

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

2023



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FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2023**.

Year 2023 is the 30th anniversary of the establishment of the Tokyo MOU. We are very proud of the significant development and the great achievements attained by the Tokyo MOU over the last 30 years. Taking this opportunity, we would like to congratulate the Port State Control Committee, the Authorities of the Tokyo MOU and all PSC officers for dedicated efforts, valuable contributions and devoted work. In addition, we would like to welcome Mexico for becoming the 22nd member Authority of the Tokyo MOU in this memorial year.

The Tokyo MOU has accumulated experiences and confidence for developing and maintaining its activities in the previous 30 years and gained the potential for responding to the challenges in the everchanging circumstances. The Tokyo MOU renews its determination to attain our objective – elimination of substandard shipping in our region and will continue to improve and enhance its activities and to collaborate with other regions, international organizations and the industry to promote maritime safety and security, protection of the marine environment and the maintenance of working and living conditions onboard for seafarers in the coming years.

It is encouraging to note that, upon downgrading the COVID-19 pandemic from the Public Health Emergency of International Concern (PHEIC), all activities of the Tokyo MOU are almost fully recovered to pre-pandemic levels. Meanwhile, the extended impact and after-effect from the COVID-19 pandemic to shipping becomes an important and serious issue to be dealt with continuously and monitored closely. As highlighted in the last Annual Report, concerns had been raised on the notable increase of detention rate relating to the insufficient maintenance of ships. The same findings and data are observed on increased detention rate, increased propulsion and auxiliary machinery deficiencies, increased detainable deficiencies on ISM and increased RO responsible detentions. It is also necessary to point out that, as the after-effect of the pandemic, the number of under-performing ships have increased considerably. The Tokyo MOU will continue to call attention of the industry to improve the situation.

This Annual Report provides the outline of port State control activities and developments in the Tokyo MOU in 2023. The report also includes port State control statistics and analysis on the

results of inspections carried out by member Authorities during the year.

Finally, we would like to extend our sincere thanks to the Port State Control Committee, member Authorities and all PSC officers for the devoted efforts made, the valuable cooperation rendered and the respectable work done, which are of paramount important and indispensable for achieving the objective of the Tokyo MOU.



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 twenty-ninth issue and covers port State control activities and developments in the 2023 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 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 2023

Year 2023 is the 30th anniversary of the establishment of the Tokyo MOU. During the past three decades, the number of member Authorities has doubled and the number of inspections conducted annually has increased by four times since the inception of the Tokyo MOU. The Tokyo MOU has been uniquely successful in developing and implementing comprehensive technical cooperation programmes in which more than 4,000 PSC officers in the region have participated. The Tokyo MOU, through its effective and successful operation, has played important role for the elimination of substandard shipping in the region, which has been proved by the decreased trend of casualty rate and its strong correlation with the detention rate, a key effectiveness indicator for PSC inspections. The Tokyo MOU is proud of the developments and achievements made over the 30 years.

Following the announcement by WHO for downgrading the COVID-19 pandemic from the Public Health Emergency of International Concern (PHEIC) in May 2023, the Tokyo MOU deactivated the interim measures relating to the COVID-19 pandemic soon after. From then, all the activities of the Tokyo MOU are almost returned to normal. It is encouraging that the number of inspections in 2023 have recovered to the same level as the period of pre-pandemic. On the other hand, the Tokyo MOU has raised its high attention to after-effects of the pandemic, especially the continuous increase of detention rate since 2021 and the issue of failures due to insufficient maintenance of ships.

The concentrated inspection campaign (CIC) on Fire Safety was conducted from 1 September to 30 November 2023 jointly with the Paris MoU. During the CIC period, a total of 8,273 PSC inspections were conducted by the member Authorities, of which 7,190 (86.91%) were with a CIC inspection. A total of 2,860 CIC-related deficiencies were found on 1,287 ships representing 17.90% of the CIC inspections. The highest compliance was observed on means of control for power ventilation of machinery spaces operable from two grouped positions with 99.69% positive result, which indicates a high level of compliance in this area. The highest levels of non-compliance were found on fire drills, where 8.44% of those drills, witnessed as part of the CIC, were unsatisfactory. 88 ships subject to the CIC inspection were detained as a direct result of the campaign. Comparing the 1.22% CIC related detention rate and the 3.77% overall detention rate during the period, the outcome of the CIC indicates a high level of compliance with fire safety areas related to the CIC.

THE PORT STATE CONTROL COMMITTEE

The thirty-fourth meeting of the Port State Control Committee (PSCC34) was held in Yokohama from 30 October to 2 November 2023 with hybrid participation. The meeting was hosted by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan. The meeting was chaired by Mr. Kenny Crawford, Deputy Chief Executive Technical Advice and Support, Maritime New Zealand.

PSCC34 was attended by the member Authorities of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam; a co-operating member Authority of Mexico; and observers of Cambodia, Macao (China), Samoa, Solomon Islands, the United States Coast Guard, the Black Sea MOU, the Indian Ocean MOU, the Mediterranean MOU, the Paris MoU, the Riyadh MOU, the Viña del Mar Agreement, ILO and IMO.

The Committee celebrated the 30th Anniversary of the Tokyo MOU. The Committee was informed of the booklet '30 years of Tokyo MOU', which is published on the Tokyo MOU website (<https://www.tokyo-mou.org/doc/30thAnniversaryofTokyoMOU.pdf>). A commemorative ceremony was held to celebrate the success and achievements of the Tokyo MOU during the past thirty years. Acknowledging continuous understanding and support provided by the Nippon Foundation, the Committee decided to send a letter of appreciation signed officially under the name of the Chair of the Committee and the Secretary to Dr. Sasakawa Yohei, Chairman of the Nippon Foundation for his continuous

understanding and support to the activities of the Tokyo MOU.

The Committee considered the application for full membership by Mexico, which had completed the term as a co-operating member Authority. The Committee also considered and reviewed the report of a fact-finding mission that confirmed the compliance with the qualitative membership criteria by Mexico. In accordance with provision of the Memorandum, the Committee unanimously agreed to accept Mexico as the 22nd member Authority.

The Committee noted the effective implementation of measures on under-performing ships and agreed to add the name of the RO which issued the statutory certificates other than the DoC to the under-performing ship in the list of under-performing ships published on the website. The Committee further discussed and considered the matter of development of criteria for publication of high performance and poor performance companies. The Committee established an intersessional group to develop the criteria.

The Committee established a new intersessional group with the task to oversee the proactive review and update of procedures and guidelines based on the development and amendments of the relevant instruments.

The Committee considered and approved the report on the Concentrated Inspection Campaign (CIC) on STCW in 2022. The Committee was informed of the smooth proceeding of the 2023 CIC on Fire Safety. The Committee also reviewed and approved in principle the arrangement and preparation for the joint CIC on Crew Wages and Seafarer Employment Agreement under MLC in 2024.

The Committee considered and adopted the amendments to the Strategic Plan, Strategic Directions and Action plan for empowering the Tokyo MOU to meet the new challenges and difficult situations proactively and effectively. The Committee considered and approved the new framework and the new format of list of follow-up action items emanating from the 3rd Joint Ministerial Declaration. The Committee



The thirty-fourth Committee meeting, Yokohama, October-November 2023.

reviewed and updated the list of follow-up action items.

The Committee was informed of further discussions done by the intersessional group on new inspection regime (NIR) and instructed the group to continue the work during the intersessional period. The Committee considered the work done by the intersessional group on fishing vessels. As the result, the Committee approved the provisional guidance on procedures for PSC of fishing vessels and agreed the plan for the operational test of the fishing vessel database.

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

- approval of the Guidelines on PSC under the IGC code and the Guidelines for inspection of electronic records relating to MARPOL and other conventions;
- development of the draft guidelines for the International Code of Safety for Ships Carrying Industrial personnel (IP Code);
- consideration of issues raised by the industry organizations and issues for the attention of the industry organizations during the forum with the industry;
- awarding the winner of the deficiency photo of the year;
- consideration of enhancing accessibility and availability of the Tokyo MOU PSC data; and
- establishment of intersessional group for consideration of the measures relating to PSC database backup.

The thirty-fifth meeting of the Port State Control Committee will be held in Republic of Korea from 11 to 14 November 2024.

TECHNICAL WORKING GROUP (TWG)

The seventeenth meeting of the Technical Working Group (TWG17) was held in Yokohama, Japan, from 26 to 27 October 2023 in the hybrid mode, prior to PSCC34. TWG17 meeting was chaired by Mr. Hu Ronghua, Deputy Director, Division of Ship Registry and Supervision, Shanghai Maritime Safety Administration (MSA) of China.

The TWG meeting 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 distance learning programmes (IG-DLP), Intersessional Group on Electronic Check of Certificate and Records (IG-ECR) and Intersessional Group on IGC Code (IG-IGC);
- 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.

Following the resignation of Mr. Phan Nguyen Hai Ha of Viet Nam (the current Vice-Chair), the meeting elected Mr. Mohd Zamzuri Bin Othman (Malaysia) as the new Vice-Chair for the remaining term of the office.

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;
- 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 eleventh general training course for PSC officers was held from 17 April to 7 September 2023, which was organized jointly by IMO and the Tokyo MOU. This was the first general training course with physical participation since the outbreak of the COVID-19 in 2020. A total of 22 PSC officers participated in the training course. Fourteen of them were from the Tokyo MOU region: China, Fiji, Hong Kong (China), Indonesia, Republic of Korea, Malaysia, Panama, Papua New Guinea, Peru, Philippines, Solomon Islands, Thailand, Vanuatu and Viet Nam. Seven of them were invited by IMO, one each from the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU,



Training course for PSC officers



Onboard training

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 a 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 class room 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). Then, participants, upon completion of the pre-learning course, 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, a technical visit to a life-raft service station was also arranged.

The thirtieth seminar for PSCOs was held via virtual means on 11 and 12 July 2023, which was the first seminar, focussing on the CIC of the year, convened in accordance with the revised integrated strategy plan for technical cooperation programmes. Participants from Authorities of Australia, Cambodia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Democratic People's Republic of Korea, Republic of Korea, Macao (China), Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Solomon Islands, Thailand, Vanuatu and Viet Nam attended the seminar. Representatives from Guinea representing the Abuja MOU, from Guyana and Jamaica representing the Caribbean MOU, from Myanmar representing the Indian Ocean MOU, from Israel and Malta representing the Mediterranean MOU, from Saudi Arabia and Bahrain representing the Riyadh MOU and from Argentina and Uruguay representing the Viña del Mar Agreement also participated in the seminar. Experts from China and Canada, and the APCIS Manager delivered presentations on results of 2022 CIC on STCW, introduction of 2023 CIC on Fire Safety and Reporting CIC results to APCIS respectively.

The ninth specialized training course (STC9) was held via virtual means from 7 to 9 March 2023. The course pertained to Bulk Carrier Safety. The course was coordinated and organized by the Tokyo MOU Secretariat. Participants from Authorities of Australia, Cambodia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of

Korea, Macao (China), Malaysia, Marshall Islands, New Zealand Panama, Papua New Guinea, Peru, Russian Federation, Singapore, Thailand and Viet Nam attended the course. In addition, South Africa representing the Abuja MOU, Turkey representing the Black Sea MOU, Antigua and Barbuda representing the Caribbean MOU, South Africa representing the Indian Ocean MOU and Bahrain representing the Riyadh MOU took part in the course. Experts from Transport Canada, Viterro Pacific Terminal and the Tokyo MOU Secretariat provided lectures on the relevant topics.

Five expert missions were carried out in 2023, in the normal face-to-face style. The first mission was conducted in Port Vila, Vanuatu, from 15 to 19 May 2023 by experts from Australia and New Zealand. The second mission was carried out in Suva, Fiji, from 14 to 21 September 2023 by experts from Japan. The third mission was delivered in Penang, Malaysia, from 9 to 13 October 2023 by experts from Japan. The fourth mission was carried out in Manila, Philippines, from 9 to 13 October 2023 by experts from Australia. The fifth mission was conducted in Lima, Peru, from 11 to 15 December 2023 by experts from Canada.

PSCO exchanges were resumed in 2023. Three exchanges were completed, namely: one officer from Republic of Korea was dispatched to New Zealand, one officer from Canada to Chile and one officer from Australia to Canada.

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 Flag State Implementation (FSI) Sub-Committee and Implementation of IMO Instruments (III) Sub-Committees since 2006. The Tokyo MOU Secretariat participated in the ninth session of III Sub-Committee which was held from 31 July to 4 August 2023. Furthermore, the Tokyo MOU, represented by the Chair of the PSC Committee, the Secretariat and the APCIS Manager, participated in the eighth IMO Workshop for PSC MoU/Agreement Secretaries, Database Managers and Chairpersons, held from 14 to 16 November 2023.

In support of inter-regional collaboration on port State control, the Tokyo MOU has obtained observer status in and granted the same to all nine 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 2022, the Tokyo MOU Secretariat attended the 56th meeting of the Paris MoU PSC Committee held from 15 to 19 May 2023 in Kranj, Slovenia.

In addition, the Tokyo MOU Secretariat participated virtually in the 23rd meeting of the Black Sea MOU PSC Committee held from 25 to 28 April 2023, the 28th meeting of the Caribbean MOU PSC Committee on 29 and 30 June 2023 and the 28th meeting of the Viña del Mar Agreement PSC Committee from 5 to 8 September 2023.

PORT STATE CONTROL UNDER THE TOKYO MOU, 2023

INSPECTIONS

In 2023, 30,887 inspections, involving 18,298 individual ships, were carried out on ships registered under 101 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 physical and remote initial and follow-up inspections conducted by Authorities. Out of 30,887 inspections, there were 18,806



Winner of Deficiency Photo of the Year – 2023
(Ship type: Container ship;
Date: 08/02/2023; Port: Brisbane, QLD)



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier;
Date: 08/02/2023; Port: Hong Kong)

inspections where ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 27,544*, the inspection rate in the region was approximately 66%** in 2023 (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.

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

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

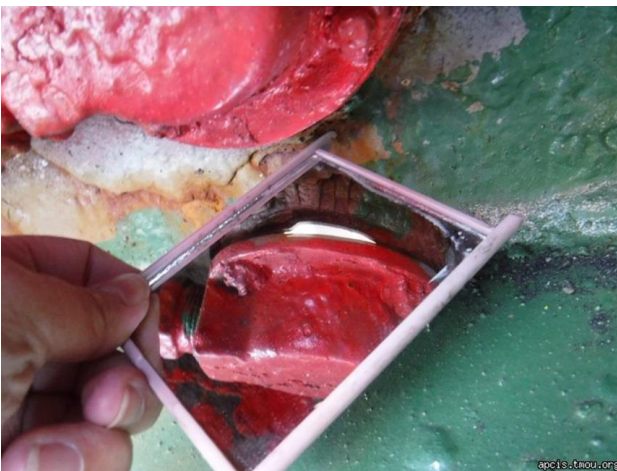
DETENTIONS

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.

