



# PORT STATE CONTROL IN THE BLACK SEA REGION **ANNUAL REPORT 2009**



BLACK SEA PORT STATE CONTROL SECRETARIAT  
ISTANBUL / TURKEY

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### DISCLAIMER

The inspection and detention data in this publication are derived from data input by the member Authorities. The BS MOU (its member Authorities, the Secretariat and BSIS Manager) will not be held liable for any loss, damage or harm resulting from the use of information contained in this publication, or any reliance on the data accuracy, completeness or timeliness.

## FOREWORD

We are pleased to present the eighth issue of the Annual Report on Port State Control in the Black Sea region which is published under the auspices of the Port State Control Committee of the Black Sea MOU.

With the development and implementation of the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) which entered into force on 19 December 2000, the member Authorities of the BS MOU are committed to the objectives of improving maritime safety and protecting marine environment in general, very fragile, unique Black Sea marine environment in particular, from ship sourced pollution

PSC inspections are conducted to ensure that foreign ships visiting the Black Sea ports are seaworthy, do not pose a pollution risk, provide a healthy and safe environment and comply with relevant international regulations and within the scope of the member Authorities' national governing laws and regulations.

Through computerised ship risk profile based targeting system the BS MOU is raising pressure on the substandard ships to improve their performance or force them to leave the region.

The 2009 Port State Control Report outlines regional PSC performance and activities during the year, as well as international perspectives on port State control, and is evidence of the member Authorities' concerted efforts to maintain maritime safety and marine pollution prevention standards on vessels operating in the Black Sea region.

2009 was another active year for port State control in the Black Sea region; 4805 inspections carried out on foreign ships which resulted in 278 detentions. This represents a detention percentage of 5,79% which is a decrease of 0,58% when compared with the previous year's detention percentage of 6,37%. The average number of deficiencies found per inspection is also decreased.

This result is likely to be the consequence of improvements made to our risk-based inspection targeting system, and also the result of the concentrated inspection campaigns which were running during the year. More information on both these areas is contained within the report.

The BS MOU member Authorities will persist with their efforts to eliminate the substandard element of the shipping industry, while working with those who seek to raise ship standards, to ensure the safety of seafarers and passengers and to protect the marine environment.

Dr. Vitaly KLYUEV  
Chairman  
BS MOU PSC Committee

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\* Included in the electronic version of the report which can be found on the BS MOU web-site [www.bsmou.org](http://www.bsmou.org)

# 2009 ANNUAL REPORT

## OVERVIEW

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The Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) was completed and signed in Istanbul, Turkey on 7 April 2000 by representatives of the Maritime Authorities of Bulgaria, Georgia, Romania, the Russian Federation, Turkey and Ukraine.

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On December 19, 2000 the Memorandum entered into effect in the Black Sea region for three maritime States accepted the BS MOU. By December 12, 2002 the BS MOU entered into effect for all maritime States in the Black Sea, namely: Bulgaria, Georgia, Romania, the Russian Federation, Turkey and Ukraine.

The Port State Control Committee established under the Memorandum monitors and controls implementation and on-going operation of the Memorandum. The Committee consists of representatives of the maritime Authorities of the six member States and observers representatives from the International Maritime Organization (IMO), the International Labour Organization (ILO). The Committee granted observer status to the USCG, Paris MOU, MED MOU, West and Central Africa MOU and Commission on the Protection of the Black Sea Against Pollution.

To coordinate daily activity of the organization, on the kind proposal by the Maritime Administration of Turkey, the MOU Authorities decided to establish Headquarter and the Secretariat in Istanbul.

The Russian Federation has developed and launched the Black Sea Information System (BSIS), PSC computerized information system for the Black Sea MOU, basing on the technique used for the Asia Pacific Computerized Information System (APCIS), PSC information system for the Tokyo MOU, which was also developed by the Russia Federation.

To provide industry with the MOU news, procedures and inspection results the Black Sea MOU launched the internet web-site at [www.bsmou.org](http://www.bsmou.org) containing general information on MOU, regularly updated detention list. Taking into account of successful operation of the BSIS, it was decided to start open publication of PSC inspection results in internet through a direct link to the MOU database providing on-the-fly inspection results.

This annual report outlines recent activities on port State control in the Black Sea region, as well as international perspectives on port State control and includes the statistical port State inspection data conducted by the member Authorities of the BS MOU during the year 2009.



## PORT STATE CONTROL COMMITTEE

The Committee welcomed the request of the Paris MOU on the observer status and granted observer status to the Paris MOU which will further increase co-operation among two organization.

Member Authorities presented information about their national arrangements for port State control activities including important organizational changes and availability of dedicated PSC structures.

The Committee reviewed and updated the list of the BS MOU follow-up actions emanating from the Second Joint Ministerial Conference of the Paris and Tokyo Memorandas on Port State Control in Canada 2004, work has been done, completed or in progress.

The Committee considered the results of the concentrated inspection campaign (CIC) on the Safety of Navigation (CIC) from 1 September to 30 November 2008 together with the Paris MOU, Tokyo MOU under the campaign co-ordinatorship of the Republic of Turkey. The Committee agreed to include the CIC questionnaires and guidances in the PSC Manual.

