

FOREWORD

It is the pleasure of the Committee to present the Annual Report on Port State Control in the Indian Ocean Region, 2002. This Annual Report provides a general introduction to the development and activities in the region alongwith various statistics and analysis of the port State control activities by the member Authorities of IOMOU during the year 2002.

Over the period of its existence the IOMOU has set its course for the years ahead. With the publication of the PSC data on the website, greater transparency to the outside world has been established.

Member Authorities of the MOU, have realised the close co-relation between safety, working and living condition. The required importance is being given to these issues. However, the primary responsibilities for the ships to comply with the international standards lies with the flag State, ship owners and operators.

Overall figures for total number of inspections, individual ships and detention are the indicators of the activities.

Unfortunately, many flag States and Classification Societies are yet to take due interest in the protection of the environment, lives and properties at sea and leave it to port States to pick up the pieces. The port State control Committee of IOMOU and the member Authorities will continue their efforts to achieve their goal in this respect.

Michael Kinley
Chairman
Port State Control Committee

Bimalesh Ganguli
Secretary
IOMOU Secretariat

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INTRODUCTION

HISTORY OF THE IOMOU

The first preparatory meeting of the IOMOU was held in Mumbai on 13 - 17 October 1997 and was attended by representative from the Maritime Administrations of 22 countries in the Indian Ocean region. This meeting agreed that a regional agreement of cooperation on port State control should be established and prepared a first draft of a Memorandum of Understanding, the IOMOU.

Finalization of the Memorandum was achieved at the second preparatory meeting in Pretoria, South Africa between 1 and 5 June, 1998. The first meeting of the Committee was held in Goa, India from 20 to 22 January 1999. The text of the MOU was agreed to by Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania and Yemen.

PURPOSE

The port State control system, aims to verify whether foreign flagged vessels calling at a port of a State, comply with applicable international maritime conventions. When vessels are found not to be in substantial compliance with applicable laws or relevant convention requirements, the PSC system imposes actions to ensure they are brought into compliance. Ships to be inspected are selected on the basis of criteria outlined in the Memorandum and a non-discriminatory policy is observed.

Under the Memorandum each Authority will establish and maintain an effective system of port State control. The ultimate goal is to identify and eliminate substandard ships from the region.

IMO AND ILO INVOLVEMENT

A representative of the IMO attended by invitation the Fifth Committee Meeting. He conveyed the Committee greetings of Secretary-General and the Assistant Secretary-General of IMO. He actively participated in the meeting and provided much useful information including Safety Regulations for Non-Conventional sized ships plying in Asian region.