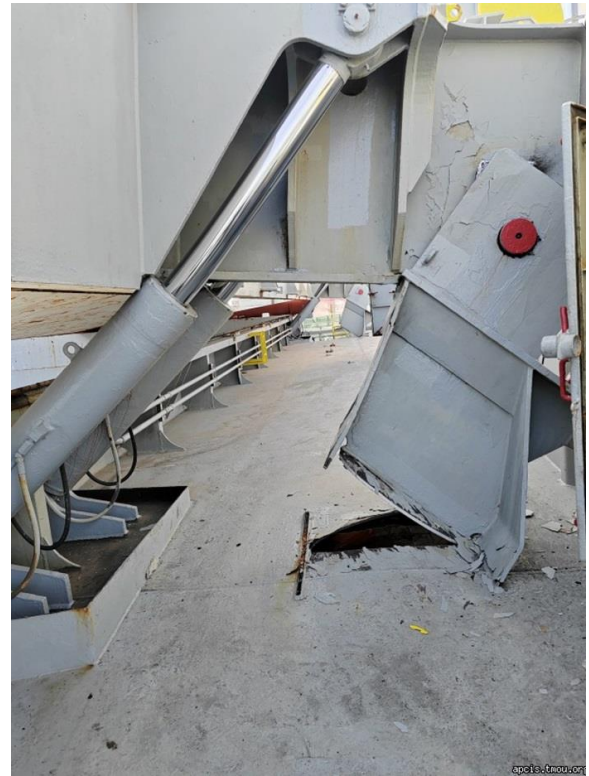
In 2023, 1,334 ships registered under 71 flags were detained due to serious deficiencies having been found onboard. The detention rate of ships inspected was 4.32%.

Figure 5 shows the detention rate by flag for flags where at least 20 port State control 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 2023.

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



Candidate photo for Deficiency Photo of the Year
(Ship type: Container ship; Date: 02/05/2023; Port: Tokyo)



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 23/11/2023; Port: Qingdao)
were involved in 30 or more inspections during the period, are included in the list. The black-grey-white list for 2021-2023 consists of 62 flags. The number of flags in the black list is 11, nearly three times more than the last year. The number of flags on the grey list is 19, three flags more than last year. The white list includes 32 flags, four 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 133 vessels, involving 27 individual ships, were identified as under-performing ships in 2023. 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



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 02/11/2023;
Port: Vostochny)

relevant instruments by the port State control officers, these are recorded as deficiencies and required to be rectified.

A total of 75,867 deficiencies were recorded in 2023. The deficiencies found are categorized and shown in Figure 7 and Table 7.

It has been noted that fire safety measures, life-saving appliances and safety of navigation continue to be the top three categories of deficiencies discovered on ships. In 2023, 15,562 deficiencies related to fire safety measures, 10,193 deficiencies related to life-saving appliances and 8,803 deficiencies related to safety of navigation were recorded, representing 46% of the total number of all recorded deficiencies. It is noted that, as a result of the CIC on Fire Safety, deficiencies related to fire

safety measures doubled compared to the previous year. In addition, categories of deficiencies on life-saving appliances, propulsion and auxiliary machinery, MARPOL Annexes I, IV and VI increased substantially in 2023.

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 2023, a total of 13,078 photos were submitted by PSC officers. In accordance with the procedures for selection of deficiency photo of the year, the photo taken by PSC officer of the Authority of Australia was selected as the winner for 2023. Deficiency photo of the year – 2023 and other candidate photos are provided in this section.

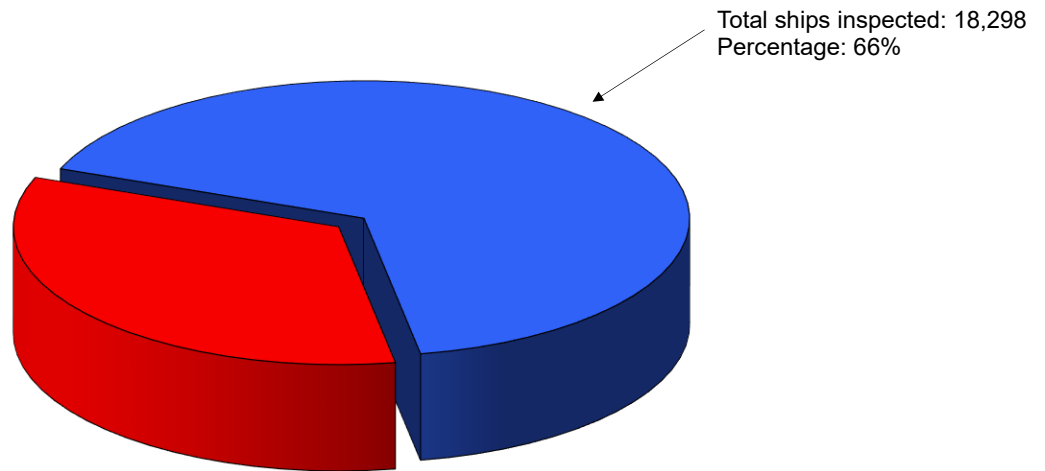


Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 02/11/2023;
Port: Newcastle, NSW)

**OVERVIEW OF PORT STATE CONTROL
RESULTS 2013 – 2023**

Figures 9-14 show the comparison of port State inspection results for 2013 - 2023. These figures indicate the trends in port State activities and ship performance over the past eleven years.

Figure 1: INSPECTION PERCENTAGE



Total individual ship visited: 27,575

Figure 2: INSPECTION PER SHIP RISK PROFILE

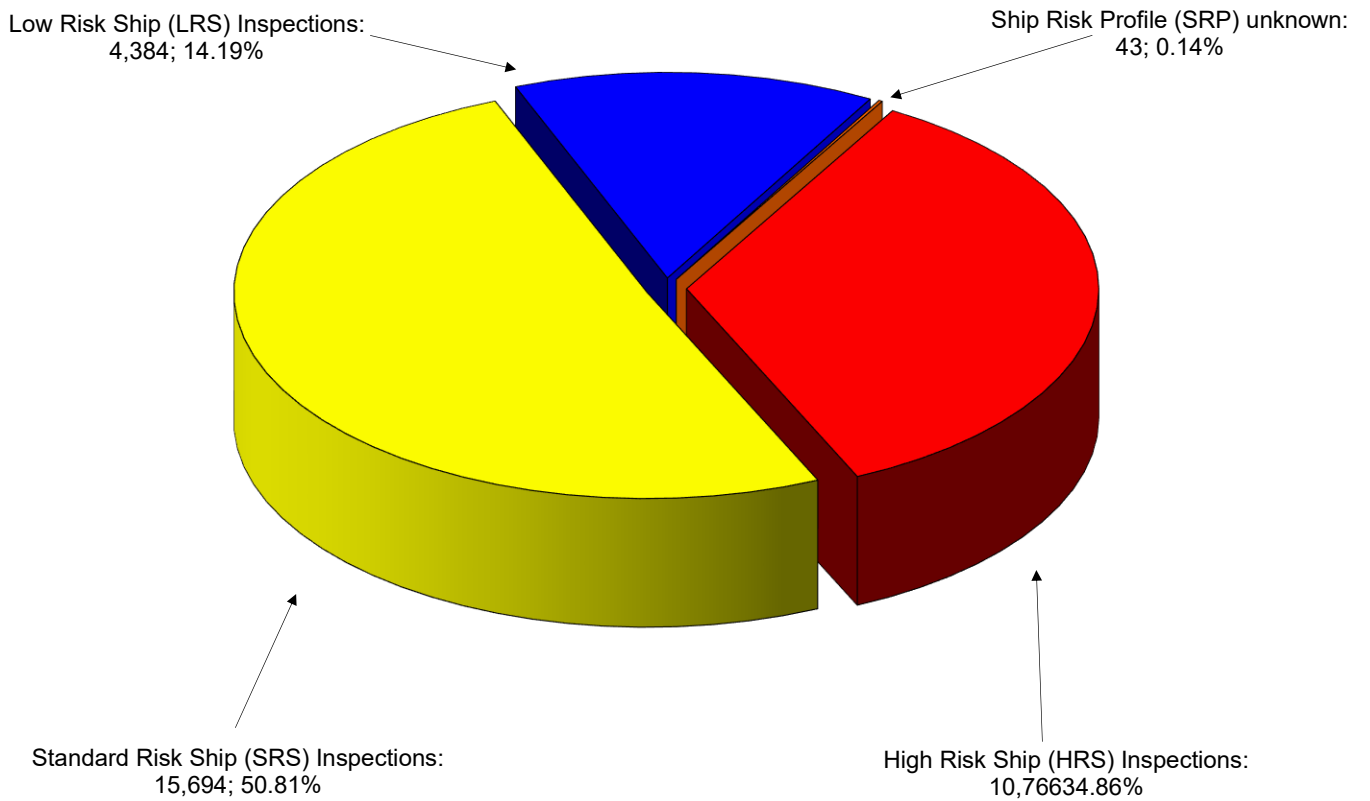


Figure 3: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES

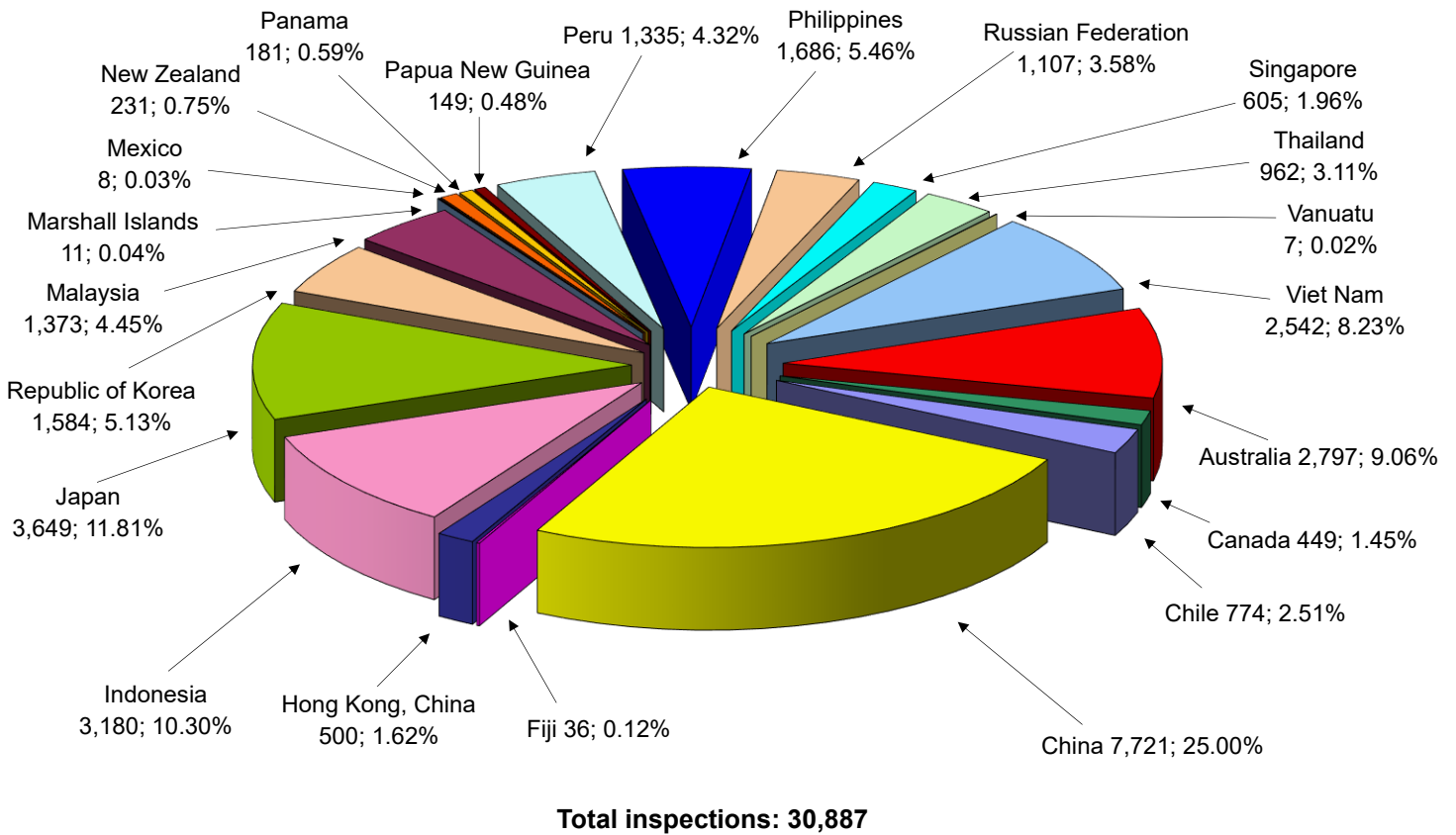


Figure 4: TYPE OF SHIP INSPECTED

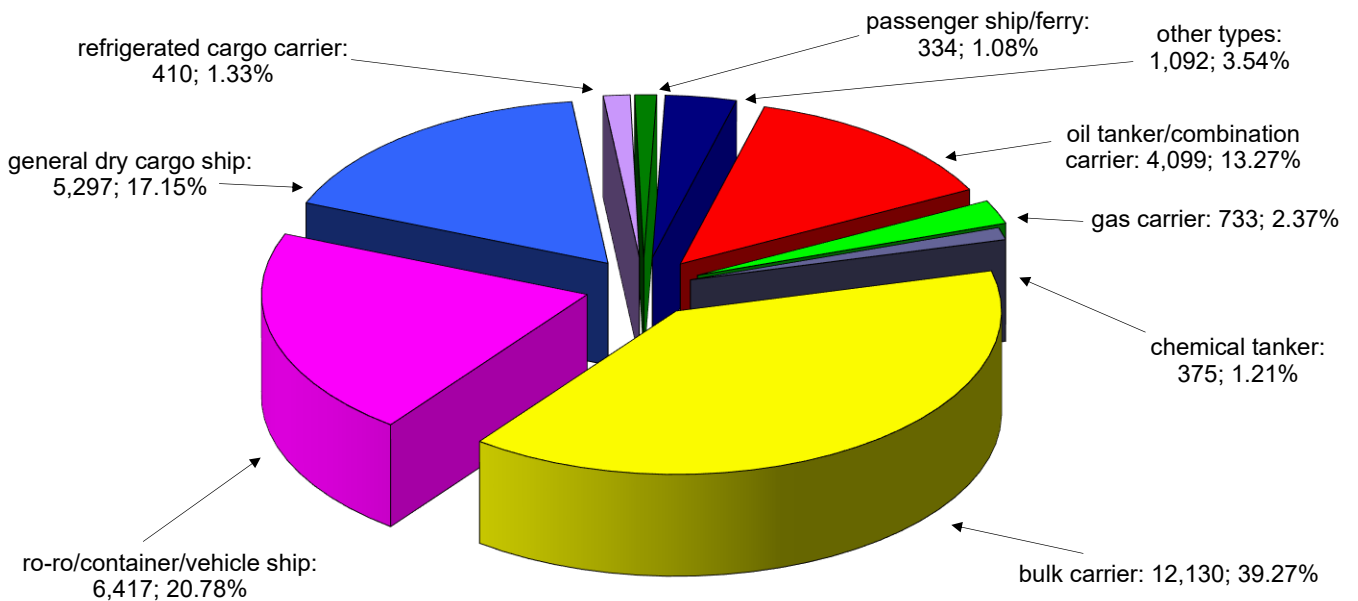
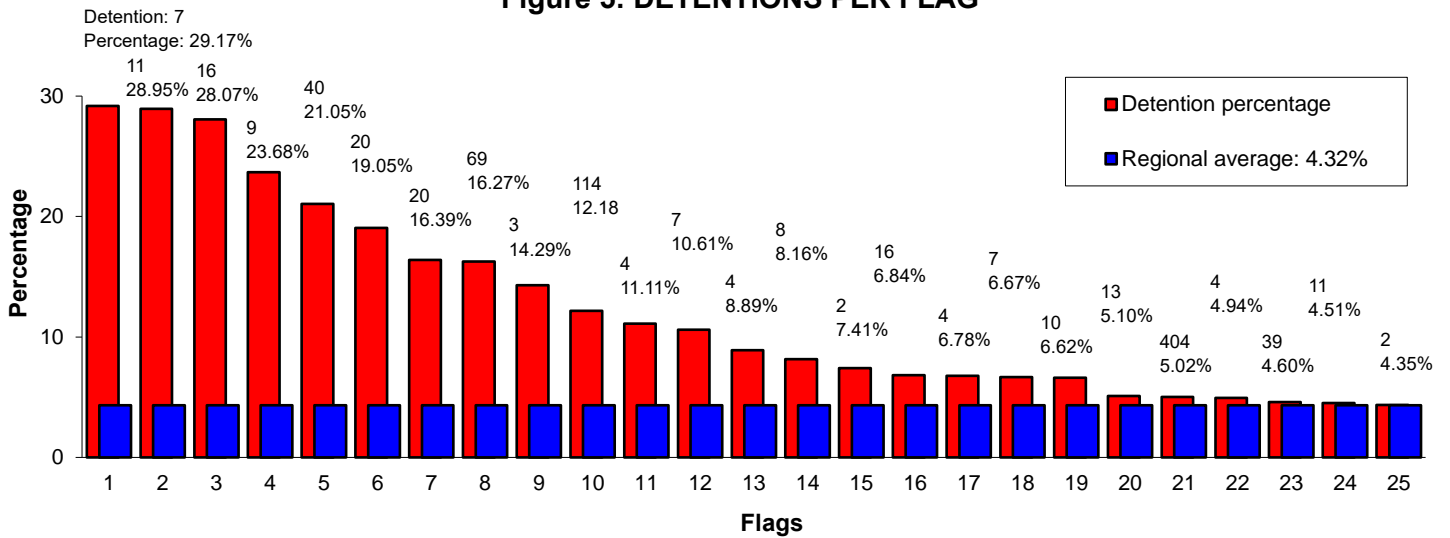


