



REPUBLIC OF CYPRUS
SHIPPING DEPUTY MINISTRY

Circular No. 5/2024

12 February 2024

SDM 05.13.02, 05.02.007.001, 16.03.001.004, 05.27.001

To all Registered owners, Registered bareboat charterers
Managers and Representatives of ships flying the Cyprus Flag

Recognised Organisations (ROs)

Subject: Fleet Performance on Port State Control for 2021-2023

As it is now well established, the Shipping Deputy Ministry (SDM), bound by its commitment to provide systematic information to shipowners and ship managers, following an effort to encourage a proactive culture of quality on Cyprus flagged ships with the aim to prevent future detentions, has now published the 3rd Report on “**Cyprus Fleet Port State Control Performance 2021-2023**”, annexed to this Circular, which includes the Statistical Data Analysis of Cyprus flagged Detained Ships worldwide, for the last three consecutive years 2021-2023.

The Statistical Data Analysis results are outlined below:

- *During 2023, an increased number of detentions occurred in comparison with 2021 & 2022.*
- *In USA the number of detentions occurred is significantly lower than in Paris or Tokyo MoU. However, the detention ratio is above average due to the small number of Port State Control Inspections on Cyprus flagged Ships;*
- *The majority of the detentions occurred in Paris MoU. The number of ships inspected in Paris MoU is higher than in any other MoU. As a result, the detention ratio is lower than the average in this region;*
- *The detainable deficiencies breakdown in USA, Paris & Tokyo MoU indicate that the majority of is due to poor maintenance. This shows failure or lack of effectiveness in the implementation of the ships' Safety Management System (SMS) which includes the relevant procedures for ship and equipment maintenance. The ISM is used by the Port State Control Authorities as an “umbrella” to accompany serious situations or to require an additional internal or external audit for SMS implementation;*
- *Fire Safety related deficiencies are about 1/3 of all detainable deficiencies;*
- *Most detentions occurred in Australia, China, Canada, Italy and USA;*



- *The most challenging ports in 2023 are Antwerp, Gent, Quebec, Shanghai and Singapore;*
- *Ships aged between 10 to 15 years and over 25 years are more vulnerable to detention;*
- *Bulk Carriers and General Cargo Ships are more vulnerable to detention.*



Dr Stelios D. Himonas
Permanent Secretary

Cc: - Maritime Offices of the Shipping Deputy Ministry abroad
- Cyprus Shipping Chamber
- Cyprus Union of Shipowners
- Cyprus Bar Association



Cyprus Fleet Port State Control Performance 2021-2023



A Strategic Vision for CY Shipping

Sustainable . Extrovert . Adaptable

Be part of leading positive change



MARITIME
CYPRUS



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No. of Detentions by Country

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Detention % by Port

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No. of Detentions by Port

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Statistical Data Analysis

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Statistical Data Sources

- Shipping Deputy Ministry records;
- 2021-2023 Port State Control detention reports;
- <https://www.parismou.org>;
- <https://www.uscg.mil>;
- <http://www.tokyo-mou.org>;
- www.medmou.org/home.aspx;
- www.bsmou.org;
- www.iomou.org;
- <https://caribbeanmou.org>;
- <https://alvm.prefecturanaival.gob.ar>;
- www.abujamou.org;
- www.riyadhrou.org;



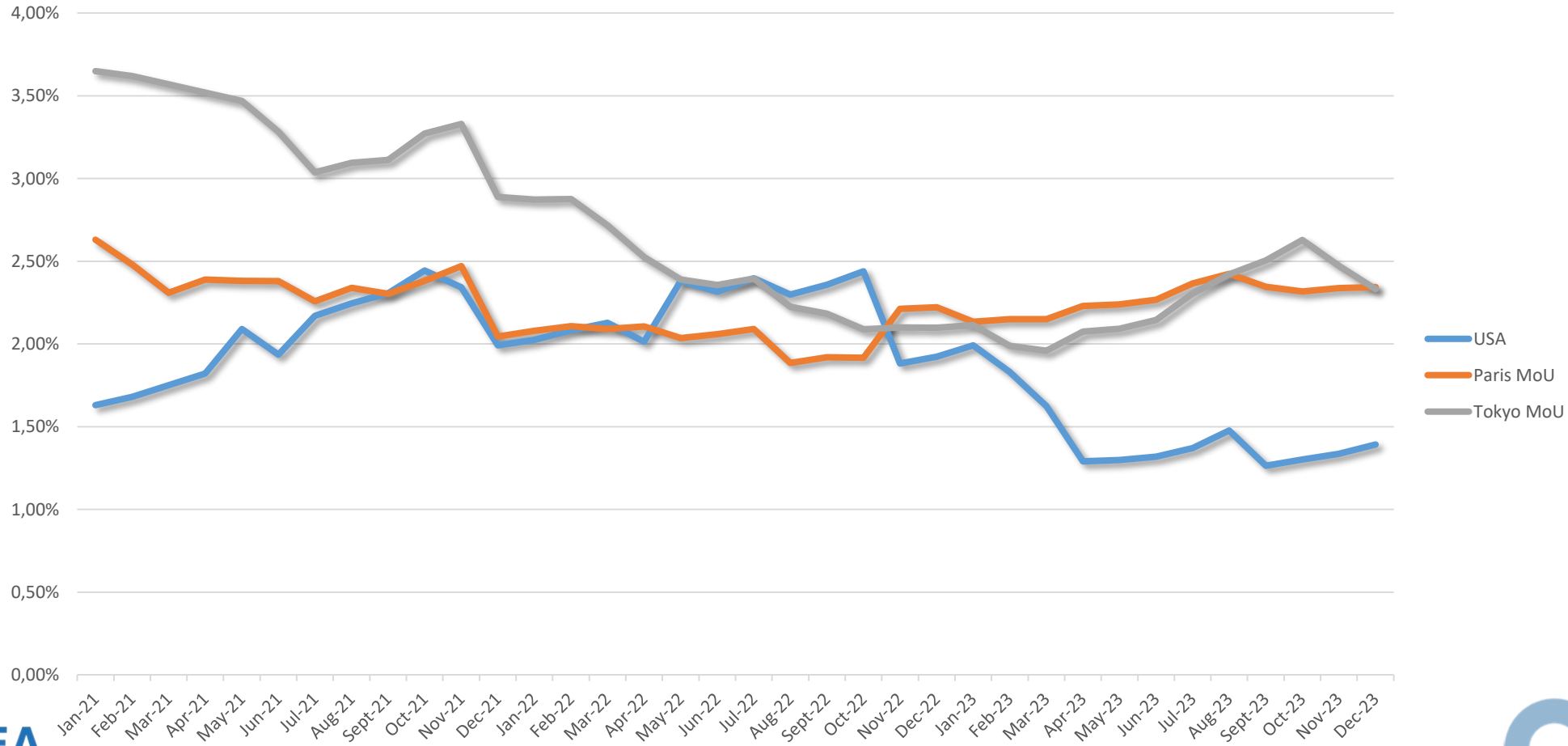
Detention and Deficiency Statistics

The data for the statistical presentations that follow, are mainly derived from the Port State Control Inspections that led to the detention of the Ships in USA and the MoUs.

When a ship flying the Cyprus Flag is detained, the master of the ship and or the company managing the ship are obliged to immediately notify the Shipping Deputy Ministry (SDM), communicating among others, the full copy of the PSC report (Form A and B), pursuant to SDM Cir.26/2016.

