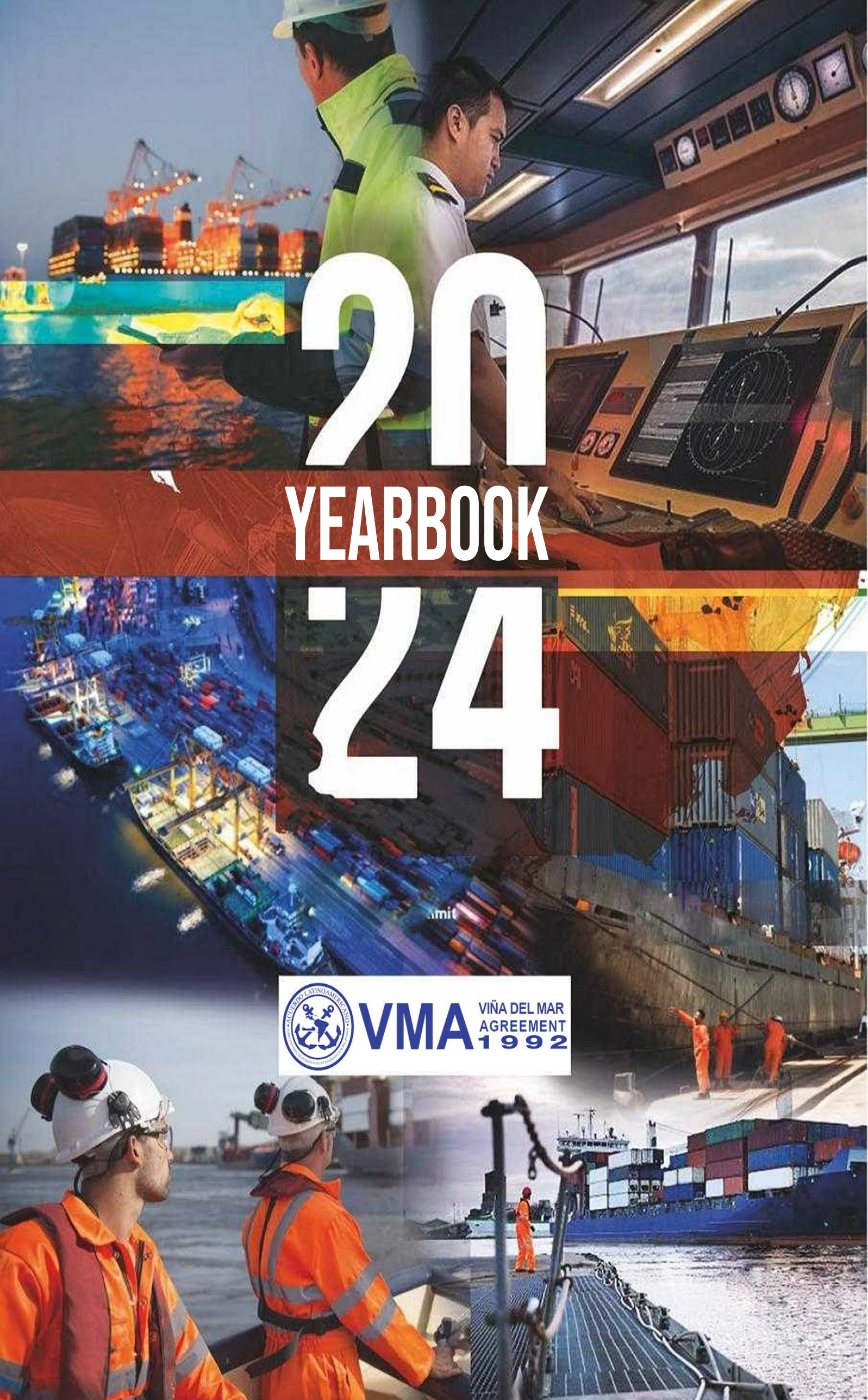




# 20 YEARBOOK 24





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# FOREWORD BY THE SECRETARY

**HUGO GABRIEL CAFARO**  
- Rear Admiral (Ret.) -

Secretary of the Latin  
American Agreement  
on Port State Control  
of Vessels



I am pleased to present the 2024 Yearbook of the Latin American Agreement on Port State Control of Vessels (Viña del Mar Agreement, 1992), an instrument that, since its creation, has strengthened the port State control of vessels in the region. Its adoption has consolidated this strength, thus ensuring that foreign vessels that call at the ports of the region comply with the international regulations on maritime safety and security, pollution prevention and seafarers' living and working conditions.

Over the years, the Agreement has been instrumental in fostering cooperation between Member Maritime Authorities, allowing for a more efficient control and a framework of transparency in maritime regulation, with a view to eradicating the operation of substandard ships.

As a result of the joint work, the Agreement has achieved significant progress in the harmonization of ship inspection procedures, the detection of non-compliances with regulations, the implementation of improvements in the application of the New Inspection Regime (NIR) and the new website.

Cooperation and information exchange with other regional port State control regimes and international organizations have also been strengthened and continue to be essential to the integration of the Agreement and to reinforcing its international role.

Last year has been significant for the Latin American Agreement Secretariat, as meaningful progress was achieved in regional coordination and conduction of inspections. Continued collaboration with Member Maritime Authorities and joint efforts in training and technical development have contributed to strengthening port State control activities in the region.

This yearbook does not only contain last year's achievements and a summary of the region's statistics but also presents the new challenges to come in an ever-changing world. In this context, the Viña del Mar Agreement remains a key platform for enhancing cooperation, exchanging information and promoting higher standards in the maritime sector.

As Secretary of the Agreement, I feel proud of the positive impact it has had on the region. I am convinced that this publication will help reflect on the future of maritime control and will encourage us to continue working to improve the safety and sustainability of our seas.

City of Buenos Aires, 1 April 2025

# BACKGROUND

In response to the call made by the Assembly of the International Maritime Organization (IMO), the Latin American Agreement on Port State Control of Vessels (Viña del Mar Agreement, 1992) was adopted on 5 November 1992, during the 6th Meeting of the Operative Regional Cooperative Network of Maritime Authorities of the Americas (ROCRAM), held in the city of Viña del Mar, Chile.

This Agreement, initially signed by the Maritime Authorities of Argentina, Brazil, Colombia, Chile, Ecuador, Mexico, Panama, Peru, Uruguay and Venezuela, marked an international milestone as it became the first operational framework of this nature in a developing region.

New Maritime Authorities were progressively incorporated, namely: Cuba (1995), Bolivia (2000), Honduras (2001), Guatemala (2012), Dominican Republic (2012), and the Republic of El Salvador (2023); Currently, sixteen (16) Maritime Authorities are Members of the Viña del Mar Agreement [VMA].

There are also a number of organizations of the maritime sector and Memoranda of Understanding (MoUs) on port State control that participate as Observers in the VMA Committee meetings. Some of them are: IMO, International Labour Organization (ILO), ROCRAM, Network of Women Maritime Authorities of Latin America (MAMLa Network) and the Paris, Tokyo, Caribbean, Black Sea and Mediterranean Memoranda of Understanding.

The signing of the Latin American Agreement entails paramount importance, as it lays the basis for closer collaboration between Member Maritime Authorities. The common goal is to harmonize port State control procedures in the region and maintain an effective system to ensure, with no flag discrimination, that foreign ships calling at regional ports meet the requirements of international conventions in force, as regards maritime safety, security and pollution prevention, and seafarers' living and working conditions.



# MISSION AND OBJECTIVES

## MISSION

- Deter the operation of substandard vessels through a harmonized system of port State control to prevent potential risks.
- To become the ultimate safety net; and
- To eradicate substandard shipping in the region.

## OBJECTIVES

- To strive for Global Standardization, based on regional agreements;
- To reduce accidents; and
- To provide accurate information to other regions through international cooperation.

## RELEVANT INSTRUMENTS

- International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS);
- 1988 Protocol relating to the International Convention for the Safety of Life at Sea, 1974, (1988 Protocol to SOLAS);
- International Convention on Load Lines, 1966 (Load Lines Convention);
- 1988 Protocol relating to the International Convention on Load Lines (Load Lines Protocol, 1988);
- International Convention for the Prevention of Pollution from Ships, 1973, as amended by 1978 and 1997 Protocols, as amended (MARPOL);
- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW);
- International Convention on Tonnage Measurement of Ships, 1969 (Tonnage Convention);
- Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs, 1972);
- International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC 1969), as amended by the 1992 Protocol;
- International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS);
- International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM 2004); and
- Maritime Labour Convention, 2006 (MLC, 2006).

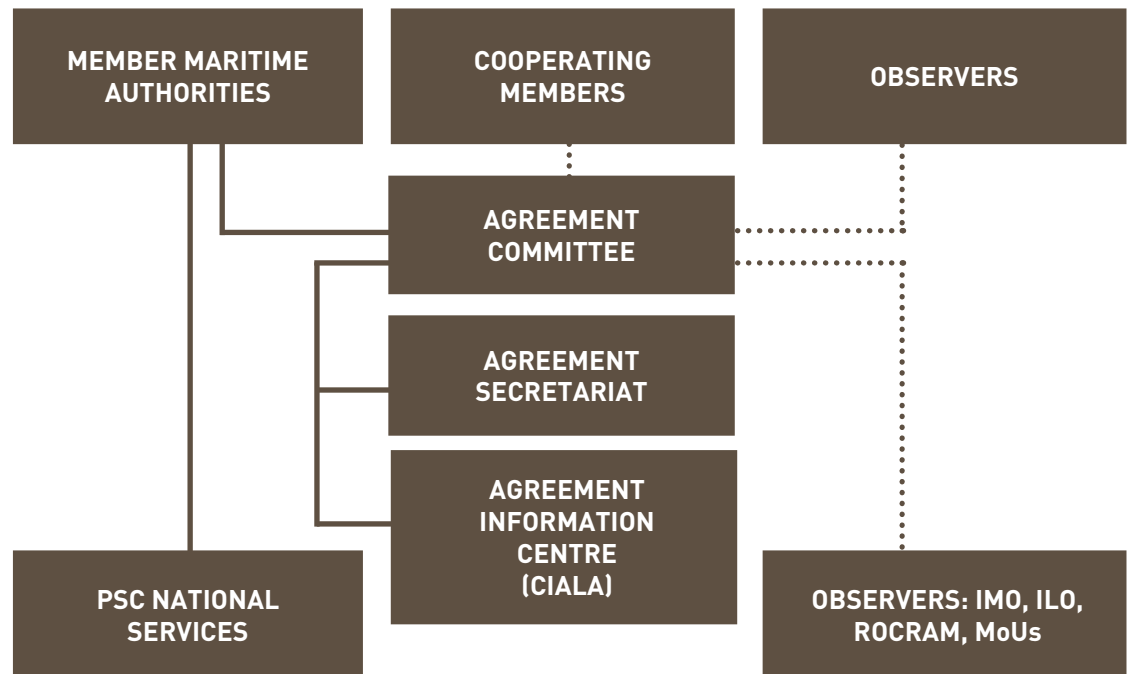
# ORGANIZATION

The organizational structure of the Agreement is composed of various bodies that work in a coordinated manner to ensure its operation.

The organization rests on two essential bodies: the Committee and the Secretariat. The Latin American Information Centre [CIALA] plays an outstanding role in the latter.

The basis of this organization are the VMA Member Maritime Authorities and their national port State control services, which play an essential operational role as pertains to ship control.

Moreover, the Agreement provides for the participation of Observers, who participate in the process without having a decision-making role. Some of them are the International Maritime Organization (IMO), the International Labour Organization (ILO), the ROCRAM, and many Memoranda of Understanding (MoUs).





# COMMITTEE

The Viña del Mar Agreement Committee is composed of one representative from each of the Member Maritime Authorities. It meets annually and on any other occasion deemed necessary.

Among other functions, the Committee promotes the harmonization of port State control procedures and practices, develops and reviews protocols for the exchange of information and keeps under constant review issues concerning the operation and effectiveness of the Agreement.

Also, the Committee meetings may be attended by representatives of the ROCRAM Secretariat, the Network of Women Maritime Authorities of Latin America (MAMLa Network), the IMO and other Memoranda of Understanding, as Observers.



# SECRETARIES

**HUGO  
GABRIEL  
CAFARO**

**Rear Admiral  
(Ret.)**

(01-03-2024 -  
Present day)



**ITALO D'AMICO**

**REAR ADMIRAL**

(01/01/2020  
to  
29/02/2024)



**MARTÍN PABLO RUIZ**

**REAR ADMIRAL**

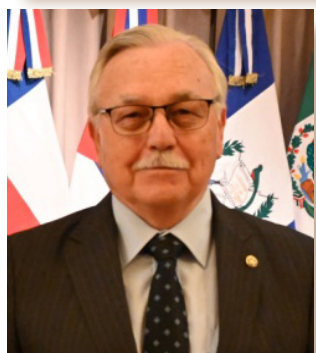
(01/01/2018  
to  
31/12/2019)



**LUIS ALBERTO ARROZ**

**REAR ADMIRAL**

(01/04/2015  
to  
31/12/2017)



**ANDRÉS M. MONZÓN**

**REAR ADMIRAL**

(26/04/2008  
to  
14/04/2015)



**JUAN JOSÉ BELTRITTI**

**REAR ADMIRAL**

(24/12/1993  
to  
25/04/2008)



**CARLOS N. SCARPIN**

**COMMANDER**

(22/12/1992  
to  
23/12/1993)

## NEW AGREEMENT SECRETARY

In 2024, the handover ceremony of the VMA Secretary was held. It was presided over by the Director General of Maritime and Port Security, Rear Admiral Carlos Esteban Salaburu, and representatives of the various Maritime Authorities of the Agreement and MAMLa participated virtually in the meeting.

During the event, attention was drawn to the achievements and commitment of Mr. D'Amico to promoting safety and protection of the marine environment during his term and he was presented with an award for his outstanding work between 2020 and 2023.

In his farewell speech, Mr. D'Amico expressed his sincere thanks and admiration to all the staff of the Agreement Secretariat and CIALA, underscoring their professionalism and efficiency. He also conveyed that serving as Secretary during his term was an honour and an opportunity to contribute to the strengthening of the objectives of cooperation and information exchange between the Member Maritime Authorities.

He also wished the new Secretary every success and expressed his sincere gratitude and appreciation to all the representatives of the Maritime Authorities of the Agreement and to his colleagues, for their continued support, team spirit and excellent cooperation during his term.

The farewell of the outgoing Secretary marks the end of an era in the Latin American Agreement on Port State Control of Vessels, but also the beginning of a new chapter full of challenges and opportunities to continue working on the harmonization of port State control procedures.





# SECRETARIAT

The Secretariat, which main office is located in the Guardacostas building of Prefectura Naval Argentina in the city of Buenos Aires, is run by the Maritime Authority of Argentina, which finances its operation and the operation of the Information Centre (CIALA).

This mainly administrative body operates under the direction of the Committee and within the limits of the resources available for its work. Some of its main responsibilities are:

- Organizing meetings, disseminating the documents to be submitted and support the Committee in the performance of its duties;
- Being responsible for the operation of the Information Centre;
- Facilitating the information exchange and developing the documents and reports necessary for the operation of the Agreement; and
- Performing all other administrative and organizational tasks deemed relevant.

# STAFF

|                                                      |                                                                    |
|------------------------------------------------------|--------------------------------------------------------------------|
| <b>SECRETARY</b>                                     | <b>Rear Admiral (Ret.)</b><br>Hugo Gabriel CAFARO                  |
| <b>DEPUTY SECRETARY</b>                              | <b>Captain</b><br>José Fernando DOS SANTOS                         |
| <b>TECHNICAL DEPUTY SECRETARY</b>                    | <b>Lieutenant Commander</b><br>Gerardo Daniel DÍAZ                 |
| <b>OFFICER RESPONSIBLE FOR THE SECRETARIAT</b>       | <b>Lieutenant</b><br>Florencia OTERO                               |
| <b>PERSON IN CHARGE OF THE AGREEMENT SECRETARIAT</b> | <b>Petty Officer First Class</b><br>Germán Santiago Agustín REPISO |
| <b>ADMINISTRATIVE ASSISTANT</b>                      | <b>Petty Officer Third Class</b><br>Evelyn Mariana PARRA           |
| <b>CIALA DATABASE MANAGER</b>                        | <b>Lieutenant Junior Grade</b><br>Marcial Emilio TORRES            |
| <b>TECHNICAL MANAGER</b>                             | <b>Lieutenant Junior Grade</b><br>Antonella Evangelina ASTORGA     |



# AGREEMENT INFORMATION CENTRE [CIALA]

In order to assist the Maritime Authorities in the selection of foreign-flagged ships for inspection at their ports, it is essential that they have updated information on the inspections carried out in other ports in the region.

To this end, the Latin American Agreement Information Centre (CIALA) was established, under the purview of the Secretariat and located in the Guardacostas building of Prefectura Naval Argentina. Its main objective is to develop and maintain an information and data communication system, which supports the aims of the Agreement, especially as concerns the requirements for information exchange.

## FUNCTIONS

- Develop and maintain software applications related to the Agreement's inspections and data communication;
- Manage the system's databases, ensuring data integrity and security;
- Provide the updated information requested by the Committee, Secretariat and Agreement users;
- Provide functional technical support to the Agreement users; and
- Ensure that data on any ship inspection carried out are readily available for a minimum of two years.