Figure 5: DETENTIONS PER FLAG



Flags:

- | | | | |
|-------------------------------------|-----------------|------------------------|-------------------------|
| 1. Saint Kitts and Nevis | 2. Tanzania | 3. Cameroon | 4. Cook Islands |
| 5. Togo | 6. Palau | 7. Mongolia | 8. Sierra Leone |
| 9. Saint Vincent and the Grenadines | 10. Belize | 11. Vanuatu | 12. India |
| 13. Barbados | 14. Netherlands | 15. Comoros | 16. Antigua and Barbuda |
| 17. United States of America | 18. Bangladesh | 19. Russian Federation | 20. Indonesia |
| 21. Panama | 22. Tuvalu | 23. Viet Nam | 24. Thailand |
| 25. Italy | | | |

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

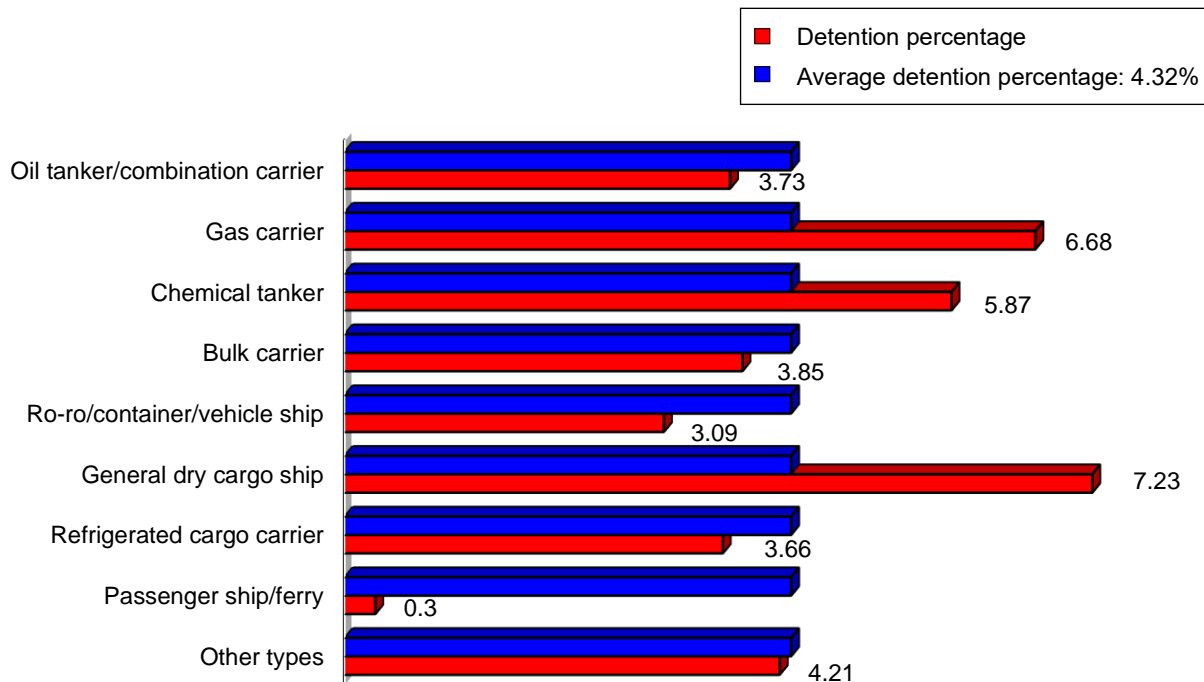


Figure 7: DEFICIENCIES BY MAIN CATEGORIES

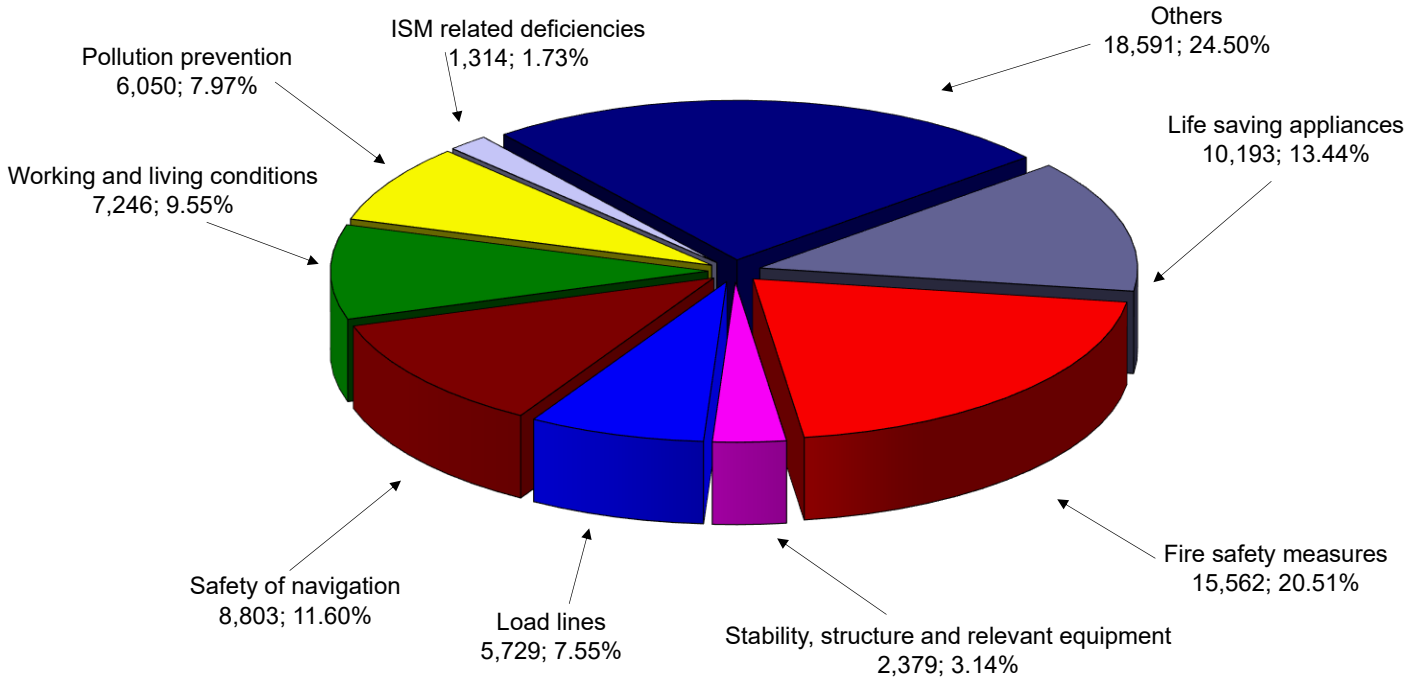
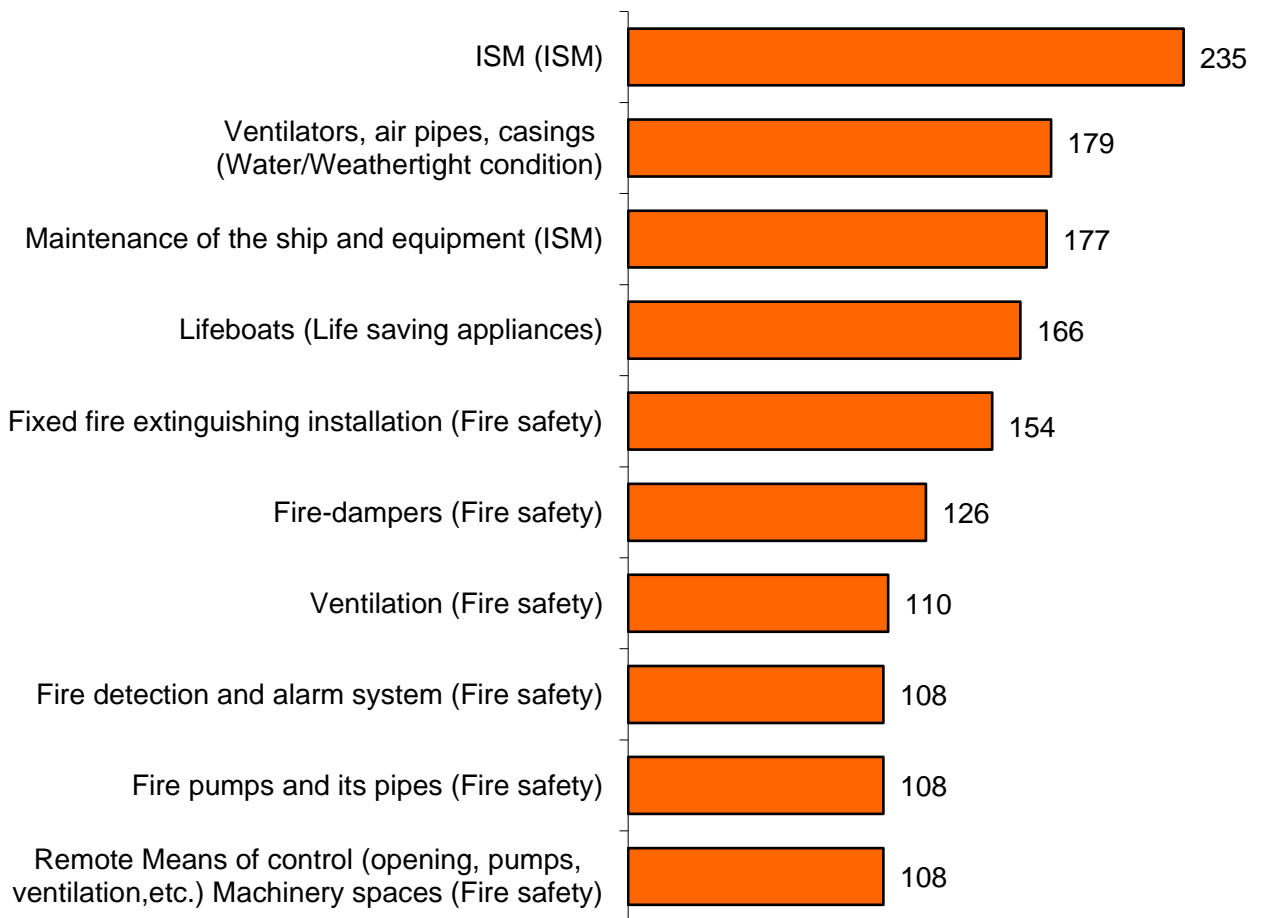


