

**ANNUAL REPORT
ON
PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION**

2024



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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2024**. The Annual Report is available only in digital version from this year onwards.

In 2024, member Authorities of the Tokyo MOU conducted 32,054 inspections, which is four times the number of inspections undertaken three decades ago. Although it is good to note that the detention rate has decreased 0.6 percentage points in 2024, continuous attention and emphasis needs to be paid as the level of detentions is still higher than that of the pre-pandemic period and almost the same level as that of ten years before. Furthermore, in 2024, the number of under-performing ships are nearly double that of the previous year, which indicates the condition of ships in the region is becoming worse. An analysis of recorded deficiencies/detentions has not revealed any specific area as the primary cause of this situation of non-compliance. We urge all stakeholders to re-evaluate their operational practices and ensure adherence to the requirements of the international maritime instruments.

Serious concerns have been raised by the Tokyo MOU for the attention of stakeholders with regard to the cases of improper conduct of certain flag States and recognized organizations (ROs), such as extending the validity of certificates in violation of limitations imposed by the relevant conventions, accepting and/or approving unjustified equivalent arrangements and the conduct of remote surveys that were not in line with the IMO guidelines and ineffective from a safety and environmental protection point of view..

This Annual Report outlines port State control activities and developments by the member Authorities of the Tokyo MOU in 2024. Moreover, the report also provides port State control statistics and analysis on the results of inspections carried out by member Authorities during the year.

The Tokyo MOU will continue its endeavours and efforts to improve and enhance measures on under-performing and unsafe ships in order to promote maritime safety and security, protection of the marine environment and the maintenance of working and living conditions onboard for seafarers. For achieving the ultimate goal of elimination of substandard shipping,

the Tokyo MOU will maintain and develop close collaboration with other regional PSC regimes, international organizations and other stakeholders.

Finally, we would like to extend our heartfelt gratitude to the Port State Control Committee, member Authorities and all PSC officers for the dedicated efforts made, the remarkable contribution provided and the valuable work done, which will enable the Tokyo MOU to be in a good position for the future, maintaining the great potential to react to various challenges and to attain the prodigious ongoing progress and development in the years to come.



A handwritten signature in blue ink that reads "K. W. Crawford".

Kenny Crawford
Chair
Port State Control Committee



A handwritten signature in blue ink that reads "H. Kubota".

Kubota Hideo
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 thirtieth issue and covers port State control activities and developments in the 2024 calendar year.

The Memorandum was signed in Tokyo on 1 December 1993 and came into effect on 1 April 1994. In accordance with the provisions of the Memorandum, Authorities that have signed and formally accepted the Memorandum or that have been accepted by unanimous consent of the Port State Control Committee become full members. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. A maritime Authority that has declared its intention to fully adhere to the Memorandum at least for a three-year period may be accepted as a co-operating member by unanimous consent of the Port State Control Committee.

The main objectives of the Memorandum are to establish an effective port State control regime in the Asia-Pacific region through co-operation

of its members, harmonization of the members' activities, to eliminate substandard shipping, to promote maritime safety and security, to protect the marine environment and to safeguard seafarers' 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 from the member Authorities, co-operating member Authorities and observers. Observer status has been granted to the following maritime Authorities and inter-governmental organizations by the Committee: Cambodia, Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization (IMO), the International Labour Organization (ILO), the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU, the Paris MoU, the Riyadh MOU and the Viña del Mar Agreement. The Secretariat of the Memorandum is located in Tokyo, Japan. The data centre - the Asia-Pacific Computerized Information Centre is established in Moscow, Russian Federation.

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, as amended;
 - 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, and as further amended by the Protocol of 1997;
 - 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, as amended;
 - the International Convention on Tonnage Measurement of Ships, 1969;
 - the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147);
 - the Maritime Labour Convention, 2006,
- as amended;
 - the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, as amended;
 - the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969;
 - the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as amended; and
 - the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

REVIEW OF YEAR 2024

It was a positive sign that both the number and rate of detention showed decrease in 2024. However, the detention rate was still high, comparing with the pre-pandemic period. Furthermore, there was a significant increase of under-performing ships over 2024. For this reason, the Tokyo MOU raised high attention to enhancing measures on under-performing ships and to exploring continued action for elimination of such ships from the region and close monitoring of developments in the coming period.

As a measure to drive improvement of performance, the Tokyo MOU adopted the scheme for rewarding/recognizing high-performing companies and to publicize under-performing companies. In accordance with the scheme, the lists of high performance and under-performing companies will be published

on the Tokyo MOU website on regular basis.

The concentrated inspection campaign (CIC) on Crew Wages and Seafarer Employment Agreements in accordance with the Maritime Labour Convention, 2006 (MLC, 2006) was conducted from 1 September to 30 November 2024 jointly with the Paris MoU. During the CIC period, a total of 8,134 PSC inspections were conducted by the member Authorities, of which 6,580 (80.89%) were with a CIC inspection. Over the period, 297 ships were detained in total, representing 3.65% of the overall detention rate. Of which, 20 ships were detained as a direct result of the CIC concerning deficiencies related to crew wages and seafarer employment agreement under the MLC, 2006, reflecting a CIC topic related detention rate of 0.3% (7% of all detentions). The most common deficiencies (and deficiencies that resulted in a detention) found during the campaign were relating to the absence of signed Seafarer Employment Agreements (SEA) (16% of CIC-related deficiencies issued) and seafarers unable to access information regarding their employment conditions on board (28% of CIC-related deficiencies issued).

THE PORT STATE CONTROL COMMITTEE

The thirty-fifth meeting of the Port State Control Committee (PSCC35) was held in Incheon, Republic of Korea, from 11 to 14 November 2024 with hybrid participation. The meeting was hosted by the Ministry of Oceans and Fisheries. The meeting was chaired by Mr. Kenny Crawford, Deputy Chief Executive Technical Advice and Support, Maritime New Zealand.

PSCC35 was attended by the member Authorities of Australia, Canada, Chile, China,

Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam; and observers of Cambodia, Macao (China), Tonga, the United States Coast Guard, the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MoU, the Paris MoU, the Viña del Mar Agreement, ILO and IMO.

The Committee discussed the matter on the increasing trend of under-performing ships for the past two years. For further enhancing measures on under-performing ships, the Committee agreed to explore the possibility for banning under-performing ships. The Committee considered and adopted a scheme, developed by an intersessional working group, for rewarding/recognizing high-performing companies and publicizing under-performing companies. In accordance with the adopted scheme, lists of high-performing companies and under-performing companies will be published on the Tokyo MOU website on trial basis.

The Committee considered and approved the report on the Concentrated Inspection Campaign (CIC) on Fire Safety in 2023. The Committee was informed of the status of the undergoing joint CIC with the Paris MoU on Crew Wages and Seafarer Employment Agreement (MLC) in 2024. The Committee further discussed and approved in principle the arrangements and preparations for the joint CICs on Ballast Water Management (BWM) in 2025 and on cargo securing in 2026. The Committee discussed the matter of review of the current CIC approach. As the result, the Committee approved the proposal for establishment of a correspondence group with

the task to develop, conduct and evaluate trials of focused inspections campaigns in order to facilitate the revision of the joint CIC policy.

The Committee decided to replace the current terms – “Black, Grey and White” for flag performance with “Low, Medium and High”. In this context, the Committee adopted amendments to the Memorandum to incorporate the new terms. Furthermore, the Committee also adopted amendments to the Memorandum for deletion of IMO member State audit from the ship risk profile parameters. Both the amendments will be effective on 1 July 2025. The Committee considered the outcome of work done by the intersessional group on new inspection regime (NIR) and decided to adopt the deterministic method as the new method for the assessment of flag and RO performance, which are scheduled to be implemented as from 2028.

The Committee considered and adopted the guidelines for pre-inspection of electronic verification of certificates and records and guidelines for PSC Inspections of Ships Carrying Industrial Personnel (IP Code). The

Committee also decided to develop guidelines for enhanced machinery inspection and guidelines for inspection of inert gas system.

The Committee considered the work done by the intersessional group on fishing vessels, including the development of the Asia Pacific Fishing Vessel Information System (APFISH). Taking account of the successful completion of the operational testing, the Committee approved the formal commencement of operation of APFISH.

The Committee considered and expressed serious concerns on the cases of improper conduct by flag States and ROs relating to extending validity of certificates in violation of limitations imposed by the relevant conventions and accepting/approving unjustified equivalent arrangement and the conduct of ineffective remote surveys. The Committee also raised the concerns on information about apparent attempts by some flag States to conclude bilateral agreements with port States to avoid port State detentions. The Committee reminded member Authorities to be vigilant against inappropriate interference by flag



The thirty-fifth Committee meeting, Incheon, November 2024.

States.

In addition, the Committee also gave consideration and made decisions on the following:

- approval of the responses and opinions on issues emanating from the forum with the industry in 2022;
- endorsement of revision and amendments of several guidelines made by the intersessional group on guidelines;
- review of achievements and status of the action plan developed based on the strategic plan;
- consideration of progress of work done by the intersessional group on APCIS Backup;
- review of follow-up action items emanating from the 3rd Joint Ministerial Conference;
- awarding the winner of the deficiency photo of the year; and
- continuous discussion of enhancing accessibility and availability of the Tokyo MOU PSC data.

As the terms of office of both the Chair and the Vice-Chair expired at the end of the PSCC35, the Committee unanimously re-elected Mr. Kenny Crawford, Deputy Chief Executive Technical Advice and Support, Maritime New Zealand, as the Chair and Mr. Chen Kit Jam, Senior Deputy Director, Shipping Division, Maritime and Port Authority of Singapore, as the Vice-Chair of the Committee for the next three meetings.

In conjunction with the Committee meeting, a

session of forum with the industry was conveyed in Incheon, Republic of Korea. The forum was attended by representatives of ACS, ASA, IACS, ICS, INTERTANKO and ITF in person or remotely via virtual means respectively.

The thirty-sixth meeting of the Port State Control Committee will be held in Hong Kong, China, from 20 to 23 October 2025.

TECHNICAL WORKING GROUP (TWG)

The eighteenth meeting of the Technical Working Group (TWG18) was held in Incheon, Republic of Korea, on 7 and 8 November 2024 in the hybrid mode, prior to PSCC35. TWG18 was chaired by Mr. Hu Ronghua, Deputy Director, Division of Ship Registry and Supervision, Shanghai Maritime Safety Administration (MSA) of China.

TWG18 discussed and made recommendations to the Committee on matters relating to:

- reports of intersessional groups: advisory group on information exchange (AG-IE), intersessional group on batch protocol (IG-BP), intersessional group on statistics (IG-Statistics), Intersessional Group on Electronic Check of Certificate and Records (IG-ECR) and Intersessional Group for review of PSC guidelines (IG-Guidelines);
- cases considered by the detention review panel;
- periodical revision of the PSC Manual;
- development and review of PSC guidelines;

- preparation and arrangements for upcoming CICs;
- activities and operation of the Asia-Pacific Computerized Information System (APCIS);
- management and maintenance of the coding system;
- analysis and statistics on PSC; and
- reports and evaluations of technical co-operation activities.

As the terms of office of both the Chair and the Vice-Chair expired at the end of the TWG18, the meeting unanimously re-elected Mr. Hu Ronghua of China as the Chair and Mr. Mohd Zamzuri Bin Othman of Malaysia as the Vice-Chair for the next three sessions of TWG.

ASIA-PACIFIC COMPUTERIZED INFORMATION SYSTEM (APCIS)

For reporting and storing of port State inspection results and facilitating exchange of information in the region, a computerized database system was established. The central site of the APCIS is located in Moscow, under the auspices of the Ministry of Transport of Russian Federation.

The APCIS is connected by member Authorities on-line or by web-service for searching ships for inspection and for inputting and transmitting inspection reports. The APCIS also supports on-line publication of PSC data on the Tokyo MOU website (<https://www.tokyo-mou.org>) on a real time basis. Based on data stored in the database, the APCIS produces

annual and detailed PSC statistics.

For inter-regional information exchange, the APCIS has established deep hyperlinks with the databases of:

- THETIS of the Paris MoU (temporarily suspended);
- BSIS of the Black Sea MOU;
- IOCIS of the Indian Ocean MOU;
- CIALA of the Viña del Mar Agreement; and
- CMIC of the Caribbean MOU.

Furthermore, the PSC data of the Tokyo MOU are also provided to IMO GISIS and EQUASIS.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The twelfth general training course for PSC officers was held from 22 April to 11 September 2024. This was the sixteenth training course jointly organized by IMO and the Tokyo MOU. A total of 19 PSC officers participated in the training course. 11 of them were from the Tokyo MOU Authorities of Fiji, Indonesia, Macao (China), Marshall Islands, Panama, Peru, Philippines, Thailand, Vanuatu and Viet Nam. Seven of them were invited by IMO, one each



Training course for PSC officers



Onboard training

from the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU, the Riyadh MOU and the Viña del Mar Agreement. One more participant was sent by the Indian Ocean MOU on its own expense. As in previous years, MLIT of Japan kindly provided many experts as lecturers of the course and venues for on board trainings. The course was conducted with the assistance of the Shipbuilding Research Centre of Japan (SRC).

The training course consisted of two and a half month pre-learning course, one week of classroom lectures and one and a half weeks of onboard training. Prior to the classroom lectures and onboard trainings, participants were requested to complete 32 pre-learning modules and the tests through the e-learning system developed for the Distance Learning Programme (DLP). Upon successful completion of the pre-learning course, participants were invited to attend the classroom lectures convened in Yokohama, during which experts from MLIT, SRC and the Secretariat delivered a wide range of lectures related to IMO and ILO instruments and regulations relevant to PSC implementation. Lastly, onboard training was carried out, during which participants received practical training on

PSC inspections at ports allocated to ten District Transport Bureaus, namely: Hokkaido, Tohoku, Kanto, Hokuriku-Shin-etsu, Chubu, Kinki, Kobe, Chugoku, Shikoku and Kyushu. In addition, technical visits to an ECDIS manufacturer and to a life-raft service station were also arranged.

The thirty-first seminar for PSCOs was held in face-to-face style in Auckland, New Zealand, from 26 to 29 February 2024. The seminar was hosted by Maritime New Zealand. Participants from Authorities of Australia, Canada, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Macao (China), Malaysia, Marshall Islands, New Zealand, Panama, Papua New Guinea, Philippines, Singapore, Thailand, Vanuatu and Viet Nam attended the seminar. A representative from Myanmar representing the Indian Ocean MOU also participated in the seminar. The main topics of the seminar were on Enhanced Machinery Maintenance Inspections, Introduction of guidelines for Inspection of Fixed Fire-Extinguishing System, Introduction of procedures for ISM related and ISM deficiency, Introduction of guidelines for PSCOs for onboard Blackout Test and PSC Activities in New Zealand. Experts from Australia, China, Republic of Korea and New Zealand provided



The thirty-first seminar for PSC officers

presentations on the relevant topics. Three case study sessions were carried out to discuss actual cases provided by Authorities or selected from those reviewed by the detention review panel.

The thirty-second seminar for PSCOs, a second seminar focussing on the CIC of the year, was held on 2 and 3 July 2024 via virtual means. Participants from Authorities of Australia, Cambodia, Canada, Chile, China, Fiji, Hong Kong (China), Japan, Democratic People's Republic of Korea, Republic of Korea, Macao (China), Malaysia, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Samoa, Thailand, Vanuatu and Viet Nam attended the seminar. Representatives from Georgia representing the Black Sea MOU, from South Africa and Yemen representing the Indian Ocean MOU, from Tunisia representing the Mediterranean MOU, and from Guatemala and Honduras representing the Viña del Mar Agreement also participated in the seminar. Experts from Australia, Canada, New Zealand and ILO, and the APCIS Manager delivered presentations on results of 2023 CIC on Fire Safety, introduction of CIC on Crew Wages and Seafarers' Employment Agreements (MLC, 2006), Introduction of MLC, 2006 requirements and PSC guidelines relating to the CIC on Crew Wages and Seafarer Employment Agreement (MLC, 2006) and Reporting CIC results to APCIS respectively.

The tenth specialized training course (STC10) was held in Ningbo, China, from 24 to 26 September 2024. The training focused on IGC Code. The course was hosted by China Maritime Safety Administration (China MSA). Participants from Authorities of Cambodia, China, Fiji, Hong Kong (China), Japan, Republic of Korea, Macao (China), Malaysia,



The tenth specialized training course

Marshall Islands, Mexico, Panama, Papua New Guinea, Peru, Philippines, Thailand, Vanuatu and Viet Nam attended the course. In addition, a participant from Comoros representing the Indian Ocean MOU also attended the course. Experts from China MSA and the Tokyo MOU Secretariat as well as private companies in China provided lectures on the relevant topics.

Four expert missions were carried out in 2024. The first mission was conducted in Panama City, Panama, from 17 to 21 June 2024 by experts from Japan. The second mission was carried out in Port Vila, Vanuatu, from 17 to 21 June 2024 by experts from China. The third mission was delivered in Suva, Fiji, from 30 September to 4 October 2024 by experts from Australia. The fourth mission was carried out in Port Klang, Malaysia, from 7 to 11 October 2024 by experts from Japan.

Six PSCO exchanges were completed in 2024, namely: one officer from Hong Kong (China) was dispatched to Japan, one officer from Russian Federation to Hong Kong (China), one officer from Hong Kong (China) to Mexico, one officer from Japan to Singapore, one officer from Mexico to New Zealand and one officer from Canada to Japan.

The abovementioned technical co-operation

activities received generous support from the Nippon Foundation.