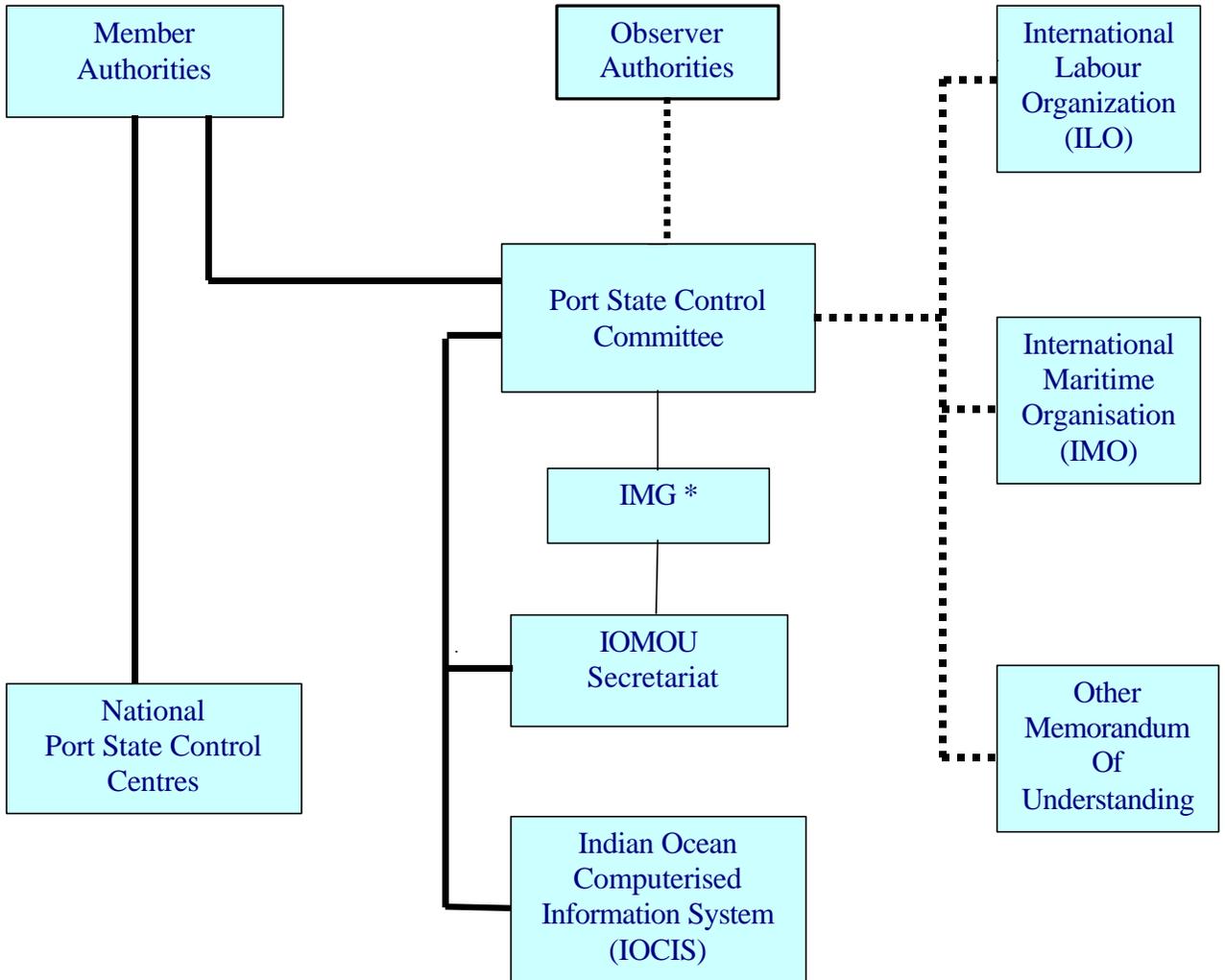
The ILO, regrettably, could not attend the Fifth Committee Meeting.

LIST OF PARTICIPATING MEMBERS AND OBSERVERS

As at December 2002, there were eleven countries, which have become a party to the Memorandum. These are: **Australia, Eritrea, India, Iran, Kenya, Maldives, Mauritius, Sri Lanka, South Africa, Sudan and Tanzania.**

Ethiopia and West & Central Africa Memorandum of Understanding, participate in the Memorandum as **observers.**

ORGANISATIONAL STRUCTURE OF THE IOMOU



* Inter-sessional Management Group

IOMOU SECRETARIAT

The Indian Ocean Memorandum of Understanding Secretariat is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMOU on Port State Control. It services the Committee meetings and assists the Committee in its activities.

The IOMOU Secretariat is headed by the Secretary, Mr. Bimalesh Ganguli who is assisted by Office Assistant Ms. Nila Raikar.

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THE COMMITTEE

The Committee of the IOMOU held its Fifth Meeting in Tehran, Iran from 28 October to 31 October 2002. The meeting was kindly hosted by the Islamic Republic of Iran.

The meeting under the chairmanship of Mr. Michael Kinley, Manager, Ship Inspections Maritime Operations, Australian Maritime Safety Authority was attended by representatives from the Maritime Authorities of Australia, India, Iran, Kenya, Sudan, South Africa, Sri Lanka and Tanzania.

Important outcomes of this meeting included:

- ▶ □ Adoption of a number of amendments to the PSC Manual;
- ▶ □ The creation of Inter-sessional Groups which will look after:
 - a) development of guidelines and checklist for Concentrated Inspection Campaign on Life Saving Appliances.
 - b) developing of additional guidelines and aide memoires for passenger ships / tankers / bulk carriers for possible inclusion in the Manual.
 - c) examination and preparation of a comparison table of costs and technical details for the IT system.
- ▶ □ Agreement on procedures for finalizing the establishment of an IT system for handling the regions PSC inspection data;

It was agreed to hold the Sixth Meeting of the Committee in India.