The Committee elaborated preparation and arrangement for the CIC on the Lifeboat Launching Arrangements (SOLAS Ch.III) which was scheduled to take place from 1 September to 30 November 2009, agreed to invite the Undersecretariat for Maritime Affairs of Turkey, representing the BS MOU, to continue to take part in the work of the Paris MOU and to review and agree on the CIC questionnaire and guidance prepared by the Paris MOU and course of follow-up action to be taken.

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The Committee also agreed to conduct CIC on Tanker Damage Stability in 2010 together with the Paris MOU.

The Committee agreed with a standard application form for the regional detention review requests to be published on the BS MOU web-site with explanatory note in order to facilitate the review processes.

The eleventh meeting of the Port State Control Committee is planned to be held in Istanbul, Turkey on 6-8 April 2010.

## BLACK SEA INFORMATION SYSTEM (BSIS)

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The Black Sea Information System has been established in the Russian Federation, for the purpose of exchanging information on port State inspections, in order to make available to Authorities information on inspection of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and in the exercise of port State control on selected ships; and provide effective information exchange facilities regarding port State control in the region.

As the further step for providing more transparent and timely information on the BS MOU PSC activities, the Committee gave its approvals to on-line publication of the ship target factor, PSC inspection and detention data on the Memorandum web-site.

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- To prepare ship watch list with the criteria adopted by the Committee and publish on the BS MOU web-site;
- To continue making arrangements for the determination of the inspection data by ship risk groups;
- To prepare the BS MOU performance report using Paris MOU, Tokyo MOU and USCG annual reports and other data sources;
- To study on the data ship owners/manager and bareboat charterers for the publication the ship detention list.

## CONCENTRATED INSPECTION CAMPAIGN

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From 1 September to 30 November 2009, a Concentrated Inspection Campaign (CIC) on the Life Saving Launching Arrangements (SOLAS Ch. III) was carried out by the members of the Black Sea MOU (Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine). The campaign was conducted in conjunction with the Paris MOU and Tokyo MOU. The Republic of Turkey Undersecretariat for Maritime Affairs acted as the campaign coordinator.

During the CIC the Black Sea MOU Authorities carried out 1189 inspections on 1110 individual ships of which 12 (1,08%) were detained as a direct result of campaign. In total 68 (6,13%) individual ships were detained during the campaign period and the percent of the inspections with deficiencies was 67,39%. Total number of CIC-

related detentions was 13 (1,09%), out of total detentions of 71 (5,97%)

The highest number of inspections was conducted over the ships flying the flags of Turkey (12,62%), Panama (10,51%) and Malta (8,33%).

In general, 50% of all inspected ships were of general cargo/multi-purpose ship type, 22% -bulk carriers and 12%-oil tankers. Accordingly, maximum deficiency percentage recorded on ro-ro cargo ships was 85,71%, then general cargo/multi purpose ships (71,67%) and bulk carriers (62,93%).

Total detentions belonged to general cargo/multi-purpose ships with 54 (9,08%) detentions, and bulk carriers with 10 (3,86%) detentions.

The most problematic area at the ships inspected during the campaign was lack of crew familiarity with relevant IMO documentation and guidance including MSC Circulars, and lack of identification hazards associated with the launching and recovery of lifeboats.

Detailed analysis of the results of the campaign will be considered by the Black Sea MOU Port State Control Committee in April 2010.

#### **Concentrated inspection campaign in 2010**

The BS MOU would join in with the Paris MOU to conduct CIC on Tanker Damage Stability.

## **TRAINING**

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PSCOs from Turkey participated into the Train the Trainer Workshop on the CIC Launching Arrangements in Hauge/Netherlands on 4-7 May 2009. Senior PSCOs from Turkey participated into the Paris MOU 48<sup>th</sup> and 49<sup>th</sup> Port State Control Seminars which were held in Tallinn/Estonia on 3-5 June 2009 on CIC on Life Saving Appliances and in Helsinki/Finland; on 1-3 December 2009, on feedback CIC Lifesaving Appliances and Marpol Annex VI.

Senior PSCO (Turkey) participated into the Paris MOU Expert Training on the Human Element VIII in Hauge/Netherlands on 5-9 October 2009.

#### **PSCO Exchange Programme**

Within the scope of regional and interregional PSCO Exchange Programmes the Russian Federation sent PSCOs to Romania and Turkey. Turkey sent PSCOs to Bulgaria, Romania, Russia, Italy, France, Spain and Malta.

## **INTERREGIONAL COOPERATION**

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During the 2009, considerable measures has been taken up by the International Maritime Organisation, International Association of Classification Societies, industry bodies and regional forums, which will, if effectively implemented, further improve maritime safety and preserve the marine environment.

In this respect the BS MOU was represented by Mr. Arno KARAKASHYAN, Russian Federation, at the 19<sup>th</sup> meeting of the Port State Control Committee of the Tokyo MOU which was held in Port Moresby, Papua New Guinea, 24-27 August 2009.

Uğur Özyürek, Turkey, participated in the 11<sup>th</sup> Committee meeting of the MED MOU which was held in Valetta, Malta, 9-11 November 2009.



The BS MOU represented by Mr. Nihat ASAN and Mr. Tamay (- ulW Turkey at the 20<sup>th</sup> and 21<sup>st</sup> meetings of the Paris MOU Technical Evaluation Group which were held in Lisbon, Portugal from 3-5 November 2009; in Maderia Pancho Maleria, Spain from 2-4 March 2010.