Figure 8: MOST FREQUENT DETAINABLE DEFICIENCIES



OVERVIEW OF PORT STATE CONTROL RESULTS 2013 - 2023

Figure 9: NO. OF INSPECTIONS

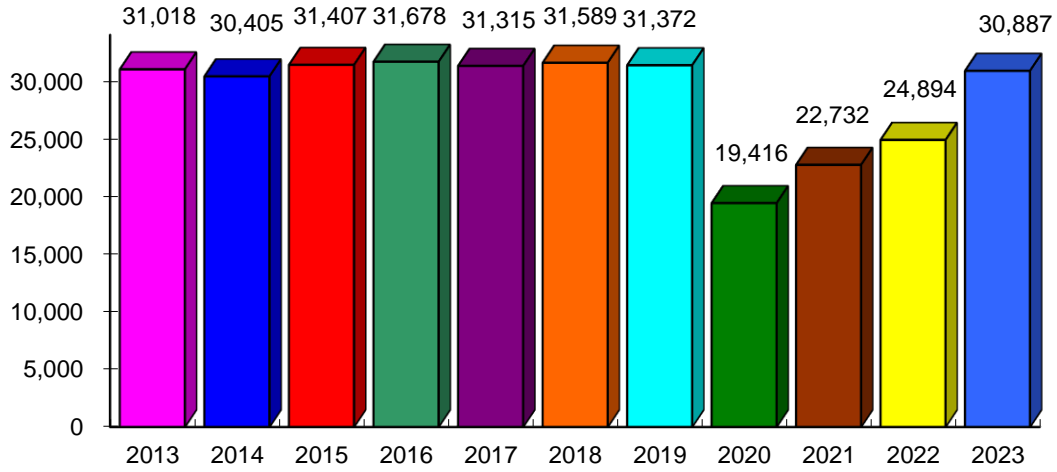


Figure 10: INSPECTION PERCENTAGE

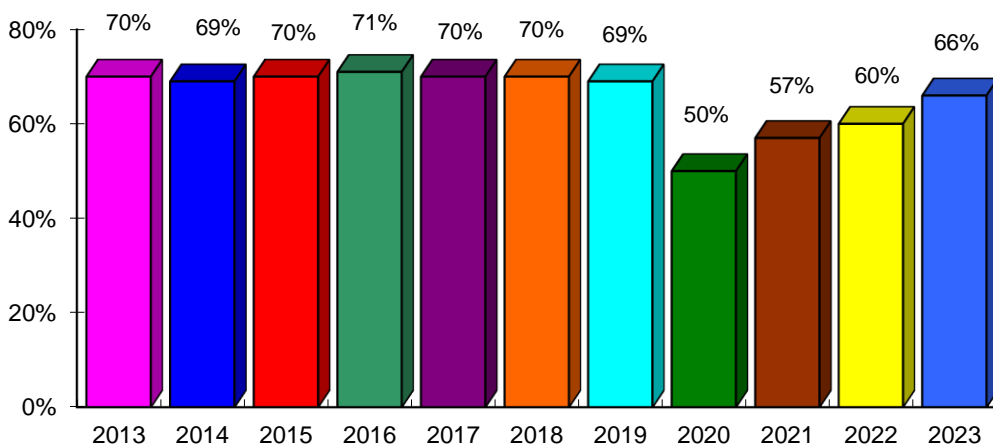


Figure 11: NO. OF INSPECTIONS WITH DEFICIENCIES

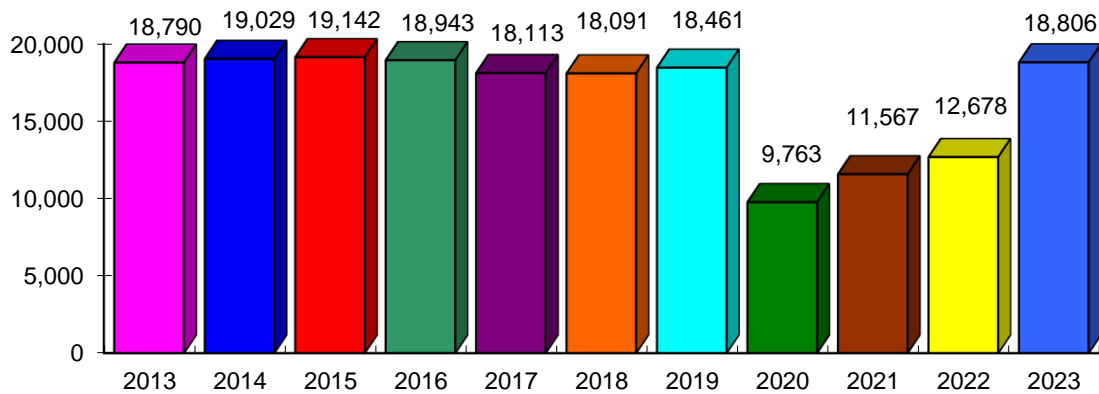


Figure 12: NO. OF DEFICIENCIES

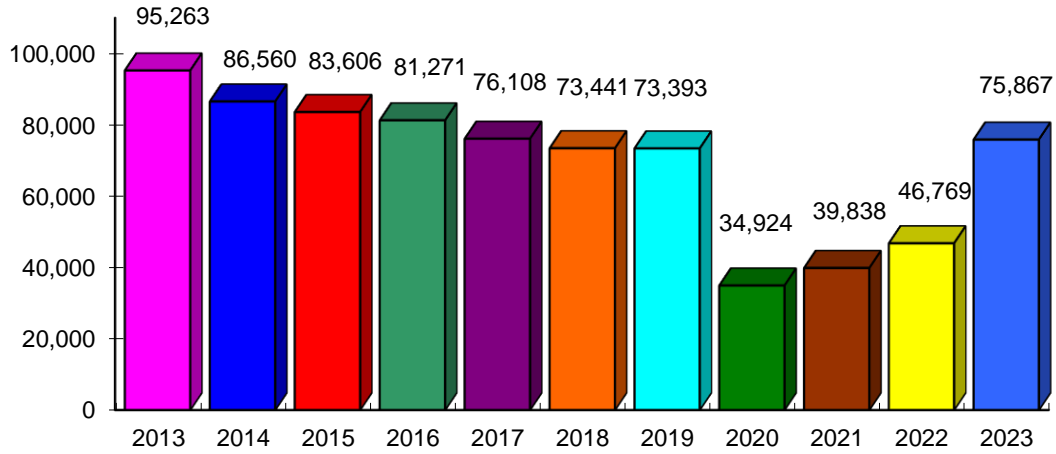


Figure 13: NO. OF DETENTIONS

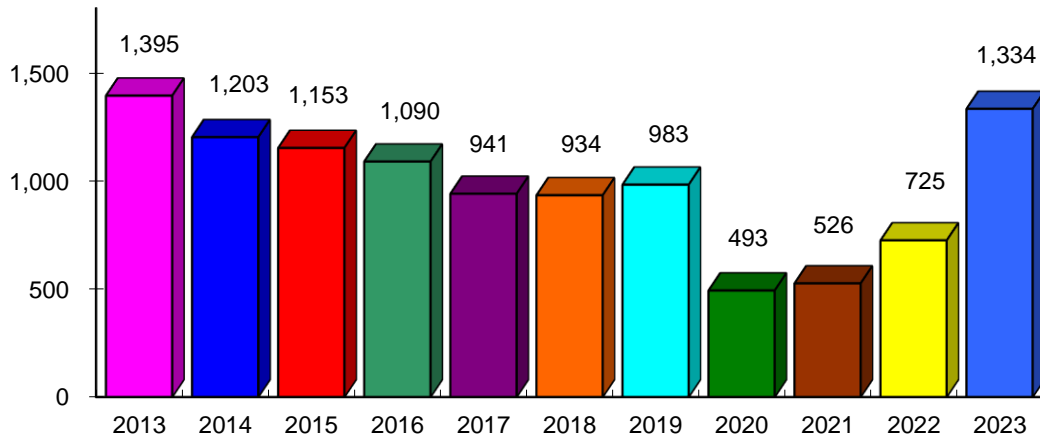
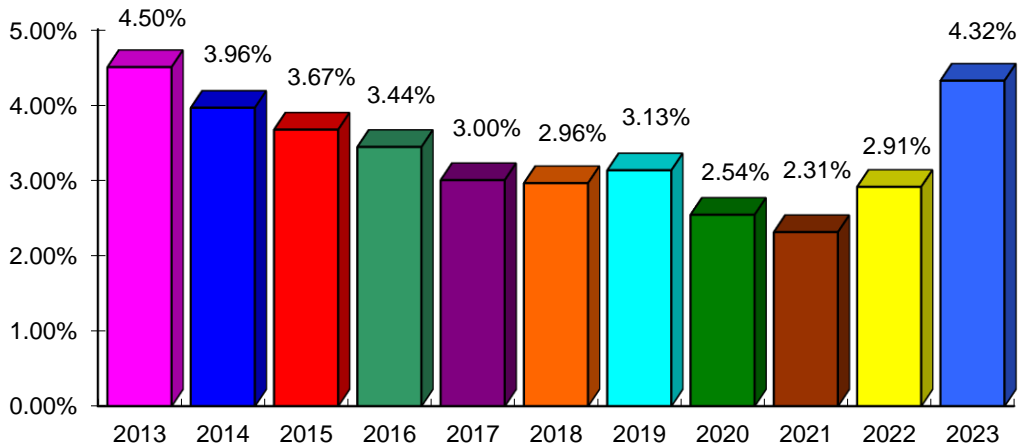


Figure 14: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As of 31 December 2023)

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 2023)

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	-	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	-	-	-	30/06/04	-	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 2023)

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	-
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 2023

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⁾	2,477	4,340	2,797	1,543	1,696	7,487	176	6,257	39.59	6.29
Canada ⁴⁾	443	450	449	1	320	1,739	15	2,042	21.69	3.34
Chile	724	1,577	774	803	507	1,449	4	1,900	38.11	0.52
China	6,260	12,050	7,721	4,329	7,035	31,452	727	18,212	34.37	9.42
Fiji	26	52	36	16	14	49	0	234	11.11	0
Hong Kong, China	475	784	500	284	330	1,173	17	1,567	30.31	3.40
Indonesia	2,388	3,457	3,180	277	997	2,561	34	8,557	27.91	1.07
Japan	2,772	4,428	3,649	779	2,092	8,757	82	7,078	39.16	2.25
Republic of Korea	1,386	2,511	1,584	927	1,168	4,432	63	10,706	12.95	3.98
Malaysia	1,163	1,630	1,373	257	581	1,824	1	9,487	12.26	0.07
Marshall Islands	11	17	11	6	8	36	0	38	28.95	0
Mexico ^{4&5)}	8	8	8	0	0	0	0	1,697	0.47	0
New Zealand	203	378	231	147	147	688	8	1,086	18.69	3.46
Panama ⁴⁾	160	202	181	21	60	159	1	3,850	4.16	0.55
Papua New Guinea	122	220	149	71	68	243	1	481	25.36	0.67
Peru	1,169	1,374	1,335	39	24	38	6	1,943	60.16	0.45
Philippines	1,362	2,103	1,686	417	990	2,424	15	3,523	38.66	0.89
Russian Federation ⁴⁾	717	2,303	1,107	1,196	972	5,401	80	1,260	56.90	7.23
Singapore	575	1,122	605	517	548	2,969	87	15,610	3.68	14.38
Thailand	826	1,030	962	68	299	684	12	3,988	20.71	1.25
Vanuatu	6	7	7	0	3	6	0	52	11.54	0
Viet Nam	2,075	2,894	2,542	352	947	2,296	5	5,204	39.87	0.20
Total	18,298	42,937	30,887	12,050	18,806	75,867	1,334	Regional 27,544	Regional 66%	Regional 4.32%

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

2) LLI data for 2023.

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	2,797	3	3	0	0
Canada	449	6	6	0	0
Chile	774	23	23	0	0
China	7,721	289	315	6	0.08
Fiji	36	2	2	0	0
Hong Kong, China	500	81	88	0	0
Indonesia	3,180	44	46	1	0.03
Japan	3,649	111	120	0	0
Republic of Korea	1,584	128	135	0	0
Malaysia	1,373	28	29	0	0
Marshall Islands	11	1	1	0	0
Mexico	8	0	0	0	0
New Zealand	231	6	6	0	0
Panama	181	2	2	0	0
Papua New Guinea	149	0	0	0	0
Peru	1,335	2	2	0	0
Philippines	1,686	53	73	0	0
Russian Federation	1,107	86	93	5	0.45
Singapore	605	39	40	0	0
Thailand	962	42	44	0	0
Vanuatu	7	0	0	0	0
Viet Nam	2,542	37	38	0	0
Total	30,887	983	1,066	12	Regional 0.04%

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	Initial inspections					Follow-up inspections				
	Physical		Remote		Total	Physical		Remote		Total
	#	%	#	%		#	%	#	%	
Australia	2,797	100.00	0	0	2,797	1,321	85.61	222	14.39	1,543
Canada	449	100.00	0	0	449	1	100.00	0	0	1
Chile	774	100.00	0	0	774	625	77.83	178	22.17	803
China	7,521	97.41	200	2.59	7,721	3899	90.07	430	9.93	4,329
Fiji	36	100.00	0	0	36	16	100.00	0	0	16
Hong Kong, China	500	100.00	0	0	500	121	42.61	163	57.39	284
Indonesia	3,180	100.00	0	0	3,180	276	99.64	1	0.36	277
Japan	3,648	99.97	1	0.03	3,649	722	92.68	57	7.32	779
Republic of Korea	1,581	99.81	3	0.19	1,584	641	69.15	286	30.85	927
Malaysia	1,373	100.00	0	0	1,373	251	97.67	6	2.33	257
Marshall Islands	11	100.00	0	0	11	6	100.00	0	0	6
Mexico	8	100.00	0	0	8	0	0	0	0	0
New Zealand	231	100.00	0	0	231	124	84.35	23	15.65	147
Panama	181	100.00	0	0	181	12	57.14	9	42.86	21
Papua New Guinea	149	100.00	0	0	149	68	95.77	3	4.23	71
Peru	1,335	100.00	0	0	1,335	36	92.31	3	7.69	39
Philippines	1,686	100.00	0	0	1,686	417	100.00	0	0	417
Russian Federation	1,101	99.46	6	0.54	1,107	1,021	85.37	175	14.63	1,196
Singapore	605	100.00	0	0	605	197	38.10	320	61.90	517
Thailand	962	100.00	0	0	962	66	97.06	2	2.94	68
Vanuatu	7	100.00	0	0	7	0	0	0	0	0
Viet Nam	2,542	100.00	0	0	2,542	352	100.00	0	0	352
Total	30,677	99.32	210	0.68	30,887	10,172	84.41	1,878	15.59	12,050

Table 3: PORT STATE INSPECTIONS PER SHIP RISK PROFILE

Authority	Ship Risk Profile (SRP)				Total No. of inspections
	HRS	SRS	LRS	SRP Unknown	
Australia	586	1,619	587	5	2,797
Canada	97	269	83	0	449
Chile	127	511	136	0	774
China	2,954	3,868	899	0	7,721
Fiji	16	12	8	0	36
Hong Kong, China	202	256	42	0	500
Indonesia	921	1,581	676	2	3,180
Japan	1,285	1,955	398	11	3,649
Republic of Korea	597	774	212	1	1,584
Malaysia	506	671	186	10	1,373
Marshall Islands	0	3	8	0	11
Mexico	1	5	2	0	8
New Zealand	76	133	22	0	231
Panama	46	108	26	1	181
Papua New Guinea	60	69	20	0	149
Peru	275	804	250	6	1,335
Philippines	625	831	228	2	1,686
Russian Federation	721	349	34	3	1,107
Singapore	447	146	10	2	605
Thailand	216	524	222	0	962
Vanuatu	1	4	2	0	7
Viet Nam	1,007	1,202	333	0	2,542
Total	10,766	15,694	4,384	43	30,887

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	234	127	494	16	6.84
Australia	7	4	34	3	42.86
Bahamas	639	308	995	10	1.56
Bangladesh	105	72	265	7	6.67
Barbados	45	18	74	4	8.89
Belgium	37	22	91	1	2.70
Belize	936	892	5,148	114	12.18
Bermuda (UK)	32	12	38	1	3.13
Bolivia	1	1	6	0	0
Brazil	7	4	10	0	0
Cameroon	57	48	490	16	28.07
Canada	1	1	6	0	0.00
Cayman Islands (UK)	59	31	101	1	1.69
Chile	8	0	0	0	0
China	949	399	1,293	4	0.42
Comoros	27	25	166	2	7.41
Cook Islands	38	30	248	9	23.68
Croatia	6	4	9	1	16.67
Curacao	5	2	4	0	0
Cyprus	415	245	1,033	14	3.37
Denmark	205	115	345	5	2.44
Djibouti	13	11	58	2	15.38
Dominica	11	7	59	4	36.36
Ecuador	15	7	18	5	33.33
Egypt	12	11	70	3	25.00
Equatorial Guinea	1	1	7	0	0
Ethiopia	4	4	14	0	0
Falkland Islands (UK) (Malvinas)	2	1	1	0	0
Faroe Islands (Denmark)	1	0	0	0	0
France	35	19	60	1	2.86
Gabon	19	19	130	4	21.05
Germany	63	41	99	2	3.17
Gibraltar (UK)	15	8	41	0	0.00
Greece	221	108	345	8	3.62
Guinea	2	2	11	0	0
Guinea-Bissau	15	15	117	1	6.67
Guyana	2	2	28	1	50.00
Hong Kong, China	2,704	1,370	4,313	21	0.78

