

2011 年中国港口国监督数据分析年报
2011 ANNUAL REPORT ON PORT STATE CONTROL DATA ANALYSIS OF
P.R.CHINA



2012 年 1 月·中国大连

前 言

中国港口国监督数据管理中心很荣幸地编制《2011年中国港口国监督数据分析年报》。

2011年，全国51个港口国监督检查站共实施港口国监督初次检查7822次，滞留外国籍船舶679艘次，同比2010年初次检查艘次和滞留艘次分别增加了50.83%和27.15%。在亚太地区港口国监督备忘录组织联合巴黎备忘录组织开展的针对船舶结构安全和国际载重线公约集中检查会战中，全国51个港口国监督检查站共实施专项检查1417次，专项滞留船舶47艘，专项滞留率为3.32%

2011年共有685艘次中国籍国际航行船舶在亚太地区接受了港口国监督检查，被滞留1艘次，同比2010年被检查艘次增加了1.78%，被滞留艘次减少了87.5%。

《2011年中国港口国监督数据分析年报》沿用图例和表格的形式，利用中国港口国监督数据库的统计功能对2011年全国51个港口国监督检查站检查外轮情况和中国籍船舶在亚太地区被检查情况进行概要统计和数据分析，供海事管理人员参考，以期达到消除低标准船舶的港口国监督检查最终目标。

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第 I 部分:中国 PSC 检查情况

报告摘要		
1.PSC 检查当局:	中国 ³	亚太地区港口国监督备忘录组织 ⁴
2.报告时间:	01/01/2011 -- 31/12/2011	
3.检查总艘次:	9337	36735
其中: 4.初次检查艘次¹:	7822	28617
5.复查艘次²:	1515	8118
6.查出缺陷总数量:	49580	——
7.滞留船舶艘次:	679	1560
8.滞留百分比:	8.68%	5.45%

历史数据										
中国										
报告年份	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
初次检查艘次	7822	5186	4297	4545	4151	4020	4020	3897	3789	2444
查出缺陷总数量	49580	34708	28651	33749	29944	24459	21244	16396	16435	10372
滞留船舶艘次	679	534	401	556	465	319	260	198	173	149
单船平均缺陷数量	6.34	6.69	6.67	7.43	7.21	6.08	5.28	4.21	4.34	4.24
滞留百分比	8.68%	10.30%	9.33%	12.23%	11.20%	7.94%	6.47%	5.08%	4.57%	6.10%
亚太地区港口国监督备忘录组织										
报告年份	2011	2010	2009	2008	2007	2006				
初次检查艘次	28617	25762	23116	22149	22039	21686				
查出缺陷总数量	——	90177	86820	89477	83950	80556				
滞留船舶艘次	1560	1411	1336	1530	1239	1171				
单船平均缺陷数量	——	3.5	3.75	4.04	3.81	3.71				
滞留百分比	5.45%	5.48%	5.78%	6.91%	5.62%	5.4%				

注 1: 初次检查是指检查人员登轮对船舶实施检查。

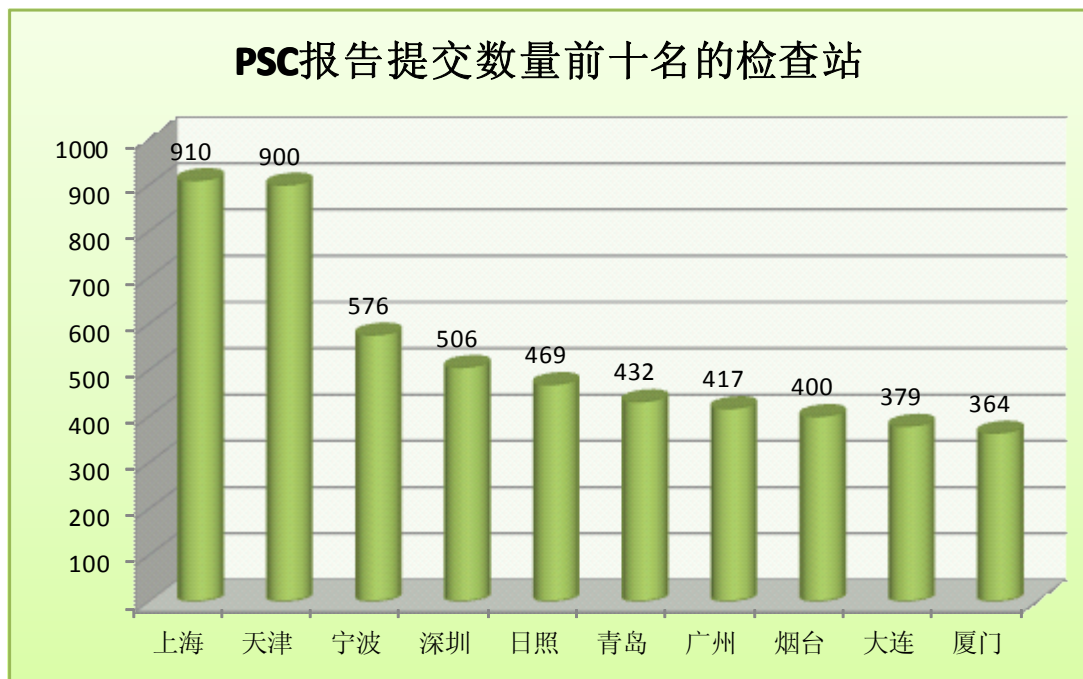
2: 复查是指检查人员应其它主管机关或船方申请对初次检查缺陷遗留项目纠正情况进行跟踪验证。

3: 中国港口国监督 2011 年数据来源于中国港口国监督数据库。

4: 亚太地区港口国监督备忘录组织 2011 年数据来源于该组织网站的统计功能, 仅供参考。

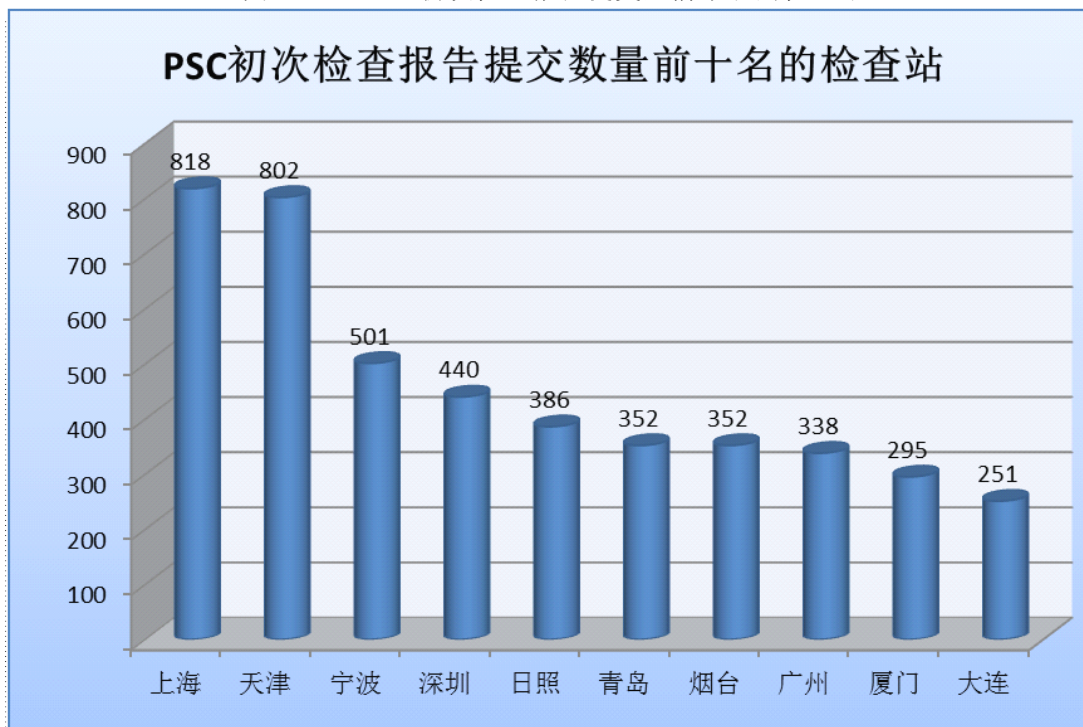
第 1 章:PSC 检查工作量

图 1.1.1: PSC 报告提交数量前十名的检查站



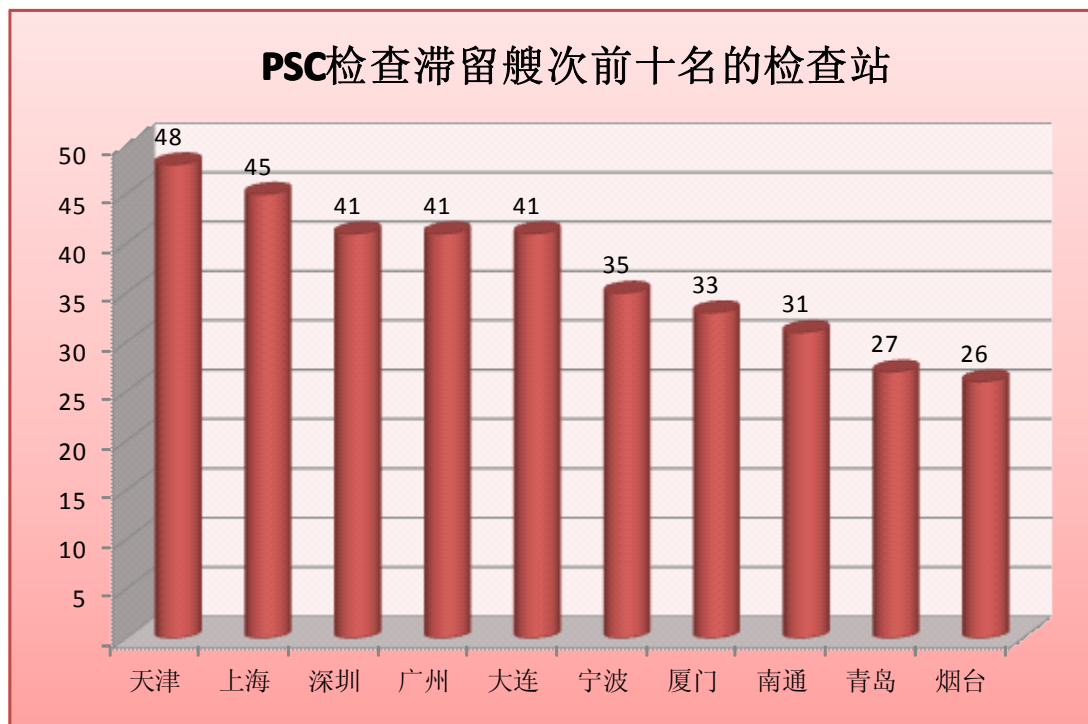
图释：上海、天津、宁波是 2011 年中国 PSC 检查提交报告数量前三名的检查站，中国 51 个检查站共提交 PSC 检查报告 9337 份（初次检查+复查），其中上海检查站 910 份、天津检查站 900 份、宁波检查站 576 份。

图 1.1.2: PSC 初次检查报告提交量前十名的检查站



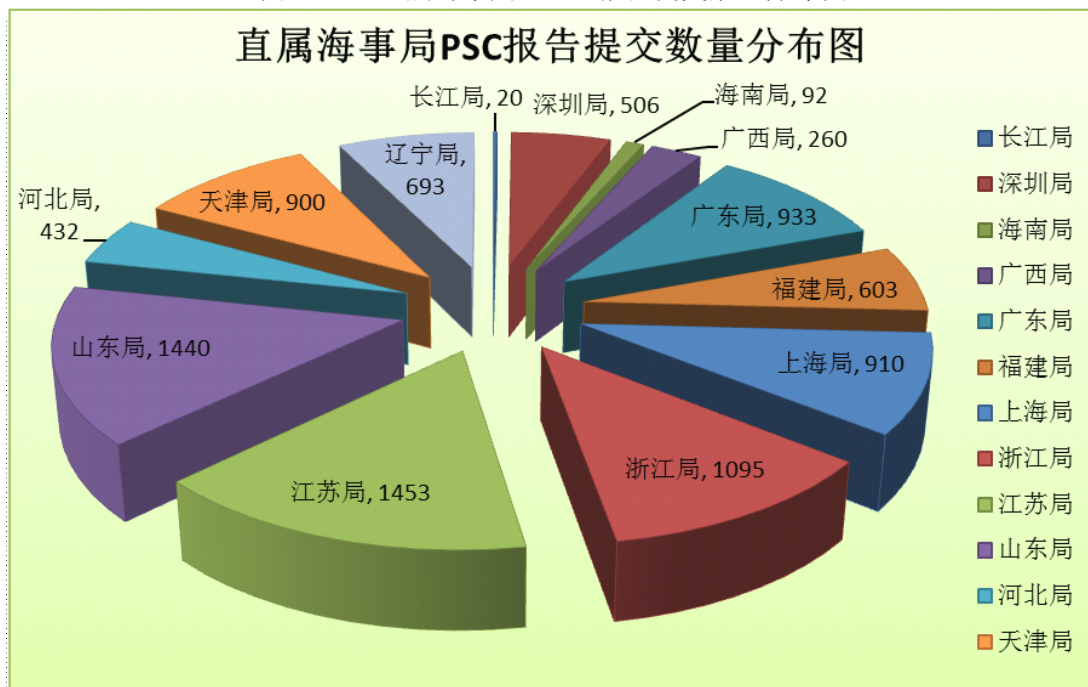
图释：上海、天津、宁波是 2011 年中国 PSC 初次检查提交报告数量前三名的检查站，中国 51 个检查站共提交 PSC 初次检查报告 7822 份，其中上海检查站 818 份、天津检查站 807 份、宁波检查站 501 份。

图 1.1.3: PSC 检查滞留艘次前十名的检查站



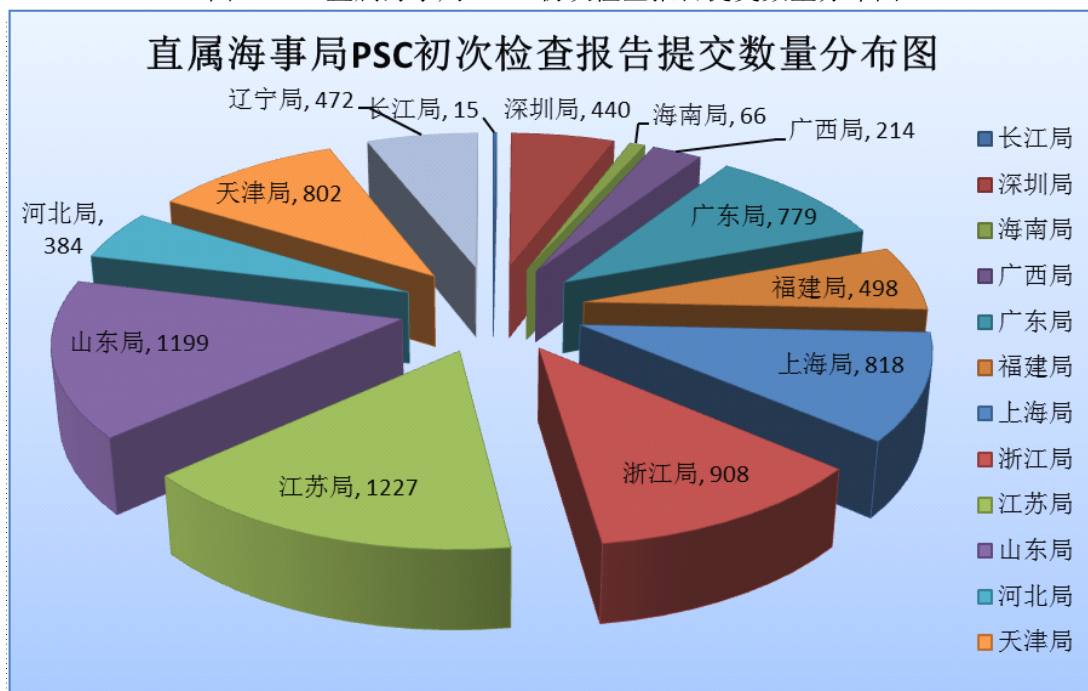
图释：2011 年中国 51 个检查站共滞留外国籍船舶 679 艘次，其中：天津检查站滞留船舶 48 艘次，上海检查站滞留船舶 45 艘次，深圳、广州和大连安检站分别滞留船舶 41 艘次。

图 1.1.4: 直属海事局 PSC 报告提交数量分布图



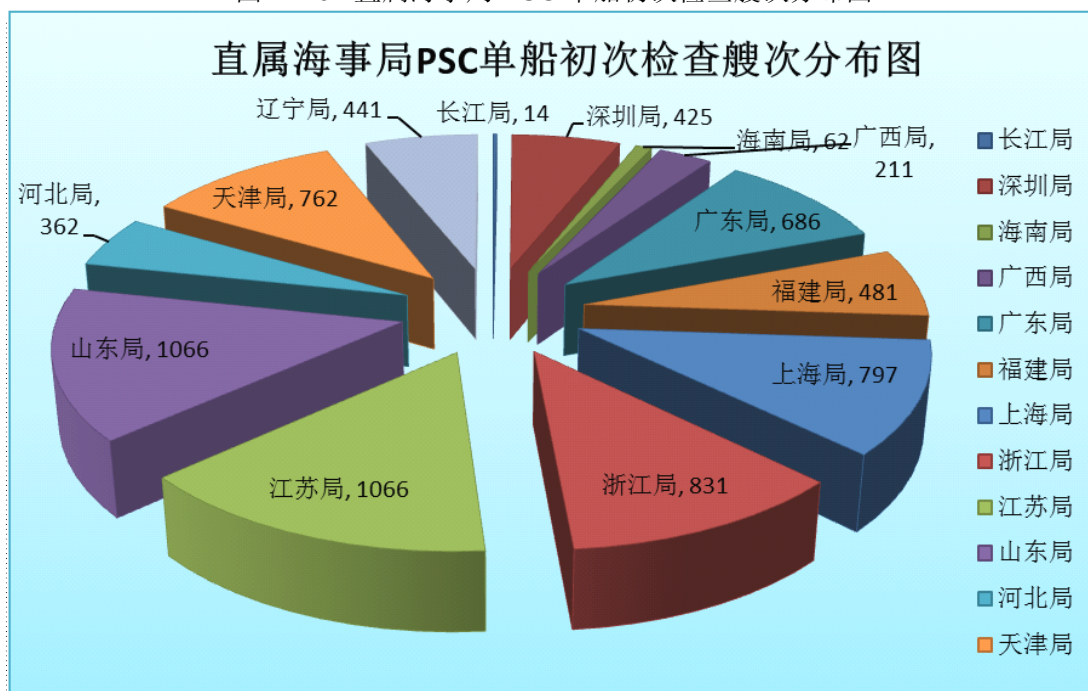
图释：2011 年中国 PSC 检查共提交检查报告 9337 份，其中江苏海事局（1453）、山东海事局（1440）和浙江海事局（1095）提交的报告多于其他直属海事局。

图 1.1.5: 直属海事局 PSC 初次检查报告提交数量分布图



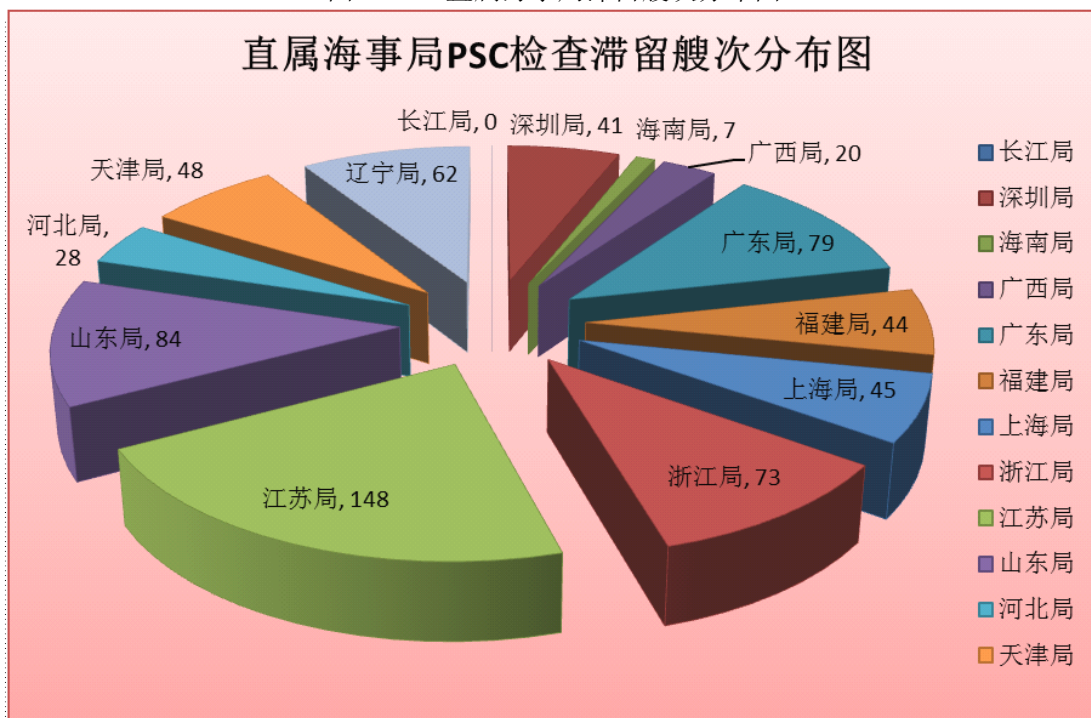
图释：2011 年中国 PSC 检查共提交初次检查报告 7782 份，其中，江苏海事局（1227 份）、山东海事局（1199 份）和浙江海事局（908 份）提交的初查报告多于其他直属海事局。

图 1.1.6: 直属海事局 PSC 单船初次检查艘次分布图



图释：2011 年，江苏海事局（1066 艘）、山东海事局（1066 艘）和浙江海事局（831）的 PSC 单船初次检查艘次位于前三名。

图 1.1.7: 直属海事局滞留艘次分布图



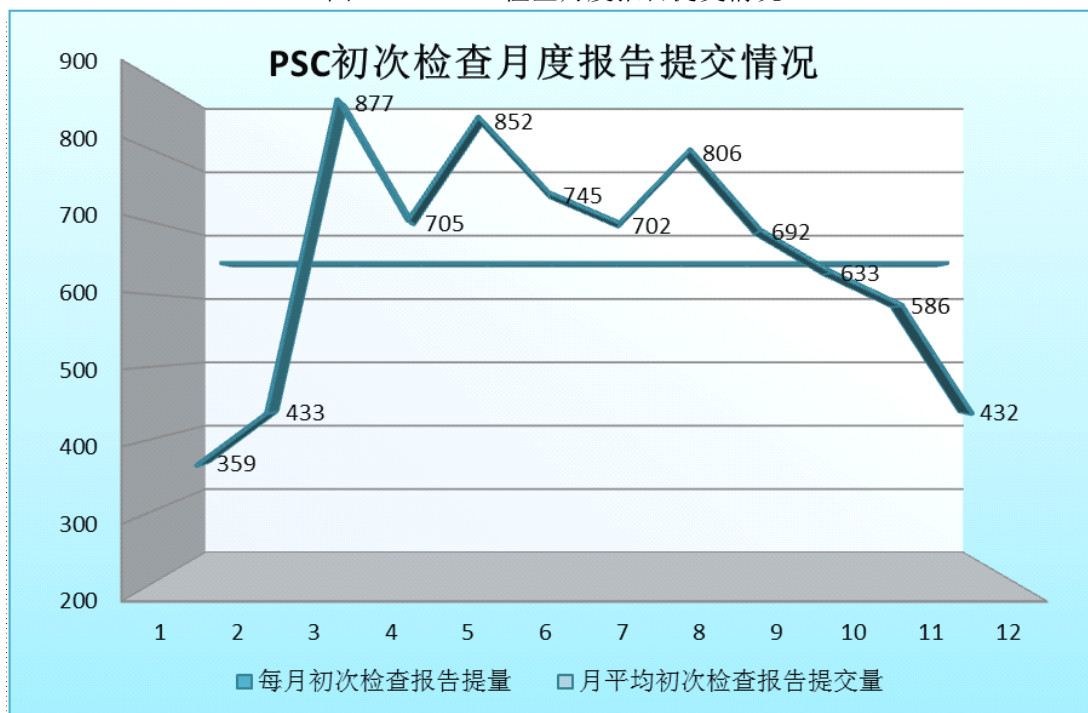
图释：2011 年，江苏海事局滞留 148 艘船舶，山东海事局滞留 84 艘，广东海事局滞留 79 艘，这三局的滞留船舶数量排在前三名。

图 1.1.8: PSC 初次检查月度报告提交情况



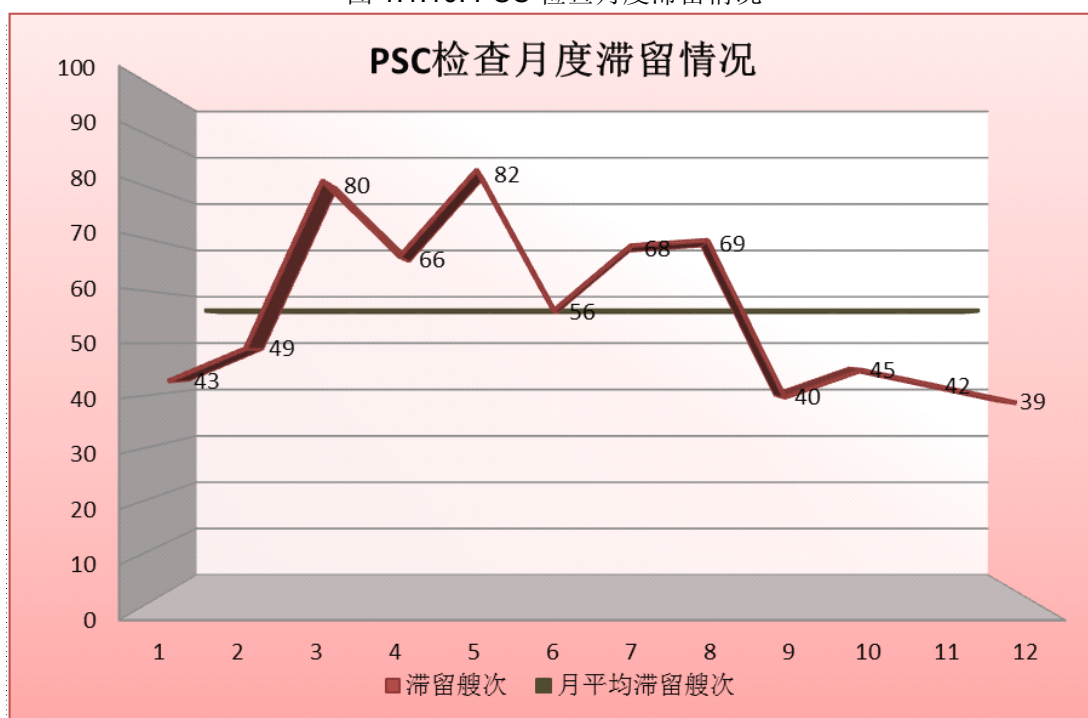
图释：2011 年中国 PSC 初次检查月平均提交报告数量为 652 份，其中，3 月-9 月提交初次检查报告数量高于月度平均值。

图 1.1.9: PSC 检查月度报告提交情况



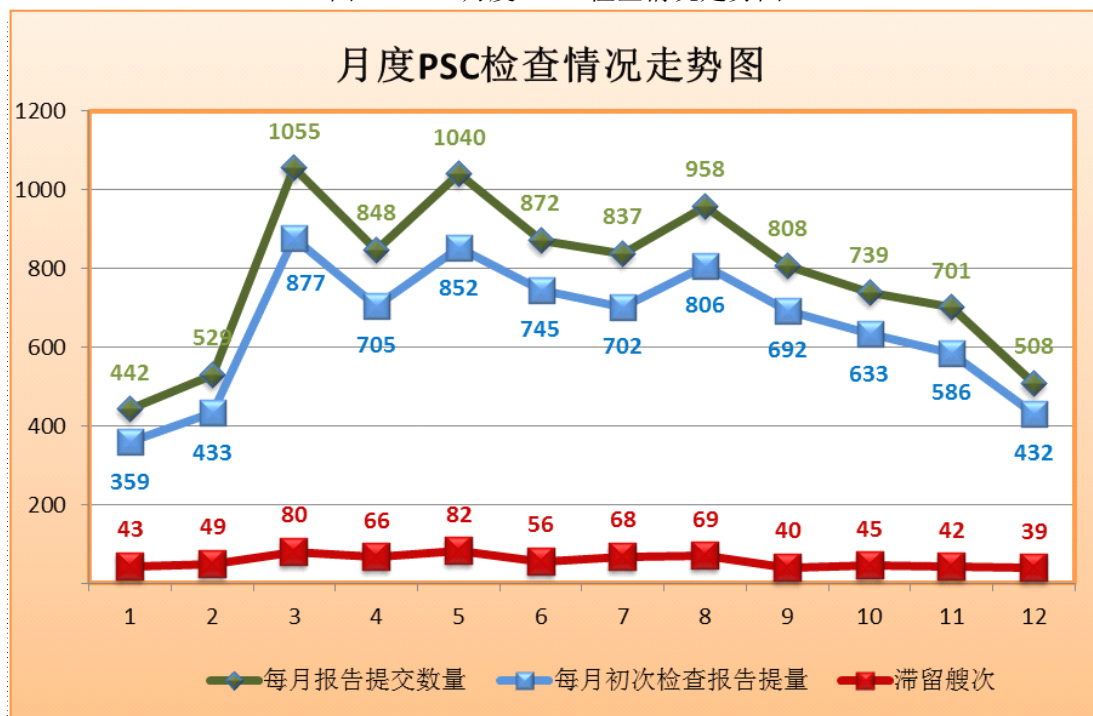
图释：2011 年中国 PSC 检查月平均提交报告数量为 778 份（初次检查+复查），其中，3 月-9 月提交报告数量高于月度平均值，其余月份报告提交数量低于月度平均值。

图 1.1.10: PSC 检查月度滞留情况



图释：2011 年中国 PSC 检查月均滞留船舶 57 艘次，其中 3 月-5 月、7 月、8 月滞留船舶艘次超过月度平均值。

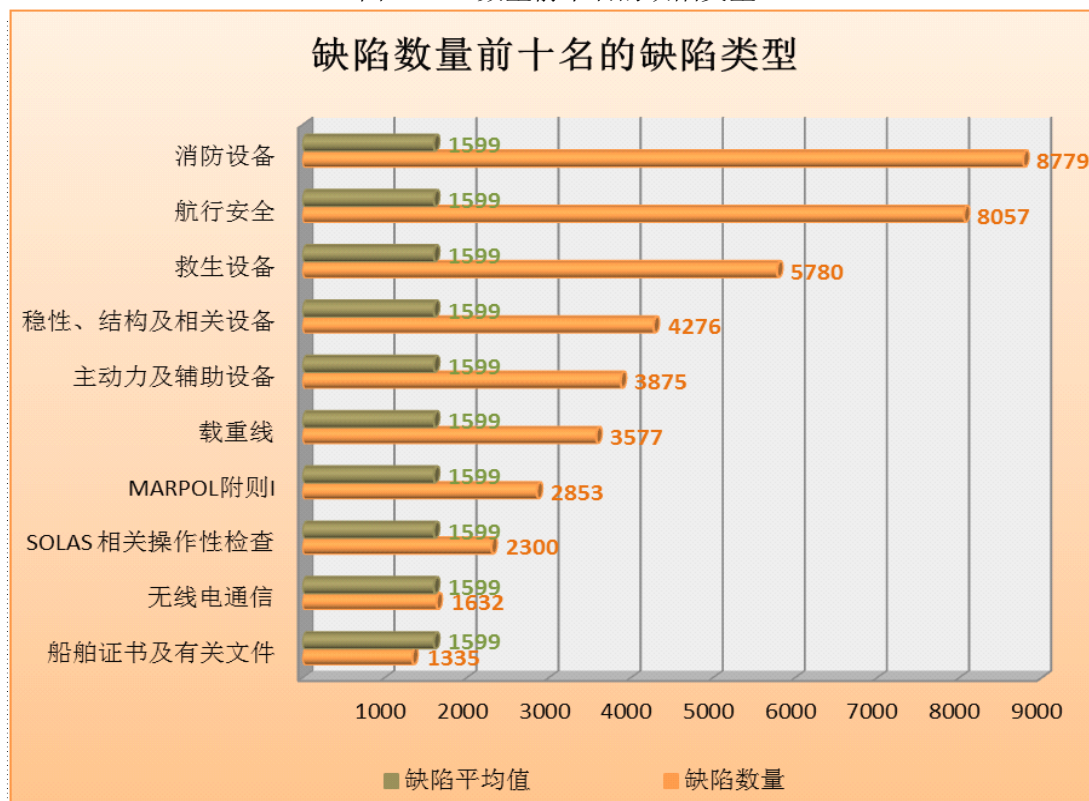
图 1.1.11: 月度 PSC 检查情况走势图



图释：2011 年中国月度 PSC 检查总艘次和初次检查艘次走势图形状基本一致。

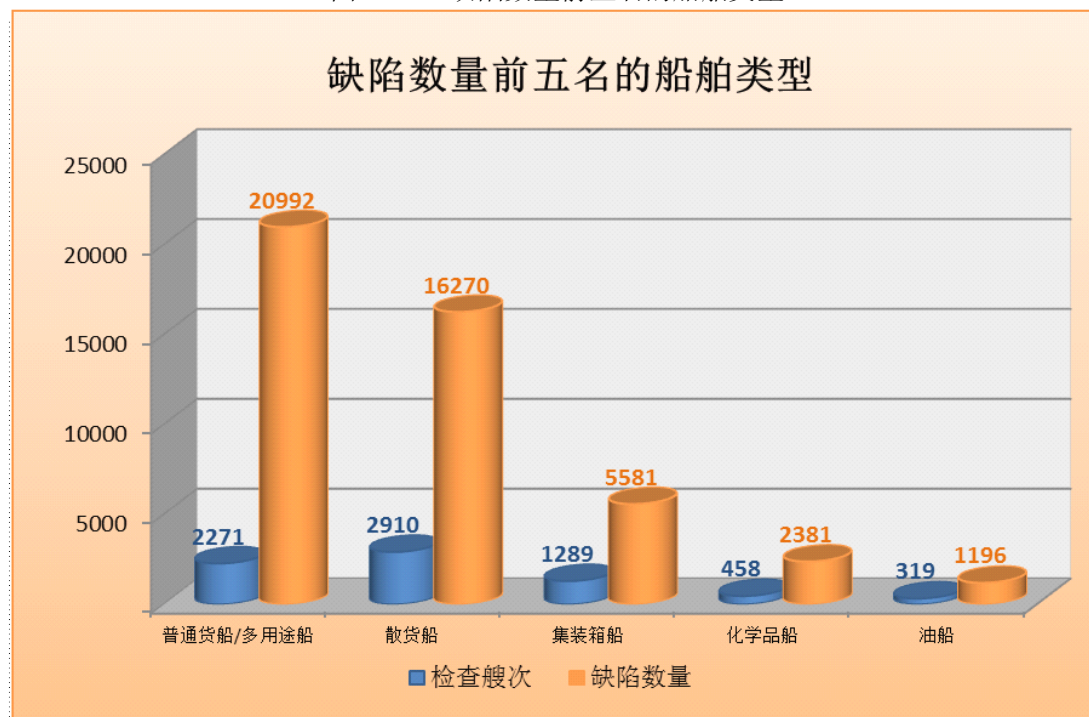
第 2 章:PSC 缺陷分析

图 1.2.1: 数量前十名的缺陷类型



图释: 2011 年中国 PSC 检查共查出缺陷 49580 项, 其中消防设备 8779(占缺陷总数量的 17.71%)、航行安全 8057(占缺陷总数量的 16.25%)和救生设备 5780(占缺陷总数量的 11.66%)是前三名的缺陷类型, 缺陷分布形势与 2010 年相同。