The Secretary participated into the Commission on the Protection of the Black Sea Against Pollution and its Advisory Group on the Safety of Aspect of Shipping which were H Turkey.

## PSC INSPECTIONS 2009

### REGIONAL INSPECTION DATA

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During the 2009 calendar year 5,666 individual ship visited inspection ports in the Black Sea region in which 3,320 (58,60%) individual ships inspected and 252 (7,59%) individual ships detained. The number of individual ships inspected in 2009 (3,320) is decreased compared with the number of individual ships inspected in 2008 (3,888).

4,805 inspections carried out onboard 3,320 individual ships registered by 94 flag Administration. The number of inspections in 2009 (4,805) slightly lower than the years 2008 (5,161) and 2007 (5,069).

The overall detention percentage in the region was 6,37% in 2008; in 2009 decreased down to 5,79% as a percent of inspections, rather than the number of individual ships inspected to take into account that many ships are detained more than once during any one year. Regional detention rate (detentions in % of individual ships inspected) is 8,37% which is lower than 8,46% in 2008.

The number of ships detained in 2009 for deficiencies clearly hazardeous to safety, health or environmental amounted to 278. It compares with the number of detained 329 in 2008, 367 in 2007. Number of inspections decreased 356 (6,90%) total number of detentions decreased 51 (15,50%) which resulted 0,59% decrease in detention percentage in 2008 (6,37%). This high rate of decrease in detention compared with the decrease in inspections which represent 0,10 point improvement relative to the 2008. Table I displays regional individual ship visit and inspection together with Authority inspection data (last line). Inspection and detention rates by Authority are displayed in Figure I.

## INSPECTION DATA BY AUTHORITY

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The BS MOU member Authorities contributions into the regional inspection efforts displayed with Table I. Member Authorities inspection rate (percent of number of individual ships inspected) exceed initial regional commitment of 15%. Inspection rates are varies between 19,54% and 64,10%. Regional inspection rate is 58,60%. Detention percentage of the member Authorities varied from 2,13 to 12,64 percent.

Number of inspections per port in the region has a wide range up to 1,148 inspections at the port of Novorossisyk which experienced the second highest number of individual ship visits (1,627). Regional average number of inspections per port is 117. Breakdown of annual 2009 inspections by inspection ports reveals that inspection rate in the majority of the inspection ports exceeds 15 percent inspection rate of the initial commitment of the Memoranda.

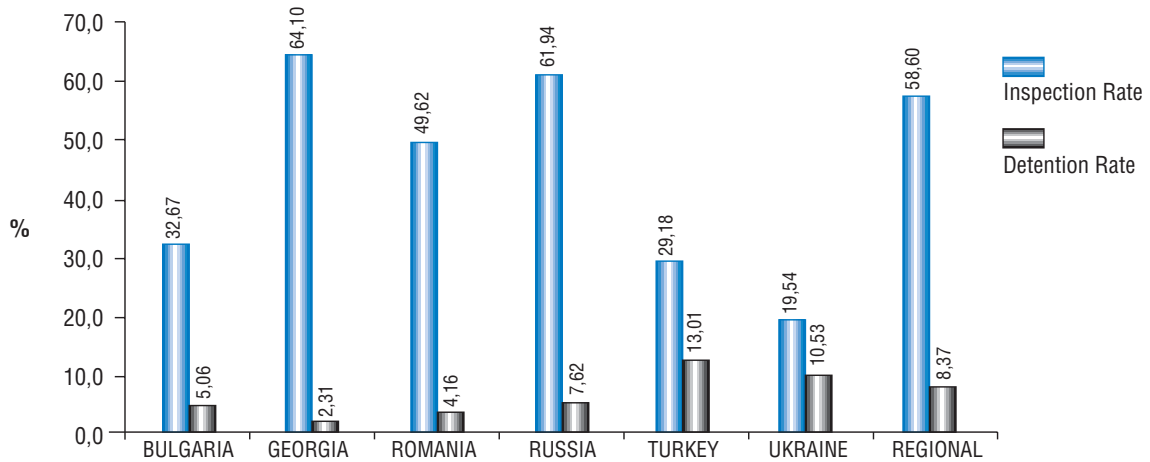
Average percent of inspections with deficiencies in 2009 (66,93%) is slightly lower than 2008 (67,86%). Percent of inspections with deficiencies varies from 44,03 to 80,70 in the region.

Table I- Inspection Data by Authority and Region

Authority	Inspected	Detentions	Inspected	Detentions	Inspected	Detentions	Inspected	Detentions	Inspected	Detentions	Inspected	Detentions	Inspected	Detentions
Bulgaria	32.67	5.06	Georgia	64.10	2.31	Romania	49.62	4.16	Russia	61.94	7.62	Turkey	29.18	13.01
Ukraine	19.54	10.53	Regional	58.60	8.37									

- (1) Data only Black Sea Ports.
- (2) Individual ships inspected in % of individual ships visited.
- (3) Detentions in % of individual ships inspected.
- (4) Detentions in % of inspections.

Figure I- Inspection and Detention Rates by Authority



## INSPECTION DATA BY FLAG

Inspections in 2009 were carried out on ships registered under 94 flags. The majority of inspections were Turkey flagged (12,92%), Panama (11,43%), vessels, with large number from Malta (10,74%), Russia (5,33%) and Liberia (4,52%) which represents 44,93 percent of total inspections, amounted to 2159 inspections.