# MEMBER MARITIME AUTHORITIES

THE  
AGREEMENT  
CURRENTLY  
HAS SIXTEEN  
(16) MEMBER  
MARITIME  
AUTHORITIES

|                       |                                                                                      |                                                                                                                                                                                                 |
|-----------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ARGENTINA             |     |  <b>PREFECTURA<br/>NAVAL ARGENTINA</b><br>AUTORIDAD MARÍTIMA                                                 |
| URUGUAY               |    |  <b>Armada Nacional</b><br>República Oriental del Uruguay                                                    |
| HONDURAS              |    |  <b>Dirección General de<br/>la Marina Mercante</b><br>Gobierno de la República                              |
| CUBA                  |    |  <b>AMC</b><br>Administración<br>Marítima de Cuba                                                            |
| BRAZIL                |    |  <small>Diretoria de</small><br><b>Portos e Costas</b><br>MARINHA DO BRASIL - AUTORIDADE MARÍTIMA BRASILEIRA |
| CHILE                 |    |  <b>ARMADA DE CHILE</b><br><b>DIRECTEMAR</b>                                                                 |
| GUATEMALA             |   |  <b>DIRECCIÓN GENERAL DE CAPITANÍAS Y PUERTOS</b><br>Ministerio de la Defensa Nacional                       |
| VENEZUELA             |  |  <b>INEA</b><br>Instituto Nacional<br>de los Espacios Acuáticos                                            |
| PANAMA                |  |  <b>AUTORIDAD MARÍTIMA DE<br/>PANAMA</b>                                                                   |
| COLOMBIA              |  |  <b>DIAM</b>                                                                                               |
| PERU                  |  |  <b>AUTORIDAD MARÍTIMA DE PERÚ</b>                                                                         |
| BOLIVIA               |  |  <b>REGISTRO INTERNACIONAL BOLIVIANO DE BUQUES</b><br><b>RIBB</b>                                          |
| DOMINICAN<br>REPUBLIC |  |  <b>ARMADA DE LA REPÚBLICA DOMINICANA</b>                                                                  |
| MEXICO                |  |  <b>ARMADA DE MÉXICO</b>                                                                                   |
| ECUADOR               |  |  <b>ARMADA DEL ECUADOR</b><br>COMANDO EN JEFE FUERZA ARMADA DEL ECUADOR                                    |
| EL SALVADOR           |  |  <b>MARINA NACIONAL</b><br>EL SALVADOR                                                                     |



# OBSERVERS

There are several organizations of the maritime sector and Memoranda of Understanding (MoUs) on port State control of vessels that participate in the meetings of the Agreement Committee as Observers.

Some of them are: the International Maritime Organization (IMO), the International Labour Organization (ILO), the Regional Cooperative Network of Maritime Authorities of the Americas (ROCRAM), Network of Women Maritime Authorities of Latin America (MAMLa Network) and the Paris, Tokyo, Caribbean, Black Sea and Mediterranean Sea Memoranda of Understanding, among other observers.

The Agreement appreciates the continued participation and collaboration of Observers, as it provides significant benefits thanks to the vast experience and knowledge they possess.

Interaction between these actors takes place through information and cooperation exchanges on training.



# 29TH MEETING OF THE AGREEMENT COMMITTEE

This regional event, held in Rio de Janeiro, Brazil, from 1 to 4 October 2024, brought together representatives of the VMA Maritime Authorities, the Memoranda of Understanding of Paris and Tokyo, the International Maritime Organization (IMO) and the Network of Women Maritime Authorities of Latin America (MAMLa Network). The 29th Committee Meeting was chaired by Vice-Admiral Carlos André Coronha Macedo and Rear Admiral (retired) Sergio Gago Guida, both from the Directorate of Ports and Coasts of the Brazilian Navy, which served as host.

During the meeting, an extensive agenda was discussed and key decisions were taken, including amendments to the Agreement Text and to the Internal Rules of Procedure, progress in the pilot project of PSC inspections on fishing vessels, and the review of the Key Performance Indicators in the framework of the Agreement Strategic Plan for the five-year period 2023-2027. Also, a Concentrated Inspection Campaign on the Polar Code was envisaged for the 2024-2025 austral summer.

The Committee praised the training and professional development activities for PSCOs delivered, including workshops and training courses, and acknowledged the support of the IMO Technical Cooperation Division. In addition, it approved the future Concentrated Inspection Campaigns (CIC) related to the International Ballast Water Convention (2025) and Cargo Securing (2026), to be carried out jointly with the Tokyo and Paris MoUs.

The Meeting of Database Managers was also held, where issues such as the CIALA operation, improvements in the inspections uploading system, the Agreement website and the information exchange with external databases were discussed. Other topics addressed included the participation of women in ship inspections and the collaboration with the Maritime Anti-Corruption Network (MACN).

Finally, the Committee expressed its appreciation to Prefectura Naval Argentina for their continued support to the operation of the Secretariat and CIALA. The 30th Committee Meeting will take place in Havana, Cuba, in 2025.







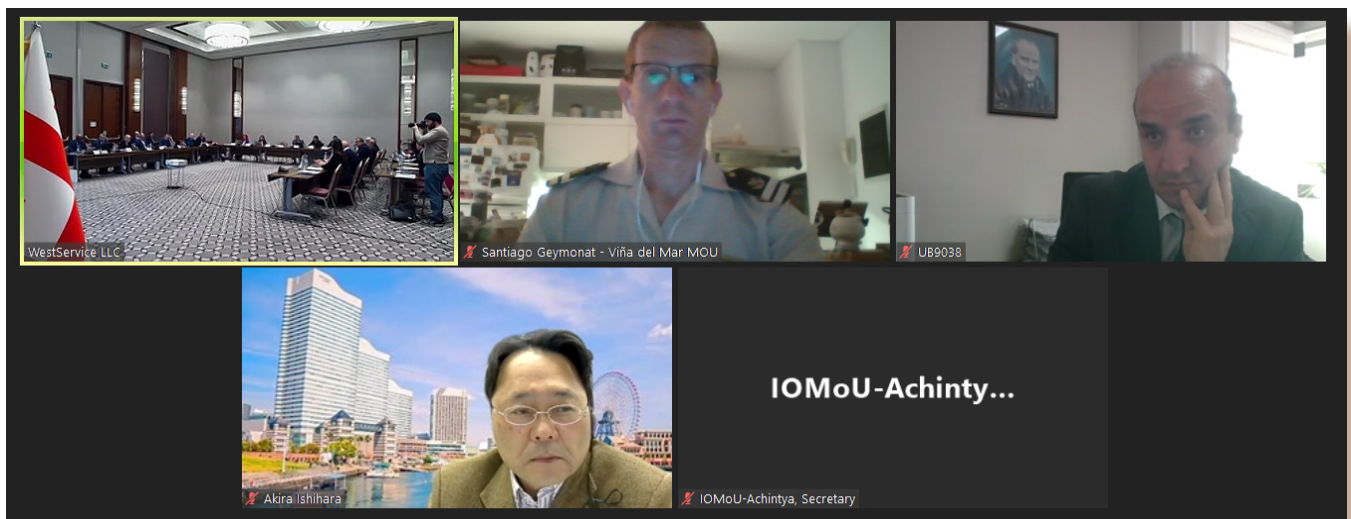
## PARTICIPATION OF THE LATIN AMERICAN AGREEMENT SECRETARIAT IN THE “24TH PORT STATE CONTROL MEETING OF THE BLACK SEA MEMORANDUM OF UNDERSTANDING (BLACK SEA MOU)”

The “24th Port State Control Committee Meeting of the Black Sea Memorandum of Understanding (Black Sea MoU)” was held from 26 to 28 March 2024 in Batumi, Georgia. The event was attended by many Memoranda of Understanding as observers, such as Tokyo, Mediterranean, Caribbean, Abuja and Indic Ocean and also by the Agreement Secretariat.

During the meeting, the guidelines established in the previously adopted agenda were followed and pending issues from previous meetings were discussed. The 2023 inspection report and the results of the Concentrated Inspection Campaign (CIC), held from 1 September to 30 November 2023, on “Fire Safety”, were submitted. From a total of 922 ships inspected, 15 of them were detained on account of the campaign, which represents 1.63% of the total inspections of the year.

One of the topics addressed was the inspection of fishing vessels, since we are working on this issue through a Correspondence Working Group, in the framework of the Agreement. The decision to temporarily suspend this work was taken, pending developments in relevant international fora.

Finally, the Agreement Secretariat submitted an informative report (PSCC 24/12.2.1) which summarized the VMA 2023 statistical report and the port State control activities carried out in the Latin American region in 2023. The plenary acknowledged the participation of the Secretariat, stressing the importance of maintaining a continued information exchange to ensure the compliance with regional obligations and to harmonize port State control procedures in conformity with the international regulations in force.



# THE VIÑA DEL MAR AGREEMENT SECRETARIAT PARTICIPATED IN THE “57TH PORT STATE CONTROL COMMITTEE MEETING OF THE PARIS MEMORANDUM OF UNDERSTANDING (PARIS MOU)”

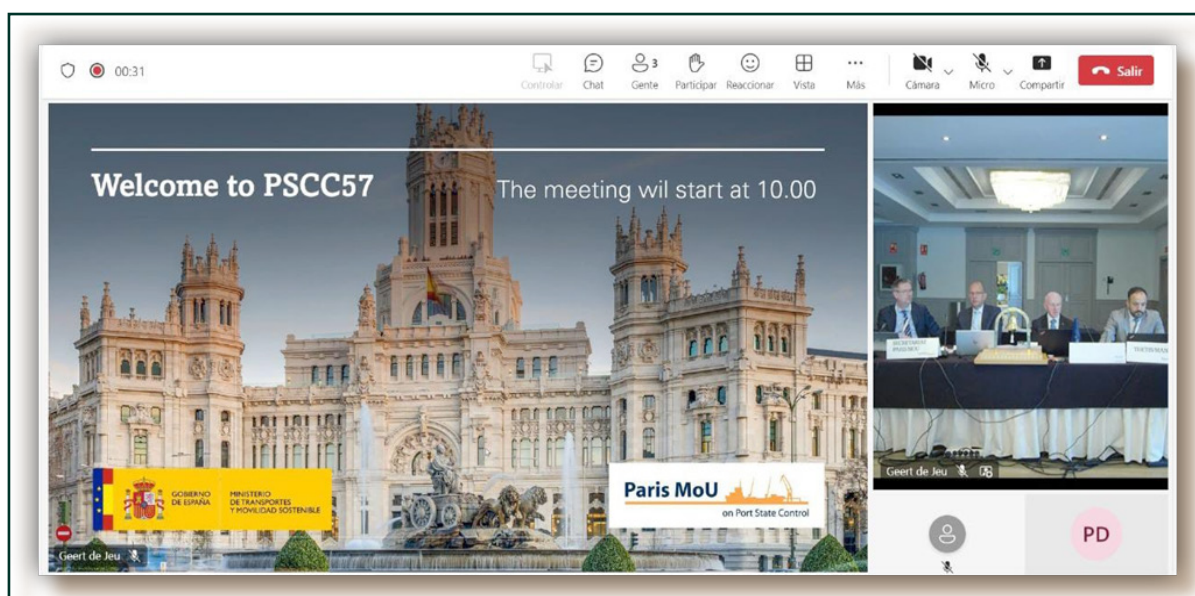
The Port State Control Committee Meeting of the Paris Memorandum of Understanding (Paris MoU) was held between 6 and 10 May 2024, in Madrid, Spain, under the chairmanship of Mr. Brian Hogan, with online transmission for observers who were unable to attend in person.

During the meeting, there was an announcement that, as of 1 July 2023 the Maritime Authority of Montenegro joined the Paris MoU. Also, the future Concentrated Inspection Campaigns (CICs) were defined. They will be carried out jointly with the Tokyo MoU and focused on: ballast water management in 2025 and cargo securing in 2026. The results of the CIC on fire safety, carried out between September and November 2023, were submitted, which indicated a good level of compliance, although it was conditioned by the anticipation of inspections to the shipping sector.

The importance of the integrity of port State control officers and the compliance with the Code of Good Practice during inspections were underscored. Attention was also drawn to the relevance of integrity and transparency for Maritime Authorities and to the fact that any dishonest behaviour may lead to criminal prosecution. In this context, the Paris MoU supports the objectives of the Maritime Anti-Corruption Network (MACN) to raise the level of integrity of shipping.

In addition, the Guidelines for PSC inspections on ships carrying industrial personnel were submitted, in order to harmonize inspections to comply with the International Code of Safety for Ships carrying Industrial Personnel (IP Code), pointing out that such ships shall be subjected to the control set out in SOLAS I/19 or XI-1/4. During the meeting, the Viña del Mar Agreement Secretariat (1992) submitted the Latin American Agreement 2023 Annual Report and the most recent activities carried out in the Latin American region concerning port State control.

Finally, Mr. Hogan closed the meeting by thanking all participants and highlighting the progress achieved in port State control, both in the short and long terms, owing to the collaborative attitude shown during the event.



## THE LATIN AMERICAN AGREEMENT ON PORT STATE CONTROL OF VESSELS COMMEMORATES THE INTERNATIONAL DAY FOR WOMEN IN MARITIME

With the purpose of recognizing the valuable contribution of women in the maritime sector and promoting gender equality, the Latin American Agreement on Port State Control of Vessels commemorated the International Day for Women in Maritime.

This day is celebrated on 18 May every year and serves as a global reminder of the ongoing struggle for women's rights and gender equality in the maritime sector.

In this regard, the Agreement had a commemorative video made to honour women who work in the maritime industry.

The video highlights the achievements made and challenges faced by women in the sector. It encompasses inspiring stories of women in different roles, from ship masters to engineers and port State control officers. It seeks to highlight their important contribution and encourage women's participation in this sector.

Rear Admiral (Ret.) Hugo Gabriel Cafaro, Secretary of the Agreement, expressed his appreciation and support to all women who play a key role in the maritime sector: "In a sector traditionally dominated by men, it is essential to acknowledge and praise the work of maritime women and promote an inclusive and equitable environment".

The commemorative video, disseminated on digital platforms and social media, aims at inspiring young women to consider taking up careers in the maritime sector and promote a culture of diversity and gender equality.





## PARTICIPATION OF THE LATIN AMERICAN AGREEMENT SECRETARIAT IN THE 43RD MEETING OF EQUASIS EDITORIAL BOARD

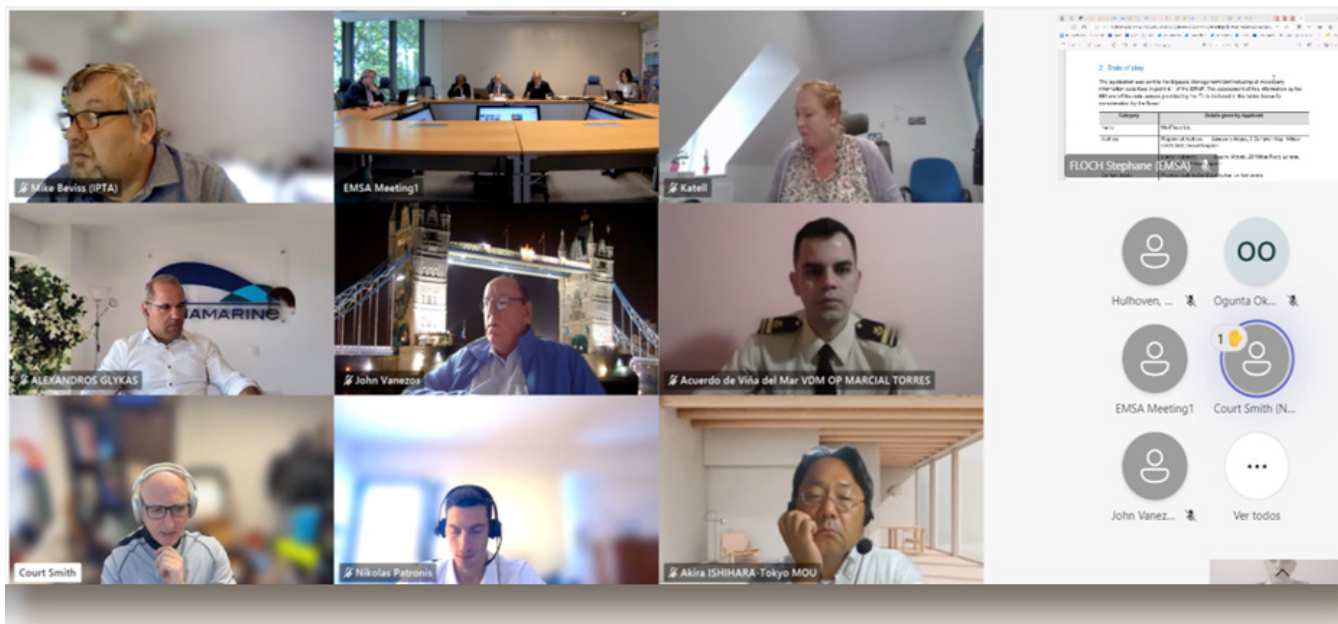
The Secretariat of the Latin American Agreement on Port State Control of Vessels participated, as Observer, in the 43rd Meeting of EQUASIS Editorial Board, held virtually on 28 May 2024 from Lisbon, Portugal. The meeting was chaired by Mr. Jan Fransen of Green Award and was attended by representatives of various port State control regimes, such as the Paris, Mediterranean, Black Sea and Tokyo MoUs and by maritime organizations, such as EMSA, INTERCARGO and GREEN AWARD, among others.

The Agreement Database (CIALA) Manager, Lieutenant Commander Junior Grade Marcial Emilio Torres, attended the meeting on behalf of the Agreement Secretariat. During the meeting, one of the main issues addressed was the proposal to incorporate to EQUASIS database a new provider, MariTrace, a private company dedicated to the geographical positioning of ships. The Board decided to continue the dialogue on this integration to decide on how to proceed best. The extension of the scope of EQUASIS data concerning the protection of marine environment was also addressed.

Other presentations submitted were the implementation of a new dynamics statistics panel on its website and the progress in the integration of the data provided by DYNAMARINE. It should be noted that the EQUASIS technical equipment thanked CIALA for the work they are performing to improve the information exchange.

EQUASIS aims to collect and disseminate high quality safety-related information on the world merchant fleet provided by the holders of such information. In this regard, the Latin American Agreement on Port State Control of Vessels (Viña del Mar, 1992), since the signing of a memorandum of cooperation signed in 2012, has maintained a smooth exchange of information with EQUASIS.

As in other events, the participation of the Agreement Secretariat allows for further improvement of information exchange and cooperation between port State control regimes and other stakeholders, with a view to harmonizing port State control procedures and enhancing the transparency, communication and relation with the shipping industry.



## THE SECRETARIAT OF THE LATIN AMERICAN AGREEMENT PARTICIPATED IN THE “29TH COMMITTEE MEETING OF THE CARIBBEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL OF VESSELS (CARIBBEAN MOU)”

The Committee Meeting of the Caribbean Memorandum of Understanding on Port State Control of Vessels (Caribbean MoU) was held from 16 to 18 July, in Nassau, Bahamas. The session was chaired by Mr. Michel Amafo from Surinam and opened by Mrs. Jodi Barrow, Secretary General of the Caribbean MoU. It was attended by delegates of the Member States and observers from the Tokyo and Paris MoUs, the USCG and the International Maritime Organization.

Issues relevant to their own functions were discussed, highlighting the ongoing analysis of “autonomous ships”. The working group has identified key issues to elaborate recommendations and guidelines for PSCOs, which will continue to be developed. In addition, a motion was submitted to standardize port State control on fishing vessels. However, the difficulties to move forward in such proposal were acknowledged. Therefore, this issue will be further developed at the next session.