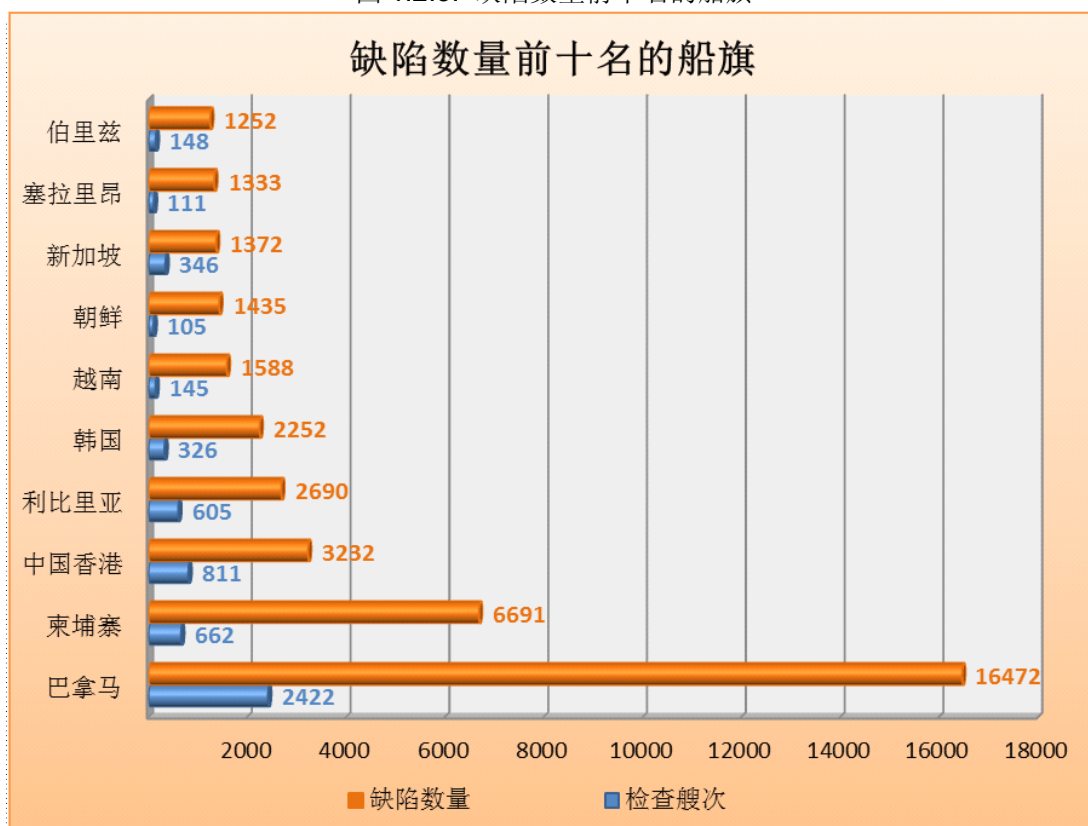
图 1.2.2: 缺陷数量前五名的船舶类型



图释: 查出缺陷数量前三名的船舶类型与 2010 年相同, 分别是普通货船/多用途船

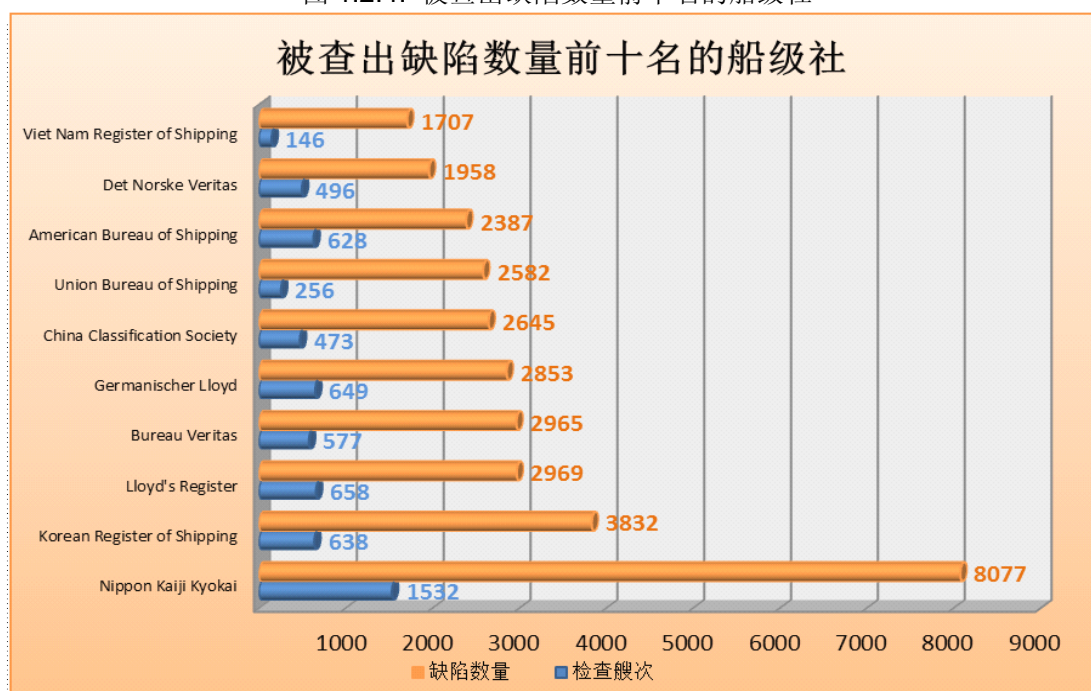
20992 (占缺陷总数量的 42.34%)、散货船 16270(占缺陷总数量的 32.82%)和集装箱船 5581(占缺陷总数量的 11.26%)。

图 1.2.3: 缺陷数量前十名的船旗



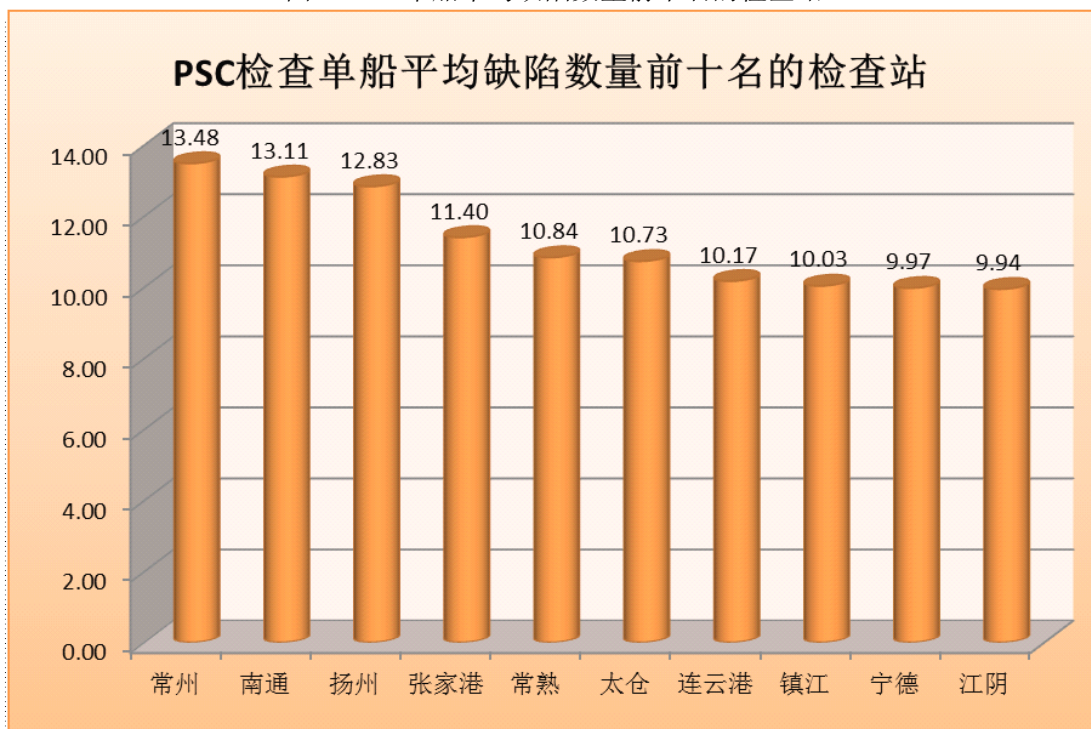
图释：缺陷数量前三名的船旗与 2010 年相同，分别是巴拿马 16472（占缺陷总数量的 33.22%）、柬埔寨 6691（占缺陷总数量的 13.50%）和中国香港 3232（占缺陷总数量的 6.52%）。

图 1.2.4: 被查出缺陷数量前十名的船级社



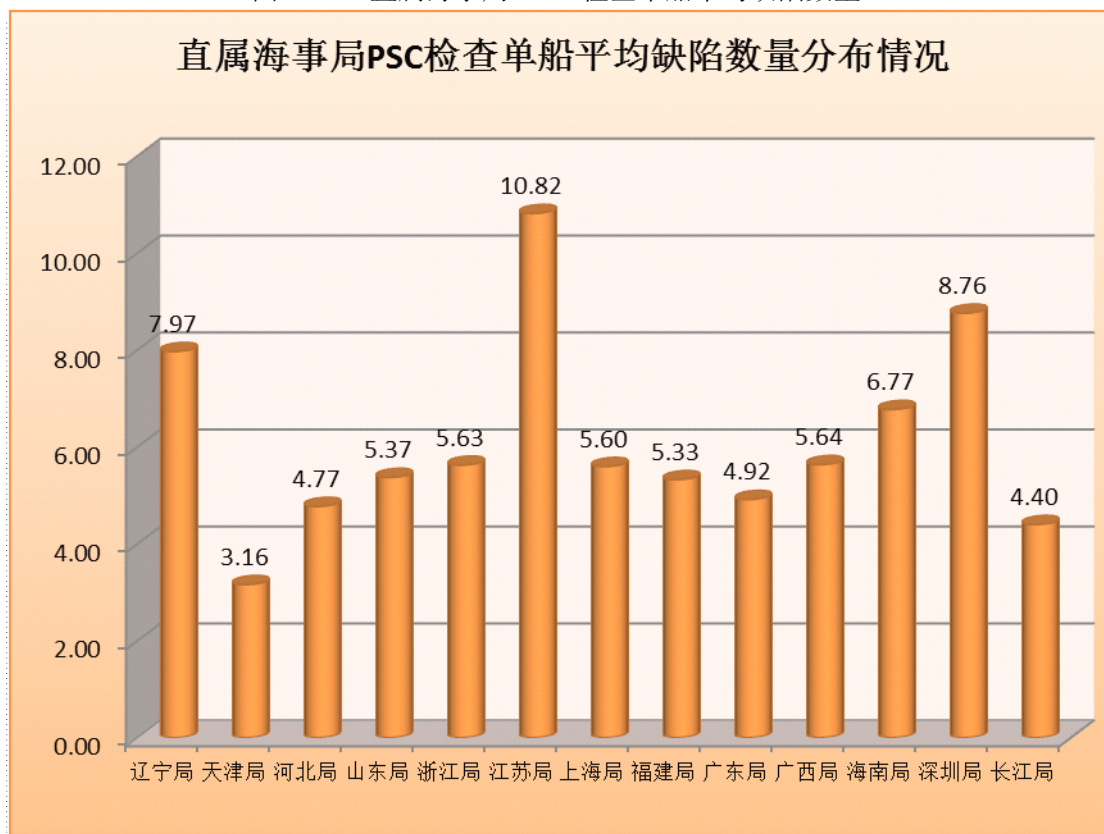
图释：被查出缺陷数量前三名的船级社分别是：Nippon Kaiji Kyokai（8077，占缺陷总数的 16.29%），Korean Register of Shipping（3832，占缺陷总数的 7.73%）和 Lloyd's Register（2969，占缺陷总数的 5.99%）。

图 1.2.5: 单船平均缺陷数量前十名的检查站



图释：2011 年中国 PSC 检查单船平均缺陷 6.34 项，与 2010 年的 6.69 相比略有降低。常州安检站 PSC 检查单船平均缺陷达到 13.48 项，位列 51 个检查站之首，紧随其后的是南通安检站和扬州安检站。

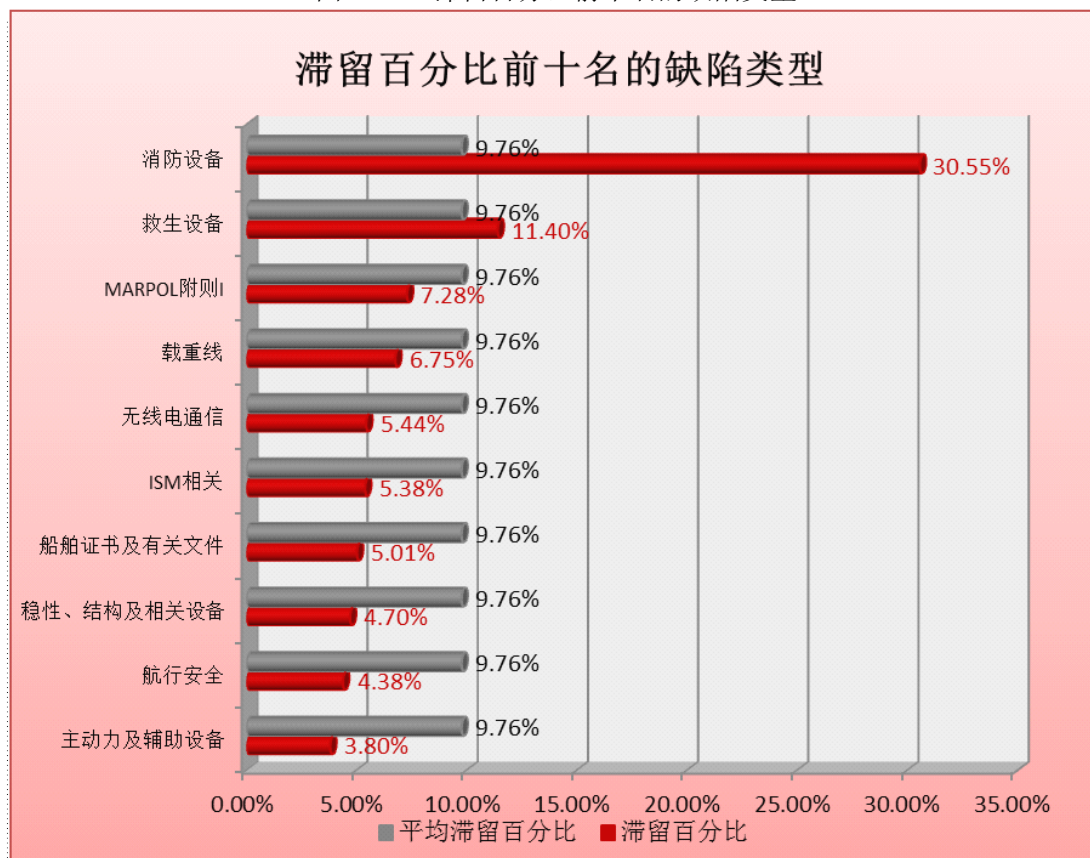
图 1.2.6: 直属海事局 PSC 检查单船平均缺陷数量



图释：江苏海事局 PSC 检查单船平均缺陷达到 10.82 项，位列 13 个直属海事局之首，第 2、3 位分别是深圳海事局的 8.76 项和辽宁海事局的 7.97 项。

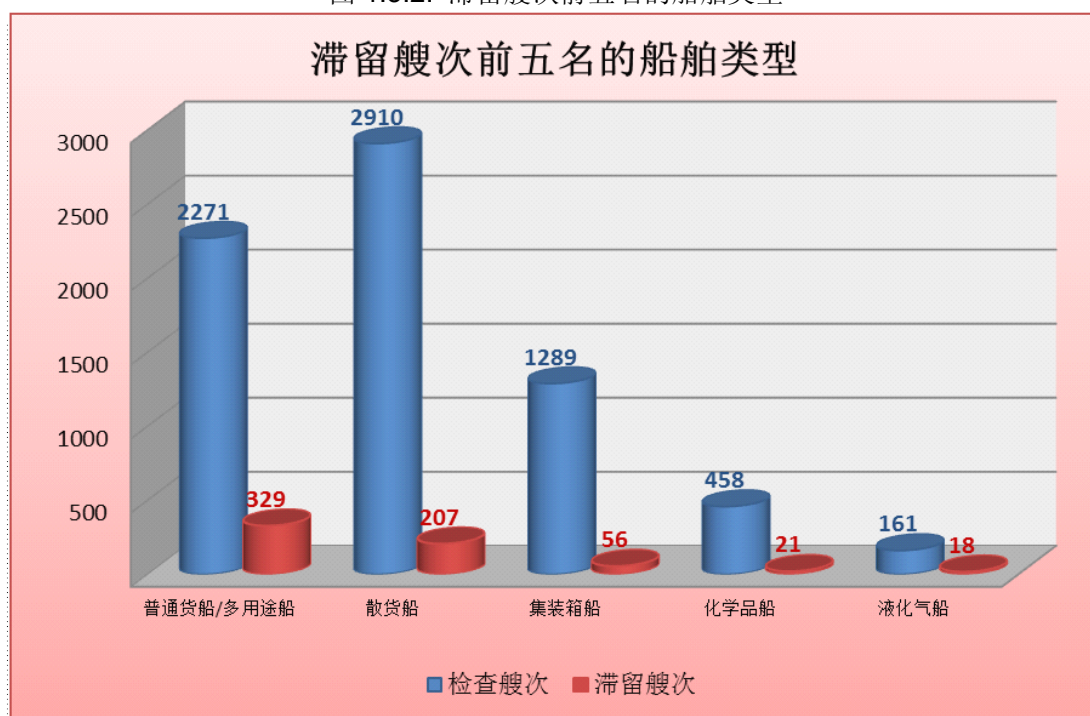
第 3 章:PSC 滞留分析

图 1.3.1: 滞留百分比前十名的缺陷类型



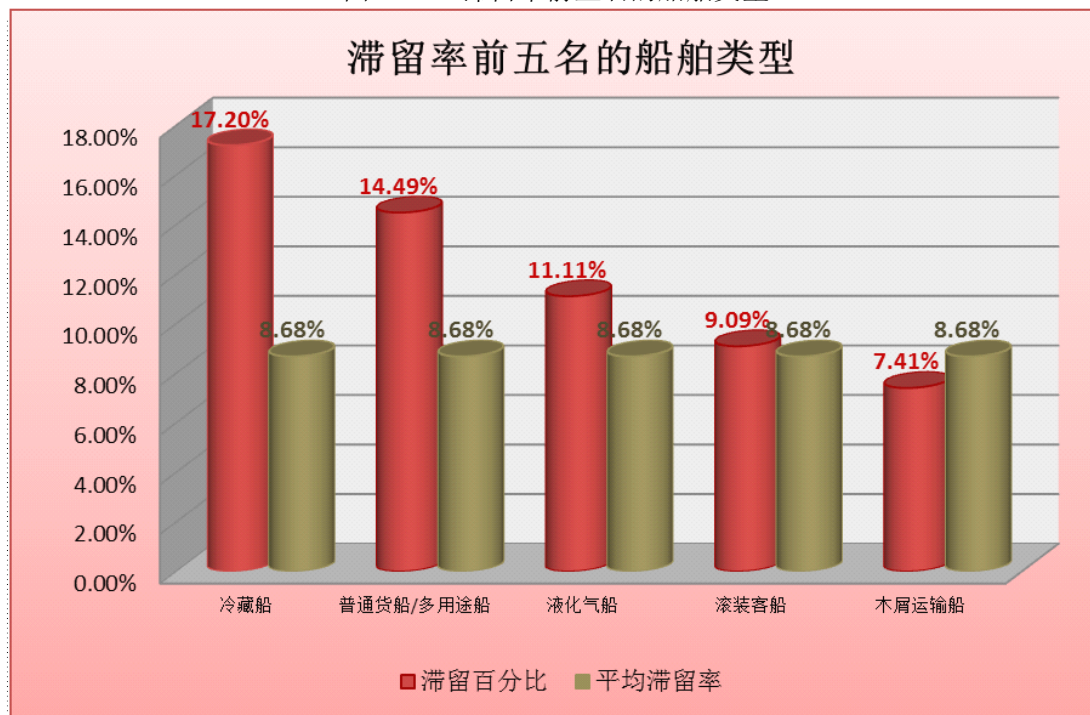
图释：消防设备(30.55%)，救生设备(11.40%)和 MARPOL 附则 I(7.28%)是滞留百分比前三名的缺陷类型。

图 1.3.2: 滞留艘次前五名的船舶类型



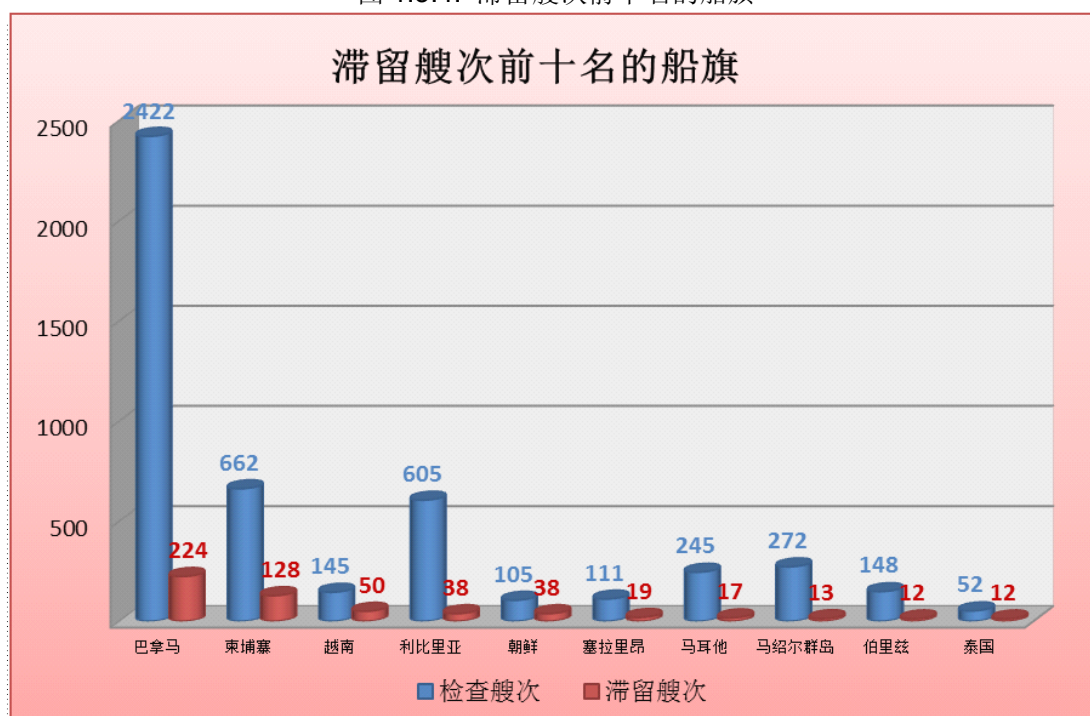
图释：滞留艘次前五名的船舶类型分别是普通货船/多用途船散货船（329 艘，占滞留总艘次的 48.45%）、散货船（207 艘，占滞留总艘次的 30.49%）、集装箱船（56 艘，占滞留总艘次的 8.25%）、化学品船（21 艘，占滞留总艘次的 3.09%）和液化气船（18 艘，占滞留总艘次 2.65%）

图 1.3.3: 滞留率前五名的船舶类型



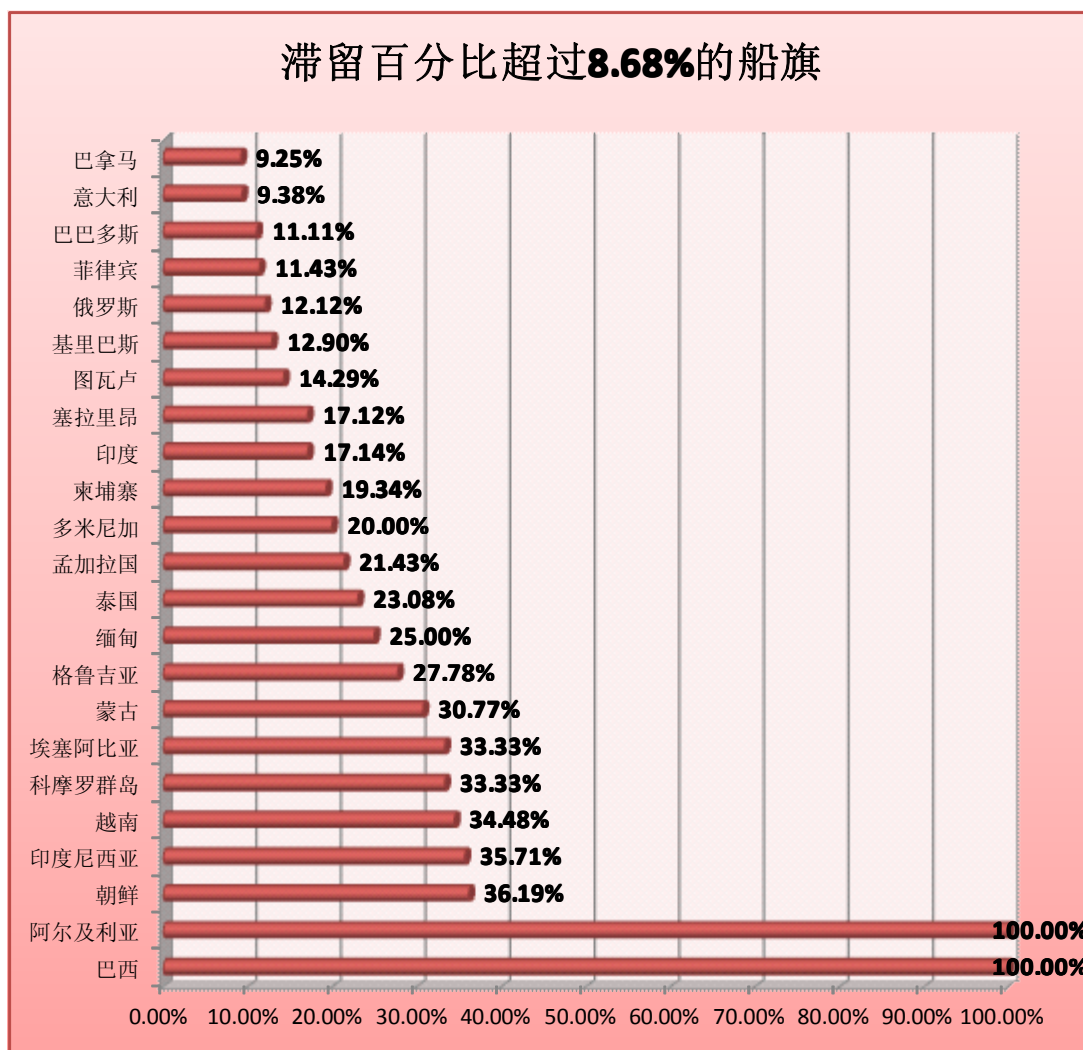
图释：2011 年中国 PSC 检查的平均滞留百分比为 8.68%，滞留百分比较高的前五种船舶类型分别是冷藏船（17.20%）、普通货船/多用途船（14.49%）、液化气船（11.11%）、滚装客船（9.09%）和木屑船（7.41%）。

图 1.3.4: 滞留艘次前十名的船旗



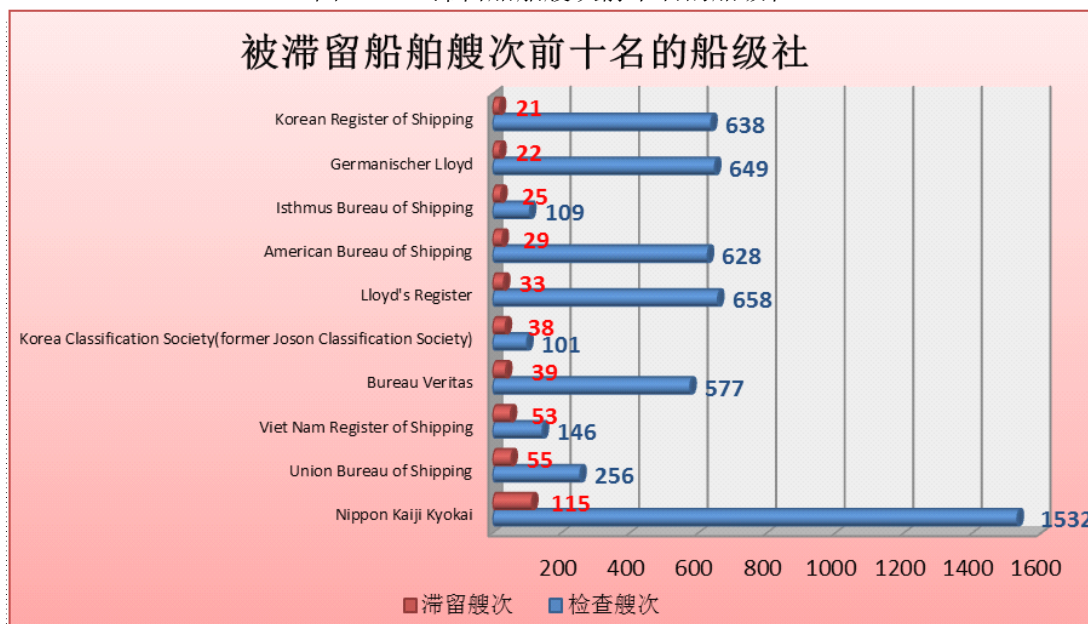
图释：2011 年中国 PSC 检查共滞留外国籍船舶 679 艘次，被滞留船舶艘次最多的三个船旗分别是：巴拿马 224 艘次，占滞留总艘次的 32.99%；柬埔寨 128 艘次，占滞留总艘次的 18.85%；越南 50 艘次，占滞留总艘次的 7.36%。

图 1.3.5: 滞留百分比超过平均滞留率的船旗



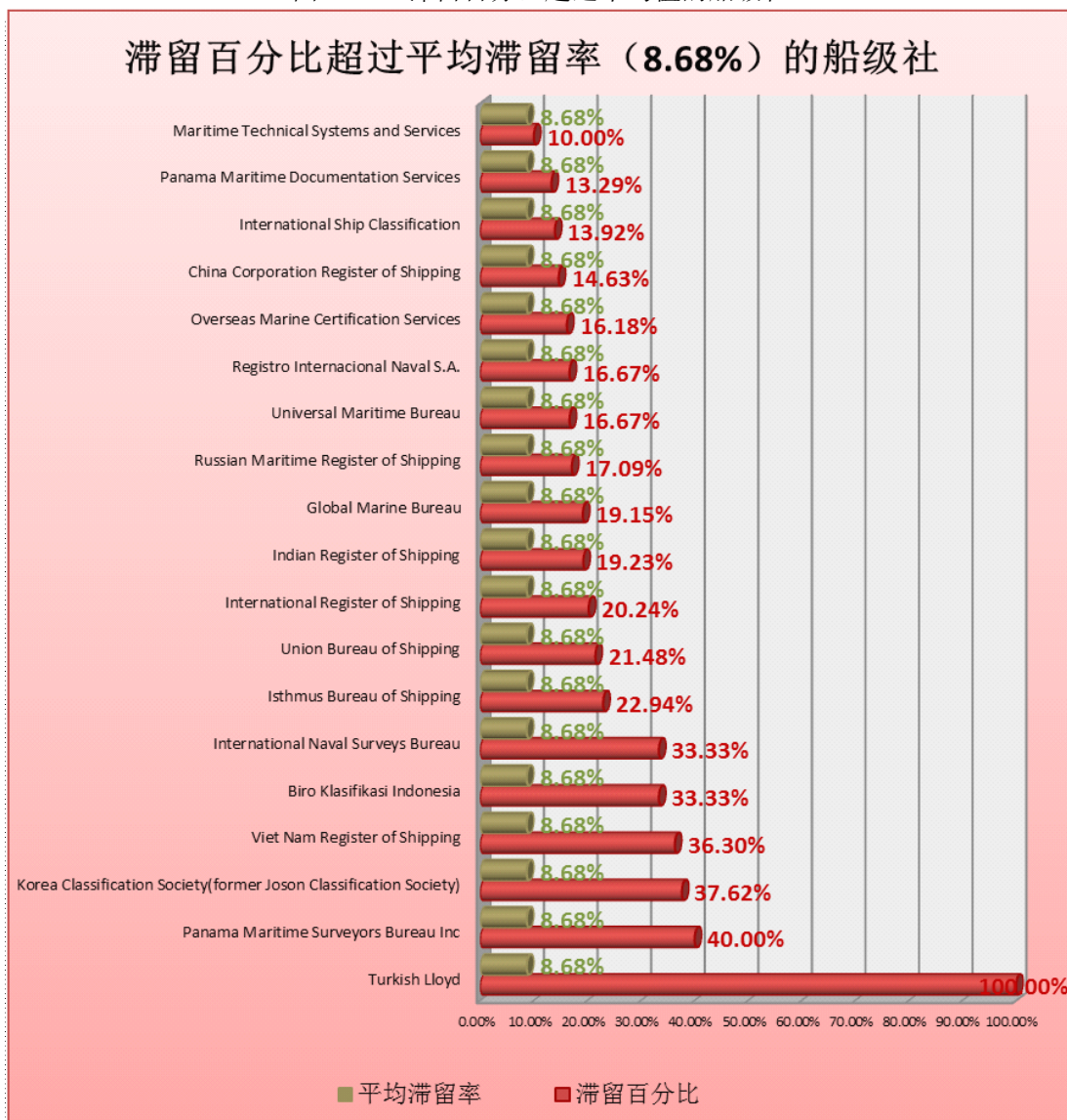
图释：2011 年中国 PSC 检查平均滞留率为 8.68%，低于 2010 年平均滞留率 10.30%，共有 23 个船旗的船舶被滞留率超过 8.68% 的年度平均滞留率，其中巴西和阿尔及利亚国旗船舶滞留率达到 100%。

