



CIRCULAR N° PSC 003

**DETENTION OF VESSELS FLYING ST VINCENT AND THE GRENADINES FLAG
UNDER REGIONAL PORT STATE CONTROL REGIMES**

**TO: SHIPOWNERS & SHIPS' OPERATORS & MANAGERS
SURVEYORS TO FLAG STATE ADMINISTRATION**

Monaco, 01 April 2005.

The aim of this circular is to draw the attention of Shipowners, ships' Operator & Managers on Port State Control regimes, in particular on Paris MOU. What reported in the present circular are objective elements.

To date, there are eight regional PSC regimes (MOUs) in operation around the world, i.e. Paris MOU, Viña del Mar Agreement, Tokyo MOU, Caribbean MOU, Mediterranean MOU, Indian Ocean MOU, the West and Central Africa MOU and the Black Sea MOU and in addition there is the United States Port State Control Program.

Ship detentions by several Administrations within the scope of Port State Control are a matter of utmost importance for this Administration.

The analysis of the evolution of ST VINCENT AND THE GRENADINES flag ships detainments shows an alarming situation which is not in compliance with this Administration's policy to improve vessels' safety and enforce the application of International Conventions.

These figures must be reduced.

The enhanced targeting criteria enable port States to give priority to ships with a higher risk profile. Ships with a good safety record are less likely to be inspected every 6 months.

Expanded inspections for certain ship types and ships with a high target factor have revealed more defects, which otherwise perhaps would have gone unnoticed.

In particular, the risk of a Paris MOU wide refusal of access (banning) after multiple detentions, is already shown to be an effective deterrent.

According to Paris MOU Annual report 2003, although fewer ships have been detained, the number of deficiencies has slightly increased over the past years. This may indicate that while the overall picture shows signs of improvement, the persistent substandard ship is still out here.

Owner, flag State and, when delegated, the Classification Society, form the “Triangle of Compliance“. If all parties are quality minded there is a strong bond and the involvement of port State control should be minimal.

On the other hand the objective may be focussed only on profit, at the expense of a safety culture. For these entrepreneurs there is no room for complacency. In fact, it will prompt even more determined efforts to root out the remaining owners that show no willingness to abide by international standards.

One of the most active PSC regime is Paris MOU.

The Paris MOU Committee at its 2004 meeting agreed on a fundamental review of its inspection regime. The port State control region is aiming to enhance its fight against substandard shipping by adopting a more risk based approach while at the same time reducing the burden on good operators.

Periods between inspections would depend on the risk profile of an individual vessel.

The number of individual ships inspected in 2003 (12,382), increased by 559 compared with the number inspected in 2002 (11,823). The increase also started in 1996 (10,256) and gives, overall, a rise of 20.7%.

The overall inspection rate in the region was 30.1% in 2003, compare with 28.9% in 2002, 28.8% in 2001 and 28.6% in 2000.

Looking at detention by ship type over several years, it is noted that general dry cargo ships and bulk carriers still account for over 77% of all detentions.

A total of 35 ships were banned from the Paris MOU region in 2003, because they failed to call at an agreed repair yard (17), jumped detention (2), were not certified in accordance with ISM Code (4) or because of multiple detentions (12).

A total of 71,928 deficiencies were recorded during port State control inspections in 2003, an increase (4.1%) on the number of 69,079 recorded in 2002 (68,756 in 2001).

With some exceptions, ships older than 15 years show substantially more deficiencies than ships of less than 5 years.

In 2003, **deficiencies in vital safety areas** such as life-saving appliances, fire-fighting equipment, safety in general and navigation accounted for 47% of the total number of deficiencies.

Older ships (15 years and over) show 27,512 deficiencies, compared to younger ships (5 years and less) with 1,183 deficiencies, a rate 23 times higher.

MARPOL 73/78 Annex I, II, III and V deficiencies : in 2003 older ships (15 years and over) show 4,077 deficiencies, compared to younger ships (5 years and less) with 266 deficiencies, a deficiency rate 15 times higher.

Working and living conditions: major categories related to working and living conditions are “crew and accommodation”, “food and catering”, “working spaces 2 and “accident prevention”. Deficiencies in these area increased by 29%, from 5,287 in 2001 to 6,800 in 2003.

