



PORT STATE CONTROL IN THE BLACK SEA REGION

Annual Report 2022





BLACK SEA PORT STATE CONTROL SECRETARIAT
ISTANBUL / TÜRKİYE


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Foreword

We are pleased to present the twenty-second 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.

Port State Control is of particular importance to the BS MoU member Authorities due to the role of shipping in the region's trade, the sensitivity of the Black Sea basin and its coastline to environmental damage. 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.

This PSC Annual report covers the period between 1st January and 31st December 2022, a year that was definitely a challenging year. Although the Covid-19, Pandemic continued to affect countries in the Black Sea Region, maritime trade bounced back and reached slightly below pre-Covid-19 levels. Much to our regret, we witnessed the ongoing armed conflict between the Russian Federation and Ukraine that presents a serious and immediate threat to the safety and security of crews and vessels operating in the region and does not bode well with the objectives of the Black Sea MoU.

After the onset of the war on 24 February 2022, some Ukrainian ports have been still temporarily unavailable and ship visits to Ukraine's ports immediately dropped. However, ports in Bulgaria and Romania become viable options for Ukrainian traders and the number of inspected vessels in both Bulgaria and Romania increased.

The war also stopped grain shipments through Black Sea ports. With the purpose to facilitate the safe navigation for the export of grain, foodstuffs and fertilizers, including ammonia from the Ukrainian Ports of Odesa, Chernomorsk and Yuzhny/Pivdennyi, on 22 July 2022 the Republic of Türkiye, the Russian Federation, Ukraine and the United Nations signed the Black Sea Grain Initiative. The initiative allows exports, to resume through a safe maritime humanitarian corridor from the aforementioned Ukrainian ports to the rest of the world. A Joint Coordination Centre (JCC) was established in Istanbul to monitor the implementation of the deal. The Black Sea MoU expresses its appreciation for the efforts of the Black Sea Grain Initiative to ensure the safe and efficient movement of grain to support the global food supply.

In addition, the war in Ukraine has had an impact on crewing. Crew changes in the region have become more complex as a result of Ukrainian port closures. Many seafarers were unable to return home and had to serve longer tours of service. Taking steps to reduce the suffering of seafarers and their families, it is agreed that including that, where port State control officers are presented with expired documentation, a pragmatic approach to the inspection should be taken, considering the exceptional nature of the situation. In April 2022, a resolution was adopted by the IMO's Maritime Safety Committee on actions to facilitate

the urgent evacuation of seafarers from the war zone in and around the Black Sea and the Sea of Azov (Resolution MSC.495 (105)) and the Legal Committee approved LEG.1/Circ.12 on Guidance on the impact of the situation in the Black Sea and the Sea of Azov on insurance or other financial security certificates.

In 2022, the BS MoU member Authorities conducted a total of 4,972 inspections representing an 11.59 per cent dramatic decrease as compared with 5,624 inspections in 2021.

A total of 174 detentions were warranted to ships found with serious deficiencies and the detention percentage in 2022 was 3.50 which is slightly higher than in 2021 (3.17%).

During 2022, a total of 16,100 deficiencies were recorded. The average number of deficiencies per inspection in 2022 is 3.24; resulting in a 0.52 deficiency point increase compared with 2021 (2.72).

The most significant number of deficiencies found in 2022 was in the area of "safety of navigation", followed by "health protection, medical care, social security", "life saving appliances", "fire safety" and "documents" which constitute 53.85% of the total deficiencies found.

International Safety Management (ISM) related issues accounted for 6.88 per cent of all detainable deficiencies in the 2022 reporting period which is a 1.51 per cent decrease compared with 2021. This area remains a significant concern and the BS MoU continues to scrutinize vessels coming into the region for weaknesses in their Safety Management Systems.

In further promoting safety and environmental protection, Concentrated Inspection Campaign (CIC)s are conducted in conjunction with the Paris and Tokyo Memoranda. Between 1st September and 30th November 2022, the CIC was carried out with respect to the STCW.

Through the new inspection scheme, the BS MoU has further increased the pressure on the substandard ships to encourage them to improve their performance or to force them to leave the region.



Captain Alexander ILIEV
Chairman
BS MoU PSC Committee



Onur TURHAN
Secretary
BS MoU Secretariat

10 Year Summary of Inspections, Detentions and Deficiency Rates

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Number of Inspections	5,080	5,092	4,997	5,066	4,997	5,214	6,036	5,721	5,624	4,972
Number of Detentions	184	151	218	229	283	278	212	241	178	174
Detention %	3.62	2.97	4.36	4.52	5.66	5.33	3.51	4.21	3.17	3.50

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Number of Inspections with Deficiencies	3,306	3,051	2,825	2,845	3,018	3,103	3,401	2,831	3,003	2,981
Number of Deficiencies	19,022	18,350	18,094	18,266	21,006	21,450	19,422	15,442	15,321	16,100
Deficiencies/Inspections	3.74	3.60	3.62	3.61	4.20	4.11	3.22	2.70	2.72	3.24
Deficiencies/Inspection with Deficiencies	5.75	6.01	6.40	6.42	6.96	6.91	5.71	5.45	5.10	5.40

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No. of Detainable Deficiencies	630	506	734	822	962	948	653	678	644	843
Detainable Deficiencies/ Detention	3.42	3.35	3.37	3.59	3.40	3.41	3.08	2.81	3.62	4.84

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Annual Report 2022

General Introduction

The Governments of Black Sea States in the “Strategic Action Plan for the Rehabilitation and Protection of the Black Sea (adopted at the Ministerial Conference held in Istanbul, 30-31 October 1996) decided to launch a harmonised system of port State control through the adoption of a Memorandum of Understanding on port State control.

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

On December 19, 2000, the Memorandum entered into force 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, Türkiye and Ukraine.

The Port State Control Committee established under the Memorandum monitors and controls the implementation and ongoing 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 Republic of Azerbaijan, the Republic of Kazakhstan, the Republic of Moldova, the USCG, the Paris MoU, the MED MoU, the West and Central Africa MoU, the Riyadh MoU and the Commission on the Protection of the Black Sea Against Pollution.

To coordinate the daily activity of the organization, on the kind proposal by the Maritime Administration of Türkiye, 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 Russian Federation. The BSIS provides necessary tools to assist PSC Officers to conduct inspections. PSC Officers use a comprehensive database which contains data received from a variety of sources on a large number of vessels. This information includes the general particulars of a vessel and its PSC inspection history.

To provide the industry with the MoU news, procedures and inspection results the Black Sea MoU launched the internet website at www.bsmou.org containing general information on MoU and a regularly updated detention list. Taking into account of successful operation of the BSIS, it was decided to start the open publication of PSC inspection results on the 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 2022.

Port State Control Committee

The Twenty-second Session

The Twenty-second meeting of the Black Sea Port State Control Committee, which was originally scheduled to take place in Constanta, Romania, was held remotely via virtual means from 12 to 13 April 2022.

The meeting was attended by all the member Authorities, namely Bulgaria, Georgia, Romania, the Russian Federation, Türkiye and Ukraine. Representatives of the Paris MoU, Tokyo MoU, MED MoU, Indian Ocean MoU, Viña del Mar Agreement and Republic of Moldova attended the meeting as observers and the Caribbean MoU submitted a document of CMOU Statistical Report for 2021.

The Tokyo MoU, the Indian Ocean MoU, the Viña del Mare Agreement, and the Caribbean MoU honoured the BS MoU with their contribution for the first time since the BS MoU was established.



The Committee adopted amendments to the Memorandum for the incorporation of the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969, as amended (CLC PROT 1992) and the Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007); as relevant instruments with an effective date of 1 January 2023.

The Committee further adopted several amendments;

- to amend the Memorandum and its annexes as a result of withdrawal and abrogated ILO Conventions;
- to amend the Memorandum and its annexes to add the ship type “NLS Tanker” in the Ship Risk Profile as a ship risk type; and
- to add a determination table for further clarification on the type of inspection and to add a new criteria to set the inspection priority of a vessel that has no inspection in the Region for the Inspection and Selection Scheme.

The Committee noted the information provided by the Secretariat on the unchanged status of ratification or accession to the relevant instruments by the member Authorities in the Black Sea Region. The Committee also urged those member Authorities who have not acceded to the relevant instruments to do as soon as possible.

The Committee considered amendments to the PSC Manual and adopted or revised Guidelines for PSCOs on ISPS, MARPOL Annex VI, ILLC, STCW Manning and Qualifications, Maritime Labour Convention 2006, Hours of Work or Rest and Fitness for Duty, Working and Living Conditions, CLC, Examination of Certificates and Documents, Rectification and Detention, Use of Action Taken Codes, Completing Inspection Forms, Detention Review Board, Type of Inspections, and Operational Controls in accordance with IMO/ILO amendments. The Committee also adopted the Notice to PSCOs "Guidance on the IGF Code".

The Committee also considered the proposal for the revision of the Financial Rules and Procedure and agreed on the revision.

The Committee adopted the BS MoU Strategic Plan, Strategic Directions and Action Plan for the Period of 2021-2025 and agreed to monitor the implementation of the plan.

For facilitating further harmonization among regional Port State Control regimes, the Committee agreed to get "Observer" status in all the regional PSC Regimes and to do this, authorized the Secretariat to take necessary actions.

The Committee decided to explore the need of a port State control regime for fishing vessels, looking at fishing vessel statistics and expected future developments such as the possible entry into force of the Cape Town Agreement. To do this and to develop a roadmap, the Committee agreed to establish a Working Group on Fishing Vessels under the leadership of Türkiye.

The Committee considered to review of its Principle of Access of BSIS Data and the Dissemination of PSC data and agreed to establish a correspondence group to investigate the opportunity to share inspection data in XML format with registered users of the BS MoU website.

To eliminate sub-standard shipping, taking into account the New Inspection Regime, the Committee decided to further work on implementing Banning Procedures and also decided to further amendment to the Memorandum on methodological inspection issues.

The Committee further agreed to establish a Working Group on the preparation of the proposal for the Amendments to the Memorandum in the light of the new inspection regime and selection scheme.

The Committee considered the report on the concentrated inspection campaign (CIC) on Stability in General for the year 2021 and agreed to conduct CICs on STCW for the year 2022 and CIC on Fire Safety for the year 2023 in conjunction with the Paris and the Tokyo Memoranda.

The Committee agreed in principle to participate in the development of an overarching database as proposed by the Paris MoU to optimize the harmonization between PSC regimes by facilitating the use of each other's data.

The Committee considered and noted the development of the BSIS Mobile Application and agreed to continue working on and testing the functionality of the BSIS Mobile Application.

The Committee considered the information relating to the impact of the Covid-19, Pandemic and adopted the Notice to PSCOs "Interim Guideline Relating to the Covid-19 Circumstances". While the Covid-19 remains an issue, the BS MoU continues to implement the "Interim Guideline Relating to the Covid-19 Circumstances" applied on a case by case basis by member Authorities. The Committee also agreed to publish the regularly updated Overview National Covid-19 Measures on PSC of the member Authorities on the BS MoU web-page.

To reduce the suffering of seafarers and their families, Interim Guidance on Repatriation of Seafarers due to the Conflict in Ukraine was issued.

The Committee agreed to conduct the Black Sea Port State Control Committee 23rd meeting in Constanta, Romania in April 2023.

Best Deficiency Photo 2022

The photograph taken by PSC Officers from port of Novorossiysk, Mr. Igor MALYSHEV and Ms. Maria DIDENKO, was selected as the best deficiency photo of the year 2022.



Winner of the Deficiency Photo of the Year 2022

Starting painter not attached to H.R.U.

Black Sea Information System (BSIS)

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 the 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 a further step for providing more transparent and timely information on the BS MoU PSC activities, the Committee gave its approval to the online publication of the ship risk profile, PSC inspection and detention data on the Memorandum website.

Technical Failure on the Black Sea MoU Databases

It is with sincere regret to inform that there was an unexpected serious technical glitch in BS MoU databases in July 2022. Now, the Black Sea MoU is pleased to inform that the BSIS Manager and his technical team worked tirelessly to restore the databases and it is a happiness to report that all functions have now resumed. Additionally, all PSC data in BSIS have been fully recovered. The BS MoU would like to extend its apologies for the inconvenience caused and thank the relevant parties for their kind understanding and patience.

Concentrated Inspection Campaign

From 1st September 2022 to 30th November 2022, the BS MoU carried out a Concentrated Inspection Campaign (CIC) on STCW. This campaign involved all member States of the BS MoU and was conducted in conjunction with the Paris and Tokyo MoUs and other Regional Port State Control Regimes. The Paris and Tokyo Memoranda Guidelines and Questionnaire were utilized.

During the campaign, a total of 1,329 inspections were carried out for 1,258 individual ships. 1,140 of them were carried out with the CIC questionnaire. During the CIC, 47 ships were detained in total. Of this quantity, 10 of the detentions are the result of inspections without CIC Questionnaires and 5 of these 37 ships were detained under the CIC scope.