图 1.3.6: 滞留船舶艘次前十名的船级社



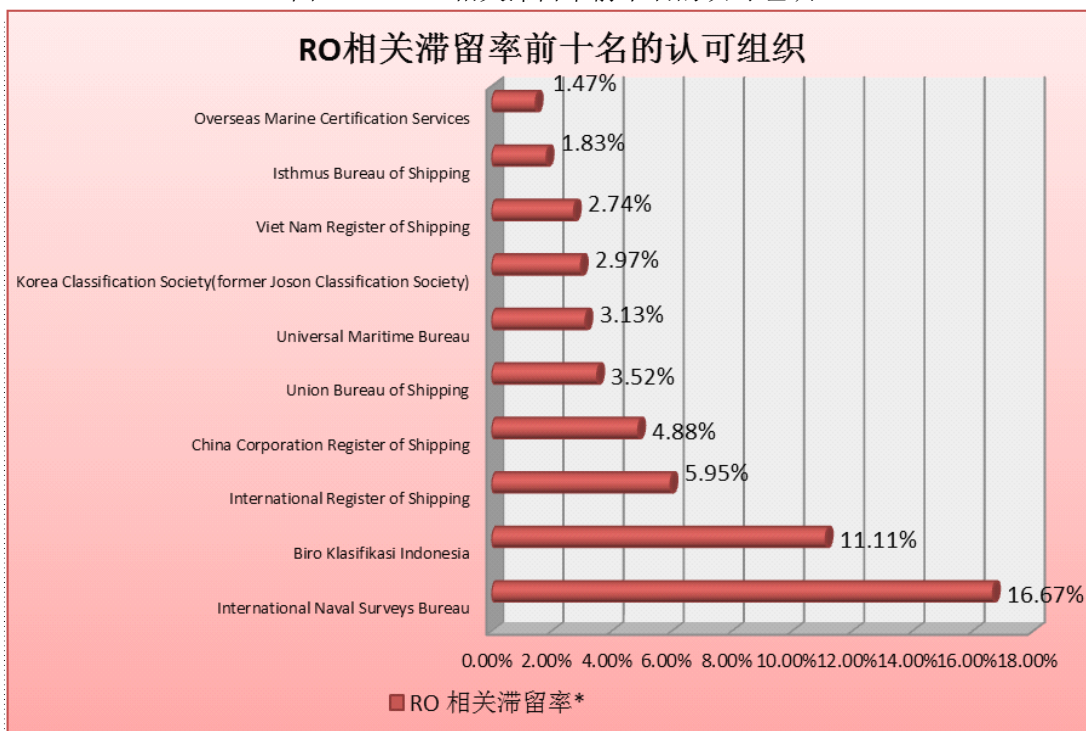
图释: Nippon Kaiji Kyokai (115 艘次)、Union Bureau of Shipping (55 艘次)、Viet Nam Register of Shipping (53 艘次)、Bureau Veritas (39 艘次) 和 Korea Classification Society(former Joson Classification Society) (38 艘次) 是 2011 年中国 PSC 检查滞留船舶艘次较多的船级社。

图 1.3.7: 滞留百分比超过平均值的船级社



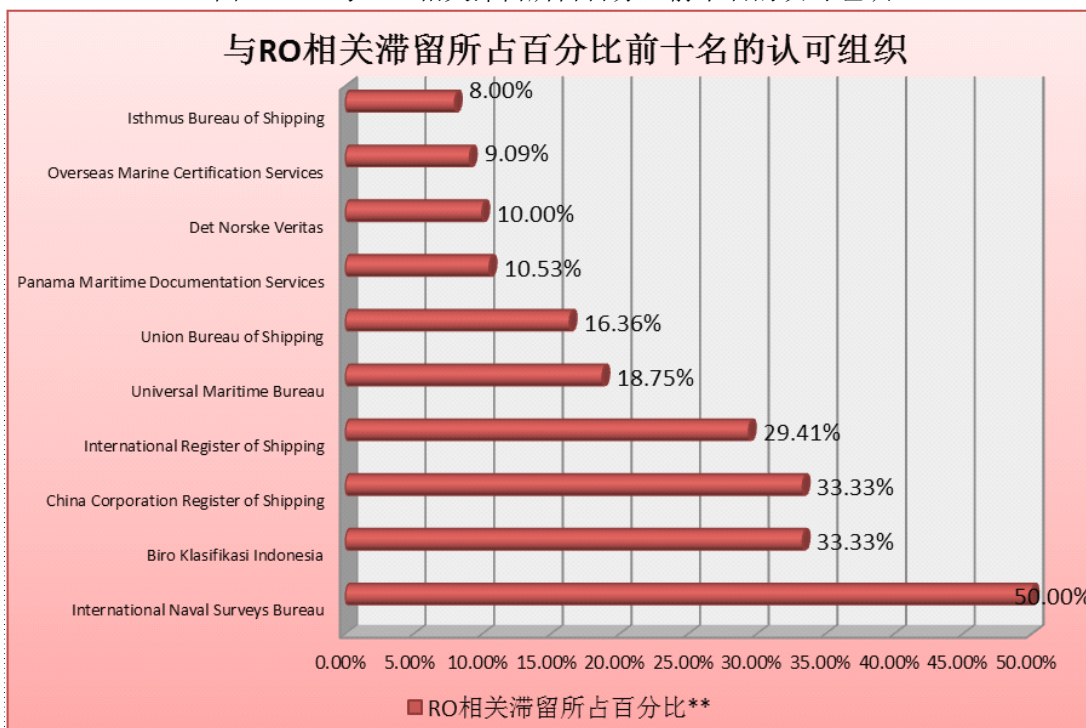
图释：2011 年中国 PSC 检查船舶平均滞留率为 8.68%，共有 19 个船级社船舶（不包括无船级和“其他”船级船舶）滞留百分比超过平均滞留率，其中 Turkish Lloyd、Panama Maritime Surveyors Bureau Inc、Korea Classification Society(former Joson Classification Society)的滞留率排在前三位。

图 1.3.8: RO 相关滞留率前十名的认可组织



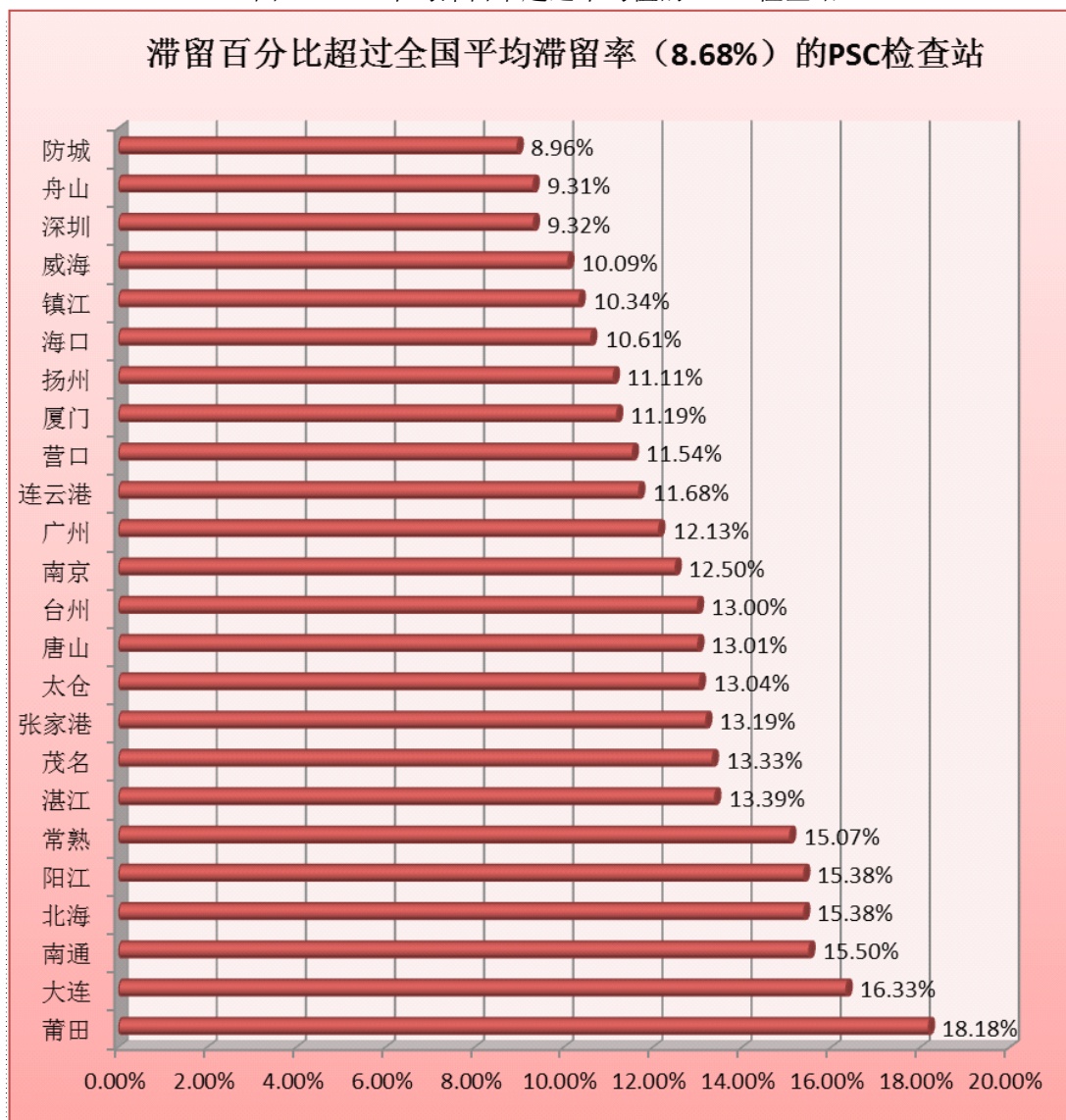
图释：认可组织（RO）相关滞留率*——与认可组织责任相关的滞留船舶艘次除以与认可组织有关的检查船舶艘次乘以 100。

图 1.3.9: 与 RO 相关滞留所占百分比前十名的认可组织



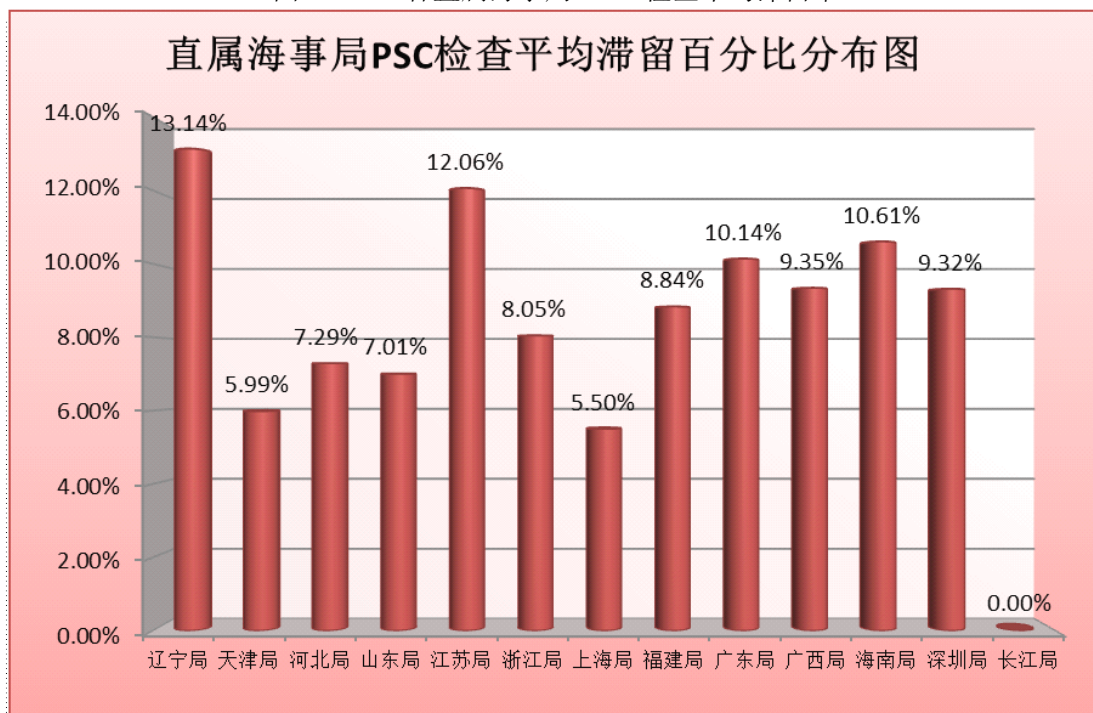
图释：与认可组织（RO）相关滞留所占百分比**——与认可组织责任相关的滞留船舶艘次除以 PSC 检查中滞留船舶艘次乘以 100。

图 1.3.10: 平均滞留率超过平均值的 PSC 检查站



图释: 2011 年中国 PSC 检查船舶平均滞留率为 8.68%, 51 个安检站中共有 24 个 PSC 滞留率超过平均滞留率, 莆田安检站 (18.18%)、/大连安检站 (16.33%) 和南通安检站 (15.50%) 为平均滞留率前三名的安检站。

图 1.3.11: 各直属海事局 PSC 检查平均滞留率



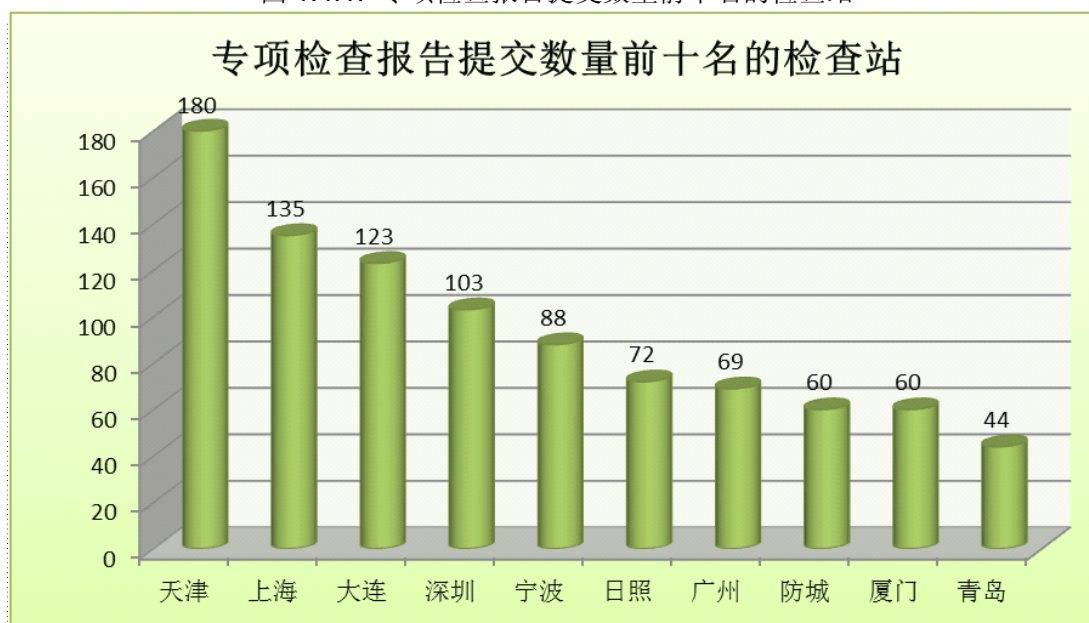
图释：在 13 个开展 PSC 检查的直属海事局中，辽宁海事局滞留率为 13.14%，江苏海事局 12.06%，海南海事局 10.61%，高于其它直属海事局 PSC 检查船舶平均滞留率。

第 4 章:集中检查会战 (CIC) 情况

2011 年 9 月 1 日至 11 月 30 日, 亚太地区港口国监督备忘录组织联合巴黎备忘录组织开展了针对船舶结构安全和国际载重线公约的集中检查会战, 对进出备忘录组织成员国港口的国际航行船舶实施港口国监督专项检查。中国 51 个 PSC 检查站根据会战要求开展了专项检查活动, 共进行专项检查 1417 次, 专项滞留船舶 47 艘, 专项滞留率为 3.32%。

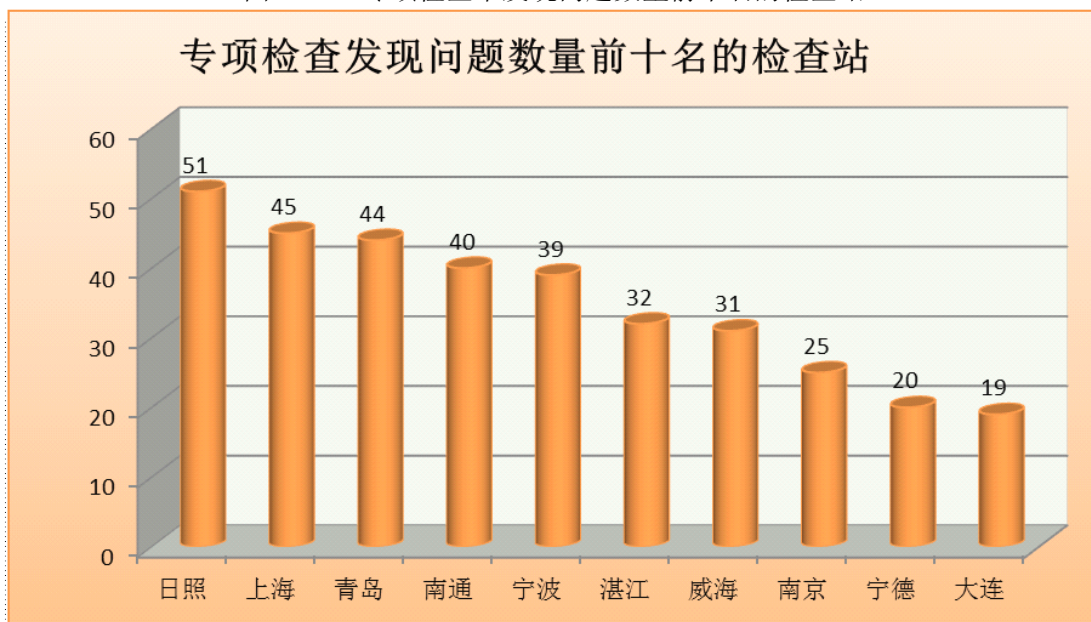
集中检查会战基本情况	
1. PSC 检查当局:	中国
2. 检查时间:	01/09/2011 -- 30/11/2011
3. 专项检查总艘次:	1417
4. 专项滞留船舶艘次	47
5. 专项滞留率:	3.32%
6. 专项检查发现问题数量:	532

图 1.4.1: 专项检查报告提交数量前十名的检查站



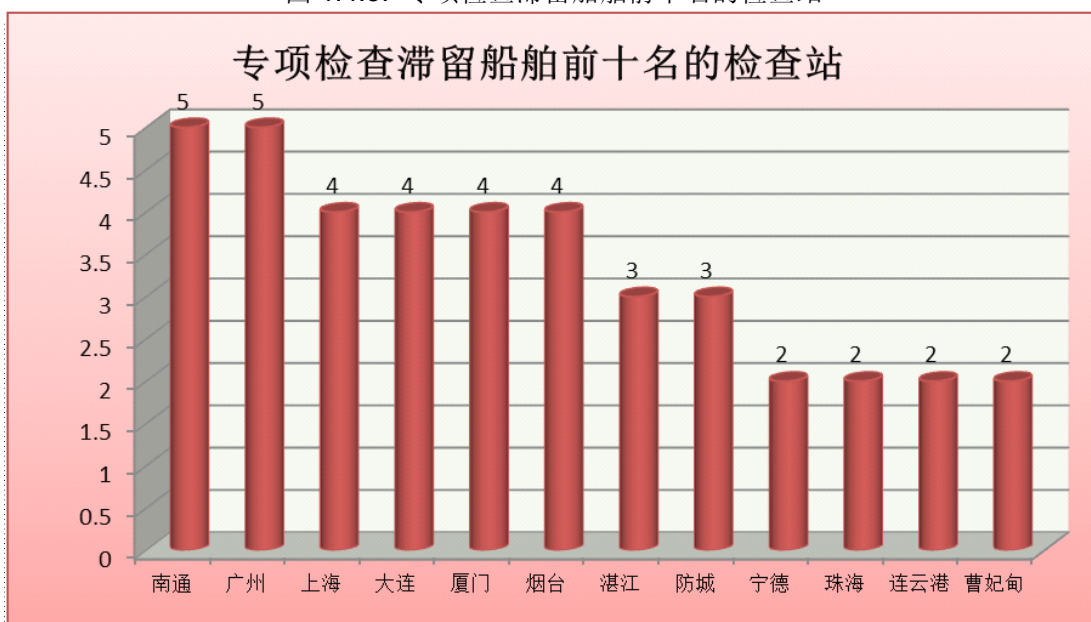
图释: 在 2011 年针对船舶结构安全和国际载重线公约集中检查会战中, 中国各检查站共提交专项检查报告 1417 份, 其中天津安检站 (180 份)、上海安检站 (135 份) 和大连安检站 (123 份) 专项检查报告提交量位于前三名。

图 1.4.2: 专项检查中发现问题数量前十名的检查站



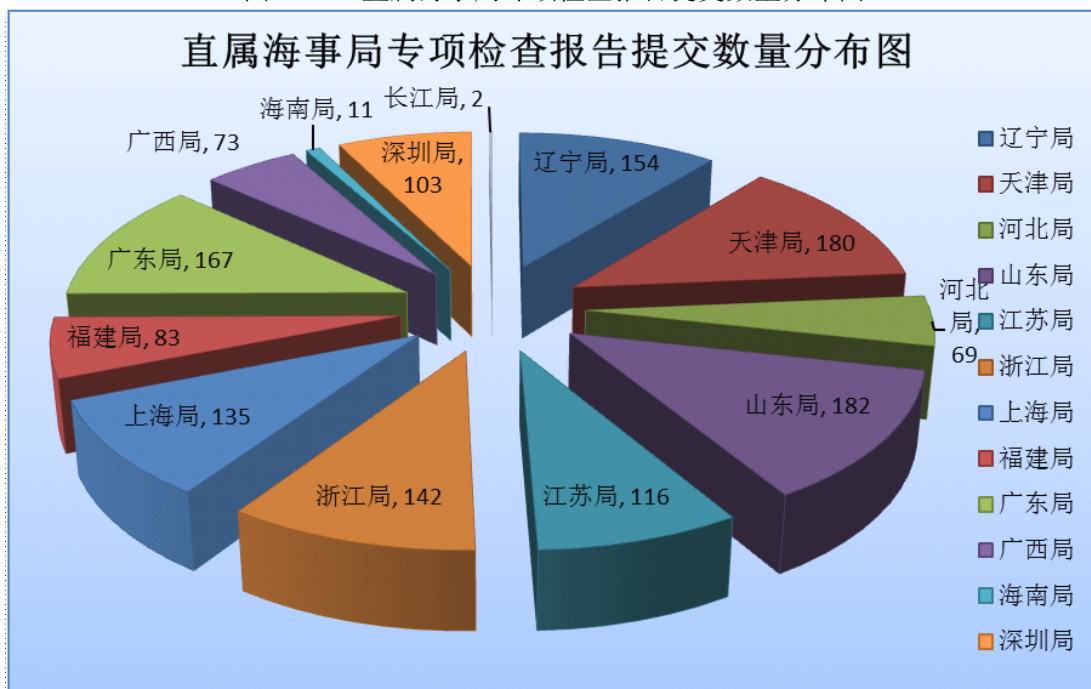
图释：在 2011 年针对船舶结构安全和国际载重线公约专项检查会战中，中国各检查站共发现问题 532 项，其中日照安检站（51 项）、上海安检站（45 项）和青岛安检站（44 项）发现问题数量位于前三名。

图 1.4.3: 专项检查滞留船舶前十名的检查站



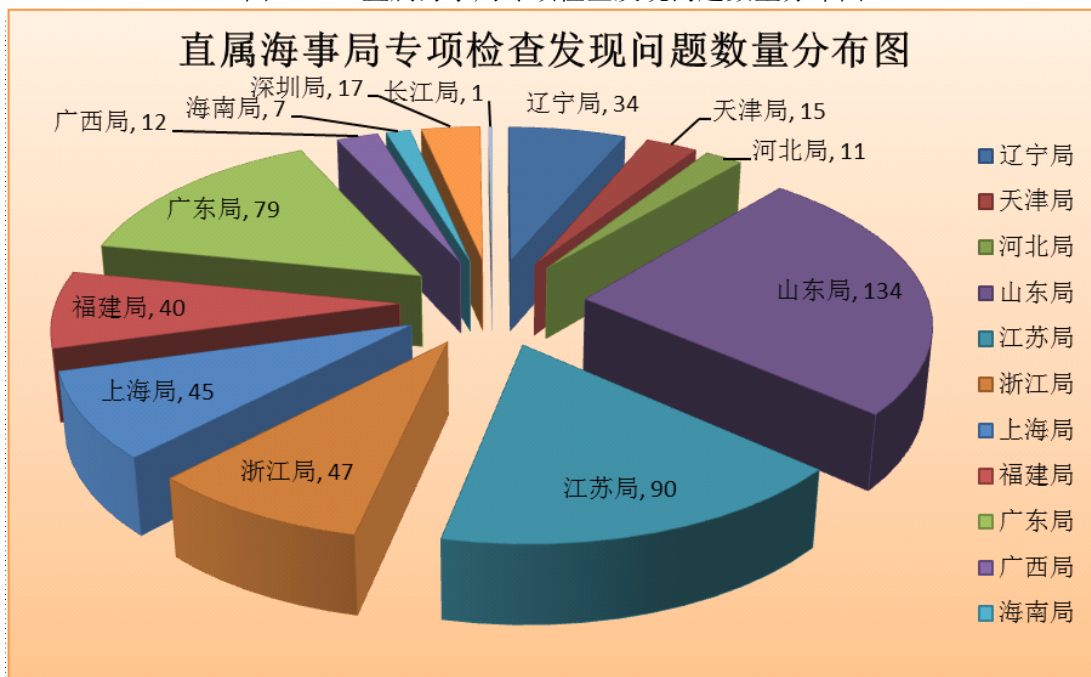
图释：在 2011 年针对船舶结构安全和国际载重线公约集中专项会战中，中国各检查站共滞留船舶 47 艘，其中南通安检站（5 艘）和广州安检站（5 艘）滞留数量最多。

图 1.4.4: 直属海事局专项检查报告提交数量分布图



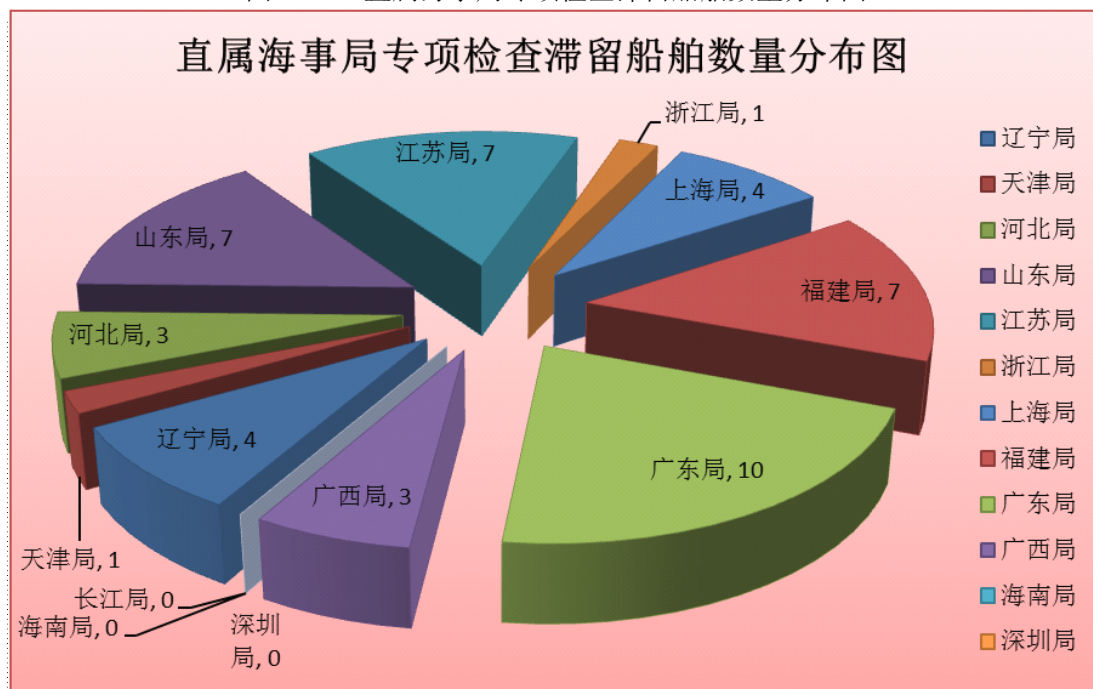
图释: 在 2011 年针对船舶结构安全和国际载重线公约集中检查会战中, 山东海事局(182 份)、天津海事局(180 份)和广东海事局(167 份)提交的专项检查报告数量排在前三位。

图 1.4.5: 直属海事局专项检查发现问题数量分布图



图释: 在 2011 年针对船舶结构安全和国际载重线公约集中检查会战中, 山东海事局发现 134 项问题, 江苏海事局发现 90 项问题, 广东海事局发现 79 项问题, 这三个局发现问题数量排在前三位。

图 1.4.6: 直属海事局专项检查滞留船舶数量分布图



图释：在 2011 年针对船舶结构安全和国际载重线公约集中检查会战中，广东海事局专项检查滞留船舶最多，达到 10 艘。

第 5 章:中国 PSC 数据概况表

表 1.5.1: 各 PSC 检查站检查情况表

PSC 检查站	检查总艘次	初次检查艘次	滞留艘次	平均滞留率	缺陷数量	单船平均缺陷数量
唐山	135	123	16	13.01%	631	5.13
扬州	29	18	2	11.11%	231	12.83
太仓	149	92	12	13.04%	987	10.73
钦州	56	41	2	4.88%	237	5.78
黄骅	38	36	3	8.33%	183	5.08
常州	28	27	2	7.41%	364	13.48
常熟	89	73	11	15.07%	791	10.84
防城	158	134	12	8.96%	708	5.28
北海	46	39	6	15.38%	261	6.69
台州	154	100	13	13.00%	858	8.58
温州	18	16	1	6.25%	89	5.56
舟山	300	247	23	9.31%	1537	6.22
锦州	59	31	1	3.23%	164	5.29
丹东	55	34	2	5.88%	305	8.97
泉州	62	55	1	1.82%	377	6.85
惠州	31	30	0	0.00%	29	0.97
茂名	36	30	4	13.33%	211	7.03
芜湖	13	9	0	0.00%	32	3.56
南通	213	200	31	15.50%	2621	13.11
福州	113	101	5	4.95%	435	4.31
张家港	211	182	24	13.19%	2075	11.40
厦门	364	295	33	11.19%	1411	4.78
大连	379	251	41	16.33%	2092	8.33
广州	417	338	41	12.13%	1689	5.00
海口	92	66	7	10.61%	447	6.77
连云港	249	214	25	11.68%	2176	10.17
南京	134	128	16	12.50%	1215	9.49
宁波	576	501	35	6.99%	2371	4.73
青岛	432	352	27	7.67%	1740	4.94
秦皇岛	142	117	6	5.13%	584	4.99
上海	910	818	45	5.50%	4577	5.60
天津	900	802	48	5.99%	2535	3.16
烟台	400	352	26	7.39%	2205	6.26
湛江	149	127	17	13.39%	870	6.85
营口	200	156	18	11.54%	1200	7.69
威海	139	109	11	10.09%	627	5.75

深圳	506	440	41	9.32%	3854	8.76
珠海	135	111	8	7.21%	397	3.58
江阴	159	125	10	8.00%	1243	9.94
汕头	66	60	5	8.33%	343	5.72
镇江	90	87	9	10.34%	873	10.03
日照	469	386	20	5.18%	1868	4.84
莆田	11	11	2	18.18%	70	6.36
宁德	53	36	3	8.33%	359	9.97
虎门	82	70	2	2.86%	224	3.20
安庆	7	6	0	0.00%	34	5.67
嘉兴	47	44	1	2.33%	253	5.75
泰州	102	81	6	7.41%	696	8.59
曹妃甸	117	108	3	2.78%	435	4.03
阳江	17	13	2	15.38%	66	5.08
漳州	0	0	0	0	0	0.00
合计	9337	7822	679	8.68%	49580	6.34

表 1.5.2: 各直属海事局 PSC 检查情况表

直属局名称	检查总艘次	初次检查艘次	初次检查单船数量	滞留艘次	滞留率	缺陷数量	单船平均缺陷数量
辽宁海事局	693	472	441	62	13.14%	3761	7.97
天津海事局	900	802	762	48	5.99%	2535	3.16
河北海事局	432	384	362	28	7.29%	1833	4.77
山东海事局	1440	1199	1066	84	7.01%	6440	5.37
江苏海事局	1453	1227	1066	148	12.06%	13272	10.82
浙江海事局	1095	908	831	73	8.04%	5108	5.63
上海海事局	910	818	797	45	5.50%	4577	5.60
福建海事局	603	498	481	44	8.84%	2652	5.33
广东海事局	933	779	686	79	10.14%	3829	4.92
广西海事局	260	214	211	20	9.35%	1206	5.64
海南海事局	92	66	62	7	10.61%	447	6.77
深圳海事局	506	440	425	41	9.32%	3854	8.76
长江海事局	20	15	14	0	0.00%	66	4.40
合计	9337	7822	—	679	8.68%	49580	6.34

表 1.5.3: PSC 检查缺陷类别分布情况表

缺陷类别	缺陷数量	滞留缺陷百分比
船舶证书及有关文件	1335	5.01%
船员证书和值班	527	2.64%
船员和居住舱室	30	0.00%
食品和伙食	4	0.00%
工作处所	206	0.00%
救生设备	5780	11.40%
消防设备	8779	30.55%
事故预防	503	0.16%
稳性、结构及相关设备	4276	4.70%
警报信号	529	2.37%
货物载运	246	0.42%
载重线	3577	6.75%
系泊设备	235	0.05%
主动及辅助设备	3875	3.80%
航行安全	8057	4.38%
无线电通信	1632	5.44%
MARPOL 附则 I	2853	7.28%
油船、化学品船和液化气船	143	0.26%
MARPOL 附则 II	9	0.00%
SOLAS 相关操作性检查	2300	3.17%
MARPOL 相关操作性检查	182	0.58%
MARPOL 附则 III	25	0.00%
MARPOL 附则 V	575	0.05%
ISM 相关	923	5.38%
散货船-附加安全措施	358	1.74%
加强船舶保安附加措施	1277	1.42%
加强船舶安全附加措施	299	0.05%
MARPOL 附则 IV	632	1.90%
MARPOL 附则 VI	335	0.47%
防污底公约	9	0.00%
其他缺陷	69	0.00%
合计	49580	9.76%

表 1.5.4: PSC 检查船舶类型情况表

船舶类型	检查艘次	缺陷数量	滞留艘次	滞留百分比
油轮	4	16	0	0.00%
联合运输船	22	74	1	4.55%
油船	319	1196	17	5.33%
液化气船	162	797	18	11.11%
化学品船	458	2381	21	4.59%
散货船	2910	16270	207	7.11%
汽车船	43	97	1	2.33%
集装箱船	1289	5581	56	4.34%
滚装船	37	90	1	2.70%
散货船/多用途船	2271	20992	329	14.49%
冷藏船	93	847	16	17.20%
木屑船	27	152	2	7.41%
滚装客船	4	21	0	0.00%
客船	33	244	3	9.09%
重载船	26	79	0	0.00%
离岸服务船	21	123	0	0.00%
特种用途船	32	136	0	0.00%
拖船	17	92	0	0.00%
其它	54	392	7	12.96%
合计	7822	49580	679	8.68%

表 1.5.5: PSC 检查船旗情况表

船旗	检查艘次	缺陷数量	滞留艘次	滞留百分比
阿尔及利亚	1	7	1	100.00%
荷属安的列斯	2	7	0	0.00%
安提瓜和巴不达岛	110	485	5	4.55%
澳大利亚	1	3	0	0.00%
巴哈马	144	578	9	6.25%
巴林	1	0	0	0.00%
孟加拉国	14	149	3	21.43%
巴巴多斯	9	57	1	11.11%
比利时	16	59	1	6.25%
伯里兹	148	1252	12	8.11%
百慕大群岛 (英)	18	64	0	0.00%
巴西	1	21	1	100.00%
文莱	1	9	0	0.00%
保加利亚	1	11	0	0.00%
缅甸	4	39	1	25.00%