CO-OPERATION WITH OTHER REGIONAL PORT STATE CONTROL REGIMES

Establishment and effective operation of regional co-operation regimes on port State control has formed a worldwide network for elimination of substandard shipping. Currently, there are a total of nine regional port State control regimes (MOUs) covering a major part of the world, namely:

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

As one of the inter-governmental organizations (IGOs) associated with the IMO, the Tokyo MOU has attended meetings of the Implementation of IMO Instruments (III) Sub-Committees (former Flag State Implementation (FSI) Sub-Committee) since 2006. The Tokyo MOU Secretariat participated in the tenth session of III Sub-Committee which was held from 22 to 26 July 2024.

In support of inter-regional collaboration on port State control, the Tokyo MOU has obtained observer status in and granted the same to all eight regional PSC regimes in accordance with the decision of the Port State Control Committee.

The Tokyo MOU has established, and maintained, effective and close co-operation

with the Paris MoU at both administrative and technical levels. Representatives of the two Secretariats attend the Port State Control Committee meetings of each MOU on a regular basis. During the period of 2024, the Tokyo MOU Secretariat attended the 57th meeting of the Paris MoU PSC Committee held from 6 to 10 May 2024 in Madrid, Spain.

In addition, the Tokyo MOU Secretariat participated remotely in the 14th meeting of the Abuja MOU PSC Committee held from 10 to 12 September 2024, the 24th meeting of the Black Sea MOU PSC Committee from 26 to 28 March 2024, the 29th meeting of the Caribbean MOU PSC Committee from 16 to 18 July 2024, the 27th meeting of the Indian Ocean MOU PSC Committee from 26 to 30 August 2024, the 26th meeting of the Mediterranean MoU PSC Committee from 8 to 10 October 2024 and the 29th meeting of the Viña del Mar Agreement PSC Committee from 1 to 4 October 2024.

PORT STATE CONTROL UNDER THE TOKYO MOU, 2024

INSPECTIONS

In 2024, 32,054 inspections, involving 18,655 individual ships, were carried out on ships registered under 107 flags. Figure 3 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. Table 2b provides the number and percent of



Winner of Deficiency Photo of the Year – 2024
(Ship type: General cargo/multi-purpose ship;
Date: 08/10/2024; Port: Busan)

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



Candidate photo for Deficiency Photo of the Year
(Ship type: Woodchip carrier;
Date: 06/02/2024; Port: Geelong, VIC)

physical and remote follow-up inspections conducted by Authorities. Out of 32,054 inspections, there were 19,967 inspections where ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 28,137*, the inspection rate in the region was approximately 66%** in 2024 (see Figure 1).

Information on inspections according to ships' flag is shown in Table 4.

Figure 2 and Table 3 provide information on inspections per ship risk profile.

Figures summarizing inspections according to ship type are set out in Figure 4 and Table 5.

Inspection results regarding recognized organizations are shown in Table 6.

** The inspection rate is calculated by number of individual ships inspected/number of individual ships visited.

DETENTIONS

A ship is detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions. Such strong action is to ensure that the ship cannot sail until it can proceed to sea without presenting a danger to the ship or persons on board, and/or without presenting an unreasonable threat of harm to the marine environment.

In 2024, 1,189 ships registered under 67 flags were detained due to serious deficiencies having been found onboard. The detention rate of ships inspected was 3.71%.

Figure 5 shows the detention rate by flag for flags where at least 20 port State control



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 20/02/2024;
Port: Cairns, QLD)



Candidate photo for Deficiency Photo of the Year
(Ship type: Container ship;
Date: 26/03/2024; Port: Singapore)

inspections had been conducted and whose detention rate was above the average regional rate. Figure 6 gives the detention rate by ship type. Figure 8 illustrates the most frequent detainable deficiencies found during inspections in 2024.



Candidate photo for Deficiency Photo of the Year
 (Ship type: General cargo/multi-purpose ship;
 Date: 19/06/2024; Port: Kawasaki)

For the purpose of targeting ships to be inspected, the Black-grey-white list (Table 8) indicates levels of performance of flags over a three-year rolling period. Flags, whose ships were involved in 30 or more inspections during the period, are included in the list. The black-grey-white list for 2022-2024 consists of 64 flags. The number of flags in the black list is 13, two flags more than the last year. The number of flags on the grey list is 20, one flag more than last year. The white list includes 30 flags, two less than the previous year.

A list of under-performing ships (i.e., ships detained three or more times during previous twelve months) is published monthly. A total of 233 vessels, involving 50 individual ships, were identified as under-performing ships in 2024.

The list of under-performing ships is provided in Table 16.

DEFICIENCIES

Where conditions on board are found that are not in compliance with the requirements of the relevant instruments by the port State control officers, these are recorded as deficiencies and required to be rectified.

A total of 77,526 deficiencies were recorded in 2024. The deficiencies found are categorized and shown in Figure 7 and Table 7.

It has been noted that fire safety measures, life-saving appliances, working and living conditions and safety of navigation continue to



Candidate photo for Deficiency Photo of the Year
 (Ship type: Bulk carrier; Date: 20/08/2024;
 Port: Vostochny)

be the major categories of deficiencies discovered on ships. In 2024, 15,406 deficiencies related to fire safety measures, 10,263 deficiencies related to life-saving appliances, 8,193 deficiencies related to working and living conditions and 8,066 deficiencies related to safety of navigation were recorded, representing 54% of the total number of all recorded deficiencies. It is noted that, as a result of the CIC on Crew Wages and Seafarer Employment Agreements under MLC, 2006, deficiencies related to Conditions of employment and Health protection, medical care, social security increased notably, compared to the previous year. In addition, there were continuous increase of deficiencies on Certificates and Documentation, Water/Weathertight conditions, Alarms, Dangerous goods, Labour Conditions - Accommodation, recreational facilities, food and catering and MARPOL Annex VI.

OVERVIEW OF PORT STATE CONTROL RESULTS 2014 – 2024

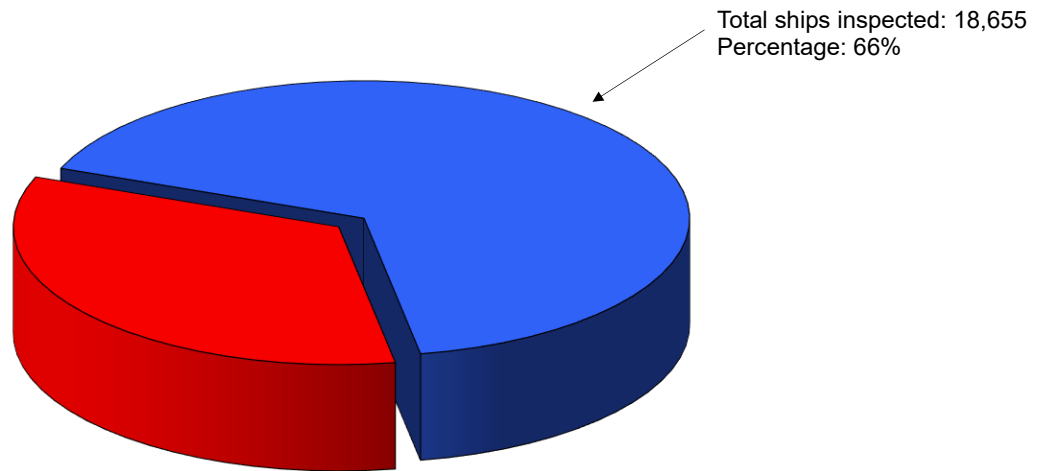
Figures 9-14 show the comparison of port State inspection results for 2014 - 2024. These figures indicate the trends in port State activities and ship performance over the past eleven years.

DEFICIENCY PHOTO OF THE YEAR

The function for collecting and storing deficiency photos taken during PSC inspections in the APCIS has been implemented since 2009. For encouraging and promoting PSC officers to submit deficiency photos, a prize of deficiency photo of the year has been established to award the PSC officer who took the best deficiency photo of the year. Previous deficiency photos of the year are also published on the Tokyo MOU website.

In 2024, a total of 9,553 photos were submitted by PSC officers. In accordance with the procedures for selection of deficiency photo of the year, the photo taken by PSC officers of the Authority of Republic of Korea was selected as the winner for 2024. Deficiency photo of the year – 2024 and other candidate photos are provided in this section.