A total of 95 questionnaires had at least one non-compliance to any of the requirements, resulting in 8.33 per cent of CIC inspections. The overall average per cent of nonconformities was 1.19 which means that the “unsatisfactory” answer was given to any question under this CIC.

During the campaign vessels registered by 52 different States were inspected under the CIC scope. Most CIC inspections were carried out on board ships flying the flags of Panama with 206 inspections (18.07%), Liberia with 157 inspections (13.77%), Marshall Islands with 107 inspections (9.39%) and Malta with 82 inspections (7.19%). A total of 27 flags covering 9.65% of the total CIC inspections had no nonconformities. Detained ships with CIC-related deficiencies in the Region were flying the flags of Comoros, Mongolia, Tanzania (2) and Togo.

Concentrated Inspection Campaign in 2023

For the year 2023, it is agreed that the participation in the CIC on Fire Safety during the period of 1st September to 30th November and requested the Secretariat to report progress and developments on the 2023 CIC.

Training

One PSCO from Türkiye participated in Paris MoU Specialized Training on the Inspection of Tankers held in the Hague, the Netherlands, from 31 May to 3 June 2022.

One PSCO from Ukraine participated in the Tokyo MoU's online 10th General Training Course for PSCOs on 6-24 August 2022.

PSCO Exchange Programme

In response to the situation with regard to the Covid-19, Pandemic, no PSCO Exchange Programme was conducted by member States and it is agreed not to carry out any PSCO Exchange Programme until the Covid-19, Pandemic would have ended.

Training Policy

Following the outbreak of the Covid-19, Pandemic, the Interim Measures for the BS MoU Training Policy covering the years 2020, 2021 and 2022 were adopted.

Interregional Cooperation

The BS MoU currently has 6 members, some with dual or even triple membership: Bulgaria and Romania with the Paris MoU, while the Russian Federation is a member of the Tokyo MoU and a suspended member of the Paris MoU. With Türkiye there is a further tie with the MED MoU.

In order to further strengthen cooperation with IMO, an agreement for cooperation was concluded with IMO, as an Intergovernmental Organization, which allows the BS MoU (and other Regional PSC Regimes) to submit papers and attend IMO meetings in its own rights. The BS MoU is represented by the Secretariat at the IMO III Sub-Committee meetings and submits its reports.

The eighth session of the IMO III Sub-Committee was held from 25 to 29 July 2022. The 2022 Annual Reports including inspection data, the results of the CIC on Emergency System and Procedures in 2019 and 2022 CIC on Stability in General, and the Recent Developments on the PSC activities in the Black Sea Region were submitted to III-8.

The second part of the fourth meeting of the Special Tripartite Committee of the Maritime Labour Convention, 2006 took place from 5 to 13 May 2022 in a hybrid format. The BS MoU was represented by Mr. Secretary virtually.

The BS MoU is accepted as an observer to several Regional PSC Regimes, i.e. Paris MoU, Tokyo MoU, Mediterranean MoU, Viña del Mar Agreement, Indian Ocean MoU, West & Central African Region MoU, and Riyadh MoU.

The 55th meeting of the Paris MoU Port State Control Committee was held in Constanta, Romania from 16 to 20 May 2022. The Secretary attended the meeting and represented the BS MoU.

The 33rd meeting of the Tokyo MoU Port State Control Committee was held in Lima, Peru from 14 to 17 November 2022 in hybrid mode with physical and remote participation. The Secretary attended the meeting virtually and represented the BS MoU.

The BS MoU was represented by Mr. Secretary at the 24th meeting of the Mediterranean MoU which was held in Limassol, Cyprus from 10 to 12 October 2022.

The BS MoU was represented by Mr. Secretary at the 25th meeting of the Indian Ocean MoU Port State Control Committee held by virtual means from 1 to 4 November 2022.

The 40th meeting of the EQUASIS Editorial Board (EB40) was held in hybrid mode on 28 September 2022 in Istanbul, Türkiye. The Secretary attended EB40 in-person.

The first steering committee meeting for the newly launched EU-funded BCSEA II Project of EMSA (the Beneficiary countries; Azerbaijan, Georgia, Kazakhstan, Moldova, Türkiye, Turkmenistan and Ukraine) was held on 22 November 2022 in Lisbon, Portugal. The BS MoU Secretariat participated in the event as an observer.

The Secretary followed the developments in the Paris MoU and the BS MoU was represented by Türkiye and Mr. Secretary at the 35th meeting of the Technical Evaluation Group of the Paris MoU held in Rome, Italy from 30 November to 3 December 2022.

PSC Inspections 2022

Regional Inspection Data

During the 2022 calendar year, 4,972 inspections, involving 3,501 individual ships, were carried out on ships registered by 77 Flag Administrations in the Black Sea Region. The war in Ukraine has heavily affected shipping in the Black Sea Region, including Ukrainian ports. In early 2022, before the onset of the war on 24 February, the number of inspections (958) returned to the pre-Covid and is slightly more than the total number of inspections in this period of 2019 (848). After the onset of the war, from 24 February to 22 July, the number of inspections of Ukraine immediately dropped 84.6 per cent as compared with the same period of the previous year, from 1,006 to 157, while the regional number of inspections also dropped nearly 30.0 per cent from 2,422 to 1,697.

With the purpose to facilitate the safe navigation for the export of grain, foodstuffs and fertilizers, including ammonia from the Ukrainian Ports of Odesa, Chernomorsk and Yuzhny/Pivdennyi, on 22 July 2022 the Republic of Türkiye, the Russian Federation, Ukraine and the United Nations signed the Black Sea Grain Initiative. The initiative allows exports from Ukraine of grain, other foodstuffs, and fertilizers, including ammonia, to resume through a safe maritime humanitarian corridor from the aforementioned Ukrainian ports to the rest of the world. After the signing of BSGI in July, during the period of 23 July - 31 December, the regional number of inspections (2,317) bounced back and approached the previous year's data (2,354). Although there is a recovery in the number of inspections of Ukraine (621) after the signing of BSGI, it is still about 40 per cent below the pre-war period at the same time.

The exact number of individual ships operating in the region was unavailable due to the war in Ukraine and it was estimated as 4,715*, the inspection rate in the region was approximately 74.25% in 2022. The number of individual ships inspected in 2022 (3,501) is nearly 14% less compared with the number of individual ships inspected in 2021 (4,064).

Out of 4,972 inspections in 2022, 2,981 of the inspections were found with deficiencies. The percentage of the inspection with deficiencies in 2022 (59.96%) increased by 6.56% compared with 2021 (53.40%).

In 2022, the number of ships detained as a result of deficiency(ies) clearly hazardous to safety, health or environment amounted to 174. These detained vessels were registered by 33 different Flag Administrations. The overall detention percentage in the region (Detentions as per cent of inspections) was 3.17 in 2021; in 2022, it slightly increased to 3.50. Since several individual ships were inspected and detained more than once during any one year, the regional detention rate (Individual ships detained as per cent of individual ships inspected) in 2022 was 4.63 and it is higher than the detention percentage. The regional detention rate in 2022 was also higher than the 2021 detention rate of 3.88.

Below **Table 1** displays a summary of the 2022 inspection data and observed changes compared with the previous year.

Table 1: Summary of 2022 Inspection and Trends as Compared with the Previous Year

		2021	2022	Change Compare 2021
Ships Visits	Individual Ships	5,561	4,715*	-846
	Inspections			
	Total PSC Inspections	5,624	4,972	-652
	Inspection with Deficiencies	3,003	2,981	-22
	Individual Ships	4,064	3,501	-563
	Inspection Rate	73.08%	74.25%	1.17%
Detentions	Individual Ships	161	162	1
	Total Detentions	178	174	-4
	Detention Rate	3.96%	4.63%	0.67
	% of Total Inspections	3.17%	3.50%	0.33
	% of Inspections with Deficiencies	53.40%	59.96%	6.56
Deficiencies	RO Related Detainable Deficiency	6	18	12
	Total Deficiencies	15,321	16,100	779
	Detainable Deficiencies	644	843	199
	Deficiency Rate	2.72	3.24	0.51
	Detainable Deficiency / Detention	3.62	4.84	1.23

*Regarding the war in Ukraine, the number of individual ships which visited the ports of the region during the year showing in the above table and the table of Inspection data by Authority is estimated.

Inspection Data by Authority

The BS MoU member Authorities' contributions to the regional inspection efforts are displayed in **Table 2**. Member Authorities inspection rates (percentage of the number of individual ships inspected to the number of individual ship visits) varied between 22.34% and 76.82%. **Figure 1** displays inspection and detention rates for 2022 by member Authorities and in the region. The detention percentage of the member Authorities varied from 0.61 per cent to 6.38 per cent. The percentage of inspections with deficiencies varies from 34.60 per cent up to 73.16 per cent in the region. Although the war in Ukraine has heavily affected shipping in the Black Sea Region, including Ukrainian ports, as a result of shipping activity, the greatest number of PSC inspections were undertaken in the Russian Federation and Ukraine ports in 2022.

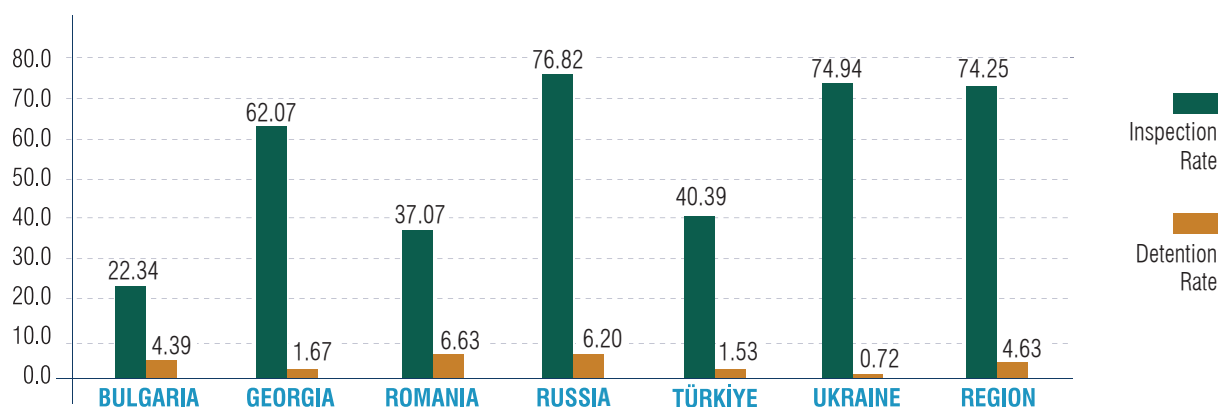
Table 2: Inspection Data by Authority and Region

AUTHORITY	NUMBER OF INDIVIDUAL SHIP VISITS	NUMBER OF INDIVIDUAL SHIPS INSPECTED	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF INDIVIDUAL SHIPS DETAINED	NUMBER OF DETAINABLE DEFICIENCIES	INSPECTIONS RATE ⁽³⁾	DETENTION RATE ⁽⁴⁾	DETENTION PERCENTAGE ⁽⁶⁾	% OF INSPECTIONS WITH DEFICIENCIES	AVERAGE # OF DEFICIENCIES PER INSPECTION	% OF MoU TOTAL	DETENTIONS WITH RO RELATED DETAINABLE DEFICIENCIES
Bulgaria⁽²⁾	1,428	319	327	204	1,107	14	14	94	22.34	4.39	4.28	62.39	3.39	6.58	1
Georgia	580	360	387	249	1,330	6	6	28	62.07	1.67	1.55	64.34	3.44	7.78	1
Romania⁽²⁾	1,586	588	611	447	2,871	39	39	303	37.07	6.63	6.38	73.16	4.70	12.29	15
Russia⁽¹⁾	1,911	1,468	1,923	1,341	7,845	99	91	359	76.82	6.20	5.15	69.73	4.08	38.68	0
Türkiye⁽¹⁾	1,295	523	568	340	1,551	9	8	48	40.39	1.53	1.58	59.86	2.73	11.42	1
Ukraine	1,293*	969	1,156	400	1,396	7	7	11	74.94	0.72	0.61	34.60	1.21	23.25	0
Regional	4,715*	3,501	4,972	2,981	16,100	174	162	843	74.25	4.63	3.50	59.96	3.24		18

⁽¹⁾Data only for the Black Sea Ports ⁽²⁾Inspection Data Recorded to the Paris MoU ⁽³⁾Individual ships inspected as per cent of individual ships visited

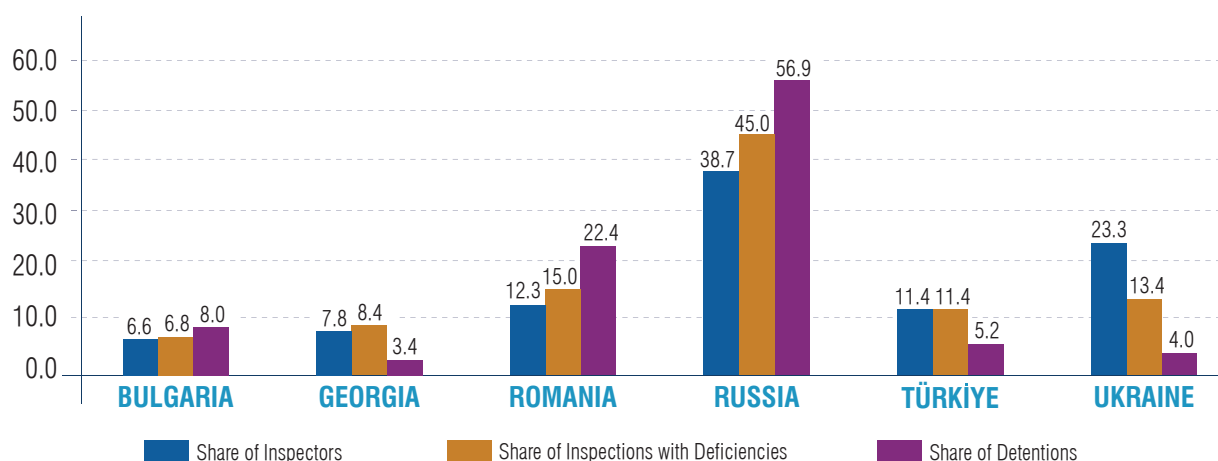
⁽⁴⁾Individual ships detained as per cent of individual ships inspected ⁽⁶⁾Detentions as per cent of inspections.