开曼群岛 (英)	13	65	0	0.00%
科摩罗群岛	3	38	1	33.33%
克罗地亚	6	32	0	0.00%
塞浦路斯	106	550	8	7.55%
柬埔寨	662	6691	128	19.34%
丹麦	38	119	0	0.00%
多米尼加	5	18	1	20.00%
埃及	6	42	0	0.00%
埃塞阿比亚	3	18	1	33.33%
法国	18	54	0	0.00%
格鲁吉亚	18	218	5	27.78%
德国	94	508	5	5.32%
直布罗陀 (英)	13	40	1	7.69%
希腊	109	390	5	4.59%
中国香港	811	3232	3	0.37%
印度	35	219	6	17.14%
印度尼西亚	28	335	10	35.71%
伊朗	1	8	0	0.00%
以色列	3	24	0	0.00%
意大利	32	134	3	9.38%
牙买加	4	17	0	0.00%
日本	22	101	0	0.00%
基里巴斯	62	593	8	12.90%
朝鲜	105	1435	38	36.19%
韩国	326	2252	3	0.92%
科威特	2	5	0	0.00%
利比里亚	605	2690	38	6.28%
利比亚	1	2	0	0.00%
卢森堡	4	8	0	0.00%
马来西亚	42	144	1	2.38%
马耳他	245	1151	17	6.94%
英属马恩岛	34	99	1	2.94%
马绍尔群岛	272	997	13	4.78%
墨西哥	1	1	0	0.00%
摩尔多瓦	1	4	0	0.00%
蒙古	26	307	8	30.77%
荷兰	22	97	1	4.55%
挪威	61	233	1	1.64%
巴基斯坦	2	8	0	0.00%
巴拿马	2422	16472	224	9.25%

菲律宾	35	205	4	11.43%
卡塔尔	2	4	0	0.00%
俄罗斯	66	546	8	12.12%
圣赫勒拿岛	1	13	0	0.00%
圣文森特和格林纳达	124	834	3	2.42%
圣基茨和尼维斯	12	119	1	8.33%
沙特阿拉伯	13	38	0	0.00%
塞拉里昂	111	1333	19	17.12%
新加坡	346	1372	10	2.89%
斯里兰卡	1	3	0	0.00%
瑞士	4	17	0	0.00%
中国台湾	7	67	0	0.00%
坦桑尼亚	2	19	0	0.00%
泰国	52	461	12	23.08%
多哥	5	37	0	0.00%
突尼斯	1	6	0	0.00%
土耳其	18	69	0	0.00%
图瓦卢	28	328	4	14.29%
阿联酋	1	6	0	0.00%
英国	80	284	4	5.00%
美国	15	39	0	0.00%
瓦努阿图	19	100	0	0.00%
越南	145	1588	50	34.48%
合计	7822	49580	679	8.68%

表 1.5.6: PSC 检查船级社情况表 (船级社名称未译为中文)

船级社名称	检查艘次	缺陷数量	滞留艘次	滞留百分比
International Register of Shipping	84	883	17	20.24%
No class	382	3972	69	18.06%
Union Bureau of Shipping	256	2582	55	21.48%
International Ship Classification	79	786	11	13.92%
Universal Maritime Bureau	96	985	16	16.67%
American Bureau of Shipping	628	2387	29	4.62%
China Corporation Register of Shipping	41	446	6	14.63%
China Classification Society	473	2645	1	0.21%
Bulgarski Koraben Registar	1	11	0	0.00%
Belize Maritime Bureau Inc.	3	36	0	0.00%
Bureau Veritas	577	2965	39	6.76%
Hellenic Register of Shipping	1	10	0	0.00%
Biro Klasifikasi Indonesia	9	112	3	33.33%

Det Norske Veritas	496	1958	20	4.03%
RINAVE Portuguesa	1	8	0	0.00%
Global Marine Bureau	47	429	9	19.15%
Germanischer Lloyd	650	2853	22	3.38%
Turkish Lloyd	1	5	1	100.00%
Overseas Marine Certification Services	68	641	11	16.18%
Viet Nam Register of Shipping	146	1707	53	36.30%
Korea Classification Society(former Joson Classification Society)	101	1402	38	37.62%
Korean Register of Shipping	638	3832	21	3.29%
Registro Internacional Naval S.A.	6	60	1	16.67%
Maritime Technical Systems and Services	10	101	1	10.00%
Lloyd's Register	658	2969	33	5.02%
Panama Shipping Registrar Inc.	35	369	2	5.71%
Nippon Kaiji Kyokai	1532	8077	115	7.51%
Panama Register Corporation	1	6	0	0.00%
Honduras Bureau of Shipping	1	9	0	0.00%
Isthmus Bureau of Shipping	109	1237	25	22.94%
Polski Rejestr Statkow	9	62	0	0.00%
Panama Maritime Surveyors Bureau Inc	5	50	2	40.00%
Panama Maritime Documentation Services	143	1592	19	13.29%
Registro Italiano Navale	211	1380	14	6.64%
INCLAMAR (Inspection y Classification Maritime S.de R. L.)	3	33	0	0.00%
Russian Maritime Register of Shipping	117	964	20	17.09%
Intermaritime Certification Services, S.A.	77	727	4	5.19%
Korea Ship Safety Technology Authority	7	80	0	0.00%
Indian Register of Shipping	26	170	5	19.23%
Croatian Register of Shipping	4	4	0	0.00%
National Shipping Adjusters Inc	2	26	0	0.00%
International Naval Surveys Bureau	6	55	2	33.33%
Other	82	954	15	18.29%
合 计	7822	49580	679	8.68%

表 1.5.7: 各 PSC 检查站集中检查情况表

PSC 检查站	检查艘次	问题数量	滞留	滞留率
唐 山	7	1	0	0.00%
扬 州	0	0	0	0.00%
太 仓	9	5	0	0.00%
钦 州	4	2	0	0.00%
黄 骅	8	0	0	0.00%
常 州	5	0	0	0.00%

常熟	10	8	0	0.00%
防城	60	7	3	5.00%
北海	9	3	0	0.00%
泰州	1	0	0	0.00%
温州	3	4	0	0.00%
舟山	43	2	1	2.33%
锦州	5	0	0	0.00%
丹东	0	0	0	0.00%
泉州	4	5	0	0.00%
惠州	7	4	0	0.00%
茂名	2	0	0	0.00%
芜湖	0	0	0	0.00%
南通	33	40	5	15.15%
福州	7	1	1	14.29%
张家港	3	0	0	0.00%
厦门	60	12	4	6.67%
大连	123	19	4	3.25%
广州	69	17	5	7.25%
海口	11	7	0	0.00%
连云港	33	11	2	6.06%
南京	11	25	0	0.00%
宁波	88	39	0	0.00%
青岛	44	44	1	2.27%
秦皇岛	25	2	1	4.00%
上海	135	45	4	2.96%
天津	180	15	1	0.56%
烟台	31	8	4	12.90%
湛江	30	32	3	10.00%
营口	26	15	0	0.00%
威海	35	31	1	2.86%
深圳	103	17	0	0.00%
珠海	32	15	2	6.25%
江阴	11	0	0	0.00%
汕头	10	9	0	0.00%
镇江	0	0	0	0.00%
日照	72	51	1	1.39%
莆田	1	0	0	0.00%
宁德	11	20	2	18.18%
虎门	17	2	0	0.00%
安庆	2	1	0	0.00%

嘉 兴	7	2	0	0.00%
台 州	1	1	0	0.00%
曹妃甸	29	8	2	6.90%
阳 江	0	0	0	0.00%
漳 州	0	2	0	0.00%
合 计	1417	532	47	3.32%

表 1.5.8: 各直属海事局集中检查情况表

直属海事局	检查艘次	问题数量	滞留船舶	滞留率
辽宁海事局	154	34	4	2.60%
天津海事局	180	15	1	0.56%
河北海事局	69	11	3	4.35%
山东海事局	182	134	7	3.85%
江苏海事局	116	90	7	6.03%
浙江海事局	142	47	1	0.70%
上海海事局	135	45	4	2.96%
福建海事局	83	40	7	8.43%
广东海事局	167	79	10	5.99%
广西海事局	73	12	3	4.11%
海南海事局	11	7	0	0.00%
深圳海事局	103	17	0	0.00%
长江海事局	2	1	0	0.00%
合 计	1417	532	47	3.32%

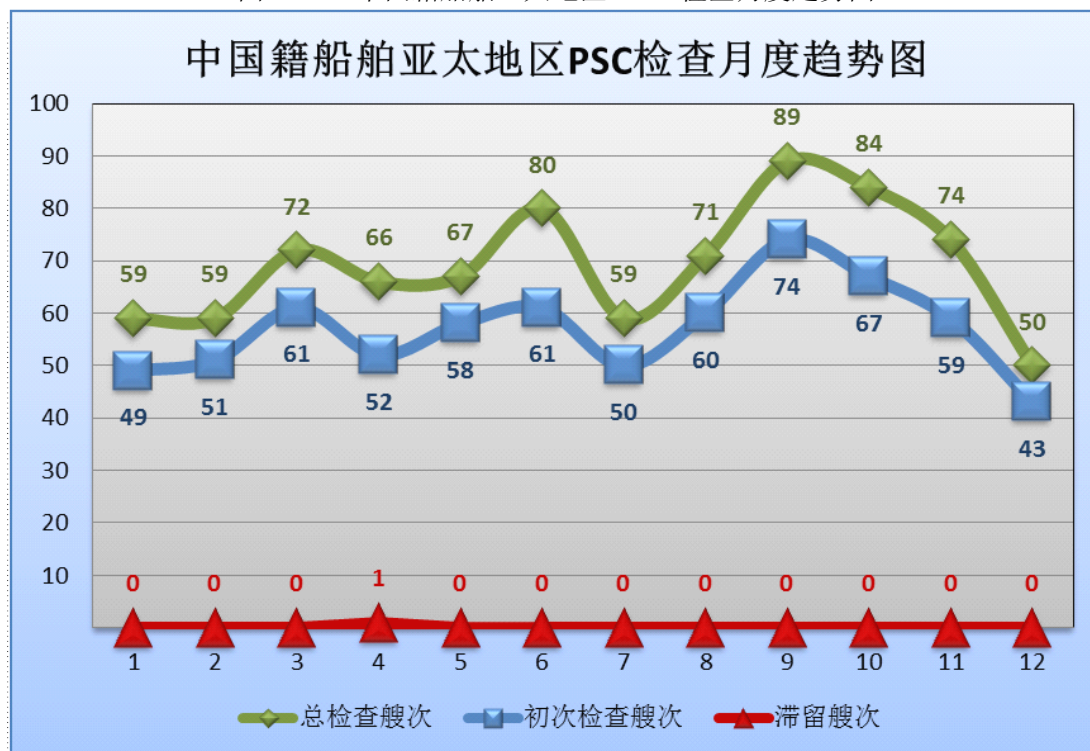
第 II 部分:中国籍船舶在亚太地区接受 PSC 检查情况

报告摘要	
1.船旗:	中国
2.报告时间:	01/01/2011-31/12/2011
3.检查总艘次:	830
其中, 4.初次检查艘次:	685
5.复查艘次:	145
6.查出缺陷总数量:	1750
7.滞留船舶艘次:	1
8.滞留百分比:	0.15%

历史数据										
报告年份	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
初次检查艘次	685	673	694	690	798	804	851	899	904	811
查出缺陷总数量	1750	2013	1933	2354	2337	2048	2235	2513	2960	2919
滞留船舶艘次	1	8	7	11	7	6	7	15	15	14
单船平均缺陷数量	2.55	2.99	2.79	3.39	2.93	2.55	2.63	2.80	3.27	3.60
滞留百分比	0.15%	1.19%	1.01%	1.59%	0.88%	0.75%	0.82%	1.67%	1.66%	1.73%

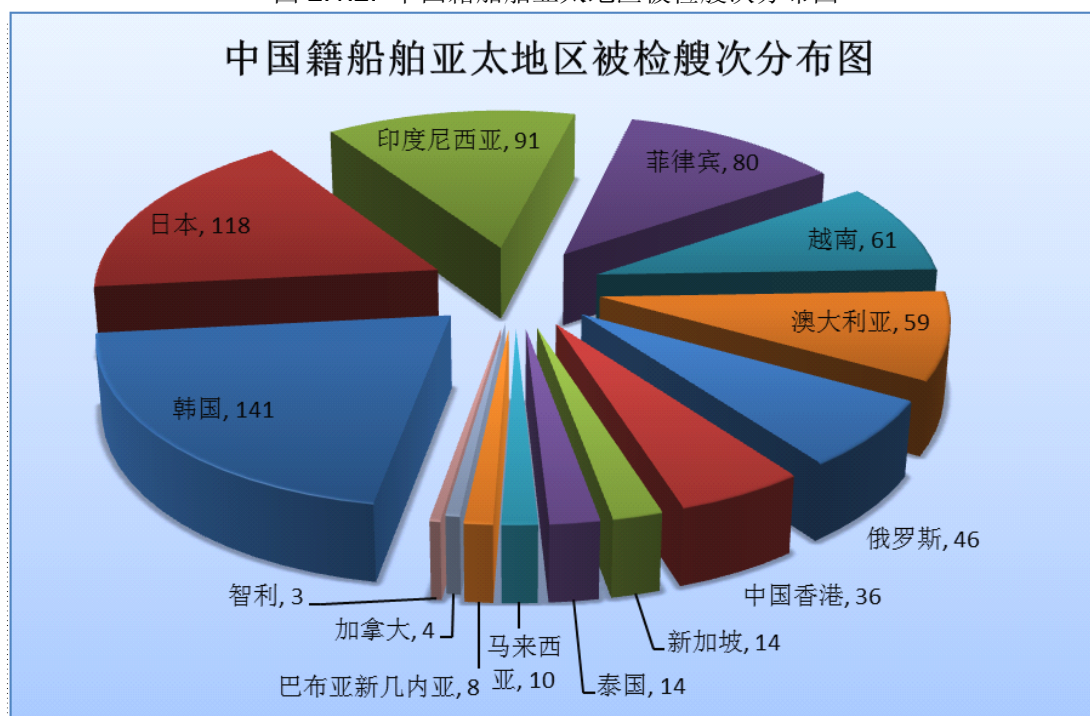
第 1 章:中国籍船舶亚太地区 PSC 检查量

图 2.1.1: 中国籍船舶亚太地区 PSC 检查月度趋势图



图释：检查总艘次和初次检查艘次月度走势图波形基本吻合，滞留船舶走势图与之有些不同。12 月份中国籍船舶在亚太地区备忘录组织区域内被检查船舶数量最少。

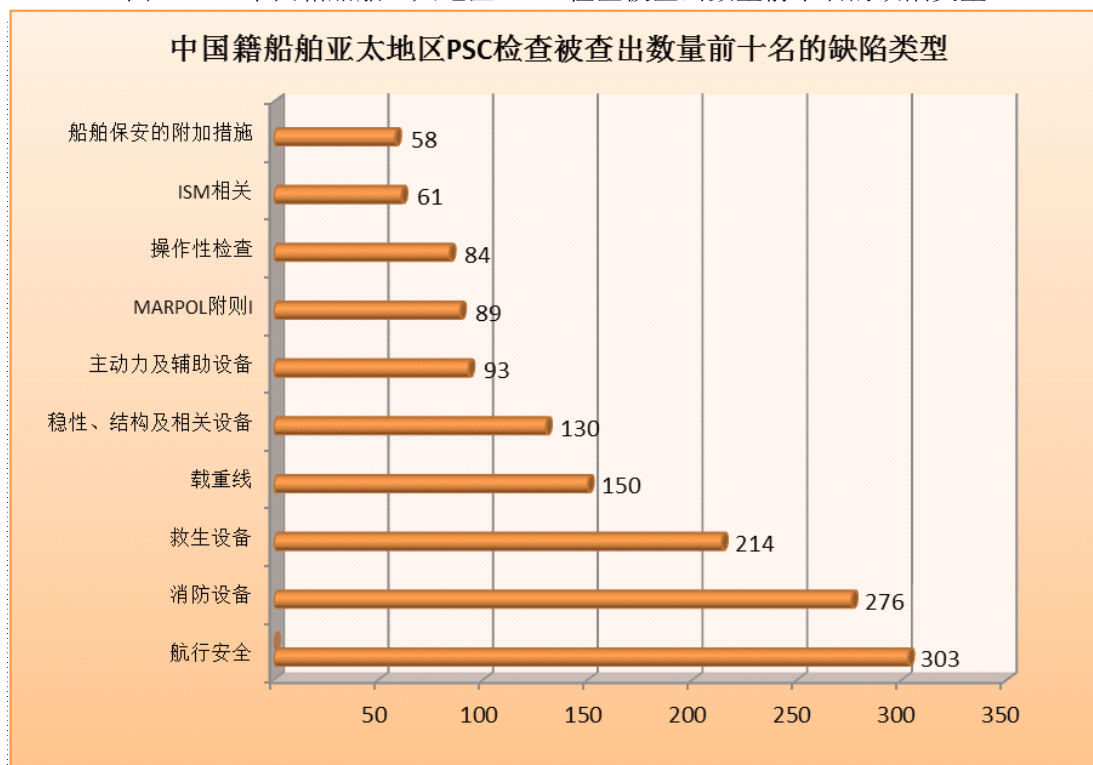
图 2.1.2: 中国籍船舶亚太地区被检艘次分布图



图释：2011 年，共有 685 艘次从事国际航运的中国籍船舶在亚太地区接受了 PSC 检查，其中韩国检查了 141 艘次，日本检查 118 艘次，印度尼西亚检查 91 艘次，上述三个国家检查中国籍船舶数量超过其它东京备忘录组织成员当局。

第 2 章:中国籍船舶亚太地区 PSC 检查缺陷分析

图 2.2.1: 中国籍船舶亚太地区 PSC 检查被查出数量前十名的缺陷类型



图释: 中国籍船舶在 2011 年 PSC 检查中共被查出缺陷 1750 项, 前三名的缺陷类型分别是航行安全 303 项、消防设备 276 项和救生设备 214 项, 均少于 2010 年的数量。

图 2.2.2: 中国籍船舶亚太地区 PSC 检查缺陷数量前五名的船舶类型

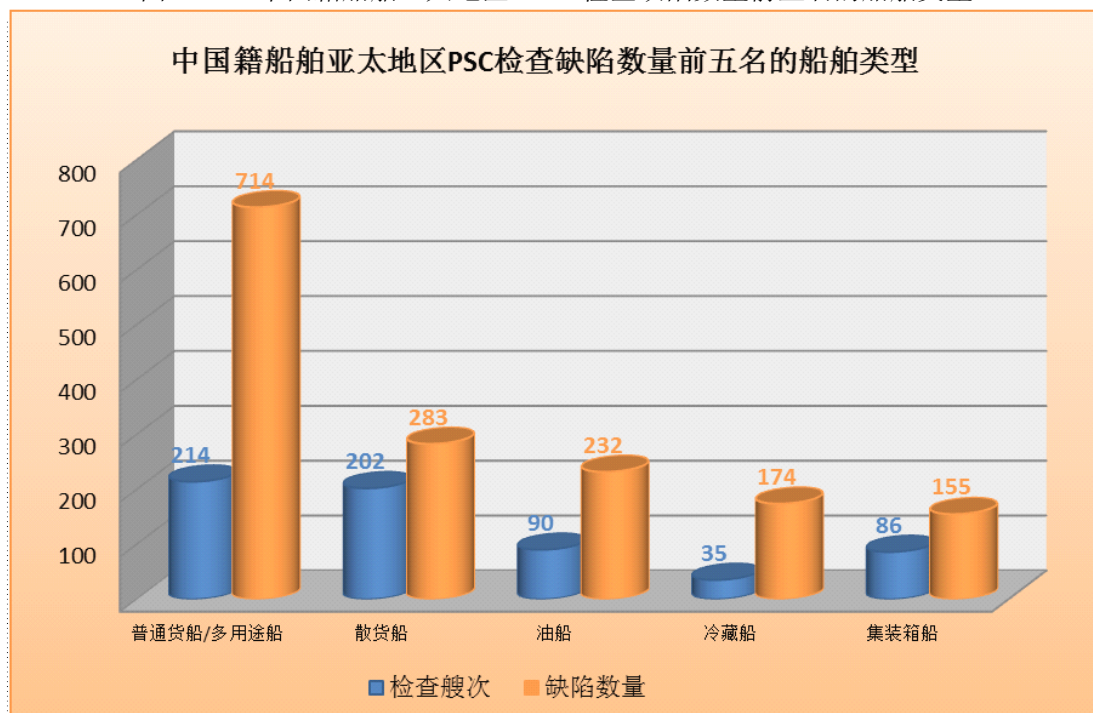
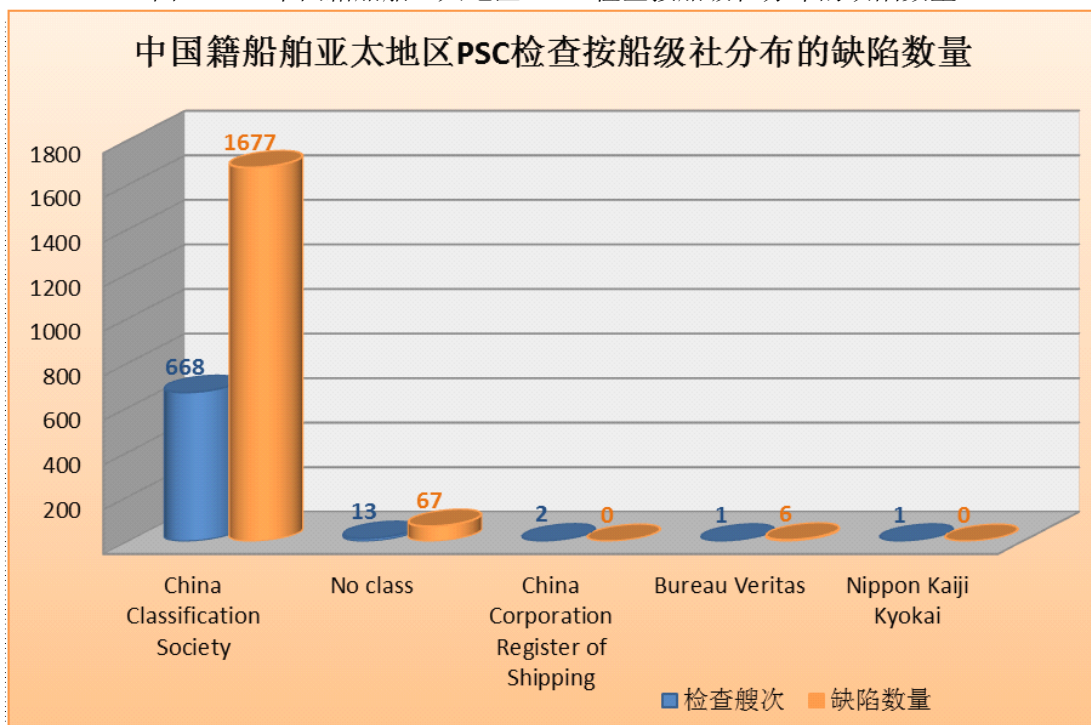


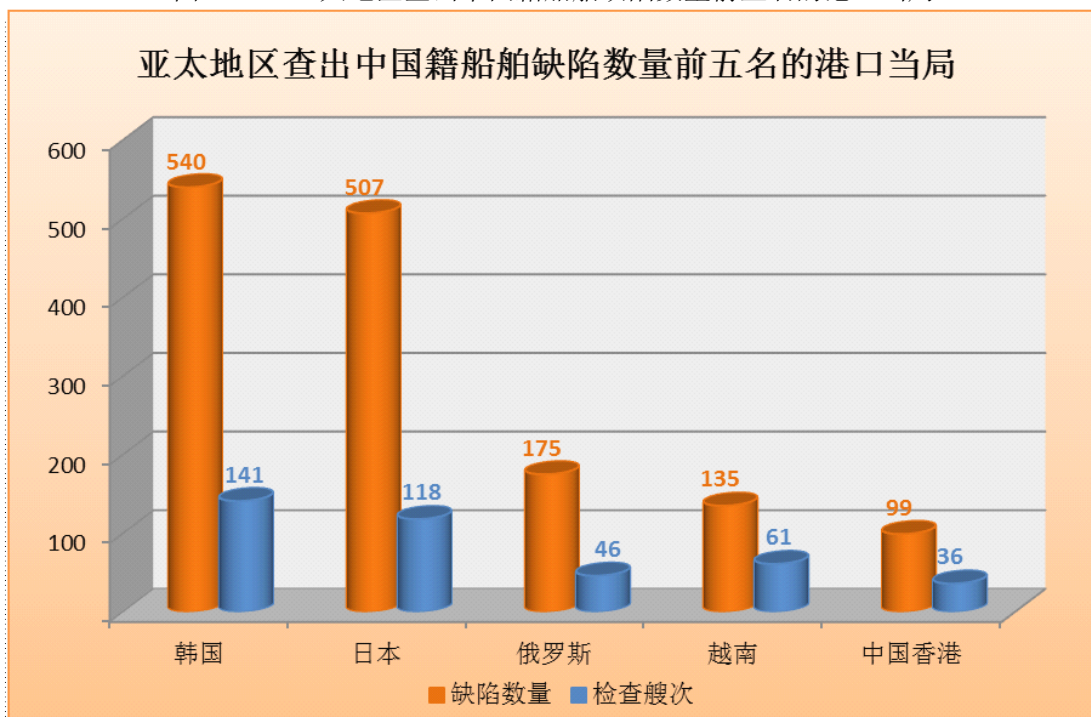
图: 中国籍船舶 2011 年被查出缺陷数量最多的前三种船舶类型分别是: 普通货船/多用途船 714 项, 散货船 283 项和油船 232 项。

图 2.2.3: 中国籍船舶亚太地区 PSC 检查按船级社分布的缺陷数量



图释：2011 年被查出缺陷的中国籍船舶除 13 艘没有入级外，其余分别是 China Classification Society 的 668 艘，被查出缺陷 1677 项；Bureau Veritas 的 1 艘，被查出缺陷 6 项。

图 2.2.4: 亚太地区查出中国籍船舶缺陷数量前五名的港口当局



图释：在对中国籍船舶实施 PSC 检查中查出缺陷数量前五名的港口国当局分别是：韩国 540 项，日本 507 项，俄罗斯 175 项，越南 135 项和香港 99 项。

第 3 章:中国籍船舶亚太地区 PSC 检查滞留分析

2011 年,1 艘中国籍船舶在澳大利亚被滞留,中国籍船舶在亚太地区的滞留率为 0.15%,数量和滞留率均低于 2010 年(滞留 8 艘,滞留率为 1.19%)。中国籍被滞留船舶类型为散货船,滞留缺陷为 1 项救生设备方面的缺陷。

第 4 章:中国籍船舶亚太地区 PSC 检查数据概况表

表 2.4.1: 2011 年中国籍船舶在亚太地区接受 PSC 检查中被滞留情况表

检查日期	检查地点	船名	呼号	海事移动通讯信息 码	IMO 编号	缺陷数量
27.04.2011	澳大利亚 奎纳纳	武陵山	BRQS	412325000	9108910	7

表 2.4.2: 中国籍船舶亚太地区接受 PSC 检查缺陷类别情况表

缺陷类别	缺陷数量	滞留百分比
船舶证书及有关文件	41	0%
船员证书和值班	30	0%
船员和居住舱室 (ILO 147)	10	0%
食品和伙食 (ILO 147)	10	0%
工作处所 (ILO 147)	32	0%
救生设备	214	0.47%
消防设备	276	0%
事故预防 (ILO 147)	14	0%
稳性、结构及相关设备	130	0%
警报信号	6	0%
货物载运	8	0%
载重线	150	0%
系泊设备 (ILO 147)	17	0%
主动力及辅助设备	93	0%
航行安全	303	0%
无线电通信	36	0%
MARPOL 附则 I	89	0%
油船、化学品船和液化气船	9	0%
MARPOL 附则 II	1	0%
操作性检查	84	0%
MARPOL 相关操作性检查	6	0%
MARPOL 附则 III	0	0%
MARPOL 附则 V	28	0%
ISM 相关	61	0%
散货船-附加安全措施	8	0%
船舶保安附加措施	58	0%
船舶安全附加措施	7	0%
MARPOL 附则 IV	5	0%
MARPOL 附则 VI	17	0%
防污底系统公约	1	0%
其他缺陷	6	0%
合计	1750	

表 2.4.3: 中国籍船舶亚太地区接受 PSC 检查船舶类型情况表

船舶类型	检查艘次	缺陷数量	滞留艘次	滞留百分比
油轮	3	16	0	0.00%
组合运输船	2	2	0	0.00%
油船	90	232	0	0.00%
液化气船	1	6	0	0.00%
化学品船	22	65	0	0.00%
散货船	202	283	1	0.50%
汽车运输船	2	1	0	0.00%
集装箱船	86	155	0	0.00%
滚装船	2	7	0	0.00%
普通货船/多用途船	214	714	0	0.00%
冷藏船	35	174	0	0.00%
滚装客船	6	37	0	0.00%
客船	4	15	0	0.00%
重载船	1	1	0	0.00%
特殊用途船	1	2	0	0.00%
拖船	8	15	0	0.00%
其它	6	25	0	0.00%
合计	685	1750	1	0.15%

表 2.4.4: 中国籍船舶亚太地区接受 PSC 检查有关港口当局情况表

港口当局	检查艘次	缺陷数量	滞留艘次	滞留百分比
澳大利亚	59	82	1	1.69%
加拿大	4	4	0	0.00%
智利	3	12	0	0.00%
中国香港	36	99	0	0.00%
印度尼西亚	91	36	0	0.00%
日本	118	507	0	0.00%
韩国	141	540	0	0.00%
马来西亚	10	9	0	0.00%
巴布亚新几内亚	8	18	0	0.00%
菲律宾	80	34	0	0.00%
俄罗斯	46	175	0	0.00%
新加坡	14	90	0	0.00%
泰国	14	9	0	0.00%
越南	61	135	0	0.00%
合计	685	1750	3	0.15%

表 2.4.5: 中国籍船舶亚太地区接受 PSC 检查船级社情况表

船级社名称	检查 艘次	缺陷 数量	滞留 艘次	滞留百分 比
China Classification Society	668	1677	1	0.15%
No Class	13	67	0	0.00%
China Corporation Register of Shipping	2	0	0	0.00%
Bureau Veritas	1	6	0	0.00%
Nippon Kaiji Kyokai	1	0	0	0.00%
合 计	685	1750	1	0.15%

亚太地区港口国监督备忘录组织第四次技术工作组会议报告摘要 (2011 年 4 月 15-16 日 韩国釜山)

亚太地区港口国监督备忘录组织第四次技术工作组会议于 2011 年 4 月 15 日至 16 日在韩国釜山市举行。澳大利亚、加拿大、智利、中国、中国香港、日本、韩国、马来西亚、新西兰、菲律宾、巴布新几内亚、俄罗斯、新加坡、泰国、越南的代表以及秘书处成员和亚太地区港口国监督数据中心（以下简称“APCIS”）主任参加了会议。来自中国澳门、巴黎备忘录的代表作为观察员出席了会议。

现将第三次技术工作组会议报告摘要如下：

一、2012 年关于消防安全系统的专项集中检查

会议重申了自 2012 年 9 月 1 日至 11 月 30 日与巴黎备忘录组织同时开展《国际消防安全规则》（Fire Safety System Code）集中检查活动的决定，建议将船舶消防安全集中检查活动导则、调查问卷和技术参考文件的编制工作纳入集中检查活动会间工作组（IG-CIC）的职责范围，推荐加拿大为工作组牵头人。会议同意在专项集中检查前的六、七月份适时安排相应的培训。

二、报告超过 5 天时限

要求 APCIS 管理员就各成员当局提交的超过 5 天时限的报告进行统计，并向下次大会提交一份报告。

三、关于未关闭的滞留缺陷

APCIS 管理员介绍了上次会议要求的对未关闭滞留缺陷的研究成果。会议理解造成滞留缺陷未及时关闭的原因是现有的跟踪检查程序未能得到有效的落实。会议强调，在采取认可技术安排之前，鼓励和提醒各成员当局和 PSCO 确保滞留缺陷正确的关闭。

四、错误使用认可组织 999 代码

邀请 APCIS 管理员继续监控认可组织 999 代码错误使用问题，同时邀请各成员当局就其错误使用认可组织 999 代码的数据进行审核。

**ANNUAL REPORT ON PORT STATE CONTROL
DATA ANALYSIS OF P.R.CHINA, 2011**

FOREWORD

The China PSC Data Center was pleased to present the **2011 Annual Report on Port State Control Data Analysis of P. R. China.**

51 PSC offices under the charge of China MSA carried out 7822 initial inspections and detained 679 foreign ships in 2011, respectively increased by 50.83% and 27.15% compared with those in 2010. During 2011's Concentrated Inspection Campaign (CIC) on structural safety and the International Convention on Load Lines, PSC offices of China MSA inspected 1417 foreign ships and detained 47 ships of them.

685 Chinese ships engaged in international trade received PSC inspections under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU), and 1 ship was detained, which respectively increased by 3.03% and decreased by 87.5% compared with those in 2010.

This annual report provides figures and tables of analysis and statistics which summarizes the results of port state inspections conducted by PSC offices all over China and Chinese flag ships received PSC inspection under the Tokyo MOU in 2011. China PSC Data Center would like to provide more data resources for related MSA Officers in order to achieve the ultimate objective of elimination of substandard ships.

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Part I: Data of PSCI held by China authority

SUMMARY REPORT		
1. Authority:	China	Tokyo MOU
2. Reporting period:	01/01/2011 -- 31/12/2011	
3. Total number of inspections:	9337	36735
of which, 4. Number of initial inspections:	7822	28617
5. Number of follow-up inspections:	1515	8118
6. Total number of deficiencies:	49580	————
7. Total number of detentions:	679	1560
8. Detention percentage:	8.68%	5.45%

DATA REVIEW										
China										
Reporting year	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Number of inspections	7822	5186	4297	4545	4151	4020	4020	3897	3789	2444
Number of deficiencies	49580	34708	28651	33749	29944	24459	21244	16396	16435	10372
Number of detentions	679	534	401	556	465	319	260	198	173	149
Number of deficiencies per ship	6.34	6.69	6.67	7.43	7.21	6.08	5.28	4.21	4.34	4.24
Detention percentage	8.68%	10.30%	9.33%	12.23%	11.20%	7.94%	6.47%	5.08%	4.57%	6.10%
Tokyo MOU										
Reporting year	2011	2010	2009	2008	2007	2006				
Number of inspections	28617	25762	23116	22149	22039	21686				
Number of deficiencies	————	90177	86820	89477	83950	80556				
Number of detentions	1560	1411	1336	1530	1239	1171				
Number of deficiencies per ship	————	3.5	3.75	4.04	3.81	3.71				
Detention percentage	5.45%	5.48%	5.78%	6.91%	5.62%	5.4%				

Section I: Workload

Figure 1.1.1: Top 10 PSC offices in terms of PSC reports submitted

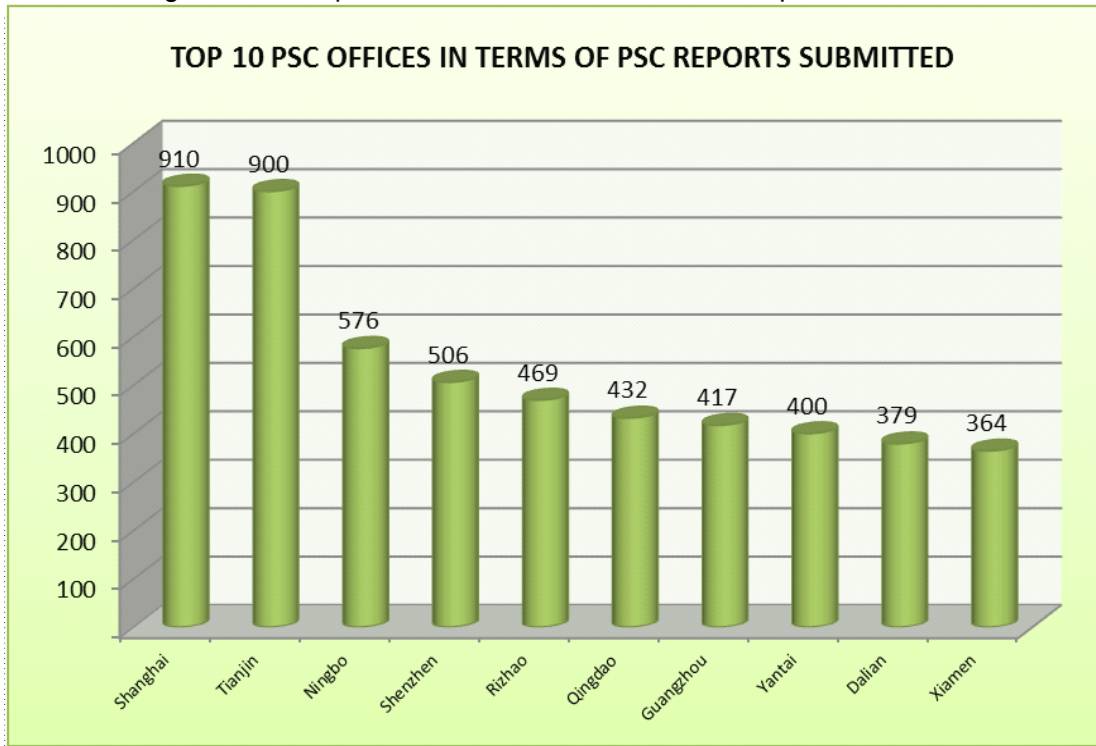


Illustration: Shanghai, Tianjin, Ningbo ranked top 3 of China PSC inspections. The number of total reports (initial + follow-up inspections) submitted to the database by 51 PSC offices was 9337. Hereinto, Shanghai PSC office submitted 910 PSC reports, Tianjin PSC office 900 and Ningbo PSC office 576.