Figure 1: INSPECTION PERCENTAGE



Total individual ship visited: 28,137

Figure 2: INSPECTION PER SHIP RISK PROFILE

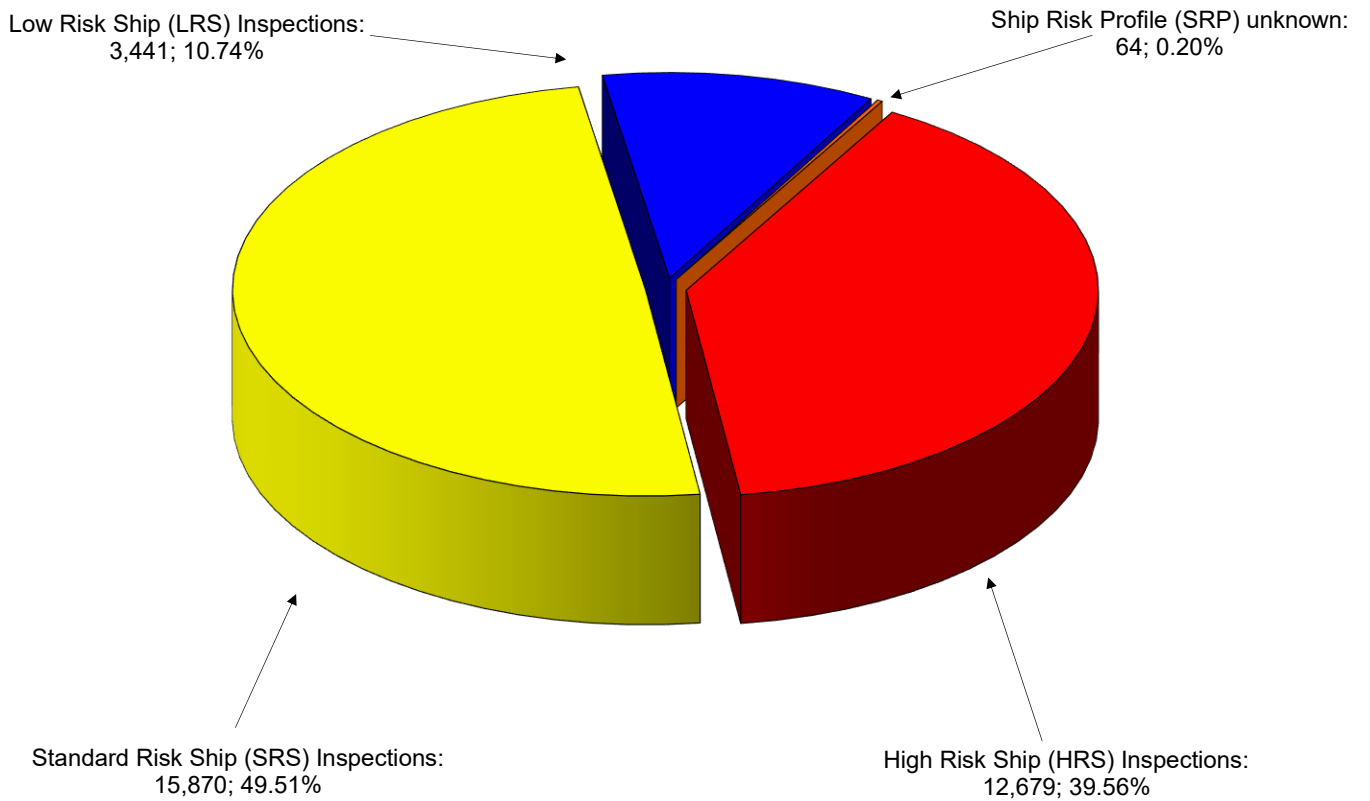


Figure 3: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES

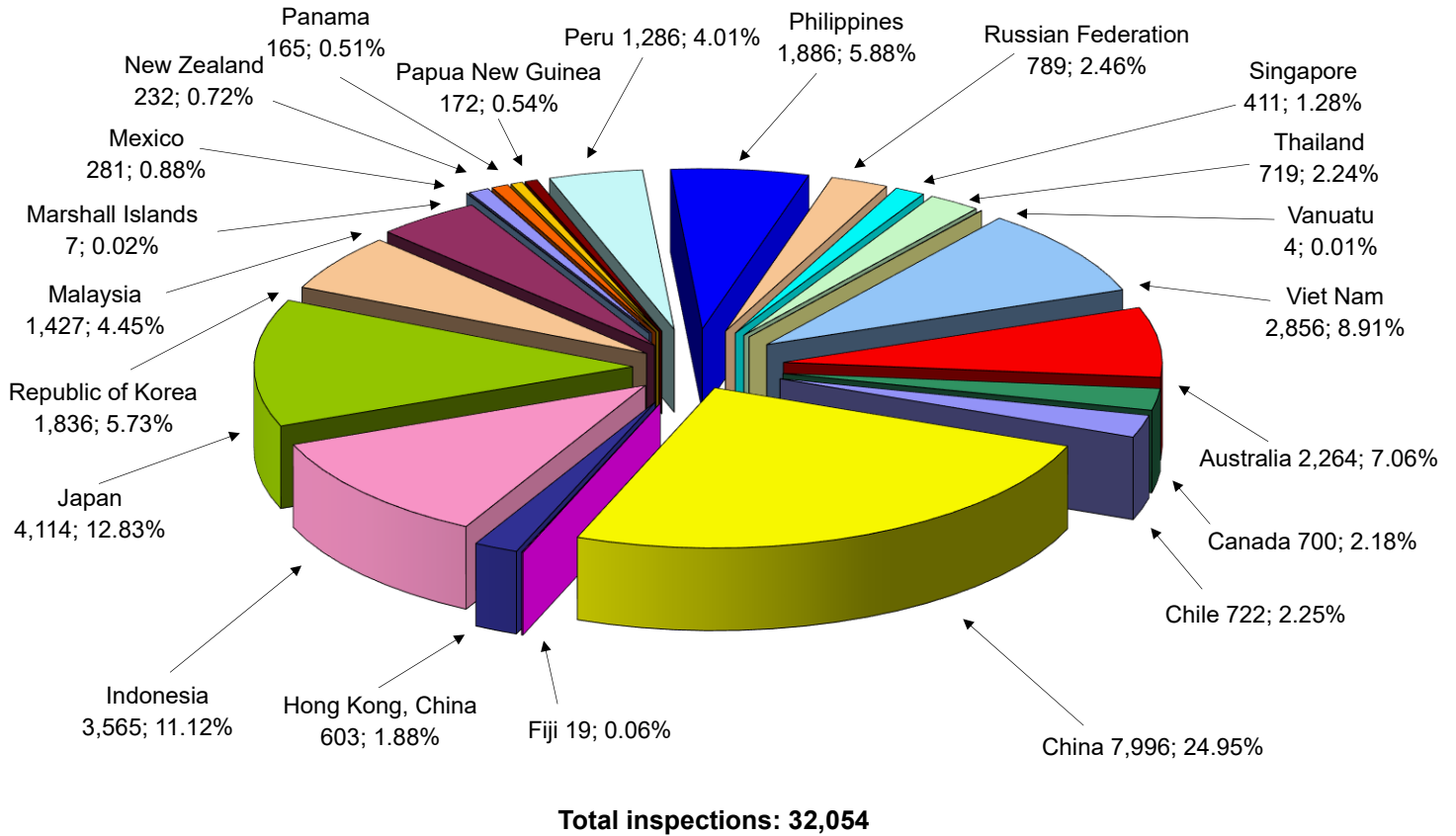


Figure 4: TYPE OF SHIP INSPECTED

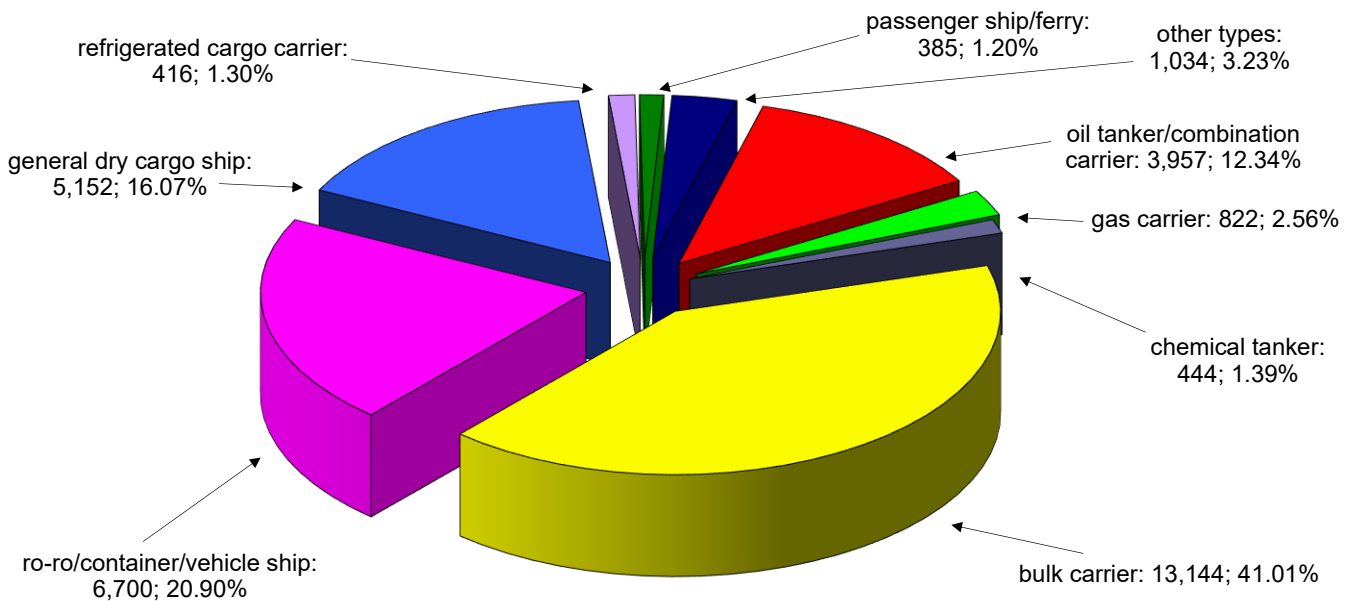
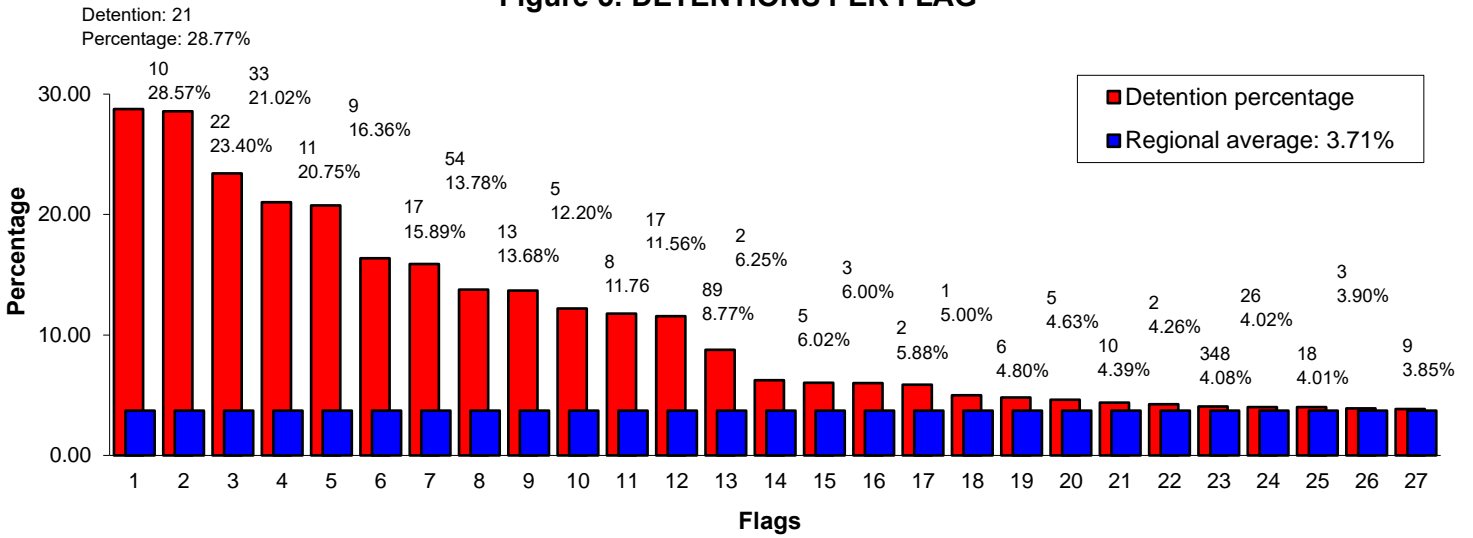


Figure 5: DETENTIONS PER FLAG



Flags:

- | | | | |
|-------------------------|--------------------------|---------------------------|-----------------|
| 1. Cameroon | 2. Saint Kitts and Nevis | 3. Tanzania | 4. Togo |
| 5. Cook Islands | 6. Comoros | 7. Palau | 8. Sierra Leone |
| 9. Mongolia | 10. Vanuatu | 11. Sao Tome and Principe | 12. Bangladesh |
| 13. Belize | 14. Jamaica | 15. Barbados | 16. Gabon |
| 17. Belgium | 18. Guinea-Bissau | 19. United Kingdom (UK) | 20. Netherlands |
| 21. Antigua and Barbuda | 22. Italy | 23. Panama | 24. Bahamas |
| 25. Cyprus | 26. Tuvalu | 27. Indonesia | |

Note: Flags listed above are those flags the ships of which 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 4.

Figure 6: DETENTION PER SHIP TYPE

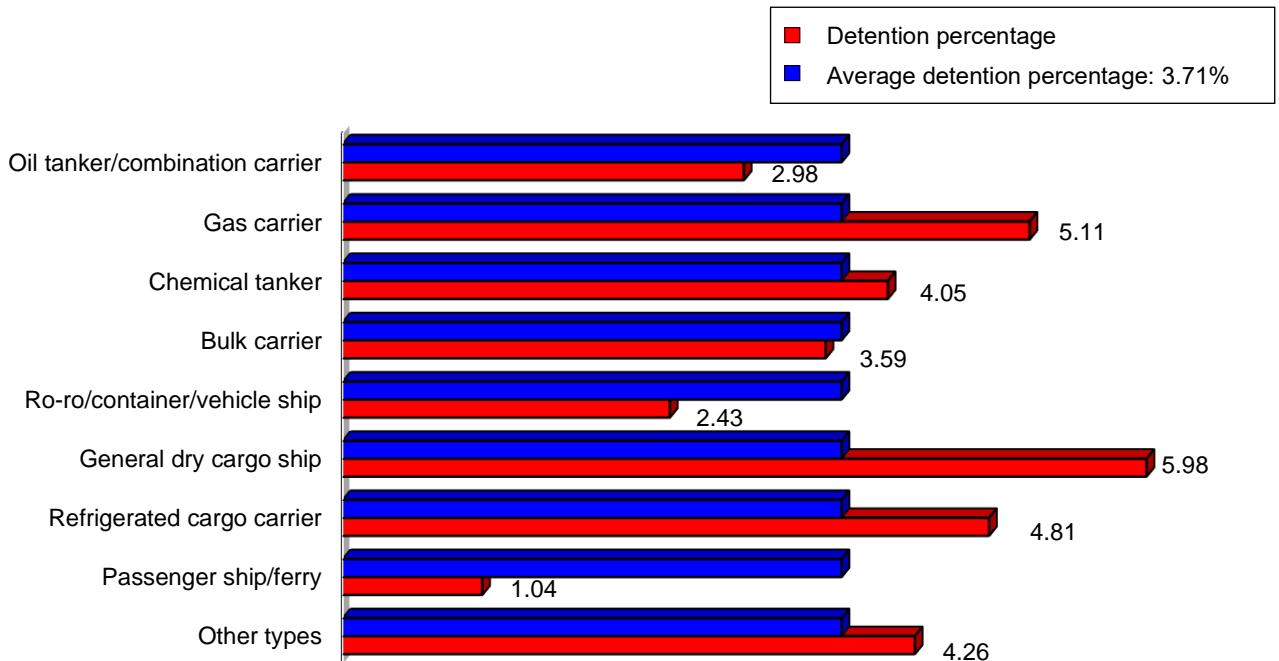


Figure 7: DEFICIENCIES BY MAIN CATEGORIES

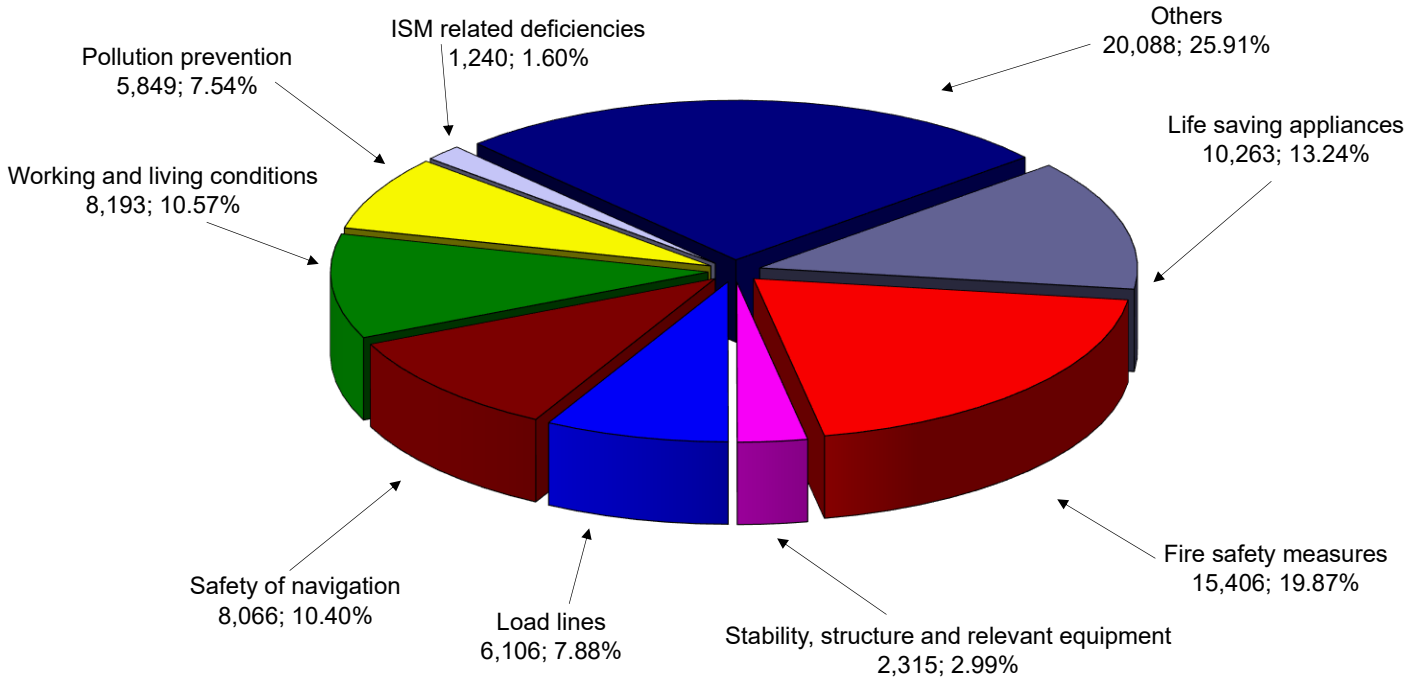
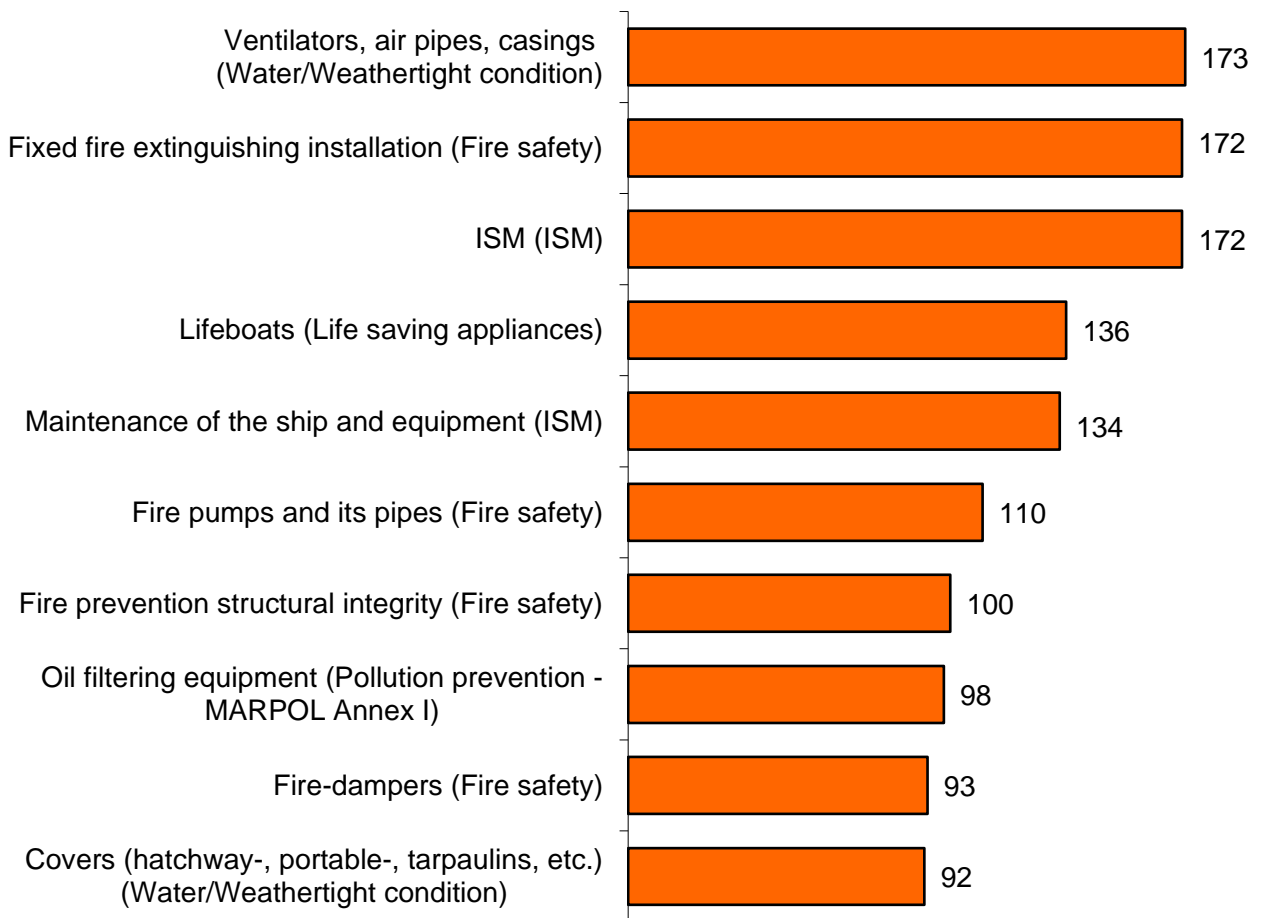