In 2009, ships registered under 38 foreign flags were observed to have deficiencies sufficiently serious to impair the seaworthiness and warrant detention. High detention percentage observed Democratic People’s Republic of Korea (30,77%), Togo (30,00%), Sierra Leone (17,31%), and Dominica (16,67%) flagged vessels. Table 2 illustrates inspections data by flags exceeding average detention percentages (with inspections more than 10).

**Table 2- 2009 detentions by Flag, exceeding average detention percentage (number of inspections>10)**

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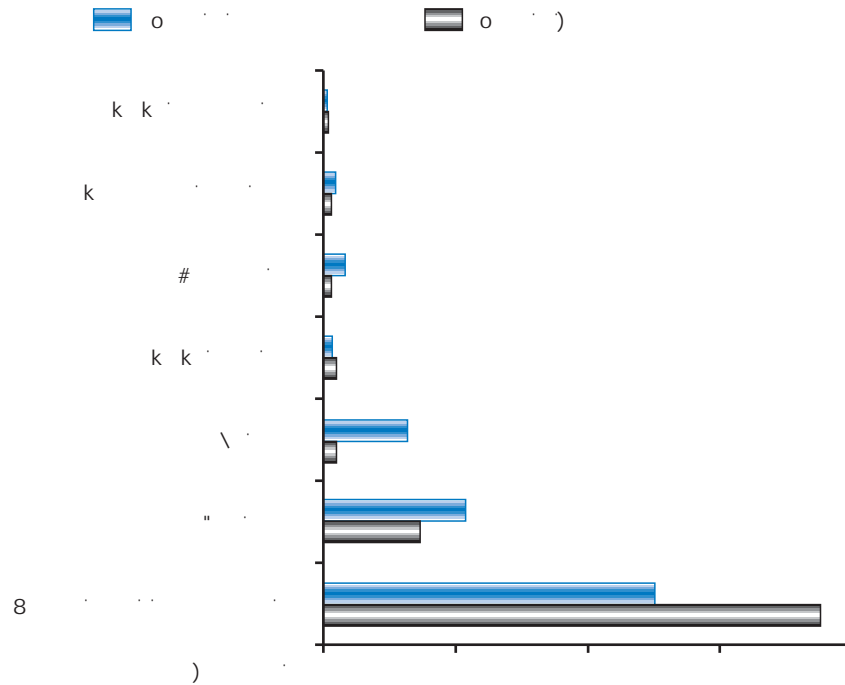
## INSPECTION DATA BY RECOGNIZED ORGANIZATION

The majority of ships inspected are in class with the Russian Maritime Register of Shipping (13,01%), Bureau Veritas (11,86%) and Lloyd’s Register of Shipping (11,11%). Higher percent of detentions were with International Register of Shipping (17,89%), Global Marine Bureau (15,84%), Shipping Register of Ukraine (16,19%), International Naval Survey Bureau (15,29%) and Isthmus Bureau of Shipping (12,90%) (with inspections more than 30). Higher percent of inspections with deficiencies were Bulgarski Koraben Registar (96,34%), Global Marine Bureau (92,08%), International Naval Survey Burea (89,82%) and Shipping Register of Ukraine (82,86%) (with inspections more than 30).

## INSPECTION DATA BY SHIP TYPE

When considering the breakdown of ships inspected by ship type, largest group of the ship inspected during 2009 were general cargo/multi purpose ships with 2420 (50,66%) inspections; bulk carrier 1041 (21,79%) and oil tanker 617 (12,92%) were also inspected. Majority of detained ships were type of general cargo/multi purpose ships with 209 detentions and bulk carriers with 41 detentions which were accounted for 89,93% of the total detentions. Higher percent of detentions were with Ro-Ro Cargo ships (8,77%), general cargo/multi-purpose ships (8,64%), Ro-Ro passenger ships (6,67%) and bulk carriers (3,94%) (number of inspections more than 10).

Figure 2- Comparison of share of inspections and share of detentions for ship types with more than 1 detention



## INSPECTION DATA BY DEFICIENCY

A total of 22,885 deficiencies were recorded during port State control inspections in 2009. Majority of the deficiencies found upon inspection in 2009 were related to safety of navigation (15,63%), lifesaving appliances (13,31%), stability, structure and related equipment (12,98%), and fire safety measures (9,59%). These four categories make up 51,52% of the total deficiencies found.

Percentage of the MARPOL related (0,36%) and SOLAS related (1,77%) operational deficiencies were low compared with the marine pollution MARPOL Annex I (3,71%) deficiencies. Number of ISM related deficiencies were 619 which accounted for (2,70%) of the deficiencies.

A total 1134 detainable deficiencies and 122 RO related detainable deficiencies were recorded during the port State control inspections. 4,95 percent of deficiencies in 2009 were detainable deficiencies. 10,76 percent of detainable deficiencies in 2009 were RO related. Majority of the detainable deficiencies found upon inspections in 2009 were related to fire safety measures (22,75%), stability, structure and related equipment (13,40%), lifesaving appliances (11,29%), and ship's certificates and documents (9,79%). These four categories make up 57,23% of the total detainable deficiencies found.