The Caribbean MoU Secretariat also underscored the joint effort exerted by those members with difficulties to appoint PSCOs for training. In this context, a standardized programme with recommendations and checklists was developed. As part of this effort, a regional seminar was held in June in Grenada to train PSCOs in their roles and provide guidelines on the “Concentrated Inspection Campaign 2024 (CIC)” under the theme “Crew wages and seafarers’ employment agreements in the framework of the MLC”.

During the meeting, the VMA Secretariat submitted document CPSCC 29/9.2.6, which displays the statistical results of 2023 inspections and regional and international training activities for PSCOs. The plenary thanked the Secretariat for the continued support, highlighting the prompt exchange of information on stowaway cases occurred this year. The active participation of the Secretariat in the activities of other memoranda demonstrates its regional commitment, allowing for information exchange, technical cooperation and strengthening of ties between maritime authorities.



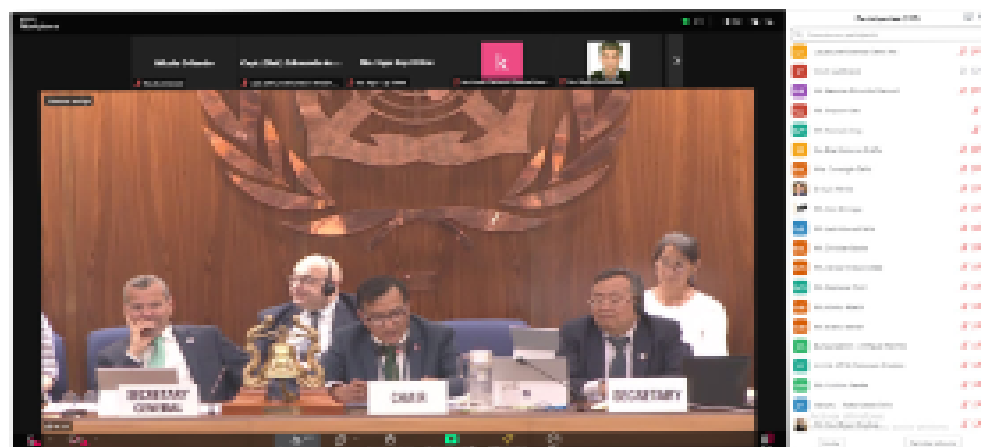
# THE LATIN AMERICAN AGREEMENT SECRETARIAT PARTICIPATED IN THE 10TH SESSION OF THE SUBCOMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III 10)

The Secretariat of the Latin American Agreement on Port State Control of Vessels (Viña del Mar Agreement) participated virtually in the 10th Session of the Subcommittee on Implementation of IMO Instruments (III 10), held from 22 to 26 July 2024 in London, with hybrid support. During the deliberations, relevant issues relating to port State control were analyzed and discussed on a global scale, including the assessment of port State control activities, practices, annual reports and the results of concentrated inspection campaigns (CIC). The Subcommittee welcomed the valuable input provided by the different regimes, including the Viña del Mar Agreement.

In pursuance of the Committee's terms of reference, the Secretariat submitted documents III 10/INF.8 and III 10/INF.9, which report on the activities and statistics of the inspections carried out by the Viña del Mar Agreement in 2023 and the results of the 2023 CIC on fire safety systems. The Model agreement on data exchange between regional PSC regimes and the IMO was also discussed. The Secretariat submitted the progress on the drafting of a revised model agreement to be signed by the regional regimes after approval by the Member Maritime Authorities.

Other issues addressed were the increase in training and technical cooperation activities in 2023 in comparison to 2022 and the increase in the overall detention rate, which escalated from 2.67% to 3.16%. In addition, discussions were also held on the incorporation of port State control measures on fishing vessels among the regional regimes, in particular the collaboration programme of the Indian Ocean MoU and the pilot project and the Indian Ocean Tuna Commission (IOTC) to coordinate PSC inspections on fishing vessels, as per article 5 of FAO's Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (PSMA).

This approach is aimed at enhancing control, ensuring decent conditions on board and tackling IUU fishing. The participation of the Latin American Agreement Secretariat demonstrates its commitment with the harmonization of PSC activities and procedures on a global basis, thus facilitating regional cooperation and integration, strengthening technical cooperation and boosting uniform compliance with international standards in this area.





## THE LATIN AMERICAN AGREEMENT ANNOUNCES THE 2024 CONCENTRATED INSPECTION CAMPAIGN ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS

The Latin American Agreement on Port State Control of Vessels (Viña del Mar, 1992) carried out the 2024 Concentrated Inspections Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements under the 2006 ILO Maritime Labour Convention.

It started on 1 September and finished on 30 November 2024. During this period, the Maritime Authorities of the Latin American Agreement worked together to carry out thorough inspections in key ports in the region, in a harmonized way with the Tokyo and Paris Memoranda of Understanding.

The main purpose of the 2024 CIC was to ensure compliance with the provisions relating to seafarers minimum wages and employment agreements, as laid down in ILO MLC 2006. This convention, adopted to enhance seafarers working conditions at a global scale, is essential to ensuring fair and proper working conditions in the maritime industry.

During the campaign, inspections were carried out on ships calling at the ports of the region, checking their compliance with international labour regulations. Maritime Authorities focused on ensuring that conditions on board of ships were safe and consistent with the established standards, with special attention to wages payment, respect for the limits of hours of work and rest and compliance with employment agreements.

The Latin American Agreement stresses the importance of this initiative as part of the continued efforts exerted to strengthen maritime safety and protect seafarers' rights in the region.



## WORLD MARITIME DAY COMMEMORATION CEREMONY IN RIO DE JANEIRO, BRAZIL

On the occasion of the World Maritime Day, on Monday 30 September 2024, the Brazilian Navy organized a commemorative ceremony on Isla Fiscal, in the Centre of Rio de Janeiro.

The Secretary of the Latin American Agreement, Rear Admiral (Ret.) Hugo Gabriel Cafaro and representatives of the Maritime Authorities of the Agreement attended the event.

During the event, which brought together representatives of the entire maritime community and was chaired by Admiral Marcos Sampaio Olsen -commander of the Brazilian Army- tributes were paid to seafarers, especially those with prominent careers.

The Directorate of Ports and Coasts, Maritime Authority of Brazil, also honoured many of their seafarers for their time of service in the Merchant Marine.

This year the theme chosen by IMO for reflection on the World Maritime Day, celebrated on 26 September, was “Navigating the future: Safety first!” .

Once again, the Latin American Agreement joined the celebration of this important day, which highlights the relevance of maritime transport as a pillar of global economy and its crucial role in connecting communities and transporting goods.



The Deputy Secretary of the Viña del Mar Agreement on Port State Control of Vessels, Captain José Fernando Dos Santos, participated in the Global Forum on the Maritime Labour Convention (MLC, 2006), organized by the International Labour Organization's (ILO) International Training Centre (ITC), from 2 to 4 October 2024.

The Panel, composed of the representative of the Latin American Agreement and representatives from other MoUs on port State control of vessels, focused on the application of MLC 2006 and the importance that regional Memoranda of Understanding (MoUs) ensure safe and decent living and working conditions for all seafarers. Moreover, the Panel addressed the relevance of the recent adoption of the Resolution "Living and Working at Sea: Promoting and protecting the enjoyment of human rights by seafarers" by the Human Rights Council.

The discussion began with a brief question to each panellist on the relevance of such Resolution to ensure safe and decent living and working conditions to all seafarers. Afterwards, specific questions were posed, focusing on the role of MoUs and regional Agreements in the implementation of MLC 2006 and, in particular, the contribution of the concentrated inspection campaigns (CIC), the progress achieved until now and the actions to be adopted to move forward in this essential implementation.

The Deputy Secretary had the opportunity to share information on the operation of the Latin American Agreement and the progress made in this area through the implementation of the 2024 CIC on Crew Wages and Seafarers Employment Agreements, which was carried out jointly with the Tokyo and Paris MoUs.





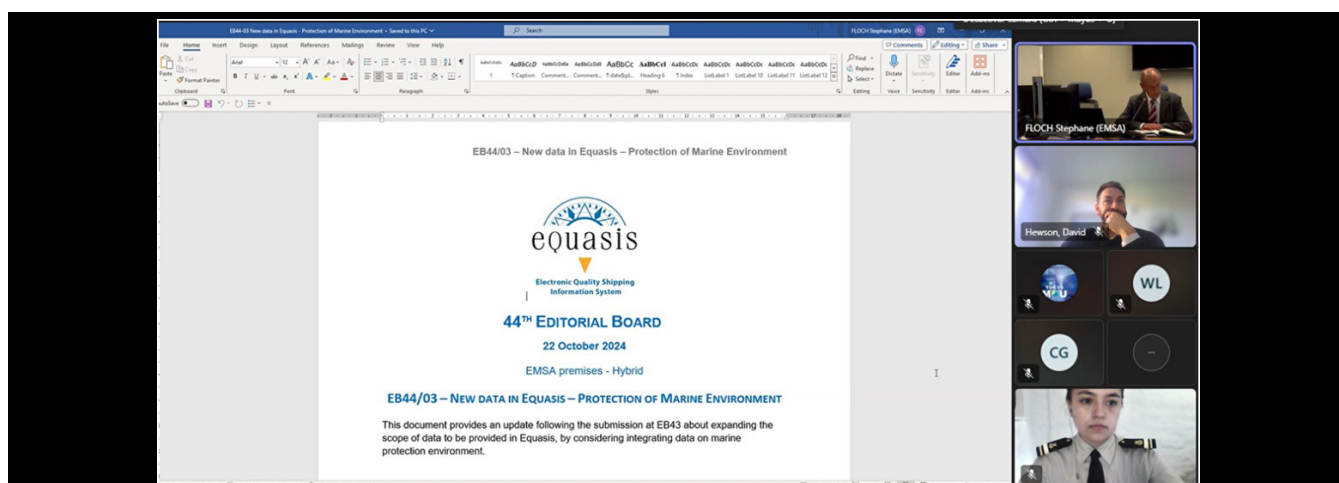
## PARTICIPATION OF THE LATIN AMERICAN AGREEMENT SECRETARIAT IN THE 44TH MEETING OF EQUASIS' EDITORIAL BOARD

The Secretariat of the Latin American Agreement on Port State Control of Vessels participated, as Observer, in the 44th Meeting of EQUASIS' Editorial Board, held on 22 October 2024, with hybrid participation, in Lisbon, Portugal. The meeting was chaired by Mr. Jan Fransen of Green Award and it was attended, on behalf of the Agreement Secretariat, by the Manager of the Agreement Information Centre (CIALA), Lieutenant Junior Grade Marcial Emilio Torres, and the Technical Officer, Lieutenant Junior Grade Antonella Evangelina Astorga. The event was also attended by representatives of other port State control regimes (Paris, Mediterranean, Black Sea, Abuja and Tokyo MoUs) and other maritime organizations such as EMSA, IACS and GREEN AWARD.

One of the main issues addressed was the proposal to incorporate MariTrace, a new private provider of ship positioning data, to the EQUASIS database. The Editorial Board issued a positive recommendation on this proposal. In addition, the extension of EQUASIS data concerning the protection of marine environment was discussed, pointing out that there was a progress in the incorporation of data about greenhouse gases emission. These data are publicly available on THETIS MRV (EMSA).

EQUASIS is aimed at collecting and disseminating high quality information related to the safety of the global merchant fleet, provided by the holders of such information. In this regard, the Latin American Agreement on Port State Control of Vessels (Viña del Mar, 1992) through a cooperation memorandum signed in 2012, maintains a smooth information exchange with EQUASIS.

As in other events, the participation of the Agreement Secretariat allows for further improvement of information exchange and cooperation between port State control regimes and other stakeholders, in pursuit of harmonization of port State control procedures and improved transparency, communication and relations with the shipping industry.



## THE AGREEMENT SECRETARIAT PARTICIPATED IN THE 23RD MEETING OF THE REGIONAL COOPERATION NETWORK OF MARITIME AUTHORITIES OF THE AMERICAS (ROCRAM)

The Secretariat of the Latin American Agreement on Port State Control of Vessels participated, as Observer, in the 23rd Ordinary Meeting of the Regional Cooperation Network of Maritime Authorities of the Americas (ROCRAM), held from 21 to 23 October 2024, in Veracruz, Mexico. The event was organized by the Maritime Authority of Mexico, which holds the Secretary of the Network (SECROCRAM) during the two-year period 2023-2024. It was attended by the Secretary of the Latin American Agreement, Rear Admiral (Ret.) Hugo Gabriel Cafaro and representatives of the Maritime Authorities of Argentina, Brazil, Chile, Colombia, Cuba, Mexico, Panama, Paraguay, Peru and Uruguay. Bolivia, Ecuador and Venezuela participated remotely in the meeting.

Some of the main issues addressed concerned maritime safety and security and protection of the marine environment. Some Maritime Authorities commented on the progress in the Single Window processes, the recognition of recreational boating qualifications, the accreditation of psychophysical fitness of merchant marine personnel and issues of marine plastic litter. In addition, other issues addressed concerned the International Maritime Organization's (IMO) Integrated Technical Cooperation Programme (ITCP), its implementation across the Network Member Authorities, and the follow-up of ITCP activities by the IMO.

In this context, the Agreement Secretary submitted a document on the port State control activities carried out in the Latin American region since the previous Network meeting and the Agreement's 2023 Annual Statistical Report. As concerns the Agreement Information Centre (CIALA), a document was submitted on the progress achieved in the new application for inspection upload and the enhancement of the Agreement's website.

The participation in the ROCRAM meetings reinforces the commitment with the Agreement's objectives in terms of information exchange, through regional cooperation, for the benefit of the VMA Maritime Authorities and the maritime community in general.



## PARTICIPATION OF THE AGREEMENT SECRETARIAT IN THE 35TH MEETING OF THE COMMITTEE OF THE TOKYO MOU ON PORT STATE CONTROL

The Secretariat of the Latin American Agreement on Port State Control of Vessels participated remotely, as Observer, in the 35th Meeting of the Committee of the Asia-Pacific Memorandum of Understanding on Port State Control (Tokyo MoU) (PSCC35)”, held from 11 to 14 November 2024 in Incheon, Republic of Korea. The meeting was carried out both in person and remotely and was chaired by Mr. Kenny Crawford, Deputy Executive Director of the Maritime Authority of New Zealand and Mr. CHEN Kit Jam, from Singapore, as Vice-chairperson.

In addition to the Latin American Agreement Secretariat, the meeting was attended by other observers representing Memoranda of Understanding from varied regions, such as Paris, Caribbean, Black Sea, Indian Ocean, Mediterranean, Abuja, the U.S. Coast Guard, the International Maritime Organization (IMO) and the International Labour Organization (ILO).

Some of the most significant issues addressed were the Agreement memberships, the review of previous actions, PSC activities in the Asia-Pacific region and other regimes, the amendments to the text of the Memorandum of Understanding, external relations and updates of the website. Other topics discussed were the future Concentrated Inspection Campaigns (CIC) and the implementation of current campaigns.

During the meeting, the Agreement Secretary submitted document PSCC35/12.3F, which summarizes the activities and statistical information of the inspections carried out in 2023 in the Latin American region. Mr. Crawford welcomed the presentation and thanked the participation of the Secretariat.

The participation of the Secretariat in the PSCC35 contributes to improving global PSC procedures, thus promoting a safe, secure and environmentally sound maritime system. It also fosters information exchange and cooperation in areas such as training and professional development of Port State Control Officers (PSCOs).





## **AUTHORITIES OF THE INTERNATIONAL SHIP REGISTRY OF THE REPUBLIC OF MARSHALL ISLANDS VISITED THE AGREEMENT SECRETARIAT**

Captain Luiz Augusto Freitas, Deputy Commissioner for Maritime Affairs of the Republic of Marshall Islands and Franco Piccirillo, Eng. and local representative of the International Ship Registry of the Republic of Marshall Islands, visited the Agreement Secretariat.

They were received by the Agreement Secretary, Rear Admiral (Ret.) Hugo Gabriel Cafaro and the Deputy-Secretary, Captain José Fernando Dos Santos.

During the meeting, the representatives of the International Ship Registry of the Republic of Marshall described the organization and the operation of the institution they represent, which is currently the world's second largest registry in terms of gross registered tonnage, accounting for more than 5,000 ships engaged in international voyages.

Other matters addressed during the meeting were connected to the performance of the fleet of the Republic of Marshall Island in terms of safety in the ports of the Latin American region and the impact of port State control activities on the quality of the fleet.

For their part, Secretariat staff briefed the visitors on the work of the Agreement in general, and, in particular, the activities performed by Authorities in their role of port State control.

Finally, it should be noted that both parties reflected on the importance of continuing to work with the commitment to contribute to the achievement of safe, secure and environmentally friendly transport.



## REPRESENTATIVES OF THE SEAFARERS MISSION VISITED THE SECRETARIAT OF THE LATIN AMERICAN AGREEMENT ON PORT STATE CONTROL OF VESSELS

In an effort to strengthen maritime regional cooperation, Reverend Ian Hutchinson-Cervantes, Regional Director of the Seafarers Mission and father Ariel Irrazabal, representative of the Mission in Argentina, met the Agreement Secretary, Rear Admiral (Ret.) Hugo Gabriel Cafaro. The meeting, of utmost relevance for the benefit and welfare of seafarers, revealed the importance of establishing this kind of collaborative exchanges in the region.

During the meeting, varied issues were discussed, including the impact of the work of the Maritime Authorities of the Agreement to improve seafarers' living and working conditions on board of ships. Attention was drawn to the importance of strengthening the cooperation among Authorities to tackle the challenges faced by seafarers and ensure compliance with international regulations.

Preparations for the next Concentrated Inspection Campaign (CIC) on the Maritime Labour Conventions (MLC, 2006) were also discussed. This campaign was scheduled for the second semester of 2024, in line with the Paris and Tokyo Memoranda of Understanding. This CIC was a key opportunity to assess and improve working conditions in the maritime sector and to promote greater awareness of seafarers' labour rights.

As regards activities and projects for the Latin American region, attention was drawn to the commitment undertaken by the Seafarers Mission in their work in Argentina, Brazil, Costa Rica and Panama.

The meeting between the Seafarers Mission and the Agreement Secretariat underscores the relevance of international cooperation for ensuring seafarers' safety and welfare and to promote the efforts exerted by the Mission to achieve those objectives.



## VISIT OF REPRESENTATIVES OF THE MARITIME ANTI- CORRUPTION NETWORK (MACN): POSSIBLE WAYS OF COOPERATION IN TERMS OF PORT STATE CONTROL

Martin Stene, representative of the Maritime Anti-Corruption Network (MACN) paid a significant visit to the Secretariat of the Latin American Agreement to discuss possible ways of cooperation as concerns port State control activities.