Figure 8: MOST FREQUENT DETAINABLE DEFICIENCIES



OVERVIEW OF PORT STATE CONTROL RESULTS 2014 - 2024

Figure 9: NO. OF INSPECTIONS

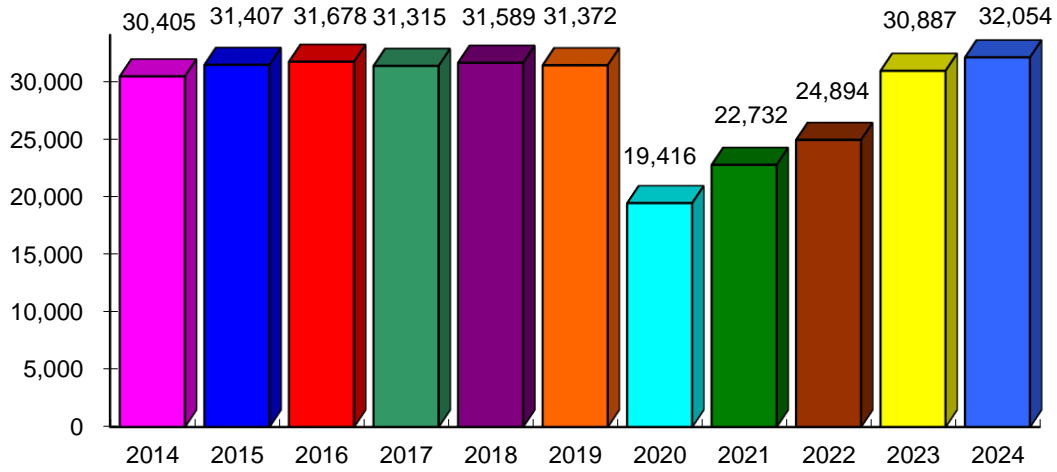


Figure 10: INSPECTION PERCENTAGE

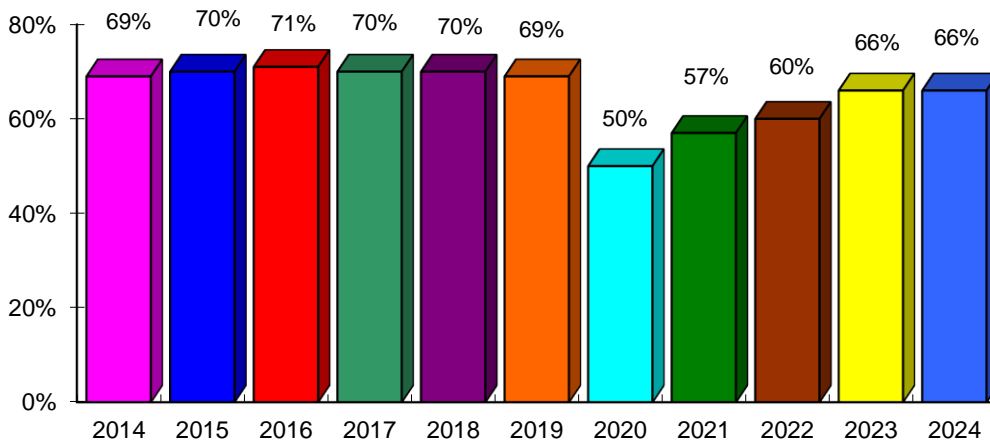


Figure 11: NO. OF INSPECTIONS WITH DEFICIENCIES

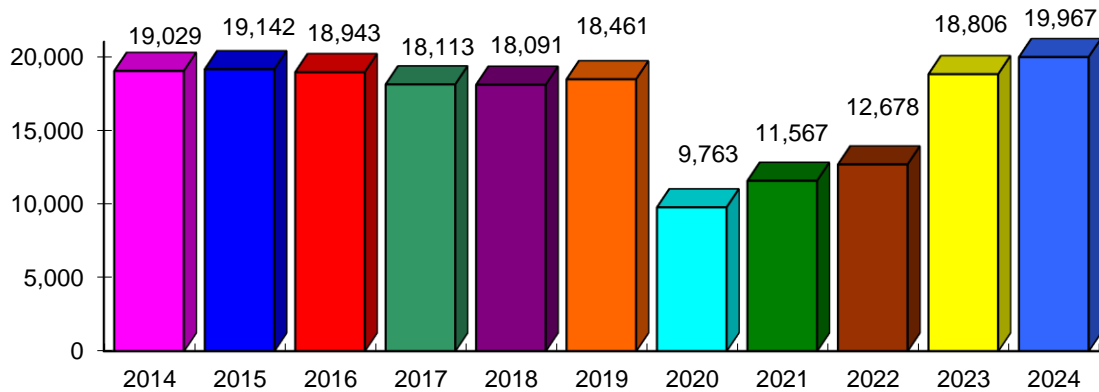


Figure 12: NO. OF DEFICIENCIES

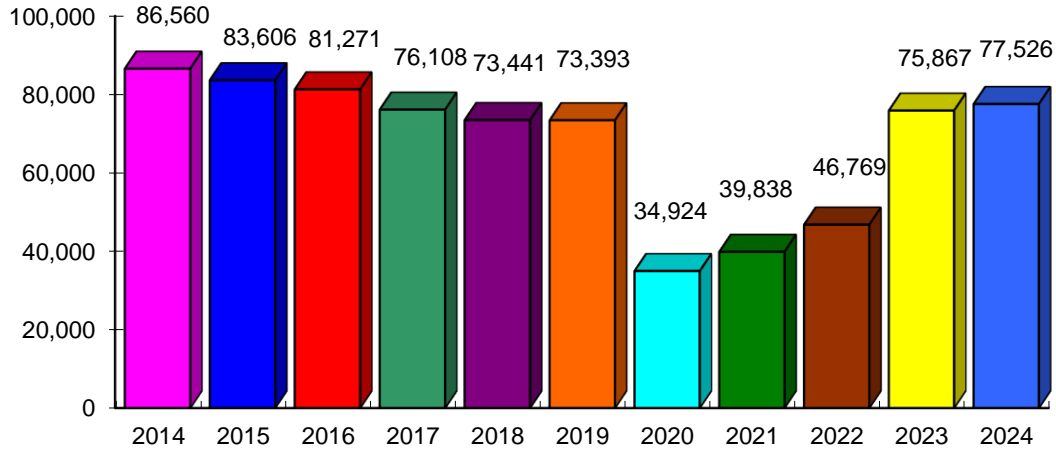


Figure 13: NO. OF DETENTIONS

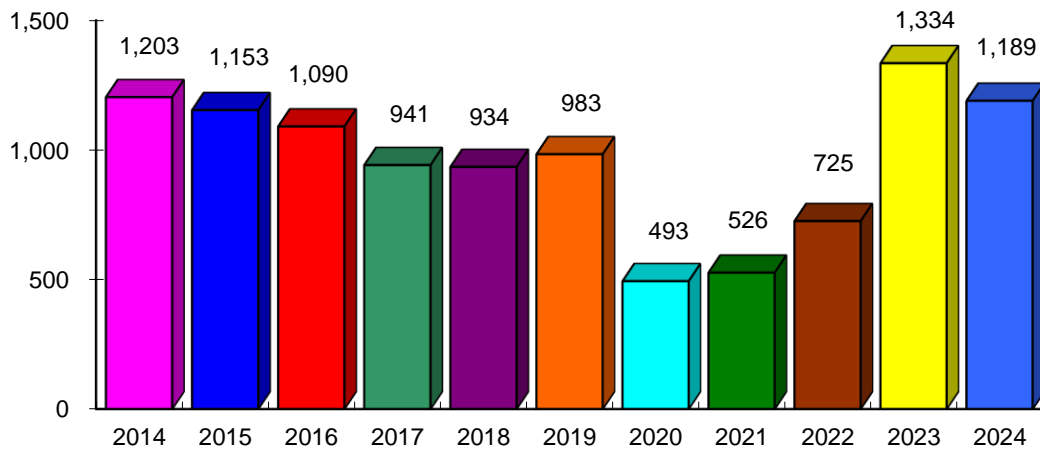
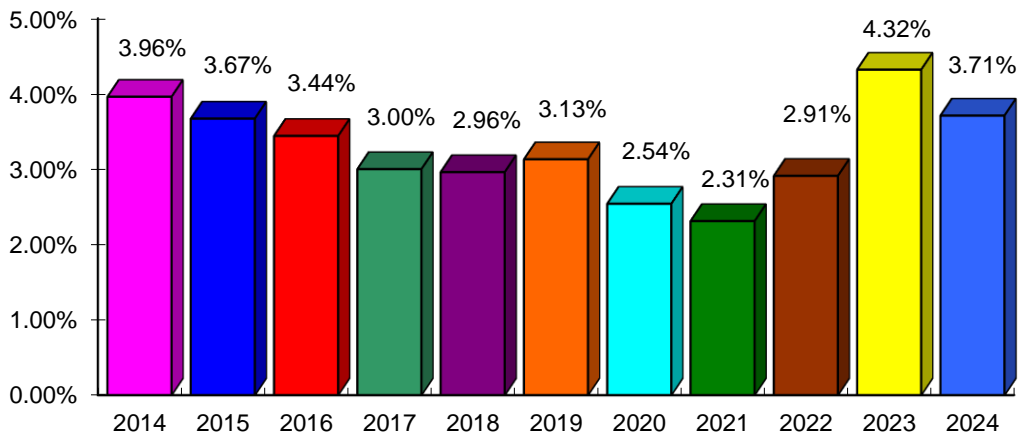


Figure 14: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As of 31 December 2024)

Authority	LOAD LINES 66	LOAD LINES PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88	MARPOL 73/78	STCW 78
Australia	29/07/68	07/02/97	17/08/83	17/08/83	07/02/97	14/10/87	07/11/83
Canada	14/01/70	08/04/10	08/05/78	-	08/04/10	16/11/92	06/11/87
Chile	10/03/75	03/03/95	28/03/80	15/07/92	29/09/95	10/10/94	09/06/87
China	05/10/73	03/02/95	07/01/80	17/12/82	03/02/95	01/07/83	08/06/81
Fiji	29/11/72	28/07/04	04/03/83	28/07/04	28/07/04	08/03/16	27/03/91
Hong Kong, China*	16/08/72	23/10/02	25/05/80	25/11/81	23/10/02	11/04/85	03/11/84
Indonesia	17/01/77	28/11/17	17/02/81	23/08/88	28/11/17	21/10/86	27/01/87
Japan	15/05/68	24/06/97	15/05/80	15/05/80	24/06/97	09/06/83	27/05/82
Republic of Korea	10/07/69	14/11/94	31/12/80	02/12/82	14/11/94	23/07/84	04/04/85
Malaysia	12/01/71	11/11/11	19/10/83	19/10/83	11/11/11	31/01/97	31/01/92
Marshall Islands	26/04/88	29/11/94	26/04/88	26/04/88	16/10/95	26/04/88	25/04/89
Mexico	25/03/70	13/05/94	28/03/77	30/06/83	13/05/94	23/04/92	02/02/82
New Zealand	05/02/70	03/06/01	23/02/90	23/02/90	03/06/01	25/09/98	30/07/86
Panama	13/05/66	17/09/07	09/03/78	14/07/82	17/09/07	20/02/85	29/06/92
Papua New Guinea	18/05/76	-	12/11/80	-	-	25/10/93	28/10/91
Peru	18/01/67	24/06/09	04/12/79	16/07/82	21/08/09	25/04/80	16/07/82
Philippines	04/03/69	24/04/18	15/12/81	24/04/18	06/06/18	15/06/01	22/02/84
Russian Federation	04/07/66	18/08/00	09/01/80	12/05/81	18/08/00	03/11/83	09/10/79
Singapore	21/09/71	18/08/99	16/03/81	01/06/84	10/08/99	01/11/90	01/05/88
Thailand	30/12/92	-	18/12/84	-	-	02/11/07	19/06/97
Vanuatu	28/07/82	26/11/90	28/07/82	28/07/82	14/09/92	13/04/89	22/04/91
Viet Nam	18/12/90	27/05/02	18/12/90	12/10/92	27/05/02	29/05/91	18/12/90
Cambodia	28/11/94	08/06/01	28/11/94	28/11/94	08/06/01	28/11/94	08/06/01
DPR Korea	18/10/89	08/08/01	01/05/85	01/05/85	08/08/01	01/05/85	01/05/85
Macao, China*	18/07/05	11/10/10	20/12/99	20/12/99	24/06/05	20/12/99	18/07/05
Samoa	23/10/79	18/05/04	14/03/97	14/03/97	18/05/04	07/02/02	24/05/93
Solomon Islands	30/06/04	-	30/06/04	18/10/23	18/10/23	30/06/04	01/06/94
Tonga	12/04/77	15/06/00	12/04/77	18/09/03	15/06/00	01/02/96	07/02/95
Entry into force date	21/07/68	03/02/00	25/05/80	01/05/81	03/02/00	02/10/83	28/04/84

* Effective date of extension of instruments.

(As of 31 December 2024)

Authority	COLREG 72	TONNAGE 69	ILO 147**	MLC 2006***	AFS 2001	CLC PROT 92	BWM 2004	BUNKER 2001
Australia	29/02/80	21/05/82	-	21/12/11	09/01/07	09/10/95	07/06/17	16/03/09
Canada	07/03/75	18/07/94	D	15/06/10	08/04/10	29/05/98	08/04/10	02/10/09
Chile	02/08/77	22/11/82	-	22/02/18	06/10/16	29/05/02	-	-
China	07/01/80	08/04/80	-	12/11/15	07/03/11	05/01/99	22/10/18	09/12/08
Fiji	04/03/83	29/11/72	-	21/01/13	08/03/16	30/11/99	08/03/16	08/03/16
Hong Kong, China*	15/07/77	18/07/82	-	06/08/18	15/02/16	05/01/99	13/08/20	22/01/10
Indonesia	13/11/79	14/03/89	-	12/06/17	11/09/14	06/07/99	24/11/15	11/09/14
Japan	21/06/77	17/07/80	D	05/08/13	08/07/03	24/08/94	10/10/14	01/07/20
Republic of Korea	29/07/77	18/01/80	-	09/01/14	24/07/08	07/03/97	10/12/09	28/08/09
Malaysia	23/12/80	24/04/84	-	20/08/13	27/09/10	09/06/04	27/09/10	12/11/08
Marshall Islands	26/04/88	25/04/89	-	25/09/07	09/05/08	16/10/95	26/11/09	09/05/08
Mexico	08/04/76	14/07/72	-	-	07/07/06	13/05/94	18/03/08	-
New Zealand	26/11/76	06/01/78	-	09/03/16	-	25/06/98	09/01/17	04/04/14
Panama	14/03/79	09/03/78	-	06/02/09	17/09/07	18/03/99	19/10/16	17/02/09
Papua New Guinea	18/05/76	25/10/93	-	-	-	23/01/01	-	-
Peru	09/01/80	16/07/82	06/07/04	-	02/07/19	01/09/05	10/06/16	-
Philippines	10/06/13	06/09/78	-	20/08/12	06/06/18	07/07/97	06/06/18	-
Russian Federation	09/11/73	20/11/69	D	20/08/12	19/10/12	20/03/00	24/05/12	24/02/09
Singapore	29/04/77	06/06/85	-	15/06/11	31/12/09	18/09/97	08/06/17	31/03/06
Thailand	06/08/79	11/06/96	-	07/06/16	-	17/07/17	-	-
Vanuatu	28/07/82	13/01/89	-	-	20/08/08	18/02/99	-	20/08/08
Viet Nam	18/12/90	18/12/90	-	08/05/13	27/11/15	17/06/03	24/01/24	18/06/10
Cambodia	28/11/94	28/11/94	-	-	-	08/06/01	-	-
DPR Korea	01/05/85	18/10/89	-	-	21/08/20	13/07/21	-	17/07/09
Macao, China*	20/12/99	18/07/05	-	-	07/03/11	24/06/05	22/10/18	-
Samoa	23/10/79	18/05/04	-	21/11/13	-	01/02/02	-	09/03/09
Solomon Islands	12/03/82	30/06/04	-	-	30/09/24	30/06/04	-	15/10/20
Tonga	12/04/97	12/04/97	-	-	16/04/14	10/12/99	16/04/14	18/09/03
Entry into force date	15/07/77	18/07/82	28/11/81	20/08/13	17/09/08	30/05/96	08/09/17	21/11/08

* 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.

*** MLC 2006 will supersede ILO147 if the Authority ratified both of them.

Table 1a: STATUS OF MARPOL 73/78

(Date of deposit of instruments)

(As of 31 December 2024)

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	07/08/07
Canada	16/11/92	08/08/02	26/03/10	26/03/10	26/03/10
Chile	10/10/94	10/10/94	10/10/94	15/08/08	16/10/06
China	01/07/83	13/09/94	02/11/06	21/11/88	23/05/06
Fiji	08/03/16	-	08/03/16	08/03/16	-
Hong Kong, China*	11/04/85	07/03/95	02/11/06	27/03/96	20/03/08
Indonesia	21/10/86	24/08/12	24/08/12	24/08/12	24/08/12
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	20/04/06
Malaysia	31/01/97	27/09/10	27/09/10	31/01/97	27/09/10
Marshall Islands	26/04/88	26/04/88	26/04/88	26/04/88	07/03/02
Mexico	23/04/92	15/07/22	15/07/22	15/07/98	-
New Zealand	25/09/98	25/09/98	-	25/09/98	26/05/22
Panama	20/02/85	20/02/85	20/02/85	20/02/85	13/05/03
Papua New Guinea	25/10/93	25/10/93	25/10/93	25/10/93	-
Peru	25/04/80	25/04/80	25/04/80	25/04/80	04/12/14
Philippines	15/06/01	15/06/01	15/06/01	15/06/01	24/04/18
Russian Federation	03/11/83	14/08/87	14/08/87	14/08/87	08/04/11
Singapore	01/11/90	02/03/94	01/05/05	27/05/99	08/10/00
Thailand	02/11/07	-	-	17/11/23	-
Vanuatu	13/04/89	22/04/91	15/03/04	22/04/91	15/03/04
Viet Nam	29/05/91	19/12/14	19/12/14	19/12/14	19/12/14
Cambodia	28/11/94	28/11/94	28/11/94	28/11/94	-
DPR Korea	01/05/01	01/05/01	01/05/01	01/05/01	-
Macao, China*	20/12/99	20/12/99	02/11/06	20/12/99	23/05/06
Samoa	07/02/02	07/02/02	07/02/02	07/02/02	18/05/04
Solomon Islands	30/06/04	30/06/04	30/06/04	30/06/04	30/09/24
Tonga	01/02/96	01/02/96	01/02/96	01/02/96	20/03/15
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 2024

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	No. of individual ships inspected (a)	No. of initial and follow-up inspections (b+c)	No. of initial inspections (b)	No. of follow-up inspections (c)	No. of inspections with deficiencies (d)	No. of deficiencies ¹⁾ (e)	No. of detentions ¹⁾ (f)	No. of individual ships visited ²⁾ (g)	Inspection rate (a/g%)	Detention percentage (f/b%)
Australia ³⁾	2,002	3,696	2,264	1,432	1,376	5,957	133	6,111	32.76	5.87
Canada ⁴⁾	679	700	700	0	529	2,945	23	2,083	32.60	3.29
Chile	672	1,510	722	788	478	1,464	16	1,768	38.01	2.22
China	6,179	12,645	7,996	4,649	7,402	31,388	644	18,842	32.79	8.05
Fiji	15	26	19	7	6	50	1	248	6.05	5.26
Hong Kong, China	603	909	603	306	364	1,560	19	1,466	41.13	3.15
Indonesia	2,690	3,901	3,565	336	1,100	2,786	22	9,082	29.62	0.62
Japan	2,999	5,065	4,114	951	2,628	10,699	105	6,913	43.38	2.55
Republic of Korea	1,628	2,614	1,836	778	1,379	5,217	70	10,615	15.34	3.81
Malaysia	1,247	1,648	1,427	221	621	1,893	2	9,795	12.73	0.14
Marshall Islands	7	8	7	1	3	17	1	37	18.92	14.29
Mexico ^{4&5)}	263	296	281	15	23	68	1	1,627	16.16	0.36
New Zealand	207	370	232	138	155	972	20	1,011	20.47	8.62
Panama ⁴⁾	143	180	165	15	50	114	2	3,335	4.29	1.21
Papua New Guinea	139	221	172	49	76	281	2	543	25.60	1.16
Peru	1,161	1,367	1,286	81	53	125	4	1,994	58.22	0.31
Philippines	1,500	2,360	1,886	474	1,331	2,941	9	3,621	41.43	0.48
Russian Federation ⁴⁾	521	1,576	789	787	690	3,776	55	1,139	45.74	6.97
Singapore	386	686	411	275	389	2,227	50	16,121	2.39	12.17
Thailand	626	813	719	94	286	709	7	3,981	15.72	0.97
Vanuatu	4	6	4	2	2	5	1	77	5.19	25.00
Viet Nam	2,284	3,369	2,856	513	1,026	2,332	2	5,636	40.53	0.07
Total	18,655	43,966	32,054	11,912	19,967	77,526	1,189	Regional 28,137	Regional 66%	Regional 3.71%

1) Numbers of deficiencies and detentions do not include those related to security.

2) LLI data for 2024.

3) Data for Australia is also provided to Indian Ocean MOU.

4) Data is only for the Pacific ports.

5) Data for Mexico is for period after obtaining full membership.

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	2,264	3	3	0	0
Canada	700	7	7	0	0
Chile	722	28	28	0	0
China	7,996	231	235	6	0.08
Fiji	19	1	1	0	0
Hong Kong, China	603	43	45	0	0
Indonesia	3,565	23	25	1	0.03
Japan	4,114	171	193	0	0
Republic of Korea	1,836	138	141	2	0.11
Malaysia	1,427	61	70	0	0
Marshall Islands	7	0	0	0	0
Mexico	281	1	1	1	0.36
New Zealand	232	5	6	0	0
Panama	165	2	2	0	0
Papua New Guinea	172	2	2	0	0
Peru	1,286	2	2	0	0
Philippines	1,886	57	67	1	0.05
Russian Federation	789	56	63	2	0.25
Singapore	411	51	52	2	0.49
Thailand	719	26	26	0	0
Vanuatu	4	0	0	0	0
Viet Nam	2,856	21	21	0	0
Total	32,054	929	990	15	Regional 0.05%

Note: Security related data showing in the above table and the tables of deficiency by category are excluded from all other statistical tables and figures in this report.