TRAINING FOR PORT STATE CONTROL OFFICERS

During the year IMO conducted 2 courses on "Training of the Trainers for PSCO". The courses were held in Asmara, Eritrea in the month of October, 2002 and in Mumbai, India in the month of November 2002. Participants from Eritrea, Kenya, Madagascar, Mauritius, Seychelles, Somalia, South Africa, Sudan, Tanzania, Uganda attended the course in Asmara and participants from Bangladesh, India, Iran, Myanmar, Oman, Sri Lanka attended the course in Mumbai.

P S C IN OTHER REGIONS

Port State Control has been accepted globally as an effective means for combating sub-standard ships, promoting maritime safety and protecting the marine environment.

During the past six years, the number of regional MOUs has increased from three to eight, i.e. Asia-Pacific MOU; Black Sea MOU; Caribbean MOU; Indian Ocean MOU; Mediterranean MOU; Paris MOU; Vina del Mar Agreement and the West and Central African MOU.

The Eleventh Meeting of the Asia Pacific MOU Port State Control Committee was held from 06 to 14 June 2002 in Manila, Philippines.

The Fifth Meeting of the Mediterranean MOU on PSC Committee was held from 26 to 28 March 2002 in Limassol, Cyprus, attended by the Secretary as an observer.

IOCS / WEBSITE

The Indian Ocean Memorandum of Understanding Computerised Information system is yet to be established. However, a web-site **<http://www.iomou.org>** has been hosted. The website provides the information regarding port State inspections in the region.

STATISTICS

A total of 5452 inspections were carried out in the year 2002. Deficiencies were noted during 2667 of these inspections, with the total number of deficiencies being 12732.

Serious deficiencies noted by PSCOs led to the detention of 306 ships. The detentions allowing for the rectification of the serious deficiencies prior to the ships departure. The overall detention percentage for the year being 5.61%. The detention percentage has practically remained the same with a marginal increase, as compared to last year, but the number of ships with deficiencies and total number of deficiencies have reduced. This does indicate that number of major deficiencies found is higher as compared to last year.

The information given in the following tables and charts represents the port State control activities of Australia, Eritrea, India, Iran, Mauritius, Sri Lanka, South Africa and Sudan.

It may be noted that Australia, being member of two MOUs, namely, Asia Pacific MOU as well as Indian Ocean MOU, shares their PSC data with both MOUs and so when considering a world picture of statistics, duplication of data is possible.

For the first time a Concentrated Inspection Campaign for the compliance of ISM code, was carried out. The campaign ran from 1st July to 30th September 2002.

PORT STATE INSPECTION STATISTICS

STATISTICS FOR 2002

PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Australia	2842	1660	7603	166	5.84
Eritrea	22	7	8	0	0.00
Iran	1120	551	1980	13	1.16
India	461	307	2679	93	20.17
Mauritius	16	3	12	2	12.50
South Africa	714	112	407	12	1.68
Sudan	273	24	36	20	7.33
Sri Lanka	4	3	7	0	0.00
Total	5452	2667	12732	306	

Table : 1.