Figure 1: Inspection and Detention Rates by Authority and Region



In order to determine the level of contributions of the member Authorities to the regional inspections, the share of inspections, the share of inspections with deficiencies and the share of detentions are presented in **Figure 2**.

Figure 2: Share of Inspections, Inspections with Deficiencies and Detentions of Members as Percentage of Regional Total

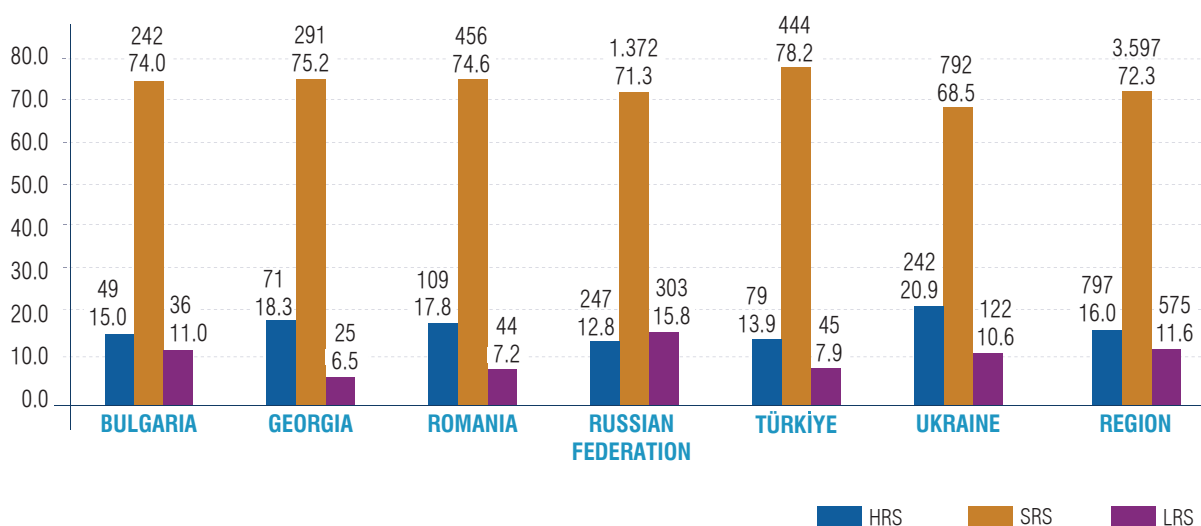


Breakdowns of inspections by ship risk profile and by ship inspection priorities are presented in **Table 3** and in **Figure 3**. The majority of the inspected ships are standard risk ships (SRP)s 3,597 (72.3%), followed by high risk ships (HRS)s 797 (16.0%) and taking into account the ship inspection priorities of the Inspection and Selection Scheme, the majority of the inspected ships are Priority I ships 2,485 (50.0%).

Table 3: Inspection Data by Ship Inspection Priorities

AUTHORITY	SHIP PRIORITY OF INSPECTION						TOTAL NUMBER OF INSPECTIONS
	Priority I		Priority II		No Priority		
	NUMBER	%	NUMBER	%	NUMBER	%	
Bulgaria	145	44.3	50	15.3	132	40.4	327
Georgia	258	66.7	62	16.0	67	17.3	387
Romania	264	43.2	81	13.3	266	43.5	611
Russian Federation	865	45.0	493	25.6	565	29.4	1,923
Türkiye	361	63.6	113	19.9	94	16.5	568
Ukraine	592	51.2	355	30.7	209	18.1	1,156
REGION	2,485	50.0	1,154	23.2	1,333	26.8	4,972

Figure 3: Inspection Data by Ship Risk Profile



Inspection Data by Flag

In 2022, 4,972 inspections were carried out on ships registered under 77 flags. The flag State with the largest number of ships inspected in the region was Panama with 868 inspections (17.46%) followed by Liberia with 647 (13.01%), Marshall Islands with 516 (10.38%), and Malta with 470 (9.45%) which constitute 2,501 (50.30%) of the total inspections. **Table 4** presents the top 5 PSC inspections by flags in 2022.

Table 4: Top 5 Inspections by Flag of the Ships

FLAG	2021		2022		DIFFERENCE		2020-2022
	NUMBER	SHARE	NUMBER	SHARE	NUMBER	%	SHARE
Panama	986	17.53%	868	17.46%	-118	-11.97%	16.95%
Liberia	621	11.04%	647	13.01%	26	4.19%	11.33%
Marshall Islands	682	12.13%	516	10.38%	-166	-24.34%	11.57%
Malta	536	9.53%	470	9.45%	-66	-12.31%	9.69%
Russian Federation	318	5.65%	254	5.11%	-64	-20.13%	5.22%

In 2022, ships registered under 33 foreign flags were observed to have deficiencies sufficiently serious to impair the seaworthiness and warrant detention. A high detention percentage was observed for Cameroon (12.50%), followed by Ukraine (10.53%) flagged vessels. **Table 5** illustrates inspection data by flags exceeding the average detention percentage (with inspections of more than 10).

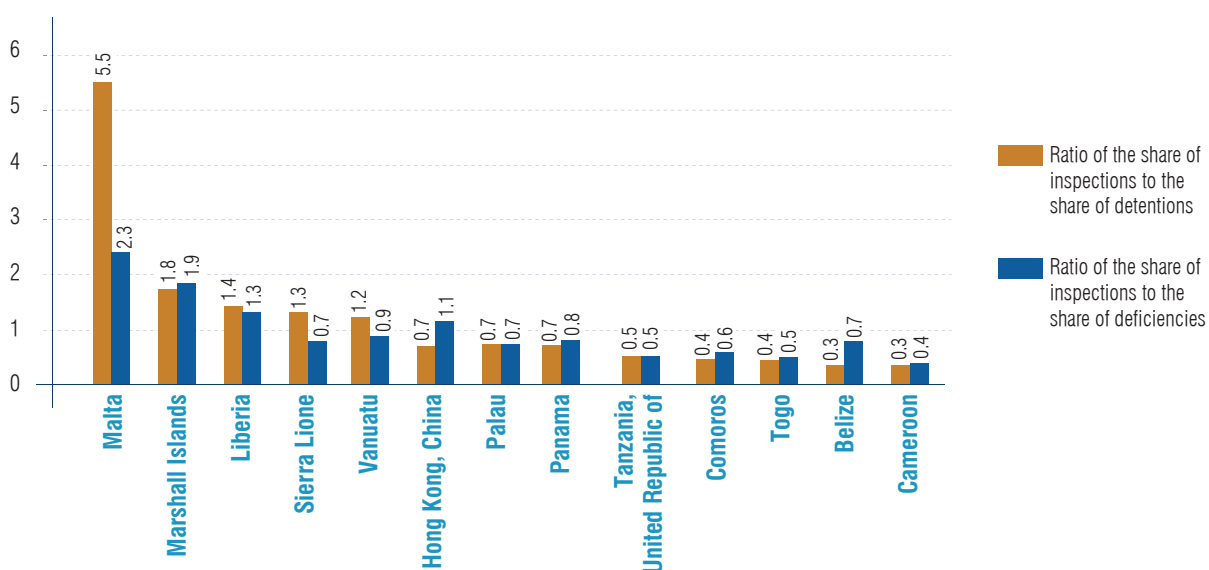
**Table 5: 2022 Detentions Per Flag, Exceeding Average Detention Percentage
(Number of Inspections ≥ 10 , with a Detention Percentage Exceeding 3.50%)**

FLAG	NUMBER OF INSPECTIONS	NO. OF INDIVIDUAL SHIPS INSPECTED	NO. OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	% OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DETENTIONS	DETENTION % 2022	EXCESS OF AVERAGE 2022	DETENTION % 2021	EXCESS OF AVERAGE 2021 (3.17)
Azerbaijan	20	14	13	83	65.00	2	10.00	6.50	0.00	-3.17
Belize	89	41	64	423	71.91	9	10.11	6.61	0.00	-3.17
Cameroon	88	51	70	649	79.55	11	12.50	9.00	13.33	10.16
Comoros	169	78	141	922	83.43	14	8.28	4.78	3.55	0.38
Equatorial Guinea	14	8	12	107	85.71	1	7.14	3.64	50.00	46.83
Hong Kong, China	63	58	32	187	50.79	3	4.76	1.26	2.34	-0.83
Italy	15	15	6	21	40.00	1	6.67	3.17	2.08	-1.09
Moldova, Republic of	38	27	32	167	84.21	2	5.26	1.76	2.35	-0.82
Palau	203	131	150	893	73.89	10	4.93	1.43	3.13	-0.04
Panama	868	592	580	3,518	66.82	46	5.30	1.80	5.48	2.31
Tanzania, United Republic of	81	43	72	537	88.89	6	7.41	3.91	12.68	9.51
Togo	151	72	130	902	86.09	13	8.61	5.11	8.04	4.87
Ukraine	19	17	18	121	94.74	2	10.53	7.03	4.55	1.38

Figure 4 presents the ratio of the share of inspections to the share of detentions and to the share of deficiencies which indicates the relative level of detentions and deficiencies. Malta, followed by the Marshall Islands and Liberia performed well concerning either detentions or deficiencies.

Further information on inspection data by Flag is available in Table 10 “Inspection data by Flag”.

**Figure 4: Ratio of the Share of Inspections to the Share of Detentions and to the Share of Deficiencies by the Flags
(Inspections > 20 and Detentions > 2)**



Inspection Data by Recognized Organization

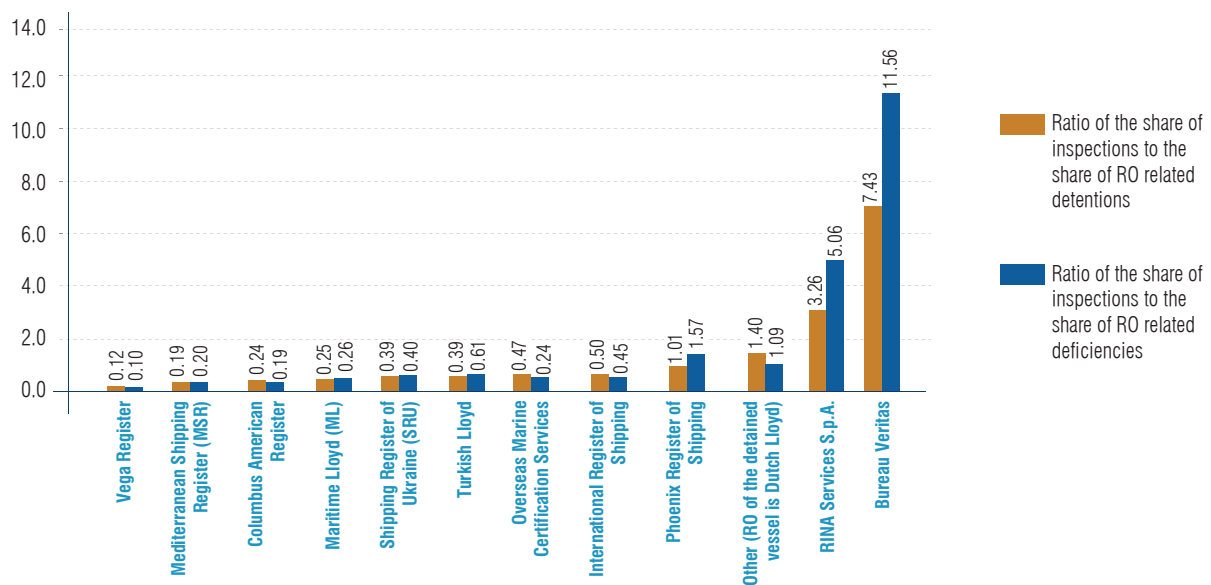
The majority of ships inspected are in class with Bureau Veritas 1,002 (13.87%), Nippon Kaiji Kyokai 937 (12.89%), DNV AS (before the name of class change DNV GL AS included) 973 (9.23%), Lloyd’s Register 629 (8.70%) and followed by American Bureau of Shipping 489 (6.77%).