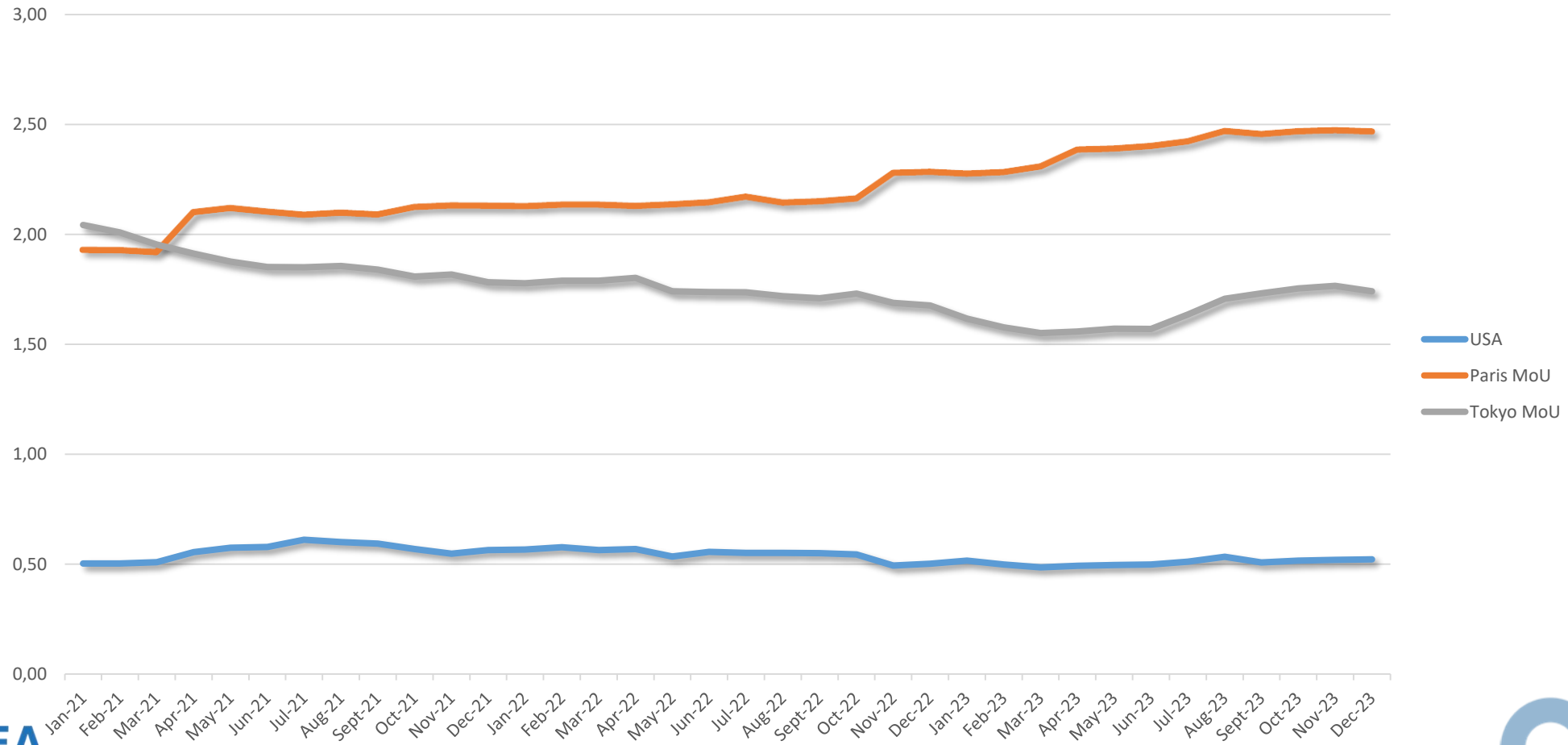


Detention Ratio over 3 Consecutive Years by Month 2021-2023



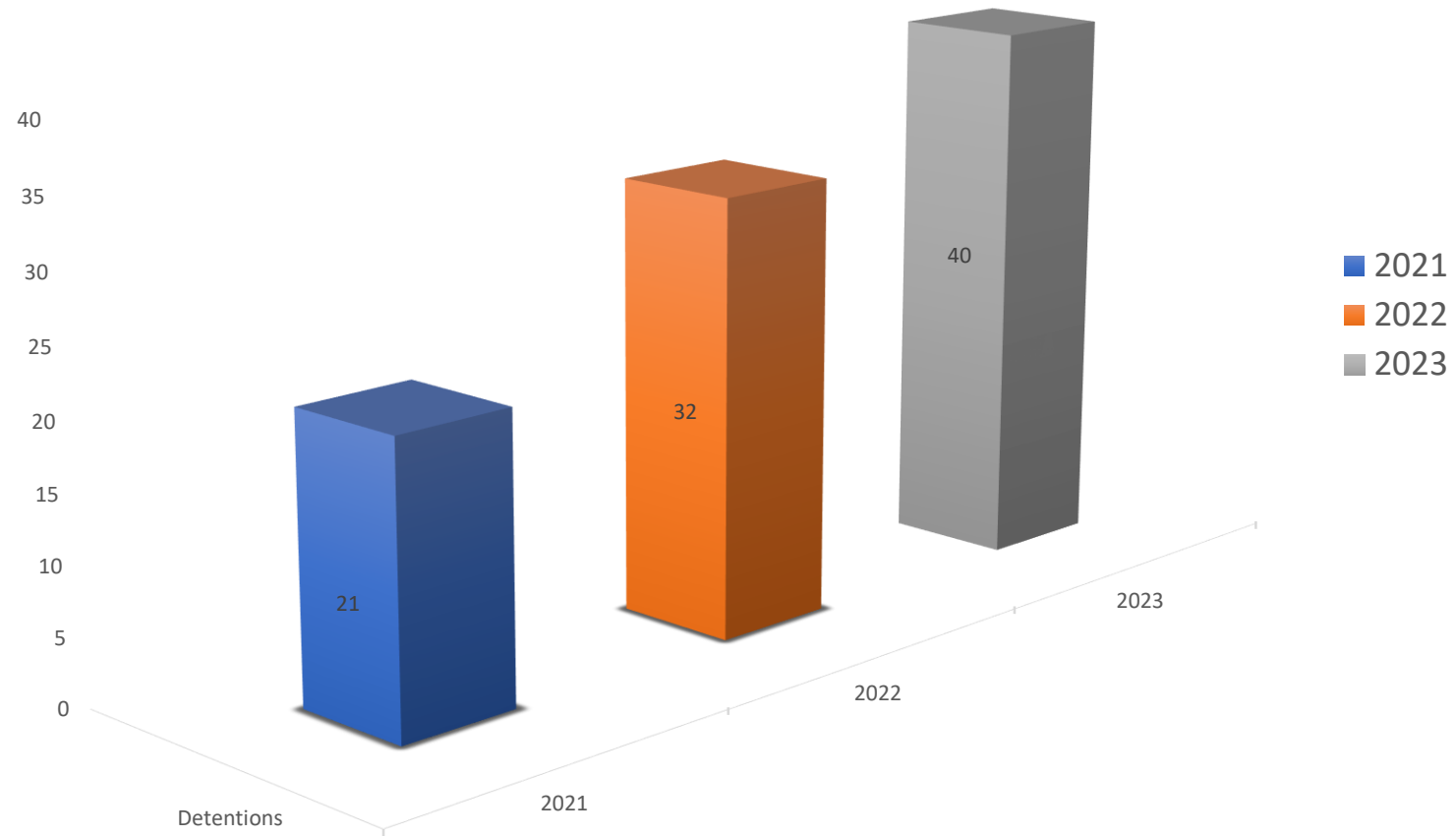


Deficiency Ratio over 3 Consecutive Years by Month 2021-2023



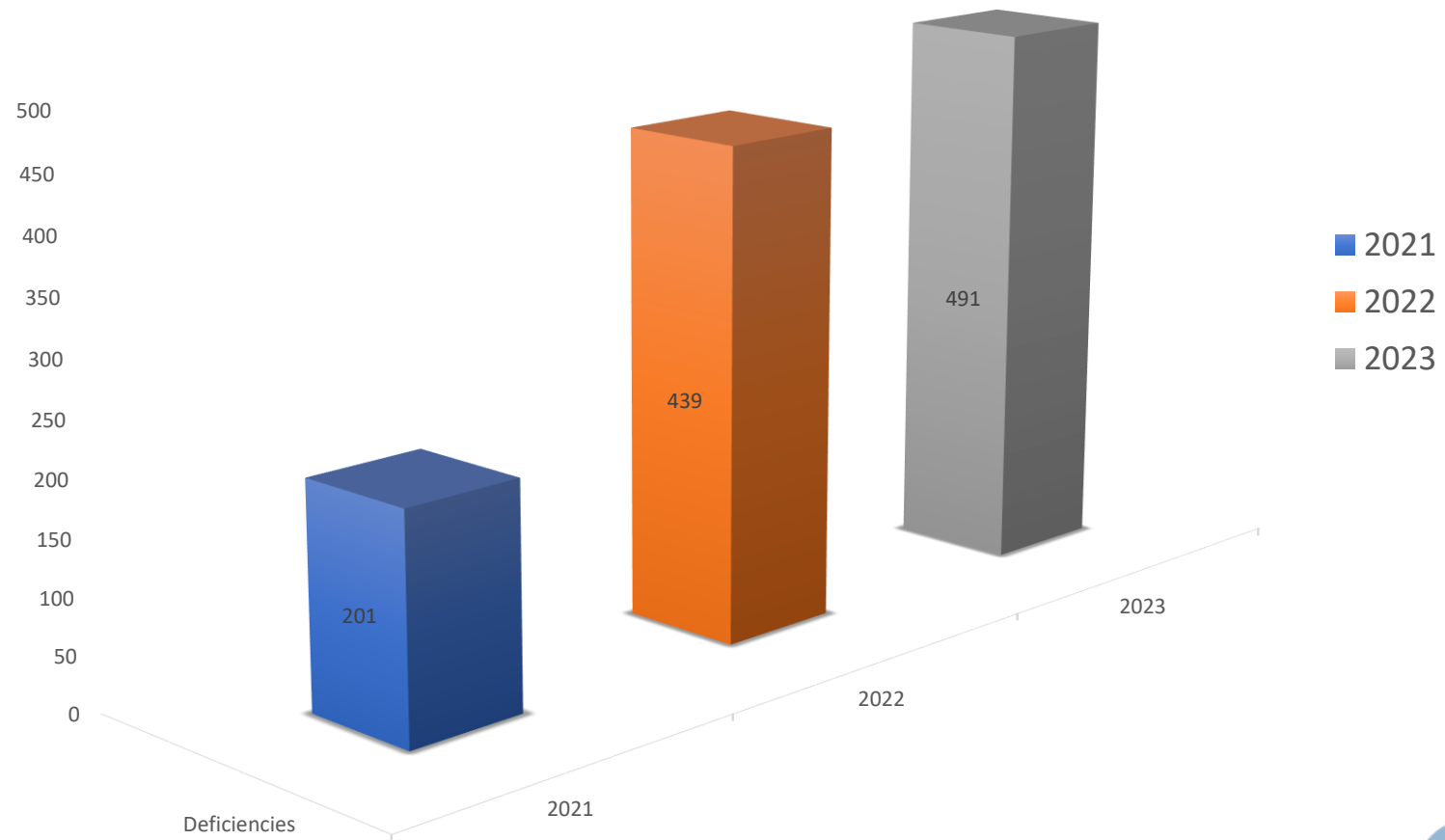


No. of Detentions by Year 2021-2023



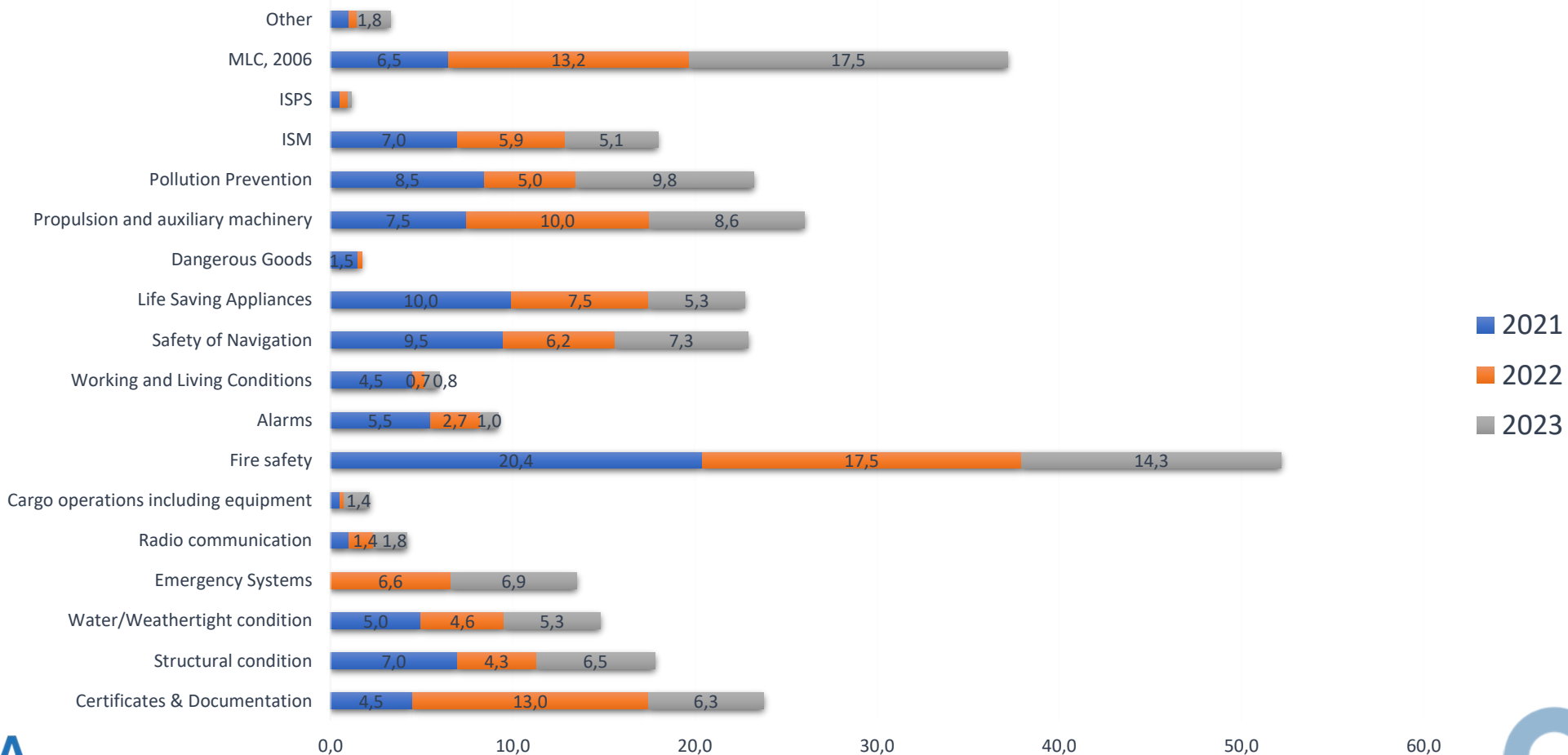


No. of Detention Deficiencies by Year 2021-2023



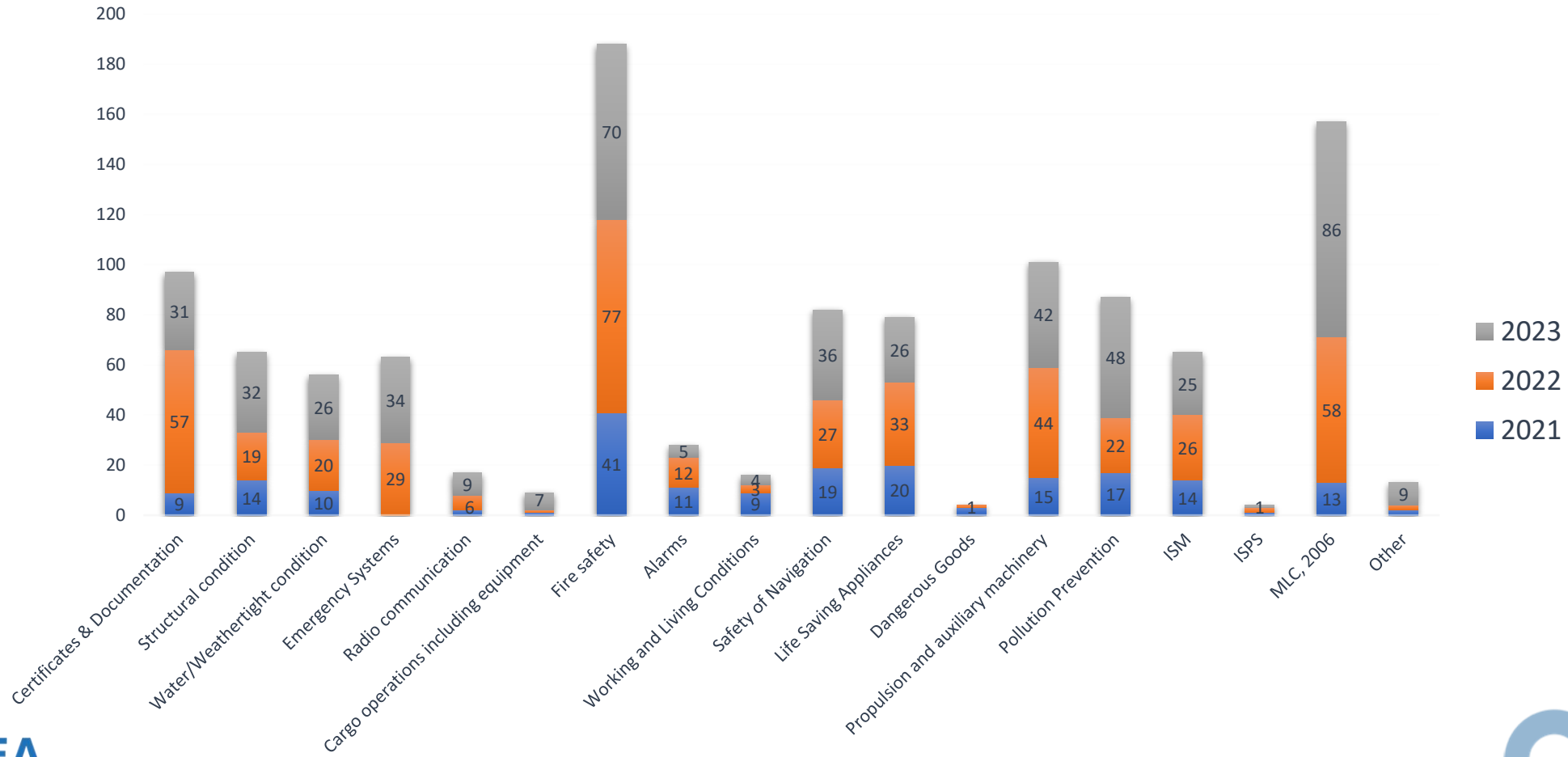


Detention Deficiencies % by Category 2021-2023



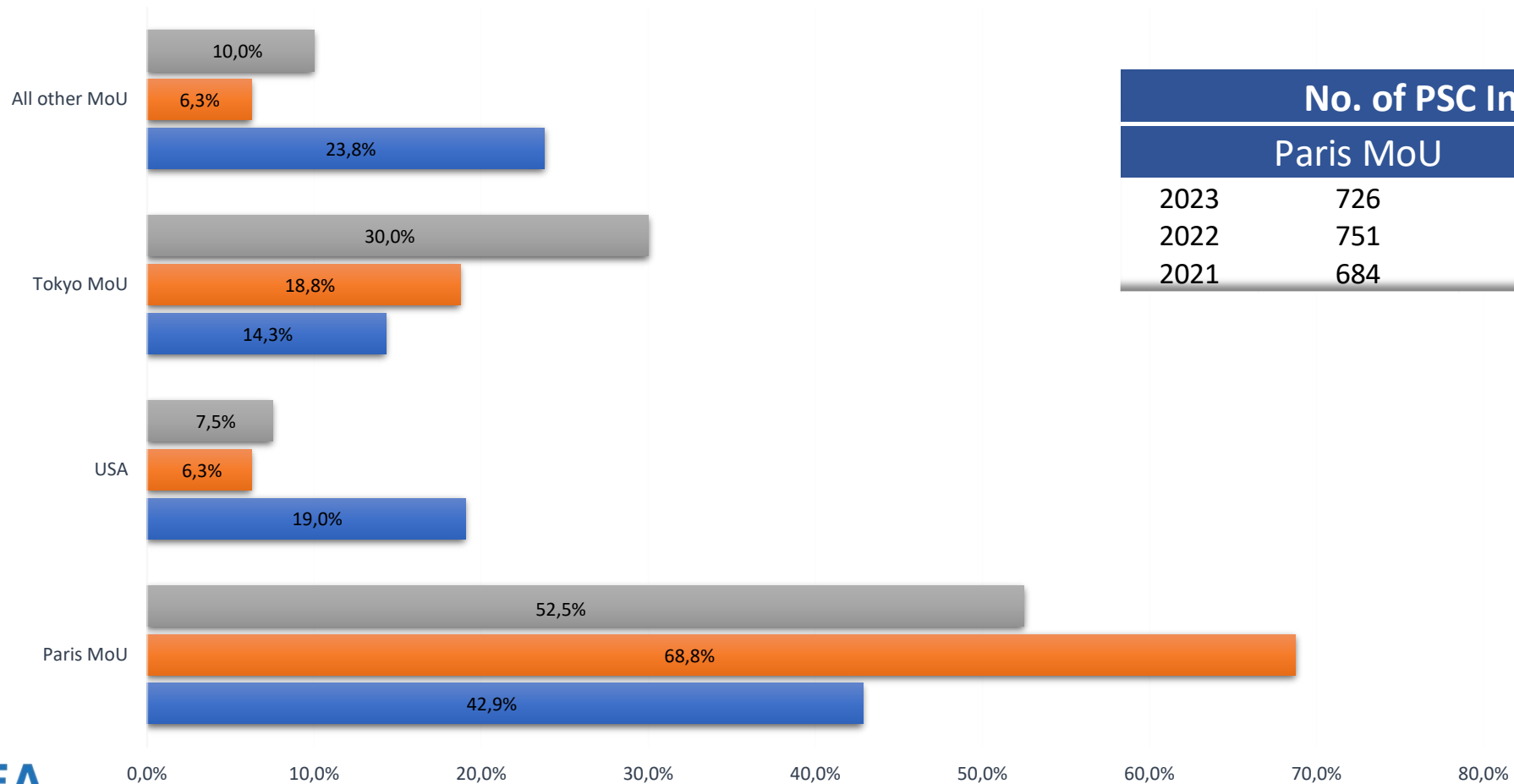


No. of Detention Deficiencies by Category 2021-2023





Detention % by MoU 2021-2023