Stene and the members of the Secretariat discussed in depth the current PSC practices and examined possible areas of joint work. The main objective was to identify strategies to strengthen the cooperation between MACN and the Maritime Authorities of the Agreement, in order to optimize the efficiency and transparency in the control of ships and face the global challenges posed by maritime corruption.

During the meeting, attention was drawn to the development and implementation of the Code of good practice for port State control officers (PSCOs) who carry out inspections in the framework of PSC regional regimes (MSC-MEPC. 4/Circ.2). Furthermore, the three essential principles of the Code were highlighted: integrity, professionalism and transparency. The Agreement has been working on them for years.

This visit is a major step in the consolidation of joint efforts to improve integrity and efficiency in the maritime sector, thus reinforcing the commitment of all parties involved to the mission of the Viña del Mar Agreement.

The Agreement Secretariat and MACN will continue to work together to implement the proposals discussed and to maintain an open dialogue for future developments in this area.





## REPRESENTATIVES OF CLASSNK VISITED THE SECRETARIAT OF THE LATIN AMERICAN AGREEMENT

The Secretary of the Latin American Agreement on Port State Control of Vessels, Rear Admiral (Ret.) Hugo Gabriel Cafaro received representatives of the Japanese Classification Society ClassNK (Nippon Kaiji Kyokai).

The meeting was held at the offices of the Agreement Secretariat and was attended by Mr. Yukihiisa SHIBATA, Class NK's Regional Director for North, Central and South America, accompanied by Mr. Minao SHIROKIYA and Mr. Nicolás GRIMALDI.

During the meeting, the representatives of ClassNK were informed about the Latin American Agreement's activities, objectives and procedures in force in the region for port State control.

Both parties emphasized the shared commitment to promote maritime safety in the region and improve efficiency in port State control processes.

In this regard, the visit allowed for reinforcing the collaboration between both organizations and highlighting the importance of international cooperation, in order to strengthen international standards of maritime safety and security.



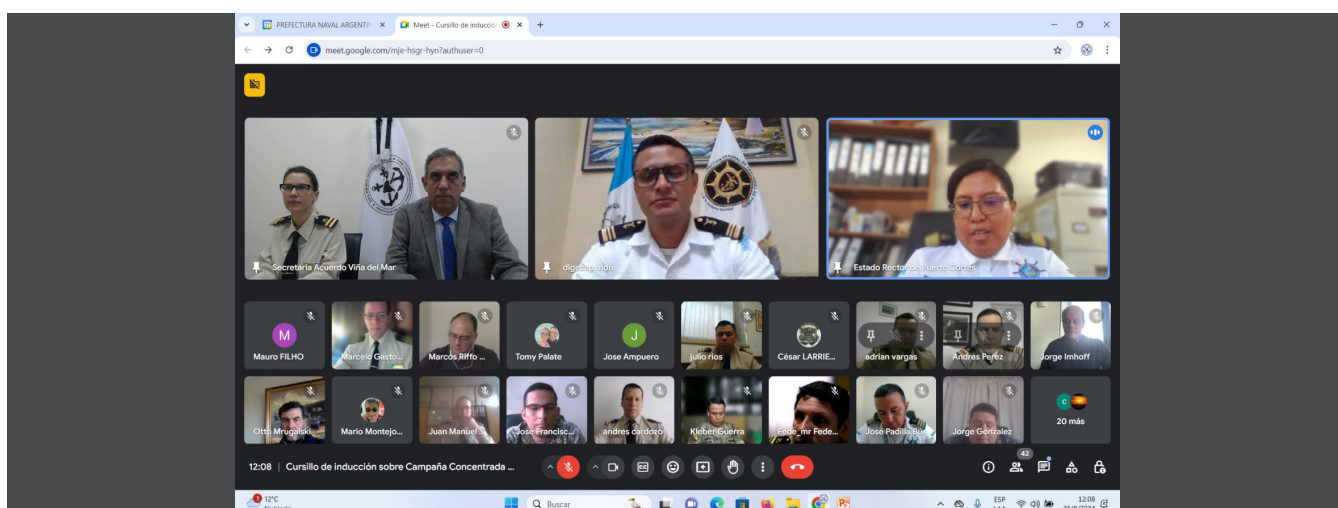
## THE AGREEMENT SECRETARIAT COORDINATED THE INDUCTION COURSE ON THE 2024 CONCENTRATED INSPECTION CAMPAIGN – “CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS” (MLC 2006)

The Secretariat of the Latin American Agreement on Port State Control of Vessels coordinated the Induction Course on the 2024 Concentrated Inspection Campaign (CIC), focused on “Crew Wages and Seafarer Employment Agreements” under the Maritime Labour Convention of the ILO (MLC 2006). This course, delivered virtually on 21 and 22 August 2024, was attended by Port State Control Officers (PSCOs) of the Maritime Authorities of the Agreement.

The 2024 CIC, carried out from 1 September to 30 November 2024, sought to ensure that MLC 2006 standards are rigorously applied in the region, in line with the Tokyo and Paris Memoranda. During the course, delivered by staff of the Maritime Authorities of Honduras and Guatemala, key issues were addressed, such as the 2024 CIC Guidelines and the 10-question form that PSCOs used to carry out the inspections.

The trainers, Alejandra Maldonado, Eng., and Lieutenant Junior Grade Luis José Afre Santos, explained each question of the questionnaire, describing the theoretical framework of the regulations to be checked, the deficiencies codes and the procedure to be followed in case a ship did not comply with the Convention requirements. In addition, the Manager of the Agreement Information Centre (CIALA) explained the inspections upload system during the CIC.

This training was essential to ensuring an effective implementation of MLC 2006 during the CIC, as it ensured that PSCOs were duly prepared to implement the Convention requirements. It also contributed to the harmonization of PSC procedures and strengthened cooperation among Member Maritime Authorities. In this way, the exchange of experiences and the regional capacities in the protection of maritime worker’s rights are bolstered.



## COURSE ON THE USE OF THE NEW APPLICATION OF THE LATIN AMERICAN AGREEMENT INFORMATION CENTRE (CIALA)

The Secretariat of the Latin American Agreement on Port State Control of Vessels delivered the Course on the use of the new platform for inspection upload and consultation, which was given remotely on 20 and 21 November 2024.

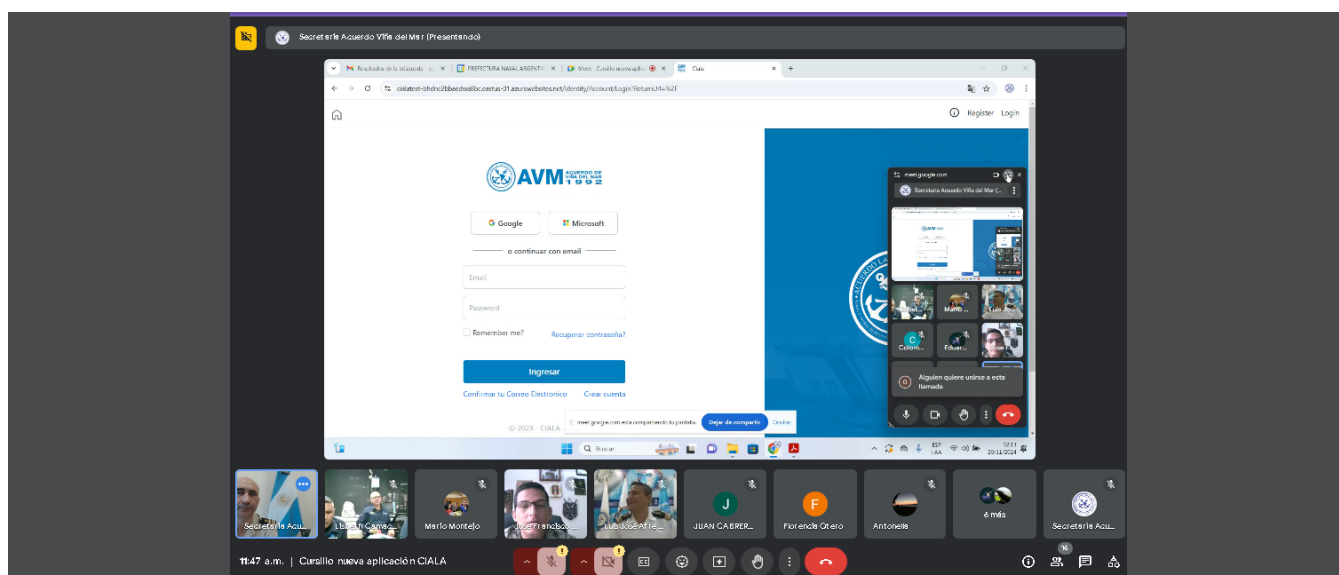
The course was devised and delivered by the staff of the Latin American Agreement Information Centre (CIALA) and it was attended by the local database managers of the Maritime Authorities of the Agreement.

The application, which is in a trial and experimental phase, is an update of the inspection upload system currently in place for CIALA. It allows Maritime Authorities to register port State control inspections carried out in the ports of the Latin American region and make consultations in a speedier manner.

During the Course, a presentation on the operation of the system was delivered, describing the procedure for uploading an initial inspection and a follow-up inspection. The demonstration proved the facilitation of the upload process, showing its significant reduction in registration times for follow-up inspections.

Some of the advantages incorporated in the new CIALA application are: the automatic updating of the New Inspections Regime (NIR); the easy access to the system by the user, once the confidentiality commitment provided for in Annex 5 of the Agreement Text has been accepted; the connection with different data servers that provide CIALA with updated information on ship details and their arrivals in the region; among other outstanding functions.

This technological progress optimizes and improves efficiency in the recording of inspections, thus promoting the compliance with the Agreement's objectives, continuous improvement and efficiency in port State control procedures.





## THE AGREEMENT SECRETARIAT COORDINATED THE COURSE ON THE INSPECTIONS CAMPAIGN (IC) ON THE POLAR CODE

The Secretariat of the Latin American Agreement on Port State Control of Vessels, Viña del Mar Agreement 1992, successfully coordinated the Course on the Polar Code Inspection Campaign, which was carried out in the framework of the Agreement from 15 December 2024 to 15 March 2025 on ships operating in the Antarctic region.

The Polar Code covers the full range of issues related to shipping in waters surrounding the two Poles: ship design, construction and equipment; operational and training issues; search and rescue; and, equally important, protection of the unique environment of the Polar Regions and their ecosystems. The Code includes mandatory measures that encompass safety (part I-A), pollution prevention (part II-A) and recommendatory provisions for both matters (parts I-B and II-B).

The Course, carried out remotely on 4 December 2024, was delivered by staff of the Maritime Authorities of Argentina and Chile and coordinated by the Secretariat. It was attended by the port State control officers of the Member Maritime Authorities of the Agreement.

The purpose of this training was to provide regional PSCOs with the necessary information to carry out the IC on the Polar Code and participants were expected to share the knowledge gained and the useful information received with other PSCOs in their Authorities.

Among other matters, the IC Guidelines were submitted and the Questionnaire to be used for the PSCOs for the inspections was analyzed in depth. The course trainers, PSCO Ampuero Lavado and Lieutenant Junior Grade Rodrigo Redondo, explained in detail each question, thus providing not only the theoretical framework of the regulation to be checked, but also the potential deficiency codes and the actions to be followed in case the ship did not meet the requirements of the Code.

This kind of activities is essential to ensuring an effective implementation of the IC. As PSCOs receive comprehensive and up-to-date training, these activities ensure that they have the necessary knowledge and skills to properly apply the provisions of the Code.



## **PARTICIPATIONS OF THE VIÑA DEL MAR AGREEMENT IN TRAINING ACTIVITIES ORGANIZED BY EXTERNAL ORGANIZATIONS**

The Viña del Mar Agreement, through its Member Maritime Authorities, has had an outstanding participation in varied training activities organized by external organizations, reflecting the commitment to capacity-building and harmonization of port State control procedures.

One of the most recent examples of the Agreement's participation was the 74th Seminar of the Paris MoU, held in London in October 2023. This seminar, which brought together experts and authorities from many regions, aimed to harmonize port State control procedures, as it addressed issues such as autonomous ships, new fuels and the improvement of seafarers' working conditions. At this event, the Viña del Mar Agreement was represented by Edmundo Augusto dos Reis Monteiro da Cunha of the Maritime Authority of Brazil.

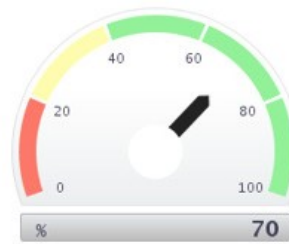
Also, the Agreement had the opportunity to participate in the 2024 Expert Training Course on the Human Element of the Paris MoU, held in Leiden, The Netherlands. The objective of the Seminar was to provide PSCOs with training on the human element, focusing on non-verbal communication techniques, conversation and interviewing methods and conflict management.

In addition, the Agreement participated in seminars and courses organized by the Tokyo MoU, such as the 32nd Seminar for port State control Officers - 2024 CIC on MLC 2006, and the 12th General Training Course for PSCOs (CWG12). At these events, representatives of the Maritime Authorities of Honduras, Guatemala and Argentina were able to strengthen their knowledge on the control of maritime work, specifically in matters such as crew wages, seafarers' employment agreements and port State control procedures. These courses, in addition to providing theoretical and practical knowledge, also promote experience exchange and cooperation among professionals from different regions.

The Viña del Mar Agreement deeply appreciates the training offered and cooperation opportunities provided by these external organizations. We wish to convey our sincere thanks to the Paris and Tokyo MoUs and to the IMO for their cooperation as concerns PSCOs training. Their continued effort and financial support to enhance PSCOs' training is essential for the compliance with the Agreement's objectives and we are very grateful for giving us the opportunities to participate in these initiatives.

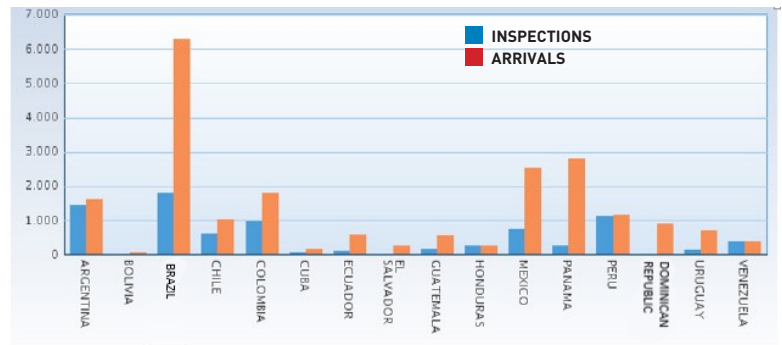
## PERCENTAGE OF SHIPS INSPECTED IN THE REGION

Initial Inspections / Arrivals



|                             |        |
|-----------------------------|--------|
| Ships inspected             | 8835   |
| Ships arrived in the region | 12653  |
| Percentage                  | 69.83% |

## PERCENTAGE OF SHIPS INSPECTED BY MARITIME AUTHORITY



## MAIN DEFICIENCIES RECORDED IN THE REGION

| Deficiency | Description                                                                                                   | %     |
|------------|---------------------------------------------------------------------------------------------------------------|-------|
| 13102      | Maquinas Auxiliares – Auxiliary engine                                                                        | 4,40% |
| 3102       | Marcas de francobordo – Freeboard marks                                                                       | 3,47% |
| 13103      | Manómetros, termómetros, etc. - Gauges, thermometers, etc.                                                    | 3,05% |
| 13101      | Máquina de Propulsión Principal – Propulsion mainengine                                                       | 2,76% |
| 14501      | Basuras - Garbage                                                                                             | 2,54% |
| 2108       | Instalación Eléctrica en General – Electrical installations in general                                        | 2,42% |
| 11101      | Botes salvavidas - Lifeboats                                                                                  | 2,16% |
| 4114       | Fuente de Energía de Emergencia – Generador de Emergencia – Emergency source of power – Emergency generator   | 2,14% |
| 10101      | Escala de práctico y elevador mecánico de práctico – Pilot ladders and hoist/pilot transfer arrangements      | 1,87% |
| 4103       | Alumbrado de Emergencia, Baterías e Interruptores Emergency, lighting, batteries and switches                 | 1,80% |
| 11104      | Botes de rescate – Rescue boats                                                                               | 1,65% |
| 13199      | OTROS (MÁQUINAS) - OTHER (MACHINERY)                                                                          | 1,62% |
| 10109      | Luces, Marcas, Señales Sonoras - Lights, shapes, sound-signals                                                | 1,56% |
| 15109      | Mantenimiento del buque y el equipo - Maintenance of the ship and equipment                                   | 1,56% |
| 2112       | Corrosión del Casco - Hull - Corrosion                                                                        | 1,45% |
| 10103      | Radar - Radar                                                                                                 | 1,29% |
| 7110       | Equipo de Lucha contra Incendios - Firefighting equipment and appliances                                      | 1,27% |
| 7126       | Acumulación de aceites en sala de máquinas – Oil accumulation in engine room                                  | 1,18% |
| 7105       | Puertas cortafuego/aberturas en divisiones pirorresistentes - Fire doors/openings in fire-resisting divisions | 1,18% |
| 2105       | Sistema de Gobierno – Steering gear                                                                           | 1,07% |
| 2117       | Corrosión en Cubiertas - Decks - corrosion                                                                    | 1,05% |
| 1220       | Acuerdo de empleo de la gente de mar - Seafarers' employment agreement (SEA)                                  | 0,93% |



## NUMBER OF INSPECTIONS RECORDED (DETAIL)

| PSC Countries      | Initial Inspections | Init. w/def. | Init. w/o def. | Deficiencies | % of insp. w/def. | Detentions | % Detentions |
|--------------------|---------------------|--------------|----------------|--------------|-------------------|------------|--------------|
| BRAZIL             | 1926                | 285          | 1641           | 766          | 14,80%            | 3          | 0,16%        |
| ARGENTINA          | 1537                | 263          | 1274           | 771          | 17,11%            | 16         | 1,04%        |
| COLOMBIA           | 1018                | 289          | 729            | 1107         | 28,39%            | 7          | 0,69%        |
| CHILE              | 662                 | 464          | 198            | 1457         | 70,09%            | 14         | 2,11%        |
| PERU               | 1281                | 64           | 1217           | 183          | 5,00%             | 14         | 1,09%        |
| MEXICO             | 810                 | 82           | 728            | 249          | 10,12%            | 4          | 0,49%        |
| VENEZUELA          | 496                 | 25           | 471            | 73           | 5,04%             | 2          | 0,40%        |
| PANAMA             | 289                 | 95           | 194            | 226          | 32,87%            | 6          | 2,08%        |
| HONDURAS           | 291                 | 50           | 241            | 108          | 17,18%            | 1          | 0,34%        |
| GUATEMALA          | 193                 | 8            | 185            | 10           | 4,15%             | 0          | 0,00%        |
| URUGUAY            | 150                 | 18           | 132            | 58           | 12,00%            | 0          | 0,00%        |
| ECUADOR            | 93                  | 15           | 78             | 72           | 16,13%            | 3          | 3,23%        |
| CUBA               | 65                  | 2            | 63             | 31           | 3,08%             | 0          | 0,00%        |
| DOMINICAN REPUBLIC | 19                  | 3            | 16             | 13           | 15,79%            | 0          | 0,00%        |
| EL SALVADOR        | 5                   | 0            | 5              | 0            | 0,00%             | 0          | 0,00%        |
| BOLIVIA            | 0                   | 0            | 0              | 0            | 0,00%             | 0          | 0,00%        |
| <b>Total</b>       | <b>8835</b>         | <b>1663</b>  | <b>7172</b>    | <b>5124</b>  | <b>18,82%</b>     | <b>70</b>  | <b>0,79%</b> |

The MAs of Chile, Peru and Mexico also report to the Tokyo Memorandum of Understanding and the MA of Cuba to the Caribbean Memorandum of Understanding.