Table 2b: PORT STATE INSPECTIONS BY CATEGORIES (PHYSICAL & REMOTE)

Authority	Follow-up inspections				Total
	Physical		Remote		
	#	%	#	%	
Australia	1,221	85.27	211	14.73	1,432
Canada	0	0	0	0	0
Chile	613	77.79	175	22.21	788
China	4,298	92.45	351	7.55	4,649
Fiji	7	100.00	0	0.00	7
Hong Kong, China	154	50.33	152	49.67	306
Indonesia	335	99.70	1	0.30	336
Japan	866	91.06	85	8.94	951
Republic of Korea	590	75.84	188	24.16	778
Malaysia	213	96.38	8	3.62	221
Marshall Islands	1	100.00	0	0.00	1
Mexico	13	86.67	2	13.33	15
New Zealand	127	92.03	11	7.97	138
Panama	3	20.00	12	80.00	15
Papua New Guinea	49	100.00	0	0	49
Peru	79	97.53	2	2.47	81
Philippines	473	99.79	1	0.21	474
Russian Federation	636	80.81	151	19.19	787
Singapore	141	51.27	134	48.73	275
Thailand	93	98.94	1	1.06	94
Vanuatu	2	100.00	0	0	2
Viet Nam	513	100.00	0	0	513
Total	10,427	87.53	1,485	12.47	11,912

Table 3: PORT STATE INSPECTIONS PER SHIP RISK PROFILE

Authority	Ship Risk Profile (SRP)				Total No. of inspections
	HRS	SRS	LRS	SRP Unknown	
Australia	574	1,352	336	2	2,264
Canada	153	447	100	0	700
Chile	150	487	85	0	722
China	3,905	3,577	513	1	7,996
Fiji	15	4	0	0	19
Hong Kong, China	219	319	65	0	603
Indonesia	1,203	1,687	666	9	3,565
Japan	1,610	2,106	369	29	4,114
Republic of Korea	683	991	161	1	1,836
Malaysia	553	658	203	13	1,427
Marshall Islands	2	4	1	0	7
Mexico	47	169	65	0	281
New Zealand	87	124	21	0	232
Panama	32	124	9	0	165
Papua New Guinea	74	78	20	0	172
Peru	271	839	176	0	1,286
Philippines	768	907	207	4	1,886
Russian Federation	571	206	10	2	789
Singapore	356	49	4	2	411
Thailand	146	427	145	1	719
Vanuatu	1	2	1	0	4
Viet Nam	1,259	1,313	284	0	2,856
Total	12,679	15,870	3,441	64	32,054

Table 4: PORT STATE INSPECTIONS PER FLAG

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Antigua and Barbuda	228	121	507	10	4.39
Argentina	1	1	5	0	0
Australia	7	2	7	0	0
Bahamas	647	365	1,391	26	4.02
Bangladesh	147	101	435	17	11.56
Barbados	83	40	174	5	6.02
Belgium	34	15	61	2	5.88
Belize	1,015	966	5,029	89	8.77
Bermuda (UK)	36	16	70	0	0
Brazil	3	1	4	0	0
Brunei Darussalam	3	2	11	1	33.33
Bulgaria	1	0	0	0	0
Cameroon	73	64	597	21	28.77
Cayman Islands (UK)	39	23	54	0	0
Chile	4	0	0	0	0
China	1,087	440	1,469	4	0.37
Comoros	55	53	295	9	16.36
Cook Islands	53	45	277	11	20.75
Croatia	10	3	4	0	0
Curacao	2	1	2	0	0
Cyprus	449	250	1,040	18	4.01
Denmark	220	122	406	7	3.18
Djibouti	11	8	47	2	18.18
Dominica	6	0	0	0	0
Ecuador	5	0	0	0	0
Egypt	4	2	5	0	0
Eswatini	6	6	46	2	33.33
Ethiopia	4	4	19	0	0
Falkland Islands (UK) (Malvinas)	2	0	0	0	0
Faroe Islands (Denmark)	2	0	0	0	0
Fiji	2	2	9	1	50.00
France	50	28	68	0	0
Gabon	50	40	191	3	6.00
Gambia	3	3	29	2	66.67
Germany	53	33	86	0	0
Gibraltar (UK)	13	8	30	1	7.69
Greece	191	91	264	3	1.57
Guinea	2	2	17	2	100.00

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Guinea-Bissau	20	15	55	1	5.00
Guyana	12	11	80	4	33.33
Honduras	2	2	17	2	100.00
Hong Kong, China	2,575	1,342	3,798	15	0.58
India	69	40	196	1	1.45
Indonesia	234	165	652	9	3.85
Iran	18	16	128	6	33.33
Isle of Man (UK)	130	70	192	2	1.54
Italy	47	29	107	2	4.26
Jamaica	32	29	123	2	6.25
Japan	179	109	348	3	1.68
Jordan	2	1	4	0	0
Kiribati	9	9	27	1	11.11
Korea, Republic of	999	710	2,625	15	1.50
Kuwait	8	5	35	0	0
Latvia	2	1	6	1	50.00
Liberia	4,436	2,587	9,051	163	3.67
Libya	2	0	0	0	0
Lithuania	3	3	22	1	33.33
Luxembourg	20	8	37	0	0
Malaysia	191	140	519	6	3.14
Maldives	2	2	12	1	50.00
Malta	906	518	1,717	28	3.09
Marshall Islands	3,223	1,736	5,802	78	2.42
Mongolia	95	89	564	13	13.68
Montenegro	3	2	7	0	0
Myanmar	2	2	11	1	50.00
Netherlands	108	65	220	5	4.63
New Zealand	4	4	22	0	0
Niue	15	15	134	2	13.33
Norway	259	129	434	4	1.54
Oman	1	0	0	0	0
Pakistan	7	5	24	0	0
Palau	107	103	658	17	15.89
Panama	8,539	5,738	22,932	348	4.08
Papua New Guinea	1	1	1	0	0
Peru	2	2	5	1	50.00
Philippines	147	70	219	0	0
Poland	1	0	0	0	0
Portugal	353	185	696	11	3.12
Qatar	4	2	12	0	0

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Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Russian Federation	152	147	769	4	2.63
Saint Kitts and Nevis	35	29	190	10	28.57
Saint Vincent and the Grenadines	15	10	61	1	6.67
San Marino	7	6	22	0	0
Sao Tome and Principe	68	67	402	8	11.76
Saudi Arabia	25	19	39	0	0
Seychelles	1	0	0	0	0
Sierra Leone	392	384	2,453	54	13.78
Singapore	2,185	1,030	3,319	21	0.96
Sint Maarten (NL)	7	7	62	3	42.86
South Africa	4	2	7	0	0
Spain	7	3	16	0	0
Sri Lanka	12	12	37	0	0
Sweden	13	9	21	0	0
Switzerland	9	5	15	0	0
Taiwan, China	86	31	66	0	0
Tanzania	94	92	875	22	23.40
Thailand	230	161	463	6	2.61
Togo	157	148	1,084	33	21.02
Türkiye	12	4	12	0	0
Tuvalu	77	55	177	3	3.90
Ukraine	6	5	17	0	0
United Kingdom (UK)	125	74	306	6	4.80
United States of America	61	44	124	1	1.64
Uruguay	1	1	4	1	100.00
Vanuatu	41	32	223	5	12.20
Venezuela	1	1	18	1	100.00
Viet Nam	860	770	2,587	30	3.49
Ship's registration withdrawn	1	1	16	1	100.00
Total	32,054	19,967	77,526	1,189	Regional 3.71

Table 5: 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 %
NLS tanker	22	9	20	1	4.55
Combination carrier	18	6	18	1	5.56
Oil tanker	3,917	2,046	7,582	116	2.96
Gas carrier	822	525	1,784	42	5.11
Chemical tanker	444	278	1,002	18	4.05
Bulk carrier	13,144	7,908	30,169	472	3.59
Vehicle carrier	674	331	995	15	2.23
Container ship	5,889	3,457	11,677	139	2.36
Ro-Ro cargo ship	137	106	463	9	6.57
General cargo/multi-purpose ship	5,152	4,083	18,798	308	5.98
Refrigerated cargo carrier	416	317	1,315	20	4.81
Woodchip carrier	278	128	376	8	2.88
Livestock carrier	37	19	76	0	0
Ro-Ro passenger ship	63	61	288	0	0
Passenger ship	322	152	545	4	1.24
Factory ship	9	8	35	2	22.22
Heavy load carrier	66	40	149	0	0
Offshore service vessel	109	77	265	5	4.59
MODU & FPSO	3	0	0	0	0
High speed passenger craft	21	9	16	0	0
Special purpose ship	55	33	134	1	1.82
Tugboat	177	142	588	8	4.52
Others	279	232	1,231	20	7.17
Total	32,054	19,967	77,526	1,189	3.71

Table 6: 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%
Aegean Register of Shipping	1	0	0	0	0	0
Alfa Register of Shipping	5	2	0	40.00	0	0
Alpha Ship Classification	30	0	0	0	0	0
American Bureau of Shipping	4,186	106	3	2.53	0.07	2.83
Asia Classification Society	14	4	0	28.57	0.00	0
Asia Shipping Certification Services	92	15	2	16.30	2.17	13.33
Biro Klasifikasi Indonesia	186	8	2	4.30	1.08	25.00
Bureau Veritas	4,332	180	11	4.16	0.25	6.11
China Classification Society	3,170	25	0	0.79	0	0
Columbus American Register	2	1	0	50.00	0	0
Cosmos Marine Bureau	138	33	11	23.91	7.97	33.33
CR Classification Society	137	1	0	0.73	0	0
Croatian Register of Shipping	34	4	0	11.76	0	0
Cyprus Bureau of Shipping	4	0	0	0	0	0
Danforth Marinesurvey & Certification Services	1	0	0	0	0	0
DNV AS	7,154	183	4	2.56	0.06	2.19
Dromon Bureau of Shipping	101	14	2	13.86	1.98	14.29
Dutch Lloyd	1	1	0	100.00	0	0
Foresight Ship Classification	59	6	0	10.17	0	0
Hellas Naval Bureau of Shipping S.M.P.C	2	0	0	0	0	0
Hellenic Register of Shipping	4	0	0	0	0	0
Icons Marine Services PTE Ltd	2	0	0	0	0	0
Indian Register of Shipping	199	14	1	7.04	0.50	7.14
Intermaritime Certification Services, S.A.	1,218	81	12	6.65	0.99	14.81
INTERNATIONAL CLASSIFICATION BUREAU CLASS	48	7	1	14.58	2.08	14.29
International Marine Survey Association	5	2	1	40.00	20.00	50
International Maritime Register	21	1	0	4.76	0	0
International Naval Surveys Bureau	15	2	0	13.33	0	0
International Register of Shipping	238	30	3	12.61	1.26	10.00
International Ship Classification	18	2	1	11.11	5.56	50.00
Intertek Maritime Bureau	2	0	0	0	0	0
Iranian Classification Society	15	4	1	26.67	6.67	25.00
Isthmus Bureau of Shipping	699	39	4	5.58	0.57	10.26
Isthmus Maritime Classification Society S.A.	5	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	15	1	0	6.67	0	0

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%
Korea Maritime Transportation Safety Authority	7	0	0	0	0	0
Korea Ship Safety Technology Authority	6	0	0	0	0	0
KOREAN REGISTER	2,901	78	1	2.69	0.03	1.28
Limdal Marine Services	1	0	0	0	0	0
Lloyd's Register	5,094	169	8	3.32	0.16	4.73
M&P Surveyors, S. de R.L. de C.V.	1	0	0	0	0	0
Macosnar Corporation	76	5	1	6.58	1.32	20
Maritime Bureau of Shipping	7	2	2	28.57	28.57	100.00
Maritime Lloyd	2	1	0	50.00	0	0
Maritime Technical Systems and Services	12	0	0	0	0	0
Mediterranean Shipping Register	5	0	0	0	0	0
National Shipping Adjusters Inc	19	4	0	21.05	0	0
Nautx, Ltd	3	0	0	0	0	0
New United International Marine Services Ltd	60	4	0	6.67	0	0
Nippon Kaiji Kyokai	10,318	262	16	2.54	0.16	6.11
Novel Classification Society S.A.	2	1	0	50.00	0	0
Overseas Marine Certification Services	924	68	9	7.36	0.97	13.24
Panama Bureau of Shipping	6	0	0	0	0	0
Panama Classification Bureau	31	4	0	12.90	0	0
Panama Maritime Documentation Services	790	47	8	5.95	1.01	17.02
Panama Shipping Registrar Inc.	56	3	0	5.36	0	0
Phoenix Register of Shipping	54	12	2	22.22	3.70	16.67
Polski Rejestr Statkow	84	7	1	8.33	1.19	14.29
Qualitas Register of Shipping S.A.	18	4	0	22.22	0	0
Registro Brasileiro de Navios de Aeronaves	1	0	0	0	0	0
RINA Services S.p.A.	1,941	105	7	5.41	0.36	6.67
RINAVE Portuguesa	5	0	0	0	0	0
Russian Maritime Register of Shipping	204	11	2	5.39	0.98	18.18
Ship Classification Malaysia	18	0	0	0	0	0
Shipping Register of Ukraine	7	0	0	0	0	0
SingClass International Pte Ltd	9	0	0	0	0	0
Sing-Lloyd	19	0	0	0	0	0
Togo Bureau Shipping	1	0	0	0	0	0
Turkish Lloyd	3	0	0	0	0	0
Union Bureau of Shipping	209	30	9	14.35	4.31	30
United Registration and Classification of Services	4	1	0	25.00	0	0
Universal Maritime Bureau	306	37	9	12.09	2.94	24.32
Universal Register of Shipping Ltd.	2	0	0	0	0	0

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%
Universal Shipping Bureau	2	0	0	0	0	0
Vega Register Inc.	4	1	1	25.00	25.00	100.00
Veritas Register of Shipping	2	0	0	0	0	0
Vietnam Register	880	33	8	3.75	0.91	24.24
Other	191	40	6	20.94	3.14	15

Note: The number of overall inspections and overall detentions is calculated corresponding to each recognized organization (RO) that issued statutory 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 7: DEFICIENCIES BY CATEGORIES

Nature of deficiencies		No. of deficiencies
Certificate & Documentation	Crew Certificates	1,304
	Documents	3,426
	Ship Certificates	1,723
Structural Conditions		2,315
Water/Weathertight conditions		6,106
Emergency Systems		5,040
Radio Communications		1,244
Cargo operations including equipment		699
Fire safety		15,406
Alarms		930
Safety of Navigation		8,066
Life saving appliances		10,263
Dangerous goods		319
Propulsion and auxiliary machinery		5,008
Industrial Personnel		1
Working and Living Conditions	Living Conditions	418
	Working Conditions	1,575
Labour Conditions	Minimum requirements for seafarers	29
	Conditions of employment	535
	Accommodation, recreational facilities, food and catering	1,792
	Health protection, medical care, social security	3,844
Pollution prevention	Anti Fouling	7
	Ballast Water	1,004
	MARPOL Annex I	1,644
	MARPOL Annex II	17
	MARPOL Annex III	10
	MARPOL Annex IV	1,090
	MARPOL Annex V	1,098
MARPOL Annex VI	979	
ISM		1,240
Other		394
Total		77,526
ISPS		990
Grand total		78,516

SUMMARY OF PORT STATE INSPECTION DATA 2022 – 2024

Table 8: BLACK – GREY – WHITE LISTS *

Flag	Inspections 2022-2024	Detentions 2022-2024	Black to Grey Limit	Grey to White Limit	Excess Factor
BLACK LIST					
Cameroon	145	39	16		5.66
Tanzania	146	39	16		5.62
Saint Kitts and Nevis	63	17	8		4.73
Togo	548	99	49		3.81
Cook Islands	118	22	13		3.04
Sierra Leone	1,183	158	98		2.59
Palau	282	42	27		2.53
Iran	52	10	7		2.37
Mongolia	324	44	31		2.21
Belize	2,725	272	213		1.69
Sao Tome and Principe	85	12	10		1.52
Comoros	86	12	10		1.49
Djibouti	30	5	5		1.08
GREY LIST					
Gabon	84	9	10	2	0.86
Vanuatu	99	9	12	2	0.72
Bangladesh	328	26	31	15	0.69
Saint Vincent and the Grenadines	66	6	9	1	0.68
Switzerland	31	3	5	0	0.65
Gibraltar (UK)	40	3	6	0	0.53
Guinea-Bissau	40	3	6	0	0.53
Niue	30	2	5	0	0.48
Kiribati	35	2	5	0	0.42
Sweden	40	2	6	0	0.37
Belgium	95	5	11	2	0.32
Barbados	159	9	17	5	0.32
India	162	9	17	5	0.30
Netherlands	270	15	26	12	0.24
Antigua and Barbuda	627	38	55	33	0.23
Jamaica	78	3	10	1	0.21
United States of America	156	7	17	5	0.16
Luxembourg	51	1	7	0	0.13
Russian Federation	341	16	32	16	0.02
Italy	133	4	15	4	0

Flag	Inspections 2022-2024	Detentions 2022-2024	Black to Grey Limit	Grey to White Limit	Excess Factor
WHITE LIST					
Kuwait	30	0		0	0
Türkiye	50	0		0	-0.04
Tuvalu	251	9		10	-0.24
Indonesia	748	32		40	-0.42
United Kingdom (UK)	349	12		16	-0.47
Bermuda (UK)	97	1		2	-0.59
Malaysia	580	18		30	-0.80
Panama	23,356	995		1,570	-0.84
France	114	1		3	-0.84
Thailand	669	19		35	-0.94
Cyprus	1,221	39		70	-0.94
Germany	159	2		5	-0.94
Saudi Arabia	87	0		2	-0.98
Viet Nam	2,488	84		153	-0.98
Liberia	11,545	415		763	-1.04
Denmark	590	13		31	-1.16
Greece	571	12		29	-1.20
Portugal	924	22		51	-1.20
Cayman Islands (UK)	149	1		5	-1.21
Malta	2,454	67		150	-1.22
Bahamas	1,841	45		110	-1.30
Philippines	425	7		21	-1.30
Norway	752	14		41	-1.37
Isle of Man (UK)	367	5		17	-1.38
Marshall Islands	8,875	227		581	-1.39
Taiwan, China	276	3		12	-1.39
Japan	552	6		28	-1.62
Korea, Republic of	2,705	41		167	-1.68
Singapore	6,081	68		392	-1.88
Hong Kong, China	7,569	67		493	-1.97
China	2,853	11		177	-2.43

- Note:** 1) Flags listed above are those of ships which were involved in 30 or more port State inspections over the 3-year period.
- 2) According to the decision by the Port State Control Committee, flags involving 30-49 port State inspections with nil detentions are listed on top of the White List.