In 2022, there were 18 detentions with RO related detainable deficiencies, 3 of them are related to Vega Register, 2 of them are related to Phoenix Register of Shipping, International Register of Shipping, Turkish Lloyd and Mediterranean Shipping Register (MSR).

Figure 5 presents ratios of the share of inspections to the share of RO related detentions and the share of RO related detainable deficiencies. It is observed that Bureau Veritas and RINA performed well concerning either RO related detentions or RO related deficiencies.

Further information on inspection data by Recognized Organizations is available in **Table 11** “Inspection data by Recognized Organizations”.

Figure 5: Ratio of the Share of Inspections to the Share of RO Related Detentions and to the Share of RO Related Detainable Deficiencies (Inspections with RO Related Detentions)



Inspection Data by Ship Type

When considering the breakdown of ships inspected by ship type, the largest group of the ship inspected during 2022 were general cargo/multipurpose with 1,887 (37.95%) inspections, bulk carrier 1,660 (33.39%) and oil tanker/chemical tanker 575 (11.56%), which represent 82.90 per cent of inspections. For the year 2022, the top 5 inspections by ship type is presented below.

Table 6: 2022 Top 5 Inspections by Ship Type

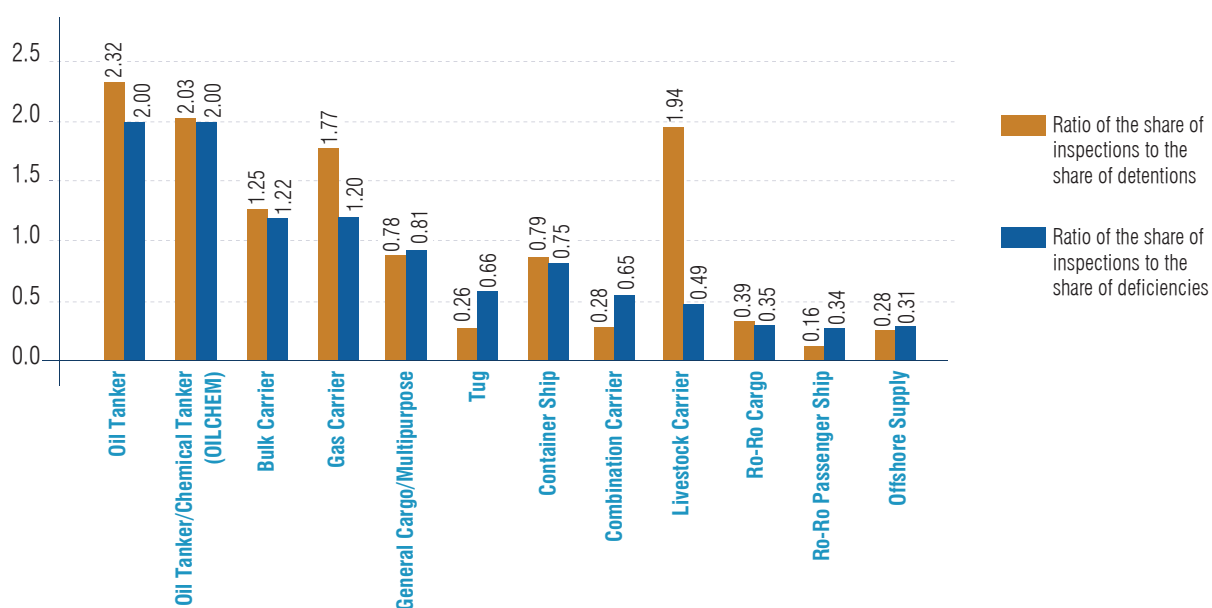
SHIP TYPES	2021		2022		DIFFERENCE		2020-2022
	NUMBER	SHARE	NUMBER	SHARE	NUMBER	%	SHARE
General Cargo/Multipurpose	1,833	32.59%	1,887	37.95%	54	2.95%	34,19%
Bulk Carrier	2,160	38.41%	1,660	33.39%	-500	-23.15%	37,32%
Oil Tanker/Chemical Tanker (OILCHEM)	164	10.38%	575	11.56%	411	250.61%	8,54%
Oil Tanker	584	6.15%	394	7.92%	-190	-32.53%	8,80%
Container Ship	246	4.37%	179	3.60%	-67	-27.24%	3,81%

The majority of detained ships were types of general cargo/multi purpose ships with 85 (48.85%) detentions, bulk carriers with 47 (27.01%) detentions and followed by oil tanker/chemical tanker with 10 (5.75%) detentions, which accounted for 81.61 per cent of the total detentions.

Figure 6 shows how the inspected ship types performed with regard to detentions and deficiencies. A higher share of detentions and deficiencies compared with the share of inspections indicated that type of ship underperforming with respect to detentions and deficiencies.

Further information on inspection data by ship type is available in **Table 12** "INSPECTION DATA BY SHIP TYPE".

Figure 6: Share of Inspections to Share of Detentions and to Share of Deficiencies for Ship Types



Inspection Data by Deficiency

A total of 16,100 deficiencies were recorded during the port State control inspections in 2022. The majority of the deficiencies found upon inspection in 2022 were related to safety of navigation 2,391 (14.9%), health protection, medical care, social security 1,925 (12.0%), life saving appliances 1,849 (11.5%), fire safety 1,397 (8.7%) and documents 1,108 (6.9%). These five categories make up 54.0% of the total deficiencies found in 2022. The top 5 category of deficiencies is presented below.

Table 7: 2022 Top 5 Category of Deficiencies

CATEGORY OF DEFICIENCIES	2021		2022		DIFFERENCE		2020-2022
	NUMBER	SHARE	NUMBER	SHARE	NUMBER	%	SHARE
Safety of Navigation	2,043	13.3%	2,391	14.9%	348	17.0%	14.6%
Health Protection, Medical Care, Social Security	1,821	11.9%	1,925	12.0%	104	5.7%	11.9%
Life-Saving Appliances	2,007	13.1%	1,849	11.5%	-158	-7.9%	12.5%
Fire Safety	1,447	9.4%	1,397	8.7%	-50	-3.5%	9.0%
Documents	993	6.5%	1,108	6.9%	115	11.6%	6.5%

The number of ISM related deficiencies was 336 which accounted for 2.09 per cent of the deficiencies, while ISM related detainable deficiencies were 58 and 6.88% of the detainable deficiencies. A total of 557 MARPOL related deficiencies were observed in 2022, accounting for 3.46 per cent of the total deficiencies.

843 detainable deficiencies and 56 RO related detainable deficiencies were recorded during the port State control inspections in 2022. During 2022, 5.24 per cent of total deficiencies were recorded as detainable deficiencies, and 6.64 per cent of these detainable deficiencies were RO related.

The majority of the detainable deficiencies found upon inspections in 2022 were related to safety of navigation 164 (19.5%), fire safety 106 (12.6%), emergency systems 98 (11.6%), life saving appliances 75 (8.9%) and ISM 58 (6.9%). These five categories make up 59.4% of the total detainable deficiencies found in 2022. The top 5 category of detainable deficiencies is presented below.

Table 8: 2022 Top 5 Category of Detainable Deficiencies

DETAINABLE DEFICIENCIES	2021		2022		DIFFERENCE		2020-2022
	NUMBER	SHARE	NUMBER	SHARE	NUMBER	%	SHARE
Safety of Navigation	78	12.1%	164	19.5%	86	110.3%	14.9%
Fire Safety	83	12.9%	106	12.6%	23	27.7%	12.8%
Emergency Systems	97	15.1%	98	11.6%	1	1.0%	12.9%
Life-Saving Appliances	81	12.6%	75	8.9%	-6	-7.4%	11.5%
ISM	54	8.4%	58	6.9%	4	7.4%	8.3%

The majority of the RO related detainable deficiencies found upon inspection in 2022 were related to safety of navigation 12 (21.4%), fire safety 8 (14.3%), Water/Weathertight conditions 8 (14.3%), life saving appliances 6 (10.7%) and emergency systems 6 (7.1%).

Further information on inspection data by type of deficiencies is available in **Table 13** "Inspection Data by Type of Deficiencies".

2022 Maritime Labour Convention Results

MLC, 2006 compliance is verified during 2,861 PSC inspections carried out in 2022 by Bulgaria, Romania and the Russian Federation and the results are presented in **Table 9**. The table identifies the number of MLC 2006 related deficiencies, detainable deficiencies and detentions by ship flag, ship type and ship age.

PSCOs from Bulgaria, Romania and the Russian Federation identified 2,417 deficiencies related to MLC, 2006 issues. This represents 20.4 per cent of the total deficiencies recorded. The number of MLC related deficiencies per inspection equated to 0.84.

Of the 756 detainable deficiencies recorded by member States which are party to MLC, 2006, 68 were related to MLC related detainable deficiencies. This represented 8.99 per cent of the total detainable deficiencies. Of the 152 detentions, 43 (28.29%) were due to the MLC, 2006 related detainable deficiencies. In 2022, the MLC related detention percentage was recorded as 1.50 which is considerably less than the regional detention percentage of 3.50.

Table 9: 2022 MLC Results by Ship Flag, Ship Type and Ship Age

SHIP FLAG	NO. OF INSPECTIONS	TOTAL DEFICIENCIES	MLC DEFICIENCIES	TOTAL DETAINABLE DEFICIENCIES	MLC DETAINABLE DEFICIENCIES	TOTAL DETENTIONS	MLC DETENTIONS
Bahamas	37	104	23	0	0	0	0
Barbados	53	210	55	3	0	2	0
Belize	59	397	85	34	8	9	4
Cameroon	43	504	61	98	4	10	1
Comoros	73	609	122	114	13	12	6
Greece	52	40	9	0	0	0	0
Hong Kong, China	39	171	33	8	1	3	1
Liberia	439	1,335	267	34	1	15	1
Malta	307	550	114	12	1	3	1
Marshall Islands	359	796	145	25	1	10	1
Palau	93	559	133	38	4	8	3
Panama	495	2,549	507	172	15	41	11
Russian Federation	40	125	32	3	0	1	0
Saint Kitts and Nevis	53	308	58	11	3	2	2
Sierra Leone	72	383	98	19	2	2	1
Singapore	40	148	35	6	0	1	0
Tanzania, United Republic of	44	394	85	28	5	5	3
Togo	76	601	131	49	2	10	2
Türkiye	153	451	82	6	0	2	0
Vanuatu	49	237	56	6	1	2	1
TOTALS	2,861	11,823	2,417	756	68	152	43

Table 9: 2022 MLC Results by Ship Flag, Ship Type and Ship Age (Continue)

SHIP TYPE	NO. OF INSPECTIONS	TOTAL DEFICIENCIES	MLC DEFICIENCIES	TOTAL DETAINABLE DEFICIENCIES	MLC DETAINABLE DEFICIENCIES	TOTAL DETENTIONS	MLC DETENTIONS
Bulk Carrier	1,004	3,777	848	136	7	43	6
Container Ship	130	772	161	31	6	8	5
Gas Carrier	35	96	15	11	0	1	0
General Cargo/Multipurpose	810	4,602	953	419	47	69	25
Livestock Carrier	28	203	50	0	0	0	0
Oil Tanker	350	561	89	34	3	6	2
Oil Tanker/Chemical Tanker (OILCHEM)	390	891	166	29	3	10	3
Other Special Activities	14	33	12	0	0	0	0
Ro-Ro Cargo	46	482	66	28	0	5	0
Ro-Ro Passenger Ship	14	177	15	37	0	5	0
Tug	15	101	17	23	1	3	1
TOTALS	2,861	11,823	2,417	756	68	152	43