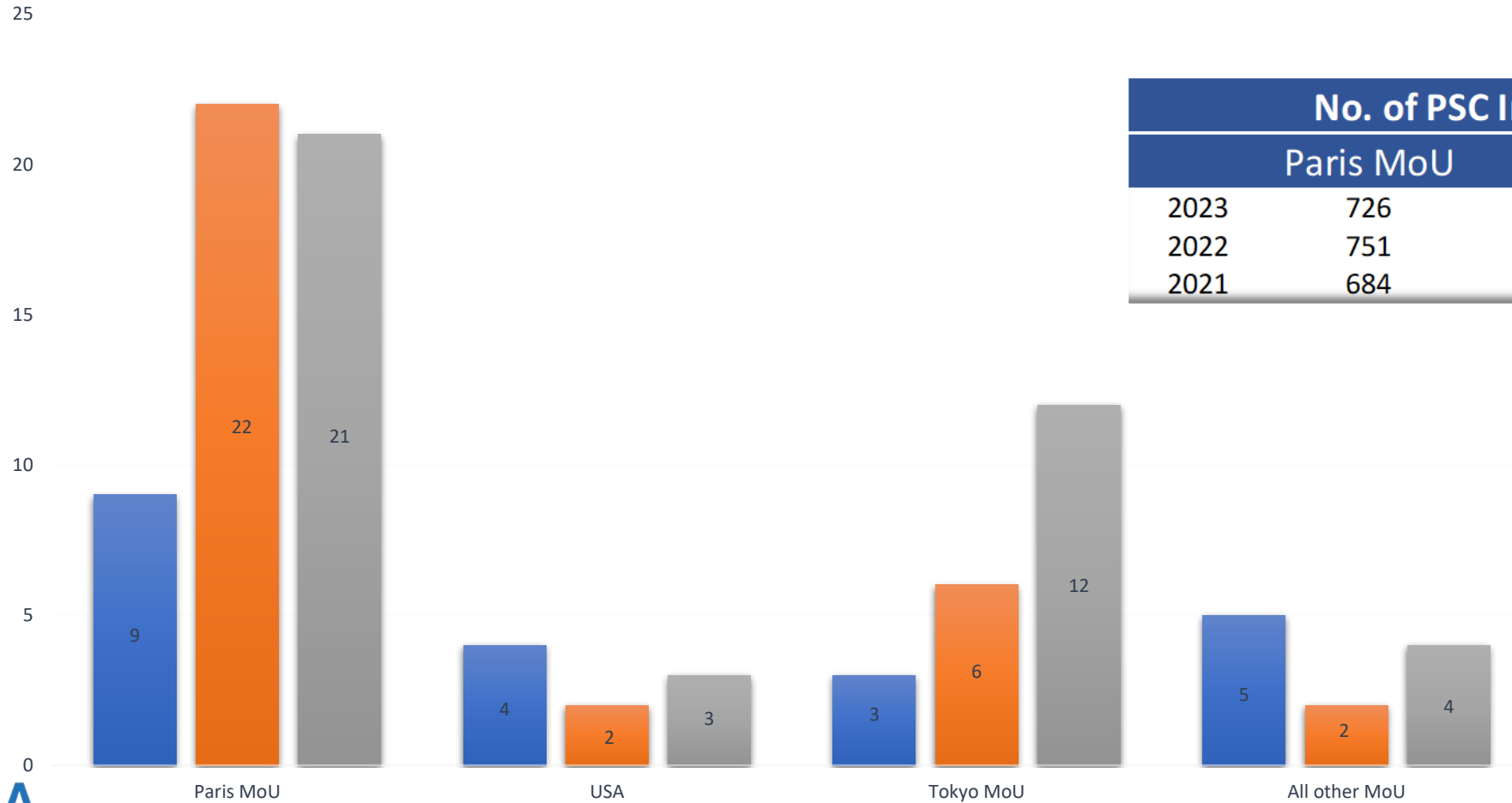


No. of PSC Inspections			
	Paris MoU	USA	Tokyo MoU
2023	726	168	573
2022	751	185	467
2021	684	188	340

■ 2023
■ 2022
■ 2021



No. of Detentions by MoU 2021-2023

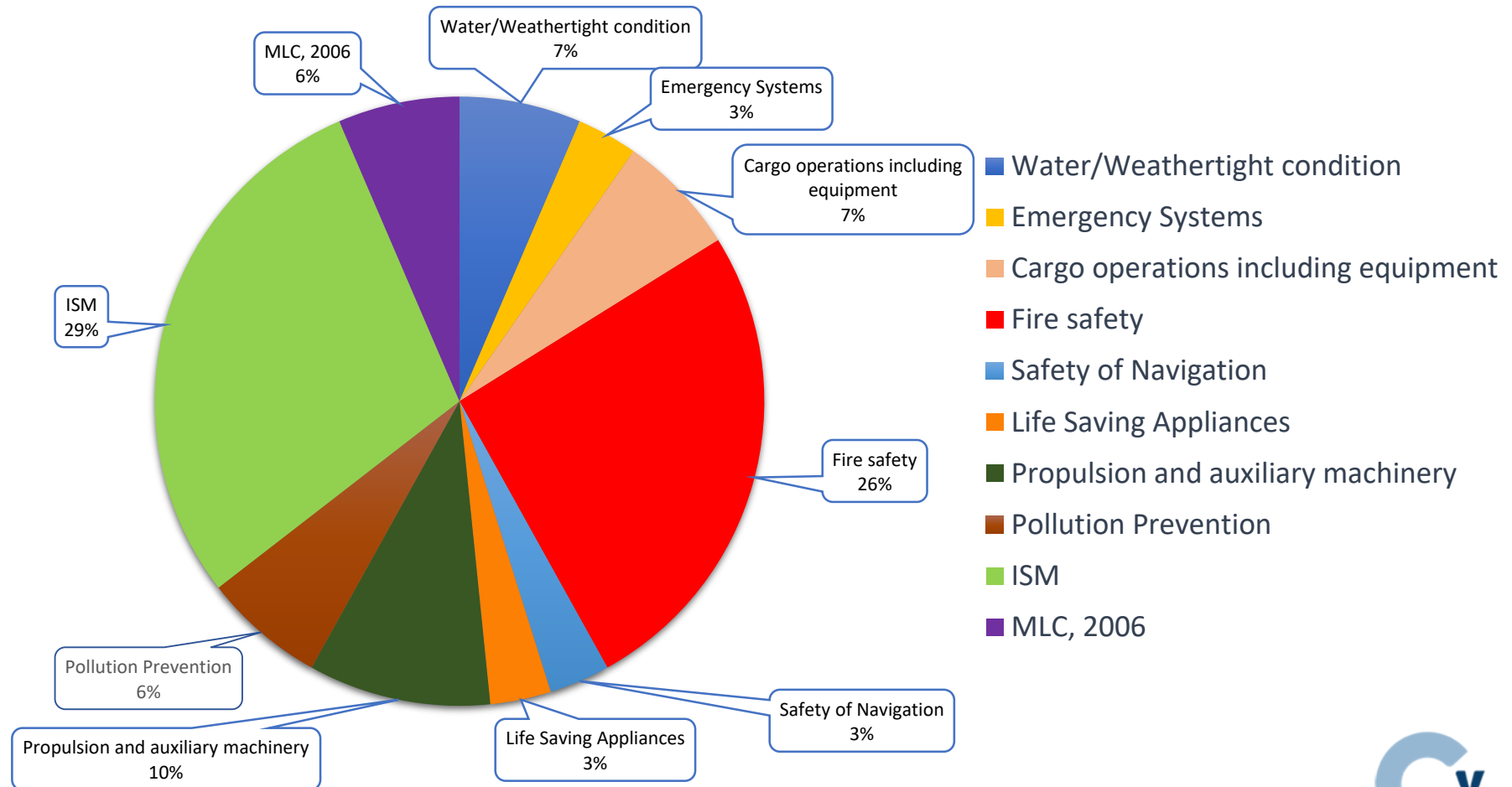


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	Paris MoU	USA	Tokyo MoU
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- 2021
- 2022
- 2023



Detainable Deficiencies Breakdown in USA 2021-2023



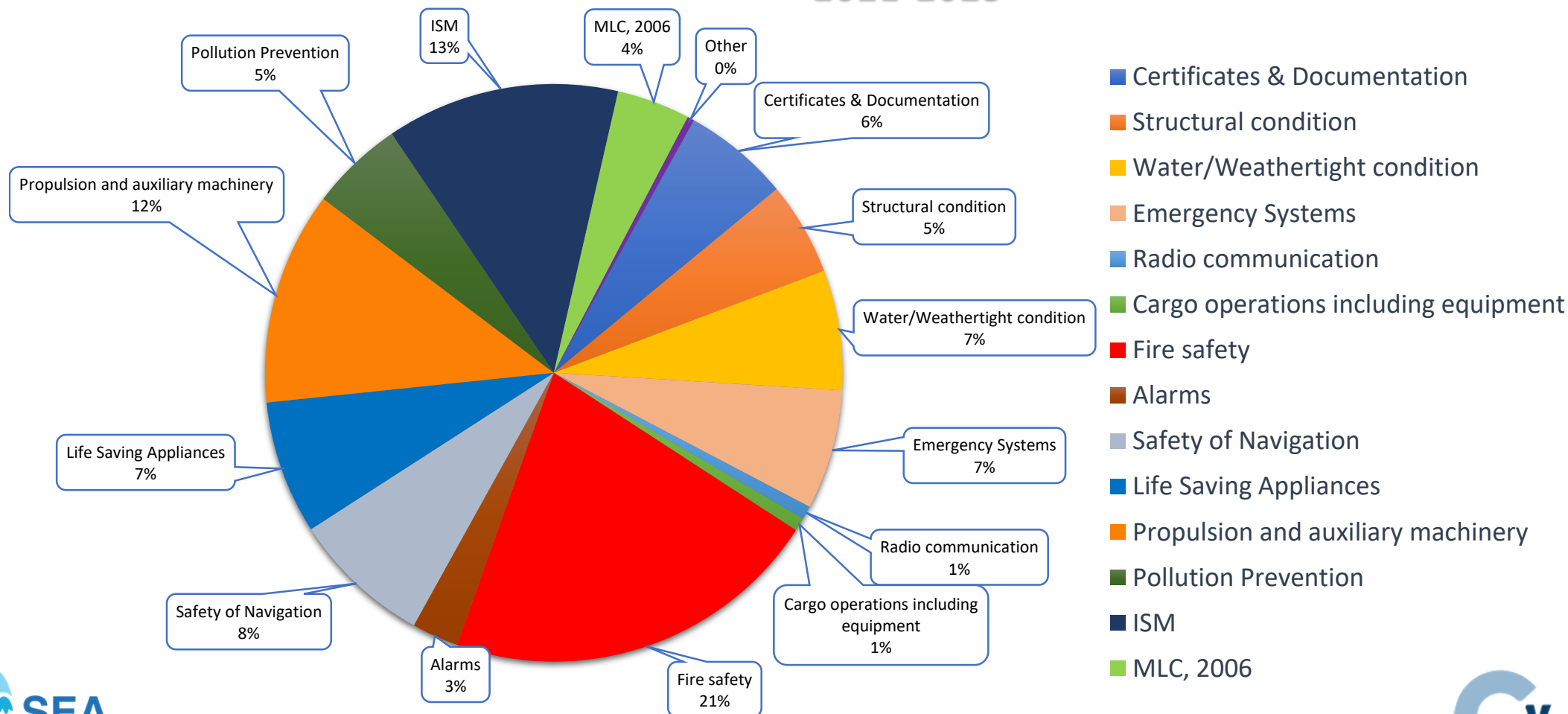
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Detainable Deficiencies by Category in USA 2021-2023