Figure 1.1.2: Top 10 PSC offices in terms of initial PSC reports submitted

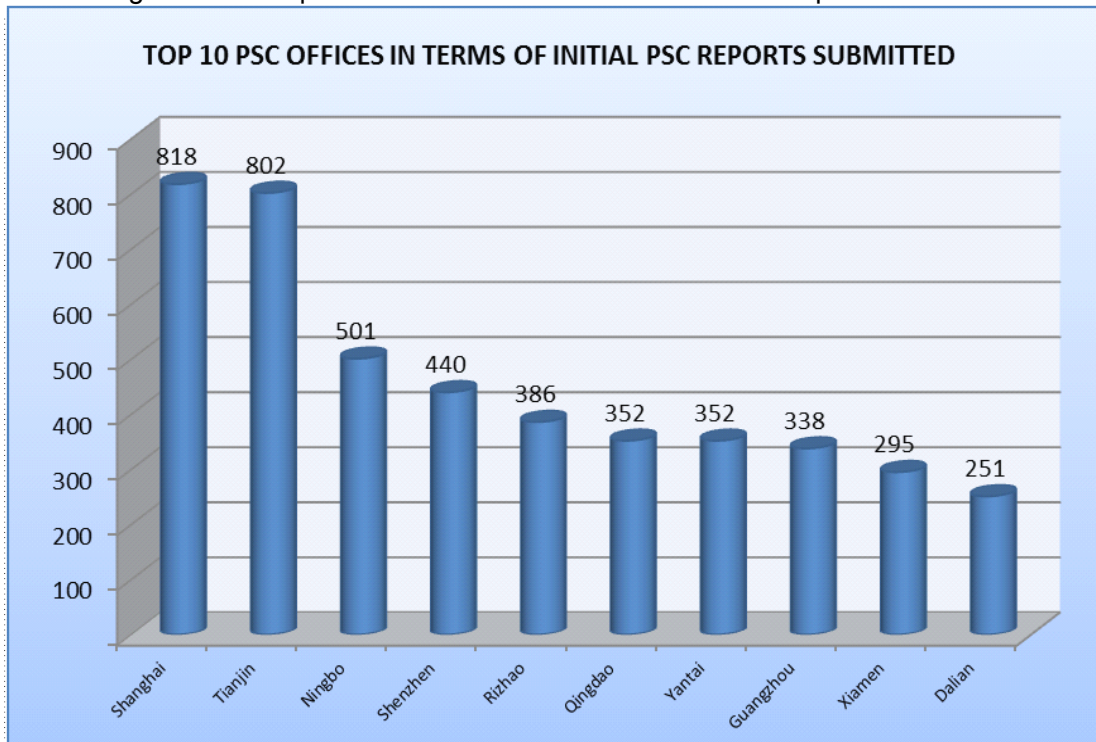


Illustration: Shanghai, Tianjin and Ningbo PSC offices ranked top 3 of China PSC initial

inspections. The number of initial reports submitted to the database by 51 PSC offices was 7822. Hereinto, Tianjin PSC office submitted 818 PSC initial reports, Shanghai PSC office 802 and Ningbo PSC office 501.

Figure 1.1.3: Top 10 PSC offices in terms of PSC detentions contributed

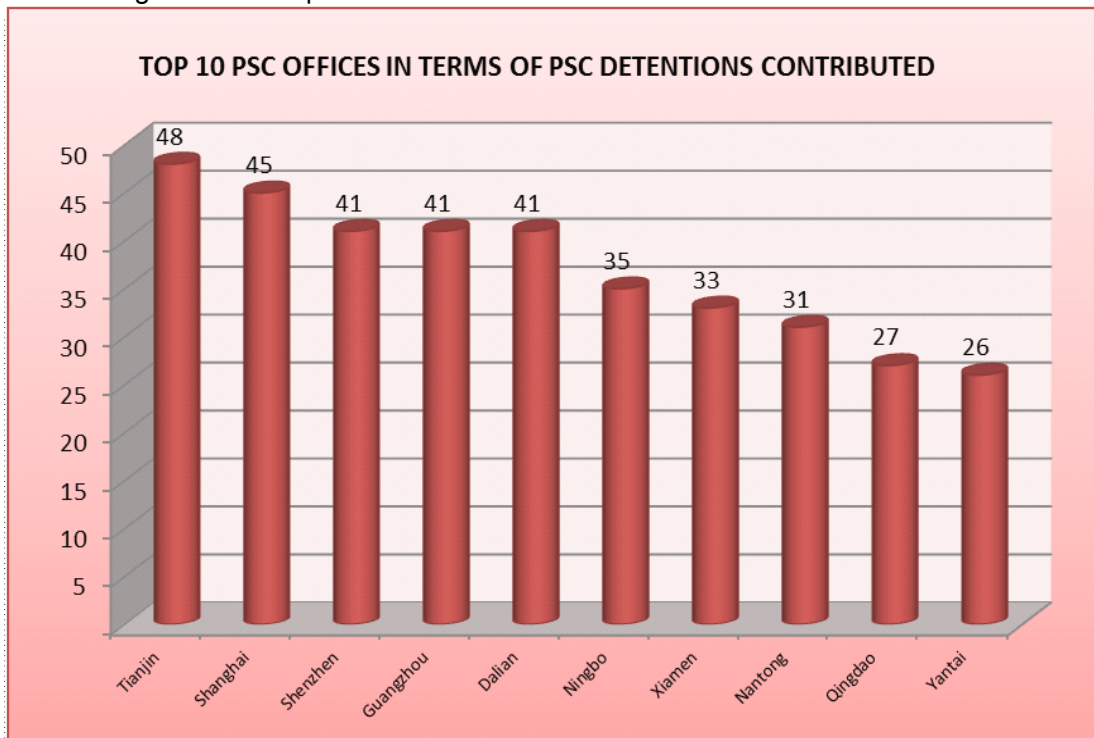


Illustration: 51 PSC offices of China MSA detained 679 ships. Hereinto, Tianjin PSC office detained 48 foreign ships, Shanghai PSC office 45, and Shenzhen, Guangzhou and Dalian 41 respectively.

Figure 1.1.4: Distribution of PSC report submitted by MSAs directly under MOT

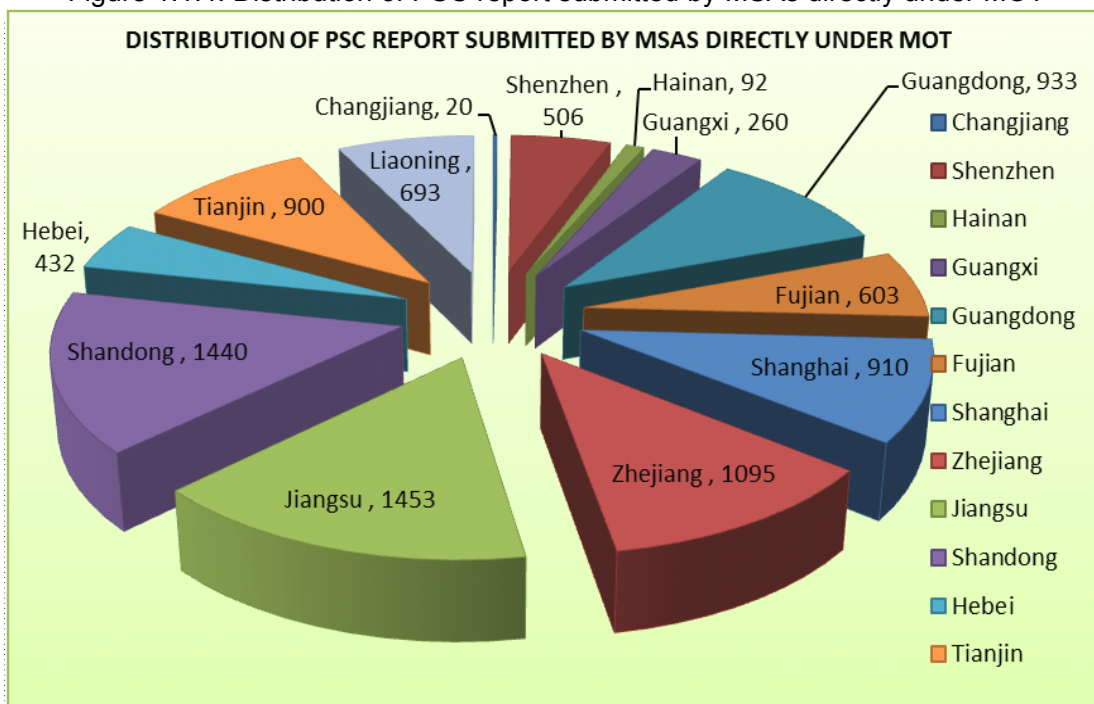


Illustration: We subsume 51 PSC offices under 13 Maritime Safety Administrations (MSAs) which were directly under Ministry of Transport of the P.R. China (MOT) for the reason of

regionalism. The number of PSC reports submitted by 13 MSAs directly under MOT was 9337.

Figure 1.1.5: Distribution of PSC initial reports submitted by MSAs directly under MOT

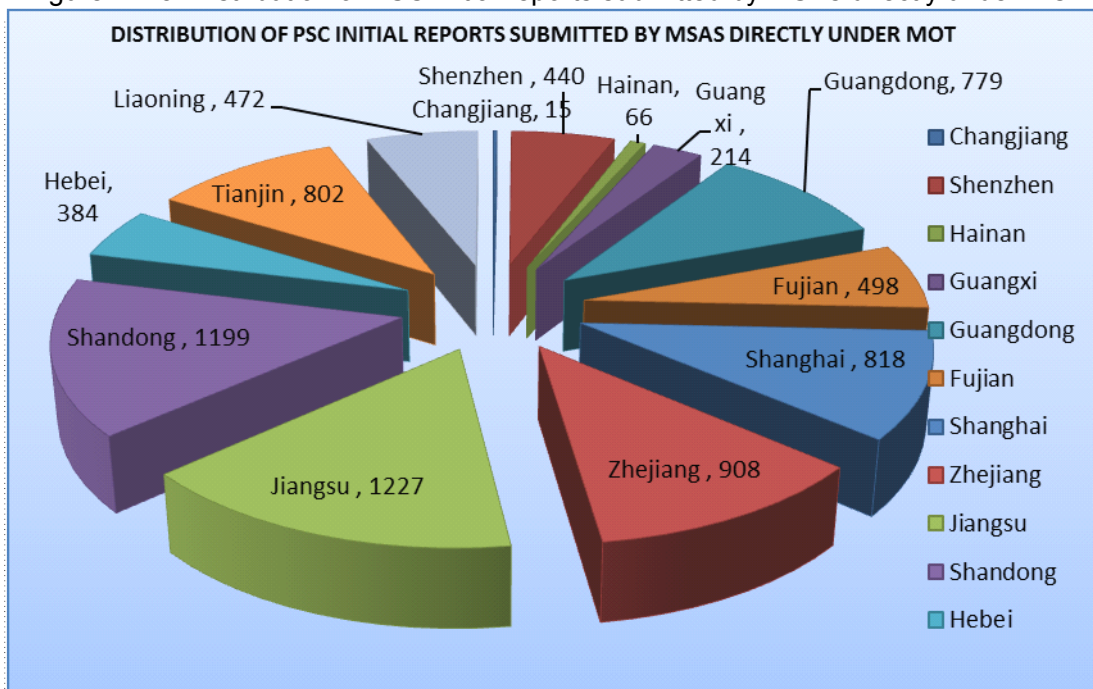


Illustration: 13 MSAs directly under MOT submitted 7822 PSC initial reports, of which Jiangsu MSA (1227), Shandong MSA (1199) and Zhejiang MSA (908) ranked in the first three places.

Figure 1.1.6: Distribution of individual initial inspections by MSAs directly under MOT

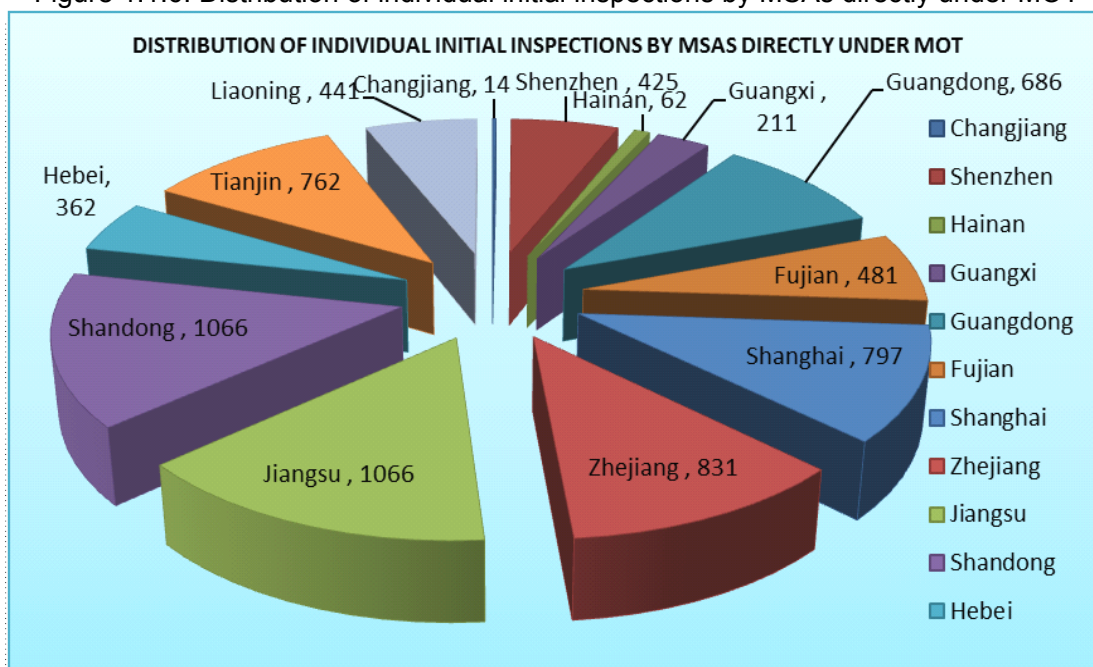


Illustration: Jiangsu MSA (1066), Shandong MSA (1066) and Zhejiang MSA (831) ranked in the first three places in terms of individual initial inspections.

Figure 1.1.7: Distribution of detentions by MSAs directly under MOT

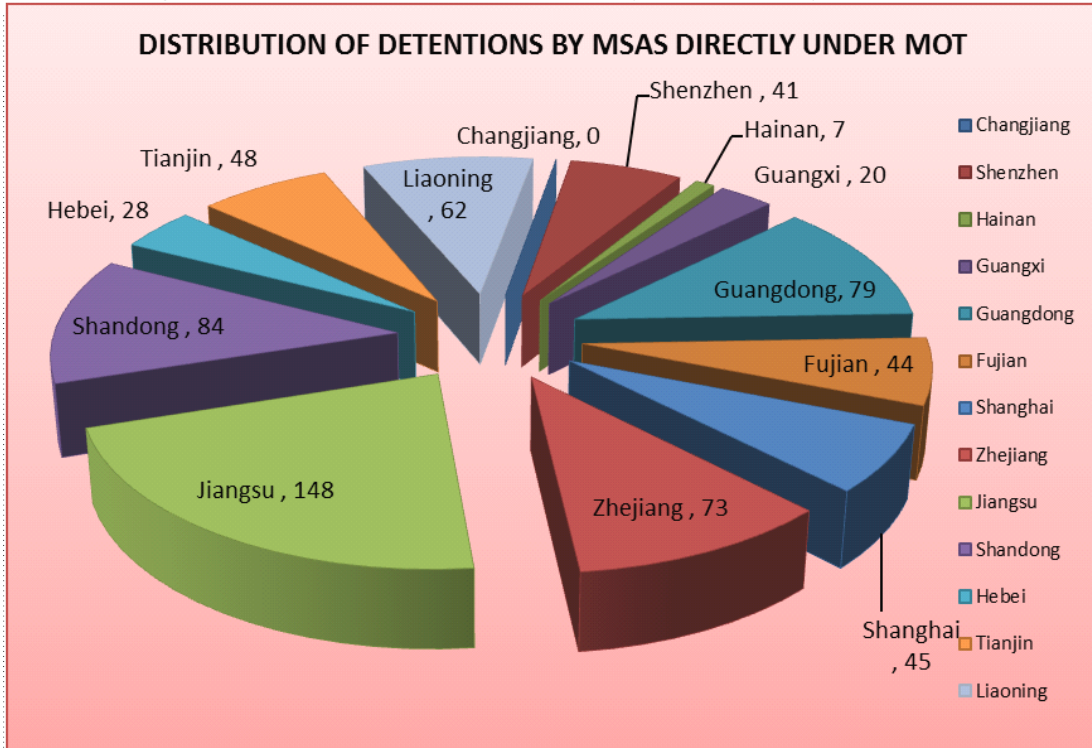


Illustration: 13 MSAs directly under MOT detained 679 ships in 2011, of which Jiangsu MSA (148), Shandong MSA (84) and Guangdong MSA (79) ranked in the first three places.

Figure 1.1.8: Monthly number of PSCIs 2011

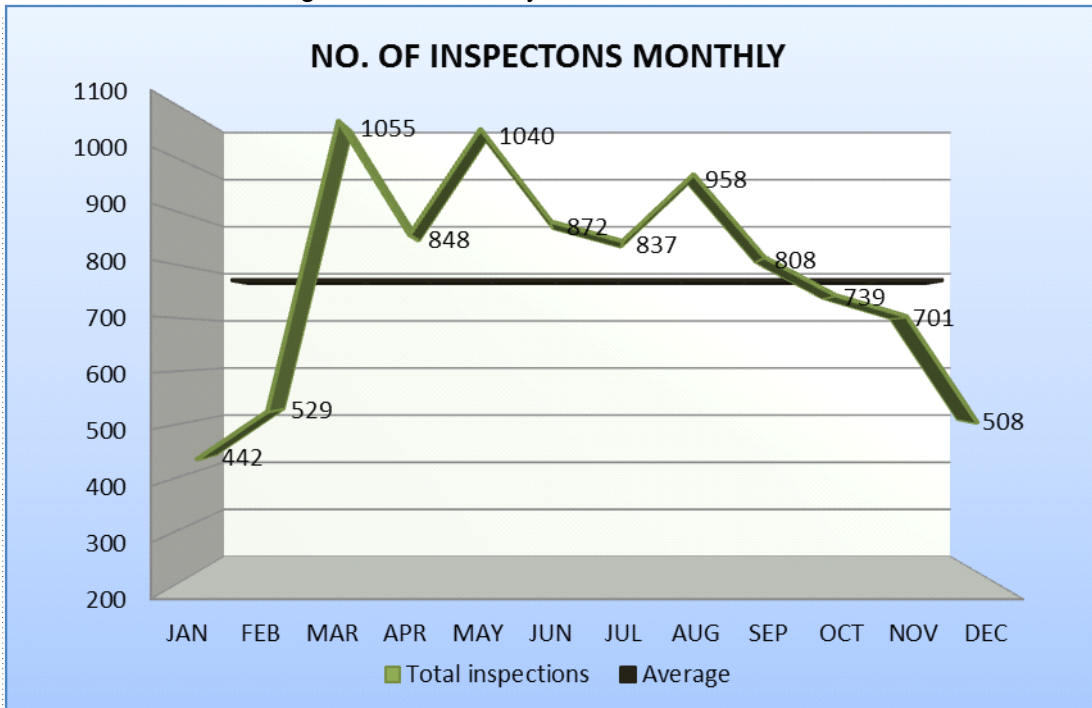


Illustration: The average number of monthly PSC inspections (initial + follow-up) was 778, from March to September the number of inspections was more than the average level; and in the other months the inspection number marked lower than the average level.

Figure 1.1.9: Monthly number of initial PSCIs 2011

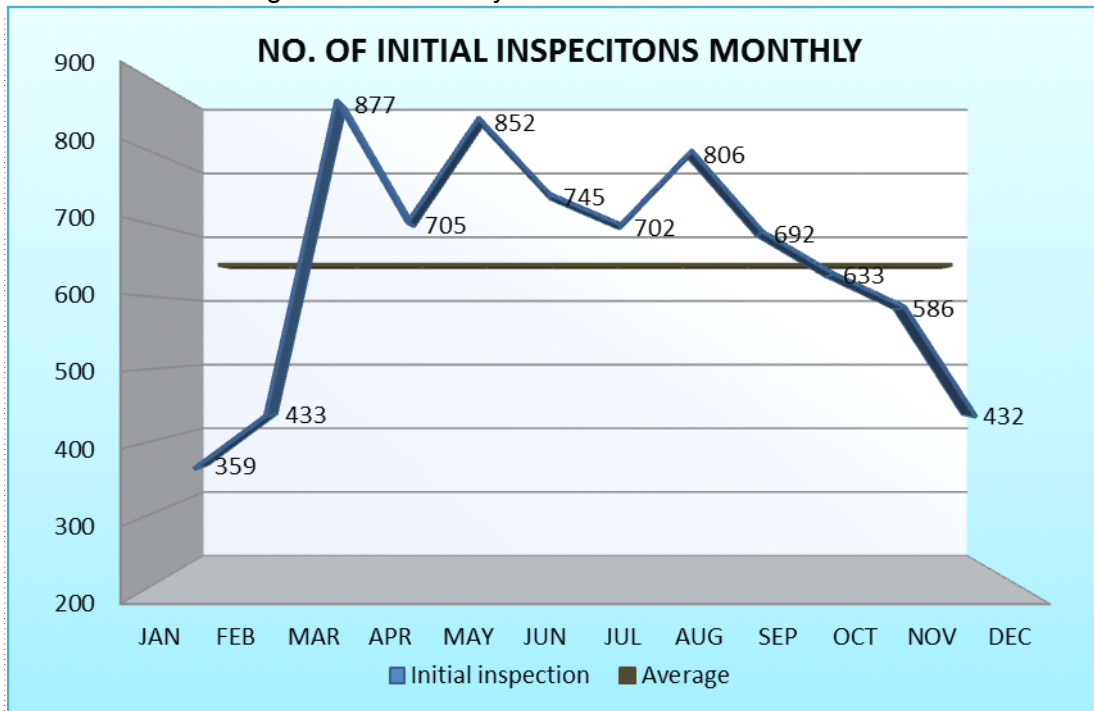


Illustration: The average number of initial PSC inspections was 652 every month. Almost as the distribution of total inspections, the number of initial inspections from March to September was higher than the average level.

Figure 1.1.10: Monthly number of detentions 2011

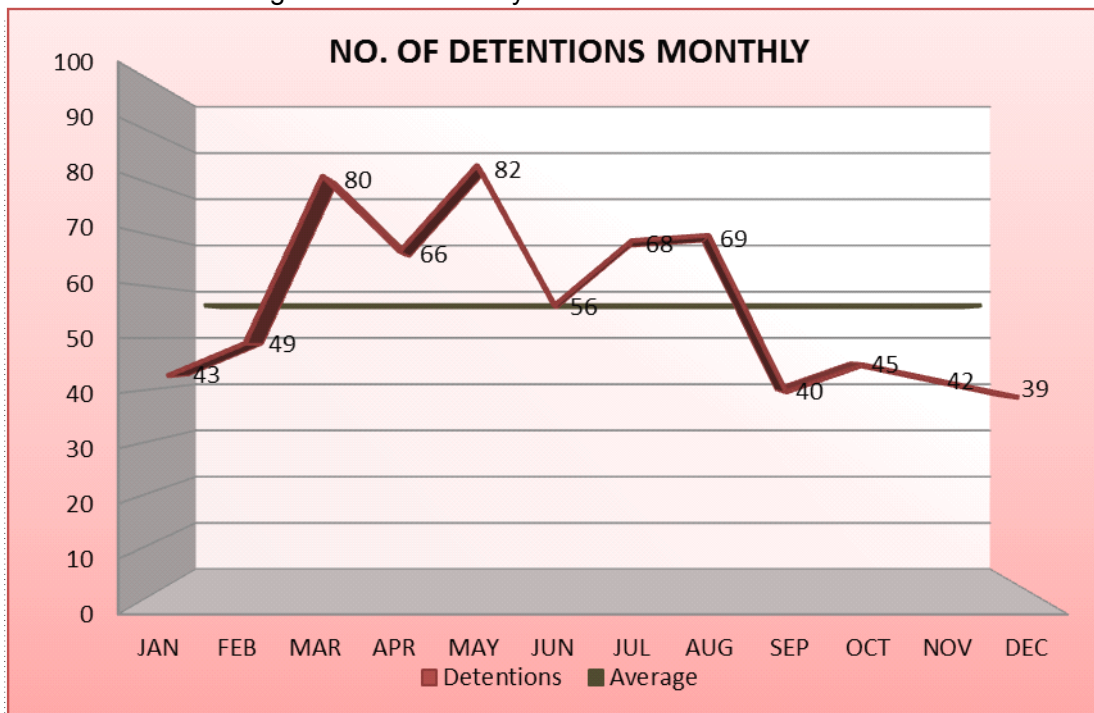


Illustration: The average number of detentions was 57 every month. From March to May, and in July and August, number of detentions was higher than the average level.

Figure 1.1.11: Trends for monthly PSC activities 2011

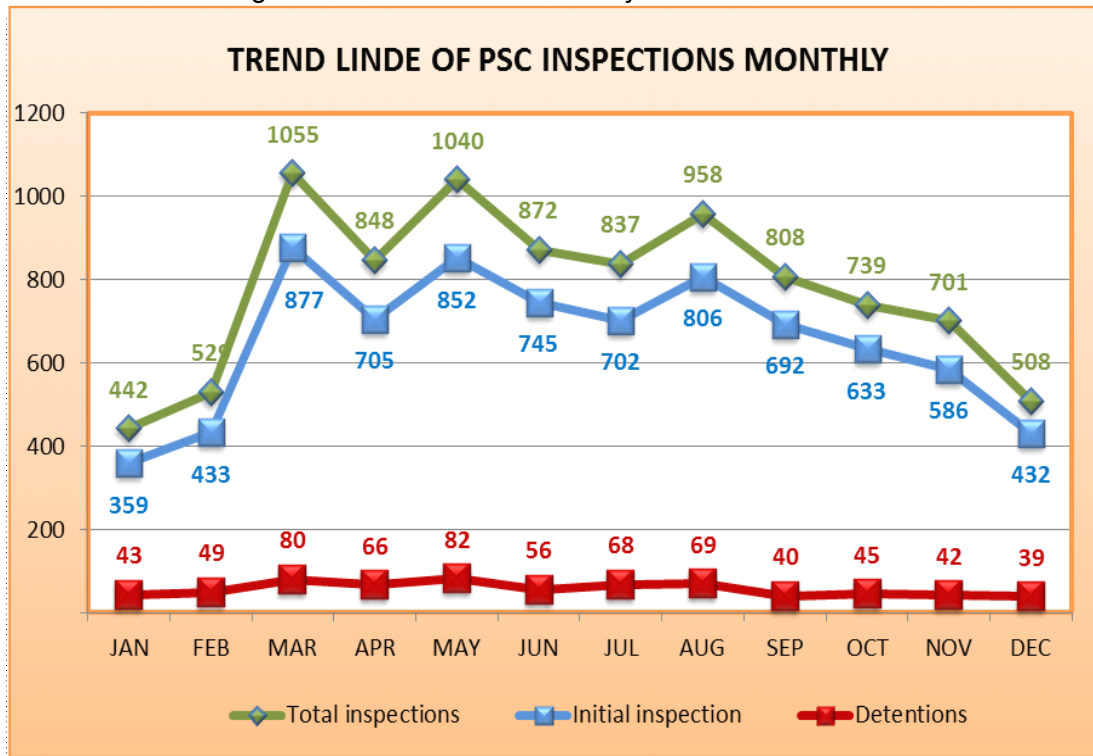


Illustration: Trend lines for total inspections and initial inspections were in the same shape.

Section II: Deficiency

Figure 1.2.1: Top 10 deficiencies by deficiency nature

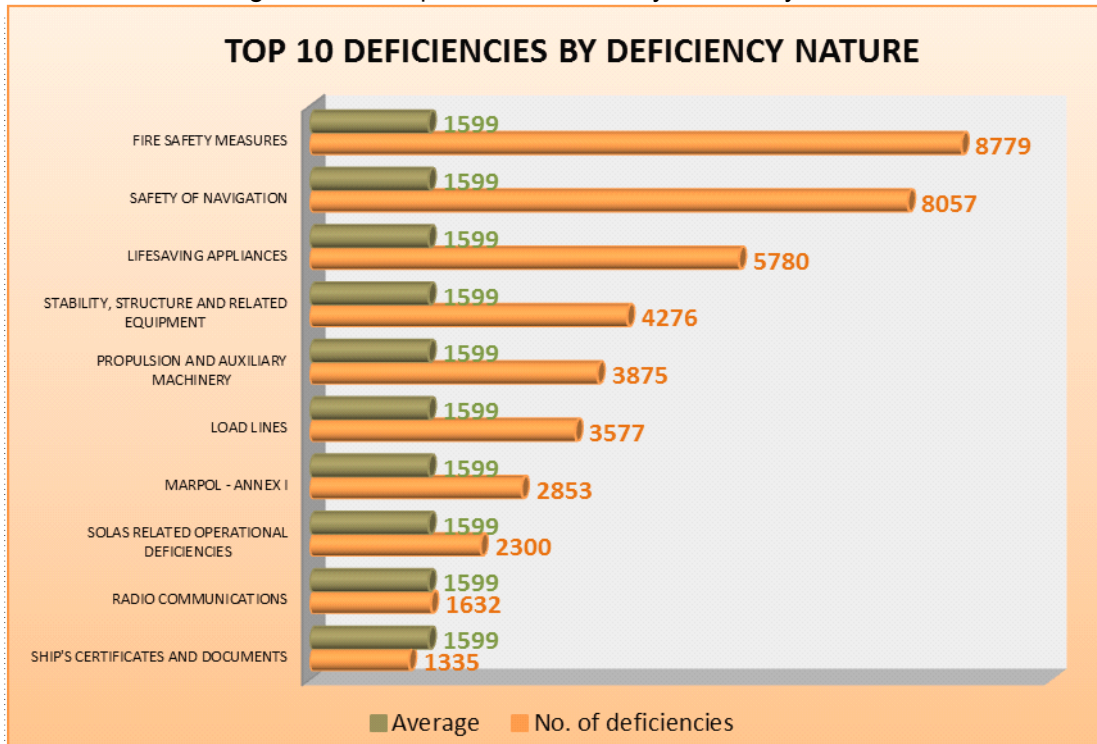


Illustration: 49580 deficiencies were found in by PSC offices of China in 2011, and the average number of deficiencies upon all deficiency series was 1599, of which the number of Fire Safety Measures related deficiencies was 8799 (17.71% of total deficiencies), Safety of Navigation 8057 (16.25% of total deficiencies), Lifesaving appliances 5780 (11.66% of total deficiencies). The top 3 deficiencies were the same as 2010.

Figure 1.2.2: Top 5 deficiencies by ship types

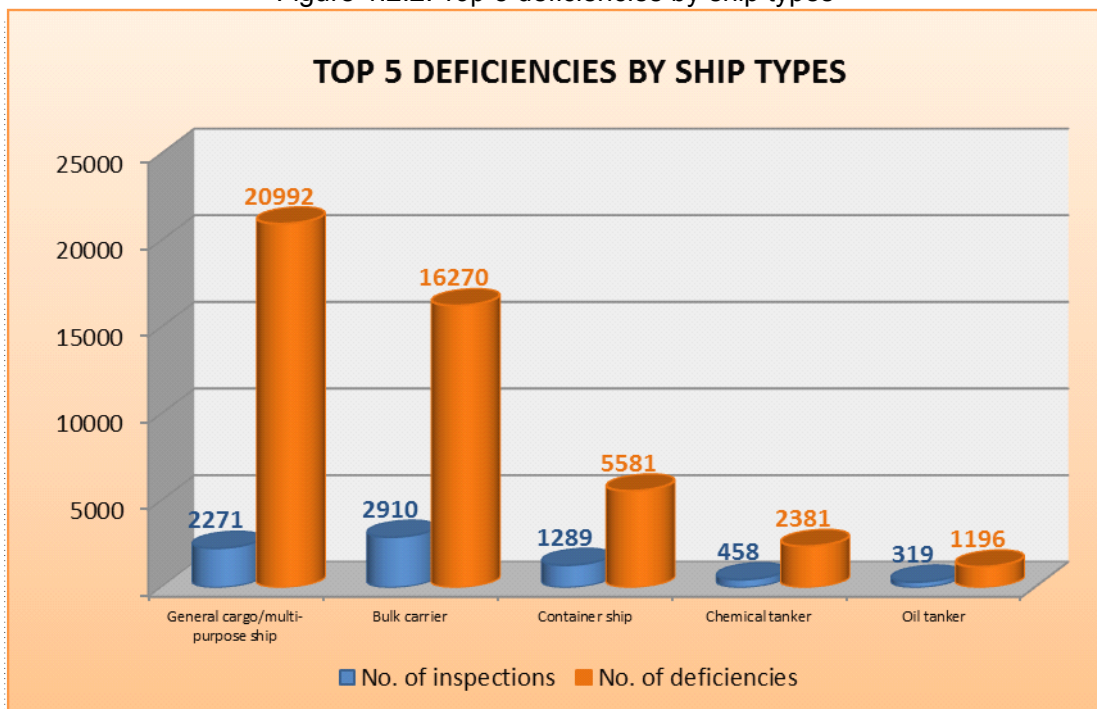


Illustration: In terms of General Cargo/Multi-purpose ship, 20992 deficiencies were found

(42.34% of total deficiencies); and Bulk Carrier 16270 (32.82% of total deficiencies), Container Ship 5581 (11.26% of total deficiencies), named top 3 deficiencies by ship type.

