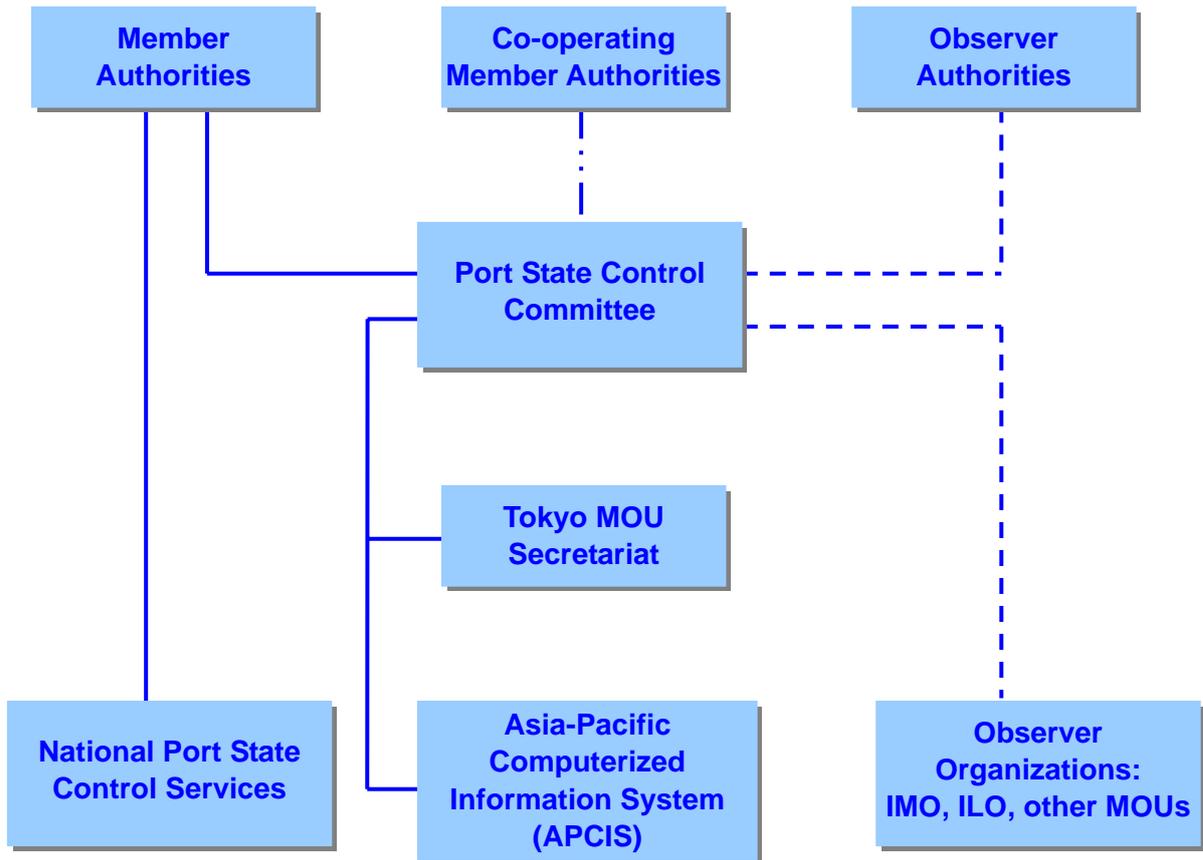


Table 12: COMPARISON OF DEFICIENCIES BY CATEGORIES

| Nature of deficiency | Number of deficiencies | | |
|--|------------------------|---------------|---------------|
| | 2003 | 2004 | 2005 |
| Ship's certificates and documents | 2,834 | 2,504 | 2,197 |
| Stability, structure and related equipment | 7,652 | 6,454 | 6,081 |
| Propulsion and auxiliary machinery | 3,389 | 3,124 | 3,352 |
| Alarm signals | 245 | 276 | 355 |
| Fire safety measures | 14,249 | 12,082 | 12,054 |
| Oil, chemical tankers and gas carriers | 294 | 309 | 210 |
| Lifesaving appliances | 14,024 | 11,259 | 10,914 |
| Radiocommunications | 3,241 | 3,053 | 3,123 |
| Safety of navigation | 10,094 | 9,813 | 10,572 |
| Carriage of cargo and dangerous goods | 666 | 550 | 459 |
| ISM related deficiencies | 3,441 | 2,803 | 2,930 |
| SOLAS related operational deficiencies | 2,930 | 2,673 | 4,048 |
| Additional measures to enhance maritime safety | - | 325 | 530 |
| Bulk carriers-additional safety measures | 66 | 54 | 130 |
| Load lines | 6,680 | 5,550 | 5,832 |
| MARPOL-Annex I | 5,958 | 5,056 | 4,304 |
| MARPOL-Annex II | 71 | 58 | 42 |
| MARPOL-Annex III | 8 | 11 | 10 |
| MARPOL-Annex IV | 0 | 0 | 46 |
| MARPOL-Annex V | 2,458 | 2,039 | 2,251 |
| MARPOL-Annex VI | - | - | 274 |
| MARPOL related operational deficiencies | 647 | 509 | 581 |
| Certification and watchkeeping for seafarers | 2,676 | 2,185 | 1,825 |
| Crew and accommodation (ILO 147) | 423 | 481 | 362 |
| Food and catering (ILO 147) | 152 | 137 | 173 |
| Working spaces (ILO 147) | 380 | 366 | 550 |
| Accident prevention (ILO 147) | 627 | 587 | 580 |
| Mooring arrangements (ILO 147) | 813 | 802 | 793 |
| Other deficiencies | 101 | 103 | 90 |
| Total | 84,119 | 73,163 | 74,668 |