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
India	66	43	189	7	10.61
Indonesia	255	188	720	13	5.10
Iran	17	14	96	4	23.53
Ireland	2	0	0	0	0
Isle of Man (UK)	132	69	219	2	1.52
Israel	1	1	7	0	0.00
Italy	46	25	86	2	4.35
Jamaica	24	22	95	1	4.17
Japan	187	102	294	2	1.07
Jordan	1	1	12	1	100.00
Kiribati	8	8	22	0	0
Korea, Democratic People's Republic	4	4	32	1	25.00
Korea, Republic of	964	647	2,488	16	1.66
Kuwait	15	13	39	0	0
Latvia	1	0	0	0	0
Liberia	4,180	2,426	8,851	179	4.28
Libya	2	0	0	0	0
Luxembourg	17	8	33	1	5.88
Malaysia	199	141	618	2	1.01
Malta	866	471	1,701	31	3.58
Marshall Islands	3,155	1,659	5,878	100	3.17
Micronesia, Federated States of	1	1	1	0	0
Mongolia	122	113	800	20	16.39
Montenegro	3	2	26	1	33.33
Myanmar	3	0	0	0	0
Nauru	4	3	82	2	50.00
Netherlands	98	68	235	8	8.16
New Zealand	4	4	17	0	0
Niue	6	6	24	0	0
Norway	300	150	461	8	2.67
Oman	1	0	0	0	0
Pakistan	8	8	36	0	0
Palau	105	99	675	20	19.05
Panama	8,053	5,285	21,806	404	5.02
Papua New Guinea	2	2	16	1	50.00
Philippines	142	79	304	5	3.52
Poland	2	0	0	0	0.00
Portugal	324	166	623	6	1.85
Qatar	6	2	2	0	0
Russian Federation	151	143	828	10	6.62

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Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Saint Kitts and Nevis	24	22	212	7	29.17
Saint Vincent and the Grenadines	21	16	83	3	14.29
San Marino	1	0	0	0	0.00
Sao Tome and Principe	17	15	110	4	23.53
Saudi Arabia	36	17	48	0	0
Sierra Leone	424	420	2,930	69	16.27
Singapore	2,143	974	3,218	17	0.79
South Africa	2	2	22	1	50.00
Spain	4	1	3	0	0
Sri Lanka	5	5	31	2	40.00
Sweden	15	9	24	2	13.33
Switzerland	17	8	30	3	17.65
Taiwan, China	106	31	87	1	0.94
Tanzania	38	36	246	11	28.95
Thailand	244	169	541	11	4.51
Togo	190	180	1,373	40	21.05
Türkiye	15	6	16	0	0
Tuvalu	81	60	235	4	4.94
Ukraine	7	5	16	0	0
United Kingdom (UK)	127	61	191	3	2.36
United States of America	59	32	104	4	6.78
Vanuatu	36	27	178	4	11.11
Viet Nam	848	749	2,606	39	4.60
Ship's registration withdrawn	2	2	26	2	100.00
Total	30,887	18,806	75,867	1,334	Regional 4.32

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	39	17	40	0	0
Combination carrier	17	12	30	0	0
Oil tanker	4,043	1,989	7,684	153	3.78
Gas carrier	733	421	1,478	49	6.68
Chemical tanker	375	232	857	22	5.87
Bulk carrier	12,130	7,258	27,985	467	3.85
Vehicle carrier	714	339	975	12	1.68
Container ship	5,615	3,229	11,793	174	3.10
Ro-Ro cargo ship	88	75	413	12	13.64
General cargo/multi-purpose ship	5,297	4,046	19,544	383	7.23
Refrigerated cargo carrier	410	292	1,392	15	3.66
Woodchip carrier	267	117	389	6	2.25
Livestock carrier	43	21	61	1	2.33
Ro-Ro passenger ship	62	59	276	1	1.61
Passenger ship	272	138	472	0	0
Factory ship	5	3	10	0	0
Heavy load carrier	62	41	114	2	3.23
Offshore service vessel	135	87	354	8	5.93
MODU & FPSO	6	2	11	1	16.67
High speed passenger craft	26	15	29	0	0
Special purpose ship	54	30	138	2	3.70
Tugboat	187	139	572	6	3.21
Others	307	244	1,250	20	6.51
Total	30,887	18,806	75,867	1,334	4.32

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%
Alpha Ship Classification	36	2	0	5.56	0	0
American Bureau of Shipping	4,104	96	2	2.34	0.05	2.08
Asia Classification Society	8	4	0	50.00	0	0
Asia Shipping Certification Services	104	17	3	16.35	2.88	17.65
Biro Klasifikasi Indonesia	188	12	2	6.38	1.06	16.67
Bulgarski Koraben Registar	5	1	0	20.00	0	0
Bureau Veritas	4,284	196	9	4.58	0.21	4.59
China Classification Society	2,891	44	2	1.52	0.07	4.55
Columbus American Register	1	0	0	0	0	0
Cosmos Marine Bureau	164	30	5	18.29	3.05	16.67
CR Classification Society	165	1	0	0.61	0	0
Croatian Register of Shipping	28	3	0	10.71	0	0
Cyprus Bureau of Shipping	6	0	0	0	0	0
DNV AS	7,445	229	13	3.08	0.17	5.68
Dromon Bureau of Shipping	94	11	0	11.70	0	0
Foresight Ship Classification	76	9	3	11.84	3.95	33.33
Hellas Naval Bureau of Shipping S.M.P.C	8	0	0	0	0	0
Hellenic Register of Shipping	7	1	0	14.29	0	0
Icons Marine Services PTE Ltd	1	0	0	0	0	0
Indian Register of Shipping	181	25	0	13.81	0	0
Intermaritime Certification Services, S.A.	1,036	92	14	8.88	1.35	15.22
INTERNATIONAL CLASSIFICATION BUREAU CLASS	6	1	0	16.67	0	0
International Marine Survey Association	3	2	1	66.67	33.33	50.00
International Maritime Register	18	2	0	11.11	0	0
International Naval Surveys Bureau	19	4	0	21.05	0	0
International Register of Shipping	157	35	7	22.29	4.46	20.00
International Ship Classification	25	4	2	16.00	8.00	50.00
Intertek Maritime Bureau	3	0	0	0	0	0
Iranian Classification Society	27	3	0	11.11	0	0
Isthmus Bureau of Shipping	553	48	3	8.68	0.54	6.25
Isthmus Maritime Classification Society S.A.	6	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	28	1	1	3.57	3.57	100.00
Korea Maritime Transportation Safety Authority	8	0	0	0	0	0
Korea Ship Safety Technology Authority	3	0	0	0	0	0
KOREAN REGISTER	2,737	84	4	3.07	0.15	4.76

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%
Limdal Marine Services	1	0	0	0	0	0
Lloyd's Register	4,772	171	9	3.58	0.19	5.26
M&P Surveyors, S. de R.L. de C.V.	1	0	0	0	0	0
Macosnar Corporation	38	5	0	13.16	0	0
Maritime Bureau of Shipping	5	3	0	60.00	0	0
Maritime Lloyd	3	0	0	0	0	0
Maritime Technical Systems and Services	6	1	0	16.67	0	0
Mediterranean Shipping Register	14	0	0	0	0	0
National Shipping Adjusters Inc	12	1	0	8.33	0	0
Nautx, Ltd	1	0	0	0	0	0
New United International Marine Services Ltd	22	6	1	27.27	4.55	16.67
Nippon Kaiji Kyokai	10,301	341	21	3.31	0.20	6.16
Novel Classification Society S.A.	5	2	0	40.00	0	0
Overseas Marine Certification Services	769	81	11	10.53	1.43	13.58
Panama Bureau of Shipping	3	0	0	0	0	0
Panama Classification Bureau	2	0	0	0	0	0
Panama Maritime Documentation Services	678	58	9	8.55	1.33	15.52
Panama Shipping Registrar Inc.	43	4	0	9.30	0	0
Phoenix Register of Shipping	29	6	0	20.69	0	0
Polski Rejestr Statkow	59	5	3	8.47	5.08	60.00
Qualitas Register of Shipping S.A.	15	0	0	0	0	0
R.J. Del Pan	1	0	0	0	0	0
RINA Services S.p.A.	1,738	87	5	5.01	0.29	5.75
RINAVE Portuguesa	2	0	0	0	0	0
Royal Bureau of Shipping	1	0	0	0	0	0
RS Classification Services MON IKE	2	2	0	100.00	0	0
Russian Maritime Register of Shipping	211	15	0	7.11	0	0
Russian River Register	2	0	0	0	0	0
Ship Classification Malaysia	17	0	0	0	0	0
Shipping Register of Ukraine	7	0	0	0	0	0
SingClass International Pte Ltd	7	1	0	14.29	0	0
Sing-Lloyd	19	2	2	10.53	10.53	100.00
Union Bureau of Shipping	217	45	6	20.74	2.76	13.33
United Maritime Survey	2	0	0	0	0	0
United Registration and Classification of Services	3	1	0	33.33	0	0
Universal Maritime Bureau	248	37	7	14.92	2.82	18.92
Universal Shipping Bureau	1	0	0	0	0	0
Vega Register Inc.	2	0	0	0	0	0
Veritas Register of Shipping	3	0	0	0	0	0
Vietnam Register	869	40	2	4.60	0.23	5.00

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%
Other	146	33	7	22.60	4.79	21.21

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	920
	Documents	3,219
	Ship Certificates	1,398
Structural Conditions		2,379
Water/Weathertight conditions		5,729
Emergency Systems		5,102
Radio Communications		1,353
Cargo operations including equipment		641
Fire safety		15,562
Alarms		841
Safety of Navigation		8,803
Life saving appliances		10,193
Dangerous goods		218
Propulsion and auxiliary machinery		4,449
Working and Living Conditions	Living Conditions	428
	Working Conditions	1,676
Labour Conditions	Minimum requirements for seafarers	28
	Conditions of employment	304
	Accommodation, recreational facilities, food and catering	1,400
	Health protection, medical care, social security	3,410
Pollution prevention	Anti Fouling	13
	Ballast Water	1,190
	MARPOL Annex I	1,649
	MARPOL Annex II	24
	MARPOL Annex III	12
	MARPOL Annex IV	1,198
	MARPOL Annex V	1,176
MARPOL Annex VI	788	
ISM		1,314
Other		450
Total		75,867
ISPS		1,066
Grand total		76,933

SUMMARY OF PORT STATE INSPECTION DATA 2021 – 2023

Table 8: BLACK – GREY – WHITE LISTS *

Flag	Inspections 2021-2023	Detentions 2021-2023	Black to Grey Limit	Grey to White Limit	Excess Factor
BLACK LIST					
Tanzania	59	22	8		7.65
Dominica	31	10	5		5.01
Cameroon	79	19	10		4.18
Saint Kitts and Nevis	33	8	5		3.03
Togo	602	89	53		2.83
Mongolia	293	46	28		2.79
Cook Islands	89	15	11		2.29
Sierra Leone	1,102	133	92		2.17
Belize	2,384	222	188		1.45
Palau	226	26	23		1.43
Gabon	39	6	6		1.09
GREY LIST					
Comoros	33	4	5	0	0.79
India	124	11	14	4	0.72
Switzerland	31	3	5	0	0.65
Iran	47	4	7	0	0.61
Saint Vincent and the Grenadines	76	6	9	1	0.58
Gibraltar (UK)	45	3	6	0	0.48
Sweden	35	2	5	0	0.42
Antigua and Barbuda	541	36	48	28	0.41
Barbados	94	5	11	2	0.33
Croatia	30	1	5	0	0.30
Russian Federation	215	12	22	8	0.27
United States of America	120	6	13	3	0.26
Vanuatu	87	4	11	2	0.26
Netherlands	217	12	22	9	0.26
Belgium	77	3	10	1	0.21
Kiribati	42	1	6	0	0.20
Luxembourg	47	1	7	0	0.16
Jamaica	61	1	8	0	0.07
Italy	130	4	14	4	0.02
WHITE LIST					
Niue	30	0		0	0
Bangladesh	274	10		12	-0.26
Bermuda (UK)	85	1		2	-0.35

Flag	Inspections 2021-2023	Detentions 2021-2023	Black to Grey Limit	Grey to White Limit	Excess Factor
Indonesia	654	28		35	-0.38
France	88	1		2	-0.42
Türkiye	61	0		0	-0.46
Tuvalu	267	8		11	-0.52
Germany	144	2		5	-0.81
United Kingdom (UK)	326	8		15	-0.84
Saudi Arabia	81	0		1	-0.90
Philippines	385	9		18	-0.96
Panama	21,012	792		1,409	-1.00
Malaysia	532	13		27	-1.03
Thailand	627	16		33	-1.03
Greece	540	13		28	-1.05
Cayman Islands (UK)	178	2		6	-1.10
Viet Nam	2,288	66		140	-1.16
Liberia	9,621	309		632	-1.16
Taiwan, China	285	4		12	-1.25
Cyprus	1,112	25		63	-1.29
Portugal	781	15		42	-1.35
Malta	2,274	52		139	-1.38
Isle of Man (UK)	380	5		18	-1.41
Marshall Islands	8,005	196		522	-1.42
Norway	681	11		36	-1.45
Denmark	511	7		26	-1.48
Bahamas	1,635	27		97	-1.58
Korea, Republic of	2,350	37		144	-1.65
Japan	521	4		26	-1.75
Singapore	5,486	62		352	-1.87
Hong Kong, China	7,580	83		494	-1.90
China	2,289	10		140	-2.31

- 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 56.