Water/Weathertight condition	Emergency Systems	Cargo operations including equipment
Doors Ventilators, air pipes, casings	Emergency source of power - Emergency generator	Atmosphere testing instrument Other cargo/timber/deck/construction
Fire safety	Safety of Navigation	Life Saving Appliances
Evaluation of crew performance (fire drills) Fire fighting equipment and appliances Maintenance of Fire protection systems Oil accumulation in engine room Fire control plan Fire detection and alarm system	Lights, shapes, sound-signals	Operational readiness of lifesaving appliances
Propulsion and auxiliary machinery	Pollution Prevention	ISM
Auxiliary engine Operation of machinery	Oil filtering equipment Alternative arrangements (SOx)	Maintenance of the ship and equipment Shipboard operations ISM, related deficiencies
MLC, 2006		
Sanitary Facilities Steam pipes, pressure pipes, wires (insulation)		



Detainable Deficiencies Breakdown in Paris MoU 2021-2023



- Certificates & Documentation
- Structural condition
- Water/Weathertight condition
- Emergency Systems
- Radio communication
- Cargo operations including equipment
- Fire safety
- Alarms
- Safety of Navigation
- Life Saving Appliances
- Propulsion and auxiliary machinery
- Pollution Prevention
- ISM
- MLC, 2006



Detainable Deficiencies by Category in Paris MoU 2021-2023 (1/3)

Certificates & Documentation	Structural condition	Water/Weathertight condition
International Oil Pollution Prevention (IOPP) Other (certificates) Seafarers' employment agreement (SEA) Manning specified by the minimum safe manning doc Endorsement by flagstate Certificates for master and officers Shipboard working arrangements Stability Information Booklet SAR Co-operation plan for pass.ships trad on fixe SOPEP	Electrical installations in general Ballast, fuel and other tanks Closing devices/watertight doors Bulk carriers Add.safety measures Hull - cracking Air intakes machinery and control station spaces Steering gear Hull damage impairing seaworthiness Other (Structural conditions)	Covers (hatchway-, portable-, tarpaulins, etc.) Scuppers, inlets and discharges Doors Machinery space openings Cargo ports and other similar openings Overloading Manholes/flush scuttles Railing, gangway, walkway and means for safe passag Ventilators, air pipes, casings
Emergency Systems	Radio communication	Cargo operations including equipment
Fire drills Abandon ship drills Emergency source of power - Emergency generator Abandon ship drills Public address system Emergency, lighting,batteries and switches Enclosed space entry and rescue drills Emergency fire pump and its pipes Crew familiarization with Emergency Systems	Operation/maintenance Satellite EPIRB 406MHz/1.6GHz	Cargo operation Cargo Securing Manual

Detainable Deficiencies by Category in Paris MoU 2021-2023 (2/3)

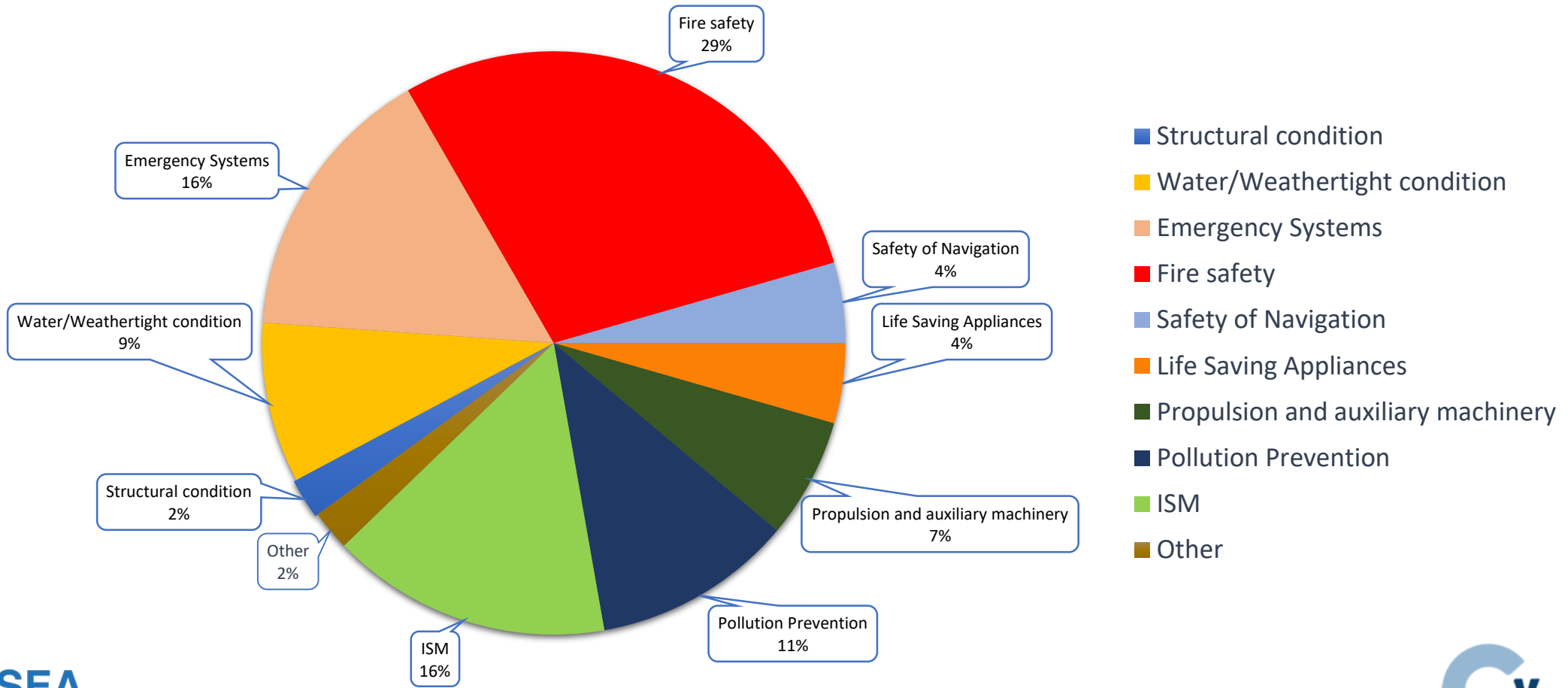
Fire safety	Alarms	Safety of Navigation
Fire prevention structural integrity	Fire alarm	Gyro compass
Fire pumps and its pipes	Machinery controls alarm	Magnetic compass
Division - decks,bulkheads and penetrations	General alarm	Voyage data recorder (VDR) / Simplified Voyage data
Fixed fire extinguishing installation	UMS - alarms	Lights, shapes, sound-signals
Fire doors/openings in fire-resisting divisions		Record of drills and steering gear tests
Ready availability of fire fighting equipment		Charts
Fire fighting equipment and appliances		Nautical publications
Fire-dampers		Signalling lamp
Jacketed high pressure lines and oil leakage alarm		Voyage or passage plan
Means of escape		Echo sounder
Fixed fire extinguishing installation		Bridge operation
Personal equipment for fire safety		
Evaluation of crew performance (fire drills)		
Remote Means of control (opening,pumps,ventilation,etc.) Machinery spaces		
Other (fire safety)		
Doors within main		

Detainable Deficiencies by Category in Paris MoU 2021-2023 (3/3)

Life Saving Appliances	Propulsion and auxiliary machinery	Pollution Prevention
Maintenance of Life Saving Appliances	Auxiliary engine	15 PPM Alarm arrangmts.
Lifeboats	Bilge pumping arrangements	Oil filtering equipment
Rescue boats	UMS - Ship	Control of discharge
Immersion suits	Operation of machinery	Sewage treatment plant
On board training and instructions	Insulation wetted through (oil)	Garbage management plan
Lifejackets incl.provision and disposition	Other (machinery)	Alternative arrangements (SOx)
Rescue boat inventory	Gauges,thermometers, etc	Sulphur content of fuel used
Fast Rescue Boats	Propulsion main engine	Ballast Water Management System
Launching arrangements for rescue boats		
ISM	MLC, 2006	Other
ISM, related deficiencies	Non-payment of wages Wages Provisions quality and nutritional value Sanitary Facilities Sleeping room, additional spaces Cleanliness of engine room Steam pipes, pressure pipes, wires (insulation) Anchoring devices Dangerous areas	Other safety in general



Detainable Deficiencies Breakdown in Tokyo MoU 2021-2023



- Structural condition
- Water/Weathertight condition
- Emergency Systems
- Fire safety
- Safety of Navigation
- Life Saving Appliances
- Propulsion and auxiliary machinery
- Pollution Prevention
- ISM
- Other



Detainable Deficiencies by Category in Tokyo MoU 2021-2023 (1/2)

Structural condition	Water/Weathertight condition	Emergency Systems
Steering gear	Ventilators, air pipes, casings Scuppers, inlets and discharges Cargo & other hatchways	Emergency fire pump and its pipes Abandon ship drills Emergency source of power - Emergency generator Water level indicator
Fire safety	Safety of Navigation	Life Saving Appliances
Jacketed high pressure lines and oil leakage alarm Fire-dampers Ventilation Fixed fire extinguishing installation Means of escape Fire prevention structural integrity Fire doors/openings in fire-resisting divisions Fire detection and alarm system	Lights, shapes, sound-signals Electronic charts (ECDIS)	Launching arrangements for rescue boats Operational readiness of lifesaving appliances
Propulsion and auxiliary machinery	Pollution Prevention	ISM
Propulsion main engine Bilge pumping arrangements	15 PPM Alarm arrangmts. Oil filtering equipment Sewage treatment plant Ballast Water Management System	Documentation-ISM ISM, related deficiencies Maintenance of the ship and equipment



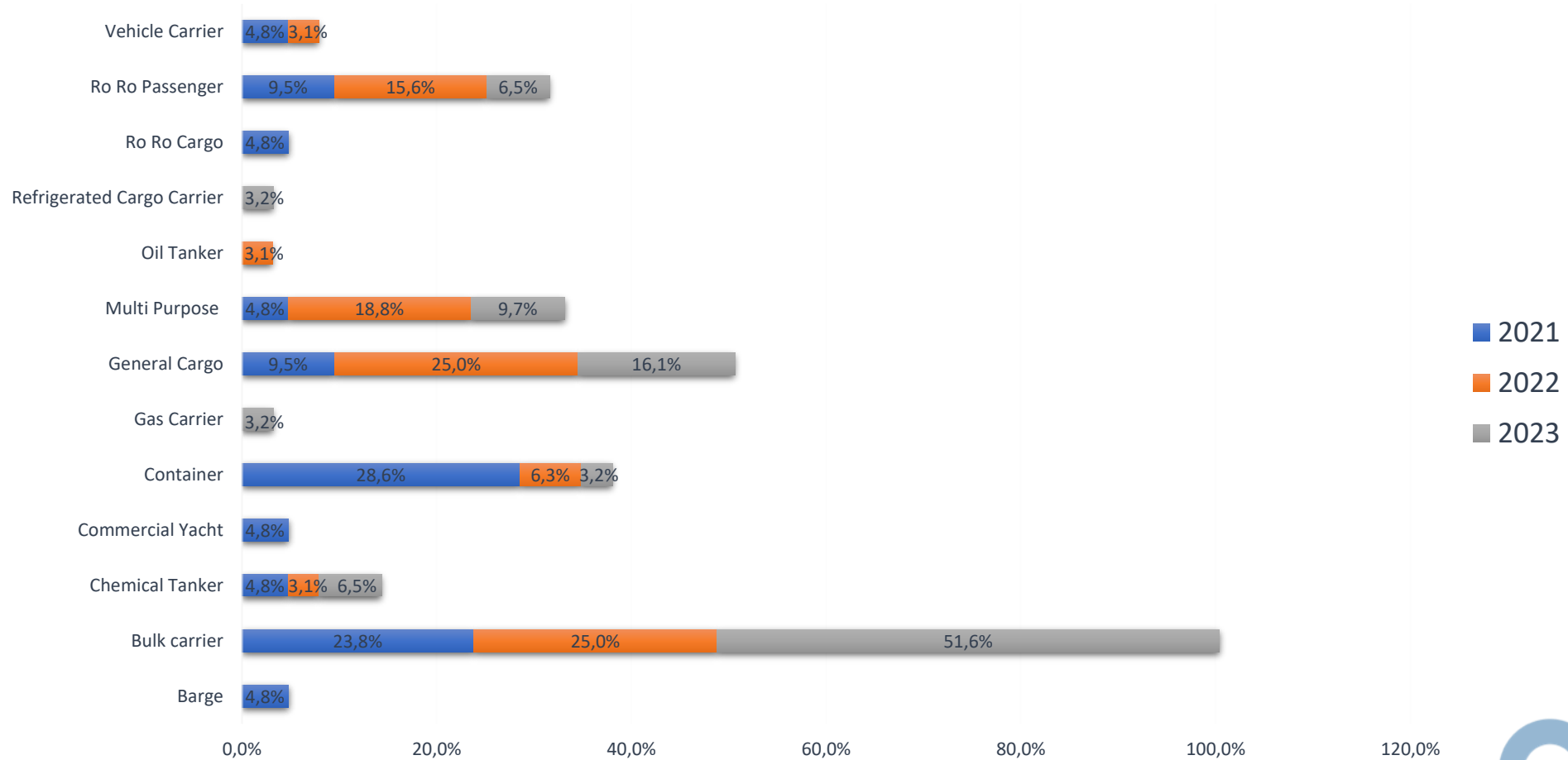
Detainable Deficiencies by Category in Tokyo MoU 2021-2023 (2/2)