Deficiencies by Type of Ship

Type of Ship	Number of Inspections	Number of inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage	Average Number of Deficiencies
Tank ship - Non specified	1	0	0	0	0.00	0.00
Ore/Bulk/Oil Carrier	18	16	35	0	0.00	0.27
Crude Oil Tankship	10	0	0	0	0.00	0.00
Oil Tankship	606	236	1348	30	0.55	10.59
Vegetable Oil Tankship	4	1	5	0	0.00	0.04
Gas Carrier	52	25	81	2	0.04	0.64
Gas Carrier - LPG	10	1	2	0	0.00	0.02
Gas Carrier - LNG	5	1	4	0	0.00	0.03
Chemical Tankship	133	57	320	12	0.22	2.51
Dry Bulk Carrier	2367	1273	6073	124	2.27	47.70
Vehicle Carrier	136	62	208	5	0.09	1.63
Container Ship	370	144	566	18	0.33	4.45
Combination Carrier	22	6	14	0	0.00	0.11
Ro-Ro Ship	10	0	0	0	0.00	0.00
Lo-Lo/Ro-Ro Container Ship	1	0	0	0	0.00	0.00
Ro-Ro Cargo Ship	83	32	118	2	0.04	0.93
Ro-Ro Passenger Ship	9	2	3	2	0.04	0.02
Ro-Ro Livestock Carrier	1	0	0	0	0.00	0.00
General Cargo / Multipurpose	160	105	563	16	0.29	4.42
General Dry Cargo Ship	1096	511	2347	75	1.38	18.43
Refrigerated Cargo Carrier	40	21	103	2	0.04	0.81
Woodchip Carrier	63	40	101	2	0.04	0.79
Log Carrier	1	0	0	0	0.00	0.00
Livestock Carrier	100	56	361	8	0.15	2.84
High Speed Passenger Craft	2	1	6	0	0.00	0.05
Passenger Ship	37	11	51	1	0.02	0.40
Heavy Load Carrier	9	6	23	2	0.04	0.18
Cable Repair Vessel	1	0	0	0	0.00	0.00
Supply Ship	5	0	0	0	0.00	0.00
Mining Vessel	2	2	7	0	0.00	0.05
Motor Yatch	1	0	0	0	0.00	0.00
Offshore Service Vessel	30	17	115	0	0.00	0.90
Multipurpose Ship	5	0	0	0	0.00	0.00
Fishing Vessel	2	2	53	0	0.00	0.42
B.C. Cement Carrier	3	2	11	0	0.00	0.09
MODU & FPSO	3	3	22	0	0.00	0.17
Special Purpose Ship	11	7	33	0	0.00	0.26
Hopper Dredger	1	0	0	0	0.00	0.00
Tug/Towing vessel	25	15	103	4	0.07	0.81
Diving Support Vessel	1	0	0	0	0.00	0.00
Research Vessel	1	0	0	0	0.00	0.00
Other Type	15	12	56	1	0.02	0.44
Total	5452	2667	12732	306		

Table : 2

Deficiencies by Flag

Flag	Number of Inspections	Number of Ships With Deficiencies	Number of Deficiencies	Number of Detentions
Azerbaijan	41	38	143	0
Antigua & Barbuda	68	25	72	2
Algeria	1	0	0	0
Bahamas	256	104	357	3
Bangladesh	17	17	231	10
Barbados	2	1	12	1
Belize	17	12	144	3
Belgium	2	1	15	0
Bermuda	34	8	26	0
Brazil	1	1	22	1
Bolivia	11	4	5	2
Bulgaria	4	2	19	2
Bangkok	1	0	0	0
Bahrain	4	3	25	0
Comoros	4	0	0	0
China	97	28	127	2
Croatia	13	4	15	0
Cyprus	292	136	697	26
Colombia	1	0	0	0
Cayman Islands	20	8	28	0
Chile	1	0	0	0
Cambodia	50	16	178	7
Denmark	33	16	59	1
Egypt	17	8	101	3
Eritrea	1	0	0	0
Ethiopia	7	3	39	1
Fiji	4	3	18	1
France	19	12	29	0
Georgia	11	5	29	0
Germany	23	10	47	2
Gibraltar	5	1	1	0
Greece	211	102	322	11
Honduras	4	2	9	2
Hong Kong	247	105	479	6
India	78	42	295	6
Indonesia	15	13	147	4
Iran	40	31	208	5
Italy	24	9	50	0
Isle of Man	67	30	137	1
Japan	70	38	104	1
Jordan	3	1	4	0
Kuwait	14	7	39	1
Kampuchea Republic	2	2	8	0
Liberia	388	121	470	13
Luxembourg	1	0	0	0
Lebanon	10	4	9	3
Malaysia	77	48	259	5

Table : 2 (Contd.)

Deficiencies by Flag

Flag	Number of Inspections	Number of Ships With Deficiencies	Number of Deficiencies	Number of Detentions
Malta	253	123	652	17
Marshall Islands	55	26	82	2
Maldives	2	2	10	0
Mauritius	3	2	5	0
Myanmar	5	4	42	1
Netherlands	58	23	76	3
Netherlands Antilles	10	6	18	1
New Zealand	4	1	1	0
Norway	94	38	174	2
Namibia	1	1	1	0
North Korea	17	14	195	8
Panama	1395	669	2669	59
Papua New Guinea	14	11	105	3
Philippines	100	57	246	3
Portugal	1	1	7	0
Pakistan	3	3	10	0
Qatar	11	4	67	2
Russia	334	247	653	2
Samoa	3	2	4	0
St. Vincent & Grenadines	108	73	568	17
Saudi Arabia	23	10	42	1
Singapore	235	118	807	17
South Korea	63	39	199	7
Sierra Leone	2	2	24	2
Sweden	12	4	14	1
Switzerland	20	1	1	0
Seychelles	3	3	51	1
Sudan	6	5	22	3
Sri Lanka	11	8	64	1
Sao Tome	9	6	102	5
Syria	33	5	46	4
Taiwan	46	30	175	3
Thailand	31	18	83	1
Tonga	15	10	49	3
Turkmenistan	11	10	39	0
Turkey	51	30	224	5
Tuvalu	2	1	5	1
United Arab Emirates	18	11	79	2
United Kingdom	36	9	51	2
Ukraine	10	2	8	1
United States of America	7	0	0	0
Vietnam	5	4	24	0
Vanuatu	24	13	59	1
Total	5452	2667	12732	306