$p=7\%$

$z_{95\%}=1.645$

$q=3\%$

Table 9: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2021	2022	2023	Total	2021	2022	2023	Total	
Algeria	1	2	0	3	0	0	0	0	0
Antigua and Barbuda	142	165	234	541	8	12	16	36	6.65
Australia	1	2	7	10	1	1	3	5	50.00
Bahamas	441	555	639	1,635	8	9	10	27	1.65
Bahrain	1	1	0	2	0	0	0	0	0
Bangladesh	93	76	105	274	1	2	7	10	3.65
Barbados	18	31	45	94	1	0	4	5	5.32
Belgium	16	24	37	77	0	2	1	3	3.90
Belize	674	774	936	2,384	39	69	114	222	9.31
Bermuda (UK)	24	29	32	85	0	0	1	1	1.18
Bolivia	2	3	1	6	0	1	0	1	16.67
Brazil	0	4	7	11	0	0	0	0	0
Brunei Darussalam	4	3	0	7	0	0	0	0	0
Cambodia	0	1	0	1	0	0	0	0	0
Cameroon	7	15	57	79	1	2	16	19	24.05
Canada	0	0	1	1	0	0	0	0	0
Cayman Islands (UK)	68	51	59	178	1	0	1	2	1.12
Chile	4	10	8	22	0	0	0	0	0.00
China	523	817	949	2,289	3	3	4	10	0.44
Colombia	1	0	0	1	0	0	0	0	0
Comoros	2	4	27	33	1	1	2	4	12.12
Cook Islands	24	27	38	89	4	2	9	15	16.85
Croatia	17	7	6	30	0	0	1	1	3.33
Curacao	5	9	5	19	0	0	0	0	0
Cyprus	340	357	415	1,112	4	7	14	25	2.25
Denmark	141	165	205	511	1	1	5	7	1.37
Djibouti	4	6	13	23	1	1	2	4	17.39
Dominica	10	10	11	31	3	3	4	10	32.26
Ecuador	5	5	15	25	0	0	5	5	20.00
Egypt	3	3	12	18	0	0	3	3	16.67
Equatorial Guinea	1	0	1	2	0	0	0	0	0
Ethiopia	1	9	4	14	0	1	0	1	7.14
Falkland Islands (UK) (Malvinas)	1	1	2	4	0	0	0	0	0
Faroe Islands (Denmark)	0	2	1	3	0	0	0	0	0
Finland	1	1	0	2	0	0	0	0	0

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Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2021	2022	2023	Total	2021	2022	2023	Total	
France	24	29	35	88	0	0	1	1	1.14
Gabon	5	15	19	39	0	2	4	6	15.38
Germany	38	43	63	144	0	0	2	2	1.39
Ghana	0	1	0	1	0	1	0	1	100.00
Gibraltar (UK)	18	12	15	45	1	2	0	3	6.67
Greece	160	159	221	540	4	1	8	13	2.41
Guinea	0	0	2	2	0	0	0	0	0
Guinea-Bissau	0	5	15	20	0	1	1	2	10.00
Guyana	3	7	2	12	1	4	1	6	50.00
Hong Kong, China	2,586	2,290	2,704	7,580	31	31	21	83	1.09
India	31	27	66	124	3	1	7	11	8.87
Indonesia	140	259	255	654	5	10	13	28	4.28
Iran	13	17	17	47	0	0	4	4	8.51
Ireland	0	1	2	3	0	0	0	0	0
Isle of Man (UK)	143	105	132	380	2	1	2	5	1.32
Israel	0	0	1	1	0	0	0	0	0
Italy	44	40	46	130	2	0	2	4	3.08
Jamaica	15	22	24	61	0	0	1	1	1.64
Japan	148	186	187	521	1	1	2	4	0.77
Jordan	1	1	1	3	0	0	1	1	33.33
Kiribati	16	18	8	42	0	1	0	1	2.38
Korea, Democratic People's Republic	1	0	4	5	0	0	1	1	20.00
Korea, Republic of	644	742	964	2,350	11	10	16	37	1.57
Kuwait	7	7	15	29	0	0	0	0	0
Latvia	0	0	1	1	0	0	0	0	0
Liberia	2,512	2,929	4,180	9,621	57	73	179	309	3.21
Libya	2	1	2	5	0	0	0	0	0
Lithuania	0	1	0	1	0	1	0	1	100.00
Luxembourg	16	14	17	47	0	0	1	1	2.13
Malaysia	143	190	199	532	1	10	2	13	2.44
Maldives	0	1	0	1	0	0	0	0	0.00
Malta	726	682	866	2,274	13	8	31	52	2.29
Marshall Islands	2,353	2,497	3,155	8,005	47	49	100	196	2.45
Mauritius	1	0	0	1	0	0	0	0	0
Micronesia, Federated States of	1	0	1	2	1	0	0	1	50.00
Moldova	1	1	0	2	0	0	0	0	0.00
Mongolia	64	107	122	293	15	11	20	46	15.70
Montenegro	6	6	3	15	0	2	1	3	20.00

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Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2021	2022	2023	Total	2021	2022	2023	Total	
Myanmar	5	7	3	15	1	0	0	1	6.67
Nauru	0	4	4	8	0	1	2	3	37.50
Netherlands	55	64	98	217	2	2	8	12	5.53
New Zealand	2	2	4	8	0	0	0	0	0
Niue	15	9	6	30	0	0	0	0	0
Norway	188	193	300	681	1	2	8	11	1.62
Oman	0	0	1	1	0	0	0	0	0
Pakistan	6	6	8	20	1	0	0	1	5.00
Palau	51	70	105	226	1	5	20	26	11.50
Panama	6,195	6,764	8,053	21,012	145	243	404	792	3.77
Papua New Guinea	0	1	2	3	0	0	1	1	33.33
Peru	2	1	0	3	1	0	0	1	33.33
Philippines	107	136	142	385	2	2	5	9	2.34
Poland	0	0	2	2	0	0	0	0	0
Portugal	210	247	324	781	4	5	6	15	1.92
Qatar	12	8	6	26	0	0	0	0	0
Russian Federation	26	38	151	215	0	2	10	12	5.58
Saint Kitts and Nevis	5	4	24	33	1	0	7	8	24.24
Saint Vincent and the Grenadines	25	30	21	76	1	2	3	6	7.89
Samoa	1	0	0	1	0	0	0	0	0
San Marino	0	0	1	1	0	0	0	0	0
Sao Tome and Principe	0	0	17	17	0	0	4	4	23.53
Saudi Arabia	19	26	36	81	0	0	0	0	0.00
Sierra Leone	311	367	424	1,102	29	35	69	133	12.07
Singapore	1,590	1,753	2,143	5,486	15	30	17	62	1.13
Solomon Islands	1	0	0	1	0	0	0	0	0
South Africa	1	0	2	3	0	0	1	1	33.33
Spain	6	10	4	20	0	0	0	0	0
Sri Lanka	6	3	5	14	1	0	2	3	21.43
Sweden	8	12	15	35	0	0	2	2	5.71
Switzerland	9	5	17	31	0	0	3	3	9.68
Taiwan, China	95	84	106	285	1	2	1	4	1.40
Tanzania	7	14	38	59	5	6	11	22	37.29
Thailand	188	195	244	627	3	2	11	16	2.55
Togo	211	201	190	602	23	26	40	89	14.78
Türkiye	23	23	15	61	0	0	0	0	0.00
Tuvalu	93	93	81	267	2	2	4	8	3.00
Ukraine	5	5	7	17	0	1	0	1	5.88

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2021	2022	2023	Total	2021	2022	2023	Total	
United Kingdom (UK)	102	97	127	326	2	3	3	8	2.45
United States of America	25	36	59	120	0	2	4	6	5.00
Vanuatu	29	22	36	87	0	0	4	4	4.60
Viet Nam	660	780	848	2,288	12	15	39	66	2.88
Ship's registration withdrawn	1	0	2	3	1	0	2	3	100.00
Total	22,732	24,894	30,887	78,513	526	725	1,334	2,585	3.29

Figure 15: COMPARISON OF INSPECTIONS PER SHIP TYPE

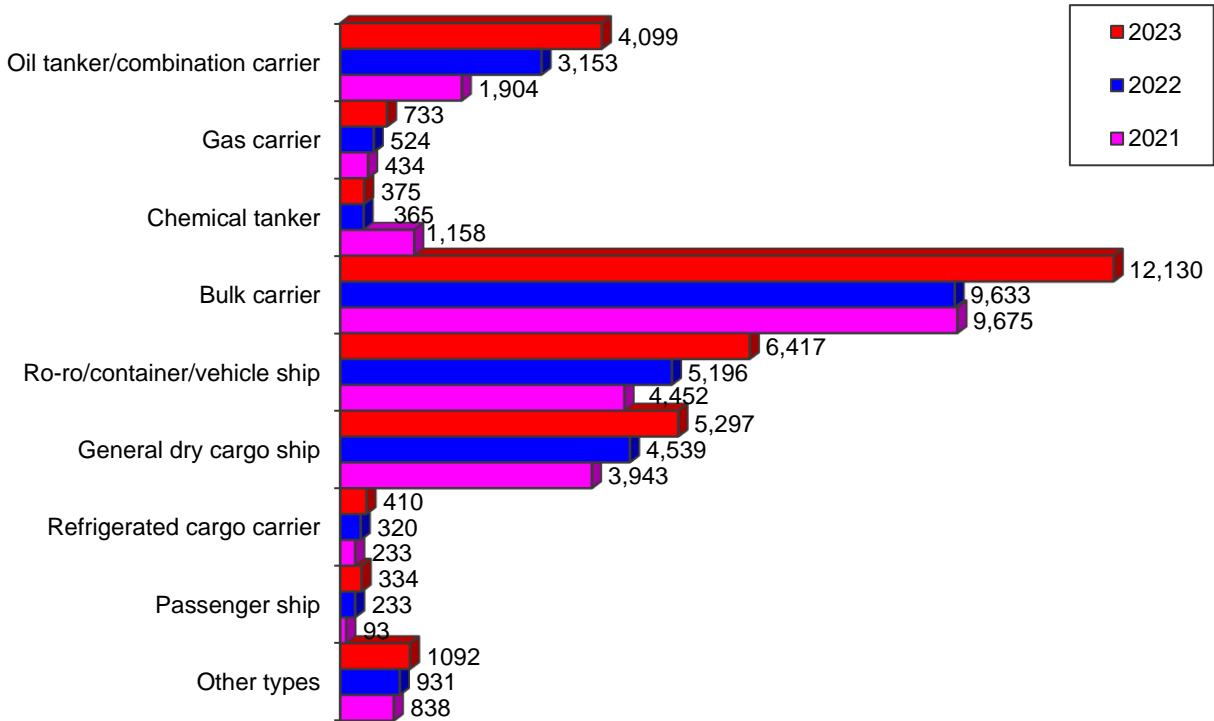


Figure 16: COMPARISON OF DETENTIONS PER SHIP TYPE

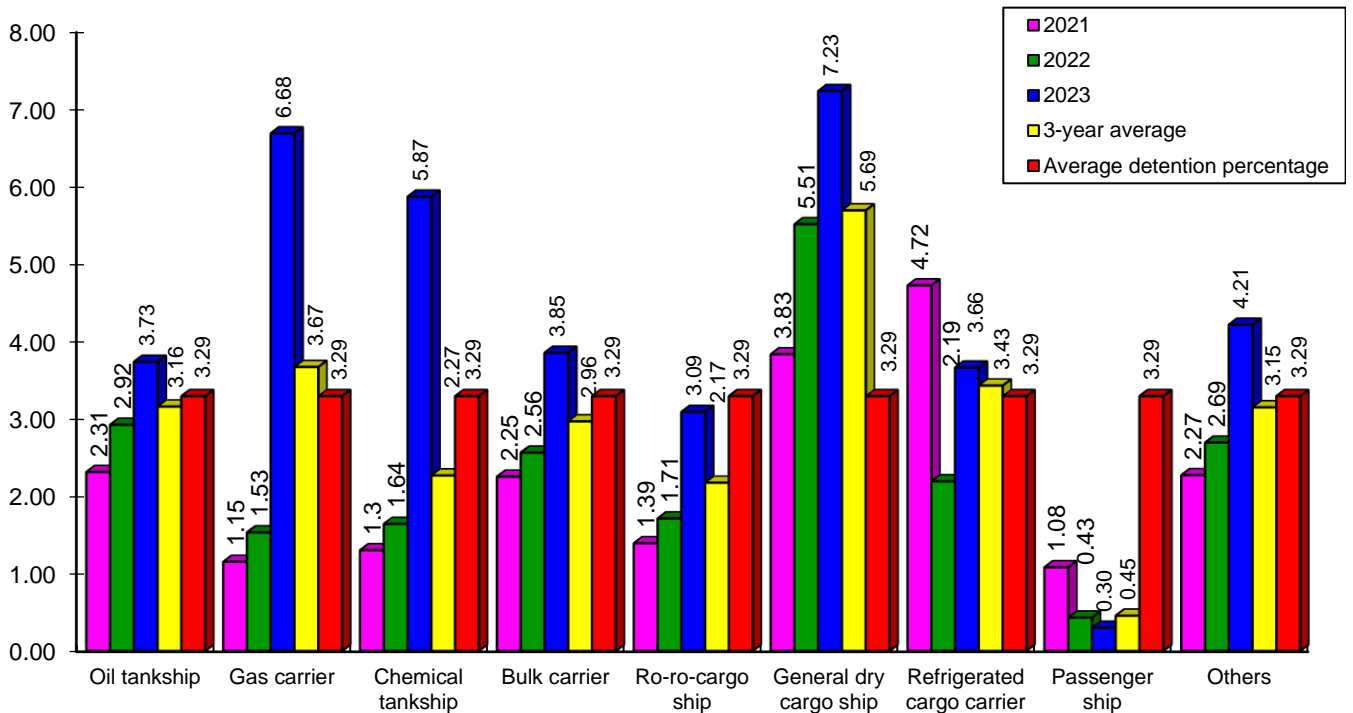
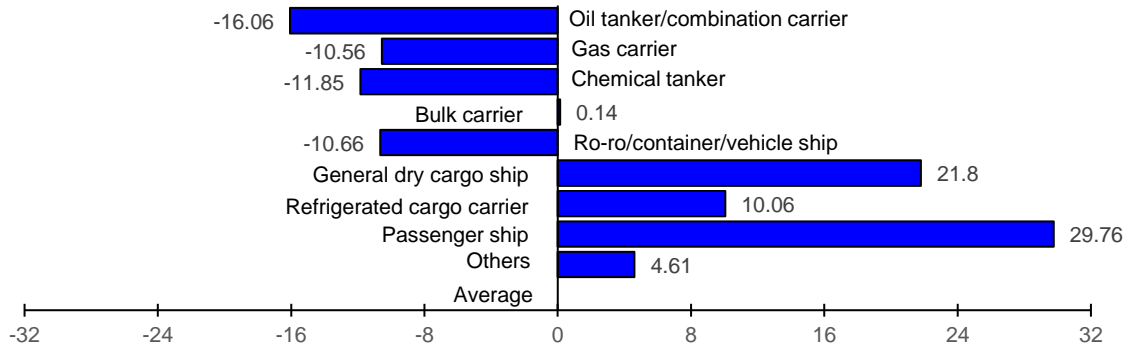


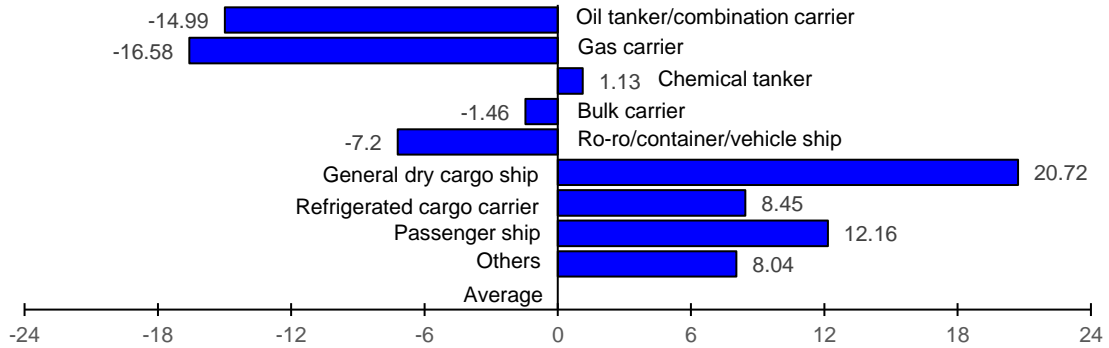
Table 10: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	2021	2022	2023	Total	2021	2022	2023	Total	
NLS tanker	61	39	39	139	1	2	0	3	2.16
Combination carrier	22	10	17	49	0	0	0	0	0
Oil tanker	1,823	3,104	4,043	8,970	43	90	153	286	3.19
Gas carrier	434	524	733	1,691	5	8	49	62	3.67
Chemical tanker	1,158	365	375	1,898	15	6	22	43	2.27
Bulk carrier	9,675	9,633	12,130	31,438	218	247	467	932	2.96
Vehicle carrier	495	661	714	1,870	5	6	12	23	1.23
Container ship	3,896	4,451	5,615	13,962	52	76	174	302	2.16
Ro-Ro cargo ship	61	84	88	233	5	7	12	24	10.30
General cargo/multi-purpose ship	3,943	4,539	5,297	13,779	151	250	383	784	5.69
Refrigerated cargo carrier	233	320	410	963	11	7	15	33	3.43
Woodchip carrier	231	249	267	747	2	5	6	13	1.74
Livestock carrier	45	43	43	131	3	0	1	4	3.05
Ro-Ro Passenger ship	55	58	62	175	0	1	1	2	1.14
Passenger ship	38	175	272	485	1	0	0	1	0.21
Factory ship	4	2	5	11	1	1	0	2	18.18
Heavy load carrier	77	47	62	186	4	1	2	7	3.76
Offshore service vessel	83	101	135	319	2	1	8	11	3.45
MODU & FPSO	1	4	6	11	0	0	1	1	9.09
High speed passenger craft	4	26	26	56	0	0	0	0	0
Special purpose ship	44	46	54	144	1	3	2	6	4.17
Tugboat	142	199	187	528	3	6	6	15	2.84
Others	207	214	307	728	3	8	20	31	4.26
Total	22,732	24,894	30,887	78,513	526	725	1,334	2,585	3.29