Other

Other safety in general

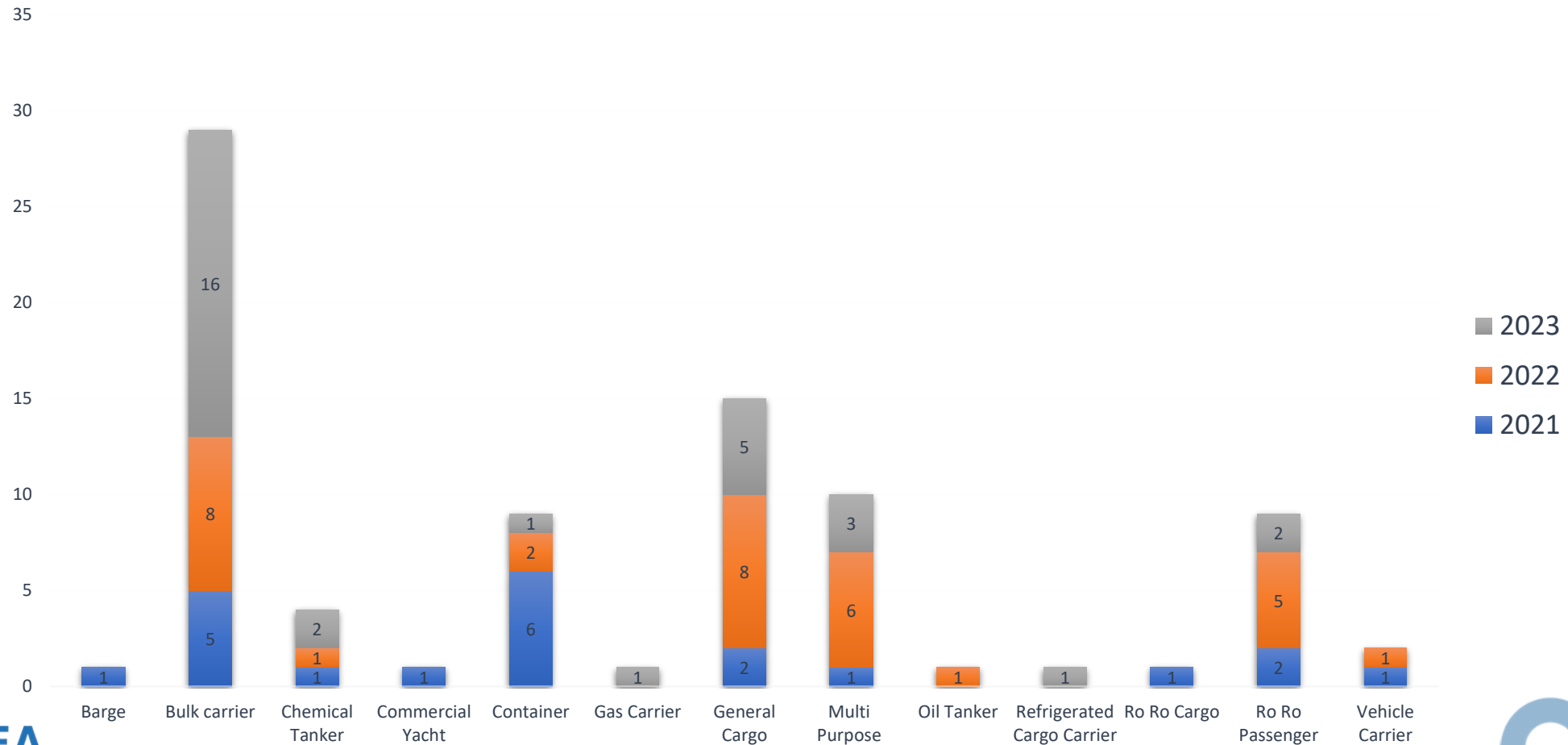


Detention % by Ship Type 2021-2023





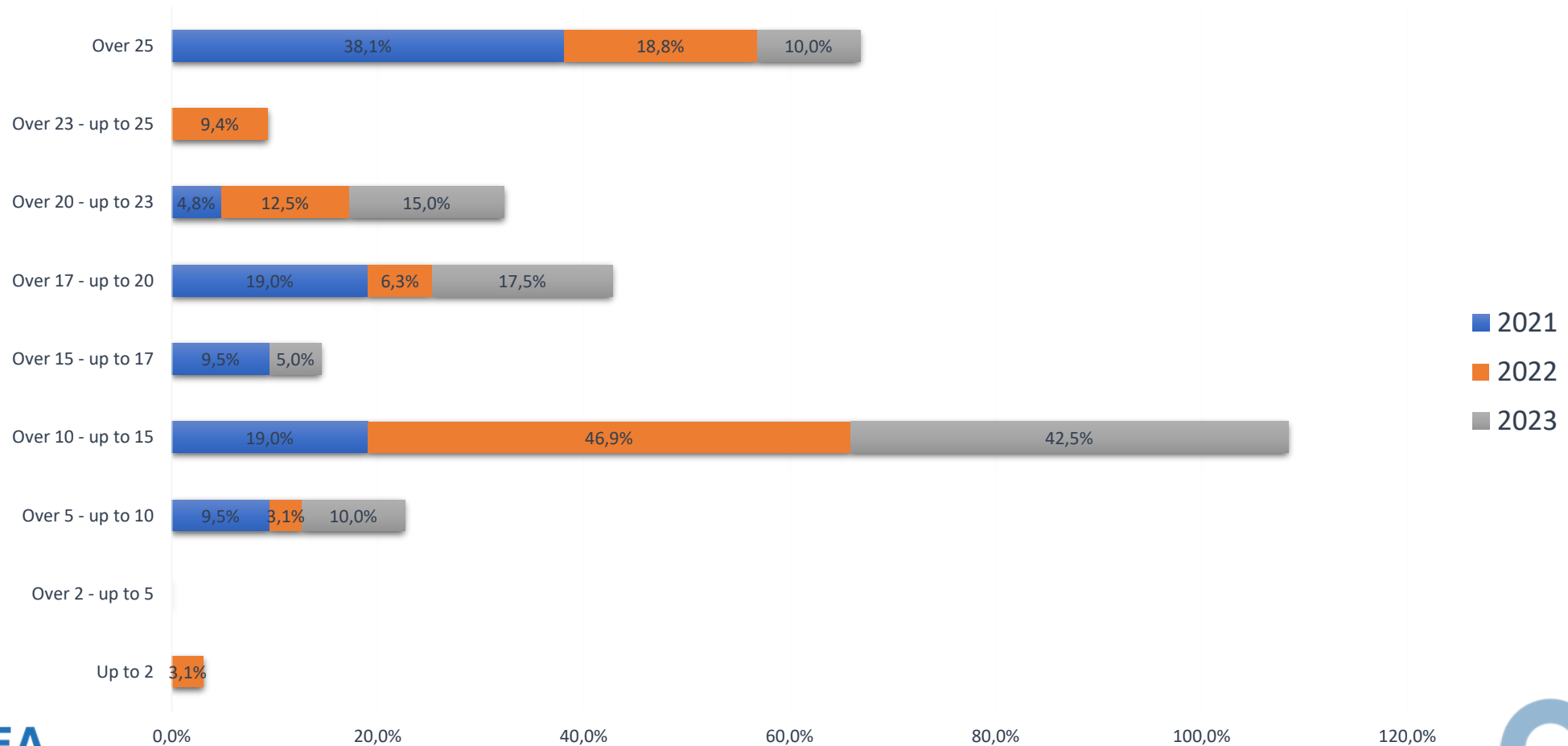
No. of Detentions by Ship Type 2021-2023



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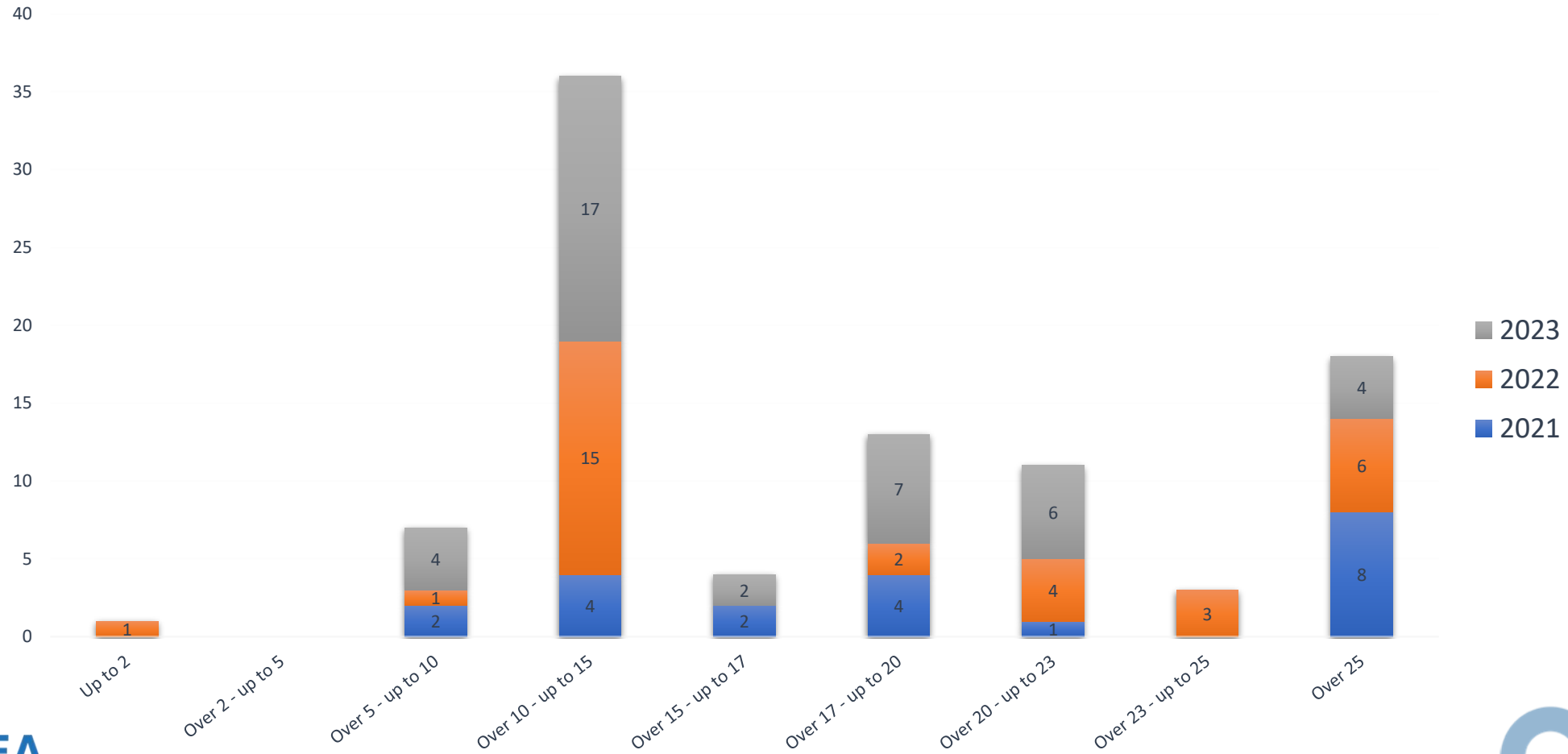