## NUMBER OF INSPECTIONS BY SHIP TYPE

| Type of Ship                       | Inspections<br>II + FUI | Initial | Init. w/def. | Def. | % of Insp.<br>w/def. | Detentions | %<br>Detentions |
|------------------------------------|-------------------------|---------|--------------|------|----------------------|------------|-----------------|
| BULK CARRIER                       | 5219                    | 4338    | 755          | 2363 | 8,55%                | 22         | 0,25%           |
| CONTAINER SHIP<br>(FULLY CELLULAR) | 1646                    | 1379    | 248          | 591  | 2,81%                | 5          | 0,06%           |
| CHEMICAL/PRODUCTS<br>TANKER        | 999                     | 832     | 140          | 363  | 1,58%                | 2          | 0,02%           |
| GENERAL CARGO<br>SHIP              | 595                     | 467     | 114          | 438  | 1,29%                | 8          | 0,09%           |
| VEHICLES CARRIER                   | 260                     | 220     | 34           | 79   | 0,38%                | 0          | 0,00%           |
| CRUDE OIL TANKER                   | 227                     | 197     | 26           | 52   | 0,29%                | 1          | 0,01%           |
| PASSENGER/CRUISE                   | 174                     | 147     | 23           | 41   | 0,26%                | 0          | 0,00%           |
| OPEN HATCH CARGO<br>SHIP           | 165                     | 139     | 23           | 42   | 0,26%                | 0          | 0,00%           |
| REFRIGERATED<br>CARGO SHIP         | 176                     | 133     | 31           | 111  | 0,35%                | 4          | 0,05%           |
| LPG TANKER                         | 155                     | 123     | 25           | 65   | 0,28%                | 1          | 0,01%           |
| PRODUCTS TANKER                    | 132                     | 104     | 23           | 85   | 0,26%                | 3          | 0,03%           |
| LIVESTOCK CARRIER                  | 143                     | 102     | 34           | 121  | 0,38%                | 0          | 0,00%           |
| CRUDE/OIL<br>PRODUCTS TANKER       | 111                     | 101     | 8            | 20   | 0,09%                | 0          | 0,00%           |
| S/D                                | 90                      | 69      | 13           | 45   | 0,15%                | 0          | 0,00%           |
| LNG TANKER                         | 64                      | 59      | 6            | 15   | 0,07%                | 0          | 0,00%           |
| FISHING VESSEL                     | 72                      | 46      | 32           | 153  | 0,36%                | 13         | 0,10%           |
| WOOD CHIPS<br>CARRIER              | 50                      | 43      | 7            | 11   | 0,08%                | 0          | 0,00%           |
| CHEMICAL TANKER                    | 49                      | 40      | 7            | 21   | 0,08%                | 0          | 0,00%           |
| ORE CARRIER                        | 40                      | 37      | 3            | 6    | 0,03%                | 0          | 0,00%           |

## GROUP OF STATISTICS ON INSPECTIONS

### INITIAL INSPECTIONS RECORDED IN THE REGION

**TOTAL INITIAL INSPECTIONS: 8835**

### NUMBER OF INSPECTIONS BY MEMBER MARITIME AUTHORITY

| PSC Countries      | II + FUI     | W/def.      | W/o def.    | Initial     | Follow-up   | Detentions | Ships w/Initial insp. | % det.       |
|--------------------|--------------|-------------|-------------|-------------|-------------|------------|-----------------------|--------------|
| BRAZIL             | 2222         | 285         | 1641        | 1926        | 296         | 3          | 1793                  | 0,16%        |
| ARGENTINA          | 1857         | 263         | 1274        | 1537        | 320         | 16         | 1443                  | 1,04%        |
| COLOMBIA           | 1392         | 289         | 198         | 1018        | 374         | 7          | 957                   | 0,69%        |
| CHILE              | 1351         | 464         | 198         | 662         | 689         | 14         | 630                   | 2,11%        |
| PERU               | 1314         | 64          | 1217        | 1281        | 33          | 14         | 1119                  | 1,09%        |
| MEXICO             | 845          | 82          | 728         | 810         | 35          | 4          | 760                   | 0,49%        |
| VENEZUELA          | 521          | 25          | 471         | 496         | 25          | 2          | 401                   | 0,40%        |
| PANAMA             | 342          | 95          | 194         | 289         | 53          | 6          | 264                   | 2,08%        |
| HONDURAS           | 332          | 50          | 241         | 291         | 41          | 1          | 280                   | 0,34%        |
| GUATEMALA          | 201          | 8           | 185         | 193         | 8           | 0          | 159                   | 0,00%        |
| URUGUAY            | 164          | 18          | 132         | 150         | 14          | 0          | 143                   | 0,00%        |
| ECUADOR            | 114          | 15          | 78          | 93          | 21          | 3          | 92                    | 3,23%        |
| CUBA               | 68           | 2           | 63          | 65          | 3           | 0          | 59                    | 0,00%        |
| DOMINICAN REPUBLIC | 20           | 3           | 16          | 19          | 1           | 0          | 19                    | 0,00%        |
| EL SALVADOR        | 5            | 0           | 5           | 5           | 0           | 0          | 5                     | 0,00%        |
| BOLIVIA            | 0            | 0           | 0           | 0           | 0           | 0          | 0                     | 0,00%        |
| <b>Total</b>       | <b>10748</b> | <b>1663</b> | <b>7172</b> | <b>8835</b> | <b>1913</b> | <b>70</b>  | <b>8124</b>           | <b>0,79%</b> |



## NUMBER OF INSPECTIONS BY SHIP TYPE AND PORT STATE

|                                 | ARG | BRA   | CHL | COL | CUB | DOM | ECU | GTM | HND | MEX | PAN | PER | SLV | URY | VEN | Total |
|---------------------------------|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| BULK CARRIER                    | 964 | 1.269 | 258 | 470 | 25  | 3   | 38  | 42  | 101 | 323 | 17  | 518 | 3   | 90  | 217 | 4.338 |
| CHEMICAL TANKER                 | 15  | 7     | 5   | 0   | 0   | 0   | 0   | 1   | 3   | 4   | 0   | 3   | 0   | 1   | 1   | 40    |
| CHEMICAL/PRODUCTS TANKER        | 179 | 104   | 69  | 84  | 9   | 3   | 3   | 11  | 70  | 72  | 20  | 155 | 0   | 6   | 47  | 832   |
| CONTAINER SHIP (FULLY CELLULAR) | 140 | 110   | 105 | 111 | 2   | 2   | 14  | 101 | 32  | 174 | 213 | 304 | 1   | 5   | 65  | 1.379 |
| CRUDE OIL TANKER                | 14  | 11    | 7   | 56  | 1   | 0   | 0   | 0   | 1   | 3   | 2   | 23  | 0   | 0   | 79  | 197   |
| CRUDE/OIL PRODUCTS TANKER       | 5   | 14    | 2   | 25  | 2   | 0   | 0   | 1   | 6   | 7   | 1   | 18  | 0   | 1   | 19  | 101   |
| FISHING VESSEL                  | 0   | 0     | 12  | 6   | 0   | 0   | 3   | 3   | 0   | 0   | 2   | 20  | 0   | 0   | 0   | 46    |
| GENERAL CARGO SHIP              | 35  | 96    | 29  | 94  | 17  | 4   | 2   | 9   | 24  | 64  | 8   | 50  | 1   | 5   | 29  | 467   |
| LIVESTOCK CARRIER               | 0   | 89    | 0   | 10  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 0   | 102   |
| LNG TANKER                      | 12  | 3     | 9   | 11  | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 23  | 0   | 0   | 0   | 59    |
| LPG TANKER                      | 16  | 14    | 17  | 28  | 1   | 1   | 0   | 2   | 9   | 20  | 2   | 12  | 0   | 0   | 1   | 123   |
| OPEN HATCH CARGO SHIP           | 7   | 65    | 15  | 1   | 1   | 0   | 4   | 3   | 1   | 1   | 1   | 10  | 0   | 27  | 3   | 139   |
| ORE CARRIER                     | 0   | 37    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 37    |
| PASSENGER/CRUISE                | 23  | 7     | 31  | 21  | 0   | 0   | 0   | 7   | 11  | 28  | 2   | 13  | 0   | 4   | 0   | 147   |
| PRODUCTS TANKER                 | 15  | 11    | 10  | 12  | 2   | 0   | 0   | 2   | 4   | 6   | 5   | 22  | 0   | 0   | 15  | 104   |
| REFRIGERATED CARGO SHIP         | 16  | 19    | 18  | 8   | 4   | 0   | 23  | 4   | 0   | 0   | 1   | 38  | 0   | 2   | 0   | 133   |
| TUG                             | 1   | 0     | 2   | 19  | 0   | 0   | 2   | 0   | 2   | 4   | 1   | 0   | 0   | 0   | 3   | 34    |
| VEHICLES CARRIER                | 36  | 10    | 24  | 10  | 0   | 1   | 3   | 4   | 20  | 54  | 10  | 42  | 0   | 2   | 4   | 220   |
| WOOD CHIPS CARRIER              | 18  | 9     | 13  | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 2   | 0   | 43    |

# NUMBER OF INSPECTIONS BY FLAG AND PORT STATE

|                                | ARG | BRA | CHL | COL | CUB | DOM | ECU | GTM | HND | MEX | PAN | PER | SLV | URY | VEN | TOTAL |
|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| ANTIGUA & BARBUDA              | 18  | 22  | 10  | 26  | 1   | 2   | 0   | 21  | 3   | 23  | 4   | 24  | 0   | 2   | 13  | 169   |
| ARGENTINA                      | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1     |
| BAHAMAS                        | 85  | 82  | 55  | 52  | 5   | 0   | 12  | 10  | 32  | 29  | 4   | 51  | 0   | 5   | 17  | 439   |
| BANGLADESH                     | 3   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 1   | 0   | 0   | 0   | 7     |
| BARBADOS                       | 14  | 16  | 2   | 8   | 0   | 0   | 0   | 0   | 2   | 3   | 0   | 3   | 0   | 1   | 1   | 50    |
| BELGIUM                        | 1   | 1   | 4   | 1   | 0   | 0   | 0   | 1   | 1   | 2   | 1   | 6   | 0   | 0   | 0   | 18    |
| BELIZE                         | 16  | 3   | 0   | 2   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 22    |
| BERMUDA                        | 2   | 2   | 3   | 3   | 0   | 0   | 0   | 0   | 2   | 8   | 0   | 6   | 0   | 0   | 0   | 26    |
| BOLIVIA                        | 0   | 1   | 0   | 0   | 0   | 5   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 7     |
| BRAZIL                         | 10  | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 1   | 14    |
| BULGARIA                       | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1     |
| CAMEROON                       | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 2   | 5     |
| CANADA                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 1     |
| CAYMAN ISLANDS                 | 13  | 8   | 2   | 1   | 0   | 2   | 0   | 2   | 2   | 9   | 1   | 2   | 0   | 1   | 0   | 43    |
| CHILE                          | 4   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 10    |
| CHINA, PEOPLE S<br>REPUBLIC OF | 17  | 27  | 13  | 23  | 0   | 0   | 6   | 1   | 3   | 28  | 7   | 27  | 0   | 3   | 8   | 164   |
| COLOMBIA                       | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 1   | 0   | 0   | 0   | 0   | 4     |
| COMOROS                        | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2     |
| COOK ISLANDS                   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 2     |
| CROATIA                        | 3   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 2   | 0   | 8     |
| CUBA                           | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 2     |
| CYPRUS                         | 54  | 45  | 8   | 30  | 4   | 0   | 0   | 10  | 4   | 10  | 5   | 26  | 0   | 3   | 27  | 226   |
| DENMARK                        | 26  | 10  | 7   | 15  | 0   | 0   | 0   | 3   | 4   | 7   | 13  | 28  | 0   | 4   | 0   | 117   |
| DJIBOUTI                       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 1     |
| DOMINICAN<br>REPUBLIC          | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1     |
| ECUADOR                        | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 4   | 0   | 0   | 0   | 6     |
| EGYPT                          | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1     |
| FRANCE                         | 1   | 7   | 3   | 5   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 7   | 0   | 0   | 1   | 24    |
| GABON                          | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 3     |
| GERMANY                        | 1   | 2   | 3   | 7   | 1   | 0   | 0   | 0   | 0   | 2   | 6   | 6   | 0   | 0   | 0   | 28    |
| GIBRALTAR                      | 0   | 3   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 2   | 0   | 0   | 1   | 9     |
| GREECE                         | 19  | 15  | 7   | 4   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 14  | 0   | 2   | 9   | 75    |
| GUINEA-BISSAU                  | 0   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 4     |
| GUYANA                         | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 4     |
| HONG KONG, CHINA               | 84  | 149 | 30  | 75  | 1   | 0   | 7   | 10  | 23  | 63  | 37  | 103 | 1   | 23  | 23  | 629   |
| INDIA                          | 5   | 8   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 5   | 0   | 0   | 0   | 20    |
| INDONESIA                      | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 3     |
| IRISH REPUBLIC                 | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 2     |
| ISLE OF MAN                    | 11  | 17  | 1   | 11  | 0   | 1   | 0   | 3   | 3   | 4   | 2   | 4   | 0   | 3   | 3   | 63    |
| ITALY                          | 8   | 9   | 4   | 4   | 0   | 0   | 0   | 0   | 3   | 9   | 0   | 2   | 0   | 1   | 0   | 40    |
| JAMAICA                        | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2     |
| JAPAN                          | 6   | 4   | 7   | 7   | 0   | 0   | 1   | 0   | 3   | 6   | 2   | 12  | 0   | 0   | 3   | 51    |
| JORDAN                         | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1     |