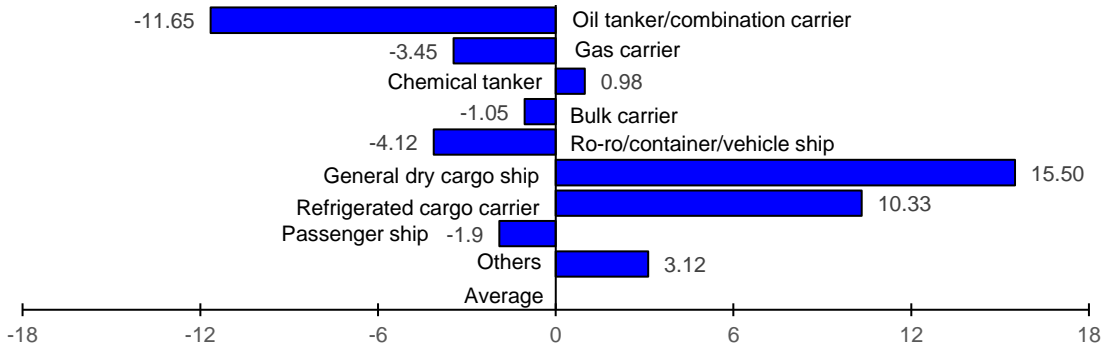
Figure 17: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



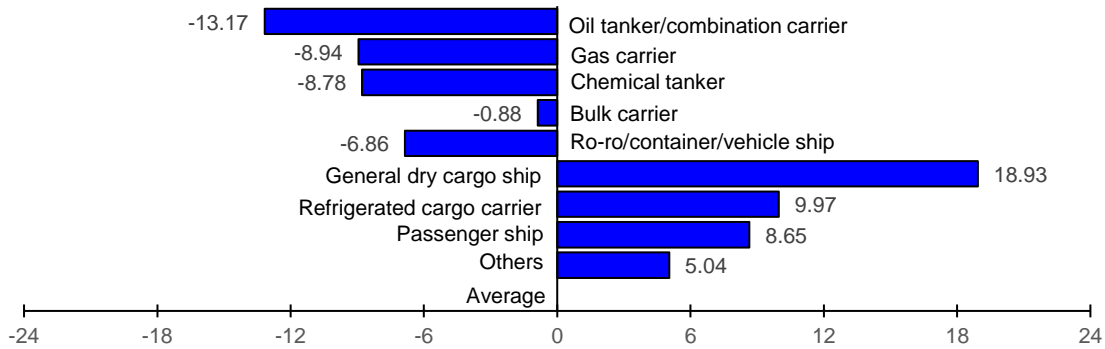
(a) Year 2021



(b) Year 2022



(c) Year 2023



(d) 3-year summary

* % over [+] or 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 %
	2021	2022	2023	Total	2021	2022	2023	Total	
Oil tanker/combination carrier	1,906	3,153	4,099	9,158	664	1,133	2,018	3,815	41.66
Gas carrier	434	524	733	1,691	175	180	421	776	45.89
Chemical tanker	1,158	365	375	1,898	452	190	232	874	46.05
Bulk carrier	9,675	9,633	12,130	31,438	4,937	4,765	7,258	16,960	53.95
Ro-ro/container/vehicle ship	4,452	5,196	6,417	16,065	1,791	2,272	3,643	7,706	47.97
General dry cargo ship	3,943	4,539	5,297	13,779	2,866	3,252	4,046	10,164	73.76
Refrigerated cargo carrier	233	320	410	963	142	190	292	624	64.80
Passenger ship	93	233	334	660	75	147	197	419	63.48
Other types	838	931	1,092	2,861	465	549	699	1,713	59.87
Total	22,732	24,894	30,887	78,513	11,567	12,678	18,806	43,051	54.83

Table 12: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2021-2023	No. of overall detentions 2021-2023	No. of RO responsible detentions 2021-2023	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
Aegean Register of Shipping	1	0	0	0	0	0
Alpha Ship Classification	103	2	0	1.94	0	0
American Bureau of Shipping	10,332	219	5	2.12	0.05	2.28
Asia Classification Society	25	4	0	16.00	0	0
Asia Shipping Certification Services	194	31	8	15.98	4.12	25.81
Azure Naval Architects BV	2	0	0	0	0	0
Biro Klasifikasi Indonesia	516	24	3	4.65	0.58	12.50
Bolivian Register of Shipping	3	0	0	0	0	0
Bulgarski Koraben Registrar	8	1	0	12.50	0	0
Bureau Veritas	10,857	373	15	3.44	0.14	4.02
China Classification Society	7,524	103	3	1.37	0.04	2.91
Columbus American Register	6	0	0	0	0	0
Cosmos Marine Bureau	431	61	6	14.15	1.39	9.84
CR Classification Society	452	6	1	1.33	0.22	16.67
Croatian Register of Shipping	86	4	0	4.65	0	0
Cyprus Bureau of Shipping	20	1	0	5.00	0	0
DNV AS	19,213	461	17	2.40	0.09	3.69
Dromon Bureau of Shipping	258	20	0	7.75	0	0
Emirates Classification Society TASNEEF	1	0	0	0	0	0
Foresight Ship Classification	169	18	7	10.65	4.14	38.89
Global Marine Bureau	1	0	0	0	0	0
Hellas Naval Bureau of Shipping S.M.P.C	14	2	0	14.29	0	0
Hellenic Register of Shipping	12	1	0	8.33	0	0
Horizon International of Naval Surveying and Inspection Bureau, S.A.	1	0	0	0	0	0
Icons Marine Services PTE Ltd	1	0	0	0	0	0
Indian Register of Shipping	308	32	0	10.39	0	0
Intermaritime Certification Services, S.A.	2,622	184	22	7.02	0.84	11.96
INTERNATIONAL CLASSIFICATION BUREAU CLASS	6	1	0	16.67	0	0
International Marine Survey Association	6	3	1	50.00	16.67	33.33
International Maritime Register	48	3	0	6.25	0	0
International Naval Surveys Bureau	44	8	0	18.18	0	0
International Register of Shipping	374	52	7	13.90	1.87	13.46
International Ship Classification	106	8	2	7.55	1.89	25.00
Intertek Maritime Bureau	3	0	0	0	0	0
Iranian Classification Society	67	4	0	5.97	0	0
Isthmus Bureau of Shipping	1,322	89	5	6.73	0.38	5.62
Isthmus Maritime Classification Society S.A.	12	2	0	16.67	0	0
Korea Classification Society (former Joson Classification Society)	69	2	1	2.90	1.45	50.00
Korea Maritime Transportation Safety Authority	11	0	0	0	0	0
Korea Ship Safety Technology Authority	7	0	0	0	0	0
KOREAN REGISTER	7,028	176	14	2.50	0.20	7.95
Limdal Marine Services	8	0	0	0	0	0
Lloyd's Register	11,843	300	16	2.53	0.14	5.33
M&P Surveyors, S. de R.L. de C.V.	3	0	0	0	0	0
Macosnar Corporation	99	7	0	7.07	0	0

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

Recognized organization (RO)	No. of overall inspections 2021-2023	No. of overall detentions 2021-2023	No. of RO responsible detentions 2021-2023	3-year average detention percentage	3-year average RO responsible detention percentage	3-year average percentage of RO responsible detentions%
Maritime Bureau of Shipping	14	3	0	21.43	0	0
Maritime Lloyd	5	0	0	0	0	0
Maritime Technical Systems and Services	26	1	0	3.85	0	0
Mediterranean Shipping Register	14	0	0	0	0	0
National Shipping Adjusters Inc	40	3	0	7.50	0	0
Nautx, Ltd	6	0	0	0	0	0
New United International Marine Services Ltd	114	13	1	11.40	0.88	7.69
Nippon Kaiji Kyokai	27,393	658	42	2.40	0.15	6.38
Novel Classification Society S.A.	17	6	0	35.29	0	0
Overseas Marine Certification Services	1,801	141	19	7.83	1.05	13.48
Panama Bureau of Shipping	15	0	0	0	0	0
Panama Classification Bureau	2	0	0	0	0	0
Panama Maritime Documentation Services	1,663	118	15	7.10	0.90	12.71
Panama Shipping Registrar Inc.	117	11	0	9.40	0	0
Phoenix Register of Shipping	46	6	0	13.04	0	0
Polski Rejestr Statkow	173	13	5	7.51	2.89	38.46
Qualitas Register of Shipping S.A.	57	1	0	1.75	0	0
R.J. Del Pan	1	0	0	0	0	0
Registro Brasileiro de Navios de Aeronaves	2	0	0	0	0	0
RINA Services S.p.A.	4,038	158	8	3.91	0.20	5.06
RINAVE Portuguesa	5	0	0	0	0	0
Royal Bureau of Shipping	4	2	1	50.00	25.00	50.00
RS Classification Services MON IKE	3	2	0	66.67	0	0
Russian Maritime Register of Shipping	463	22	0	4.75	0	0
Russian River Register	3	0	0	0	0	0
Ship Classification Malaysia	45	1	1	2.22	2.22	100.00
Shipping Register of Ukraine	17	1	0	5.88	0	0
SingClass International Pte Ltd	17	2	0	11.76	0	0
Sing-Lloyd	55	7	3	12.73	5.45	42.86
Union Bureau of Shipping	596	96	15	16.11	2.52	15.63
United Maritime Survey	4	1	0	25.00	0	0
United Registration and Classification of Services	3	1	0	33.33	0	0
Universal Maritime Bureau	569	65	12	11.42	2.11	18.46
Universal Shipping Bureau	2	0	0	0	0	0
Vega Register Inc.	9	1	0	11.11	0	0
Veritas Register of Shipping	11	0	0	0	0	0
Vietnam Register	2,375	69	8	2.91	0.34	11.59
Other	264	60	10	22.73	3.79	16.67

See also the note in page 33.

Table 13: PERFORMANCE OF RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2021-2023	No. of RO responsible detentions 2021-2023	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
Asia Shipping Certification Services	194	8	8	0	1.16	Low
Foresight Ship Classification	169	7	7	0	1.05	
Union Bureau of Shipping	596	15	18	6	0.75	Medium
Polski Rejestr Statkow	173	5	7	0	0.72	
Universal Maritime Bureau	569	12	17	5	0.55	
International Ship Classification	106	2	5	0	0.48	
International Register of Shipping	374	7	12	3	0.45	
Korea Classification Society (former Joson Classification Society)	69	1	4	0	0.42	
New United International Marine Services Ltd	114	1	5	0	0.28	
Cosmos Marine Bureau	431	6	14	3	0.25	
Biro Klasifikasi Indonesia	516	3	16	5	-0.44	High
Overseas Marine Certification Services	1,801	19	46	26	-0.44	
Panama Maritime Documentation Services	1,663	15	43	23	-0.60	
Dromon Bureau of Shipping	258	0	9	1	-0.64	
Intermaritime Certification Services, S.A.	2,622	22	65	40	-0.80	
Indian Register of Shipping	308	0	11	2	-0.85	
CR Classification Society	452	1	14	4	-0.85	
Isthmus Bureau of Shipping	1,322	5	35	18	-1.24	
Vietnam Register	2,375	8	59	36	-1.46	
Russian Maritime Register of Shipping	463	0	15	4	-1.55	
RINA Services S.p.A.	4,038	8	96	66	-1.72	
KOREAN REGISTER	7,028	14	160	121	-1.74	
Nippon Kaiji Kyokai	27,393	42	586	509	-1.83	
Bureau Veritas	10,857	15	242	193	-1.83	
Lloyd's Register	11,843	16	262	211	-1.84	
DNV AS	19,213	17	417	352	-1.90	
American Bureau of Shipping	10,332	5	231	183	-1.94	
China Classification Society	7,524	3	171	130	-1.94	