Detention % by Ship Age 2021-2023





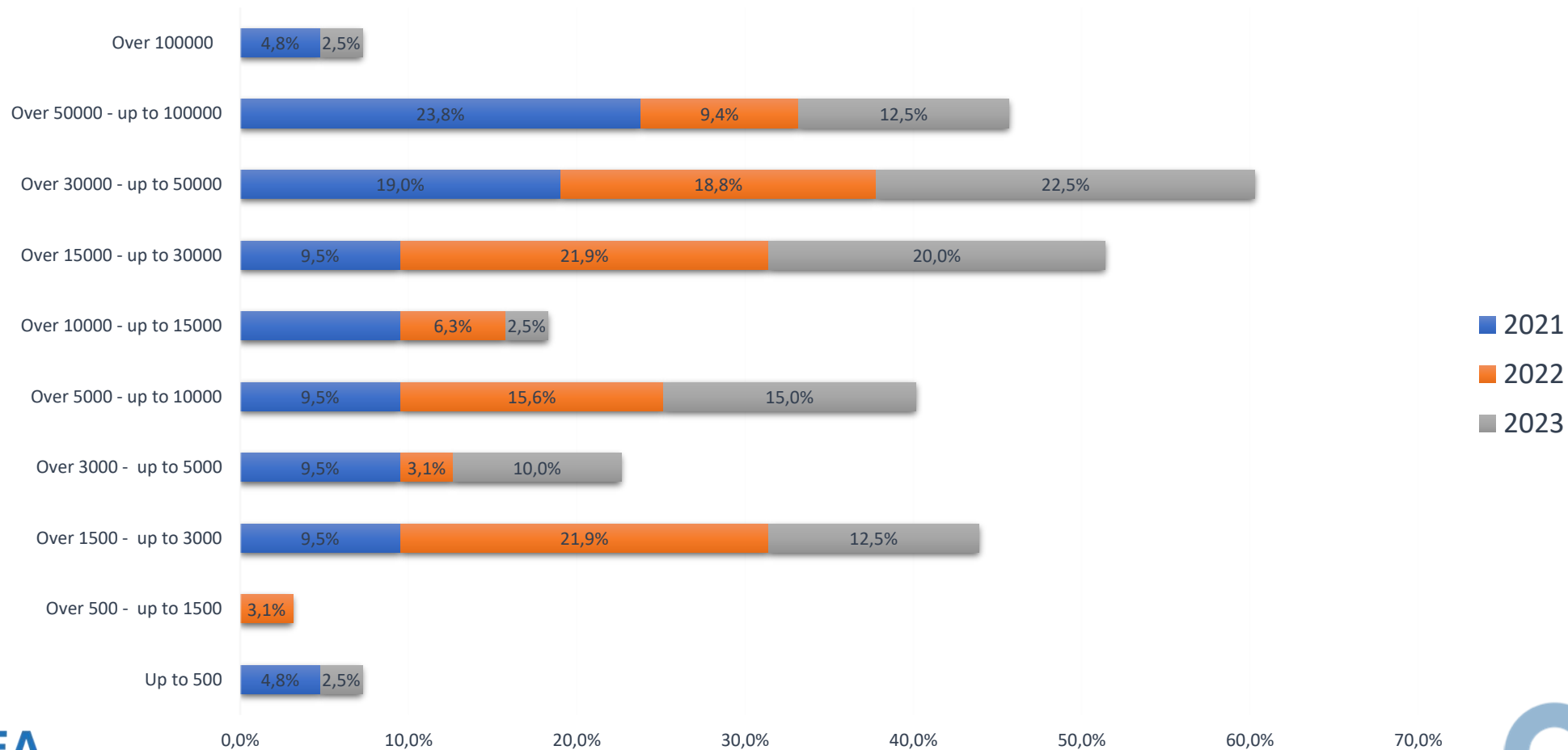
No. of Detentions by Ship Age 2021-2023



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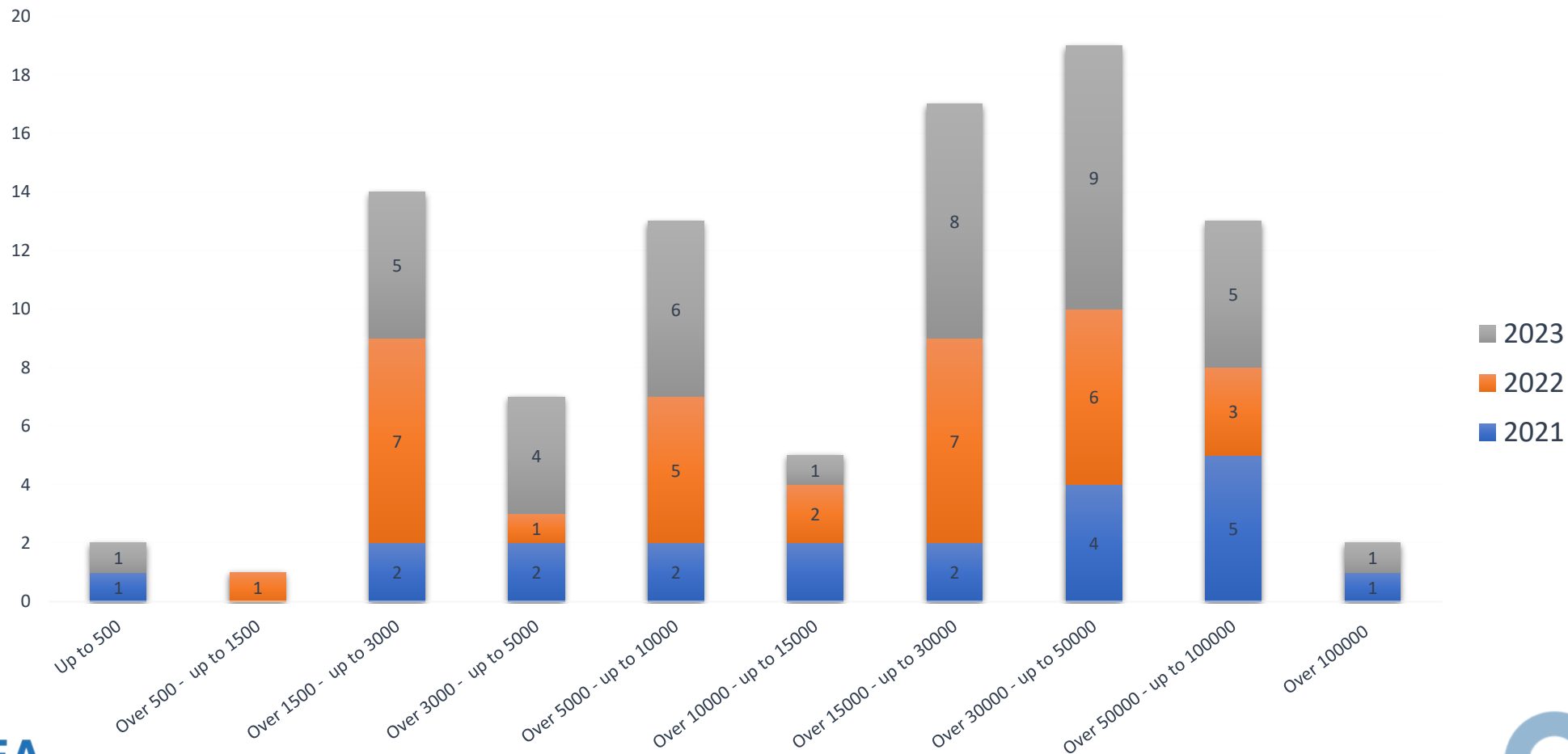


Detention % by Size (Gross Tonnage) 2021-2023



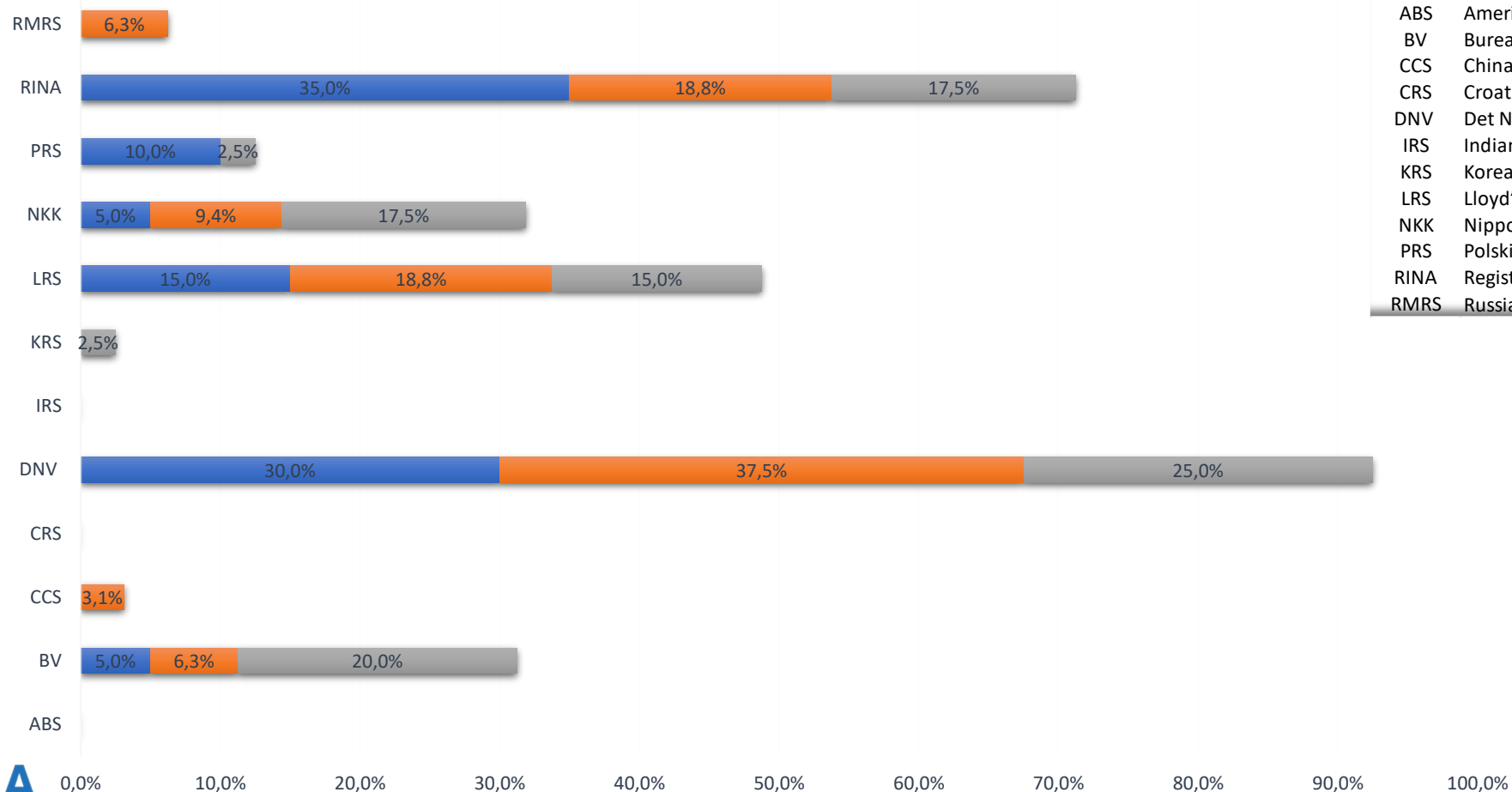


No. of Detentions by Size (Gross Tonnage) 2021-2023





Detention % by Classification Society 2021-2023

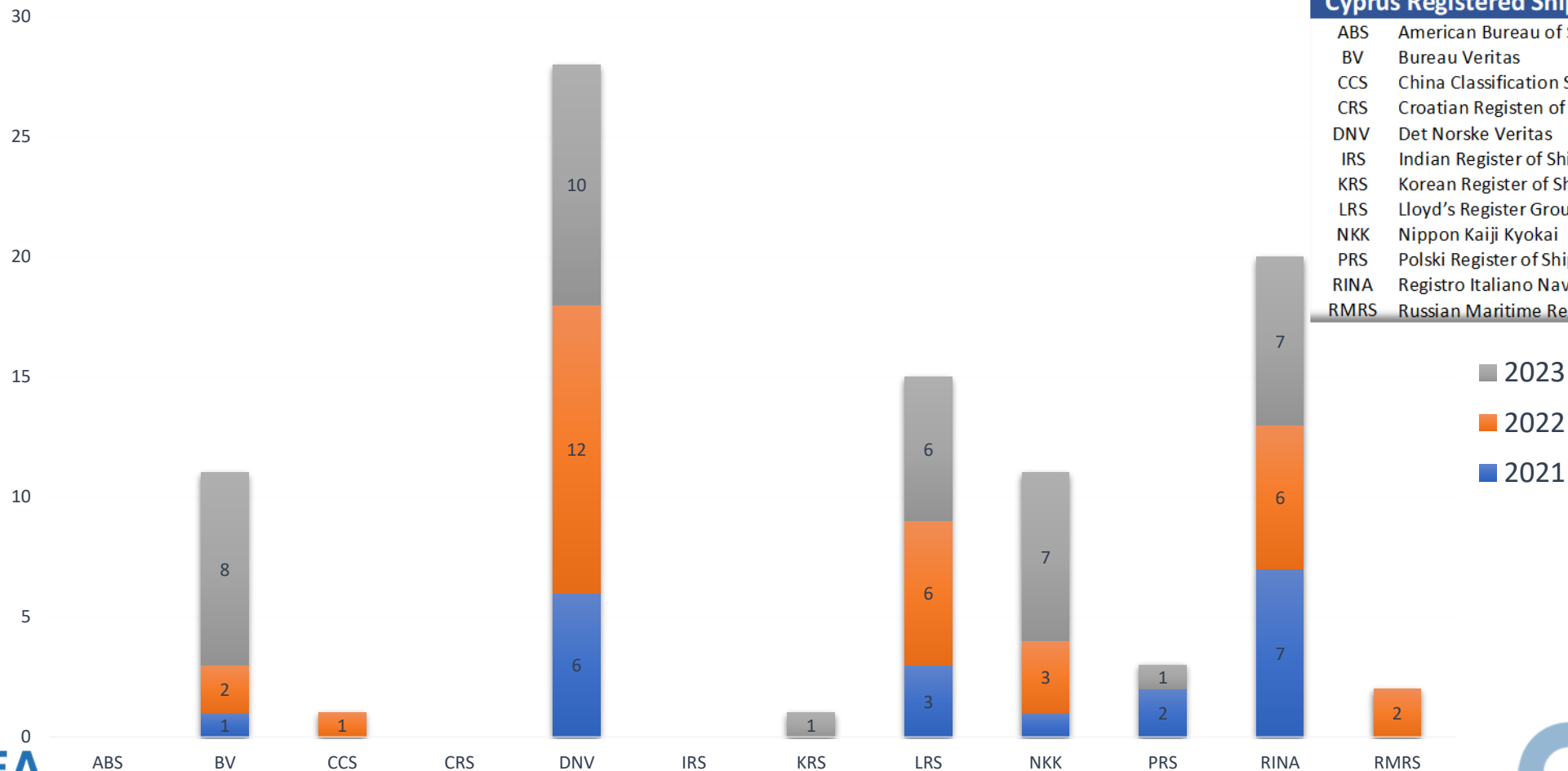


Cyprus Registered Ships % by Class. Society		
ABS	American Bureau of Shipping	4.7%
BV	Bureau Veritas	24.7%
CCS	China Classification Society	1.2%
CRS	Croatian Register of Shipping	0.2%
DNV	Det Norske Veritas	31.6%
IRS	Indian Register of Shipping	0.1%
KRS	Korean Register of Shipping	0.6%
LRS	Lloyd's Register Group Limited	15.1%
NKK	Nippon Kaiji Kyokai	6.3%
PRS	Polski Register of Shipping	1.5%
RINA	Registro Italiano Navale	13.7%
RMRS	Russian Maritime Register of Shipping	Nil