|                                  |             |             |            |             |           |           |           |            |            |            |            |             |          |            |            |             |
|----------------------------------|-------------|-------------|------------|-------------|-----------|-----------|-----------|------------|------------|------------|------------|-------------|----------|------------|------------|-------------|
| KOREA DEMOCRATIC REPUBLIC        | 7           | 3           | 17         | 4           | 0         | 0         | 1         | 0          | 2          | 10         | 3          | 20          | 0        | 1          | 0          | 68          |
| KUWAIT                           | 0           | 5           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 5           |
| LATVIA                           | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 3          | 3           |
| LEBANON                          | 0           | 15          | 0          | 3           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 18          |
| LIBERIA                          | 268         | 385         | 110        | 142         | 8         | 2         | 12        | 41         | 37         | 137        | 82         | 247         | 2        | 16         | 82         | 1571        |
| LIBYA                            | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 1          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| LITHUANIA                        | 0           | 0           | 2          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 1          | 3           |
| LUXEMBOURG                       | 3           | 2           | 1          | 3           | 0         | 0         | 1         | 0          | 0          | 2          | 1          | 1           | 0        | 0          | 0          | 14          |
| MALAYSIA                         | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 1          | 0           | 0        | 0          | 0          | 1           |
| MALTA                            | 199         | 249         | 71         | 97          | 7         | 1         | 5         | 16         | 29         | 85         | 24         | 173         | 0        | 14         | 81         | 1051        |
| MARSHALL ISLANDS                 | 188         | 234         | 62         | 115         | 6         | 1         | 10        | 17         | 36         | 81         | 8          | 114         | 0        | 15         | 49         | 936         |
| MEXICO                           | 1           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| MONTENEGRO                       | 1           | 0           | 1          | 0           | 0         | 0         | 0         | 0          | 0          | 2          | 0          | 0           | 0        | 0          | 1          | 5           |
| NETHERLANDS                      | 8           | 10          | 3          | 12          | 3         | 1         | 0         | 1          | 2          | 11         | 1          | 6           | 0        | 1          | 1          | 60          |
| NEW ZEALAND                      | 0           | 0           | 1          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| NICARAGUA                        | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 1           | 0        | 0          | 0          | 1           |
| NIGERIA                          | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 1          | 0          | 0           | 0        | 0          | 0          | 1           |
| NORWAY                           | 21          | 23          | 23         | 21          | 0         | 0         | 0         | 8          | 9          | 16         | 3          | 19          | 1        | 5          | 0          | 149         |
| PAKISTAN                         | 0           | 1           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| PALAU                            | 1           | 18          | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 1          | 0          | 20          |
| PANAMA                           | 264         | 355         | 118        | 189         | 15        | 4         | 25        | 19         | 48         | 141        | 0          | 204         | 0        | 30         | 96         | 1508        |
| PERU                             | 0           | 0           | 1          | 1           | 0         | 0         | 1         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 3           |
| PHILIPPINES                      | 11          | 5           | 3          | 3           | 0         | 0         | 0         | 0          | 1          | 5          | 0          | 2           | 0        | 3          | 1          | 34          |
| POLAND                           | 0           | 0           | 1          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 1           | 0        | 0          | 0          | 2           |
| PORTUGAL                         | 31          | 28          | 16         | 23          | 4         | 0         | 3         | 9          | 4          | 24         | 34         | 39          | 0        | 2          | 26         | 243         |
| QATAR                            | 0           | 1           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| RUSSIA                           | 0           | 0           | 2          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 1           | 0        | 0          | 1          | 4           |
| SAINT VINCENT AND THE GRENADINES | 5           | 2           | 1          | 6           | 1         | 1         | 0         | 0          | 0          | 1          | 0          | 0           | 0        | 0          | 0          | 17          |
| SAN MARINO                       | 1           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| SAO TOME & PRINCIPE              | 0           | 0           | 0          | 2           | 0         | 0         | 0         | 0          | 1          | 0          | 0          | 0           | 0        | 0          | 1          | 4           |
| SAUDI ARABIA                     | 6           | 2           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 8           |
| SEYCHELLES                       | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 1          | 0          | 0           | 0        | 0          | 0          | 1           |
| SIERRA LEONE                     | 0           | 4           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 4           |
| SINGAPORE                        | 101         | 99          | 45         | 74          | 1         | 0         | 7         | 17         | 26         | 70         | 33         | 83          | 0        | 11         | 14         | 581         |
| SOUTH AFRICA                     | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 1           | 0        | 0          | 0          | 1           |
| SPAIN                            | 1           | 1           | 1          | 0           | 0         | 0         | 1         | 0          | 0          | 0          | 0          | 12          | 0        | 0          | 0          | 18          |
| SRI LANKA                        | 2           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 2           |
| ST KITTS & NEVIS                 | 0           | 3           | 0          | 0           | 0         | 1         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 4           |
| SWEDEN                           | 0           | 1           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 1          | 2          | 1           | 0        | 0          | 0          | 5           |
| SWITZERLAND                      | 2           | 3           | 2          | 1           | 0         | 0         | 0         | 0          | 1          | 0          | 0          | 0           | 0        | 0          | 0          | 9           |
| TAIWAN                           | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 1          | 0          | 0           | 0        | 0          | 0          | 1           |
| TANZANIA                         | 0           | 3           | 0          | 7           | 1         | 0         | 0         | 0          | 0          | 0          | 2          | 1           | 0        | 0          | 2          | 16          |
| THAILAND                         | 1           | 2           | 0          | 1           | 0         | 0         | 0         | 1          | 0          | 1          | 0          | 0           | 0        | 0          | 1          | 7           |
| TOGO                             | 2           | 11          | 0          | 2           | 1         | 1         | 0         | 0          | 0          | 0          | 0          | 2           | 0        | 0          | 0          | 19          |
| TURKEY                           | 3           | 10          | 0          | 3           | 0         | 0         | 0         | 0          | 3          | 2          | 0          | 0           | 0        | 0          | 3          | 24          |
| UKRAINE                          | 0           | 0           | 6          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 6           |
| UNITED KINGDOM                   | 6           | 4           | 3          | 5           | 0         | 0         | 0         | 1          | 1          | 5          | 5          | 7           | 0        | 1          | 1          | 39          |
| UNITED STATES OF AMERICA         | 1           | 0           | 3          | 7           | 0         | 0         | 0         | 0          | 0          | 1          | 1          | 0           | 0        | 0          | 0          | 13          |
| UNKNOWN                          | 0           | 0           | 2          | 1           | 2         | 0         | 0         | 0          | 0          | 1          | 0          | 0           | 0        | 0          | 0          | 6           |
| URUGUAY                          | 0           | 0           | 1          | 0           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 1           |
| VANUATU                          | 0           | 0           | 3          | 2           | 0         | 1         | 0         | 0          | 0          | 0          | 2          | 1           | 0        | 0          | 0          | 9           |
| VENEZUELA                        | 0           | 0           | 0          | 4           | 1         | 0         | 0         | 1          | 0          | 0          | 2          | 0           | 0        | 0          | 0          | 8           |
| VIETNAM                          | 0           | 0           | 0          | 0           | 0         | 0         | 0         | 0          | 0          | 1          | 0          | 3           | 0        | 0          | 14         | 18          |
| VIRGIN ISLANDS, BRITISH          | 0           | 0           | 0          | 3           | 0         | 0         | 0         | 0          | 0          | 0          | 0          | 0           | 0        | 0          | 0          | 3           |
| <b>Total</b>                     | <b>1537</b> | <b>1926</b> | <b>662</b> | <b>1018</b> | <b>65</b> | <b>19</b> | <b>93</b> | <b>193</b> | <b>291</b> | <b>810</b> | <b>289</b> | <b>1281</b> | <b>5</b> | <b>150</b> | <b>496</b> | <b>8835</b> |



NUMBER OF INSPECTIONS BY FLAG AND SHIP AGE

|                                | 0 TO 5<br>YEARS | 6 TO 10<br>YEARS | 11 TO 15<br>YEARS | 16 TO 20<br>YEARS | 20 TO 25<br>YEARS | 26 TO 30<br>YEARS | 31 TO 35<br>YEARS | 36 TO 40<br>YEARS | OVER 41<br>YEARS | TOTAL |
|--------------------------------|-----------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------|
| ANTIGUA & BARBUDA              | 0               | 0                | 57                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 57    |
| BAHAMAS                        | 0               | 88               | 127               | 0                 | 40                | 27                | 45                | 0                 | 0                | 327   |
| BELIZE                         | 0               | 0                | 0                 | 0                 | 6                 | 0                 | 0                 | 0                 | 0                | 6     |
| BRAZIL                         | 0               | 0                | 0                 | 0                 | 0                 | 2                 | 0                 | 0                 | 0                | 2     |
| CAMEROON                       | 0               | 0                | 0                 | 0                 | 0                 | 3                 | 0                 | 0                 | 0                | 3     |
| CHINA, PEOPLE S<br>REPUBLIC OF | 0               | 25               | 79                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 104   |
| COLOMBIA                       | 0               | 0                | 0                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| JAPAN                          | 0               | 0                | 0                 | 0                 | 4                 | 0                 | 0                 | 0                 | 0                | 4     |
| KOREA DEMOCRATIC<br>REPUBLIC   | 0               | 0                | 0                 | 0                 | 0                 | 0                 | 4                 | 1                 | 0                | 5     |
| LIBERIA                        | 0               | 312              | 498               | 313               | 125               | 0                 | 0                 | 0                 | 0                | 1248  |
| LUXEMBOURG                     | 0               | 0                | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0                | 1     |
| MALTA                          | 0               | 0                | 0                 | 145               | 31                | 0                 | 0                 | 0                 | 0                | 176   |
| MARSHALL ISLANDS               | 170             | 274              | 319               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 763   |
| NORWAY                         | 0               | 0                | 5                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 5     |
| NORWAY (NIS)                   | 22              | 0                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 22    |
| PALAU                          | 0               | 0                | 0                 | 0                 | 0                 | 4                 | 0                 | 0                 | 0                | 4     |
| PANAMA                         | 312             | 331              | 448               | 235               | 87                | 36                | 20                | 0                 | 0                | 1469  |
| PERU                           | 0               | 0                | 0                 | 0                 | 3                 | 0                 | 0                 | 0                 | 0                | 3     |
| PORTUGAL (MAR)                 | 0               | 87               | 46                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 133   |
| SPAIN                          | 0               | 0                | 0                 | 0                 | 5                 | 0                 | 0                 | 0                 | 0                | 5     |
| TANZANIA                       | 0               | 0                | 0                 | 0                 | 0                 | 2                 | 0                 | 0                 | 0                | 2     |
| TOGO                           | 0               | 0                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 10               | 10    |
| UNKNOWN                        | 0               | 0                | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 1                | 1     |
| URUGUAY                        | 0               | 0                | 0                 | 0                 | 0                 | 0                 | 0                 | 1                 | 0                | 1     |
| VENEZUELA                      | 0               | 0                | 0                 | 0                 | 0                 | 0                 | 2                 | 0                 | 0                | 2     |
| Total                          | 504             | 1117             | 1579              | 693               | 302               | 74                | 71                | 2                 | 13               | 4355  |

## NUMBER OF INSPECTIONS BY SHIP AGE AND TYPE

|                                             | 0 TO 5<br>YEARS | 06 TO 10<br>YEARS | 11 TO 15<br>YEARS | 16 TO 20<br>YEARS | 20 TO 25<br>YEARS | 26 TO 30<br>YEARS | 31 TO 35<br>YEARS | 36 TO 40<br>YEARS | OVER 41<br>YEARS | TOTAL |
|---------------------------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------|
| ACCOMMODATION PLATFORM,<br>SEMI SUBMERSIBLE | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| ANCHOR HANDLING TUG<br>SUPPLY               | 0               | 0                 | 2                 | 1                 | 0                 | 0                 | 0                 | 0                 | 1                | 4     |
| ASPHALT/BITUMEN TANKER                      | 1               | 8                 | 6                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 15    |
| BULK CARRIER                                | 757             | 1215              | 1733              | 459               | 145               | 28                | 1                 | 0                 | 0                | 4338  |
| BULK CARRIER, LAKER ONLY                    | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| BULK CARRIER, SELF-<br>DISCHARGING          | 0               | 1                 | 2                 | 1                 | 2                 | 0                 | 0                 | 0                 | 3                | 9     |
| BULK/OIL CARRIER (OBO)                      | 1               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| BUQUE DE CARGA A GRANEL                     | 1               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 2     |
| BUQUE DE CARGA SECA<br>GENERAL              | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 1                | 1     |
| BUQUE PARA PROPÓSITO<br>ESPECIAL            | 0               | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| CANOA DE MOTOR                              | 0               | 0                 | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0                | 1     |
| CEMENT CARRIER                              | 0               | 1                 | 0                 | 3                 | 0                 | 0                 | 0                 | 0                 | 2                | 6     |
| CHEMICAL TANKER                             | 7               | 19                | 4                 | 7                 | 3                 | 0                 | 0                 | 0                 | 0                | 40    |
| CHEMICAL/PRODUCTS TANKER                    | 192             | 201               | 204               | 183               | 41                | 11                | 0                 | 0                 | 0                | 832   |
| CONTAINER SHIP (FULLY<br>CELLULAR)          | 193             | 291               | 305               | 412               | 156               | 22                | 0                 | 0                 | 0                | 1379  |
| CRANE VESSEL                                | 0               | 0                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| CRUDE OIL TANKER                            | 48              | 45                | 56                | 35                | 7                 | 3                 | 0                 | 0                 | 3                | 197   |
| CRUDE/OIL PRODUCTS TANKER                   | 9               | 17                | 32                | 41                | 2                 | 0                 | 0                 | 0                 | 0                | 101   |
| DECK CARGO SHIP                             | 2               | 2                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 1                | 6     |
| DIVING SUPPORT VESSEL                       | 0               | 0                 | 1                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                | 2     |
| DREDGER (UNSPECIFIED)                       | 0               | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| DRILLING RIG, JACK UP                       | 0               | 4                 | 6                 | 2                 | 0                 | 0                 | 0                 | 0                 | 0                | 12    |
| DRILLING RIG, SEMI<br>SUBMERSIBLE           | 0               | 0                 | 2                 | 0                 | 0                 | 1                 | 0                 | 0                 | 1                | 4     |
| FACTORY STERN TRAWLER                       | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 2                 | 1                 | 0                | 3     |
| FISH CARRIER                                | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 1                 | 0                 | 0                | 1     |
| FISH FACTORY SHIP                           | 0               | 0                 | 0                 | 0                 | 0                 | 2                 | 0                 | 0                 | 0                | 2     |
| FISHING VESSEL                              | 4               | 7                 | 4                 | 2                 | 8                 | 3                 | 5                 | 0                 | 13               | 46    |
| FPSO, OIL                                   | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 3                | 3     |
| GAS PROCESSING VESSEL                       | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| GASERO (NO ESPECIFICADO)                    | 0               | 0                 | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0                | 1     |
| GENERAL CARGO SHIP                          | 34              | 56                | 214               | 97                | 27                | 23                | 0                 | 4                 | 12               | 467   |
| GENERAL CARGO SHIP (WITH<br>RO-RO FACILITY) | 0               | 0                 | 0                 | 3                 | 0                 | 0                 | 1                 | 0                 | 0                | 4     |
| GENERAL CARGO SHIP, SELF-<br>DISCHARGING    | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 1                 | 0                 | 0                | 2     |
| GENERAL CARGO/PASSENGER<br>SHIP             | 0               | 0                 | 3                 | 2                 | 0                 | 1                 | 0                 | 0                 | 0                | 6     |
| GENERAL CARGO/TANKER                        | 1               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                | 1     |
| HEAVY LOAD CARRIER                          | 1               | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 2                 | 0                | 4     |

|                                      |             |             |             |             |            |            |            |           |            |             |
|--------------------------------------|-------------|-------------|-------------|-------------|------------|------------|------------|-----------|------------|-------------|
| HEAVY LOAD CARRIER, SEMI SUBMERSIBLE | 0           | 1           | 0           | 0           | 0          | 0          | 0          | 2         | 0          | 3           |
| ICEBREAKER/RESEARCH                  | 0           | 0           | 0           | 0           | 0          | 1          | 1          | 0         | 0          | 2           |
| LANDING CRAFT                        | 0           | 0           | 0           | 0           | 1          | 0          | 0          | 0         | 1          | 2           |
| LIVESTOCK CARRIER                    | 0           | 4           | 3           | 4           | 4          | 12         | 27         | 10        | 38         | 102         |
| LNG TANKER                           | 30          | 13          | 12          | 4           | 0          | 0          | 0          | 0         | 0          | 59          |
| LPG TANKER                           | 26          | 43          | 20          | 28          | 5          | 0          | 1          | 0         | 0          | 123         |
| NO ESPECIFICADO                      | 0           | 0           | 0           | 0           | 6          | 0          | 4          | 1         | 1          | 12          |
| OFFSHORE SUPPORT VESSEL              | 0           | 1           | 0           | 0           | 0          | 0          | 0          | 0         | 1          | 2           |
| OFFSHORE TUG/SUPPLY SHIP             | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 1          | 2           |
| OPEN HATCH CARGO SHIP                | 31          | 16          | 44          | 15          | 8          | 23         | 2          | 0         | 0          | 139         |
| ORE CARRIER                          | 12          | 7           | 15          | 3           | 0          | 0          | 0          | 0         | 0          | 37          |
| ORE/OIL CARRIER                      | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 0          | 1           |
| PALLETISED CARGO SHIP                | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 1          | 2           |
| PASSENGER SHIP                       | 0           | 2           | 0           | 0           | 0          | 0          | 2          | 1         | 2          | 7           |
| PASSENGER/CRUISE                     | 47          | 15          | 14          | 16          | 26         | 11         | 7          | 7         | 4          | 147         |
| PASSENGER/LANDING CRAFT              | 0           | 0           | 0           | 1           | 0          | 0          | 0          | 0         | 0          | 1           |
| PASSENGER/RO-RO SHIP (VEHICLES)      | 0           | 0           | 0           | 2           | 0          | 0          | 1          | 0         | 0          | 3           |
| PIPE CARRIER                         | 0           | 0           | 0           | 0           | 0          | 0          | 1          | 0         | 0          | 1           |
| PIPE LAYER                           | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0         | 1          | 1           |
| PIPE LAYER CRANE VESSEL              | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 0          | 1           |
| PLATFORM SUPPLY SHIP                 | 1           | 1           | 5           | 5           | 2          | 1          | 0          | 0         | 2          | 17          |
| PRODUCTS TANK BARGE, NON PROPELLED   | 0           | 0           | 0           | 1           | 0          | 0          | 0          | 0         | 0          | 1           |
| PRODUCTS TANKER                      | 5           | 14          | 32          | 41          | 6          | 4          | 0          | 0         | 2          | 104         |
| RAIL VEHICLES CARRIER                | 2           | 0           | 0           | 0           | 0          | 0          | 0          | 0         | 0          | 2           |
| REFRIGERATED CARGO SHIP              | 2           | 8           | 9           | 4           | 22         | 38         | 46         | 4         | 0          | 133         |
| RESEARCH SURVEY VESSEL               | 1           | 2           | 5           | 2           | 0          | 0          | 2          | 0         | 0          | 12          |
| RO-RO CARGO SHIP                     | 0           | 5           | 3           | 2           | 10         | 0          | 5          | 5         | 1          | 31          |
| S/D                                  | 13          | 26          | 11          | 14          | 3          | 2          | 0          | 0         | 0          | 69          |
| SEARCH 1 VESSEL                      | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0         | 1          | 1           |
| SHUTTLE TANKER                       | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 0          | 1           |
| STERN TRAWLER                        | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0         | 1          | 1           |
| SUPPLY TENDER                        | 1           | 1           | 0           | 0           | 0          | 0          | 0          | 0         | 0          | 2           |
| TANQUE                               | 0           | 0           | 0           | 1           | 0          | 0          | 0          | 0         | 0          | 1           |
| TRAILING SUCTION HOPPER DREDGER      | 2           | 0           | 5           | 2           | 1          | 3          | 0          | 0         | 0          | 13          |
| TRAWLER                              | 0           | 0           | 0           | 2           | 0          | 0          | 0          | 1         | 0          | 3           |
| TUG                                  | 2           | 4           | 6           | 8           | 0          | 2          | 0          | 0         | 12         | 34          |
| UTILITY VESSEL                       | 0           | 1           | 0           | 0           | 0          | 0          | 0          | 0         | 0          | 1           |
| VEHICLES CARRIER                     | 4           | 25          | 84          | 66          | 27         | 13         | 0          | 0         | 1          | 220         |
| VESSEL (FUNCTION UNKNOWN)            | 0           | 0           | 0           | 1           | 0          | 0          | 0          | 0         | 0          | 1           |
| WELL STIMULATION VESSEL              | 0           | 0           | 1           | 0           | 0          | 0          | 0          | 0         | 0          | 1           |
| WOOD CHIPS CARRIER                   | 18          | 3           | 9           | 11          | 2          | 0          | 0          | 0         | 0          | 43          |
| WORK/REPAIR VESSEL                   | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0         | 1          | 1           |
| <b>TOTAL</b>                         | <b>1448</b> | <b>2064</b> | <b>2859</b> | <b>1485</b> | <b>516</b> | <b>204</b> | <b>110</b> | <b>38</b> | <b>111</b> | <b>8835</b> |