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

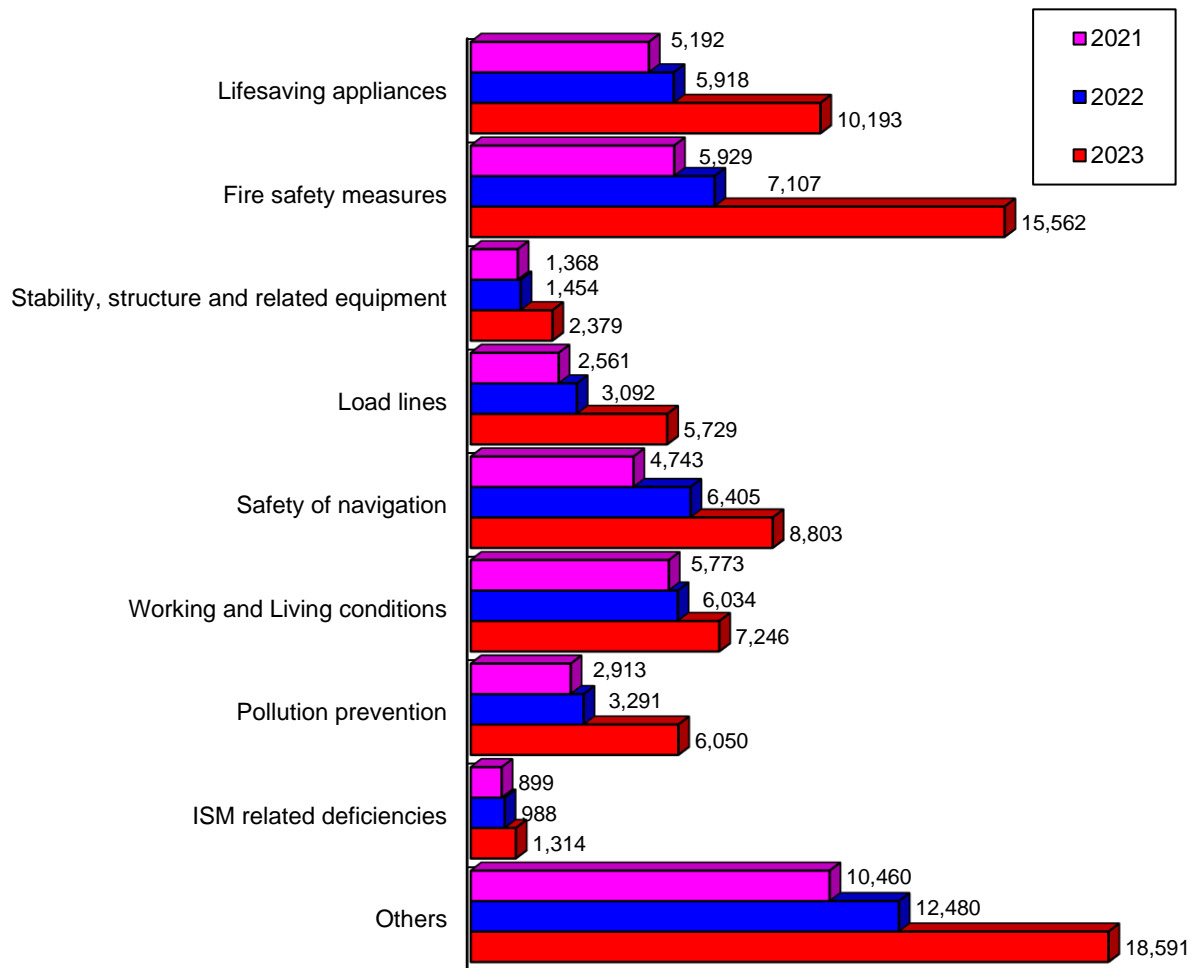


Table 14: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency		Number of deficiencies		
		2021	2022	2023
	Crew Certificates	803	877	920
Certificate & Documentation	Documents	1,955	2,571	3,219
	Ship Certificates	880	1,038	1,398
	Structural Conditions	1,368	1,454	2,379
Water/Weathertight conditions		2,561	3,092	5,729
Emergency Systems		2,897	3,418	5,102
Radio Communications		831	964	1,353
Cargo operations including		436	488	641
Fire safety		5,929	7,107	15,562
Alarms		254	367	841
Safety of Navigation		4,743	6,405	8,803
Life saving appliances		5,192	5,918	10,193
Dangerous goods		38	48	218
Propulsion and auxiliary		2,050	2,337	4,449
Working and Living Conditions	Living Conditions	380	323	428
	Working Conditions	1,321	1,412	1,676
Labour Conditions	Minimum requirements for seafarers	34	22	28
	Conditions of employment	441	385	304
	Accommodation, recreational facilities, food and catering	1,221	1,245	1,400
	Health protection, medical care, social security	2,376	2,647	3,410
Pollution prevention	Anti Fouling	13	7	13
	Ballast Water	563	686	1,190
	MARPOL Annex I	712	766	1,649
	MARPOL Annex II	7	18	24
	MARPOL Annex III	9	9	12
	MARPOL Annex IV	366	490	1,198
	MARPOL Annex V	920	1,003	1,176
	MARPOL Annex VI	323	312	788
ISM		899	988	1,314
Other		316	372	450
Total		39,838	46,769	75,867
ISPS		632	802	1,066
Grand total		40,470	47,571	76,933

Figure 19: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

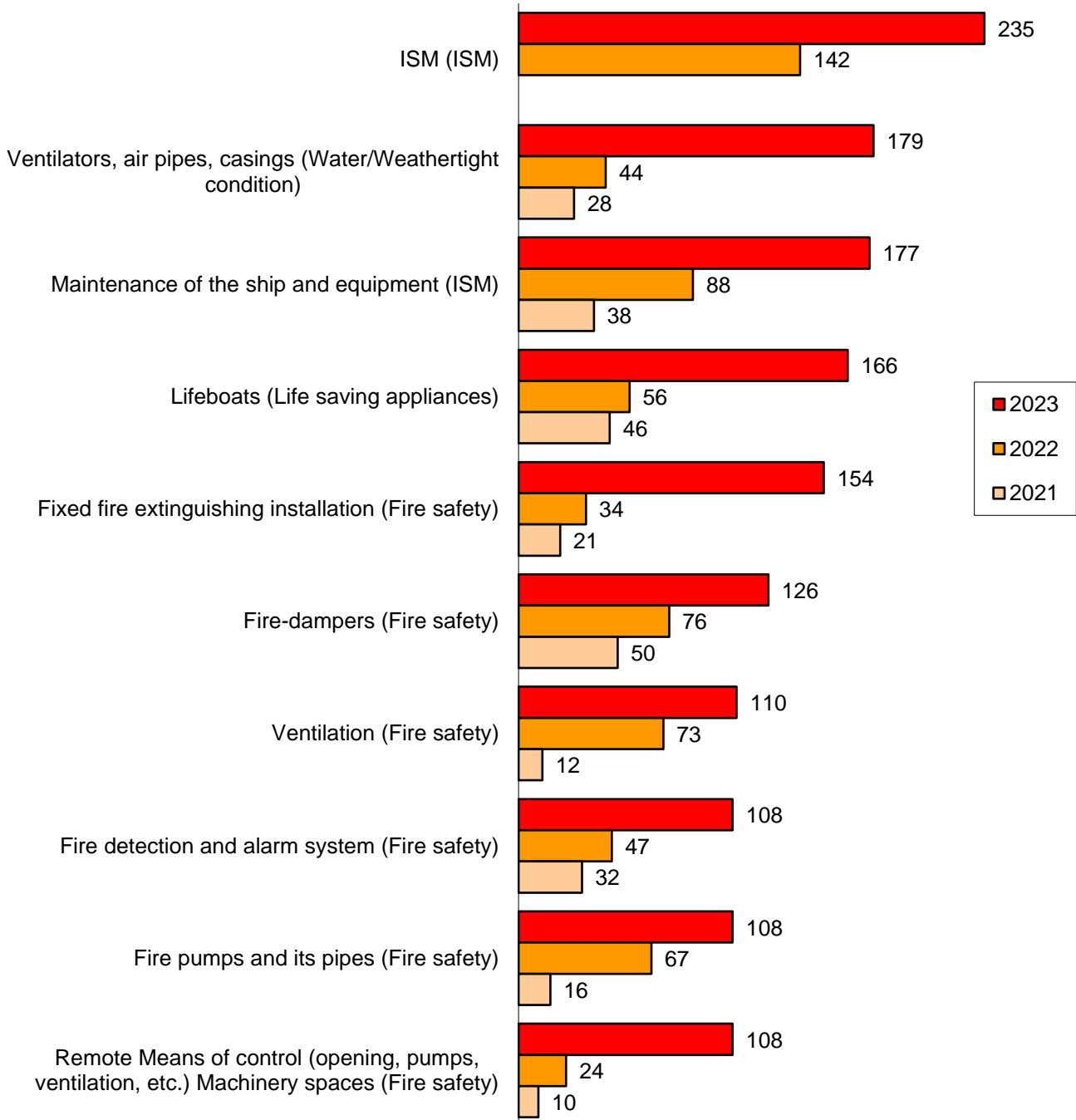


Table 15: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

No.	Most frequent deficiencies	Year		
		2021	2022	2023
1	ISM (ISM)	0	142	235
2	Ventilators, air pipes, casings (Water/Weathertight condition)	28	44	179
3	Maintenance of the ship and equipment (ISM)	38	88	177
4	Lifeboats (Life saving appliances)	46	56	166
5	Fixed fire extinguishing installation (Fire safety)	21	34	154
6	Fire-dampers (Fire safety)	50	76	126
7	Ventilation (Fire safety)	12	73	110
8	Fire detection and alarm system (Fire safety)	32	47	108
9	Fire pumps and its pipes (Fire safety)	16	67	108
10	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces (Fire safety)	10	24	108

Table 16: LIST OF UNDER-PERFORMING SHIPS

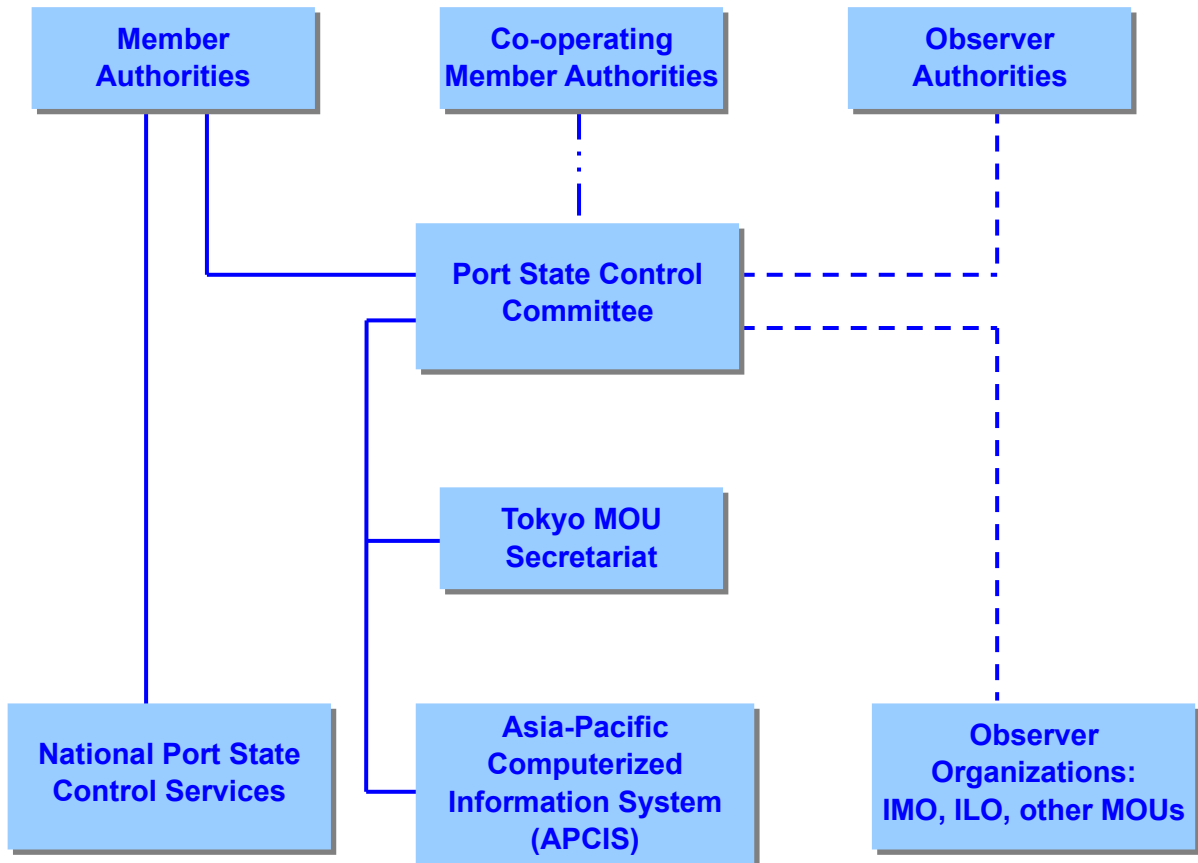
IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
8358142 ¹	KAI TONG 18	Belize	6351310	2
8358142 ¹	KAI TONG 18	Sierra Leone	6253617	2
8609125	DPL ALYUR	Togo	5922741	8
8672744	HE SHENG SHUN 29	Panama	6346504	2
8690198	MIDSHINE	Sierra Leone	6021612	5
8747616 ¹	JIN HONG DA 17	Mongolia	6289368	12
8747616 ¹	JIN HONG DA 17	Mongolia	6407118	12
8747616 ¹	JIN HONG DA 17	Sierra Leone	6289368	12
8794176	SHUN SHIN	Mongolia	5790706	3
8912807 ²	PACIFIC RAY	Dominica	6235669	9
8912807 ²	TESSA	Mongolia	5922741	9
9014119 ²	SOFIA 3	Comoros	6203527	12
9014119 ²	VANIA	Palau	6203527	12
9014119 ²	SAOSHYANT	Panama	6255613	12
9014119 ²	SAOSHYANT	Panama	6255627	12
9014119 ²	SAOSHYANT	Panama	Unknown	12
9030644	SUN RIO	Panama	5547163	1
9085091 ³	ORIENTAL DRAGON	Belize	5736503	6
9085091 ³	ORIENTAL DRAGON	Belize	6152044	6
9126704	ATLAS WIND	Vanuatu	5608815	4
9128843	BAOSHAN RICH	Togo	6012469	5
9156541	CHEM LUCK	Singapore	6147830	7
9188788 ⁴	PUTRI SAMUDRA	Palau	6197054	2
9188788 ⁴	JAL GAMINI	Togo	6197054	2
9213296	BRIGHT SONIA	Panama	6178580	1
9221449	DORIS	Cameroon	6034998	7
9291937 ³	BATSA	Sierra Leone	1990695	3
9291937 ³	BATSA	Sierra Leone	6392980	3
9301378 ³	JIN YANG 18	Panama	6087478	7
9301378 ³	JIN YANG 18	Panama	6387061	7
9301378	RELI HOPE	Sao Tome and Principe	6387061	7
9314569	SHENG SHI 569	Palau	6074711	3
9370599	GUO XING 2	Belize	6205639	2
9373802 ²	V MIRACLE	Panama	6092204	3
9373802 ²	AMBA	Togo	5519245	3
9376672 ⁵	GUO SHUN	Sierra Leone	6219859	4
9376672 ⁵	GUO SHUN	Togo	6219859	4

IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
9387968	TONG YANG	Belize	5075588	8
9512434⁵	SUNGARI	Tanzania	5519245	4
9512434⁵	SUNGARI	Togo	5519245	4
9573995	QUANG VINH 89	Viet Nam	6213404	5
9580364³	AMIGO II	Liberia	5266703	4
9580364³	AMIGO II	Liberia	5659188	4
9624275	MAERSK ARAS	Panama	5556793	4

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

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:

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

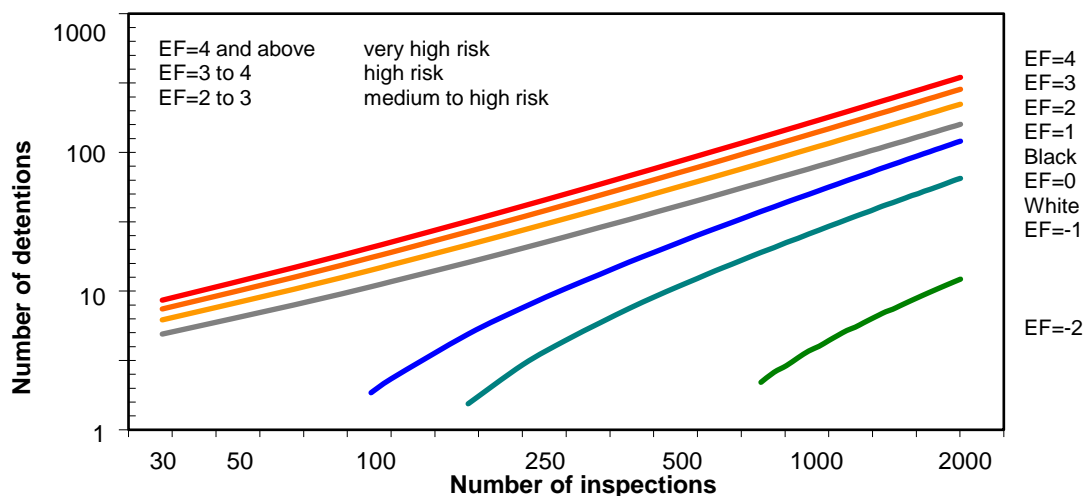
$$u_{white - to - grey} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1 - p)}$$

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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