Majority of the RO related detainable deficiencies found upon inspection in 2009 were related to stability, structure and related equipment (17,21%), ship's certificates and documents (14,75%), fire safety measures (13,93%) and safety of navigation (12,30%). These four categories make up 58,20% of the total detainable deficiencies found. Average number of detainable deficiencies and RO related detainable deficiencies were 4,08 and 0,43 per detention.



Table 4- Inspection data by Flag

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Table 6- Inspection data by ship type

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Table 7- Inspection data by type of deficiencies

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## ANNEXES

### ANNEX-1 LIST OF SHIP DETAINED IN 2009

o=QV°U-	Q\ VyU"-k	708	k-#\8V@-) \k8°V@°uQV	@\#\U#°V VyU"-k	V\ \7 )-u°Q )-7Q@V#eo	V\ \7 k\k-Ou-) )-u°Q )-7Q@V#eo
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° °Mj-V@	# @	@	V ° "			
°")yO=	o O	\ @	k ° o			
°")yO°=u	u	\				
°")yO°u@	o O	\				
°")yO°u@	o O	\				
°)@@-E#O#h-k°oyV	o O	@	k ° o			
°)@	u	\				
°7k\°u°k	#	8 U "	k ° o			
°7k\°u°k	#	8 U "	@ ° o			
°8°-Mu-k@@	=	= U @	k			
°=\k°	8	@	k ° o			
°OV°o-k	8	8 h	k ° o			
°Ou° † 7Q	)	h	k ° o			
°O) Q	U	\				
°O#\k	#	8 U "	V ° "			
°OM°V)k°°k--°†M	y	k U	k ° y ° o			
°O(EV)kMk°α\°°V\†	y	o	k ° y			
°O°)O	o ° †	@	V ° "			
°O°M#°	u	O	k			
°O°-kk	o O	\				
°O°	U	\				
°OU-)°°u°k	"	) V †				
°U° @°	#	@	V ° "			
°U° @°	#	@	V ° "			
°O°=k°°	#	8 U "				
°U° @° °	8	\ @	k ° o			
°U° @° °=U°)	8	u	O			
°U° @° °=U°)	8	u	O			
°U° @° O	o O	\				

o=V U-	U \ VyU"-k	70 8	k-# \ 8V@-) \ k8 V@ u@ V	U \ # \ U h V VyU"-k	V \ 7 )-u"U" )-7#V#eo	V \ 7 k \ k-O u- )-u"U" )-7#V#eo
Uyk		"	k U k o			
V U k@	#	#	8 U "			
k) \ o	h	@	@ " k o			
k @	o O	@	@ k o			
k o	o O	o	o k y			
k) =@Vu\	@	V	M M			
k-o'@	o M V	@	k o			
k8\	8	"	M k			
k† °)	o k	"	†			
o#\	#	@	@ k o			
o=k 7	#	@#OU k'@	U o k O h k o			
o=k 7	#	@#OU k'@	U o k O			
σ V=-@	h	\				
yk°	#	@	k o			
'M	8	u	O			
" MV' -E" O'	U	V	M M			
" k M	#	@#OU k'@	U o k O h k o			
" -σ @ @	U	\				
" -uyO	u	u	O			
" -' -@ -E oO k	u	V	M M			
" @B@ @' ) -kO k	u	u	O			
" @B@ @' ) -kO k	u	u	O			
" \k' 8-V#	u	u	O			
" k@=u'au k	8	u	O			
" yMu	h	@	k o			
" yk° MMOM† V	h	\				
" yk° MMOM† V	h	\				
# V'o	u	"	†			
# V-k' -EJ @ E	h	y	o "			
# h@ O† -8°	U	"	M k			
# hu " ") yO =	o k	\				
# hu' @ Uyk')	o O	\				



BLACK SEA MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

o=@V U -	@\ VyU" -k	70 8	k-# \8V@-) \ k8" V@ u@V	@\ #\ U h" V VyU" -k	V \ 7 ) -u" @ " O ) -7#@V# @o	V \ 7 k \ k-O u- ) -u" @ " O ) -7#@V# @o
#=-kV\ U \ k-uo		y	o k y			
#Oh-k'O V# au-k		o	" " ' o			
#\ Vj y-k		h	\ U # ' o			
#\ Vau' Vu-		#	@ V ' o "			
#\ au@		h	V M M			
#k- " # =		#	@ k ' o			
#k- " # =		#	@ k ' o			
) ' - 8" M' \ V8		M ) hk	M # ' o ' K #o			
) ' O" V		#	o k y			
) ' V@O		U	k U k ' o			
) ' h=V-		o O	h k ' o			
) -Oh=@		U	@ ' o #			
) -k) "		U	\			
) -au@'		#	@ V ' o "			
) @U \ V)		k	k U k ' o			
) @U \ V)		#	k U k k ' o			
) \ V" " u-		#	@ " V ' o "			
) \ VV" y		u	\			
- " out @)		h				
- #-		h	\			
-) @V-		u	" " ' o			
-U -k" Q'		h	k U k ' o			
-V8@ Mhu' V \ 8Qy		u	V M M O k			
-h=-oyo		V	8 O			
-kU" M		k	k U k ' o			
-yk \ 8" O OE		8	@ k ' o			
-yk \ h- " V uk" ) -k		h	@ V ' o "			
-yk \ h- " V k" ) -k		h				
-yk \ uk" ) -k		8	@ k ' o			
7U dh@ @ \ V		#	8 U "			
7 yV"		U	o k y ' o			
7 t- "		U	o k y ' o			