* See explanatory note on page 57.

$p=7\%$

$z_{95\%}=1.645$

$q=3\%$

Table 9: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2022	2023	2024	Total	2022	2023	2024	Total	
Algeria	2	0	0	2	0	0	0	0	0
Antigua and Barbuda	165	234	228	627	12	16	10	38	6.06
Argentina	0	0	1	1	0	0	0	0	0
Australia	2	7	7	16	1	3	0	4	25.00
Bahamas	555	639	647	1,841	9	10	26	45	2.44
Bahrain	1	0	0	1	0	0	0	0	0
Bangladesh	76	105	147	328	2	7	17	26	7.93
Barbados	31	45	83	159	0	4	5	9	5.66
Belgium	24	37	34	95	2	1	2	5	5.26
Belize	774	936	1,015	2,725	69	114	89	272	9.98
Bermuda (UK)	29	32	36	97	0	1	0	1	1.03
Bolivia	3	1	0	4	1	0	0	1	25.00
Brazil	4	7	3	14	0	0	0	0	0
Brunei Darussalam	3	0	3	6	0	0	1	1	16.67
Bulgaria	0	0	1	1	0	0	0	0	0
Cambodia	1	0	0	1	0	0	0	0	0
Cameroon	15	57	73	145	2	16	21	39	26.90
Canada	0	1	0	1	0	0	0	0	0
Cayman Islands (UK)	51	59	39	149	0	1	0	1	0.67
Chile	10	8	4	22	0	0	0	0	0
China	817	949	1,087	2,853	3	4	4	11	0.39
Comoros	4	27	55	86	1	2	9	12	13.95
Cook Islands	27	38	53	118	2	9	11	22	18.64
Croatia	7	6	10	23	0	1	0	1	4.35
Curacao	9	5	2	16	0	0	0	0	0
Cyprus	357	415	449	1,221	7	14	18	39	3.19
Denmark	165	205	220	590	1	5	7	13	2.20
Djibouti	6	13	11	30	1	2	2	5	16.67
Dominica	10	11	6	27	3	4	0	7	25.93
Ecuador	5	15	5	25	0	5	0	5	20.00
Egypt	3	12	4	19	0	3	0	3	15.79
Equatorial Guinea	0	1	0	1	0	0	0	0	0
Eswatini	0	0	6	6	0	0	2	2	33.33
Ethiopia	9	4	4	17	1	0	0	1	5.88
Falkland Islands (UK) (Malvinas)	1	2	2	5	0	0	0	0	0

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Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2022	2023	2024	Total	2022	2023	2024	Total	
Faroe Islands (Denmark)	2	1	2	5	0	0	0	0	0
Fiji	0	0	2	2	0	0	1	1	50.00
Finland	1	0	0	1	0	0	0	0	0
France	29	35	50	114	0	1	0	1	0.88
Gabon	15	19	50	84	2	4	3	9	10.71
Gambia	0	0	3	3	0	0	2	2	66.67
Germany	43	63	53	159	0	2	0	2	1.26
Ghana	1	0	0	1	1	0	0	1	100.00
Gibraltar (UK)	12	15	13	40	2	0	1	3	7.50
Greece	159	221	191	571	1	8	3	12	2.10
Guinea	0	2	2	4	0	0	2	2	50.00
Guinea-Bissau	5	15	20	40	1	1	1	3	7.50
Guyana	7	2	12	21	4	1	4	9	42.86
Honduras	0	0	2	2	0	0	2	2	100.00
Hong Kong, China	2,290	2,704	2,575	7,569	31	21	15	67	0.89
India	27	66	69	162	1	7	1	9	5.56
Indonesia	259	255	234	748	10	13	9	32	4.28
Iran	17	17	18	52	0	4	6	10	19.23
Ireland	1	2	0	3	0	0	0	0	0
Isle of Man (UK)	105	132	130	367	1	2	2	5	1.36
Israel	0	1	0	1	0	0	0	0	0
Italy	40	46	47	133	0	2	2	4	3.01
Jamaica	22	24	32	78	0	1	2	3	3.85
Japan	186	187	179	552	1	2	3	6	1.09
Jordan	1	1	2	4	0	1	0	1	25.00
Kiribati	18	8	9	35	1	0	1	2	5.71
Korea, Democratic People's Republic	0	4	0	4	0	1	0	1	25.00
Korea, Republic of	742	964	999	2,705	10	16	15	41	1.52
Kuwait	7	15	8	30	0	0	0	0	0
Latvia	0	1	2	3	0	0	1	1	33.33
Liberia	2,929	4,180	4,436	11,545	73	179	163	415	3.59
Libya	1	2	2	5	0	0	0	0	0
Lithuania	1	0	3	4	1	0	1	2	50.00
Luxembourg	14	17	20	51	0	1	0	1	1.96
Malaysia	190	199	191	580	10	2	6	18	3.10
Maldives	1	0	2	3	0	0	1	1	33.33
Malta	682	866	906	2,454	8	31	28	67	2.73

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Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2022	2023	2024	Total	2022	2023	2024	Total	
Marshall Islands	2,497	3,155	3,223	8,875	49	100	78	227	2.56
Micronesia, Federated States of	0	1	0	1	0	0	0	0	0
Moldova	1	0	0	1	0	0	0	0	0
Mongolia	107	122	95	324	11	20	13	44	13.58
Montenegro	6	3	3	12	2	1	0	3	25.00
Myanmar	7	3	2	12	0	0	1	1	8.33
Nauru	4	4	0	8	1	2	0	3	37.50
Netherlands	64	98	108	270	2	8	5	15	5.56
New Zealand	2	4	4	10	0	0	0	0	0
Niue	9	6	15	30	0	0	2	2	6.67
Norway	193	300	259	752	2	8	4	14	1.86
Oman	0	1	1	2	0	0	0	0	0
Pakistan	6	8	7	21	0	0	0	0	0
Palau	70	105	107	282	5	20	17	42	14.89
Panama	6,764	8,053	8,539	23,356	243	404	348	995	4.26
Papua New Guinea	1	2	1	4	0	1	0	1	25.00
Peru	1	0	2	3	0	0	1	1	33.33
Philippines	136	142	147	425	2	5	0	7	1.65
Poland	0	2	1	3	0	0	0	0	0
Portugal	247	324	353	924	5	6	11	22	2.38
Qatar	8	6	4	18	0	0	0	0	0
Russian Federation	38	151	152	341	2	10	4	16	4.69
Saint Kitts and Nevis	4	24	35	63	0	7	10	17	26.98
Saint Vincent and the Grenadines	30	21	15	66	2	3	1	6	9.09
San Marino	0	1	7	8	0	0	0	0	0
Sao Tome and Principe	0	17	68	85	0	4	8	12	14.12
Saudi Arabia	26	36	25	87	0	0	0	0	0
Seychelles	0	0	1	1	0	0	0	0	0
Sierra Leone	367	424	392	1,183	35	69	54	158	13.36
Singapore	1,753	2,143	2,185	6,081	30	17	21	68	1.12
Sint Maarten (NL)	0	0	7	7	0	0	3	3	42.86
South Africa	0	2	4	6	0	1	0	1	16.67
Spain	10	4	7	21	0	0	0	0	0
Sri Lanka	3	5	12	20	0	2	0	2	10.00
Sweden	12	15	13	40	0	2	0	2	5.00
Switzerland	5	17	9	31	0	3	0	3	9.68
Taiwan, China	84	106	86	276	2	1	0	3	1.09

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2022	2023	2024	Total	2022	2023	2024	Total	
Tanzania	14	38	94	146	6	11	22	39	26.71
Thailand	195	244	230	669	2	11	6	19	2.84
Togo	201	190	157	548	26	40	33	99	18.07
Türkiye	23	15	12	50	0	0	0	0	0
Tuvalu	93	81	77	251	2	4	3	9	3.59
Ukraine	5	7	6	18	1	0	0	1	5.56
United Kingdom (UK)	97	127	125	349	3	3	6	12	3.44
United States of America	36	59	61	156	2	4	1	7	4.49
Uruguay	0	0	1	1	0	0	1	1	100.00
Vanuatu	22	36	41	99	0	4	5	9	9.09
Venezuela	0	0	1	1	0	0	1	1	100.00
Viet Nam	780	848	860	2,488	15	39	30	84	3.38
Ship's registration withdrawn	0	2	1	3	0	2	1	3	100.00
Total	24,894	30,887	32,054	87,835	725	1,334	1,189	3,248	3.70

Figure 15: COMPARISON OF INSPECTIONS PER SHIP TYPE

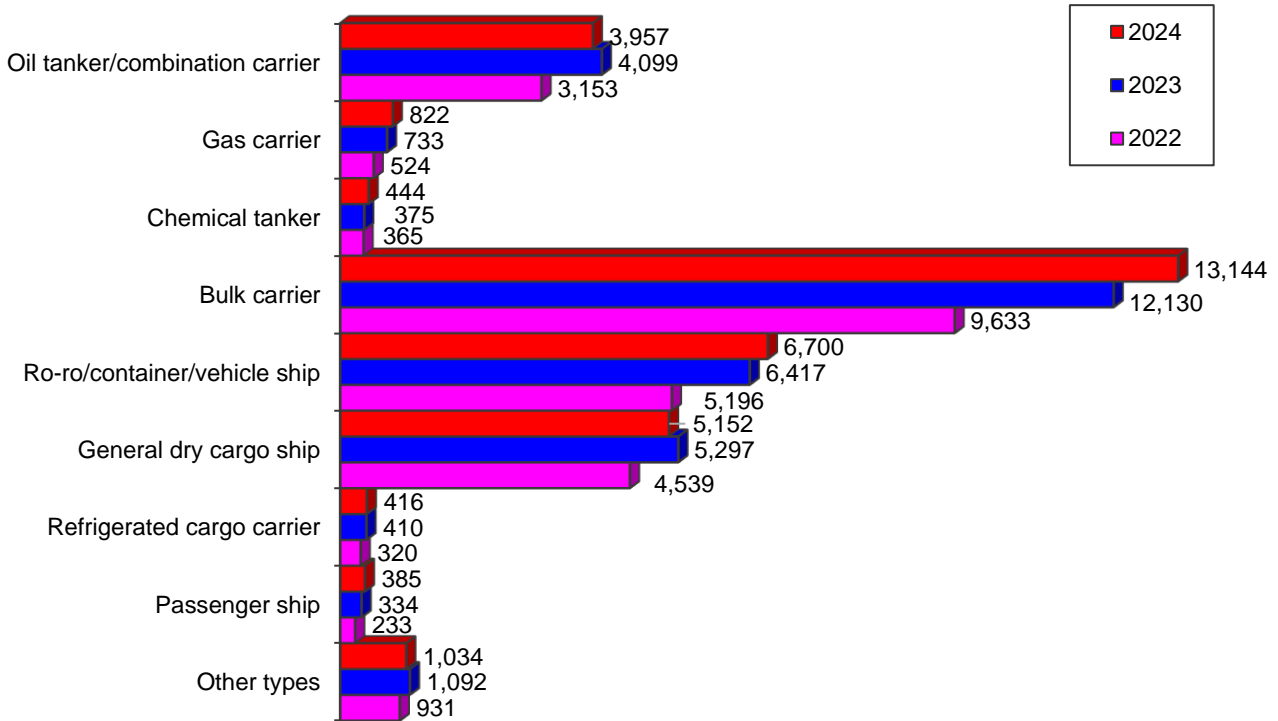


Figure 16: COMPARISON OF DETENTIONS PER SHIP TYPE

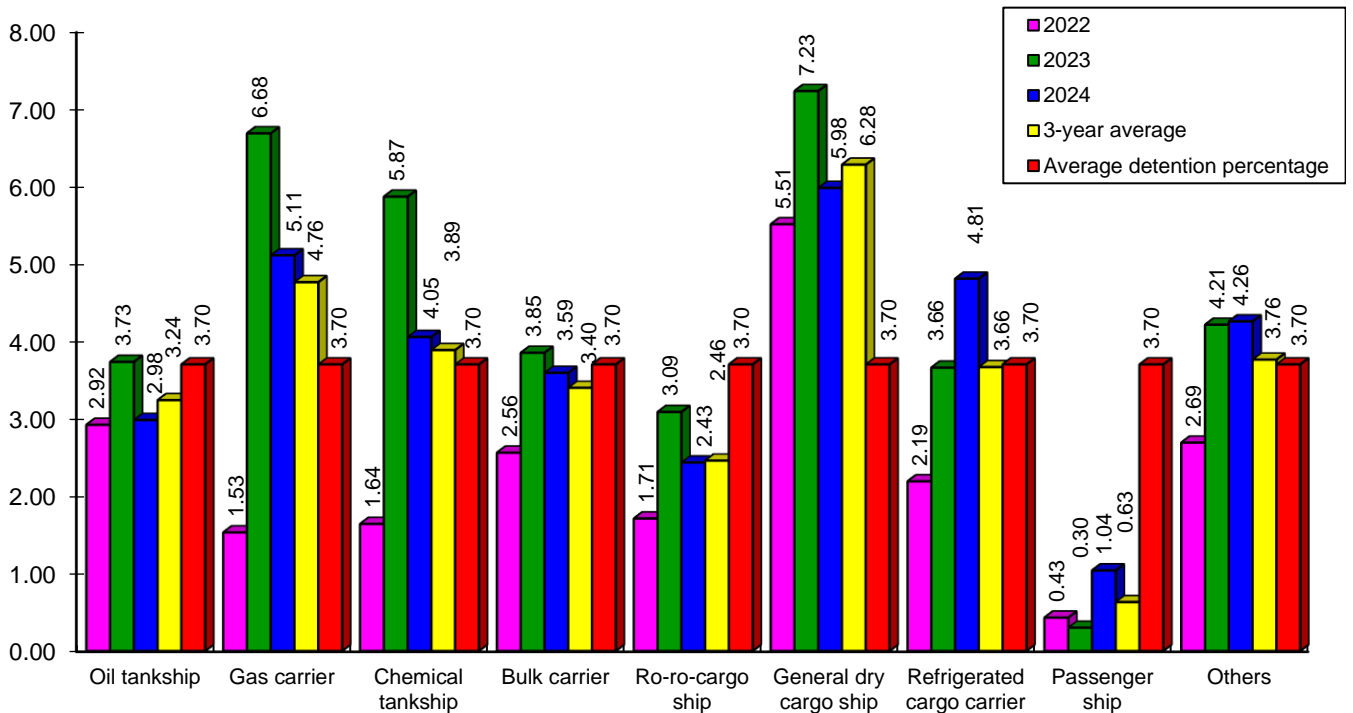
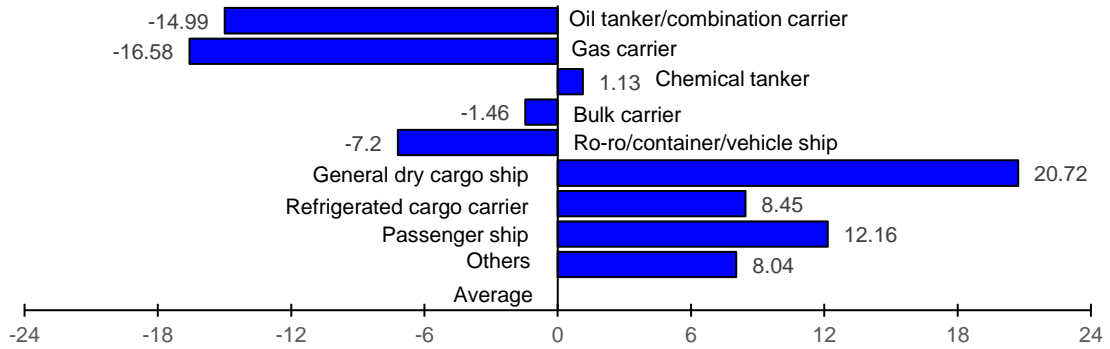