Table : 3

Deficiencies by Category

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
100	Ship's Certificates	520	4.08
200	Crew	513	4.03
300	Crew & Accommodation	306	2.40
400	Food & Catering	136	1.07
500	Working Spaces	59	0.46
600	Life Saving Appliances	1991	15.64
700	Fire Fighting Appliances	1855	14.57
800	Accident Prevention	196	1.54
900	Safety in General	1185	9.31
1000	Alarm Signals	36	0.28
1100	Cargo	132	1.04
1200	Load Lines	1122	8.81
1300	Mooring Arrangements	136	1.07
1400	Propulsion & Auxiliary Machinery	536	4.21
1500	Navigation	1259	9.89
1600	Radio	840	6.60
1700	Marpol Annex I	668	5.25
1800	Tankers	42	0.33
1900	Marpol Annex II	10	0.08
2000	Solas Operational Defects	501	3.93
2100	Marpol Operational Defects	63	0.49
2200	Marine Pollution Annex III	2	0.02
2300	Marpol Annex V	185	1.45
2500	ISM Related Deficiencies	273	2.14
2600	Bulk Carriers Additional Safety Measures	70	0.55
9800	Other Deficiencies	77	0.60
9801	Other Defects Clearly Hazardous to Safe Healthy Environment	3	0.02
9900	P&I Club Entry Certificate No Evidence of Entry	12	0.09
9901	Other Defects Not Clearly Hazardous to Safe Healthy Environment	4	0.03
Total		12732	

Table : 4

Deficiencies by Classification Societies

Classification Society	Abbreviation	Number of Inspections	Number of ships with Deficiencies	Number of Detentions*	Detention Percentage
American Bureau of Shipping	ABS	520	243	30	5.77
Asian Bureau of Shipping		2	1	1	50.00
Bureau Veritas	BV	198	80	16	8.08
Bolivian Maritime Services Incorporate		2	0	0	0.00
Biro Klasifikasi Indonesia	BKI	192	127	17	8.85
Bulgarian Register of Shipping		4	2	2	50.00
Bulgarian Register of Society		1	1	1	100.00
Belize Register Corporation		1	1	1	100.00
Cambodian Register of Shipping		1	0	0	0.00
Cambodia Shipping Corporation		1	1	0	0.00
China Classification Society	CCS	128	67	7	5.47
China Corporation Register of Shipping	CCRS	79	32	4	5.06
Croatian Register of Shipping	CRS	15	7	2	13.33
Det Norske Veritas	DNV	530	218	16	3.02
Germanischer Lloyd	GL	453	170	26	5.74
Guardian Bureau of Shipping		6	2	2	33.33
Hellenic Register of Shipping	HRS	14	9	3	21.43
Honduras International Naval Surveying & Inspection Bureau	HINSIB	4	4	3	75.00
Holland Register of Shipping		1	0	0	0.00
Inspection Y Classification Society		2	1	0	0.00
International Register of Shipping		31	10	6	19.35
Inclamar Incorporate		10	0	0	0.00
International Maritime Classification Society		4	0	0	0.00
Indian Register of Shipping	IRS	58	33	2	3.45
International Naval Surveys Bureau	INSB	42	12	8	19.05
Joson Register of Shipping		16	12	6	37.50
Korean Register of Shipping	KRS	155	87	13	8.39
Lloyd's Register of shipping	LRS	848	398	52	6.13
Mediterranean Naval Survey Bureau		2	0	0	0.00
Nippon Kaiji Kyokai	NKK	1551	757	62	4.00
National Shipping Adjuster		1	0	0	0.00
Netherlands Inspection Bureau		1	0	0	0.00
Panama Maritime Surveyors Bureau Inc.	PMSB	3	2	1	33.33
Panama Maritime Documentation Survey		2	2	0	0.00
Panama Register Corporation	PRC	1	0	0	0.00
Polski Register Statkow	PRS	15	8	2	13.33
Phoenix Registry of Shipping		4	0	0	0.00
Registro Italiano Navale	RINA	92	41	6	6.52
Russian Maritime Register of Shipping	RMRS	430	314	12	2.79
Romanian National Register		1	0	0	0.00
Romanian Marine Register of Shipping		5	4	0	0.00

Table : 4 (Contd.)