o=V U-	U \ VyU"-k	70 8	k-#\8V@-) \k8" V@° u@V	U \ # \ U h" V VyU"-k	V \ 7 )-u"@"O )-7@V#eo	V \ 7 k\k-Ou- )-u"@"O )-7@V#eo
7-00 †		h	\			
7-\) \k		U	o k U k y o			
7-\7" V'o=\M@-†		#	k U k o			
7-o#\ "		U @	k U k o			
7@-O		O	O k			
7@u@°		h	\ o U # U#o			
7@=-k'M		h	\ @ k o			
7@u-k=yV--		V	" †			
7Ok°		h	@ " o			
7\ # \ U" k		h	\ h U # o k # U#o			
7\k† °k)		#	@ k o			
7k@V) o=		u	\			
8-V-k" O#=@u" M†		o † 8	@ V o "			
8-V-†-U		u	u O			
8-\k8@o'		o k	V M M			
8@		#	8 U "			
8Ok'		o M V	= k o †			
8\ 'uk°)-k		U	V M M			
8\ \) #=" V#-		h	k U k o k @ V			
8k° V) 'au" k		-	h k o			
8k--V\ \†°		"	" † o O k			
8yO		h	\ U # o U#o			
8yO' °		8	\			
= ° #@-M@y#Oy		u	u O			
= ° K° =U°) o		o k	8 O			
= ° KM° O@		o k	@ V o "			
= ° M#O@8Oy		h	@ V o "			
--OV°		o M V	@ k o			
=@° "		8	@ k o			
@k°=@yau'\8Oy' '@		u				
@K†-Vuyk-		h	\ k U k o			
K oU @-		o O	@ k o			

o=QV^U-	Q \ VyU"-k	70 8	k-#\8V@-) \k8^V@^uQV	Q \#\U^h^V VyU"-k	V \ 7 )-u^Q^"O )-7#QV#eo	V \ 7 k\k-Ou- )-u^Q^"O )-7#QV#eo
K dU Q-		o O	@ k o o			
K Q^au^k		h	h U o o @ @			
KyauU^k@U -E="VV-#=k@UQ-		u	@ V o "			
MQ Q^V^		U	" o			
Mhu^V^ Q^dJ^V		8	\			
Mhu^V^ Q^dJ^V		8	\			
Mhu^V^ Q^oMOM†^V		u	u O			
M^O) U y=@) Q-		h	h k o ) o			
M^k-)		#	@ V o "			
My@U^		8	\ k o U			
MM^)-o		h	h k o o = k o o			
MU-		#	@ k o			
O^M@h		h	8 O k			
O)^		#	" M k			
O)^ Q^		u	\			
O)^ U^k@		)	h k o Q#OU^k @ # U o k O			
O)^ U^k@U		#	M # o 7 K #o @ V o " @ o k #			
O)^ U Q^		h	k U k k o h k # o h o k @			
O)^ k-		h	@ k o O k			
O)^ o= Q^		U	\			
OKM		u	\			
Q^VK		o M V	@ k o			
Q^k^U Q^O		8	\			
Q^k^U Q^O		8	\			
Q^k^ \-u-h-		8	\			
Q^k^ \-u-h- (Eo-† Q)		8	\			
Q^k^#Q^h-k		o O	\			
Q^k^Mk^)-V@		8	u \ O			
Q^k^uk^"- \V		8	\ @ k o			
Q Mo		"	k U k o			
Q uyo		#	@ V o "			

BLACK SEA MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

o=QV*U-	Q\ VyU"-k	708	k-#\8V@-) \k8*V@*uQV	Q\#\Uh*V VyU"-k	V\ \7 )-u'Q"O )-7#QV#e@	V\ \7 k\k-Ou-) )-u'Q"O )-7#QV#e@
Q uyo		#				
Qy)UQ		#	o k y			
U*kQ U		u	\			
U*kQ U		u	\			
U*kou		h				
U*ku'V O uo@		y	o k y			
U*k†	M ) k	M ) k	M # o K #o			
U*uV-OO@	h	h	V M M			
U-)††-	#	#	@ V o "			
U-)††-	#	#	@ V o "			
U-)'	u	u	o			
U-k'M@	h	h	V O M M k			
UQ#*Q@Mtd@	y	y				
UQ*	O	O	) V U † k o			
UQ*#=	h	h	h o k @			
U@M M M	h	h	" † k #			
U\='U*)hkQ#-	o M V	o M V	@ k o			
Uyk*)U	#	#	@ V o "			
Uyk'uM*V	u	u	" † V M M			
Uyu'7	M )hk	M )hk	M # o K #o			
U†'7M	o O	o O	\			
V*)@	o O	o O	@ \ k o			
V*7u"yQM@	o † 8	o † 8	h k o o = k o			
V*V@	"	"				
V*oQ	h	h	\ y o "			
V*-Q'Q*U\8Qy	u	u	o			
V*-Q@	o O	o O	@ k o			
V*-Q@8	u	u	V M M			
V-U-o@	#	#	\			
V(Qk)	"	"	k U k o			
V@M O \o7	h	h	# # U k o			
V@M O' ho\U@)@	k	k	k U k o			