■ 2021
■ 2022
■ 2023



No. of Detentions by Classification Society 2021-2023

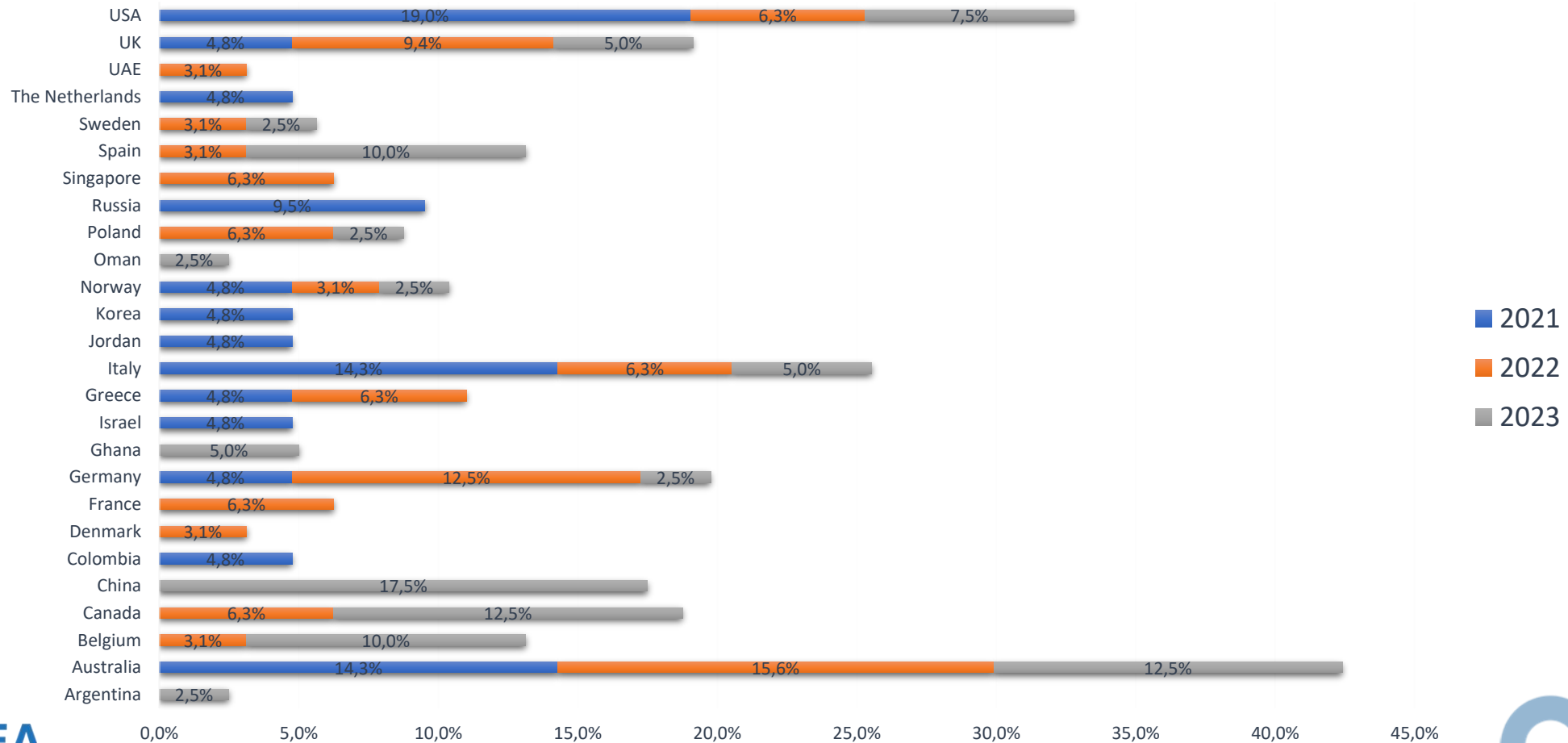


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KRS	Korean Register of Shipping	0.6%
LRS	Lloyd's Register Group Limited	15.1%
NKK	Nippon Kaiji Kyokai	6.3%
PRS	Polski Register of Shipping	1.5%
RINA	Registro Italiano Navale	13.7%
RMRS	Russian Maritime Register of Shipping	Nil

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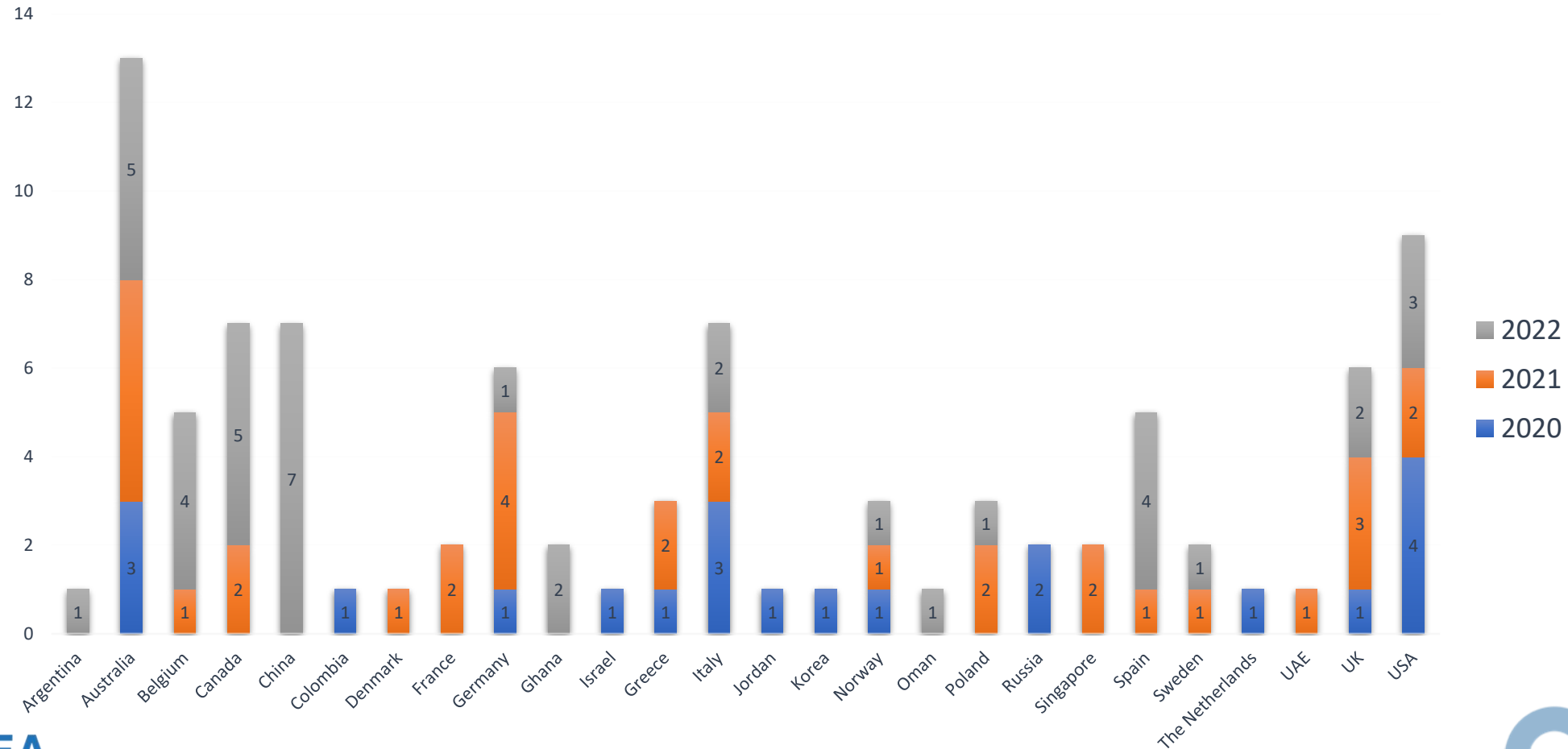