In 2003 older ships (15 years and over) show 5,937 deficiencies, compared to younger ships (5 years and less) with 149 deficiencies, a deficiency rate 40 times higher.

Certification of crew: compliance with the standard for training, certification and watch keeping for seafarers indicated an increase of 152%, from 1,302 in 2001 to 3,284 in 2003.

In 2003 older ships (15 years and over) show 2,626 deficiencies, compared to younger ships (5 years and less) with 182 deficiencies, a deficiency rate 14 times higher.

Operational deficiencies increased from 1,718 in 2001 to 2,876 deficiencies in 2003 (67%).

In 2003 older ships (15 years and over) show 2,267 deficiencies, compared to younger ships (5 years and less) with 132 deficiencies, a deficiency rate 17 times higher.

Management ISM): in 2003 , 3,539 (major) non-conformities were recorded, an increase of 186% when compared with the 2001 results. This trend which has continued for some years should be alarming since it provides a clear indication that management systems are not working for certain ships.

Older ships (15 years and over) show 2,919 (major) non-conformities, compared to younger ships (5 years and less) with 146 (major) non-conformities, a rate 20 times higher.

Most prominent are older general dry cargo ships and bulk carriers with 2,150 non-conformities, 74% of the total (2,919).

Older general dry cargo ships (15 years and over) show 1,574 (major) non-conformities, which score a non-conformity rate 27 times higher than younger ships (5 years and less) with 59 (major) non-conformities.

Older bulk carriers (15 years and over) show 576 (major) non-conformities, which score a non-conformity rate 21 times higher than younger ships (5 years and less) with 28 (major) non-conformities.

In Paris MOU regions:

- During the period years 2001 – 2003: 2,484 St Vincent and the Grenadines flag ships were inspected and 417 were detained.
- During the year 2003: 883 St Vincent and the Grenadines flag ships were inspected, 626 ships were found with deficiencies and 137 ships were detained.

Top ten Paris MOU port States' individual contribution to the total amount of inspections, year 2003

	Estimated ship calls	Inspections	Inspections with deficiencies	Detentions	% Inspections with deficiencies	% Detained	% Inspected ship calls (25% commitment)	% Inspection of MOU total
Canada*	1760	831	262	37	31,53	4,45	47,22	4,05
Croatia	964	470	266	24	56,60	5,11	48,76	2,29
Finland	1414	451	139	9	30,82	2,00	31,90	2,20
France	5792	1746	951	95	54,47	5,44	30,15	8,50
Greece	3156	1144	668	160	58,39	13,99	36,25	5,57
Ireland	1323	421	290	32	68,88	7,60	31,82	2,05
Italy	6446	2461	1584	357	64,36	14,51	38,18	11,98
Norway	1800	523	184	17	35,18	3,25	29,06	2,55
Poland	1914	620	365	22	58,87	3,55	32,39	3,02
Spain	5594	2203	1464	198	66,45	8,99	39,38	10,73

* Canada: only East coast

Inspections on St Vincent and the Grenadines flag ships by
Port State Control Italy & Spain, year 2003.

	1 - Ship calls	2- Inspections	3 -Detentions	3/1 (%)	3/2(%)
PSC ITALY	81	110	38	46.9	34.5
PSC SPAIN	87	124	31	35.6	25

Inspections on St Vincent and the Grenadines flag ships by
Port State Control Italy & Spain, year 2004.

	1 - Ship calls	2 - Inspections	3 - Detentions	3/1(%)	3/2(%)
PSC ITALY	63	114	30	47.6	26.3
PSC SPAIN	70	83	10	14.2	12

Also in 2004, for the 6th consecutive year, Italy is the leading Country among the Paris MOU's Members.

During the year 2004, 20335 inspections took place in Paris MOU region.

Italian PSC carried out 2385 inspections which correspond to the 11,7% of the total.

The 39,4% of foreign ships calling Italian port were inspected. (25% is required by the **Paris Memorandum of Understanding on Port State Control**).

The leading position applies also to the number of detained ships (368), to the number of ships found with deficiencies (1618), to the number of ships banned (13).

The 60% of the detained ships were "General Cargo", the 15% were "Bulk Carrier", the 5% were "Container ship", the 2% were "Oil Tanker" and the 2% were "Chemical Tanker".