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:

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

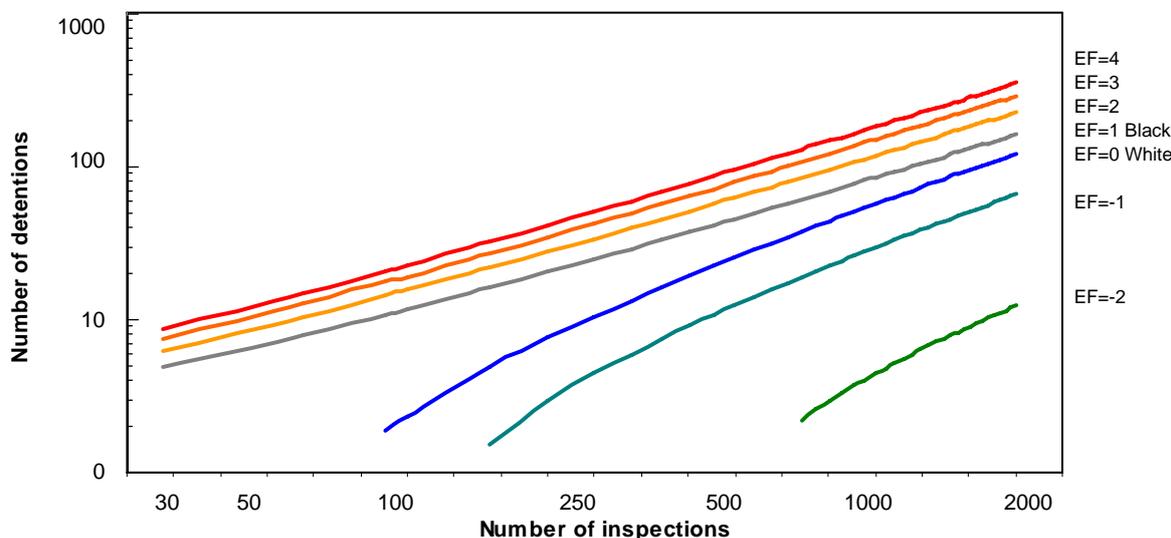
$$U_{white - to - grey} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

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 Honduras were subject to 56 inspections of which 25 resulted in a detention. The "black to grey limit" is 8 detentions. The excess factor is 9.80.

N = total inspections

P = 7%

Q = 3%

Z = 1.645

How to determine the black to grey limit:

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

$$u_{black-to-grey} = 56 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{56 \cdot 0.07 \cdot 0.93}$$

$$u = 8$$

The excess factor is 9.80. 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 8.80, and the outcome has to be added to the normal value for 'p':

$$p + 8.80q = 0.07 + (8.80 \cdot 0.03) = 0.334$$

$$u_{excessfactor} = 56 \cdot 0.334 + 0.5 + 1.645 \cdot \sqrt{56 \cdot 0.334 \cdot 0.666}$$

$$u_{excessfactor} = 25$$

Example flag on Grey list:

Ships of Saint Vincent and the Grenadines were subject to 1,247 inspections, of which 92 resulted in a detention. The "black to grey limit" is 103 and the "grey to white limit" is 72. The excess factor is 0.65.

How to determine the black to grey limit:

$$u_{black-to-grey} = 1,247 \cdot 0.07 + 0.5 + 1.645 \cdot \sqrt{1,247 \cdot 0.07 \cdot 0.93}$$

$$u_{black-to-grey} = 103$$

How to determine the grey to white limit:

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

$$u_{white-to-grey} = 1,247 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{1,247 \cdot 0.07 \cdot 0.93}$$

$$u_{white-to-grey} = 72$$

To determine the excess factor the following formula is used:

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

$$ef = (92 - 71.97) / (102.61 - 71.97)$$

$$ef = 0.65$$

Example flag on White list:

Ships of Liberia were subject to 3,407 inspections of which 111 resulted in detention. The "grey to white limit" is 213 detentions. The excess factor is -1.06.

How to determine the grey to white limit:

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

$$u_{\text{white-to-grey}} = 3,407 \cdot 0.07 - 0.5 - 1.645 \cdot \sqrt{3,407 \cdot 0.07 \cdot 0.93}$$

$$u_{\text{white-to-grey}} = 213$$

The excess factor is -1.06. 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 -1.06, and the outcome has to be added to the normal value for 'p':

$$p + (-1.06q) = 0.07 + (-1.06 \cdot 0.03) = 0.0382$$

$$u_{\text{excessfactor}} = 3,407 \cdot 0.0382 - 0.5 - 1.645 \cdot \sqrt{3,407 \cdot 0.0382 \cdot 0.9618}$$

$$u_{\text{excessfactor}} = 111$$

TOKYO MOU SECRETARIAT

The 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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