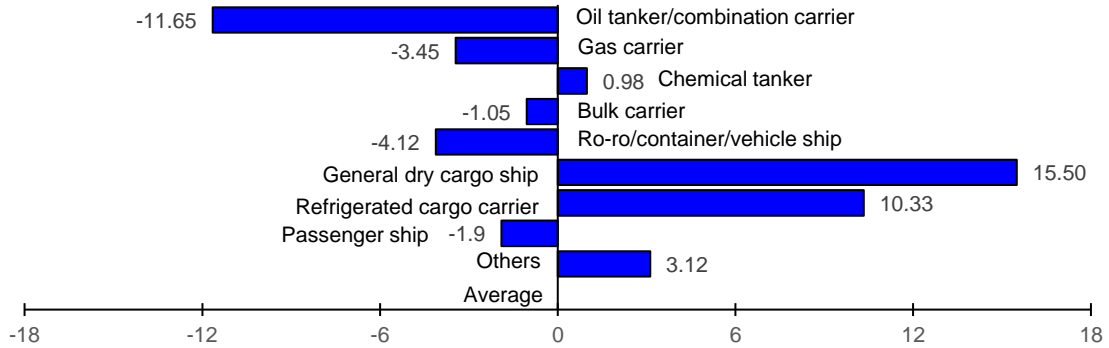
Table 10: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	2022	2023	2024	Total	2022	2023	2024	Total	
NLS tanker	39	39	22	100	2	0	1	3	3.00
Combination carrier	10	17	18	45	0	0	1	1	2.22
Oil tanker	3,104	4,043	3,917	11,064	90	153	116	359	3.24
Gas carrier	524	733	822	2,079	8	49	42	99	4.76
Chemical tanker	365	375	444	1,184	6	22	18	46	3.89
Bulk carrier	9,633	12,130	13,144	34,907	247	467	472	1,186	3.40
Vehicle carrier	661	714	674	2,049	6	12	15	33	1.61
Container ship	4,451	5,615	5,889	15,955	76	174	139	389	2.44
Ro-Ro cargo ship	84	88	137	309	7	12	9	28	9.06
General cargo/multi-purpose ship	4,539	5,297	5,152	14,988	250	383	308	941	6.28
Refrigerated cargo carrier	320	410	416	1,146	7	15	20	42	3.66
Woodchip carrier	249	267	278	794	5	6	8	19	2.39
Livestock carrier	43	43	37	123	0	1	0	1	0.81
Ro-Ro Passenger ship	58	62	63	183	1	1	0	2	1.09
Passenger ship	175	272	322	769	0	0	4	4	0.52
Factory ship	2	5	9	16	1	0	2	3	18.75
Heavy load carrier	47	62	66	175	1	2	0	3	1.71
Offshore service vessel	101	135	109	345	1	8	5	14	4.06
MODU & FPSO	4	6	3	13	0	1	0	1	7.69
High speed passenger craft	26	26	21	73	0	0	0	0	0
Special purpose ship	46	54	55	155	3	2	1	6	3.87
Tugboat	199	187	177	563	6	6	8	20	3.55
Others	214	307	279	800	8	20	20	48	6.00
Total	24,894	30,887	32,054	87,835	725	1,334	1,189	3,248	3.70

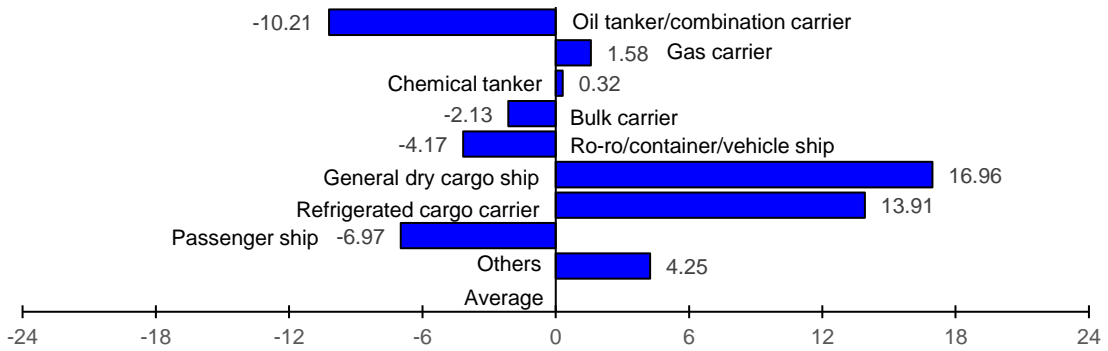
Figure 17: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



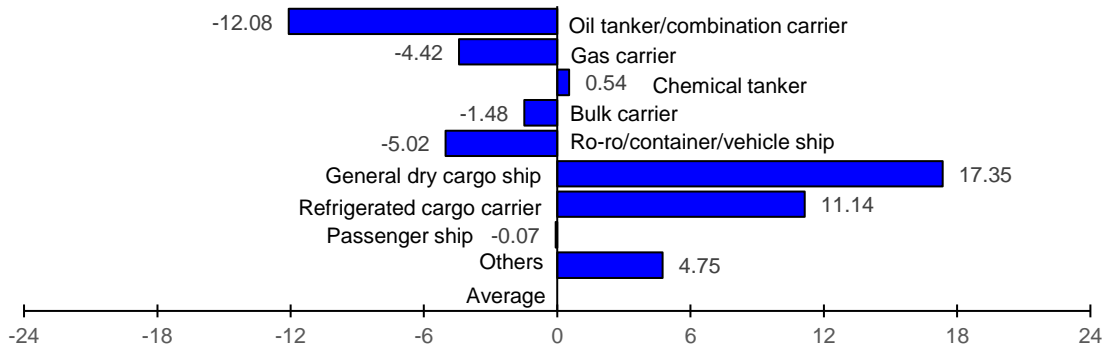
(a) Year 2022



(b) Year 2023



(c) Year 2024



(d) 3-year summary

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

Table 11: INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Type of ship	Number of inspections				Number of inspections with deficiencies				3-year average percentage %
	2022	2023	2024	Total	2022	2023	2024	Total	
Oil tanker/combination carrier	3,153	4,099	3,957	11,209	1,133	2,018	2,061	5,212	46.50
Gas carrier	524	733	822	2,079	180	421	525	1,126	54.16
Chemical tanker	365	375	444	1,184	190	232	278	700	59.12
Bulk carrier	9,633	12,130	13,144	34,907	4,765	7,258	7,908	19,931	57.10
Ro-ro/container/vehicle ship	5,196	6,417	6,700	18,313	2,272	3,643	3,894	9,809	53.56
General dry cargo ship	4,539	5,297	5,152	14,988	3,252	4,046	4,083	11,381	75.93
Refrigerated cargo carrier	320	410	416	1,146	190	292	317	799	69.72
Passenger ship	233	334	385	952	147	197	213	557	58.51
Other types	931	1,092	1,034	3,057	549	699	688	1,936	63.33
Total	24,894	30,887	32,054	87,835	12,678	18,806	19,967	51,451	58.58

Table 12: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2022-2024	No. of overall detentions 2022-2024	No. of RO responsible detentions 2022-2024	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
Aegean Register of Shipping	2	0	0	0	0	0
Alfa Register of Shipping	5	2	0	40.00	0	0
Alpha Ship Classification	100	2	0	2.00	0	0
American Bureau of Shipping	11,456	269	8	2.35	0.07	2.97
Asia Classification Society	31	8	0	25.81	0	0
Asia Shipping Certification Services	255	43	9	16.86	3.53	20.93
Azure Naval Architects BV	1	0	0	0	0	0
Biro Klasifikasi Indonesia	584	28	5	4.79	0.86	17.86
Bolivian Register of Shipping	3	0	0	0	0	0
Bulgarski Koraben Registrar	6	1	0	16.67	0	0
Bureau Veritas	11,999	480	23	4.00	0.19	4.79
China Classification Society	8,527	105	3	1.23	0.04	2.86
Columbus American Register	7	1	0	14.29	0	0
Cosmos Marine Bureau	452	80	17	17.70	3.76	21.25
CR Classification Society	451	5	1	1.11	0.22	20.00
Croatian Register of Shipping	88	7	0	7.95	0	0
Cyprus Bureau of Shipping	15	1	0	6.67	0	0
Danforth Marinesurvey & Certification Services	1	0	0	0	0	0
DNV AS	20,765	537	20	2.59	0.10	3.72
Dromon Bureau of Shipping	282	32	2	11.35	0.71	6.25
Dutch Lloyd	1	1	0	100.00	0	0
Foresight Ship Classification	193	22	6	11.40	3.11	27.27
Global Marine Bureau	1	0	0	0	0	0
Hellas Naval Bureau of Shipping S.M.P.C	14	1	0	7.14	0	0
Hellenic Register of Shipping	14	1	0	7.14	0	0
Horizon International of Naval Surveying and Inspection Bureau, S.A.	1	0	0	0	0	0
Icons Marine Services PTE Ltd	3	0	0	0	0	0
Indian Register of Shipping	463	43	1	9.29	0.22	2.33
Intermaritime Certification Services, S.A.	3,141	234	30	7.45	0.96	12.82
INTERNATIONAL CLASSIFICATION BUREAU CLASS	54	8	1	14.81	1.85	12.50
International Marine Survey Association	11	5	2	45.45	18.18	40.00
International Maritime Register	54	3	0	5.56	0	0
International Naval Surveys Bureau	49	9	0	18.37	0	0
International Register of Shipping	505	74	10	14.65	1.98	13.51
International Ship Classification	85	9	3	10.59	3.53	33.33
Intertek Maritime Bureau	5	0	0	0	0	0
Iranian Classification Society	69	7	1	10.14	1.45	14.29
Isthmus Bureau of Shipping	1,685	118	9	7.00	0.53	7.63
Isthmus Maritime Classification Society S.A.	16	2	0	12.50	0	0
Korea Classification Society (former Josen Classification Society)	63	3	1	4.76	1.59	33.33
Korea Maritime Transportation Safety Authority	18	0	0	0	0	0
Korea Ship Safety Technology Authority	12	0	0	0	0	0
KOREAN REGISTER	7,892	213	11	2.70	0.14	5.16
Limdal Marine Services	4	0	0	0	0	0
Lloyd's Register	13,521	408	20	3.02	0.15	4.90

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

Recognized organization (RO)	No. of overall inspections 2022-2024	No. of overall detentions 2022-2024	No. of RO responsible detentions 2022-2024	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
M&P Surveyors, S. de R.L. de C.V.	2	0	0	0	0	0
Macosnar Corporation	141	12	1	8.51	0.71	8.33
Maritime Bureau of Shipping	18	5	2	27.78	11.11	40.00
Maritime Lloyd	5	1	0	20.00	0	0
Maritime Technical Systems and Services	30	1	0	3.33	0	0
Mediterranean Shipping Register	19	0	0	0	0	0
National Shipping Adjusters Inc	42	7	0	16.67	0	0
Nautx, Ltd	6	0	0	0	0	0
New United International Marine Services Ltd	125	15	1	12.00	0.80	6.67
Nippon Kaiji Kyokai	29,374	785	54	2.67	0.18	6.88
Novel Classification Society S.A.	14	5	0	35.71	0	0
Overseas Marine Certification Services	2,290	191	28	8.34	1.22	14.66
Panama Bureau of Shipping	13	0	0	0	0	0
Panama Classification Bureau	33	4	0	12.12	0	0
Panama Maritime Documentation Services	1,996	140	21	7.01	1.05	15.00
Panama Shipping Registrar Inc.	134	10	0	7.46	0	0
Phoenix Register of Shipping	90	18	2	20.00	2.22	11.11
Polski Rejestr Statkow	203	18	5	8.87	2.46	27.78
Qualitas Register of Shipping S.A.	49	4	0	8.16	0	0
R.J. Del Pan	1	0	0	0	0	0
Registro Brasileiro de Navios de Aeronaves	1	0	0	0	0	0
RINA Services S.p.A.	4,966	246	15	4.95	0.30	6.10
RINAVE Portuguesa	10	0	0	0	0	0
Royal Bureau of Shipping	3	1	0	33.33	0	0
RS Classification Services MON IKE	2	2	0	100.00	0	0
Russian Maritime Register of Shipping	542	32	2	5.90	0.37	6.25
Russian River Register	3	0	0	0	0	0
Ship Classification Malaysia	53	1	1	1.89	1.89	100.00
Shipping Register of Ukraine	19	1	0	5.26	0	0
SingClass International Pte Ltd	18	1	0	5.56	0	0
Sing-Lloyd	56	3	3	5.36	5.36	100.00
Togo Bureau Shipping	1	0	0	0	0	0
Turkish Lloyd	3	0	0	0	0	0
Union Bureau of Shipping	612	98	19	16.01	3.10	19.39
United Maritime Survey	3	0	0	0	0	0
United Registration and Classification of Services	7	2	0	28.57	0	0
Universal Maritime Bureau	729	92	21	12.62	2.88	22.83
Universal Register of Shipping Ltd.	2	0	0	0	0	0
Universal Shipping Bureau	3	0	0	0	0	0
Vega Register Inc.	12	2	1	16.67	8.33	50.00
Veritas Register of Shipping	9	0	0	0	0	0
Vietnam Register	2,559	88	12	3.44	0.47	13.64
Other	421	88	16	20.90	3.80	18.18

See also the note in page 33.

Table 13: PERFORMANCE OF RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2022-2024	No. of RO responsible detentions 2022-2024	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
Cosmos Marine Bureau	452	17	14	4	1.46	Low
Union Bureau of Shipping	612	19	18	6	1.08	
Universal Maritime Bureau	729	21	21	8	0.98	
Asia Shipping Certification Services	255	9	9	1	0.97	Medium
Foresight Ship Classification	193	6	8	0	0.79	
International Ship Classification	85	3	4	0	0.75	
Polski Rejestr Statkow	203	5	8	0	0.62	
Phoenix Register of Shipping	90	2	4	0	0.54	
International Register of Shipping	505	10	16	4	0.49	
Korea Classification Society (former Joson Classification Society)	63	1	4	0	0.44	
Iranian Classification Society	69	1	4	0	0.42	
New United International Marine Services Ltd	125	1	6	0	0.26	
Macosnar Corporation	141	1	6	0	0.22	
Dromon Bureau of Shipping	282	2	10	1	0.08	
Biro Klasifikasi Indonesia	584	5	18	6	-0.15	
Overseas Marine Certification Services	2,290	28	57	34	-0.32	
Panama Maritime Documentation Services	1,996	21	51	29	-0.48	
Intermaritime Certification Services, S.A.	3,141	30	76	49	-0.70	
Russian Maritime Register of Shipping	542	2	17	5	-0.77	
CR Classification Society	451	1	14	4	-0.85	
Indian Register of Shipping	463	1	15	4	-0.88	
Isthmus Bureau of Shipping	1,685	9	44	24	-1.06	
Vietnam Register	2,559	12	63	39	-1.28	
RINA Services S.p.A.	4,966	15	116	83	-1.59	
Bureau Veritas	11,999	23	266	214	-1.77	
Nippon Kaiji Kyokai	29,374	54	627	548	-1.79	
KOREAN REGISTER	7,892	11	179	137	-1.82	
Lloyd's Register	13,521	20	298	243	-1.82	
DNV AS	20,765	20	449	382	-1.89	

Recognized organization (RO)	No. of overall inspections 2022-2024	No. of RO responsible detentions 2022-2024	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
American Bureau of Shipping	11,456	8	254	204	-1.91	
China Classification Society	8,527	3	192	149	-1.95	

- Note: 1) In this table, only recognized organizations (RO) that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Black-Grey-White List. However, the values for P and Q are adjusted to P=2% and Q=1%.
- 2) ROs involving 60-179 inspections with zero detention are not included in this table.

Figure 18: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

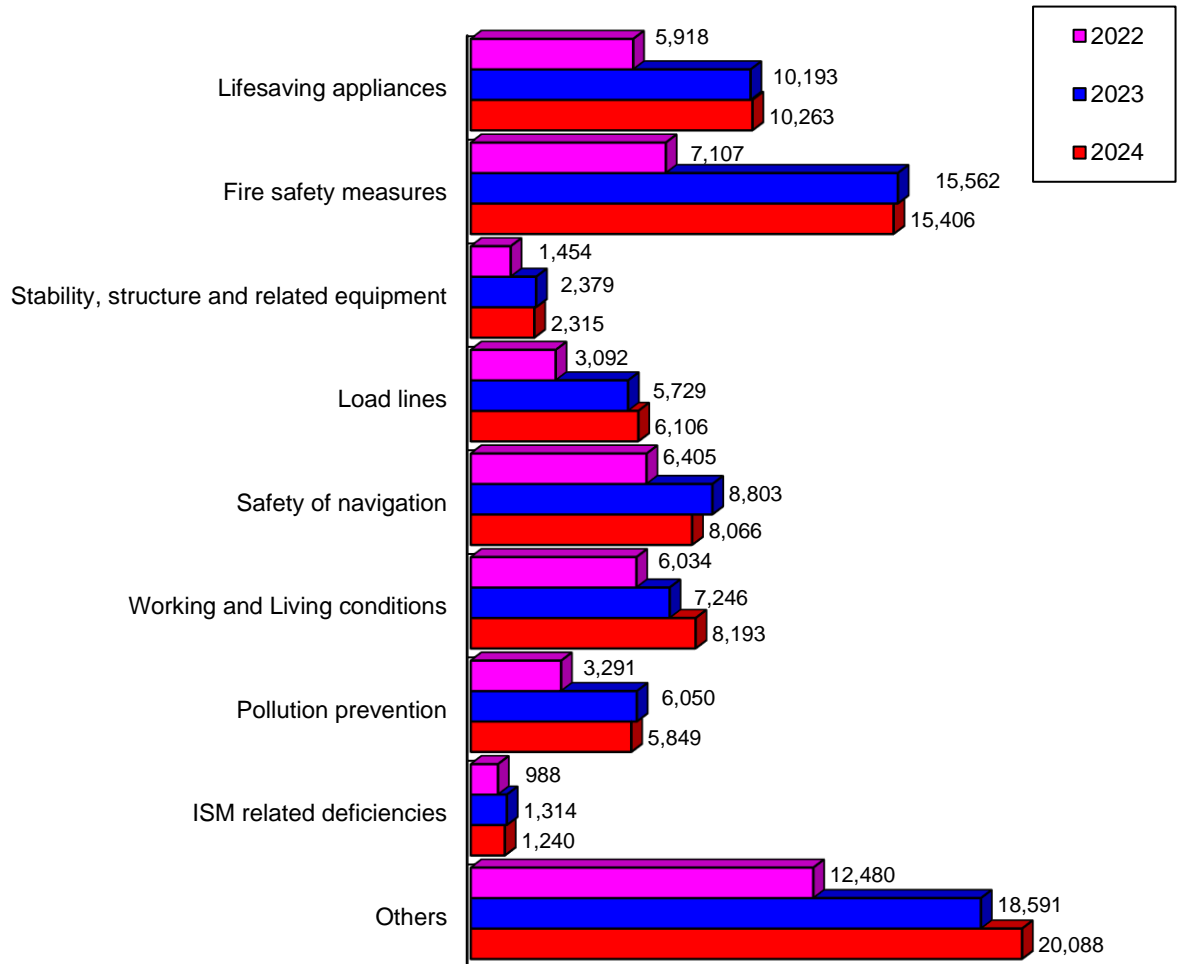


Table 14: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency		Number of deficiencies		
		2022	2023	2024
	Crew Certificates	877	920	1,304
Certificate & Documentation	Documents	2,571	3,219	3,426
	Ship Certificates	1,038	1,398	1,723
	Structural Conditions	1,454	2,379	2,315
Water/Weathertight conditions		3,092	5,729	6,106
Emergency Systems		3,418	5,102	5,040
Radio Communications		964	1,353	1,244
Cargo operations including		488	641	699
Fire safety		7,107	15,562	15,406
Alarms		367	841	930
Safety of Navigation		6,405	8,803	8,066
Life saving appliances		5,918	10,193	10,263
Dangerous goods		48	218	319
Propulsion and auxiliary		2,337	4,449	5,008
Industrial Personnel		-	-	1
Working and Living Conditions	Living Conditions	323	428	418
	Working Conditions	1,412	1,676	1,575
Labour Conditions	Minimum requirements for seafarers	22	28	29
	Conditions of employment	385	304	535
	Accommodation, recreational facilities, food and catering	1,245	1,400	1,792
	Health protection, medical care, social security	2,647	3,410	3,844
Pollution prevention	Anti Fouling	7	13	7
	Ballast Water	686	1,190	1,004
	MARPOL Annex I	766	1,649	1,644
	MARPOL Annex II	18	24	17
	MARPOL Annex III	9	12	10
	MARPOL Annex IV	490	1,198	1,090
	MARPOL Annex V	1,003	1,176	1,098
	MARPOL Annex VI	312	788	979
ISM		988	1,314	1,240
Other		372	450	394
Total		46,769	75,867	77,526
ISPS		802	1,066	990
Grand total		47,571	76,933	78,516