SHIP AGE	NO. OF INSPECTIONS	TOTAL DEFICIENCIES	MLC DEFICIENCIES	TOTAL DETAINABLE DEFICIENCIES	MLC DETAINABLE DEFICIENCIES	TOTAL DETENTIONS	MLC DETENTIONS
0-5	111	109	22	0	0	0	0
6-10	281	482	89	20	4	6	2
11-15	690	1,860	383	57	0	20	0
16-20	655	2,136	413	83	3	24	3
21-24	275	1,470	306	76	7	24	6
25-29	315	1,781	397	95	13	17	11
30-34	176	1,109	226	113	6	17	4
35+	358	2,876	581	312	35	44	17
TOTALS	2,861	11,823	2,417	756	68	152	43

Port State Inspection Data for 2022

Table 10: Inspection Data by Flag

FLAG	NUMBER OF INSPECTIONS	NO. OF INSPECTIONS WITH DEFICIENCIES	NO. OF DEFICIENCIES	NO. OF DETENTION	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INDIVIDUAL SHIPS INSPECTED	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES
Antigua and Barbuda	43	25	117	0	0	38	0.00	58.14
Azerbaijan	20	13	83	2	12	14	10.00	65.00
Bahamas	67	25	109	0	0	60	0.00	37.31
Bangladesh	4	2	23	1	5	4	25.00	50.00
Barbados	98	53	257	2	3	73	2.04	54.08
Belgium	3	0	0	0	0	2	0.00	0.00
Belize	89	64	423	9	34	41	10.11	71.91
Bulgaria	13	10	44	0	0	5	0.00	76.92
Cameroon	88	70	649	11	103	51	12.50	79.55
Cayman Islands (GB)	18	2	6	0	0	18	0.00	11.11
China	11	3	8	0	0	10	0.00	27.27
Comoros	169	141	922	14	125	78	8.28	83.43
Cook Islands	50	38	173	1	2	30	2.00	76.00
Croatia	3	3	32	1	5	2	33.33	100.00
Cyprus	25	18	83	0	0	21	0.00	72.00
Denmark	7	2	9	0	0	7	0.00	28.57
Dominica	4	2	4	0	0	2	0.00	50.00
Egypt	15	8	80	0	0	9	0.00	53.33
Equatorial Guinea	14	12	107	1	7	8	7.14	85.71
Ethiopia	1	0	0	0	0	1	0.00	0.00
France	1	0	0	0	0	1	0.00	0.00
Gabon	3	2	17	0	0	3	0.00	66.67
Gambia	2	2	33	1	17	2	50.00	100.00
Georgia	1	0	0	0	0	1	0.00	0.00
Germany	2	1	11	0	0	2	0.00	50.00
Gibraltar (GB)	3	1	4	0	0	3	0.00	33.33
Greece	65	16	42	0	0	54	0.00	24.62
Guinea-Bissau	4	3	15	0	0	3	0.00	75.00
Guyana	3	3	10	0	0	3	0.00	100.00
Honduras	18	16	68	0	0	8	0.00	88.89
Hong Kong, China	63	32	187	3	8	58	4.76	50.79
India	9	7	21	0	0	5	0.00	77.78
Indonesia	1	1	4	0	0	1	0.00	100.00
Iran, Islamic Republic of	4	4	22	0	0	4	0.00	100.00
Ireland	1	0	0	0	0	1	0.00	0.00
Isle of Man (GB)	5	3	11	0	0	5	0.00	60.00
Italy	15	6	21	1	4	15	6.67	40.00
Jordan	1	0	0	0	0	1	0.00	0.00
Lebanon	12	10	42	0	0	7	0.00	83.33

Table 10: Inspection Data by Flag (Continue)

FLAG	NUMBER OF INSPECTIONS	NO. OF INSPECTIONS WITH DEFICIENCIES	NO. OF DEFICIENCIES	NO. OF DETENTION	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INDIVIDUAL SHIPS INSPECTED	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES
Liberia	647	326	1,581	16	35	523	2.47	50.39
Libyan Arab Jamahiriya	4	3	21	0	0	3	0.00	75.00
Lithuania	1	1	3	0	0	1	0.00	100.00
Luxembourg	4	0	0	0	0	4	0.00	0.00
Malaysia	1	1	18	0	0	1	0.00	100.00
Malta	470	168	654	3	12	376	0.64	35.74
Marshall Islands	516	205	862	10	25	438	1.94	39.73
Moldova, Republic of	38	32	167	2	13	27	5.26	84.21
Mongolia	5	3	35	1	6	4	20.00	60.00
Montenegro	1	0	0	0	0	1	0.00	0.00
Morocco	1	1	3	0	0	1	0.00	100.00
Netherlands	34	13	48	0	0	33	0.00	38.24
Niue	5	4	14	0	0	4	0.00	80.00
Norway	27	8	28	0	0	23	0.00	29.63
Pakistan	1	1	3	0	0	1	0.00	100.00
Palau	203	150	893	10	47	131	4.93	73.89
Panama	868	580	3,518	46	186	592	5.30	66.82
Philippines	8	3	12	0	0	8	0.00	37.50
Portugal	36	19	107	1	1	35	2.78	52.78
Russian Federation	254	196	689	1	3	200	0.39	77.17
Saint Kitts and Nevis	72	59	351	2	11	47	2.78	81.94
Saint Vincent and the Grenadines	29	16	110	1	5	27	3.45	55.17
Sao Tome and Principe	5	5	49	0	0	3	0.00	100.00
Ship Registration Withdrawn	3	2	13	1	3	3	33.33	66.67
Sierra Leone	109	99	494	3	24	52	2.75	90.83
Singapore	67	27	161	1	6	61	1.49	40.30
Spain	1	1	5	0	0	1	0.00	100.00
Switzerland	1	0	0	0	0	1	0.00	0.00
Syrian Arab Republic	3	3	28	2	7	2	66.67	100.00
Tanzania, United Republic of	81	72	537	6	34	43	7.41	88.89
Thailand	3	0	0	0	0	3	0.00	0.00
Togo	151	130	902	13	66	72	8.61	86.09
Türkiye	224	139	582	2	6	140	0.89	62.05
Tuvalu	12	10	39	0	0	5	0.00	83.33
Ukraine	19	18	121	2	12	17	10.53	94.74
United Kingdom	2	0	0	0	0	2	0.00	0.00
Vanuatu	103	81	362	3	8	74	2.91	78.64
Vietnam	8	7	53	1	8	5	12.50	87.50
TOTAL	4,972	2,981	16,100	174	843	3,615	3.50	59.96

Table 11: Inspection Data by Recognized Organizations

RECOGNIZED ORGANIZATION	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NO. OF DEFICIENCIES	NUMBER OF RO RELATED DEFICIENCIES	NUMBER OF DETENTIONS	NO. OF DETENTIONS WITH RO RELATED DETAINABLE DEFICIENCIES	DETENTION PERCENTAGE	RO RELATED DETENTION PERCENTAGE	% OF RO RELATED DETENTION
Aegean Register of Shipping	1	1	1	0	0	0	0.00	0.00	-
Alixity Limited Trading as Mark Robinson Maritime Consultants	1	0	0	0	0	0	0.00	0.00	-
American Bureau of Shipping	489	199	770	0	7	0	1.43	0.00	0.00
American Register of Shipping	14	6	37	0	0	0	0.00	0.00	-
Bulgarian Register of Shipping	127	96	445	0	5	0	3.94	0.00	0.00
Bureau Veritas	1,002	481	2,468	2	27	1	2.69	0.10	3.70
China Classification Society	59	20	62	0	0	0	0.00	0.00	-
Columbus American Register	33	27	236	4	5	1	15.15	3.03	20.00
Cosmos Marine Bureau Inc.	6	5	33	0	0	0	0.00	0.00	-
Croatian Register of Shipping	17	10	57	0	2	0	11.76	0.00	0.00
DNV AS (DNV)	667	282	1,421	0	16	0	2.40	0.00	0.00
DNV GL AS	306	120	501	0	2	0	0.65	0.00	0.00
Dromon Bureau of Shipping	312	265	1,486	0	12	0	3.85	0.00	0.00
Germanischer Lloyd	4	2	8	0	0	0	0.00	0.00	-
Guardian Bureau of Shipping (GBS)	4	3	20	0	0	0	0.00	0.00	-
Hellenic Register of Shipping	1	1	14	0	0	0	0.00	0.00	-
Horizon International of Naval Surveying and Inspection Bureau, S.A.	2	1	2	0	0	0	0.00	0.00	-
Indian Register of Shipping	107	79	414	0	3	0	2.80	0.00	0.00
Inspeccion y Clasificacion Maritima (INCLAMAR)	1	0	0	0	0	0	0.00	0.00	-
Intermaritime Certification Services, ICS Class	16	13	70	0	0	0	0.00	0.00	-
International Maritime Register	5	4	30	0	0	0	0.00	0.00	-
International Naval Surveys Bureau	224	169	982	0	13	0	5.80	0.00	0.00
International Register of Shipping	136	109	662	7	8	2	5.88	1.47	25.00
International Ship Classification	14	11	49	0	0	0	0.00	0.00	-
International Yacht Bureau, Inc.	1	0	0	0	0	0	0.00	0.00	-
Intertek Maritime Bureau	2	2	7	0	0	0	0.00	0.00	-
Iranian Classification Society	4	4	22	0	0	0	0.00	0.00	-
Isthmus Bureau of Shipping, S.A.	96	76	451	0	5	0	5.21	0.00	0.00

Table 11: Inspection Data by Recognized Organizations (Continue)

RECOGNIZED ORGANIZATION	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NO. OF DEFICIENCIES	NUMBER OF RO RELATED DEFICIENCIES	NUMBER OF DETENTIONS	NO. OF DETENTIONS WITH RO RELATED DETAINABLE DEFICIENCIES	DETENTION PERCENTAGE	RO RELATED DETENTION PERCENTAGE	% OF RO RELATED DETENTION
Korean Register	87	50	272	0	1	0	1.15	0.00	0.00
Lloyd's Register	629	287	1,331	0	10	0	1.59	0.00	0.00
Macosnar Corporation	26	19	166	0	2	0	7.69	0.00	0.00
Maritime Bureau of Shipping	11	9	75	0	0	0	0.00	0.00	-
Maritime Lloyd (ML)	34	32	226	3	2	1	5.88	2.94	50.00
Mediterranean Shipping Register (MSR)	52	40	245	6	5	2	9.62	3.85	40.00
National Shipping Adjuster Inc.	18	15	121	0	2	0	11.11	0.00	0.00
Nippon Kaiji Kyokai (NK/Class NK)	937	487	2,332	0	27	0	2.88	0.00	0.00
Other (RO of the detained vessel is Dutch Lloyd)	189	156	1,156	4	15	1	7.94	0.53	6.67
Overseas Marine Certification Services	63	47	269	6	2	1	3.17	1.59	50.00
Panama Bureau of Shipping	1	0	0	0	0	0	0.00	0.00	-
Panama Marine Survey and Certification Services Inc.	2	2	11	0	0	0	0.00	0.00	-
Panama Maritime Documentation Services	10	4	31	0	0	0	0.00	0.00	-
Panama Maritime Surveyor Bureau Inc.	1	1	7	0	0	0	0.00	0.00	-
Panama Shipping Registrar Inc.	6	6	34	0	0	0	0.00	0.00	-
Phoenix Register of Shipping	272	205	1,298	4	15	2	5.51	0.74	13.33
Polski Rejestr Statkow (Polish Register of Shipping)	54	32	199	0	4	0	7.41	0.00	0.00
Qualitas Register of Shipping S.A	53	33	218	0	1	0	1.89	0.00	0.00
RINA Services S.p.A.	439	238	1,171	2	10	1	2.28	0.23	10.00
Russian Maritime Register of Shipping	407	300	1,263	0	6	0	1.47	0.00	0.00
Russian River Register	1	1	3	0	0	0	0.00	0.00	-
Shipping Register of Ukraine (SRU)	52	42	262	3	5	1	9.62	1.92	20.00
Turkish Lloyd	105	83	397	4	2	2	1.90	1.90	100.00
Union Bureau of Shipping	1	1	3	0	0	0	0.00	0.00	-
United Marine Survey	2	0	0	0	0	0	0.00	0.00	-
Vega Register Inc.	50	40	383	11	10	3	20.00	6.00	30.00
Veritas Register of Shipping	65	51	331	0	5	0	7.69	0.00	0.00
Vietnam Register	8	7	53	0	1	0	12.50	0.00	0.00