## NUMBER OF INSPECTIONS BY FLAG IN DETAIL

| Flag                        | With Deficiencies | Without Deficiencies | Initial | Deficiencies | Detentions | % Detentions |
|-----------------------------|-------------------|----------------------|---------|--------------|------------|--------------|
| LIBERIA                     | 289               | 1303                 | 1592    | 809          | 8          | 0,50%        |
| PANAMA                      | 273               | 1202                 | 1475    | 1005         | 10         | 0,68%        |
| MARSHALL ISLANDS            | 241               | 1213                 | 1454    | 634          | 6          | 0,41%        |
| HONG KONG, CHINA            | 87                | 526                  | 613     | 233          | 0          | 0,00%        |
| SINGAPORE                   | 79                | 515                  | 594     | 205          | 0          | 0,00%        |
| MALTA                       | 85                | 428                  | 513     | 241          | 2          | 0,39%        |
| BAHAMAS                     | 98                | 339                  | 437     | 261          | 6          | 1,37%        |
| PORTUGAL (MAR)              | 48                | 207                  | 255     | 112          | 3          | 1,18%        |
| CYPRUS                      | 42                | 189                  | 231     | 142          | 1          | 0,43%        |
| ANTIGUA & BARBUDA           | 40                | 129                  | 169     | 95           | 2          | 1,18%        |
| CHINA, PEOPLE S REPUBLIC OF | 31                | 120                  | 151     | 125          | 8          | 5,30%        |
| NORWAY (NIS)                | 30                | 120                  | 150     | 68           | 1          | 0,67%        |
| DENMARK (DIS)               | 15                | 98                   | 113     | 40           | 0          | 0,00%        |
| GREECE                      | 14                | 60                   | 74      | 28           | 0          | 0,00%        |
| KOREA DEMOCRATIC REPUBLIC   | 24                | 50                   | 74      | 83           | 4          | 2,70%        |
| BARBADOS                    | 12                | 54                   | 66      | 27           | 0          | 0,00%        |
| NETHERLANDS                 | 13                | 47                   | 60      | 35           | 0          | 0,00%        |
| ISLE OF MAN                 | 7                 | 49                   | 56      | 10           | 0          | 0,00%        |
| JAPAN                       | 12                | 40                   | 52      | 28           | 1          | 1,92%        |
| CAYMAN ISLANDS              | 7                 | 34                   | 41      | 10           | 0          | 0,00%        |
| ITALY                       | 6                 | 35                   | 41      | 33           | 0          | 0,00%        |
| UNITED KINGDOM              | 7                 | 24                   | 31      | 35           | 1          | 3,23%        |
| GERMANY                     | 10                | 18                   | 28      | 17           | 0          | 0,00%        |
| BELIZE                      | 10                | 15                   | 25      | 28           | 1          | 4,00%        |
| BERMUDA                     | 2                 | 23                   | 25      | 5            | 0          | 0,00%        |
| PHILIPPINES                 | 7                 | 16                   | 23      | 18           | 0          | 0,00%        |
| PALAU                       | 9                 | 11                   | 20      | 37           | 1          | 5,00%        |
| TURKEY                      | 1                 | 19                   | 20      | 1            | 0          | 0,00%        |
| INDIA                       | 1                 | 18                   | 19      | 3            | 0          | 0,00%        |
| ST VINCENT & THE GRENADINES | 10                | 9                    | 19      | 71           | 1          | 5,26%        |
| FRANCE (FIS)                | 4                 | 14                   | 18      | 7            | 0          | 0,00%        |
| LEBANON                     | 6                 | 11                   | 17      | 12           | 0          | 0,00%        |
| TANZANIA (ZANZIBAR)         | 12                | 5                    | 17      | 86           | 1          | 5,88%        |
| BELGIUM                     | 3                 | 13                   | 16      | 5            | 0          | 0,00%        |
| BRAZIL                      | 5                 | 11                   | 16      | 49           | 1          | 6,25%        |
| TOGO                        | 4                 | 12                   | 16      | 11           | 0          | 0,00%        |
| VIETNAM                     | 0                 | 16                   | 16      | 0            | 0          | 0,00%        |
| LUXEMBOURG                  | 5                 | 10                   | 15      | 16           | 1          | 6,67%        |
| CHINESE TAIPEI              | 3                 | 11                   | 14      | 4            | 0          | 0,00%        |
| ST KITTS & NEVIS            | 4                 | 9                    | 13      | 24           | 0          | 0,00%        |
| UNITED STATES OF AMERICA    | 6                 | 7                    | 13      | 12           | 0          | 0,00%        |
| BANGLADESH                  | 5                 | 7                    | 12      | 27           | 0          | 0,00%        |
| UNKNOWN                     | 4                 | 8                    | 12      | 20           | 1          | 8,33%        |
| CHILE                       | 2                 | 8                    | 10      | 2            | 0          | 0,00%        |
| SAUDI ARABIA                | 0                 | 10                   | 10      | 0            | 0          | 0,00%        |
| SPAIN                       | 6                 | 4                    | 10      | 13           | 4          | 20,00%       |

|                         |             |             |             |             |           |              |
|-------------------------|-------------|-------------|-------------|-------------|-----------|--------------|
| VENEZUELA               | 8           | 2           | 10          | 76          | 1         | 10,00%       |
| CROATIA                 | 2           | 6           | 8           | 3           | 0         | 0,00%        |
| GIBRALTAR               | 1           | 7           | 8           | 6           | 0         | 0,00%        |
| INDONESIA               | 2           | 6           | 8           | 2           | 0         | 0,00%        |
| SIERRA LEONE            | 3           | 5           | 8           | 3           | 0         | 0,00%        |
| SWITZERLAND             | 4           | 4           | 8           | 11          | 0         | 0,00%        |
| VANUATU                 | 4           | 4           | 8           | 8           | 0         | 0,00%        |
| ECUADOR                 | 2           | 5           | 7           | 6           | 0         | 0,00%        |
| FRANCE                  | 1           | 6           | 7           | 1           | 0         | 0,00%        |
| GUINEA-BISSAU           | 4           | 2           | 6           | 14          | 0         | 0,00%        |
| SAN MARINO              | 0           | 6           | 6           | 0           | 0         | 0,00%        |
| SPAIN (CSR)             | 1           | 5           | 6           | 2           | 0         | 0,00%        |
| THAILAND                | 0           | 6           | 6           | 0           | 0         | 0,00%        |
| UKRAINE                 | 5           | 1           | 6           | 16          | 0         | 0,00%        |
| CAMEROON                | 3           | 2           | 5           | 55          | 1         | 20,00%       |
| KUWAIT                  | 1           | 4           | 5           | 2           | 0         | 0,00%        |
| LATVIA                  | 0           | 5           | 5           | 0           | 0         | 0,00%        |
| MEXICO                  | 3           | 2           | 5           | 6           | 0         | 0,00%        |
| MONTENEGRO              | 2           | 3           | 5           | 8           | 0         | 0,00%        |
| PERU                    | 2           | 2           | 4           | 8           | 0         | 0,00%        |
| RUSSIA                  | 3           | 1           | 4           | 11          | 0         | 0,00%        |
| SWEDEN                  | 3           | 1           | 4           | 3           | 0         | 0,00%        |
| COLOMBIA                | 3           | 0           | 3           | 21          | 1         | 33,33%       |
| LITHUANIA               | 2           | 1           | 3           | 3           | 0         | 0,00%        |
| SAO TOME & PRINCIPE     | 2           | 1           | 3           | 41          | 0         | 0,00%        |
| URUGUAY                 | 3           | 0           | 3           | 20          | 2         | 66,67%       |
| BOLIVIA                 | 2           | 0           | 2           | 3           | 0         | 0,00%        |
| CANADA                  | 0           | 2           | 2           | 0           | 0         | 0,00%        |
| COMOROS                 | 2           | 0           | 2           | 8           | 0         | 0,00%        |
| COOK ISLANDS            | 0           | 2           | 2           | 0           | 0         | 0,00%        |
| CUBA                    | 0           | 2           | 2           | 12          | 0         | 0,00%        |
| HONDURAS                | 2           | 0           | 2           | 11          | 0         | 0,00%        |
| IRISH REPUBLIC          | 1           | 1           | 2           | 1           | 0         | 0,00%        |
| POLAND                  | 0           | 2           | 2           | 0           | 0         | 0,00%        |
| SRI LANKA               | 2           | 0           | 2           | 5           | 0         | 0,00%        |
| VIRGIN ISLANDS, BRITISH | 1           | 1           | 2           | 1           | 0         | 0,00%        |
| ARGENTINA               | 1           | 0           | 1           | 6           | 0         | 0,00%        |
| BULGARIA                | 1           | 0           | 1           | 3           | 0         | 0,00%        |
| DESCONOCIDA             | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| DOMINICAN REPUBLIC      | 1           | 0           | 1           | 1           | 0         | 0,00%        |
| EGYPT                   | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| GABON                   | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| GUYANA                  | 1           | 0           | 1           | 3           | 0         | 0,00%        |
| LIBYA                   | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| MALAYSIA                | 1           | 0           | 1           | 3           | 0         | 0,00%        |
| MAURITIUS               | 1           | 0           | 1           | 5           | 0         | 0,00%        |
| NEW ZEALAND             | 1           | 0           | 1           | 3           | 0         | 0,00%        |
| NIGERIA                 | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| NORWAY                  | 1           | 0           | 1           | 4           | 1         | 100,00%      |
| PAKISTAN                | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| PORTUGAL                | 1           | 0           | 1           | 1           | 0         | 0,00%        |
| QATAR                   | 1           | 0           | 1           | 1           | 0         | 0,00%        |
| SEYCHELLES              | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| SOUTH AFRICA            | 0           | 1           | 1           | 0           | 0         | 0,00%        |
| <b>TOTAL</b>            | <b>1663</b> | <b>7172</b> | <b>8835</b> | <b>5124</b> | <b>70</b> | <b>0,79%</b> |

## INSPECTIONS BY RECOGNIZED ORGANIZATION

| Classification Society        | Amount      |
|-------------------------------|-------------|
| NIPPON KAIJI KYOKAI           | 2500        |
| GL-DNV                        | 2007        |
| LLOYDS REGISTER               | 1208        |
| AMERICAN BUREAU OF SHIPPING   | 1061        |
| BUREAU VERITAS                | 869         |
| UNKNOWN                       | 350         |
| CHINA CLASSIFICATION SOCIETY  | 333         |
| KOREAN REGISTER OF SHIPPING   | 219         |
| REGISTRO ITALIANO NAVALE      | 169         |
| CHINA CORPORATION REGISTER    | 25          |
| NINGUNA                       | 17          |
| RUSSIAN MARITIME REGISTER     | 17          |
| INTERNATIONAL REGISTER        | 11          |
| CROATIAN REGISTER OF SHIPPING | 11          |
| POLSKI REJESTR STATKOW        | 11          |
| INTERNATIONAL NAVAL SURVEYS   | 10          |
| INDIAN REGISTER OF SHIPPING   | 7           |
| PHOENIX REGISTER OF SHIPPING  | 2           |
| MARITIME LLOYD GEORGIA        | 2           |
| BIRO KLASIFIKASI INDONESIA    | 1           |
| DNV-GL (VL)                   | 1           |
| GLOBAL MARINE BUREAU          | 1           |
| ISTHMUS BUREAU OF SHIPPING    | 1           |
| PANAMA BUREAU OF SHIPPING     | 1           |
| RINAVE PORTUGUESA             | 1           |
| <b>Total</b>                  | <b>8835</b> |





# NUMBER OF INSPECTIONS BY RECOGNIZED ORGANIZATION AND PORT STATE

|                               | ARG  | BRA  | CHL | COL  | CUB | DOM | ECU | GTM | HND | MEX | PAN | PER  | SLV | URY | VEN | TOTAL |
|-------------------------------|------|------|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-------|
| AMERICAN BUREAU OF SHIPPING   | 181  | 173  | 90  | 131  | 5   | 0   | 7   | 11  | 41  | 99  | 48  | 190  | 0   | 8   | 77  | 1061  |
| BIRO KLASIFIKASI INDONESIA    | 0    | 1    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 1     |
| BUREAU VERITAS                | 167  | 174  | 61  | 135  | 3   | 3   | 9   | 20  | 36  | 74  | 12  | 110  | 1   | 11  | 53  | 869   |
| CHINA CLASSIFICATION SOCIETY  | 50   | 89   | 18  | 54   | 1   | 1   | 9   | 3   | 9   | 34  | 4   | 42   | 1   | 10  | 8   | 333   |
| CHINA CORPORATION REGISTER    | 1    | 4    | 2   | 2    | 0   | 0   | 1   | 0   | 0   | 6   | 3   | 5    | 0   | 0   | 1   | 25    |
| CROATIAN REGISTER OF SHIPPING | 2    | 2    | 0   | 1    | 0   | 0   | 0   | 0   | 2   | 2   | 0   | 1    | 0   | 1   | 0   | 11    |
| DNV-GL (VL)                   | 0    | 1    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 1     |
| GL-DNV                        | 263  | 356  | 155 | 199  | 25  | 6   | 22  | 94  | 60  | 201 | 137 | 304  | 3   | 31  | 151 | 2007  |
| GLOBAL MARINE BUREAU          | 0    | 1    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 1     |
| INDIAN REGISTER OF SHIPPING   | 0    | 4    | 0   | 1    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1    | 0   | 0   | 1   | 7     |
| INTERNATIONAL NAVAL SURVEYS   | 2    | 8    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 10    |
| INTERNATIONAL REGISTER        | 0    | 8    | 0   | 1    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 1   | 1   | 11    |
| ISTHMUS BUREAU OF SHIPPING    | 0    | 0    | 0   | 0    | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 1     |
| KOREAN REGISTER OF SHIPPING   | 35   | 53   | 23  | 19   | 0   | 0   | 2   | 3   | 14  | 18  | 6   | 36   | 0   | 1   | 9   | 219   |
| LLOYDS REGISTER               | 210  | 277  | 78  | 151  | 8   | 3   | 6   | 18  | 41  | 127 | 34  | 169  | 0   | 20  | 66  | 1208  |
| MARITIME LLOYD GEORGIA        | 0    | 2    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 2     |
| NINGUNA                       | 2    | 2    | 3   | 0    | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 8    | 0   | 1   | 0   | 17    |
| NIPPON KAIJI KYOKAI           | 554  | 639  | 184 | 259  | 19  | 1   | 36  | 28  | 62  | 189 | 26  | 334  | 0   | 56  | 113 | 2500  |
| PANAMA BUREAU OF SHIPPING     | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1    | 0   | 0   | 0   | 1     |
| PHOENIX REGISTER OF SHIPPING  | 0    | 2    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 2     |
| POLSKI REJESTR STATKOW        | 1    | 4    | 0   | 3    | 0   | 0   | 0   | 0   | 1   | 1   | 0   | 1    | 0   | 0   | 0   | 11    |
| REGISTRO ITALIANO NAVALE      | 22   | 51   | 10  | 22   | 3   | 3   | 0   | 2   | 7   | 23  | 3   | 13   | 0   | 4   | 6   | 169   |
| RINAVE PORTUGUESA             | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0    | 0   | 0   | 0   | 1     |
| RUSSIAN MARITIME REGISTER     | 2    | 5    | 3   | 1    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3    | 0   | 1   | 2   | 17    |
| UNKNOWN                       | 45   | 70   | 35  | 39   | 1   | 2   | 0   | 14  | 18  | 35  | 15  | 63   | 0   | 5   | 8   | 350   |
| TOTAL                         | 1537 | 1926 | 662 | 1018 | 65  | 19  | 93  | 193 | 291 | 810 | 289 | 1281 | 5   | 150 | 496 | 8835  |

## NUMBER OF INSPECTIONS BY SHIP TONNAGE

| Tonnage        | Inspections | Detentions | % Det        |
|----------------|-------------|------------|--------------|
| 0 TO 5000      | 260         | 26         | 10%          |
| 5001 TO 10000  | 531         | 8          | 1.51%        |
| 10001 TO 15000 | 429         | 4          | 0.93%        |
| 15001 TO 20000 | 562         | 4          | 0.71%        |
| 20001 TO 25000 | 1342        | 4          | 0.30%        |
| 25001 TO 30000 | 979         | 3          | 0.31%        |
| 30001 TO 35000 | 1118        | 8          | 0.72%        |
| 35001 TO 40000 | 826         | 4          | 0.48%        |
| 40001 TO 45000 | 1073        | 3          | 0.28%        |
| 45001 TO 50000 | 169         | 0          | 0.00%        |
| Over 50000     | 1546        | 6          | 0.39%        |
| <b>Total</b>   | <b>8835</b> | <b>70</b>  | <b>0.79%</b> |

## NUMBER OF INSPECTIONS BY SHIP AGE

| Ship age       | Inspections | Detentions | % Detained ships |
|----------------|-------------|------------|------------------|
| 0 TO 5 YEARS   | 1448        | 3          | 0.21%            |
| 6 TO 10 YEARS  | 2064        | 12         | 0.58%            |
| 11 TO 15 YEARS | 2859        | 17         | 0.59%            |
| 16 TO 20 YEARS | 1485        | 4          | 0.27%            |
| 20 TO 25 YEARS | 516         | 15         | 2.90%            |
| 26 TO 30 YEARS | 204         | 7          | 3.43%            |
| 31 TO 35 YEARS | 110         | 5          | 4.54%            |
| 36 TO 40 YEARS | 38          | 3          | 7.89%            |
| OVER 41 YEARS  | 111         | 4          | 3.60%            |
| <b>Total</b>   | <b>8835</b> | <b>70</b>  | <b>0.79%</b>     |

## GROUP OF STATISTICS ON DETAINED SHIPS

### DETENTIONS BY SHIP FLAG

| Flags                       | Detentions |
|-----------------------------|------------|
| PANAMA                      | 12         |
| CHINA, PEOPLE S REPUBLIC OF | 8          |
| LIBERIA                     | 10         |
| MARSHALL ISLANDS            | 6          |
| BAHAMAS                     | 6          |
| ANTIGUA & BARBUDA           | 3          |
| COLOMBIA                    | 2          |
| KOREA DEMOCRATIC REPUBLIC   | 2          |
| SPAIN                       | 2          |
| MALTA                       | 2          |
| PORTUGAL (MAR)              | 2          |
| JAPAN                       | 1          |
| UNKNOWN                     | 1          |
| BRAZIL                      | 1          |
| LUXEMBOURG                  | 1          |
| VENEZUELA                   | 1          |
| TOGO                        | 1          |
| CAMEROON                    | 2          |
| BELIZE                      | 1          |
| URUGUAY                     | 1          |
| PALAU                       | 1          |
| PERU                        | 2          |
| NORWAY (N.S)                | 1          |
| NORWAY                      | 1          |
| <b>Total</b>                | <b>70</b>  |



## DETENTIONS BY MEMBER MARITIME AUTHORITY

| Member Authority | Detentions |
|------------------|------------|
| ARGENTINA        | 16         |
| CHILE            | 14         |
| PERÚ             | 14         |
| COLOMBIA         | 7          |
| PANAMÁ           | 6          |
| MÉXICO           | 4          |
| BRASIL           | 3          |
| ECUADOR          | 3          |
| VENEZUELA        | 2          |
| HONDURAS         | 1          |
| <b>Total</b>     | <b>70</b>  |