Figure 19: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

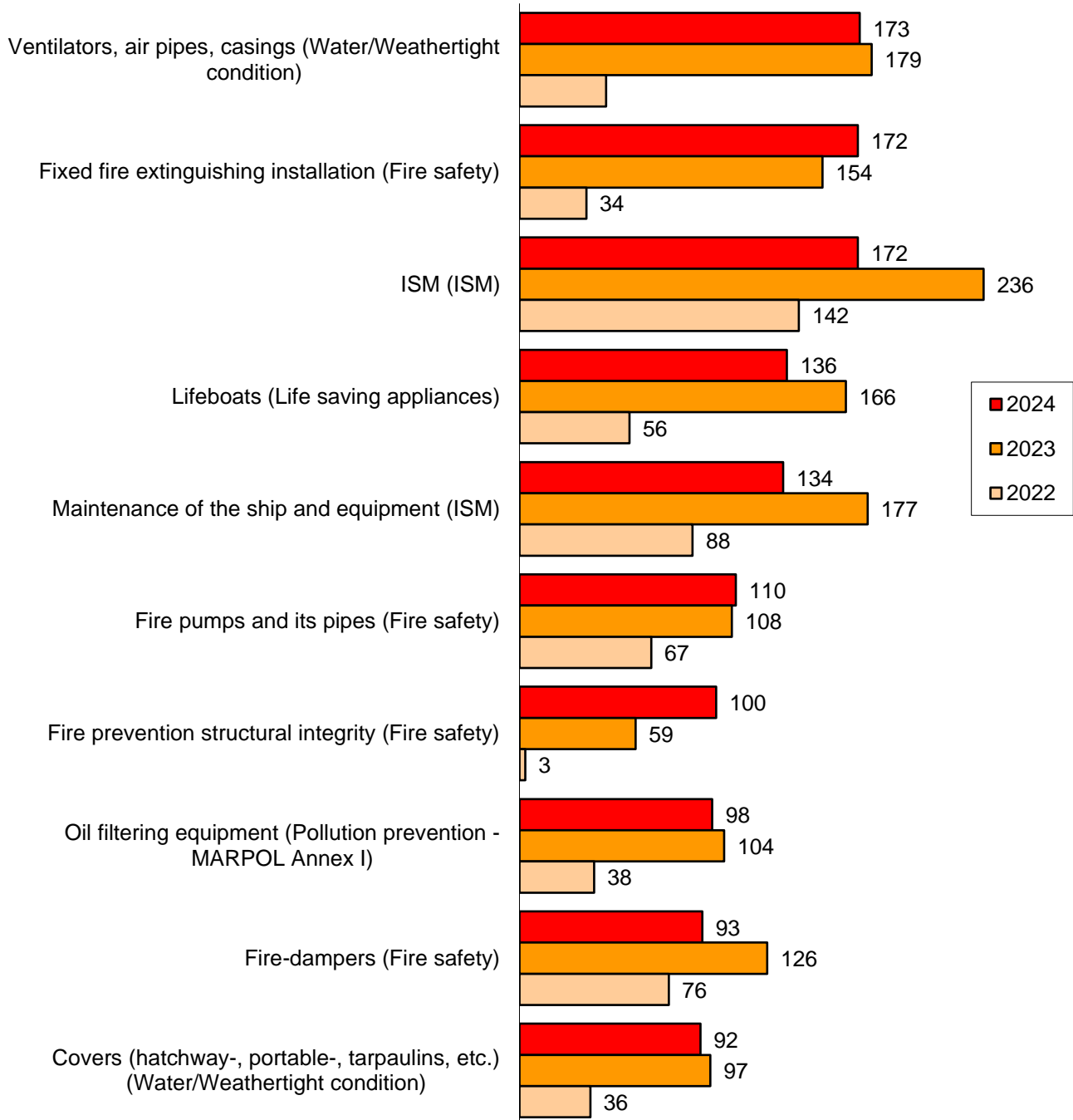


Table 15: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

No.	Most frequent deficiencies	Year		
		2022	2023	2024
1	Ventilators, air pipes, casings (Water/Weathertight condition)	44	179	173
2	Fixed fire extinguishing installation (Fire safety)	34	154	172
3	ISM (ISM)	142	236	172
4	Lifeboats (Life saving appliances)	56	166	136
5	Maintenance of the ship and equipment (ISM)	88	177	134
6	Fire pumps and its pipes (Fire safety)	67	108	110
7	Fire prevention structural integrity (Fire safety)	3	59	100
8	Oil filtering equipment (Pollution prevention - MARPOL Annex I)	38	104	98
9	Fire-dampers (Fire safety)	76	126	93
10	Covers (hatchway-, portable-, tarpaulins, etc.) (Water/Weathertight condition)	36	97	92

Table 16: LIST OF UNDER-PERFORMING SHIPS

IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
1019046 ¹	HOPE STAR	Sierra Leone	6226626	9
1019046 ¹	HOPE STAR	Cameroon	6226626	9
8341113	HONG SEN 6	Togo	6156081	3
8356950 ²	POLAR NIGHT	Sierra Leone	5727981	3
8356950 ²	POLAR NIGHT	Sierra Leone	6449579	3
8357370 ¹	STAR WISDOM	Belize	6326078	12
8357370 ¹	STAR WISDOM	Sao Tome and Principe	6326078	12
8358142 ³	KAI TONG 18	Sierra Leone	6253617	3
8358142 ³	KAI TONG 18	Belize	6351310	3
8591354	AN SHUN 1	Belize	6351531	3
8651855 ¹	NEW SILK ROAD 1	Belize	5645691	5
8651855 ¹	NEW SILK ROAD 1	Sao Tome and Principe	5645691	5
8672744	HE SHENG SHUN 29	Panama	6346504	5
8738768 ¹	XIN QUAN	Belize	6347649	4
8738768 ¹	XIN QUAN	Sao Tome and Principe	6347649	4
8740967 ³	JIN MING 68	Belize	6313576	6
8740967 ³	JIN MING 68	Tanzania	6323921	6
8746789	FIVE STAR	Sierra Leone	6375964	9
8747616	JIN HONG DA 17	Mongolia	6407118	4
8912807 ⁴	TESSA	Mongolia	5922741	3
8912807 ⁴	PACIFIC RAY	Dominica	6235669	3
9000883	SEA OPERA	Cameroon	6341653	4
9014119 ⁵	SOFIA 3	Comoros	6203527	4
9014119 ⁵	VANIA	Palau	6203527	4
9014456 ²	NEXO	Panama	6180722	4
9014456 ²	NEXO	Panama	5760769	4
9085091 ²	ORIENTAL DRAGON	Belize	5736503	5
9085091 ²	ORIENTAL DRAGON	Belize	6152044	5
9109172 ¹	CHANG PING	Sierra Leone	5410145	7
9109172 ¹	CHANG PING	Mongolia	5410145	7
9118410 ¹	PRIMROSE 6969	Belize	6359978	5
9118410 ¹	PRIMROSE 6969	Panama	6359978	5
9119062 ¹	MASAKAZU	Togo	6372165	12
9119062 ¹	MASAKAZU	Tanzania	6372165	12
9128843	BAOSHAN RICH	Togo	6012469	6
9150406 ²	BIG LILLY	Marshall Islands	5305159	1

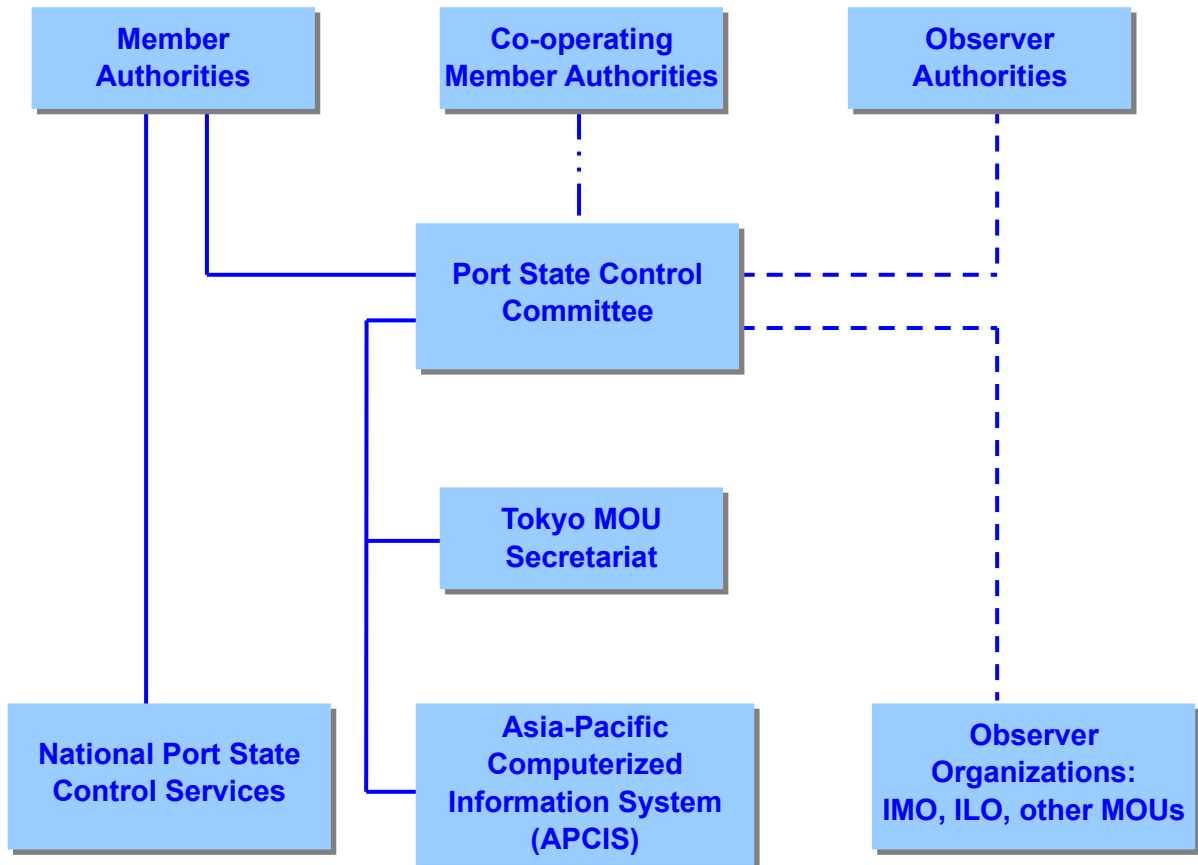
IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
9150406 ²	BIG LILLY	Marshall Islands	1425464	1
9154622 ⁶	JING RUN	Belize	6234949	5
9154622 ⁶	NEW SAILING 5	Belize	5736503	5
9155482 ⁴	GENG HAI	Sierra Leone	6226661	5
9155482 ⁴	GENG HAI	Panama	6226661	5
9155482 ⁴	GENG HAI	Panama	0622666	5
9155482 ⁴	FU QIANG	Sierra Leone	6153612	5
9167617	BAIKAL	Sierra Leone	6329894	10
9172636	GAS COMMERCE	Panama	5646876	2
9187708	MONA KH	Panama	5785701	5
9188788 ⁵	JAL GAMINI	Togo	6197054	3
9188788 ⁵	PUTRI SAMUDRA	Palau	6197054	3
9221449	DORIS	Cameroon	6034998	11
9222481	NVL SIRIUS	Panama	5733282	1
9237503	FESCO SOFIA	Liberia	6370416	5
9301378 ⁴	RELI HOPE	Sao Tome and Principe	6387061	6
9301378 ⁴	JIN YANG 18	Panama	6387061	6
9301378 ⁴	JIN YANG 18	Panama	6087478	6
9314569	SHENG SHI 569	Palau	6074711	1
9352767	U BOOTES	Togo	6102281	7
9373163	JIN DONG 9	Belize	6269524	2
9376672 ¹	GUO SHUN	Togo	6219859	3
9376672 ¹	GUO SHUN	Sierra Leone	6219859	3
9379167 ¹	GUO HONG	Sao Tome and Principe	6219859	8
9379167 ¹	GUO HONG	Sierra Leone	6219859	8
9395953	ZIM BALTIMORE	Liberia	6025195	3
9396036 ⁴	SUN RICH	Tanzania	6458621	2
9396036 ⁴	JIA YUE	Panama	6059682	2
9404900	PVT NEPTUNE	Viet Nam	5356851	12
9452804	DOCOMO	Cook Islands	1648236	5
9489170	OBROVAC	Bahamas	0099854	3
9493585	YPSOS	Panama	5818391	1
9512434 ¹	SUNGARI	Tanzania	5519245	2
9512434 ¹	SUNGARI	Togo	5519245	2
9518593 ³	XIN HAI 788	Belize	5925777	5
9518593 ³	XIN HAI 788	Sao Tome and Principe	6347649	5
9524229	WAKABA	Panama	5109957	2
9542257	SILVER STAR	Sierra Leone	5728980	2

IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
9573995	QUANG VINH 89	Viet Nam	6213404	1
9580364²	AMIGO II	Liberia	5659188	2
9580364²	AMIGO II	Liberia	5266703	2
9624275	MAERSK ARAS	Panama	5556793	2

1. The ship changed flag.
2. The ship changed company.
3. The ship changed flag and company.
4. The ship changed name, flag and company.
5. The ship changed name and flag.
6. The ship changed name and company.

ANNEX 3

ORGANIZATIONAL STRUCTURE OF THE TOKYO MOU



EXPLANATORY NOTE ON THE BLACK – GREY – WHITE LISTS

The Port State Control Committee adopted the same method as used by the Paris MOU for assessment of performance of flags. 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:

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

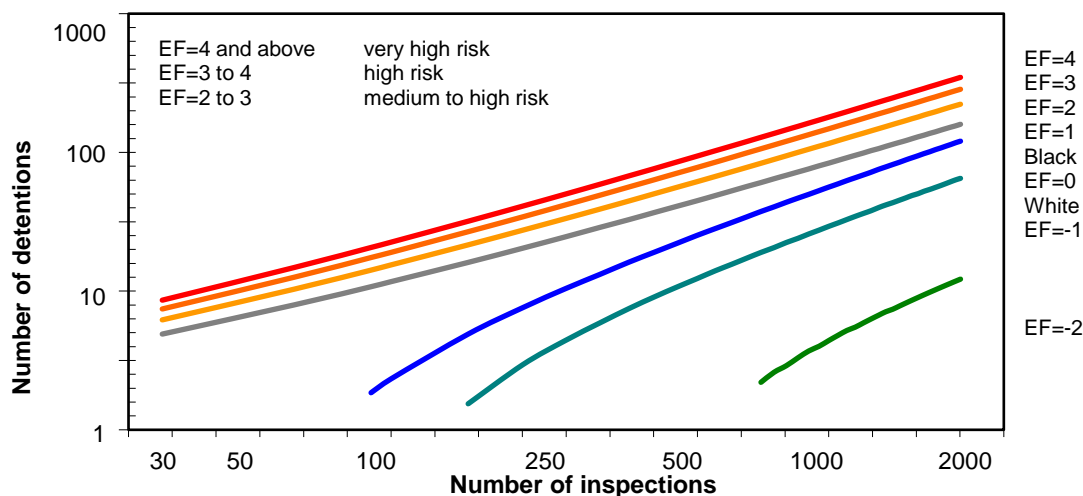
$$u_{white - to - grey} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

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 number 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.



TOKYO MOU SECRETARIAT

The Secretariat of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU Secretariat) 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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