Deficiencies by Classification Societies

Classification Society	Abbreviation	Number of Inspections	Number of ships with Deficiencies	Number of Detentions*	Detention Percentage
Sierra Leone Classification Corporation		1	1	1	100.00
Sierra Leone Classification Society		1	1	1	100.00
Turkish Lloyd		7	6	1	14.29
Tonga Register of Shipping		1	0	0	0.00
Vietnam Register of Shipping		2	2	0	0.00
Other-Not Classed		14	11	2	14.29
Total		5452	2667	306	

* Note: Deficiencies for which a ship is detained may not necessarily be related to the matters covered by the certificates issued by the classification society.

Table : 5

Comparison of Inspections and Deficiencies per Ship Type

Type of Ship	Number of Inspections				Number of inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	%
Tank ship - Non specified	28	3	1	32	24	3	0	27	84.38
Ore/Bulk/Oil Carrier	31	2227	18	2276	15	1325	16	1356	59.58
Crude Oil Tankship	0	21	10	31	0	1	0	1	3.23
Oil Tankship	432	573	606	1611	192	224	236	652	40.47
Gas Carrier	0	0	52	52	0	0	25	25	48.08
Gas Carrier - LPG	97	90	10	197	39	25	1	65	32.99
Gas Carrier - LNG	0	5	5	10	0	0	1	1	10.00
Chemical Tankship	139	139	133	411	55	66	57	178	43.31
Dry Bulk Carrier	2361	266	2367	4994	1328	118	1273	2719	54.45
Vehicle Carrier	126	115	136	377	65	65	62	192	50.93
Container Ship	349	377	370	1096	155	136	144	435	39.69
Combination Carrier	0	22	22	44	0	8	6	14	31.82
Ro-Ro Ship	0	0	10	10	0	0	0	0	0.00
Lo-Lo/Ro-Ro Container Ship	0	0	1	1	0	0	0	0	0.00
Ro-Ro Container Ship	0	5	0	5	0	0	0	0	0.00
Ro-Ro Cargo Ship	34	54	83	171	10	24	32	66	38.60
Ro-Ro Passenger Ship	0	2	9	11	0	2	2	4	36.36
Ro-Ro Livestock Carrier	0	0	1	1	0	0	0	0	0.00
General Cargo / Multipurpose	0	0	160	160	0	0	105	105	65.63
General Dry Cargo Ship	1040	1312	1096	3448	502	689	511	1702	49.36
Refrigerated Cargo Carrier	35	45	40	120	24	28	21	73	60.83
Woodchip Carrier	68	59	63	190	43	37	40	120	63.16
Livestock Carrier	82	69	100	251	57	50	56	163	64.94
High Speed Passenger Craft	0	2	2	4	0	1	1	2	50.00
Passenger Ship	39	42	37	118	18	11	11	40	33.90
Heavy Load Carrier	6	8	9	23	4	3	6	13	56.52
Cable Laying Ship	0	1	0	1	0	0	0	0	0.00
Cable Repair Vessel	0	0	1	1	0	0	0	0	0.00
Supply Ship	1	1	5	7	1	0	0	1	14.29
Mining Vessel	0	0	2	2	0	0	2	2	100.00
Motor Yatch	0	0	1	1	0	0	0	0	0.00
Research Vessel	0	2	1	3	0	0	0	0	0.00
Offshore Service Vessel	0	18	30	48	0	9	17	26	54.17
Multipurpose Ship	0	1	5	6	0	1	0	1	16.67
Fishing Vessel	0	0	2	2	0	0	2	2	100.00
Barge Carrier	0	1	0	1	0	0	0	0	0.00
B.C. Cement Carrier	0	4	3	7	0	1	2	3	42.86
MODU & FPSO	0	0	3	3	0	0	3	3	100.00

Table : 5 (Contd.)