Figure 1.2.3: Top 10 deficiencies by ship flags

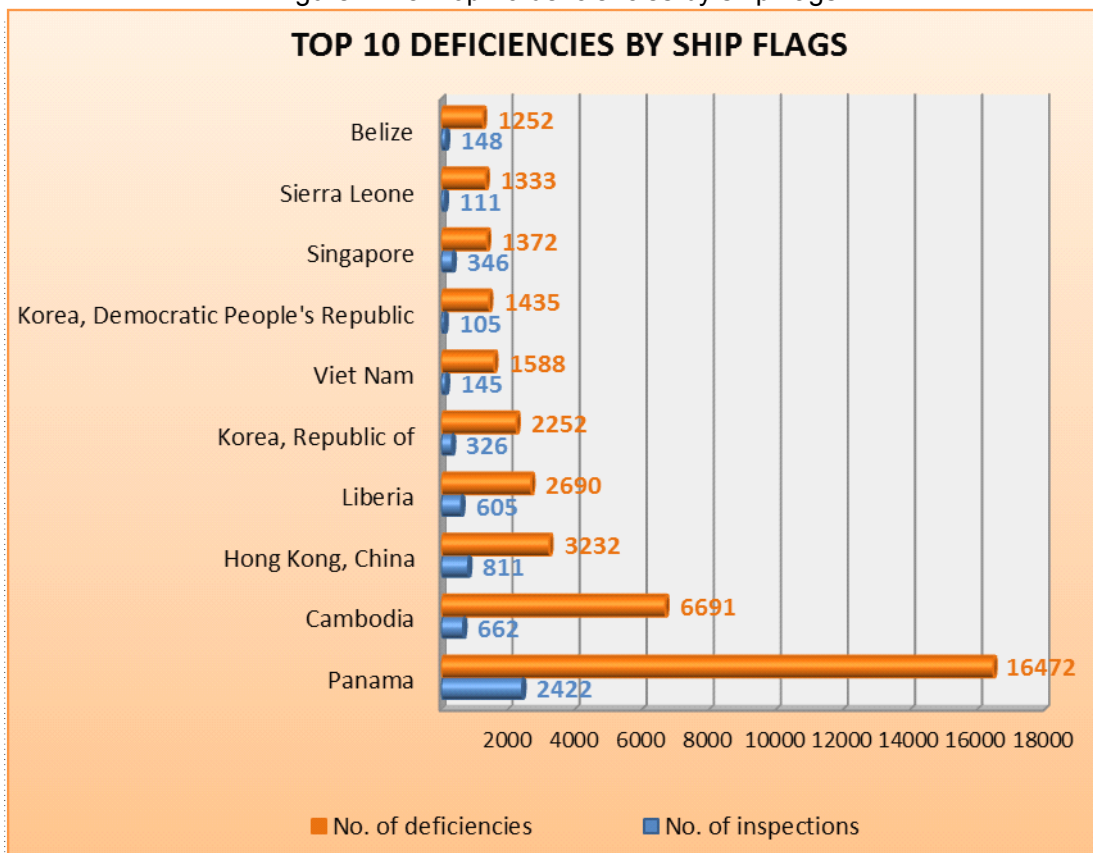


Illustration: Ships flying Panama flag (16472, 33.22% of total deficiencies), Cambodia flag (6691, 13.50% of total deficiencies) and Hong Kong, China flag (3232, 6.52% of total deficiencies) went to the top 3.

Figure 1.2.4: Top 10 deficiencies by ship classification societies

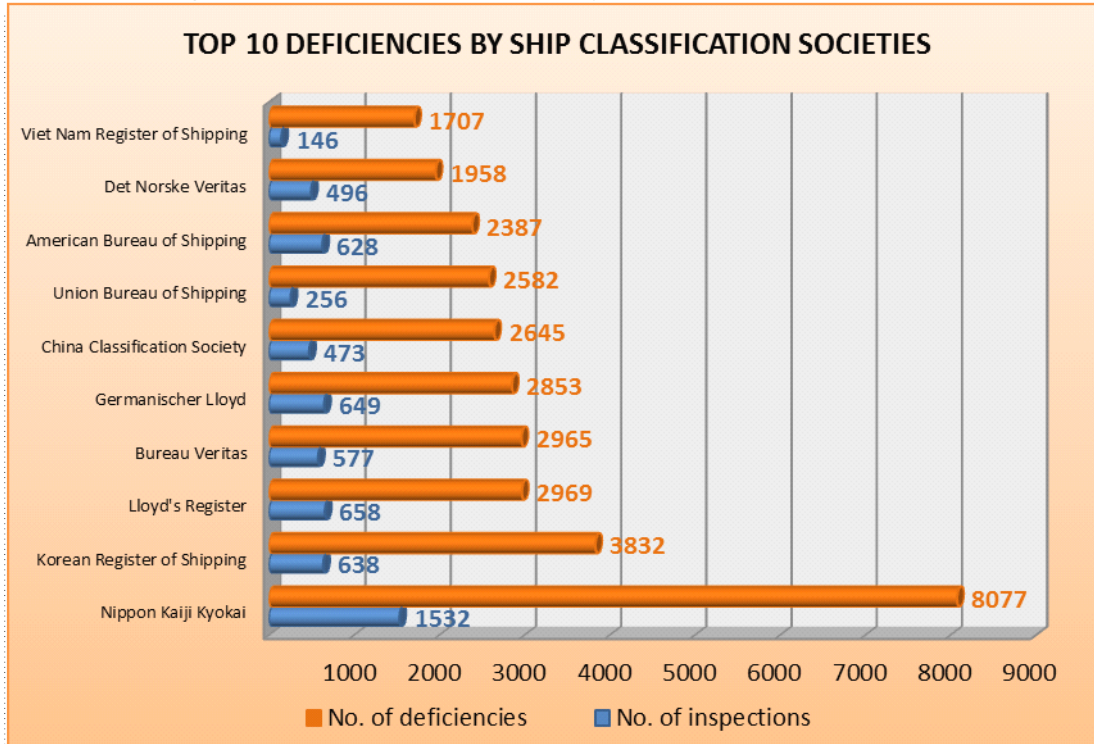


Illustration: Ships classed by Nippon Kaiji Kyokai (8077, 16.29% of total deficiencies), Korean Register of Shipping (3832, 7.73% of total deficiencies) and Lloyd's Register (2969, 5.99% of total deficiencies) went to the top 3 deficiencies.

Figure 1.2.5: Top 10 PSC offices with number of average deficiencies per ship

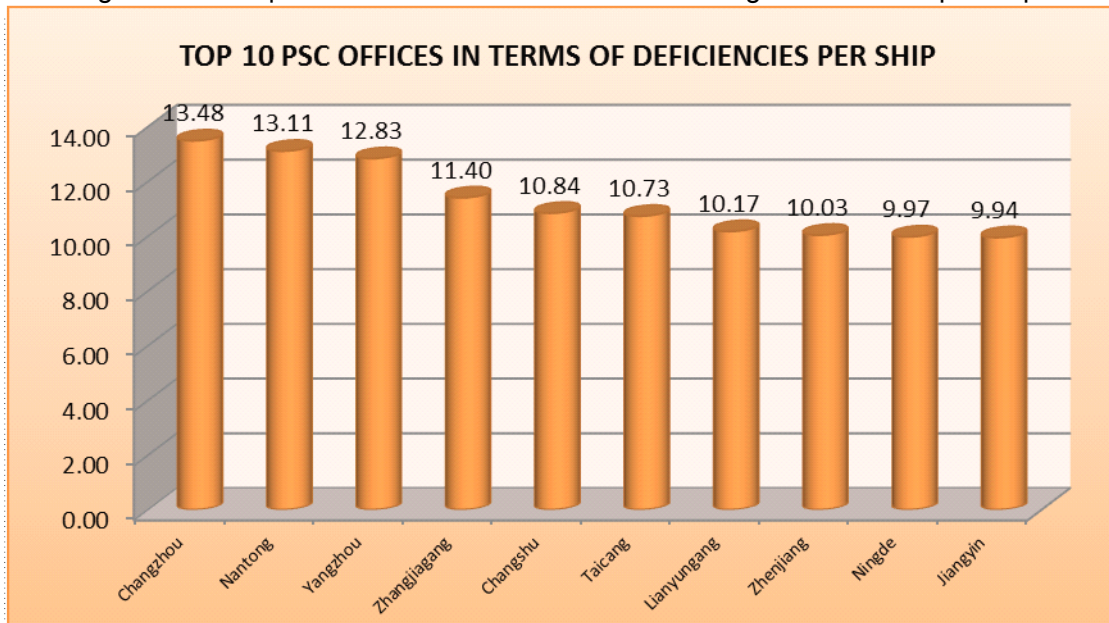


Illustration: The average number of deficiencies per ship reaches 6.34 in 2011, which was a little lower than that of 2010 (6.69). Changzhou, Nantong and Yangzhou PSC office found out more deficiencies per individual ship than the other PSC offices.

Figure 1.2.6: Distribution of deficiencies per ship by MSAs directly under MOT

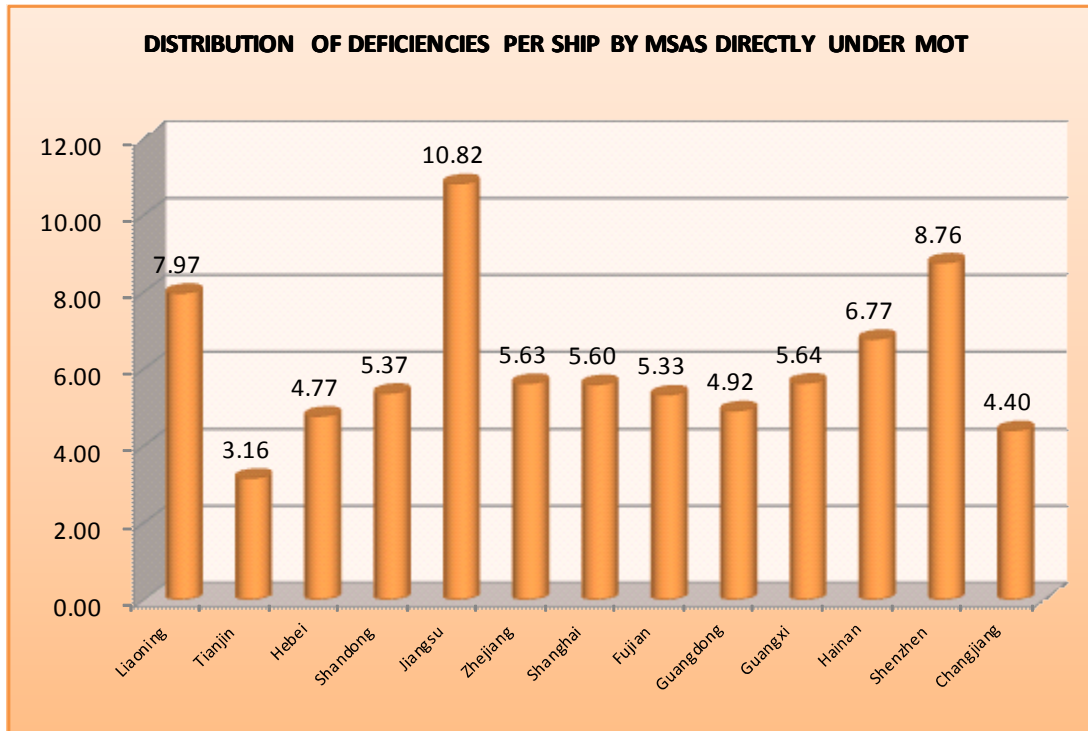


Illustration: The number of deficiencies per individual ship by Jiangsu MSA was the most, reaching 10.82, Shenzhen MSA (8.76) and Liaoning MSA (7.97) ranked the second and the third.

Section III: Detention

Figure 1.3.1: Top 10 detention percentage by deficiency nature

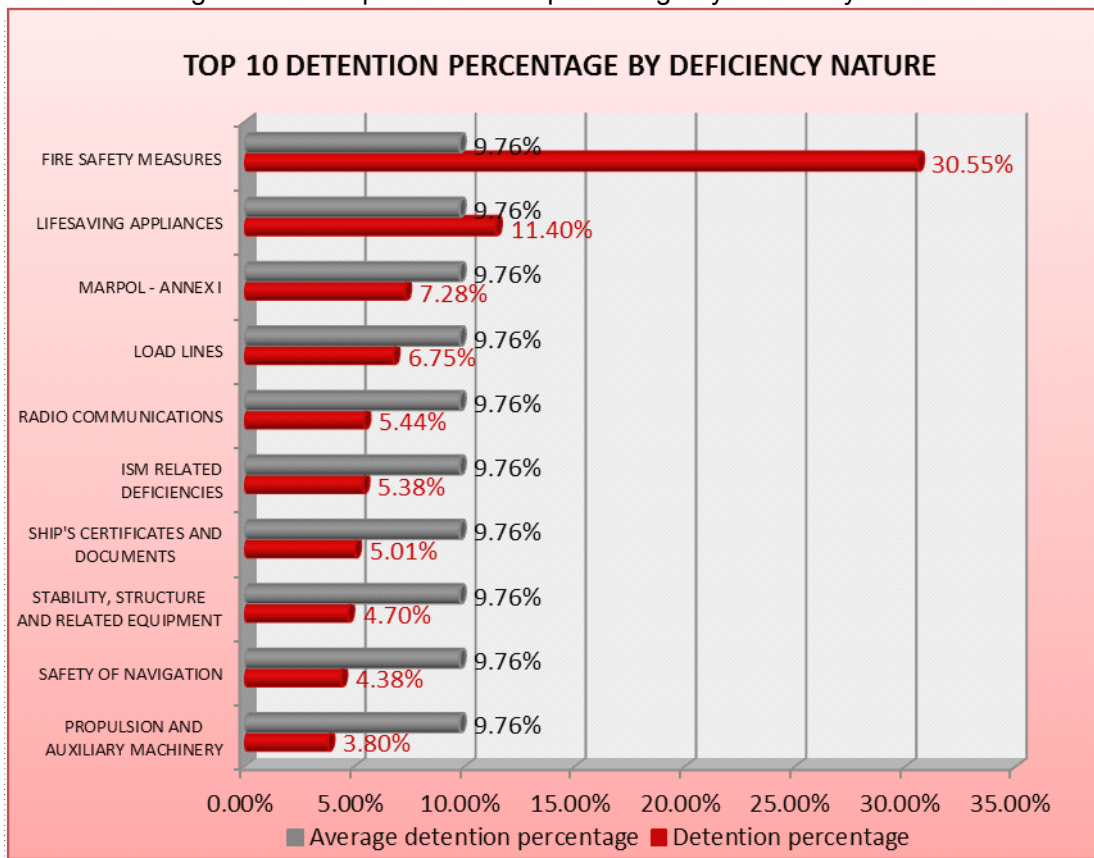


Illustration: Fire Safety Measures (30.55%), Lifesaving Appliances (11.40%) and MARPOL – Annex I (7.28%) ranked in the first three places on detention percentage by deficiency nature.

Figure 1.3.2: Top 5 detentions by ship types

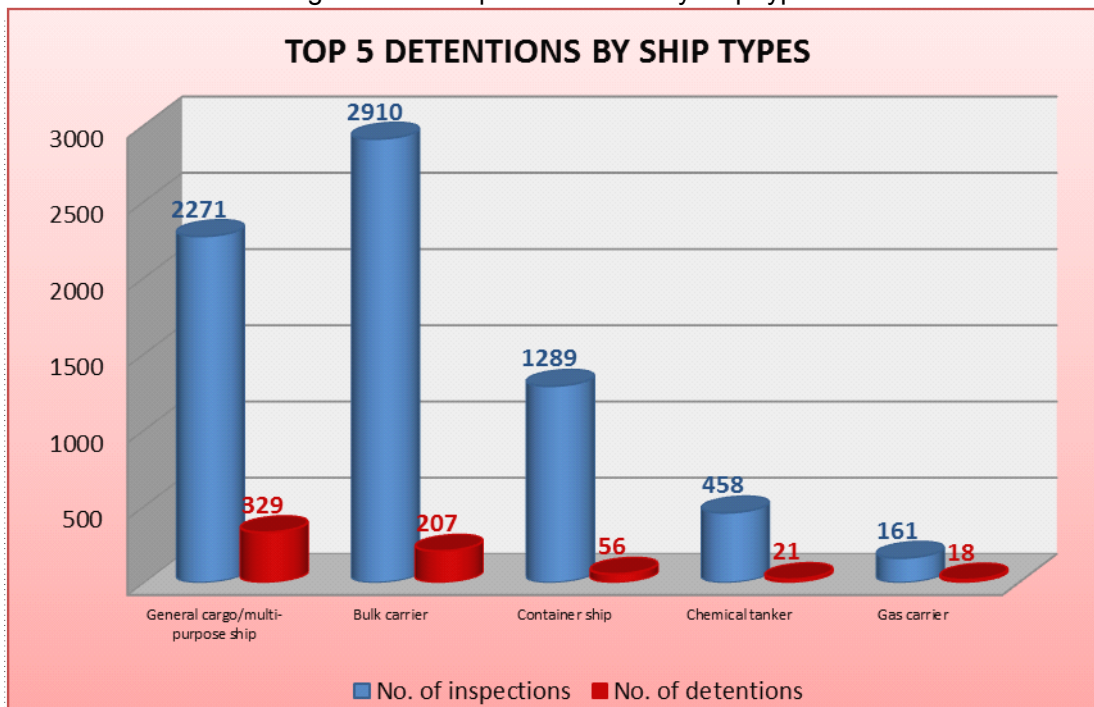


Illustration: top 5 detentions by ship types were General Cargo/Multi-purpose Ship (329, 48.45% of total detentions), Bulk Carrier (207, 30.49% of total detentions), Container Ship (56, 8.25% of total detentions), Chemical Tanker (21, 3.09% of total detentions) and Gas Carrier (18, 2.65% of total detentions).

Figure 1.3.3: Top 5 detention percentage by ship types

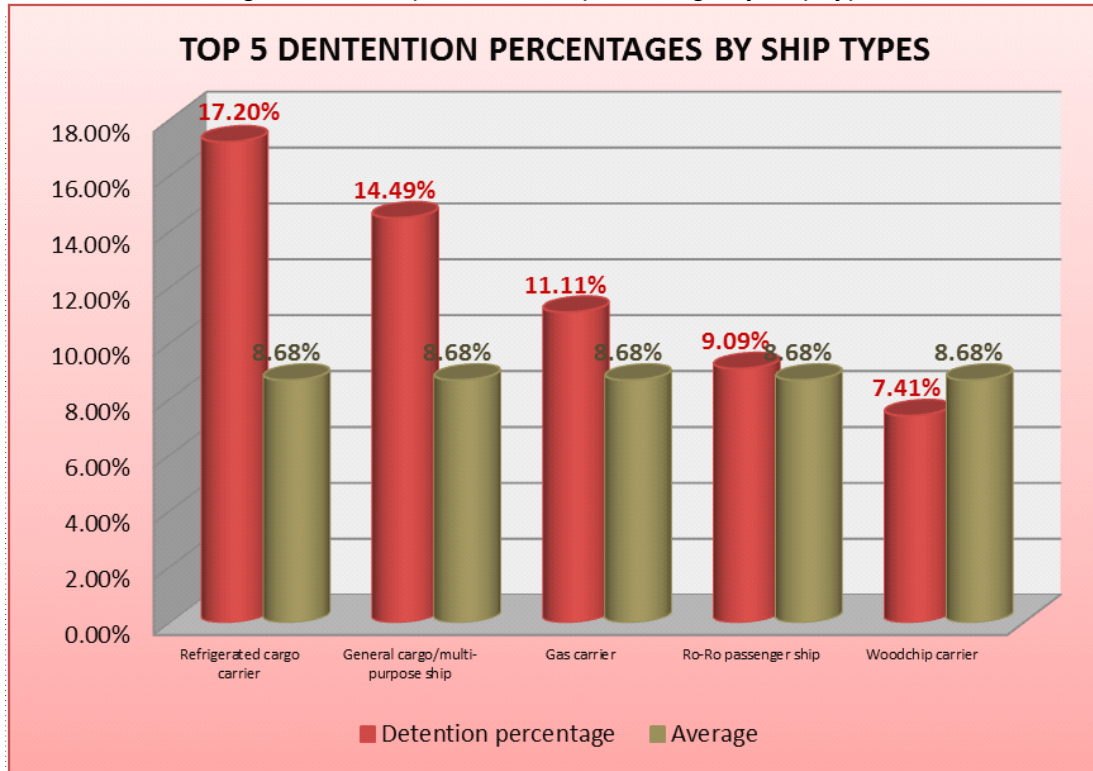


Illustration: Top 5 detention percentages by ship types were Refrigerated Cargo Carrier (17.20%), General Cargo/Multi-purpose Ship (14.49%), Gas Carrier (11.11%), Ro-ro Passenger ship (9.09%) and Woodchip Carrier (7.41%).

Figure 1.3.4: Top 10 detentions by ship flags

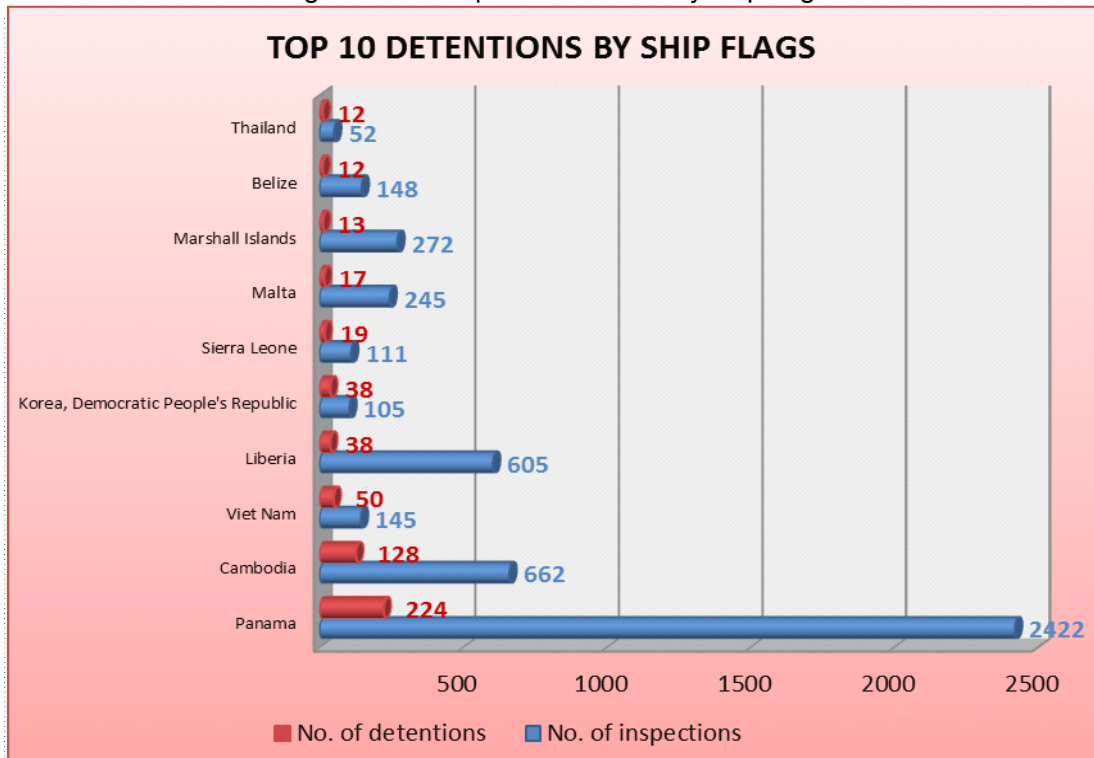


Illustration: China detained 679 foreign ships in 2011. The top 3 flags on detention were Panama (224, 32.99% of total detentions), Cambodia (128, 18.85% of total detentions) and Viet Nam (50, 7.36% of total detentions).

Figure 1.3.5: Detention percentage by ship flags over 8.68%

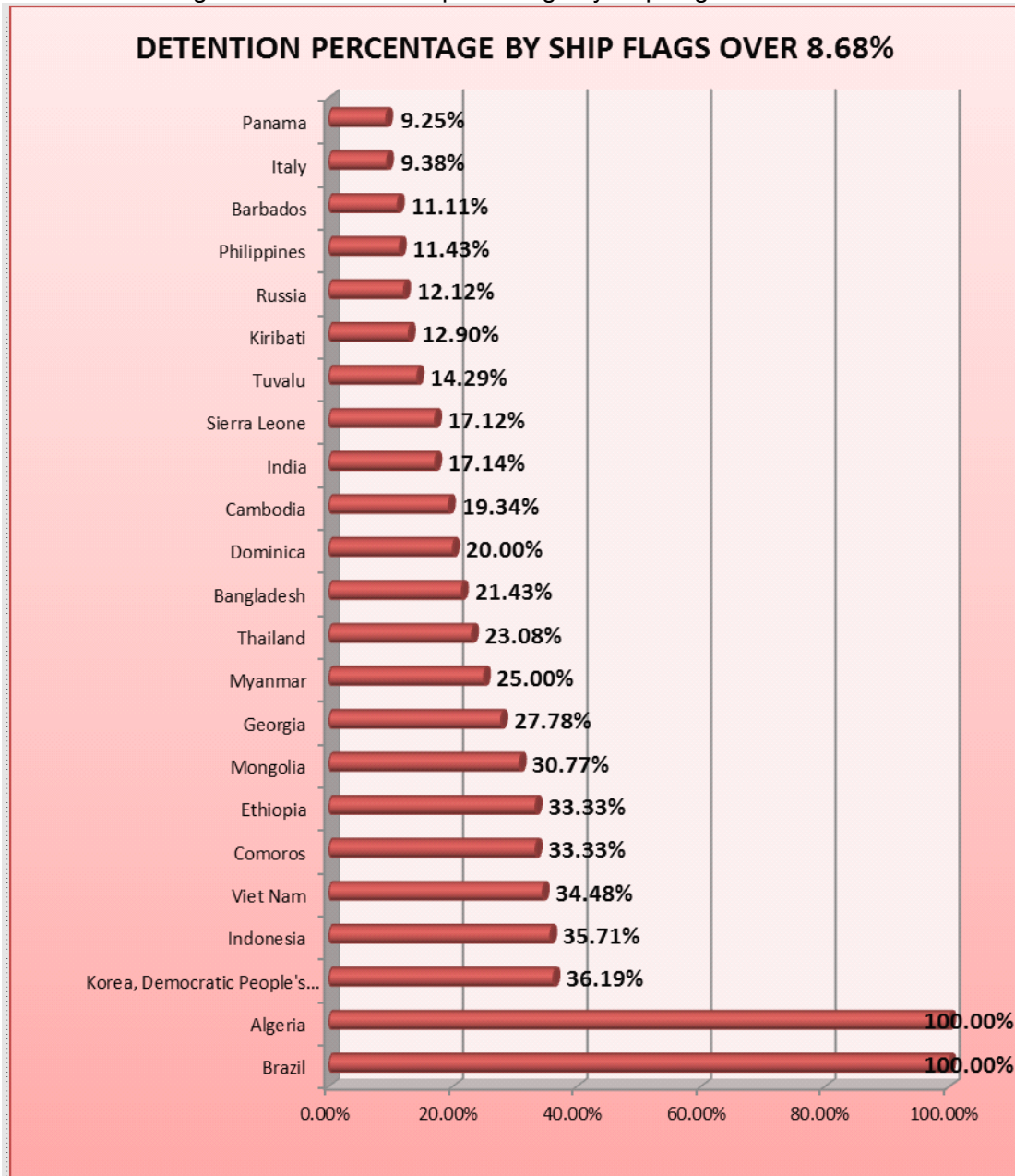


Illustration: The average detention percentage on PSC inspection in China 2011 was 8.68%. There were 23 flags whose ship detention percentage was over the average level, of which, detention percentage to Brazil and Algeria reached 100%.

Figure 1.3.6: Top 10 detentions by ship classification societies

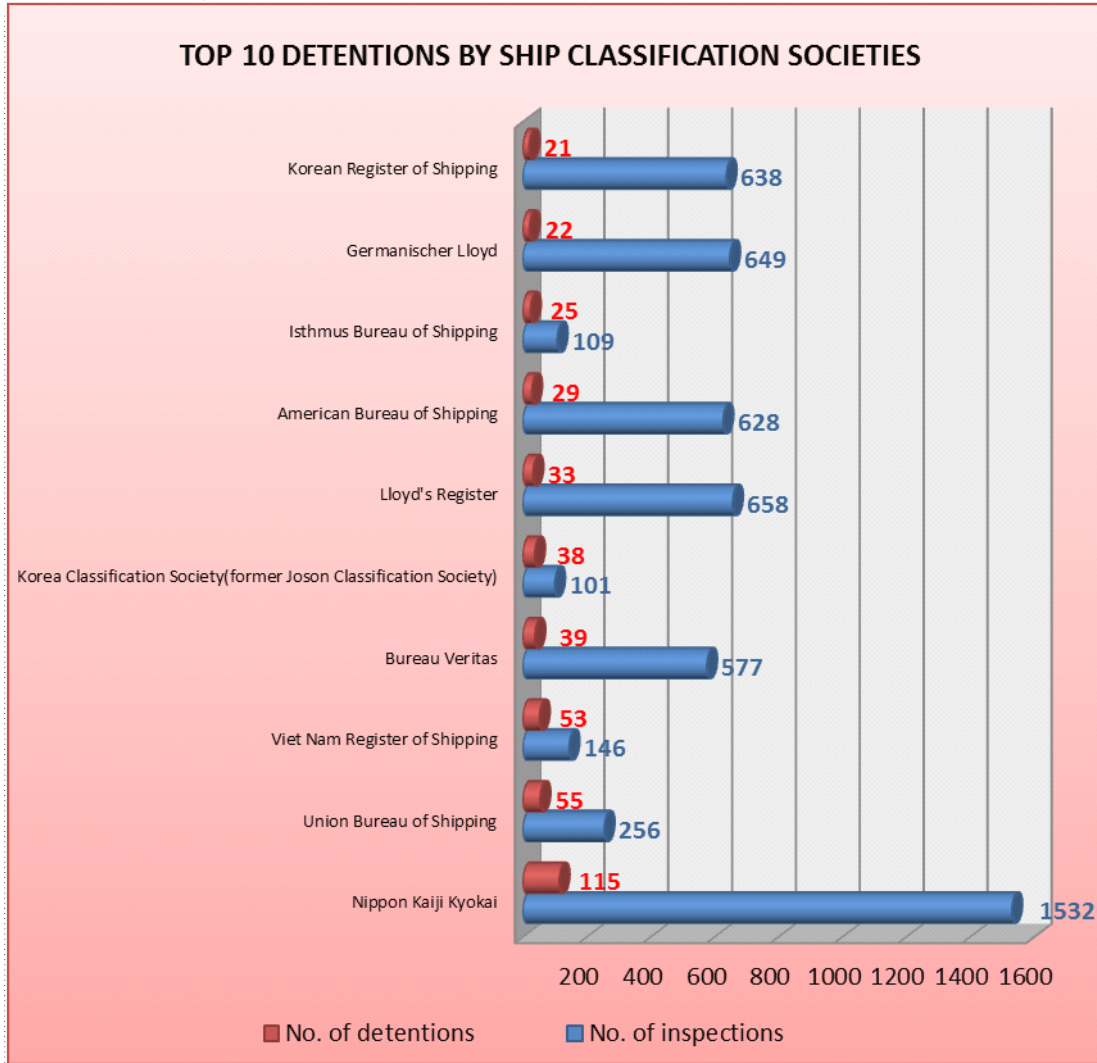


Illustration: Nippon Kaiji Kyokai (115), Union Bureau of Shipping (55), Viet Nam Register of Shipping (53), Bureau Veritas (39) and Korea Classification Society (38) ranked in the first five places on detentions in 2011.

Figure 1.3.7: Detention percentage by ship classification societies over 8.68%

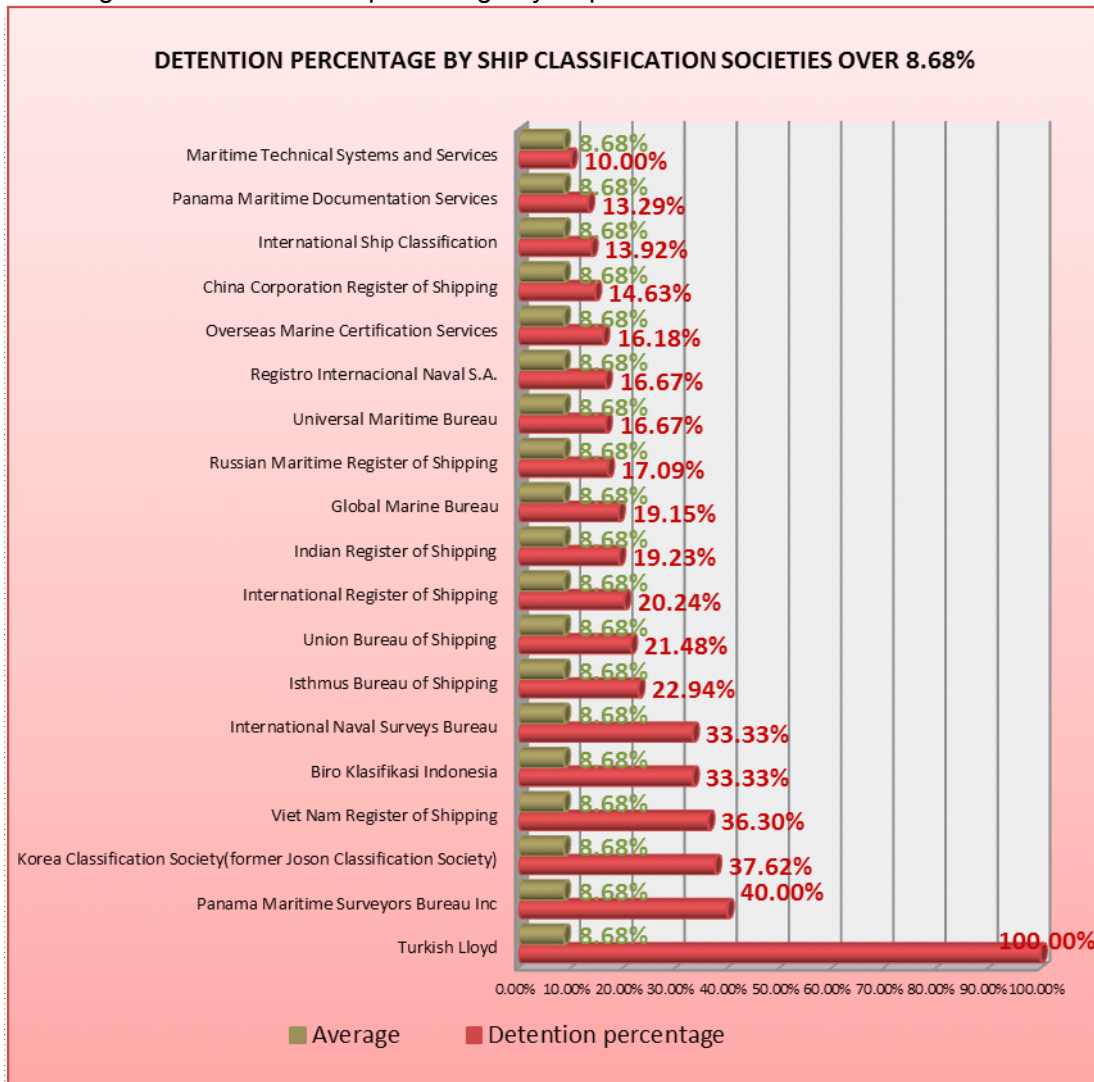


Illustration: The average detention percentage on PSC inspection in China 2011 was 8.68%. There were 19 classification societies' ship detention percentage over the average level (not including no class and other class), of which, detention percentage to Turkish Lloyd (100%), Panama Maritime Surveyors Bureau Inc (40%) and Korea Classification Society (37.62%) ranked in the first three places.