o=ⓈV°U-	Ⓢ\ VyU"-k	70 8	k-#\ 8V@-) \k8°V@°u&V	Ⓢ\#\Uh°V VyU"-k	V\ \7 )-u°Ⓢ"O )-7Ⓢ@V#eo	V\ \7 k\k-Ou-) )-u°Ⓢ"O )-7Ⓢ@V#eo
VⓈ	#	#	\ 8 U "			
V\k)-V	#	#	" M k			
V\†Ⓢk°) #	h	h	y ° k " °			
\#°M	#	#	@ @ V ° k ° °			
\#-°V°	#	#	8 U "			
\Ⓢ°	#	#	@ k ° °			
\U°k°O7°k\yM	"	"	\			
\k°Vyo	o M ° V	o M ° V	@ k ° °			
\k&V	U	U	o k ° y			
h°O7O,u°	k	k	k U k ° °			
h°O7O,u	k	k	k U k ° °			
h°Ⓢ#	@	@	8 O			
h-uk°=°U@†	k	k	k U k ° °			
h=Ⓢ\o	#	#	8 U "			
h&V--k†Ⓢ	U	U	\			
h\o-')\V	o O	o O	\			
k°U	o O	o O	\			
k°U	o O	o O	\			
k°U°°-(Ⓢ\o-†\)	o O	o O	@ k ° °			
k=\oyo	h	h	h ° k @			
k=\oyo	h	h	h ° k # @			
kⓈ	O K	O K	\			
kⓈ°k	#	#	8 U "			
k@°o\V°°	u	u	" †			
k\kV	"	"	" M k			
k\y-V	o O	o O	o k ° y			
k\y-V	o O	o O	o k ° y			
k\°°O	u	u	u O			
kyo°ⓈM	#	#	8 U "			
o°#°	8	8	@ k ° °			
o°O U °	o O	o O	\			
o°O°°Ⓢ°-Ⓢykyo	o O	o O	\			





o=QV^U-	Q\ VyU"-k	70 8	k-# \ 8V@-) \ k8^ V@° uQV	Q \ # \ U h^ V VyU"-k	V \ 7 )-u^ Q )-7#V#eo	V \ 7 k \ k-0 u- )-u^ Q )-7#V#eo
yk8-V#=-		y	k U k y o			
yk\o		8	@ k o			
t^Ok@V-\kQ		y	k U k y o			
t-#u@Q		#	@ V o "			
t-kQ		U	V M M O			
tQ V) '-(U" Q		#	o k y			
tQ		k	k U k o			
tQ		k	k U k o			
tQ8Q		#	o k y 7 o			
t\Q\ " " Q		8	@ k o			
t\Q\ " " Q		k	k U k o			
t\Q\ " " Q		y	k U k y o			
t\Q\ ) \ V		#	k U k o			
t\Q\ ) \ V		k	k U k o			
t -out Q) @		h	@ " o			
t Q t		h	y o "			
t Q t		h	y o "			
t Q) O V)		o M V	@ k U o k o			
t "' \k		8	@ k o			
t "' \k		8	@ k o			
' " U^ M k') -k		h	k U k o			
' Q Q O k		o O	@ k U o k o			
' yoy7-@° \ VQ		u	u O			
-') -@		#	k U k o			
-@) u^ k		#	8 U "			

ANNEX-2 SHIP WATCH LIST

VyU"-k\7 )-u-Vu@Vo	o=V"U-	U\ VyU"-k	#\Uh"V'	U\ #\Uh"V' VyU"-k	V\U-	V\U-
	-yk\h-"Vuk")-k		" V #			
	"U@O		" o ) y V u			
	K-"-O		y ) o M 8			
	†'" \k		"			
	8@		U ) u ) u			
	)@U\V)		) o # "			
	K-"-O		y ) M 8 "			
	=U@8yO k@		† u ) V u @ @ u O			
	OauO M @		u o			
	"O"U"V		K			
	hk@#-'=V@		U o			
	U"O		k o O			
	-Mu-k@"		h O			
	u\k		- o ) u V u O o @			
	O@-k"U@O		" o O			
	Mhu"V)ykoV" M"o		u 8 o u O			
	o" \U" k		y u # u			
	ukyau'		8 )			
	"")yO u@		@ 8 O			V
	-)\		- o " u			
	U"o=u" --" k		K o			
	U" k-8O.k'		) o			
	" " k" M		k "U			
	O)"' O U @"		- o ( )			
	"O')O		o † U 8			V
	O@-k#O@h-k		" k u V u O o			V
	Oy@" U		@ o O			V
	)-au' o'-(O@u		o U o			V

.....  
.....

VyU"-k\7 )-u-Vu@Vo	o=@V"U-	@\VyU"-k	#\Uh"V'	@\#\Uh"V' VyU"-k	V\ u-	V\ u-
	U'M		o )			
	-h@yo		- V '0			
	V\k"O="o"V		o U # h "			
	o"o=@		) 'o " " '0			
	\k="V""\8Qy		" " " " " "			
	"")y@=Uy=@)@-		7 U			V
	k\y-V		t '0 #			V
	† @†		" 'o @			V
	8\Q-V" k@o		u 'o 'o			
	k=\oyo		o 'o " " "			V
	o"U@#V"-		# ) " V u 'o '0			V
	o\M		h # '0 " h			V
	"O#Mb=")\†		- ) V " u u '0 'o			
	k'U		k'U'o " " " " yo'			V
	V-U-o@		8 'o 'o #			V
	u\@V		8 'h " 'o # '0			V
	8Qk'M		y 'o #			
	"o#\		@ k " 'o '0			V
	7k\Vu		7 'o			
	@'		t 'o # '0 † "			
	O)@		" 'o '0 '0			
	h'0		'o ) # h 'y u 0 " # h 'U V M			

Note 1 : Note About IMO Company Number (1) -Data from Inspection (2) Data from Lloyd Db

Note 2 : Detentions in Previous Ship Watch List ("New - for New Members of the List)

## ANNEX-3 PORT STATE INSPECTION DATA FOR 2007-2009

Table 8- Summary

V			
V			
V			
V			
)			
.			