Comparison of Inspections and Deficiencies per Ship Type

Type of Ship	Number of Inspections				Number of inspections with Deficiencies				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
DSC or HSC Craft	2	1	0	3	2	1	0	3	100.00
Special Purpose Ship	7	15	11	33	1	10	7	18	54.55
Hopper Dredger	0	0	1	1	0	0	0	0	0.00
Tug/Towing vessel	24	23	25	72	15	10	15	40	55.56
Diving Support Vessel	0	0	1	1	0	0	0	0	0.00
Miscellaneous	0	2	0	2	0	3	0	3	150.00
Other Type	23	15	15	53	9	11	12	32	60.38
Vegetable Oil Tankship	5	0	4	9	4	0	1	5	55.56
Survey Vessel	2	0	0	2	0	0	0	0	0.00
Mobile Offshore Drilling Unit	16	0	0	16	11	0	0	11	68.75
Log Carrier	2	0	1	3	2	0	0	2	66.67
Total	4949	5520	5452	15921	2576	2862	2667	8105	

Table : 6

Comparison of Inspections and Detentions per Ship Type

Type of Ship	Number of Inspections				Number of Detentions				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
Tank ship - Non specified	28	3	1	32	15	0	0	15	46.88
Ore/Bulk/Oil Carrier	31	2227	18	2276	7	97	0	104	4.57
Crude Oil Tankship	0	21	10	31	0	0	0	0	0.00
Oil Tankship	432	573	606	1611	25	32	30	87	5.40
Gas Carrier	0	0	52	52	0	0	2	2	3.85
Gas Carrier - LPG	97	90	10	197	2	1	0	3	1.52
Gas Carrier - LNG	0	5	5	10	0	0	0	0	0.00
Chemical Tankship	139	139	133	411	8	14	12	34	8.27
Dry Bulk Carrier	2361	266	2367	4994	122	7	124	253	5.07
Vehicle Carrier	126	115	136	377	6	1	5	12	3.18
Container Ship	349	377	370	1096	23	24	18	65	5.93
Combination Carrier	0	22	22	44	0	0	0	0	0.00
Ro-Ro Ship	0	0	10	10	0	0	0	0	0.00
Lo-Lo/Ro-Ro Container Ship	0	0	1	1	0	0	0	0	0.00
Ro-Ro Container Ship	0	5	0	5	0	0	0	0	0.00
Ro-Ro Cargo Ship	34	54	83	171	3	1	2	6	3.51
Ro-Ro Passenger Ship	0	2	9	11	0	1	2	3	27.27
Ro-Ro Livestock Carrier	0	0	1	1	0	0	0	0	0.00
General Cargo / Multipurpose	0	0	160	160	0	0	16	16	10.00
General Dry Cargo Ship	1040	1312	1096	3448	105	98	75	278	8.06
Refrigerated Cargo Carrier	35	45	40	120	4	0	2	6	5.00
Woodchip Carrier	68	59	63	190	1	2	2	5	2.63
Livestock Carrier	82	69	100	251	0	5	8	13	5.18
High Speed Passenger Craft	0	2	2	4	0	0	0	0	0.00
Passenger Ship	39	42	37	118	0	3	1	4	3.39
Heavy Load Carrier	6	8	9	23	0	1	2	3	13.04
Cable Laying Ship	0	1	0	1	0	0	0	0	0.00
Cable Repair Ship	0	0	1	1	0	0	0	0	0.00
Supply Ship	1	1	5	7	0	0	0	0	0.00
Mining Vessel	0	0	2	2	0	0	0	0	0.00
Motor Yatch	0	0	1	1	0	0	0	0	0.00
Research Vessel	0	2	1	3	0	0	0	0	0.00
Offshore Service Vessel	0	18	30	48	0	0	0	0	0.00
Multipurpose Ship	0	1	5	6	0	0	0	0	0.00
Fishing Vessel	0	0	2	2	0	0	0	0	0.00
Barge Carrier	0	1	0	1	0	0	0	0	0.00
B.C. Cement Carrier	0	4	3	7	0	0	0	0	0.00
MODU & FPSO	0	0	3	3	0	0	0	0	0.00

Table : 6 (Contd.)