## DETENTIONS BY SHIP TYPE

| Type of Ship                    | Detentions |
|---------------------------------|------------|
| BULK CARRIER                    | 22         |
| FISHING VESSEL                  | 13         |
| GENERAL CARGO SHIP              | 8          |
| CONTAINER SHIP (FULLY CELLULAR) | 5          |
| NO ESPECIFICADO                 | 4          |
| REFRIGERATED CARGO SHIP         | 4          |
| PRODUCTS TANKER                 | 3          |
| ANCHOR HANDLING TUG SUPPLY      | 2          |
| CHEMICAL/PRODUCTS TANKER        | 2          |
| CRUDE OIL TANKER                | 1          |
| DRILLING RIG, SEMI SUBMERSIBLE  | 1          |
| LPG TANKER                      | 1          |
| RO-RO CARGO SHIP                | 1          |
| TRAILING SUCTION HOPPER DREDGER | 1          |
| TRAWLER                         | 1          |
| TUG                             | 1          |
| <b>Total</b>                    | <b>70</b>  |

## DETENTIONS BY SHIP AGE AND FLAG

|                             | 0 TO 5 YEARS | 6 TO 10 YEARS | 11 TO 15 YEARS | 16 TO 20 YEARS | 20 TO 25 YEARS | 26 TO 30 YEARS | 31 TO 35 YEARS | 36 TO 40 YEARS | OVER 41 YEARS | TOTAL     |
|-----------------------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------|
| ANTIGUA & BARBUDA           | 0            | 0             | 3              | 0              | 0              | 0              | 0              | 0              | 0             | 3         |
| BAHAMAS                     | 0            | 1             | 2              | 0              | 1              | 1              | 1              | 0              | 0             | 6         |
| BELIZE                      | 0            | 0             | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| BRAZIL                      | 0            | 0             | 0              | 0              | 0              | 1              | 0              | 0              | 0             | 1         |
| CAMEROON                    | 0            | 0             | 0              | 0              | 0              | 1              | 0              | 0              | 0             | 1         |
| CHINA, PEOPLE'S REPUBLIC OF | 0            | 3             | 5              | 0              | 0              | 0              | 0              | 0              | 0             | 8         |
| COLOMBIA                    | 0            | 0             | 0              | 0              | 0              | 0              | 0              | 0              | 2             | 2         |
| JAPAN                       | 0            | 0             | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| KOREA, DEMOCRATIC REPUBLIC  | 0            | 0             | 0              | 0              | 0              | 0              | 2              | 2              | 0             | 4         |
| LIBERIA                     | 0            | 2             | 3              | 2              | 1              | 0              | 0              | 0              | 0             | 8         |
| LUXEMBOURG                  | 0            | 0             | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| MALTA                       | 0            | 0             | 0              | 1              | 1              | 0              | 0              | 0              | 0             | 2         |
| MARSHALL ISLANDS            | 1            | 4             | 1              | 0              | 0              | 0              | 0              | 0              | 0             | 6         |
| NORWAY                      | 0            | 0             | 1              | 0              | 0              | 0              | 0              | 0              | 0             | 1         |
| NORWAY (NS)                 | 1            | 0             | 0              | 0              | 0              | 0              | 0              | 0              | 0             | 1         |
| PALAU                       | 0            | 0             | 0              | 0              | 0              | 1              | 0              | 0              | 0             | 1         |
| PANAMA                      | 1            | 1             | 1              | 1              | 5              | 1              | 2              | 0              | 0             | 12        |
| PERU                        | 0            | 0             | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| PORTUGAL (MAR)              | 0            | 1             | 1              | 0              | 0              | 0              | 0              | 0              | 0             | 2         |
| SPAIN                       | 0            | 0             | 0              | 0              | 4              | 0              | 0              | 0              | 0             | 4         |
| TANZANIA                    | 0            | 0             | 0              | 0              | 0              | 1              | 0              | 0              | 0             | 1         |
| TOGO                        | 0            | 0             | 0              | 0              | 0              | 0              | 0              | 0              | 1             | 1         |
| UNKNOWN                     | 0            | 0             | 0              | 0              | 0              | 0              | 0              | 0              | 1             | 1         |
| URUGUAY                     | 0            | 0             | 0              | 0              | 0              | 0              | 0              | 1              | 0             | 1         |
| VENEZUELA                   | 0            | 0             | 0              | 0              | 0              | 0              | 1              | 0              | 0             | 1         |
| <b>Total</b>                | <b>3</b>     | <b>12</b>     | <b>17</b>      | <b>4</b>       | <b>15</b>      | <b>7</b>       | <b>5</b>       | <b>3</b>       | <b>4</b>      | <b>70</b> |

## DETENTIONS BY SHIP AGE AND TYPE

|                                 | 0 TO 5 YEARS | 06 TO 10 YEARS | 11 TO 15 YEARS | 16 TO 20 YEARS | 20 TO 25 YEARS | 26 TO 30 YEARS | 31 TO 35 YEARS | 36 TO 40 YEARS | OVER 41 YEARS | Total     |
|---------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------|
| ANCHOR HANDLING TUG SUPPLY      | 0            | 0              | 1              | 0              | 0              | 0              | 0              | 0              | 1             | 2         |
| BULK CARRIER                    | 1            | 5              | 9              | 2              | 3              | 2              | 0              | 0              | 0             | 22        |
| CHEMICAL/PRODUCTS TANKER        | 1            | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 2         |
| CONTAINER SHIP (FULLY CELLULAR) | 0            | 2              | 0              | 2              | 1              | 0              | 0              | 0              | 0             | 5         |
| CRUDE OIL TANKER                | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 1             | 1         |
| DRILLING RIG, SEMI SUBMERSIBLE  | 0            | 0              | 1              | 0              | 0              | 0              | 0              | 0              | 0             | 1         |
| FISHING VESSEL                  | 0            | 3              | 4              | 0              | 3              | 0              | 2              | 1              | 0             | 13        |
| GENERAL CARGO SHIP              | 1            | 1              | 2              | 0              | 1              | 2              | 0              | 0              | 1             | 8         |
| LPG TANKER                      | 0            | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| NO ESPECIFICADO                 | 0            | 0              | 0              | 0              | 2              | 0              | 1              | 1              | 0             | 4         |
| PRODUCTS TANKER                 | 0            | 0              | 0              | 0              | 1              | 2              | 0              | 0              | 0             | 3         |
| REFRIGERATED CARGO SHIP         | 0            | 1              | 0              | 0              | 1              | 1              | 1              | 0              | 0             | 4         |
| RO-RO CARGO SHIP                | 0            | 0              | 0              | 0              | 0              | 0              | 1              | 0              | 0             | 1         |
| TRAILING SUCTION HOPPER DREDGER | 0            | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 0             | 1         |
| TRAWLER                         | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 1              | 0             | 1         |
| TUG                             | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 1             | 1         |
| <b>Total</b>                    | <b>3</b>     | <b>12</b>      | <b>17</b>      | <b>4</b>       | <b>15</b>      | <b>7</b>       | <b>5</b>       | <b>3</b>       | <b>4</b>      | <b>70</b> |

## DETENTIONS BY RECOGNIZED ORGANIZATION

| Socclass                     | Detención |
|------------------------------|-----------|
| GL-DNV                       | 15        |
| UNKNOWN                      | 12        |
| NIPPON KAIJI KYOKAI          | 11        |
| BUREAU VERITAS               | 8         |
| AMERICAN BUREAU OF SHIPPING  | 8         |
| NINGUNA                      | 7         |
| KOREAN REGISTER OF SHIPPING  | 3         |
| LLOYDS REGISTER              | 3         |
| CHINA CLASSIFICATION SOCIETY | 2         |
| RUSSIAN MARITIME REGISTER    | 1         |
| <b>Total</b>                 | <b>70</b> |

## DETENTIONS BY SHIP AGE AND RECOGNIZED ORGANIZATION

|                              | 0 TO 5 YEARS | 11 TO 15 YEARS | 16 TO 20 YEARS | 20 TO 25 YEARS | 26 TO 30 YEARS | 31 TO 35 YEARS | 36 TO 40 YEARS | 6 TO 10 YEARS | OVER 41 YEARS | TOTAL     |
|------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|-----------|
| UNKNOWN                      | 1            | 4              | 0              | 1              | 0              | 0              | 0              | 3             | 3             | 12        |
| RUSSIAN MARITIME REGISTER    | 0            | 0              | 0              | 0              | 1              | 0              | 0              | 0             | 0             | 1         |
| NIPPON KAIJI KYOKAI          | 1            | 1              | 0              | 4              | 2              | 0              | 0              | 3             | 0             | 11        |
| NINGUNA                      | 0            | 0              | 0              | 2              | 0              | 1              | 1              | 0             | 3             | 7         |
| LLOYDS REGISTER              | 0            | 1              | 0              | 1              | 1              | 0              | 0              | 0             | 0             | 3         |
| KOREAN REGISTER OF SHIPPING  | 0            | 1              | 0              | 0              | 0              | 0              | 0              | 1             | 1             | 3         |
| GL-DNV                       | 0            | 5              | 3              | 1              | 1              | 1              | 0              | 4             | 0             | 15        |
| CHINA CLASSIFICATION SOCIETY | 0            | 1              | 0              | 0              | 0              | 0              | 0              | 1             | 0             | 2         |
| BUREAU VERITAS               | 0            | 3              | 0              | 3              | 0              | 1              | 1              | 0             | 0             | 8         |
| AMERICAN BUREAU OF SHIPPING  | 1            | 1              | 0              | 1              | 2              | 1              | 0              | 1             | 1             | 8         |
| <b>TOTAL</b>                 | <b>3</b>     | <b>17</b>      | <b>3</b>       | <b>13</b>      | <b>7</b>       | <b>4</b>       | <b>2</b>       | <b>13</b>     | <b>8</b>      | <b>70</b> |

## DEFICIENCIES BY BREACHED CONVENTION

| Breached Conventions | Deficiencies applied |
|----------------------|----------------------|
| SOLAS                | 3201                 |
| MARPOL               | 418                  |
| LOAD LINES           | 363                  |
| ILO                  | 249                  |
| STCW                 | 90                   |
| COLREG               | 71                   |
| PBIP                 | 57                   |
| ARQUEO               | 9                    |
| <b>Total</b>         | <b>4458</b>          |



## GROUP OF STATISTICS ON DEFICIENCIES

### NATURE OF DEFICIENCIES

| Nature                                                                                             |                                                                                                                                                             | Def. applied |
|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Alarmas - Alarms                                                                                   | Alarmas –Alarms                                                                                                                                             | 93           |
| Certificados y Documentación – Certificate & Documentation                                         | Certificados de Buques – Ship Certificates                                                                                                                  | 244          |
|                                                                                                    | Certificados de la Tripulación – Crew Certificates                                                                                                          | 127          |
|                                                                                                    | Certificate & Documentation – Documents                                                                                                                     | 112          |
| Comunicaciones - Radio Communications                                                              | Comunicaciones -Radio Communications                                                                                                                        | 86           |
| Condiciones Estanca - Water/Weathertight conditons                                                 | Condiciones Estanca - Water/ Weatheright conditions                                                                                                         | 324          |
| Condiciones de Habitabilidad y Trabajo - Living Conditions                                         | Condiciones de Habitabilidad y Trabajo- Condiciones de Trabajo - Working and Living Conditions – Working Conditions                                         | 184          |
|                                                                                                    | Working and Living Conditions - LivingConditions                                                                                                            | 68           |
| Condiciones de trabajo – Labour Conditions                                                         | Condiciones de trabajo - acomodación, recreación comida y catering – Labour Conditions - Accommodation, recreational facilities, food and catering          | 123          |
|                                                                                                    | Condiciones de trabajo, protección de la salud, asistencia médica y seguridad social – Labour Conditions – Health protection, medical care, social security | 120          |
|                                                                                                    | Otros/ other                                                                                                                                                | 9            |
|                                                                                                    | Requerimientos mínimos para la gente de mar – Minimum requirements for seafarers                                                                            | 0            |
| Condición Estructural – Structural Conditions                                                      | Condición Estructural – Structural Conditions                                                                                                               | 475          |
| Código Internacional de Gestión de la Seguridad (CGS) - International Safety Management Code (ISM) | Código Internacional de Gestión de la Seguridad (CGS) - International Safety Management Code (ISM)                                                          | 225          |
| Dispositivos de salvamento – Lifesaving appliances                                                 | Dispositivos de salvamento – Lifesaving appliances                                                                                                          | 360          |
| Equipamiento incluido en las operaciones de carga – Cargo operations including equipment           | Equipamiento incluido en las operaciones de carga – Cargo operations including equipment                                                                    | 38           |

|                                                                       |                                                                                                  |             |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------|
| Mercancías Peligrosas – Dangerous goods                               | Mercancías Peligrosas – Dangerous goods                                                          | 2           |
| OTROS                                                                 | -                                                                                                | 55          |
| Otros/ other                                                          | Otros/ other                                                                                     | 42          |
| PBIP - ISPS                                                           | PBIP – ISPS                                                                                      | 52          |
| Prevención de la Contaminación – Pollution prevention                 | Prevención de la Contaminación / Sistema anti-incrustantes – Pollution prevention – Anti fouling | 20          |
|                                                                       | Prevención de la Contaminación /MARPOL Anexo I –Pollution prevention - MARPOL Annex I            | 100         |
|                                                                       | Prevención de la Contaminación – MARPOL Anexo III –Pollution prevention - MARPOL Annex III       | 1           |
|                                                                       | Prevención de la Contaminación – MARPOL Anexo IV – Pollution prevention - MARPOL Annex IV        | 43          |
|                                                                       | Prevención de la Contaminación – MARPOL Anexo V – Pollution prevention - MARPOL Annex V          | 143         |
|                                                                       | Prevención de la Contaminación – MARPOL Anexo VI – Pollution prevention - MARPOL Annex VI        | 23          |
| Propulsión y Máquinas Auxiliares - Propulsion and auxiliary machinery | Propulsión y Máquinas Auxiliares - Propulsion and auxiliary machinery                            | 645         |
| S/D                                                                   | -                                                                                                | 0           |
| Seguridad contra Incendios - Fire safety                              | Seguridad contra Incendios - Fire safety                                                         | 421         |
| Seguridad de la Navegación - Safety of Navigation                     | Seguridad de la Navegación - Safety of Navigation                                                | 638         |
| Sistemas de Emergencia – Emergency Systems                            | Sistemas de Emergencia – Emergency Systems                                                       | 351         |
| <b>Total</b>                                                          |                                                                                                  | <b>5124</b> |

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## GROUP OF STATISTICS ON ACTIONS ADOPTED

| Codes        | Action adopted                                             | Number of actions |
|--------------|------------------------------------------------------------|-------------------|
| 17           | Master instructed to rectify deficiencies before departure | 2522              |
| 16           | Rectify deficiencies within 14 days                        | 1056              |
| 99           | Other                                                      | 569               |
| 15           | Rectify deficiencies at the next port                      | 552               |
| 18           | Rectify non-compliance within three months                 | 225               |
| 30           | Ship detained                                              | 199               |
| 27           | Ship denied entry in port due to safety reasons            | 2                 |
| <b>Total</b> |                                                            | <b>5124</b>       |

## ANALYSIS OF 2024 STATISTICS

### KPI INDICATORS

As regards the degree of deficiency rectification at regional level, the number of deficiencies found was 766 and 481 were rectified within this year. This accounts for a rate of 14.80%, with a reasonable level of 60%.

The percentage of different ships inspected at regional level reached 69.83%.

The vessel with the highest (historical) number of deficiencies is a Bulk Carrier, which is 17 years old.

The most frequent historical deficiency found corresponds to code 13102 - Maquinas Auxiliares - Auxiliary engine. The action measure most frequently applied was code 17, which accounts for 49.22% of the total.

## INSPECTIONS BY STATE

In comparison to 2023, there was an increase of 693 inspections carried out, resulting in a total of 8835, whereas the previous year the total number was 8142.

During that period, the detentions trend scaled in comparison to 2023, as there were 70 detentions, accounting for 0.79% of the total ships inspected; whereas in 2023 49 detentions were carried out, which represents a total of 0.60%.

## INSPECTIONS BY FLAG

Vessels flying the following flags led the volume of inspections, accounting for 69.57% of the total number of inspections in the region.

| Ranking | Flag             | %      |
|---------|------------------|--------|
| 1       | LIBERIA          | 17.91% |
| 2       | PANAMA           | 16.88% |
| 3       | MARSHALL ISLANDS | 16.02% |
| 4       | HONG KONG, CHINA | 6.66%  |
| 5       | SINGAPORE        | 6.47%  |
| TOTAL   |                  | 63.94% |

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## 58 INSPECTIONS BY SHIP TYPE

If we analyze inspections by ship type, the ranking was led by the following vessels:

| Ranking | Type of Ship                    | Inspections |
|---------|---------------------------------|-------------|
| 1       | BULK CARRIER                    | 4338        |
| 2       | CONTAINER SHIP (FULLY CELLULAR) | 1379        |
| 3       | CHEMICAL/PRODUCTS TANKER        | 832         |
| 4       | GENERAL CARGO SHIP              | 467         |
| 5       | VEHICLES CARRIER                | 220         |
| TOTAL   |                                 | 7236        |

## INSPECTIONS BY RECOGNIZED ORGANIZATION

Similarly, the Recognized Organizations that led the number of inspections were the following:

| Ranking | Classification Society      | Inspections |
|---------|-----------------------------|-------------|
| 1       | NIPPON KAIJI KYOKAI         | 2500        |
| 2       | GL-DNV                      | 2007        |
| 3       | LLOYDS REGISTER             | 1208        |
| 4       | AMERICAN BUREAU OF SHIPPING | 1061        |
| 5       | BUREAU VERITAS              | 869         |
| TOTAL   |                             | 7645        |



## INPECTIONS AND DETENTIONS BY SHIP AGE

| Ranking | Ship age       | Detentions |
|---------|----------------|------------|
| 1       | 11 TO 15 YEARS | 17         |
| 2       | 20 TO 25 YEARS | 15         |
| 3       | 6 TO 10 YEARS  | 12         |
| 4       | 6 TO 30 YEARS  | 7          |
| 5       | 31 TO 35 YEARS | 5          |
| 6       | 16 TO 20 YEARS | 4          |
| 6       | OVER 41 YEARS  | 4          |
| 7       | 0 TO 5 YEARS   | 3          |
| 7       | 36 TO 40 YEARS | 3          |
| TOTAL   |                | 70         |

**Note:** These annual statistics includes both inspections and detentions of fishing vessels in compliance with the terms of reference of the Committee of the Latin American Agreement on Port State Control of Vessels, in the framework of the pilot test of the application of port State control measures on fishing vessels.

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