Figure 1.3.8: Top 10 Recognized Organizations related detention percentage

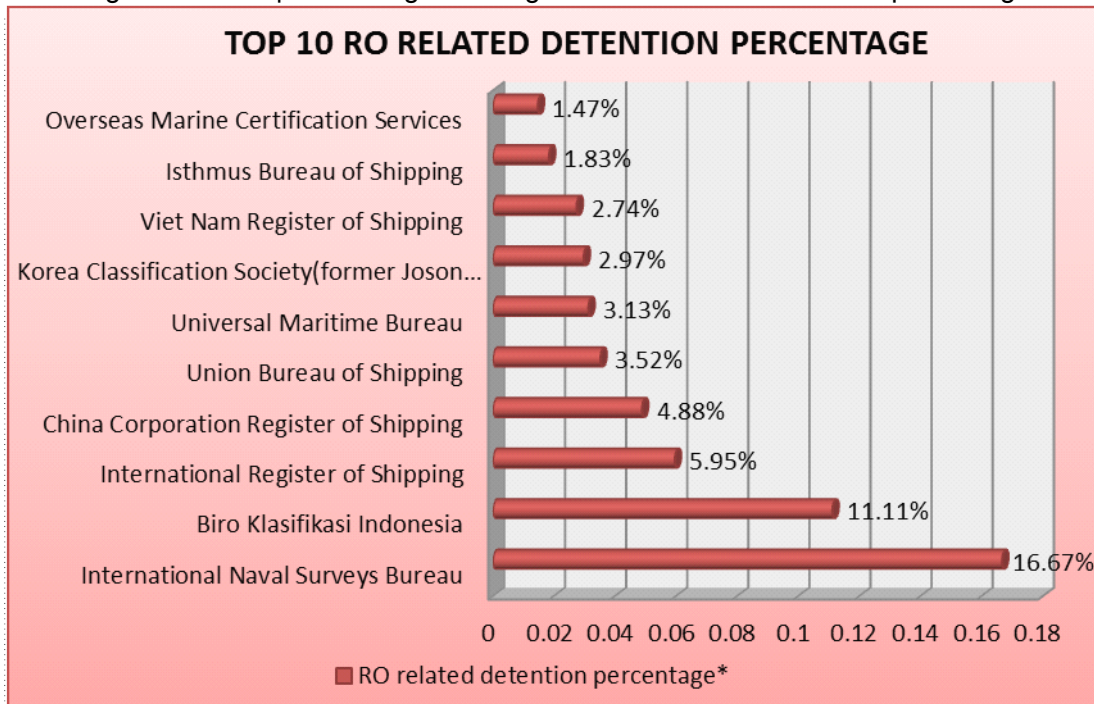


Illustration: RO related detention percentage* — the figure was calculated as (no. of RO related detention / no of RO related inspections) X 100.

Figure 1.3.9: Top 10 percentage Recognized Organization related detentions

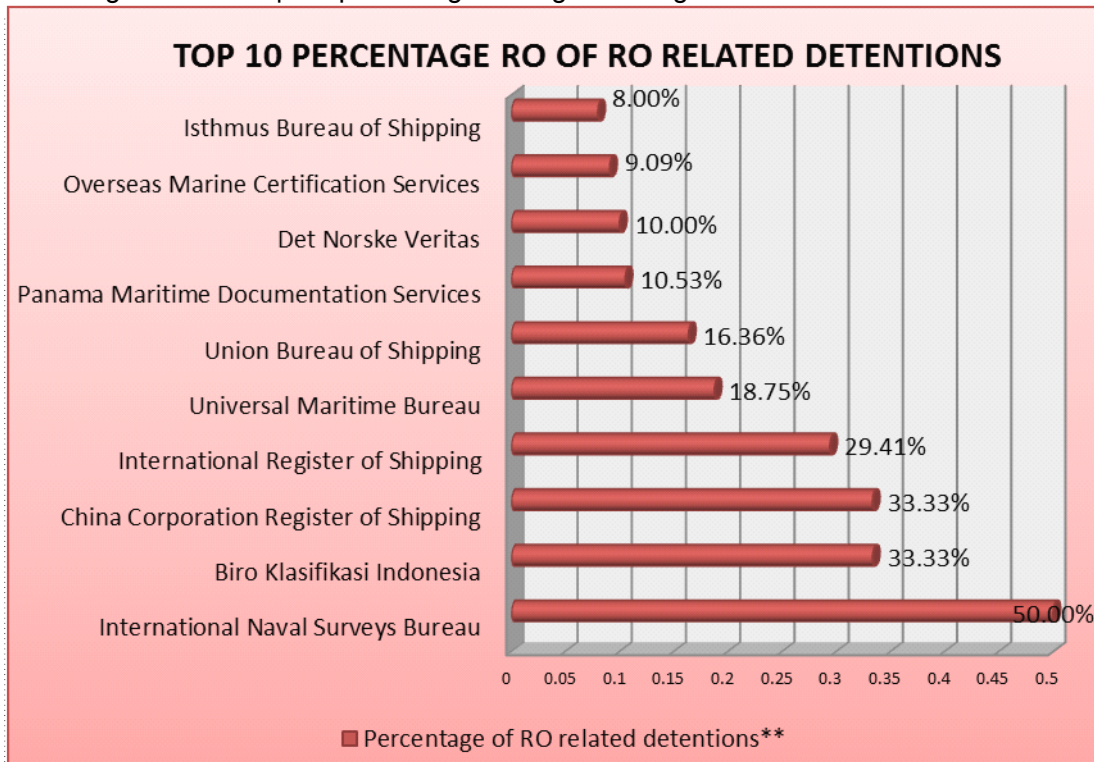


Illustration: Percentage of RO related detentions** — the figure is calculated as (no. of RO related detentions / no. of detentions) X 100.

Figure 1.3.10: PSC offices in terms of detention percentage over 8.68%

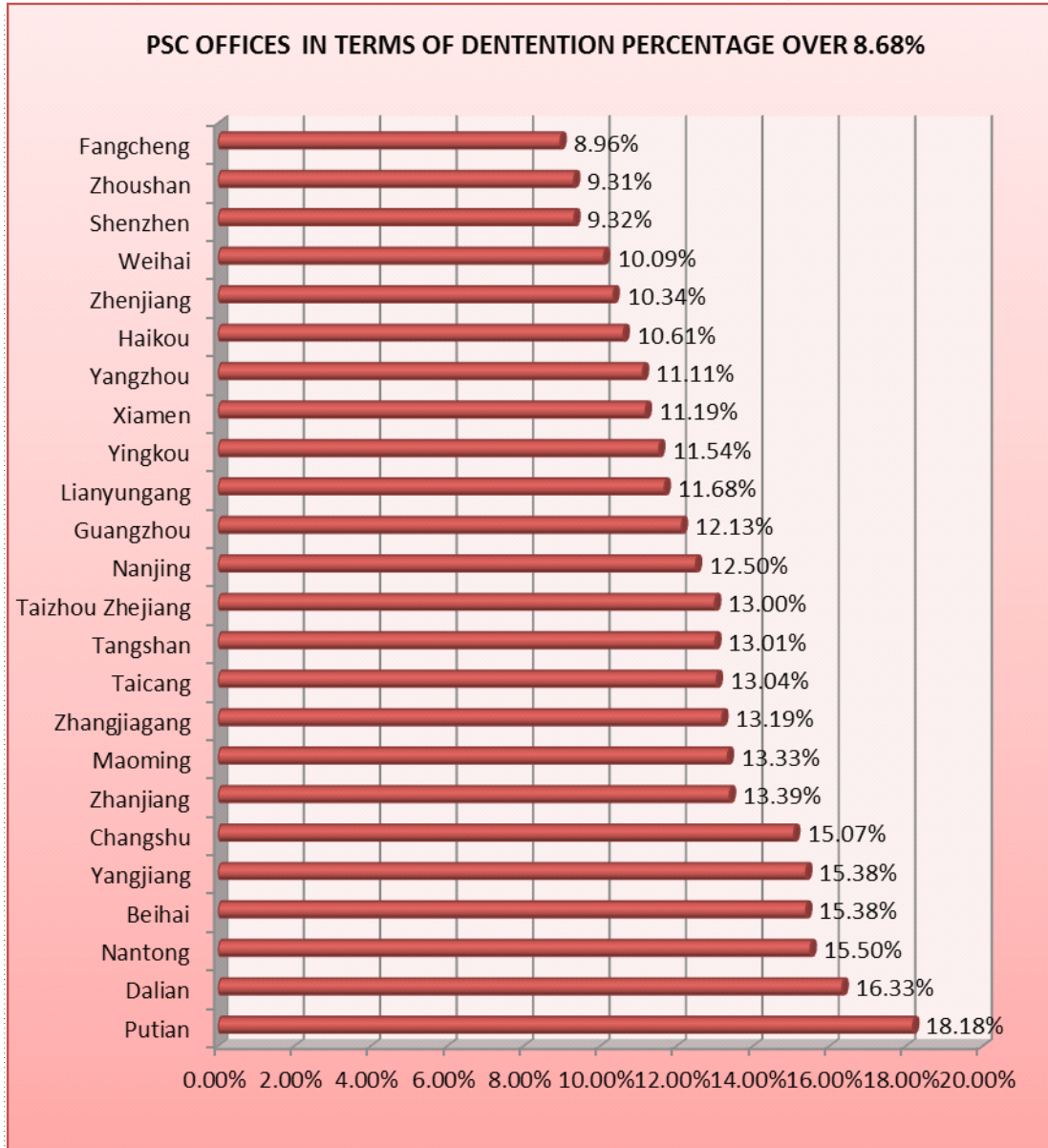


Illustration: The average detention percentage in 2011 was 8.68%, of which, Putian (18.18%), Dalian (16.33%) and Nantong (15.50%) ranked in the first three places on detention ratio.

Figure 1.3.11: Detention percentage distribution to MSAs directly under MOT

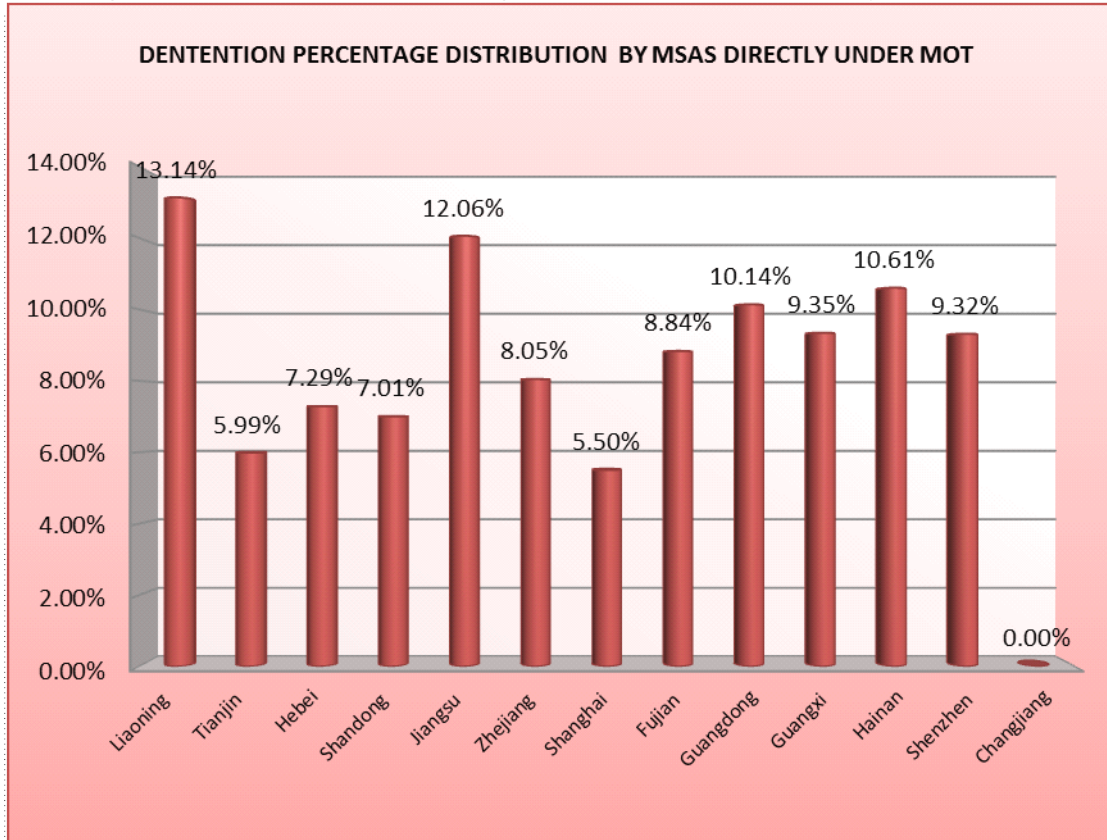


Illustration: We subsume 51 PSC offices under 13 Maritime Safety Administrations directly under MOT for the reason of regionalism. Liaoning MSA (13.14%), Jiangsu MSA (12.06%) and Hainan MSA (10.61%) hold the highest detention ratio in 2011.

Section IV: Concentrated Inspection Campaign

The Concentrated Inspection Campaign (CIC) on structural safety and the International Convention on Load, which was initiated jointly by Tokyo MOU and Paris MOU, was conducted from September 1st to November 30th in 2011. The 51 PSC offices of China carried out 1417 special inspections, and detained 47 ships, with detention percentage of 3.32%.

Summary report of CIC	
1. Authority:	China
2. Campaign period:	01/09/2011 -- 30/11/2011
3. Total number of CIC inspections:	1417
4. Detentions	47
5. Detention percentage	3.32%
6. Problems	532

Figure 1.4.1: Top 10 PSC offices in terms of CIC reports submitted

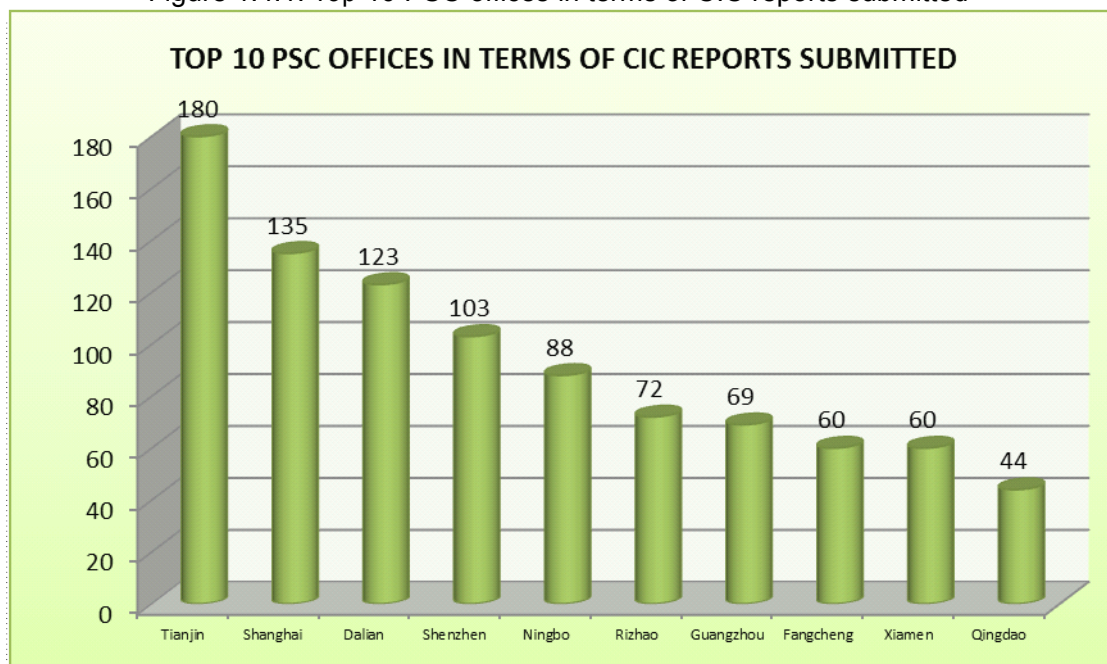


Illustration: During the CIC on structural safety and the International Convention on Load, the 51 PSC offices of China submitted 1417 CIC reports, of which Tianjin PSC office (180), Shanghai (135) and Dalian (123) ranked in the first three places.

Figure 1.4.2: Top 10 offices in terms of problems found in CIC

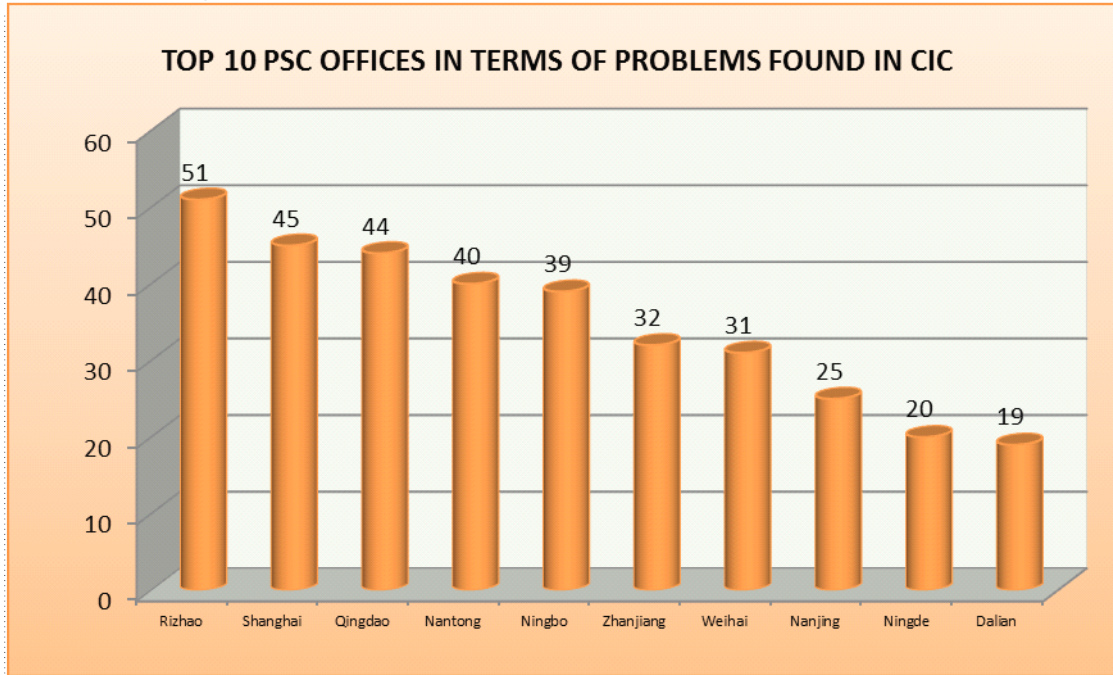


Illustration: During the CIC on structural safety and the International Convention on Load, the 51 PSC offices of China found out 532 problems, and Rizhao PSC office (51), Shanghai (45) and Qingdao (44) found out more problems than others.

Figure 1.4.3: Top 10 PSC offices in terms of CIC detentions contributed

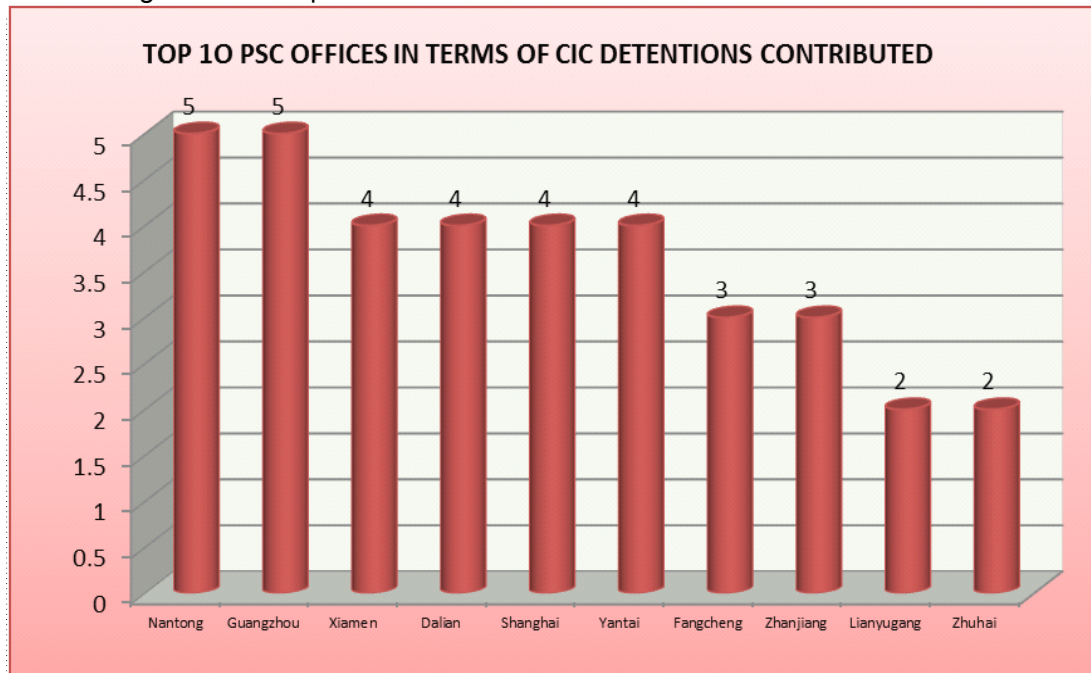


Illustration: During the CIC on structural safety and the International Convention on Load, 47 ships were detained by PSC offices of China, and Nantong PSC office and Guangzhou detained mostly, with the number of 5 respectively.

Figure 1.4.4: Distribution of CIC inspections by MSAs directly under MOT

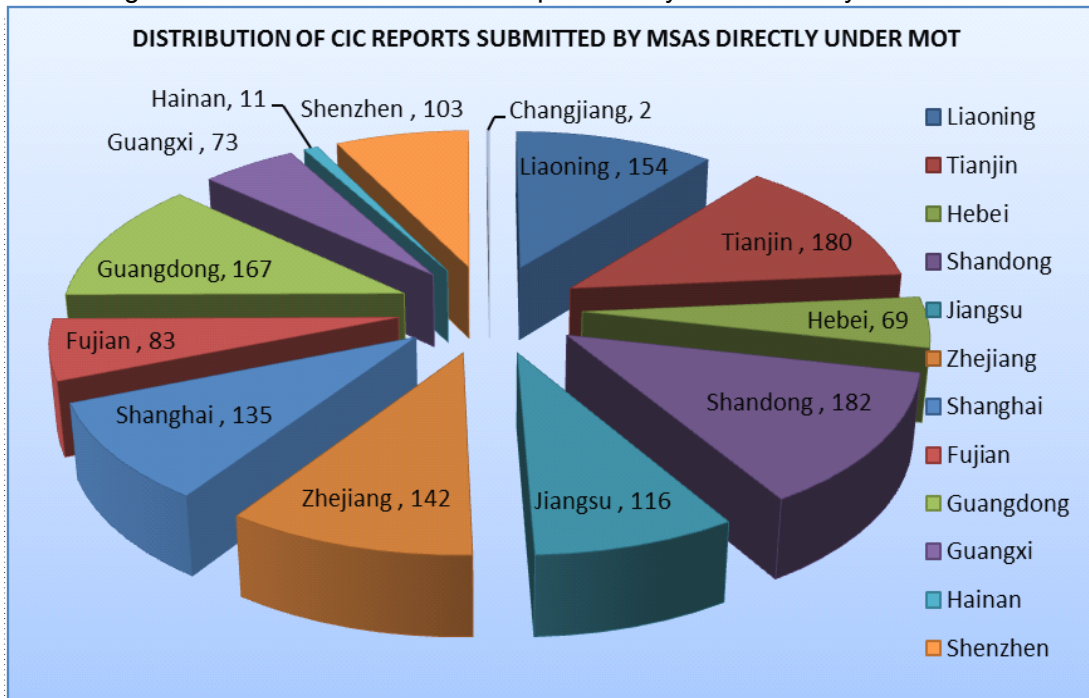


Illustration: During the CIC on structural safety and the International Convention on Load, Shandong MSA (182), Tianjin MSA (182) and Guangdong MSA (167) ranked in the first three places in terms of CIC reports submitted.

Figure 1.4.5: Distribution of problems found in CIC by MSAs directly under MOT

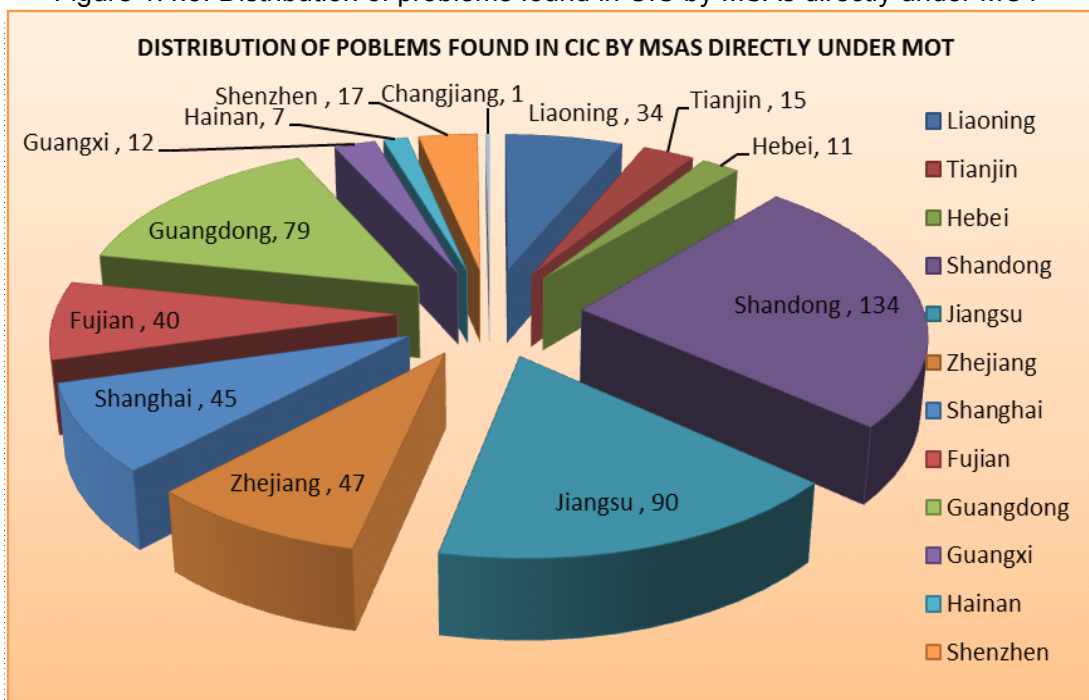


Illustration: During the CIC on structural safety and the International Convention on Load, Shandong MSA found 134 problems, Jiangsu MSA 90 and Guangdong MSA 79, which ranked in the first three places in terms of problems found in CIC.

Figure 1.4.6: Distribution of detentions in CIC by MSAs directly under MOT

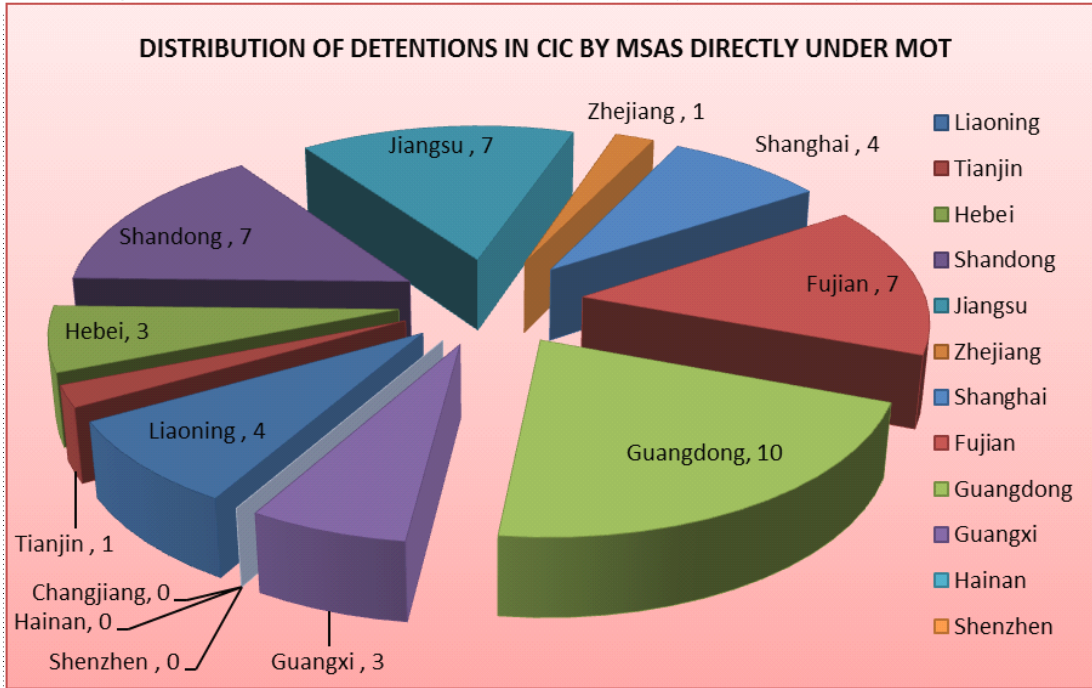


Illustration: During the CIC on structural safety and the International Convention on Load, Guangdong MSA detained 10 ships, which was the most in the MSAs directly under MOA.

Section V: Data list

Table1.5.1: PSC inspections list as PSC offices

PSC office	No. of inspections	No. of initial inspections	No. of detentions	Detention percentage	No. of deficiencies	No. of deficiencies per ship
Tangshan	135	123	16	13.01%	631	5.13
Yangzhou	29	18	2	11.11%	231	12.83
Taicang	149	92	12	13.04%	987	10.73
Qinzhou	56	41	2	4.88%	237	5.78
Huanghua	38	36	3	8.33%	183	5.08
Changzhou	28	27	2	7.41%	364	13.48
Changshu	89	73	11	15.07%	791	10.84
Fangcheng	158	134	12	8.96%	708	5.28
Beihai	46	39	6	15.38%	261	6.69
Taizhou, Zhejiang	154	100	13	13.00%	858	8.58
Wenzhou	18	16	1	6.25%	89	5.56
Zhoushan	300	247	23	9.31%	1537	6.22
Jinzhou	59	31	1	3.23%	164	5.29
Dandong	55	34	2	5.88%	305	8.97
Quanzhou	62	55	1	1.82%	377	6.85
Huizhou	31	30	0	0.00%	29	0.97
Maoming	36	30	4	13.33%	211	7.03
Wuhu	13	9	0	0.00%	32	3.56
Nantong	213	200	31	15.50%	2621	13.11
Fuzhou	113	101	5	4.95%	435	4.31
Zhangjiagang	211	182	24	13.19%	2075	11.40
Xiamen	364	295	33	11.19%	1411	4.78
Dalian	379	251	41	16.33%	2092	8.33
Guangzhou	417	338	41	12.13%	1689	5.00
Haikou	92	66	7	10.61%	447	6.77
Lianyungang	249	214	25	11.68%	2176	10.17
Nanjing	134	128	16	12.50%	1215	9.49
Ningbo	576	501	35	6.99%	2371	4.73
Qingdao	432	352	27	7.67%	1740	4.94
Qinhuangdao	142	117	6	5.13%	584	4.99
Shanghai	910	818	45	5.50%	4577	5.60
Tianjin	900	802	48	5.99%	2535	3.16
Yantai	400	352	26	7.39%	2205	6.26
Zhanjiang	149	127	17	13.39%	870	6.85
Yingkou	200	156	18	11.54%	1200	7.69

Weihai	139	109	11	10.09%	627	5.75
Shenzhen	506	440	41	9.32%	3854	8.76
Zhuhai	135	111	8	7.21%	397	3.58
Jiangyin	159	125	10	8.00%	1243	9.94
Shantou	66	60	5	8.33%	343	5.72
Zhenjiang	90	87	9	10.34%	873	10.03
Rizhao	469	386	20	5.18%	1868	4.84
Putian	11	11	2	18.18%	70	6.36
Ningde	53	36	3	8.33%	359	9.97
Humen	82	70	2	2.86%	224	3.20
Anqing	7	6	0	0.00%	34	5.67
Jiaying	47	44	1	2.33%	253	5.75
Taizhou, Jiangsu	102	81	6	7.41%	696	8.59
Caofeidian	117	108	3	2.78%	435	4.03
Yangjiang	17	13	2	15.38%	66	5.08
Zhangzhou	0	0	0	0	0	0.00
Total	9337	7822	679	8.68%	49580	6.34

Table1.5.2: PSC inspections list as MSA directly under MOT

MSA directly under MOT	No. of inspections	No. of Initial inspections	No. of Individual initial inspections	No. of detentions	Detention percentage	No. of deficiencies	No. of deficiencies per ship
Liaoning MSA	693	472	441	62	13.14%	3761	7.97
Tianjin MSA	900	802	762	48	5.99%	2535	3.16
Hebei MSA	432	384	362	28	7.29%	1833	4.77
Shandong MSA	1440	1199	1066	84	7.01%	6440	5.37
Jiangsu MSA	1453	1227	1066	148	12.06%	13272	10.82
Zhejiang MSA	1095	908	831	73	8.04%	5108	5.63
Shanghai MSA	910	818	797	45	5.50%	4577	5.60
Fujian MSA	603	498	481	44	8.84%	2652	5.33
Guangdong MSA	933	779	686	79	10.14%	3829	4.92
Guangxi MSA	260	214	211	20	9.35%	1206	5.64
Hainan MSA	92	66	62	7	10.61%	447	6.77
Shenzhen MSA	506	440	425	41	9.32%	3854	8.76
Changjiang MSA	20	15	14	0	0.00%	66	4.40
Total	9337	7822	—	679	8.68%	49580	6.34

Table1.5.3: Inspection data by deficiency nature

Deficiency nature	No. of deficiencies	Detention percentage
SHIP'S CERTIFICATES AND DOCUMENTS	1335	5.01%
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS	527	2.64%
CREW AND ACCOMMODATION	30	0.00%
FOOD AND CATERING	4	0.00%
WORKING SPACES	206	0.00%
LIFESAVING APPLIANCES	5780	11.40%
FIRE SAFETY MEASURES	8779	30.55%
ACCIDENT PREVENTION	503	0.16%
STABILITY, STRUCTURE AND RELATED EQUIPMENT	4276	4.70%
ALARM SIGNALS	529	2.37%
CARRIAGE OF CARGO AND DANGEROUS GOODS	246	0.42%
LOAD LINES	3577	6.75%
MOORING ARRANGEMENTS	235	0.05%
PROPULSION AND AUXILIARY MACHINERY	3875	3.80%
SAFETY OF NAVIGATION	8057	4.38%
RADIO COMMUNICATIONS	1632	5.44%
MARPOL - ANNEX I	2853	7.28%
OIL, CHEMICAL TANKERS AND GAS CARRIERS	143	0.26%
MARPOL - ANNEX II	9	0.00%
SOLAS RELATED OPERATIONAL DEFICIENCIES	2300	3.17%
MARPOL RELATED OPERATIONAL DEFICIENCIES	182	0.58%
MARPOL - ANNEX III	25	0.00%
MARPOL – ANNEX V	575	0.05%
ISM RELATED DEFICIENCIES	923	5.38%
BULK CARRIERS – ADDITIONAL SAFETY MEASURES	358	1.74%
ADDITIONAL MEASURES TO ENHANCE MARITIME SAFETY	1277	1.42%
ADDITIONAL MEASURES TO ENHANCE MARITIME SECURITY	299	0.05%
MARPOL ANNEX IV	632	1.90%
MARPOL Annex VI	335	0.47%
AFS CONVENTION	9	0.00%
ALL OTHER DEFICIENCIES	69	0.00%
Total	49580	9.76%