Detention % by Country 2021-2023



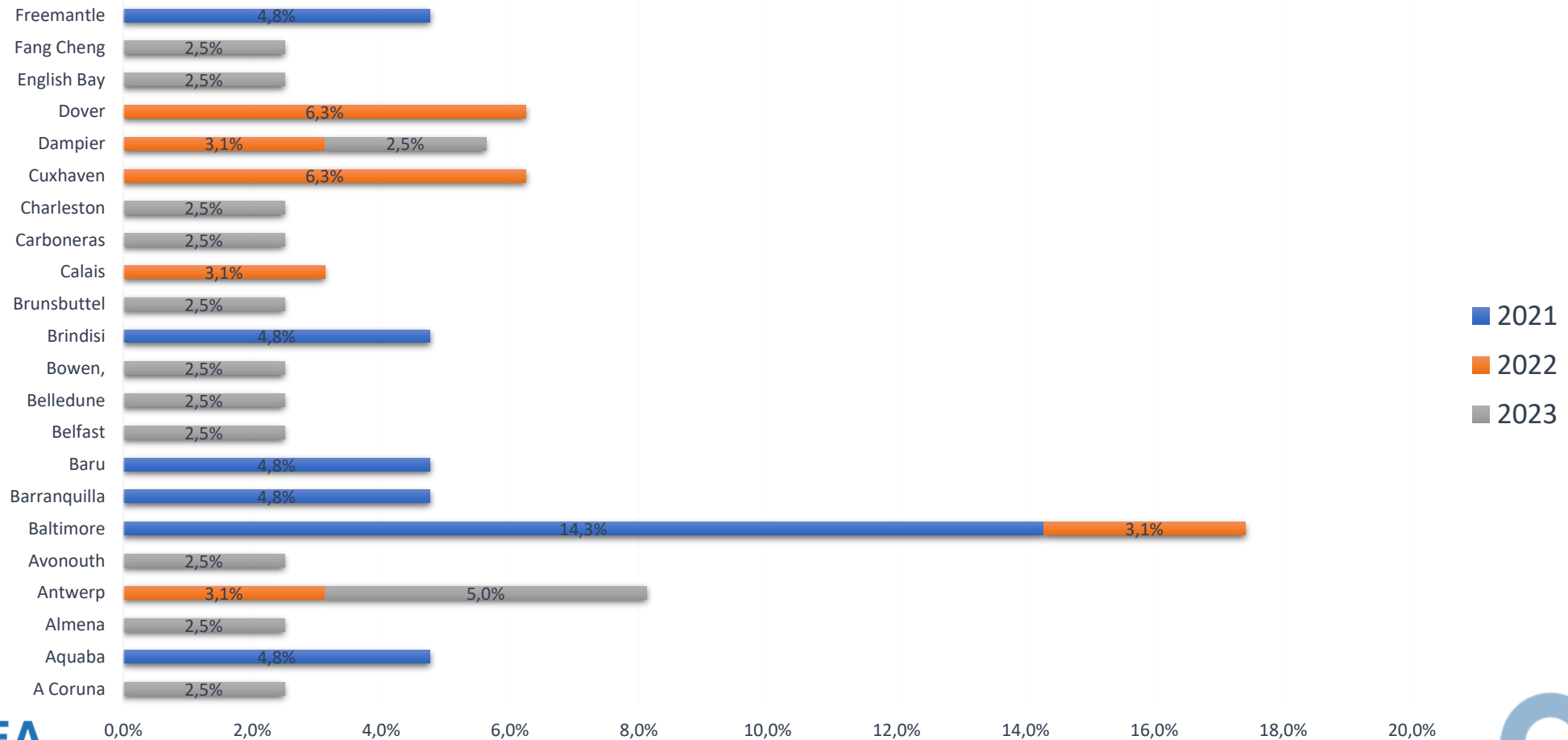


No. of Detentions by Country 2021-2023



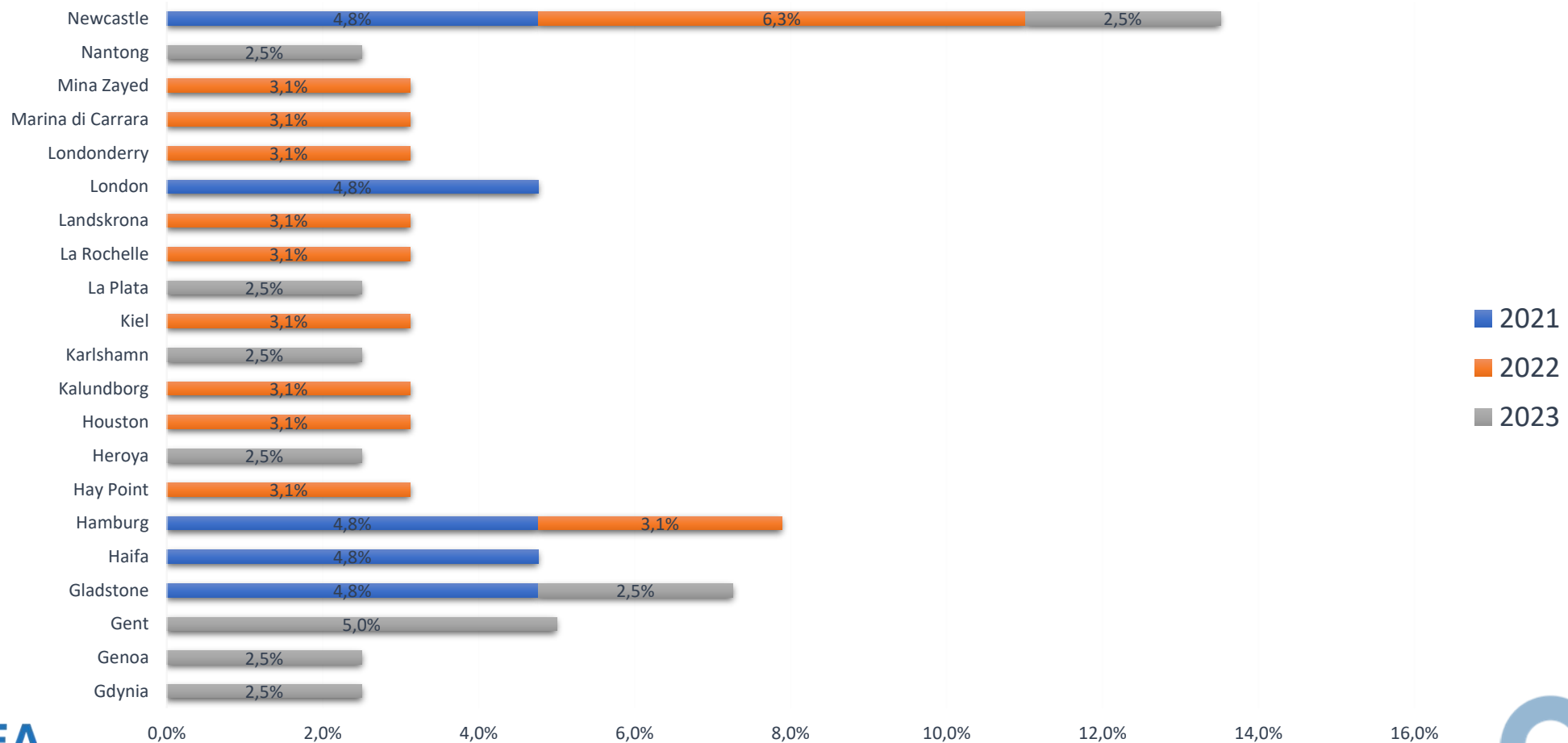


Detention % by Port (1/3) 2021-2023



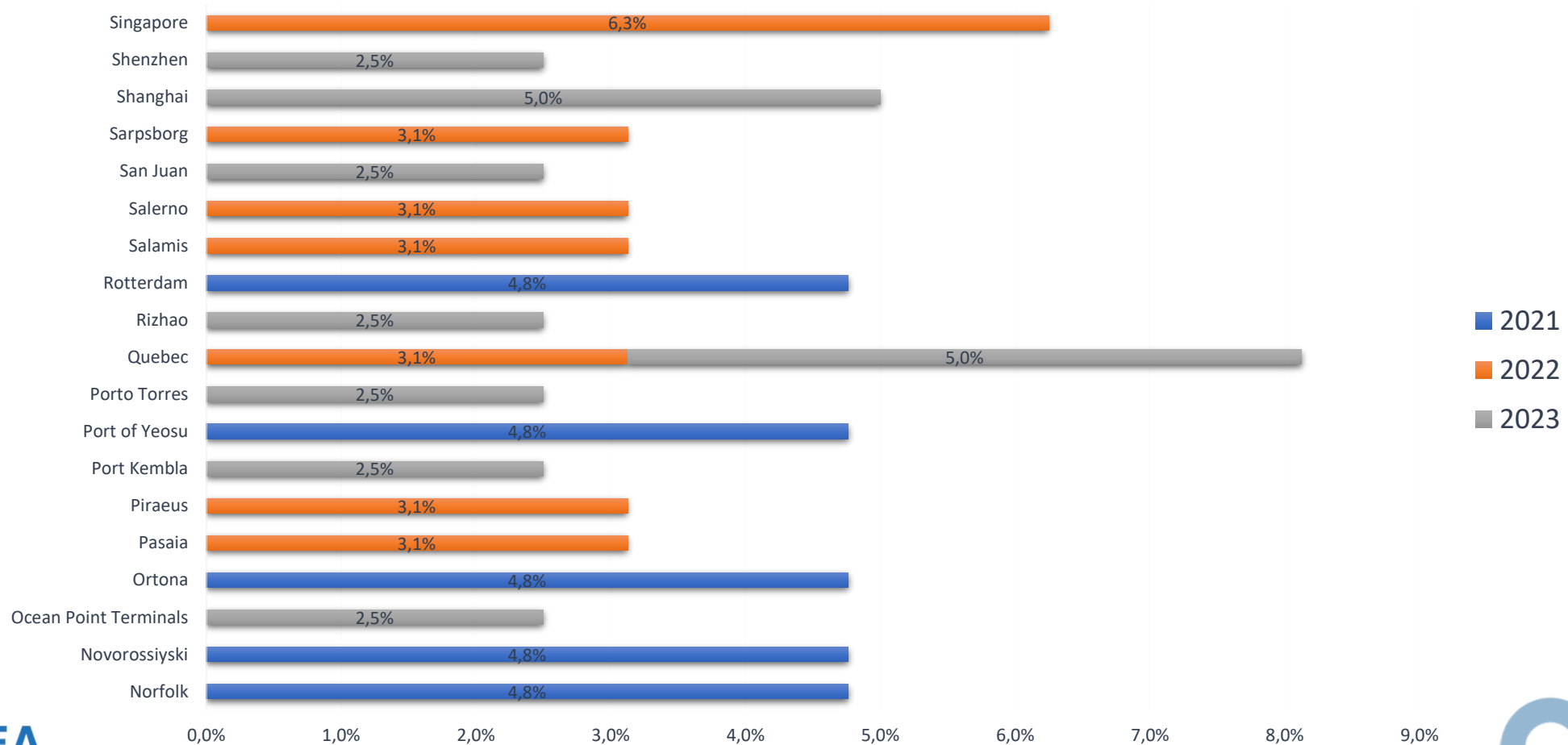


Detention % by Port (2/3) 2021-2023





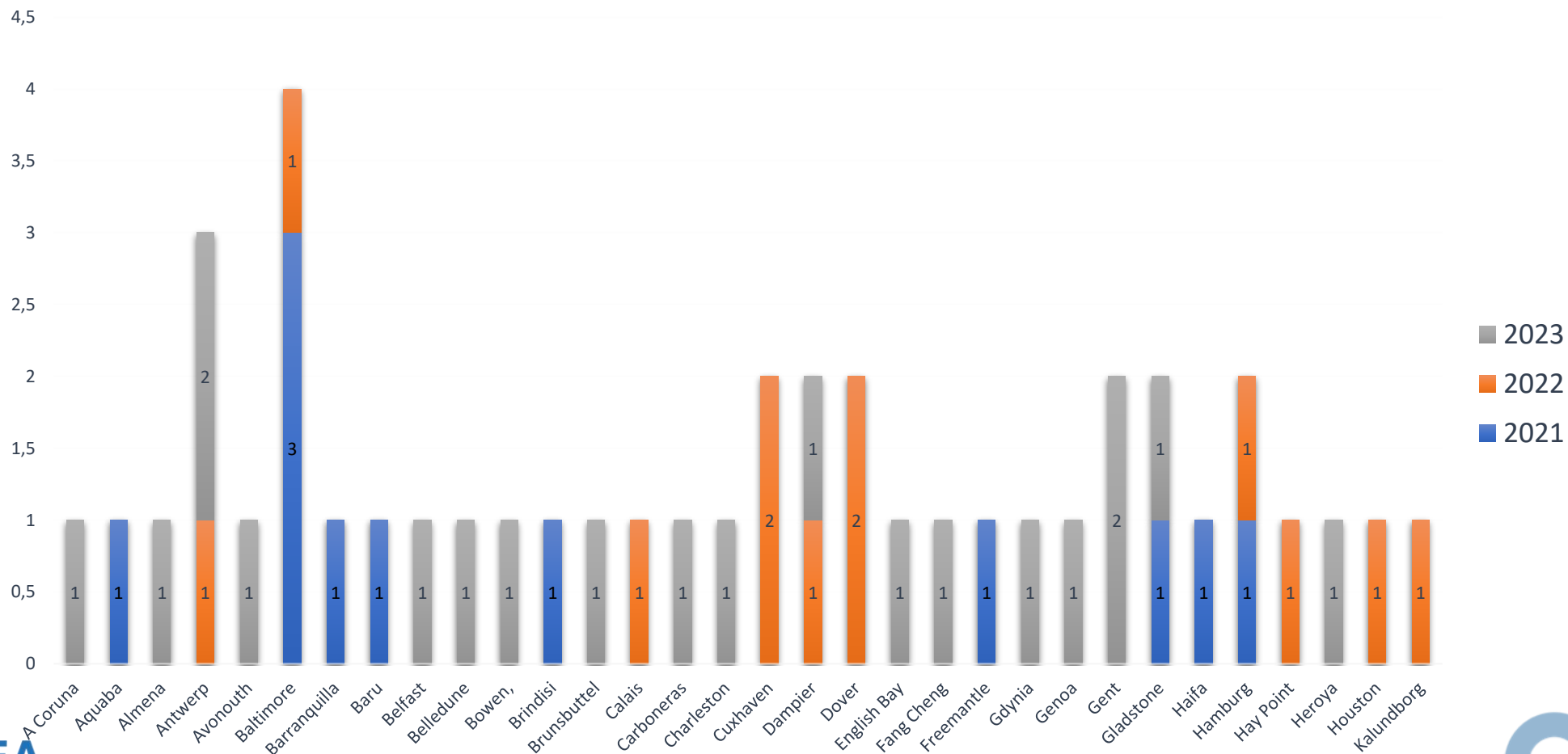
Detention % by Port (3/3) 2021-2023



■ 2021
■ 2022
■ 2023



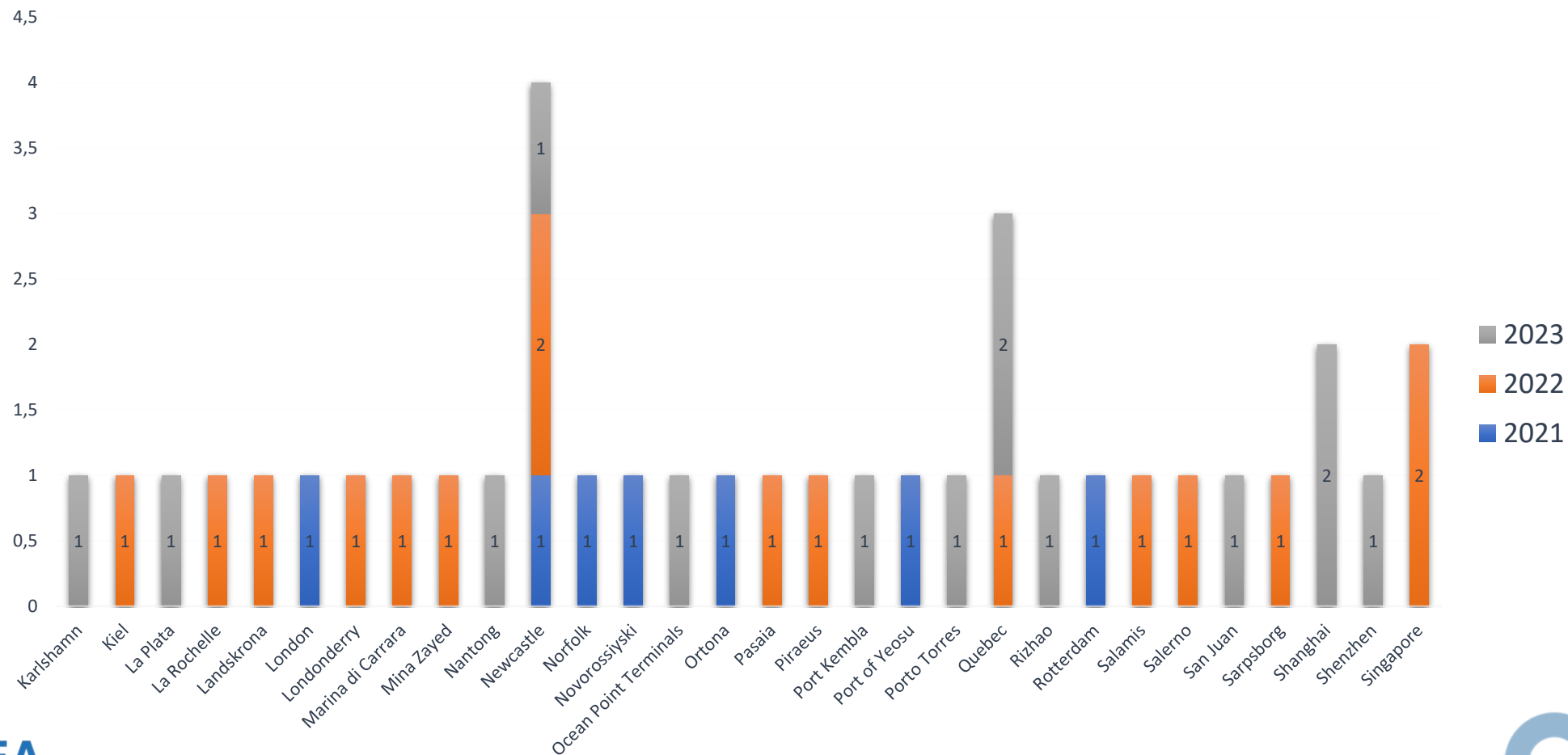
No. of Detentions by Port (1/2) 2021-2023



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No. of Detentions by Port (2/2) 2021-2023



Statistical Data Analysis

- During 2023, an increased number of detentions is noticed in comparison with 2021 & 2022. This could be due to Covid-19 outbreak and the restrictions imposed of the previous years which led to crew fatigue, disruption to supply chains, restrictions in travelling, shipyards activities frozen, etc.;
- The USA and Paris MoU are stricter than any other MoUs;
- In USA the number of detentions occurred is significantly lower than in Paris or Tokyo MoU. However the detention ratio is above average due to the small number of Port State Control Inspections on Cyprus flagged Ships.
- The majority of the detentions occurred in Paris MoU. The number of ships inspected in Paris MoU is higher than in any other MoUs. As a result the detention ratio is lower than the average in this region.
- The detainable deficiencies breakdown in USA, Paris & Tokyo MoU can put down that the majority of detentions arose, are due to lack of maintenance. This shows failure or lack of effectiveness of the implementation of the ships Safety Management System (SMS) which includes the relevant procedures for ship and equipment maintenance. The ISM is used by the Port State Control Authorities as an “umbrella” to accompany serious situations or to require an additional internal or external audit for SMS implementation;
- Fire Safety related deficiencies contributes to almost 1/3 of all detainable deficiencies;

Most detentions occurred in Australia, China, Canada, Italy and USA;



- The most challenging ports for the 2023 are the Antwerp, Gent, Quebec, Shanghai and Singapore;
- Ships aged between 10 to 15 years and over 25 years are more vulnerable to detention;
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