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

Table 12: Inspection Data by Ship Type

TYPE OF SHIP	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTION	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INDIVIDUAL SHIPS INSPECTED	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES
Bulk Carrier	1,660	870	4,443	47	140	1,284	2.83	52.41
Chemical Tanker	13	7	32	0	0	11	0.00	53.85
Combination Carrier	8	8	40	1	2	5	12.50	100.00
Container Ship	179	147	892	8	31	129	4.47	82.12
Gas Carrier	50	24	136	1	11	33	2.00	48.00
General Cargo/Multipurpose	1,887	1,371	7,550	85	493	1,202	4.50	72.66
Heavy Load	1	0	0	0	0	1	0.00	0.00
Livestock Carrier	55	53	365	1	2	30	1.82	96.36
NLS Tanker	1	0	0	0	0	1	0.00	0.00
Offshore Supply	8	8	84	1	6	6	12.50	100.00
Oil Tanker	394	160	641	6	34	315	1.52	40.61
Oil Tanker/Chemical Tanker (OILCHEM)	575	225	937	10	29	428	1.74	39.13
Other Special Activities	14	5	33	0	0	13	0.00	35.71
Passenger Ship	3	0	0	0	0	1	0.00	0.00
Refrigerated Cargo	3	1	3	0	0	2	0.00	33.33
Ro-Ro Cargo	66	64	615	6	35	32	9.09	96.97
Ro-Ro Passenger Ship	22	19	212	5	37	11	22.73	86.36
Special Purpose Ship	2	0	0	0	0	2	0.00	0.00
Tug	22	17	108	3	23	20	13.64	77.27
Vehicle Carrier	9	2	9	0	0	8	0.00	22.22
ALL TYPES OF SHIPS	4,972	2,981	16,100	174	843	3,534	3.50	59.96

Table 13: Inspection Data by Type of Deficiencies

CATEGORY OF DEFICIENCIES		NUMBER OF DEFICIENCIES	NO. OF DETAINABLE DEFICIENCIES	NO. OF RO RELATED DETAINABLE DEFICIENCIES	% OF TOTAL DEFICIENCIES	% OF TOTAL DETAINABLE DEFICIENCIES	% OF TOTAL RO RELATED DETAINABLE DEFICIENCIES
Certificates and Documents	Crew Certificates	245	25	0	1.52	2.97	0.00
	Documents	1,108	19	2	6.88	2.25	3.57
	Ship Certificates	422	54	2	2.62	6.41	3.57
SOLAS	Structural Conditions	634	34	2	3.94	4.03	3.57
	Emergency Systems	1,030	98	4	6.40	11.63	7.14
	Water/Weathertight Conditions	817	35	8	5.07	4.15	14.29
	Radio Communications	713	31	2	4.43	3.68	3.57
	Cargo Operations Including Equipment	129	2	2	0.80	0.24	3.57
	Fire Safety	1,397	106	8	8.68	12.57	14.29
	Alarms	148	8	0	0.92	0.95	0.00
	Safety of Navigation	2,391	164	12	14.85	19.45	21.43
	Dangerous Goods	32	1	1	0.20	0.12	1.79
	Life-Saving Appliances	1,849	75	6	11.48	8.90	10.71
	Propulsion and Auxiliary Machinery	1,018	44	1	6.32	5.22	1.79
Pollution Prevention	BWM	91	5	1	0.57	0.59	1.79
	Anti Fouling	3	1	0	0.02	0.12	0.00
	MARPOL Annex I	249	6	0	1.55	0.71	0.00
	Annex II	4	0	0	0.02	0.00	0.00
	Annex III	20	0	0	0.12	0.00	0.00
	Annex IV	42	3	0	0.26	0.36	0.00
	Annex V	223	0	0	1.39	0.00	0.00
	Annex VI	19	0	0	0.12	0.00	0.00
ILO/MLC	Living Conditions	109	2	0	0.68	0.24	0.00
	Working Conditions	727	9	0	4.52	1.07	0.00
	Minimum Requirements for Seafarers	7	2	0	0.04	0.24	0.00
	Conditions of Employment	21	4	0	0.13	0.47	0.00
	Accommodation, Recreational	341	19	2	2.12	2.25	3.57
	Health Protection, Medical Care, Social Security	1,925	38	1	11.96	4.51	1.79
ISM		336	58	2	2.09	6.88	3.57
Other		50	0	0	0.31	0.00	0.00
TOTAL		16,100	843	56			
ISPS		201	1	0	1.23	0.12	0.00
GRAND TOTAL		16,301	844	56			

Note: Security related data showing above table is not included in all other statistical tables and figures in this report.

Table 14: Inspection Data by Ship Risk Profile and Selection Scheme

SHIP INSPECTION PRIORITY	SHIP RISK PROFILE														
	HRS					SRS					LRS				
	NUMBER OF INDIVIDUAL SHIP VISITS	NUMBER OF INDIVIDUAL SHIP INSPECTED	NUMBER OF INDIVIDUAL SHIP DETAINED	NUMBER OF INSPECTION	NUMBER OF INSPECTION WITH DEFICIENCIES	NUMBER OF INDIVIDUAL SHIP VISITS	NUMBER OF INDIVIDUAL SHIP INSPECTED	NUMBER OF INDIVIDUAL SHIP DETAINED	NUMBER OF INSPECTION	NUMBER OF INSPECTION WITH DEFICIENCIES	NUMBER OF INDIVIDUAL SHIP VISITS	NUMBER OF INDIVIDUAL SHIP INSPECTED	NUMBER OF INDIVIDUAL SHIP DETAINED	NUMBER OF INSPECTION	NUMBER OF INSPECTION WITH DEFICIENCIES
PRIORITY I	424	349	23	447	375	2,263	1,791	54	1,849	1,077	425	187	2	189	67
PRIORITY II	149	157	7	235	197	667	553	22	672	417	290	235	7	247	102
NO PRIORITY	225	92	5	115	95	1,784	941	46	1,076	611	510	122	4	139	38
REGIONAL	519	403	30	797	667	3,353	2,738	120	3,597	2,105	985	498	13	575	207

SHIP INSPECTION PRIORITY	SHIP RISK PROFILE														
	HRS					SRS					LRS				
	NUMBER OF DETENTION	NUMBER OF DEFICIENCIES	NUMBER OF DETAINABLE DEFICIENCIES	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES	NUMBER OF DETENTION	NUMBER OF DEFICIENCIES	NUMBER OF DETAINABLE DEFICIENCIES	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES	NUMBER OF DETENTION	NUMBER OF DEFICIENCIES	NUMBER OF DETAINABLE DEFICIENCIES	DETENTION PERCENTAGE	% OF INSPECTION WITH DEFICIENCIES
PRIORITY I	24	2,284	121	5.37	83.89	54	5,549	286	2.92	58.25	2	250	8	1.06	35.45
PRIORITY II	8	1,167	31	3.40	83.83	23	2,125	81	3.42	62.05	7	423	18	2.83	41.30
NO PRIORITY	5	596	30	4.35	82.61	47	3,542	260	4.37	56.78	4	157	8	2.88	27.34
REGIONAL	37	4,047	182	4.64	83.69	124	11,216	627	3.45	58.52	13	830	34	2.26	36.00

Statistical Data 2020-2022

Summary

	2020	2021	2022
Number of Inspections	5,721	5,624	4,972
No of Inspections with Deficiencies	2,831	3,003	2,981
Number of Deficiencies Observed	15,442	15,321	16,100
Number of Detentions	241	178	174
% of Inspections with Deficiencies	49.48	53.40	59.96
Detention Percentage	4.21	3.17	3.50
Average Number of Deficiencies per Inspection	2.70	2.72	3.24

Inspection Data by Authority 2020-2022

MARITIME AUTHORITY	NO. OF INDIVIDUAL SHIP VISIT			NO. OF INDIVIDUAL SHIP INSPECTED			NO. OF INSPECTIONS			NO. OF INSPECTIONS WITH DEFICIENCIES			NUMBER OF DETENTIONS		
	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
BULGARIA	1,379	1,257	1,428	307	296	319	320	304	327	189	187	204	7	6	14
GEORGIA	607	626	580	248	306	360	265	348	387	184	223	249	6	7	6
ROMANIA	1,637	1,665	1,586	501	430	588	534	441	611	366	304	447	6	14	39
RUSSIAN FEDERATION ⁽¹⁾	2,197	2,190	1,911	1,545	1,565	1,468	1,962	1,938	1,923	1,221	1,296	1,341	120	121	99
TÜRKİYE ⁽¹⁾	1,334	1,414	1,295	286	396	523	318	423	568	211	268	340	15	17	9
UKRAINE	2,415	2,725*	1,293*	2,034	1,826	969	2,322	2,170	1,156	660	725	400	87	13	7

MARITIME AUTHORITY	% OF INSPECTIONS WITH DEFICIENCIES			DETENTION PERCENTAGE			DETENTION RATE ⁽²⁾			INSPECTION RATE ⁽³⁾		
	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
BULGARIA	59.06	61.51	62.39	2.19	1.97	4.28	2.28	2.03	4.39	22.26	23.55	22.34
GEORGIA	69.43	64.08	64.34	2.26	2.01	1.55	2.42	2.29	1.67	40.86	48.88	62.07
ROMANIA	68.54	68.93	73.16	1.12	3.17	6.38	1.20	3.26	6.63	30.60	25.83	37.07
RUSSIAN FEDERATION ⁽¹⁾	62.23	66.87	69.73	6.12	6.24	5.15	6.99	6.90	6.20	70.32	71.46	76.82
TÜRKİYE ⁽¹⁾	66.35	63.36	59.86	4.72	4.02	1.58	5.24	4.29	1.53	21.44	28.01	40.39
UKRAINE	28.42	33.41	34.60	3.75	0.60	0.61	4.23	0.71	0.72	84.22	67.01	74.94

⁽¹⁾ Data only for the Black Sea Ports

⁽²⁾ Individual ships detained as per cent of individual ships inspected

⁽³⁾ Individual ships inspected as per cent of number of individual ships visited

Inspection by Ship Type (In the Order of 2022 Top 10 Inspections)

SHIP TYPE	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
General Cargo/Multipurpose	1,859	32.5%	1,833	32.6%	1,887	38.0%	34.2%
Bulk Carrier	2,269	39.7%	2,160	38.4%	1,660	33.4%	37.3%
Oil Tanker/Chemical Tanker (OILCHEM)	0	0.0%	164	2.9%	575	11.6%	4.5%
Oil Tanker	654	11.4%	584	10.4%	394	7.9%	10.0%
Container Ship	196	3.4%	246	4.4%	179	3.6%	3.8%
Ro-Ro Cargo	77	1.3%	90	1.6%	66	1.3%	1.4%
Livestock Carrier	25	0.4%	26	0.5%	22	0.4%	0.4%
Gas Carrier	62	1.1%	52	0.9%	55	1.1%	1.0%
Ro-Ro Passenger Ship	22	0.4%	22	0.4%	22	0.4%	0.4%
Tugboat	47	0.8%	44	0.8%	50	1.0%	0.9%
Other	510	8.9%	403	7.2%	62	1.2%	6.0%
TOTALS	5,721		5,624		4,972		

Inspection by Ship Flag (In the Order of 2022 Top 10 Inspections)

SHIP FLAGS	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
Panama	912	15.9%	986	17.5%	868	17.5%	17.0%
Liberia	580	10.1%	621	11.0%	647	13.0%	11.3%
Marshall Islands	690	12.1%	682	12.1%	516	10.4%	11.6%
Malta	575	10.1%	536	9.5%	470	9.5%	9.7%
Russian Federation	279	4.9%	318	5.7%	254	5.1%	5.2%
Türkiye	269	4.7%	251	4.5%	224	4.5%	4.6%
Palau	74	1.3%	96	1.7%	203	4.1%	2.3%
Comoros	106	1.9%	141	2.5%	169	3.4%	2.5%
Togo	119	2.1%	112	2.0%	151	3.0%	2.3%
Sierra Leone	114	2.0%	116	2.1%	109	2.2%	2.1%
Others	2,003	35.0%	1,765	31.4%	1,361	27.4%	31.4%
TOTALS	5,721		5,624		4,972		

Detentions by Ship Types (In the Order of 2022 Top 10 Inspections)

SHIP TYPES	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
General Cargo/Multipurpose	91	37.8%	70	39.3%	85	48.9%	41.5%
Bulk Carrier	84	34.9%	60	33.7%	47	27.0%	32.2%
Oil Tanker/Chemical Tanker (OILCHEM)	0	0.0%	4	2.2%	10	5.7%	2.4%
Oil Tanker	10	4.1%	5	2.8%	6	3.4%	3.5%
Container Ship	10	4.1%	9	5.1%	8	4.6%	4.6%
Ro-Ro Cargo	14	5.8%	15	8.4%	6	3.4%	5.9%
Livestock Carrier	1	0.4%	2	1.1%	5	2.9%	1.7%
Gas Carrier	2	0.8%	3	1.7%	1	0.6%	0.8%
Ro-Ro Passenger Ship	3	1.2%	1	0.6%	3	1.7%	1.7%
Tugboat	6	2.5%	1	0.6%	1	0.6%	0.7%
Other	20	8.3%	8	4.5%	2	1.1%	5.1%
TOTALS	241		178		174		

Detention by Ship Flag (more than 1 detentions in 2021)