Table1.5.4: Inspection data by ship types

Ship type	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
NLS Tanker	4	16	0	0.00%
Combination carrier	22	74	1	4.55%
Oil tanker	319	1196	17	5.33%
Gas carrier	162	797	18	11.11%
Chemical tanker	458	2381	21	4.59%
Bulk carrier	2910	16270	207	7.11%
Vehicle carrier	43	97	1	2.33%
Container ship	1289	5581	56	4.34%
Ro-Ro cargo ship	37	90	1	2.70%
General cargo/multi-purpose ship	2271	20992	329	14.49%
Refrigerated cargo carrier	93	847	16	17.20%
Woodchip carrier	27	152	2	7.41%
Ro-Ro passenger ship	4	21	0	0.00%
Passenger ship	33	244	3	9.09%
Heavy load carrier	26	79	0	0.00%
Offshore service vessel	21	123	0	0.00%
Special purpose ship	32	136	0	0.00%
Tugboat	17	92	0	0.00%
Other types of ship	54	392	7	12.96%
Total	7822	49580	679	8.68%

Table1.5.5: Inspection data by ship flags

Ship flag	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
Algeria	1	7	1	100.00%
Curacao	2	7	0	0.00%
Antigua and Barbuda	110	485	5	4.55%
Australia	1	3	0	0.00%
Bahamas	144	578	9	6.25%
Bahrain	1	0	0	0.00%
Bangladesh	14	149	3	21.43%
Barbados	9	57	1	11.11%

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Belgium	16	59	1	6.25%
Belize	148	1252	12	8.11%
Bermuda (UK)	18	64	0	0.00%
Brazil	1	21	1	100.00%
Brunei Darussalam	1	9	0	0.00%
Bulgaria	1	11	0	0.00%
Myanmar	4	39	1	25.00%
Cayman Islands (UK)	13	65	0	0.00%
Comoros	3	38	1	33.33%
Croatia	6	32	0	0.00%
Cyprus	106	550	8	7.55%
Cambodia	662	6691	128	19.34%
Denmark	38	119	0	0.00%
Dominica	5	18	1	20.00%
Egypt	6	42	0	0.00%
Ethiopia	3	18	1	33.33%
France	18	54	0	0.00%
Georgia	18	218	5	27.78%
Germany	94	508	5	5.32%
Gibraltar (UK)	13	40	1	7.69%
Greece	109	390	5	4.59%
Hong Kong, China	811	3232	3	0.37%
India	35	219	6	17.14%
Indonesia	28	335	10	35.71%
Iran	1	8	0	0.00%
Israel	3	24	0	0.00%
Italy	32	134	3	9.38%
Jamaica	4	17	0	0.00%
Japan	22	101	0	0.00%
Kiribati	62	593	8	12.90%
Korea, Democratic People's Republic	105	1435	38	36.19%
Korea, Republic of	326	2252	3	0.92%
Kuwait	2	5	0	0.00%
Liberia	605	2690	38	6.28%
Libyan Arab Jamahiriya	1	2	0	0.00%
Luxemburg	4	8	0	0.00%
Malaysia	42	144	1	2.38%
Malta	245	1151	17	6.94%
Isle of Man (UK)	34	99	1	2.94%
Marshall Islands	272	997	13	4.78%

Mexico	1	1	0	0.00%
Moldova	1	4	0	0.00%
Mongolia	26	307	8	30.77%
Netherlands	22	97	1	4.55%
Norway	61	233	1	1.64%
Pakistan	2	8	0	0.00%
Panama	2422	16472	224	9.25%
Philippines	35	205	4	11.43%
Qatar	2	4	0	0.00%
Russia	66	546	8	12.12%
Saint Helena (UK)	1	13	0	0.00%
Saint Vincent and the Grenadines	124	834	3	2.42%
St. Kitts & Nevis (UK)	12	119	1	8.33%
Saudi Arabia	13	38	0	0.00%
Sierra Leone	111	1333	19	17.12%
Singapore	346	1372	10	2.89%
Sri Lanka	1	3	0	0.00%
Switzerland	4	17	0	0.00%
Taiwan, China	7	67	0	0.00%
Tanzania	2	19	0	0.00%
Thailand	52	461	12	23.08%
Togo	5	37	0	0.00%
Tunisia	1	6	0	0.00%
Turkey	18	69	0	0.00%
Tuvalu	28	328	4	14.29%
United Arab Emirates (UAE)	1	6	0	0.00%
United Kingdom (UK)	80	284	4	5.00%
United States of America	15	39	0	0.00%
Vanuatu	19	100	0	0.00%
Viet Nam	145	1588	50	34.48%
Total	7822	49580	679	8.68%

Table1.5.6: Inspection data by ship classification societies

Classification society	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
International Register of Shipping	84	883	17	20.24%
No class	382	3972	69	18.06%
Union Bureau of Shipping	256	2582	55	21.48%
International Ship Classification	79	786	11	13.92%
Universal Maritime Bureau	96	985	16	16.67%
American Bureau of Shipping	628	2387	29	4.62%

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China Corporation Register of Shipping	41	446	6	14.63%
China Classification Society	473	2645	1	0.21%
Bulgarski Koraben Registar	1	11	0	0.00%
Belize Maritime Bureau Inc.	3	36	0	0.00%
Bureau Veritas	577	2965	39	6.76%
Hellenic Register of Shipping	1	10	0	0.00%
Biro Klasifikasi Indonesia	9	112	3	33.33%
Det Norske Veritas	496	1958	20	4.03%
RINAVE Portuguesa	1	8	0	0.00%
Global Marine Bureau	47	429	9	19.15%
Germanischer Lloyd	650	2853	22	3.38%
Turkish Lloyd	1	5	1	100.00%
Overseas Marine Certification Services	68	641	11	16.18%
Viet Nam Register of Shipping	146	1707	53	36.30%
Korea Classification Society(former Joson Classification Society)	101	1402	38	37.62%
Korean Register of Shipping	638	3832	21	3.29%
Registro Internacional Naval S.A.	6	60	1	16.67%
Maritime Technical Systems and Services	10	101	1	10.00%
Lloyd's Register	658	2969	33	5.02%
Panama Shipping Registrar Inc.	35	369	2	5.71%
Nippon Kaiji Kyokai	1532	8077	115	7.51%
Panama Register Corporation	1	6	0	0.00%
Honduras Bureau of Shipping	1	9	0	0.00%
Isthmus Bureau of Shipping	109	1237	25	22.94%
Polski Rejestr Statkow	9	62	0	0.00%
Panama Maritime Surveyors Bureau Inc	5	50	2	40.00%
Panama Maritime Documentation Services	143	1592	19	13.29%
Registro Italiano Navale	211	1380	14	6.64%
INCLAMAR (Inspetion y Classification Maritime S.de R. L.)	3	33	0	0.00%
Russian Maritime Register of Shipping	117	964	20	17.09%
Intermaritime Certification Services, S.A.	77	727	4	5.19%
Korea Ship Safety Technology Authority	7	80	0	0.00%
Indian Register of Shipping	26	170	5	19.23%
Croatian Register of Shipping	4	4	0	0.00%
National Shipping Adjusters Inc	2	26	0	0.00%
International Naval Surveys Bureau	6	55	2	33.33%
Other	82	954	15	18.29%

Total	7822	49580	679	8.68%
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Table 1.5.7: CIC inspections list as PSC offices

PSC office	No. of CIC inspections	Problems found in CIC	Detentions in CIC	Detentions percentage
Tangshan	7	1	0	0.00%
Yangzhou	0	0	0	0.00%
Taicang	9	5	0	0.00%
Qinzhou	4	2	0	0.00%
Huanghua	8	0	0	0.00%
Changzhou	5	0	0	0.00%
Changshu	10	8	0	0.00%
Fangcheng	60	7	3	5.00%
Beihai	9	3	0	0.00%
Taizhou, Zhejiang	1	0	0	0.00%
Wenzhou	3	4	0	0.00%
Zhoushang	43	2	1	2.33%
Jinzhou	5	0	0	0.00%
Dandong	0	0	0	0.00%
Quanzhou	4	5	0	0.00%
Huizhou	7	4	0	0.00%
Maoming	2	0	0	0.00%
Wuhu	0	0	0	0.00%
Nantong	33	40	5	15.15%
Fuzhou	7	1	1	14.29%
Zhangjiagang	3	0	0	0.00%
Xiamen	60	12	4	6.67%
Dalian	123	19	4	3.25%
Guangzhou	69	17	5	7.25%
Haikou	11	7	0	0.00%
Lianyungang	33	11	2	6.06%
Nanjing	11	25	0	0.00%
Ningbo	88	39	0	0.00%
Qingdao	44	44	1	2.27%
Qinhuangdao	25	2	1	4.00%
Shanghai	135	45	4	2.96%
Tianjin	180	15	1	0.56%
Yantai	31	8	4	12.90%
Zhanjiang	30	32	3	10.00%
Yingkou	26	15	0	0.00%
Weihai	35	31	1	2.86%

Shenzhen	103	17	0	0.00%
Zhuhai	32	15	2	6.25%
Jiangyin	11	0	0	0.00%
Shantou	10	9	0	0.00%
Zhenjiang	0	0	0	0.00%
Rizhao	72	51	1	1.39%
Putian	1	0	0	0.00%
Ningde	11	20	2	18.18%
Humen	17	2	0	0.00%
Anqing	2	1	0	0.00%
Jiaxing	7	2	0	0.00%
Taizhou, Jiangsu	1	1	0	0.00%
Caofeidian	29	8	2	6.90%
Yangjiang	0	0	0	0.00%
Zhangzhou	0	2	0	0.00%
Total	1417	532	47	3.32%

Table 1.5.8: CIC inspections list as MSAs directly under MOT

MSA directly under MOT	No. of CIC Inspections	Problems found in CIC	Detentions in CIC	Detentions percentage
Liaoning MSA	154	34	4	2.60%
Tianjin MSA	180	15	1	0.56%
Hebei MSA	69	11	3	4.35%
Shandong MSA	182	134	7	3.85%
Jiangsu MSA	116	90	7	6.03%
Zhejiang MSA	142	47	1	0.70%
Shanghai MSA	135	45	4	2.96%
Fujian MSA	83	40	7	8.43%
Guangdong MSA	167	79	10	5.99%
Guangxi MSA	73	12	3	4.11%
Hainan MSA	11	7	0	0.00%
Shenzhen MSA	103	17	0	0.00%
Changjiang MSA	2	1	0	0.00%
Total	1417	532	47	3.32%

Part II: Data of PSCI for China flag Under Memorandum of Understanding on Port State Control in the Asia-Pacific Region

SUMMARY REPORT	
1. Ship flag:	China
2. Reporting period:	01/01/2011-31/12/2011
3. Total number of inspections:	830
of which, 4. Number of initial inspections:	685
5. Number of follow-up inspections:	145
6. Total number of deficiencies:	1750
7. Total number of detentions:	1
8. Detention percentage:	0.15%

DATA REVIEW										
Reporting year	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Number of inspections	685	673	694	690	798	804	851	899	904	811
Number of deficiencies	1750	2013	1933	2354	2337	2048	2235	2513	2960	2919
Number of detentions	1	8	7	11	7	6	7	15	15	14
Number of deficiencies per ship	2.55	2.99	2.79	3.39	2.93	2.55	2.63	2.80	3.27	3.60
Detention percentage	0.15%	1.19%	1.01%	1.59%	0.88%	0.75%	0.82%	1.67%	1.66%	1.73%

Section I: Workload under Tokyo MOU

Figure 2.1.1: Trends of PSCI to Chinese flag ships under Tokyo MOU

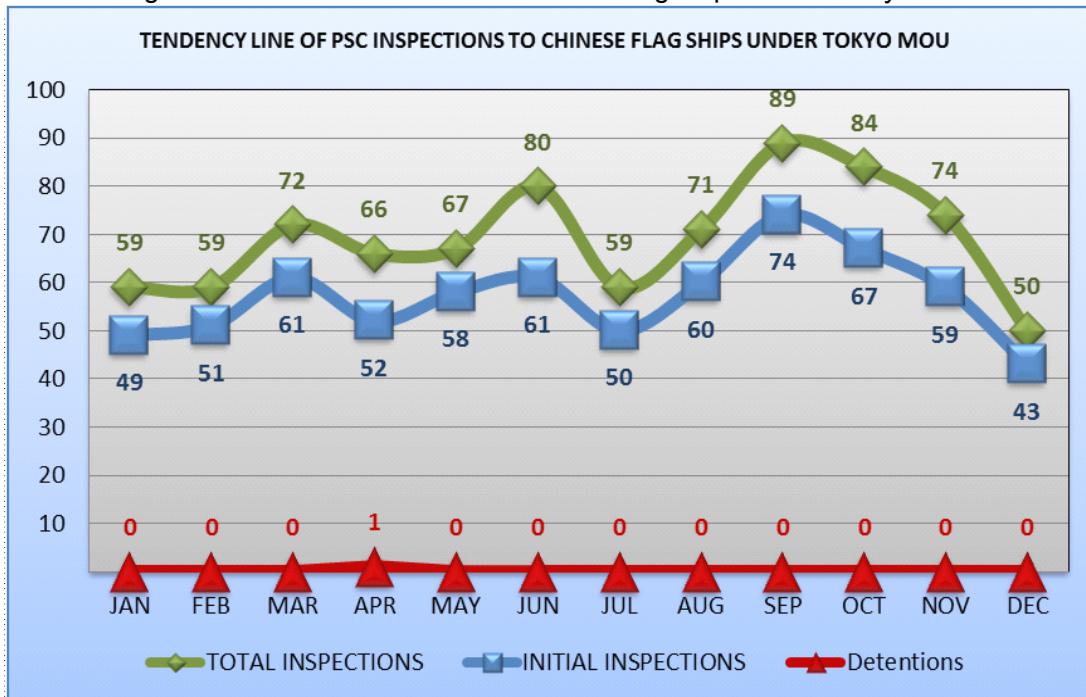


Illustration: Trend lines for total inspections and initial inspections were almost in the same shape. Trend line of PSC inspections to Chinese flag in Tokyo MOU area dropped to the lowest point in December of 2011.

Figure 2.1.2: Number of PSC inspections to Chinese flag ship under Tokyo MOU

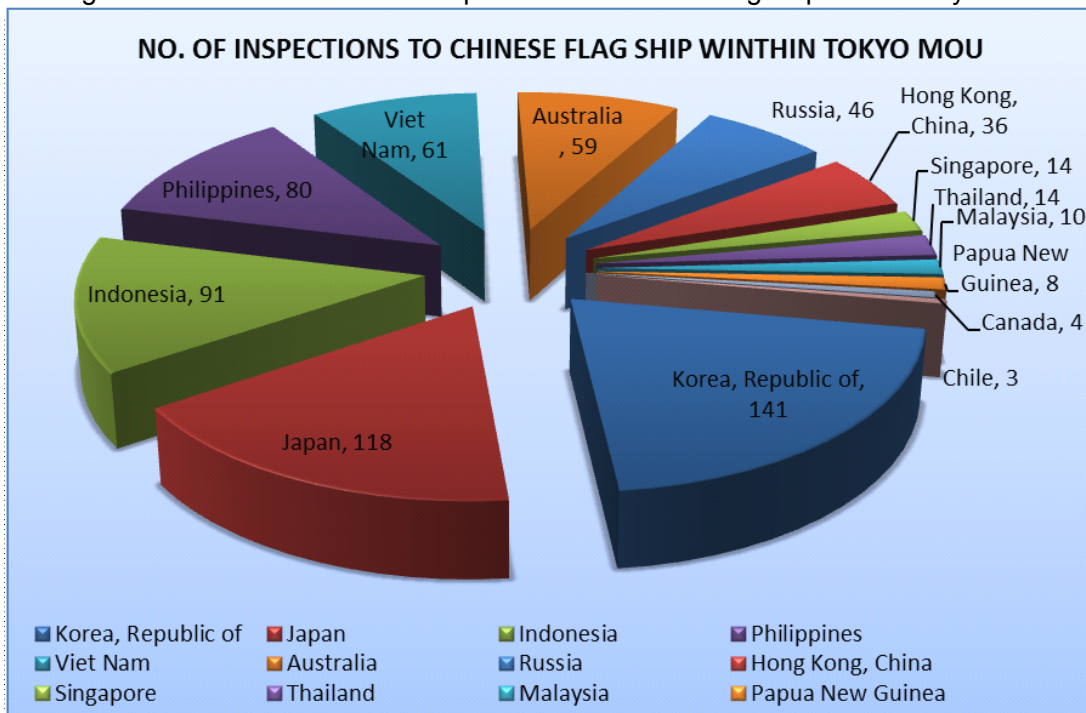


Illustration: 685 Chinese flag ships engaged in international trade received PSC inspection under Tokyo MOU in 2011, of which, Korea, Republic of (141), Japan (118) and Indonesia (91) carried out more PSC inspections to Chinese flag ships than the other countries.

Section II: Deficiency under Tokyo MOU

Figure 2.2.1: TOP 10 deficiencies by deficiency nature to Chinese flag ships under Tokyo MOU

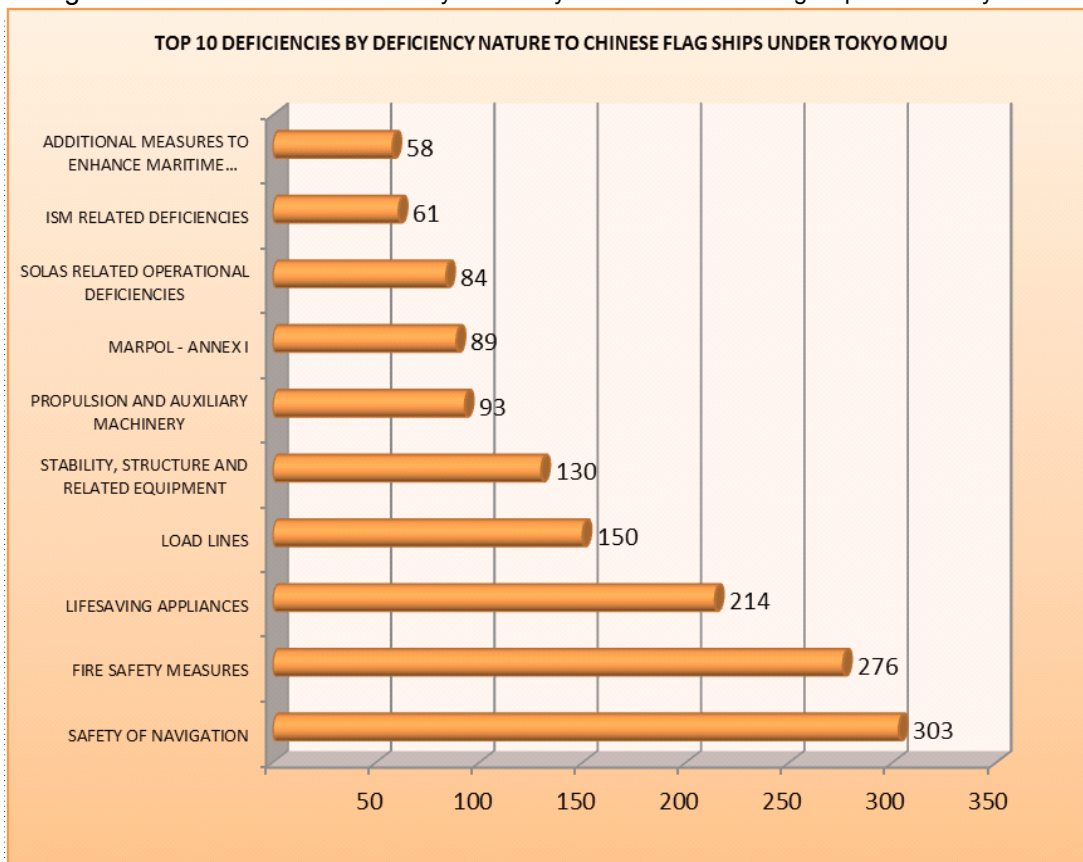


Illustration: Safety of Navigation (303), Fire Safety Measures (276) and Life-saving Appliances (214) were the main areas for inspections undertaken to Chinese flag ships.

Figure 2.2.2: Top 5 deficiencies by ship type to Chinese flag ships under Tokyo MOU

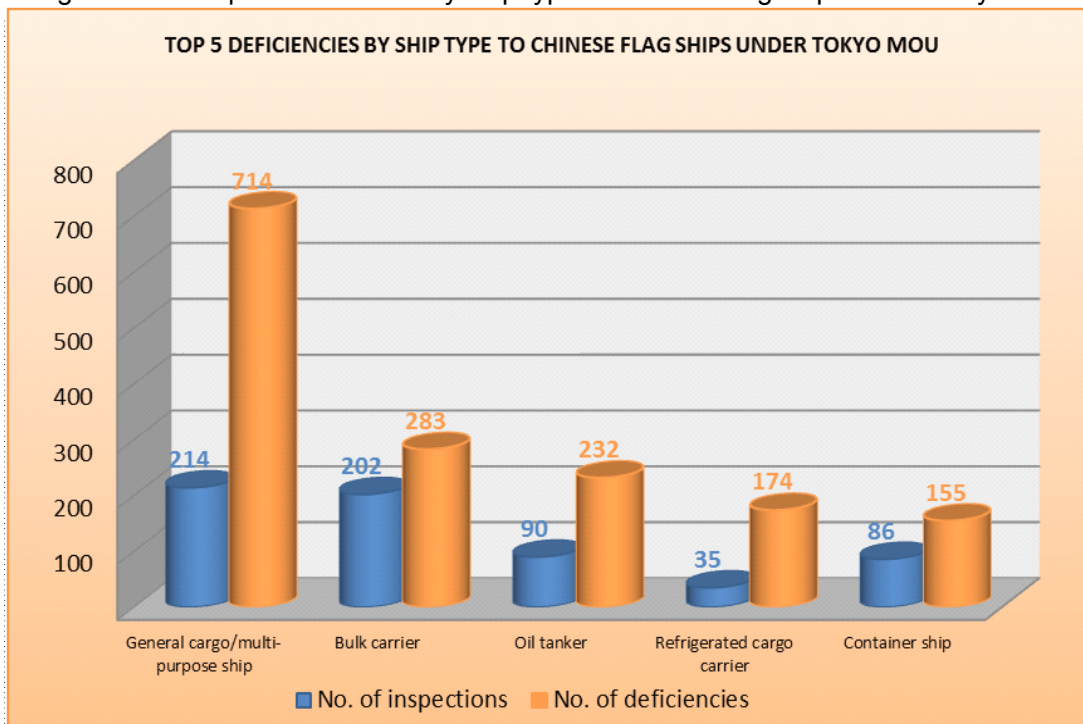


Illustration: General Cargo/multi-purpose ship (714), Bulk Carrier (283) and Oil Tanker (232) were the top 3 ship types in number of deficiencies found out.

Figure 2.2.3: No. of deficiencies by classification societies to Chinese flag ships under Tokyo MOU

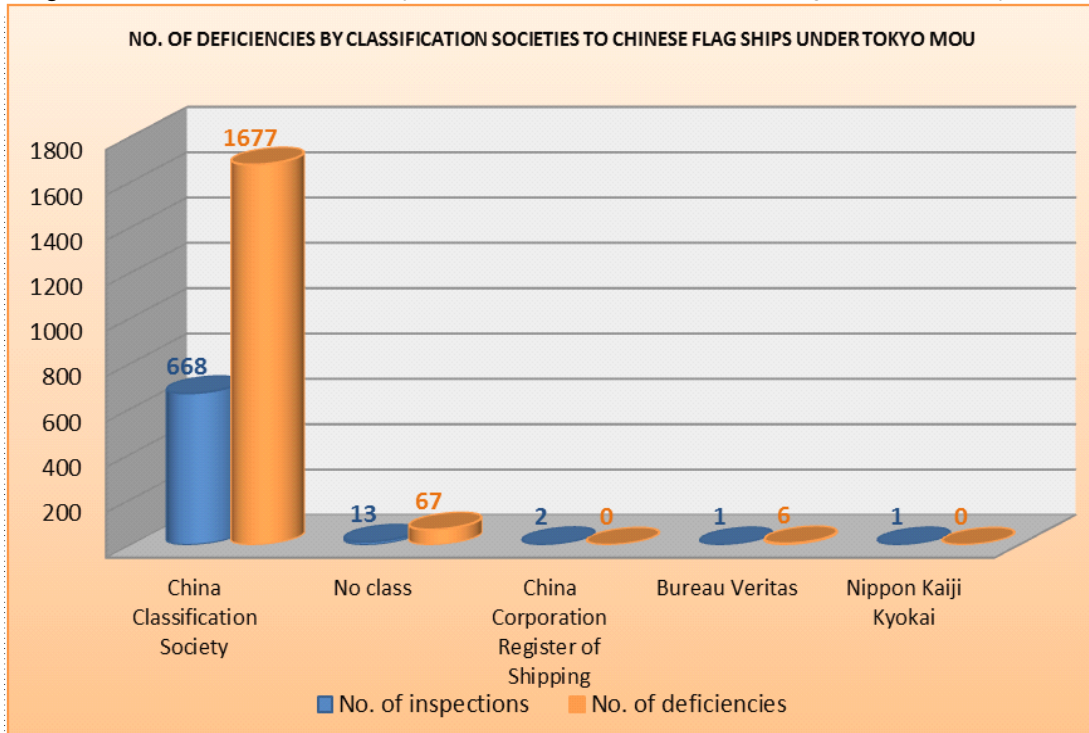


Illustration: There were 2 classification societies for China flag ships found out deficiencies, including China Classification Society (1677 deficiencies) and Bureau Veritas (6). In addition, 13 ships with no class had 145 deficiencies.

Figure 2.2.4: Top 5 No. of deficiencies by authorities to Chinese flag ships under Tokyo MOU

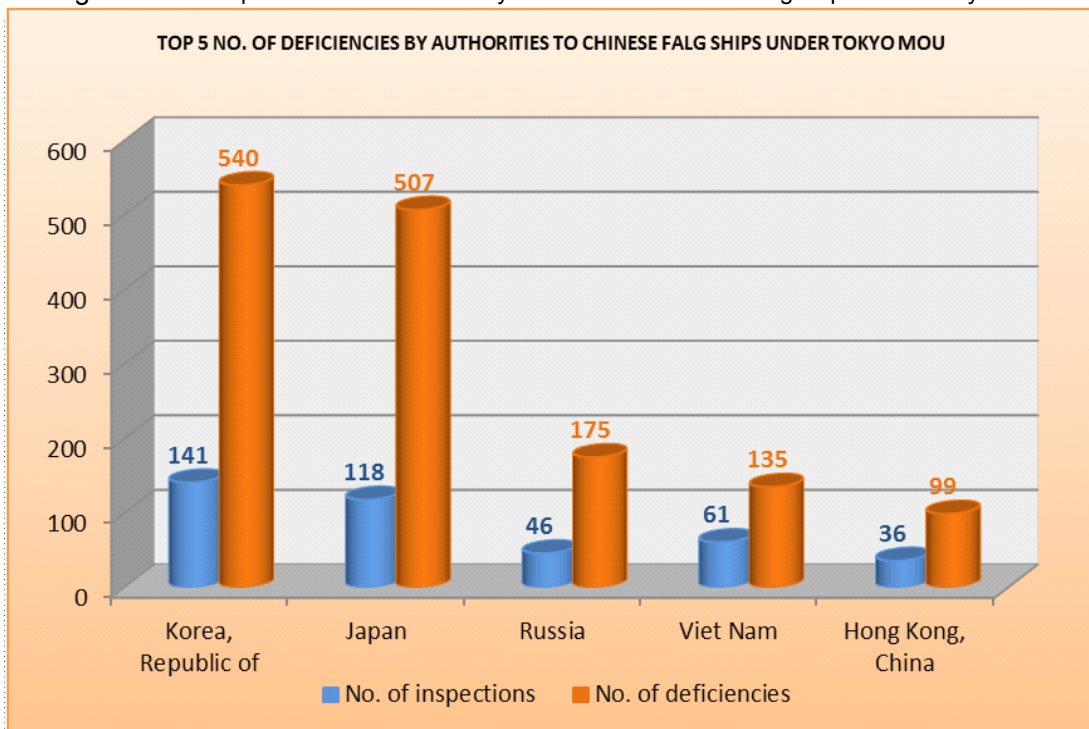


Illustration: Top 5 authorities who found out more deficiencies went to Korea, Republic of (540), Japan (507), Russia (175), Viet Nam (135) and Hong Kong, China (99).

Section III: Detention under Tokyo MOU

A ship flying Chinese flag was detained by Australia and the detention percentage of Chinese flag ships under Tokyo MOU was 0.15% in 2011, which was less than those of 2010. The detained ship was a bulk carrier, which detained due to a deficiency of lifesaving appliances.

Section IV: Data list

Table 2.4.1: Detention of Chinese flag ship under Tokyo MOU 2011

Date of Inspection	Place	Ship Name	Call Sign	MMSI	IMO No.	No. of deficiencies
27.04.2011	Kwinana, WA, Australia	WU LING SHAN	BRQS	412325000	9108910	7

Table 2.4.2: Inspection data by deficiency nature

Nature of deficiencies	No. of deficiencies	Detention percentage
SHIP'S CERTIFICATES AND DOCUMENTS	41	0%
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS	30	0%
CREW AND ACCOMMODATION	10	0%
FOOD AND CATERING	10	0%
WORKING SPACES	32	0%
LIFESAVING APPLIANCES	214	0. 47%
FIRE SAFETY MEASURES	276	0%
ACCIDENT PREVENTION	14	0%
STABILITY, STRUCTURE AND RELATED EQUIPMENT	130	0%
ALARM SIGNALS	6	0%
CARRIAGE OF CARGO AND DANGEROUS GOODS	8	0%
LOAD LINES	150	0%
MOORING ARRANGEMENTS	17	0%
PROPULSION AND AUXILIARY MACHINERY	93	0%
SAFETY OF NAVIGATION	303	0%
RADIO COMMUNICATIONS	36	0%
MARPOL - ANNEX I	89	0%
OIL, CHEMICAL TANKERS AND GAS CARRIERS	9	0%
MARPOL - ANNEX II	1	0%
SOLAS RELATED OPERATIONAL DEFICIENCIES	84	0%
MARPOL RELATED OPERATIONAL DEFICIENCIES	6	0%
MARPOL - ANNEX III	0	0%
MARPOL – ANNEX V	28	0%
ISM RELATED DEFICIENCIES	61	0%
BULK CARRIERS – ADDITIONAL SAFETY MEASURES	8	0%
ADDITIONAL MEASURES TO ENHANCE MARITIME SAFETY	58	0%
ADDITIONAL MEASURES TO ENHANCE MARITIME SECURITY	7	0%
MARPOL ANNEX IV	5	0%
MARPOL ANNEX VI	17	0%
AFS CONVENTION	1	0%
ALL OTHER DEFICIENCIES	6	0%
Total	1750	

Table 2.4.3: Inspection data by ship types to Chinese flag ships under Tokyo MOU

Ship type	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
NLS Tanker	3	16	0	0.00%
Combination carrier	2	2	0	0.00%
Oil tanker	90	232	0	0.00%
Gas carrier	1	6	0	0.00%
Chemical tanker	22	65	0	0.00%
Bulk carrier	202	283	1	0.50%
Vehicle carrier	2	1	0	0.00%
Container ship	86	155	0	0.00%
Ro-Ro cargo ship	2	7	0	0.00%
General cargo/multi-purpose ship	214	714	0	0.00%
Refrigerated cargo carrier	35	174	0	0.00%
Ro-Ro passenger ship	6	37	0	0.00%
Passenger ship	4	15	0	0.00%
Heavy load carrier	1	1	0	0.00%
Special purpose ship	1	2	0	0.00%
Tugboat	8	15	0	0.00%
Other types of ship	6	25	0	0.00%
Total	685	1750	1	0.15%

Table 2.4.4: Inspection data by authority flags to Chinese flag ships under Tokyo MOU

Authority	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
Australia	59	82	1	1.69%
Canada	4	4	0	0.00%
Chile	3	12	0	0.00%
Hong Kong, China	36	99	0	0.00%
Indonesia	91	36	0	0.00%
Japan	118	507	0	0.00%
Korea, Republic of	141	540	0	0.00%
Malaysia	10	9	0	0.00%
Papua New Guinea	8	18	0	0.00%
Philippines	80	34	0	0.00%
Russia	46	175	0	0.00%
Singapore	14	90	0	0.00%
Thailand	14	9	0	0.00%
Viet Nam	61	135	0	0.00%
Total	685	1750	1	0.15%

Table 2.4.5: Inspection data by classification societies to Chinese flag ships under Tokyo MOU

Classification society	No. of inspections	No. of deficiencies	No. of detentions	Detention percentage
China Classification Society	668	1677	1	0.15%
No Class	13	67	0	0.00%
China Corporation Register of Shipping	2	0	0	0.00%
Bureau Veritas	1	6	0	0.00%
Nippon Kaiji Kyokai	1	0	0	0.00%
Total	685	1750	1	0.15%

Summary of 4th Technical Working Group Meeting

(Busan, Republic of Korea, 15 to 16 April 2011)

The fourth meeting of the Technical Working Group (TWG04) was held in Busan, Republic of Korea, from 15 to 16 April in 2011.

The meeting was attended by the delegations from the Authorities of Australia, Canada, Chile, China, Hong Kong (China), Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand and Viet Nam. In addition, the Authority of Macao (China) and the representative of the Paris MOU also attended the meeting as observers.

Summary of the report of TWG04 were as the following:

I. CIC on Fire Safety Systems (FSS) in 2012

- i. to approve incorporation of the items on the CIC on FSS in the terms of reference for IG-CIC;
- ii. to agree that Canada was to be the leader of the CIC on FSS and to act as the leader of IG-CIC in 2012;
- iii. to agree to conduct the CIC from 1 September to 30 November 2012 simultaneously with the Paris MOU and to adjust the questionnaire to exclude ship type, years of build, and call sign, and change column headings "A" and "B" to "Yes" and "No"; and
- iv. to endorse arrangement for training of PSC officers on the CIC June or July would be the most appropriate time.

II. Reports violating 5-day submission limit

Instruct the APCIS Manager to include a new graph on number of reports violating 5-day submission limit by Authorities in the document for future meetings.

III. Non-rectified detainable deficiencies

The APCIS Manager introduced a document on the outcome of investigations regarding non-rectified detainable deficiencies as requested from the last meeting. The meeting noted the information provided. Understanding that the issue was because the existing procedures for reporting were not appropriately followed by some PSC officers, the meeting expressed the view that, before making any technical arrangement/development, it would be important to continue to encourage and remind Authorities and their PSC officers to ensure detainable deficiencies be closed off appropriately.

IV. Misuse of RO code 999

Invite the APCIS manager to continue monitoring the issue of misuse of RO code 999 "other" and to invite the Authorities to verify data where this code was misused.

中国港口国监督数据管理中心联系方式

通信地址：辽宁省大连市长江路 25 号

邮编：116001

联系电话：0411-82626736, 82623309

E-mail: psc_datacentre@msa.gov.cn

工作人员

徐东, 孙巍

Contact Information of the China PSC Data Centre

Address: No.25, Changjiang Road, Zhongshan District, Dalian, China, 116001

Tel: +86-411-82626736 / 82623309

Fax: +86-411-82623047

E-mail: psc_datacentre@msa.gov.cn

Staff of the China PSC Data Centre

Mr. Xu Dong and Mr. Sun Wei