Table 9- Inspection Data by Authority (2007-2009)

U°k@ - °yu=\k@	VyU"-k\7 @) @y° Oo= @ † @			VyU"-k\7 @) @y° Oo= @ @ch-#u-)			VyU"-k\7 @ch-#u@Vo			VyU"-k\7 @ch-#u@Vo † @=) -7#@V#@o			VyU"-k\7 ) -u-Vu@Vo		
"y@° k@															
8-\k8@															
k\U°V@															
ky@V 7-) -k° u@V															
uykM'															
yM° @-															

) . . . . . " o h

U°k@ - °yu=\k@	\7@ch-#u@Vo † @=) -7#@V#@o			) -u-Vu@V h-k#-Vu° 8-			) -u-Vu@V k° u-			@ch-#u@V k° u-		
"y@° k@												
8-\k8@												
k\U°V@												
ky@V 7-) -k° u@V												
uykM'												
yM° @-												

Table 10- Inspection by Ports (2007-2009)

ou° u-	@ch-#u@V	VyU"-k\7	VyU"-k\7	V\ \7	V\ \7	VyU"-k\7	@ch-#u@V
	h\ ku	@) @y° O	@) @y° Oo=@o	@ch-#u@Vo	@ch-#u@Vo	)-u-Vu@Vo	k° u-
	o=@†@eo	@ch-#u-)		† @=	)-7#@V#@o		
"y@:k@	†° kV°						
	"° Q#=@M						
	"\yk8° o						
8-\k8@	"° uyU						
	h\ u@						
	M\O†@						
k\U° V@	#\Vu° Vu°						
	U° V8° O@						
	U@ @						
	uyO#°						
	8° O u@						
kyoo@	"k° @						
	8-OV)--=@M						
	V\†\k\oo@dM						
	o\#=@						
uykM°	uy° ho-						
	° V° h°						
	"° ku@						
	7° uo°						
	M\ -° k- O						
	- \V8yQ° M						
	o° U oyV						
	\k)y						
	uk° "° -\V						
	k@-						
=\h°							
8 k-oyV							
u@° -\Oy							
yM° @/-	dM)\†dM						
	'-th° u\k@						
	"@B\k\)						
	)V@uk\†dM'						
	"-k)@VoM						
	@O#=@oM						
	@U° @						
	Mk#=-						
	M#-ko\ V						
	U° k@h\O						
	V@M\O° @						
	\)-oo°						
	\Mr° "° koM						
	k-V@						
	o-†° au\h\O						
u=-\)\o@							
'° Q°							
'y--V''							

70 8'ou° u-	VyU" -k \ 7@oh-#u@Vo			VyU" -k \ 7) -u-Vu@Vo			° t-k° 8- )-u-Vu@V'
			u\ u° O			u\ u° O	
*							
"							
"							
"							
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"							
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V °							
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o t ° 8							
o O							
o							
o							
o M V							
o ° k							
u							
u							
u							
u							
y ° - y° -							
y							
y M yM							
t							

V

**Table 12- Inspection Data by Ship Type (2007-2009)**

Ship Type	2007				2008				2009				Total	Average
	Inspected	Detained	Deficiencies	Follow-up	Inspected	Detained	Deficiencies	Follow-up	Inspected	Detained	Deficiencies	Follow-up		
"														
#														
#														
#														
8														
8														
=														
=														
0														
\														
\														
\														
h														
k														
k k														
k k														
o														
u														
u														
†														
†														
u u O														

Table 13- Inspection Data by Deficiency (2007-2009)

NATURE OF DEFICIENCY	VyU" -k\7 ) - 7#@V#@o			h-k#-Vu\7u=- u\ u" O ) - 7#@V#@o			"t-k"8- VyU" -k\7 ) - 7#@V#@oh-k @ch-#u@Vo "t-@=- ) - 7#@V#@o			"t-k"8- VyU" -k\7 ) - 7#@V#@oh-k @ch-#u@Vo "t-@=- ) - 7#@V#@o			
						"t-						"t-	
o=@o#-ku@@" u-o" V) )\#yU -Vuo													
#-ku@@" u@V" V) " u#=M-h@8\k'o- '7 k-ko													
#k- " V) " #\U U\ ) " u@V @.													
\ \ ) " V) # " u-k@8' @.													
" \kM@8ch" #-' @.													
Q@-o" t@8" hh@V#-o													
7@- 'o" 7-u" U- " oyk-o													
" #@-Vuhk-t-Vu@V' @.													
au" " @@" 'ouky#uyk-" V) k-O u-) 'j y@U -Vu													
" O kU 'o@V" @													
#" kk@8- \7# k8\ " V) )" V8-k\yo8\ \) o													
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