FLAGS	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
Azerbaijan	3	1.2%	0	0.0%	2	1.1%	0.8%
Bangladesh	0	0.0%	1	0.6%	1	0.6%	0.3%
Barbados	2	0.8%	0	0.0%	2	1.1%	0.7%
Belize	7	2.9%	0	0.0%	9	5.2%	2.7%
Cameroon	0	0.0%	4	2.2%	11	6.3%	2.5%
Comoros	10	4.1%	5	2.8%	14	8.0%	4.9%
Cook Islands	6	2.5%	0	0.0%	1	0.6%	1.2%
Croatia	0	0.0%	0	0.0%	1	0.6%	0.2%
Equatorial Guinea	0	0.0%	1	0.6%	1	0.6%	0.3%
Gambia	0	0.0%	0	0.0%	1	0.6%	0.2%
Hong Kong, China	9	3.7%	4	2.2%	3	1.7%	2.7%
Italy	0	0.0%	1	0.6%	1	0.6%	0.3%
Liberia	31	12.9%	18	10.1%	16	9.2%	11.0%
Malta	15	6.2%	9	5.1%	3	1.7%	4.6%
Marshall Islands	20	8.3%	16	9.0%	10	5.7%	7.8%
Moldova, Republic of	20	8.3%	10	5.6%	2	1.1%	5.4%
Mongolia	1	0.4%	1	0.6%	1	0.6%	0.5%
Palau	6	2.5%	3	1.7%	10	5.7%	3.2%
Panama	42	17.4%	54	30.3%	46	26.4%	23.9%
Portugal	1	0.4%	1	0.6%	1	0.6%	0.5%
Russian Federation	2	0.8%	1	0.6%	1	0.6%	0.7%
Saint Kitts and Nevis	2	0.8%	2	1.1%	2	1.1%	1.0%
Saint Vincent and the Grenadines	0	0.0%	1	0.6%	1	0.6%	0.3%
Ship Registration Withdrawn	0	0.0%	1	0.6%	1	0.6%	0.3%
Sierra Leone	3	1.2%	4	2.2%	3	1.7%	1.7%
Singapore	7	2.9%	3	1.7%	1	0.6%	1.9%
Syrian Arab Republic	2	0.8%	0	0.0%	2	1.1%	0.7%
Tanzania, United Republic of	12	5.0%	9	5.1%	6	3.4%	4.6%
Togo	6	2.5%	9	5.1%	13	7.5%	4.7%
Türkiye	1	0.4%	0	0.0%	2	1.1%	0.5%
Ukraine	2	0.8%	1	0.6%	2	1.1%	0.8%
Vanuatu	5	2.1%	7	3.9%	3	1.7%	2.5%
Vietnam	0	0.0%	0	0.0%	1	0.6%	0.2%
Others	26	10.8%	12		0	0.0%	6.4%
TOTAL	241		178		174		

Inspection by Ship Risk Profile

SHIP RISK PROFILE	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
HRS	873	15.3%	798	14.2%	797	16.0%	15.1%
SRS	4,029	70.4%	4,075	72.5%	3,597	72.3%	71.7%
LRS	817	14.3%	750	13.3%	575	11.6%	13.1%
UNKNOWN	2	0.0%	1	0.0%	3	0.1%	0.0%
REGIONAL	5,721		5,624		4,972		

Inspection by Ship Inspection Priorities

SHIP INSPECTION PRIORITIES	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
Priority I	3,430	60.0%	3,108	55.3%	2,485	50.0%	55.3%
Priority II	708	12.4%	1,010	18.0%	1,154	23.2%	17.6%
No Priority	1,583	27.7%	1,506	26.8%	1,333	26.8%	27.1%
REGIONAL	5,721		5,624		4,972		

Detentions by Ship Risk Profile

SHIP RISK PROFILE	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
HRS	53	22.0%	39	21.9%	37	21.3%	21.8%
SRS	164	68.0%	127	71.3%	124	71.3%	70.0%
LRS	24	10.0%	12	6.7%	13	7.5%	8.3%
UNKNOWN	0	0.0%	0	0.0%	0	0.0%	0.0%
REGIONAL	241		178		174		

Detentions by Ship Inspection Priorities

SHIP INSPECTION PRIORITIES	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
Priority I	147	61.0%	92	51.7%	80	46.0%	53.8%
Priority II	27	11.2%	25	14.0%	38	21.8%	15.2%
No Priority	67	27.8%	61	34.3%	56	32.2%	31.0%
REGIONAL	241		178		174		53.8%

Major Categories of Deficiencies 2020-2022

CATEGORY OF DEFICIENCIES		2020		2021		2022	
		NUMBER	%	NUMBER	%	NUMBER	%
Certificates and Documents	Crew Certificates	220	1.42	169	1.10	245	1.52
	Documents	954	6.18	993	6.48	1,108	6.88
	Ship Certificates	417	2.70	375	2.45	422	2.62
SOLAS	Structural Conditions	1,264	8.19	1,309	8.54	634	3.94
	Emergency Systems	1,130	7.32	1,040	6.79	1,030	6.40
	Water/Weathertight Conditions	0	0.00	0	0.00	817	5.07
	Radio Communications	611	3.96	628	4.10	713	4.43
	Cargo Operations Including Equipment	86	0.56	136	0.89	129	0.80
	Fire Safety	1,371	8.88	1,447	9.44	1,397	8.68
	Alarms	89	0.58	155	1.01	148	0.92
	Safety of Navigation	2,335	15.12	2,043	13.33	2,391	14.85
	Dangerous Goods	22	0.14	43	0.28	32	0.20
	Life-Saving Appliances	1,991	12.89	2,007	13.10	1,849	11.48
	Propulsion and Auxiliary Machinery	976	6.32	988	6.45	1,018	6.32
Pollution Prevention	BWM	76	0.49	74	0.48	91	0.57
	Anti Fouling	0	0.00	1	0.01	3	0.02
	MARPOL Annex I	194	8.19	181	1.18	249	1.55
	Annex II	4	7.32	6	0.04	4	0.02
	Annex III	2	0.00	11	0.07	20	0.12
	Annex IV	45	3.96	26	0.17	42	0.26
	Annex V	165	0.56	228	1.49	223	1.39
ILO/MLC	Annex VI	50	8.88	20	0.13	19	0.12
	Living Conditions	138	0.89	197	1.29	109	0.68
	Working Conditions	814	5.27	790	5.16	727	4.52
	Minimum Requirements for Seafarers	4	0.03	7	0.05	7	0.04
	Conditions of Employment	21	0.14	17	0.11	21	0.13
	Accommodation Recreational	231	1.50	291	1.90	341	2.12
ISM	Health Protection, Medical Care, Social Security	1,851	11.99	1,821	11.89	1,925	11.96
		297	1.92	272	1.78	336	2.09
Other		84	0.54	46	0.30	50	0.31
TOTAL		15,442		15,321		16,100	

Major Deficiencies by Category (In the Order 2022 Top 10)

DEFICIENCIES BY CATEGORY	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022
Safety of Navigation	2,335	15.1%	2,043	13.3%	2,391	14.85%	14.4%
Health Protection, Medical Care, Social Security	1,851	12.0%	1,821	11.9%	1,925	11.96%	11.9%
Life-Saving Appliances	1,991	12.9%	2,007	13.1%	1,849	11.48%	10.5%
Fire Safety	1,371	8.9%	1,447	9.4%	1,397	8.68%	9.0%
Documents	954	6.2%	993	6.5%	1,108	6.88%	6.5%
Emergency Systems	1,130	7.3%	1,040	6.8%	1,030	6.40%	6.8%
Propulsion and Auxiliary Machinery	976	6.3%	988	6.4%	1,018	6.32%	6.4%
Water/Weathertight Conditions	0	0.0%	0	0.0%	817	5.07%	1.7%
Working Conditions	814	5.3%	790	5.2%	727	4.52%	5.0%
Radio Communications	611	4.0%	628	4.1%	713	4.43%	4.2%
Others	2,335	15.1%	2,043	13.3%	2,391	14.85%	14.4%
TOTALS	15,442		15,321		16,100		

Top 5 Deficiencies 2020-2022

2020	2021	2022
Emergency, Lighting, Batteries and Switches 530 (3.43%)	Lights, Shapes, Sound-Signals 491 (3.20%)	Auxiliary Engine 532 (3.30%)
Lights, Shapes, Sound-Signals 529 (3.43%)	Lifeboats 459 (3.0%)	Lifeboats 425 (2.64%)
Lifeboats 409 (2.65%)	Auxiliary Engine 449 (2.93%)	Lights, Shapes, Sound-Signals 418 (2.60%)
Auxiliary Engine 383 (2.48%)	Emergency, Lighting, Batteries and Switches 435 (2.84%)	Emergency, Lighting, Batteries and Switches 385 (2.39%)
Lifebuoys incl. Provision and Disposition 361 (2.34%)	Ropes and Wires 354 (2.31%)	Ropes and Wires 383 (2.38%)

Major Detainable Deficiencies by Category 2020-2022 (In the Order 2022 Top 10)

DETAINABLE DEFICIENCIES BY CATEGORIES	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022 SHARE
Safety of Navigation	81	11.9%	78	12.1%	164	19.5%	14.9%
Fire Safety	89	13.1%	83	12.9%	106	12.6%	12.8%
Emergency Systems	85	12.5%	97	15.1%	98	11.6%	12.9%
Life-Saving Appliances	94	13.9%	81	12.6%	75	8.9%	11.5%
ISM	67	9.9%	54	8.4%	58	6.9%	8.3%
Ship Certificates	62	9.1%	37	5.7%	54	6.4%	7.1%
Propulsion and Auxiliary Machinery	18	2.7%	36	5.6%	44	5.2%	4.5%
Health Protection, Medical Care, Social Security	23	3.4%	0	0.0%	38	4.5%	2.8%
Water/Weathertight Conditions	0	0.0%	0	0.0%	35	4.2%	1.6%
Structural Conditions	55	8.1%	55	8.5%	34	4.0%	6.7%
Others	104	15.3%	123	19.1%	137	16.3%	16.8%
TOTALS	653		678		644		

Top 5 Detainable Deficiencies 2020-2022

2020	2021	2022
ISM 67 (9.88%)	ISM 54 (8.39%)	ISM 58 (6.88%)
Fire Detection and Alarm System 41 (6.05%)	Lifeboats 28 (4.35%)	Charts 35 (4.15%)
Emergency Fire Pump and Its Pipes 29 (4.28%)	Emergency, Lighting, Batteries and Switches 25 (3.88%)	Fire Detection and Alarm System 34 (4.03%)
Lifeboats 27 (3.98%)	Rescue Boats 25 (3.88%)	Fire Drills 32 (3.80%)
Rescue Boats 27 (3.98%)	Fire Detection and Alarm System 23 (3.57%)	Nautical Publications 26 (3.08%)

Major RO Related Detainable Deficiencies by Categories 2020-2022 (In the Order 2022 Top 5)

RO RELATED DETAINABLE DEFICIENCIES BY CATEGORY	2020	2020 SHARE	2021	2021 SHARE	2022	2022 SHARE	2020-2022 SHARE
Safety of Navigation	10	13.5%	1	16.7%	12	21.4%	16.9%
Fire Safety	6	8.1%	0	0.0%	8	14.3%	10.3%
Water/Weathertight Conditions	0	0.0%	0	0.0%	8	14.3%	5.9%
Life-Saving Appliances	14	18.9%	0	0.0%	6	10.7%	14.7%
TOTALS	74		6		56		

RO Related Detainable Deficiencies 2020-2022

2020	2021	2022
Rescue Boats 8 (10.81%)	Beams, Frames Floors-op. Famage 2 (33.33%)	International Code of Signals-SOLAS 4 (7.14%)
ISM 7 (9.46%)	Doors 1 (16.67%)	Covers (Hatchway-Portable-Tarpaulins, etc.) 3 (5.36%)
Emergency Fire Pump and Its Pipes 4 (5.41%)	Facilities for Reception of Marine Safety Inform 1 (16.67%)	Fire Detection and Alarm System 3 (5.36%)
Fire Detection and Alarm System 4 (5.41%)	Gyro Compass 1 (16.67%)	Voyage Data Recorder (VDR) / Simplified Voyage 3 (5.36%)
Ventilation (Working Spaces) 4 (5.41%)	ISM 1 (16.67%)	SOPEP 2 (3.57%)

Top 5 MLC Deficiencies 2020-2022

2020	2021	2022
Ropes and Wires 341 (15.36%)	Ropes and Wires 354 (15.93%)	Ropes and Wires 383 (15.85%)
Access / Structural Features (ship) 308 (13.87%)	Access / Structural Features (Ship) 287 (12.92%)	Access / Structural Features (Ship) 308 (12.74%)
Lighting (Working Spaces) 301 (13.56%)	Lighting (Working Spaces) 286 (12.87%)	Lighting (Working Spaces) 246 (10.18%)
Electrical 182 (8.20%)	Electrical 166 (7.47%)	Winches & Capstans 158 (6.54%)
Winches & Capstans 146 (6.58%)	Steam Pipes, Pressure Pipes, Wires (Insulation) 113 (5.09%)	Electrical 130 (5.38%)

Top 5 MLC Detainable Deficiencies 2020-2022

2020	2021	2022
Winches & Capstans 9 (28.13%)	Non-Payment of Wages 4 (12.50%)	Cleanliness of Engine Room 12 (17.65%)
Cleanliness of Engine Room 4 (12.50%)	Winches & Capstans 4 (12.50%)	Winches & Capstans 11 (16.18%)
Wages 3 (9.38%)	Access / Structural Features (Ship) 4 (12.50%)	Provisions Quantity 6 (8.82%)
Non-Payment of Wages 2 (6.25%)	Sanitary Facilities 3 (9.38%)	Heating, Air Conditioning and Ventilation 5 (7.35%)
Heating, Air Conditioning and Ventilation 2 (6.25%) Ropes and Wires 2 (6.25%) Steam Pipes, Pressure Pipes, Wires (Insulation) 2 (6.25%) Access / Structural Features (ship) 2 (6.25%)	Anchoring Devices 3 (9.38%)	Sanitary Facilities 4 (5.88%) Medical Equipment, Medical Chest, Medical Guide 4 (5.88%)

Inspection, Deficiency and Detention Data by Ship Flag 2020-2022

FLAG	NUMBER OF INSPECTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
Antigua and Barbuda	181	559	5	9	102
Azerbaijan	49	152	5	17	30
Bahamas	272	494	8	14	101
Bangladesh	14	69	2	10	8
Barbados	212	468	4	10	112
Belgium	16	28	1	2	3
Belize	250	913	16	53	168
Bermuda (GB)	3	3	0	0	1
Bulgaria	41	115	0	0	25
Cameroon	135	859	15	114	113
Canada	1	0	0	0	0
Cayman Islands (GB)	67	83	1	2	16
China	38	29	0	0	8
Comoros	416	2,190	29	174	358
Congo	1	4	0	0	1
Cook Islands	195	645	7	13	136
Croatia	18	47	1	5	7
Curacao	3	9	0	0	2
Cyprus	130	186	2	6	38
Denmark	82	254	0	0	55
Dominica	9	9	0	0	4
Egypt	66	284	1	1	50
Equatorial Guinea	16	116	2	8	14
Ethiopia	16	13	0	0	1
Faroe Islands	1	0	0	0	0
Finland	2	11	0	0	2
France	8	37	1	1	6
Gabon	10	59	0	0	9
Gambia	2	33	1	17	2
Georgia	7	22	0	0	6
Germany	12	44	1	1	7
Gibraltar (GB)	22	44	0	0	9
Greece	288	203	1	2	57
Guinea-Bissau	4	15	0	0	3
Guyana	6	21	0	0	6
Honduras	42	187	2	3	37
Hong Kong, China	462	873	16	30	150
India	28	86	1	4	17
Indonesia	4	22	0	0	3
Iran, Islamic Republic of	9	42	0	0	8
Ireland	3	0	0	0	0
Isle of Man (GB)	52	88	0	0	22
Israel	3	4	0	0	2
Italy	124	141	2	5	52
Jamaica	2	5	0	0	1
Jordan	3	2	0	0	1
Korea, Republic of	12	7	0	0	3
Kuwait	1	0	0	0	0
Latvia	2	0	0	0	0

FLAG	NUMBER OF INSPECTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
Lebanon	31	84	1	7	23
Liberia	1,848	4,088	65	153	796
Libyan Arab Jamahiriya	7	25	0	0	6
Lithuania	2	13	0	0	2
Luxembourg	19	17	0	0	4
Malaysia	1	18	0	0	1
Malta	1,581	2,410	27	62	554
Marshall Islands	1,888	3,319	46	103	637
Moldova, Republic of	328	1,656	32	138	282
Mongolia	13	158	3	12	10
Montenegro	4	5	0	0	1
Morocco	2	5	0	0	2
Netherlands	135	322	3	5	69
Niue	8	18	0	0	6
Norway	96	117	3	5	27
Pakistan	6	49	1	5	3
Palau	373	1740	19	107	297
Panama	2,766	9,555	142	539	1,672
Philippines	40	37	1	3	8
Portugal	151	388	3	6	67
Qatar	6	4	0	0	2
Russian Federation	851	2,061	4	11	576
Saint Kitts and Nevis	154	650	6	23	125
Saint Vincent and the Grenadines	106	315	2	6	69
Sao Tome and Principe	21	246	0	0	21
Saudi Arabia	6	8	0	0	2
Seychelles	3	6	0	0	2
Ship Registration Withdrawn	4	19	2	4	3
Sierra Leone	339	1,482	10	48	302
Singapore	394	914	11	31	162
Spain	3	17	1	2	2
Sri Lanka	2	0	0	0	0
Switzerland	12	19	0	0	3
Syrian Arab Republic	13	129	4	25	11
Tanzania, United Republic of	229	1,824	27	142	212
Thailand	14	8	0	0	4
Togo	382	2,189	28	139	338
Tunisia	1	3	0	0	1
Türkiye	744	1,826	3	7	454
Tuvalu	43	116	3	6	25
Ukraine	67	390	5	21	64
United Arab Emirates	1	4	0	0	1
United Kingdom	20	33	1	2	5
United States	4	13	0	0	3
Vanuatu	247	1,026	15	44	208
Vietnam	13	62	1	8	10
TOTAL	16,318	46,863	593	2,165	8,828

RO Inspection Deficiency and Detention Data 2020-2022

RECOGNIZED ORGANIZATION	NUMBER OF INSPECTIONS	NUMBER OF RO RELATED DETAINABLE DEFICIENCIES	NUMBER OF RO RELATED DETENTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
Aegean Register of Shipping	10	0	0	136	2	6	9
Alixity Limited Trading as Mark Robinson Maritime Consultants	1	0	0	0	0	0	0
American Bureau of Shipping	1,783	1	1	2,904	41	81	629
American Register of Shipping	49	0	0	130	4	6	20
ASIA Classification Society	1	0	0	0	0	0	0
Asia Shipping Certification Services	1	0	0	0	0	0	0
Bulgarian Register of Shipping	369	3	1	1,471	22	80	287
Bureau Veritas	3,023	3	2	7,058	98	311	1,347
China Classification Society	298	0	0	296	4	17	65
Classification Bureau of Indonesia	1	0	0	0	0	0	0
Columbus American Register	64	5	2	434	7	28	57
Cosmos Marine Bureau Inc.	12	0	0	79	0	0	11
CR Classification Society (CCRS)	8	0	0	28	0	0	6
Croatian Register of Shipping	45	0	0	126	4	11	24
Cyprus Bureau of Shipping	2	0	0	1	0	0	1
Danforth Marinesurvey and Certification Services	1	0	0	0	0	0	0
DNV AS (DNV)	1,033	0	0	2,272	26	75	444
DNV GL AS	2,471	1	1	4,446	71	141	868
Dromon Bureau of Shipping	779	7	2	3,649	32	119	668
Germanischer Lloyd	25	0	0	27	0	0	9
Guardian Bureau of Shipping (GBS)	16	0	0	171	4	21	14
Hellenic Register of Shipping	2	0	0	14	0	0	1
Horizon International of Naval Surveying and Inspection Bureau. S.A.	2	0	0	2	0	0	1
Indian Register of Shipping	234	0	0	922	8	28	170
Inspeccion y Clasificacion Maritima (INCLAMAR)	1	0	0	0	0	0	0
Inter maritime Certification Services (ICS Class)	64	1	1	271	6	23	45
International Maritime Register	9	0	0	50	0	0	8
International Naval Surveys Bureau	566	0	0	2,430	29	122	439
International Register of Shipping	268	7	2	1,325	16	125	224
International Ship Classification	20	0	0	54	0	0	14
International Yacht Bureau. Inc.	1	0	0	0	0	0	0
Intertek Maritime Bureau	6	0	0	60	1	17	6
Iranian Classification Society	11	0	0	62	0	0	10
Isthmus Bureau of Shipping. S.A.	271	3	2	1,256	14	36	207
Isthmus Maritime Classification Society S.A.	3	0	0	3	0	0	1

RECOGNIZED ORGANIZATION	NUMBER OF INSPECTIONS	NUMBER OF RO RELATED DETAINABLE DEFICIENCIES	NUMBER OF RO RELATED DETENTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
Korea Classification Society	4	0	0	2	0	0	1
Korea Ship Safety Technology Authority	1	0	0	0	0	0	0
Korean Register	345	0	0	714	6	24	141
Lloyd's Register	2,534	6	3	5,203	62	144	1,021
Macosnar Corporation	74	0	0	396	6	26	53
Maritime Bureau of Shipping	58	0	0	433	2	5	52
Maritime Lloyd (ML)	153	14	2	1,214	20	111	143
Mediterranean Shipping Register (MSR)	160	23	6	683	16	115	138
National Shipping Adjuster Inc.	87	0	0	446	8	53	64
Nippon Kaiji Kyokai (NK/Class NK)	3,377	9	6	7,287	103	249	1,464
Other	371	10	2	2,119	25	135	312
Overseas Marine Certification Services	118	6	1	466	6	31	86
Panama Bureau of Shipping	1	0	0	0	0	0	0
Panama Marine Survey and Certification Services Inc.	3	0	0	19	0	0	3
Panama Maritime Documentation Services	39	0	0	75	1	3	14
Panama Maritime Surveyor Bureau Inc.	4	0	0	21	0	0	4
Panama Register Corporation	1	0	0	9	0	0	1
Panama Shipping Registrar Inc.	33	1	1	110	1	1	23
Phoenix Register of Shipping	726	10	3	3,448	52	246	565
Polski Rejestr Statkow (Polish Register of Shipping)	157	0	0	508	9	38	95
Qualitas Register of Shipping S.A	132	0	0	491	2	3	87
R.J. Del Pan	1	0	0	5	0	0	1
Register of Shipping (Albania)	1	0	0	0	0	0	0
RINA Services S.p.A.	1,274	2	1	2,808	30	82	596
Russian Maritime Register of Shipping	1,486	2	1	4,133	29	100	1,002
Russian River Register	1	0	0	3	0	0	1
Shipping Register of Ukraine (SRU)	226	5	3	1,195	21	104	195
Turkish Lloyd	389	4	2	1,220	3	16	288
Union Bureau of Shipping	3	0	0	17	0	0	3
United Marine Survey	2	0	0	0	0	0	0
Vega Register Inc.	94	11	3	632	17	94	79
Veritas Register of Shipping	172	2	1	809	9	36	141
Vietnam Register	13	0	0	62	1	8	10

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

Ship Type Inspection Deficiency and Detention Data 2020-2022

SHIP TYPE	NUMBER OF INSPECTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
Bulk Carrier	6,090	13,253	191	510	2,459
Chemical Tanker	817	1,298	19	57	281
Combination Carrier	24	117	2	8	22
Commercial Yacht	3	3	0	0	2
Container Ship	621	2,649	27	69	440
Gas Carrier	141	254	4	19	52
General Cargo/Multipurpose	5,579	21,177	246	1,086	4,094
Heavy Load	4	9	0	0	2
Livestock Carrier	169	1,158	5	24	163
NLS Tanker	10	9	0	0	3
Offshore Supply	11	98	1	6	11
Oil Tanker	1,632	2,488	21	94	625
Oil Tanker/Chemical Tanker (OILCHEM)	739	1,269	14	36	301
Other Special Activities	40	101	4	19	20
Passenger Ship	5	0	0	0	0
Refrigerated Cargo	24	66	3	5	13
Ro-Ro Cargo	233	2,203	35	134	211
Ro-Ro Passenger Ship	73	404	10	55	65
Special Purpose Ship	9	6	0	0	3
Tug	66	238	10	41	51
Vehicle Carrier	25	60	1	2	9
Woodchip Carrier	3	3	0	0	1
TOTAL	16,318	46,863	593	2,165	8,828

Ship Age Inspection Deficiency and Detention Data 2020-2022

SHIP AGE	NUMBER OF INSPECTIONS	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	NUMBER OF DETAINABLE DEFICIENCIES	NUMBER OF INSPECTIONS WITH DEFICIENCIES
0-5	1,385	1,180	21	39	293
6-10	2,763	4,195	68	154	830
11-15	3,778	7,858	81	191	1,603
16-20	2,385	6,474	88	258	1,289
21-24	1,244	4,260	59	183	802
25-29	1,450	5,836	62	263	1,122
30-34	952	4,256	53	275	810
35+	2,361	12,804	161	802	2,079
TOTAL	16,318	46,863	593	2,165	8,828



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