Comparison of Inspections and Detentions per Ship Type

Type of Ship	Number of Inspections				Number of Detentions				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
DSC or HSC Craft	2	1	0	3	0	1	0	1	33.33
Special Purpose Ship	7	15	11	33	0	1	0	1	3.03
Hopper Dredger	0	0	1	1	0	0	0	0	0.00
Tug/Towing vessel	24	23	25	72	5	1	4	10	13.89
Diving Support Vessel	0	0	1	1	0	0	0	0	0.00
Miscellaneous	0	2	0	2	0	1	0	1	50.00
Other Type	23	15	15	53	3	0	1	4	7.55
Vegetable Oil Tankship	5	0	4	9	4	0	0	4	44.44
Survey Vessel	2	0	0	2	0	0	0	0	0.00
Mobile Offshore Drilling Unit	16	0	0	16	1	0	0	1	6.25
Log Carrier	2	0	1	3	2	0	0	2	66.67
Total	4949	5520	5452	15921	336	291	306	933	

Table : 7

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
American Samoa	0	1	0	1	0	0	0	0	0.00
Azerbaijan	0	44	41	85	0	0	0	0	0.00
Antigua & Barbuda	37	52	68	157	0	3	2	5	3.18
Australia	1	0	0	1	0	0	0	0	0.00
Algeria	0	5	1	6	0	2	0	2	33.33
Belgium	2	0	2	4	0	0	0	0	0.00
Bahamas	243	254	256	753	5	5	3	13	1.73
Bangladesh	4	5	17	26	2	0	10	12	46.15
Barbados	5	3	2	10	1	0	1	2	20.00
Belize	32	30	17	79	9	8	3	20	25.32
Bermuda	38	42	34	114	0	1	0	1	0.88
Brazil	3	2	1	6	0	0	1	1	16.67
Bolivia	8	9	11	28	2	2	2	6	21.43
Bulgaria	5	1	4	10	1	0	2	3	30.00
Bangkok	0	0	1	1	0	0	0	0	0.00
Bahrain	2	11	4	17	1	1	0	2	11.76
Comoros	0	2	4	6	0	1	0	1	16.67
China	138	111	97	346	4	1	2	7	2.02
Croatia	10	6	13	29	1	0	0	1	3.45
Cyprus	328	330	292	950	27	21	26	74	7.79
Colombia	0	2	1	3	0	0	0	0	0.00
Cayman Islands	14	22	20	56	0	1	0	1	1.79
Channel Islands	0	2	0	2	0	0	0	0	0.00
Chile	0	0	1	1	0	0	0	0	0.00
Cambodia	6	17	50	73	4	5	7	16	21.92
Denmark	66	62	33	161	3	3	1	7	4.35
Estonia	0	2	0	2	0	0	0	0	0.00
Egypt	21	21	17	59	2	1	3	6	10.17
Eritrea	0	1	1	2	0	0	0	0	0.00
Ethiopia	1	2	7	10	0	0	1	1	10.00
Fiji	3	4	4	11	0	0	1	1	9.09
France	21	21	19	61	3	1	0	4	6.56
Georgia	0	15	11	26	0	5	0	5	19.23
George Town	9	0	0	9	1	0	0	1	11.11
Germany	39	31	23	93	1	4	2	7	7.53
Gibraltar	1	3	5	9	0	0	0	0	0.00
Greece	172	190	211	573	8	1	11	20	3.49
Guinea	0	1	0	1	0	1	0	1	100.00
Honduras	16	16	4	36	10	4	2	16	44.44
Hong Kong	163	187	247	597	6	6	6	18	3.02
Hungary	1	0	0	1	0	0	0	0	0.00
Ice Land	0	1	0	1	0	1	0	1	100.00
India	76	88	78	242	3	4	6	13	5.37
Indonesia	14	22	15	51	6	3	4	13	25.49
Ireland	0	1	0	1	0	0	0	0	0.00

Table : 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
Iran	32	44	40	116	2	5	5	12	10.34
Italy	24	27	24	75	1	3	0	4	5.33
Isle of Man	31	41	67	139	0	0	1	1	0.72
Jamaica	7	0	0	7	3	0	0	3	42.86
Japan	61	75	70	206	0	0	1	1	0.49
Jordan	1	2	3	6	0	0	0	0	0.00
Republic of Korea	49	0	0	49	2	0	0	2	4.08
Kingstown	2	0	0	2	1	0	0	1	50.00
Kuwait	26	23	14	63	1	1	1	3	4.76
Kampuchea Republic	1	0	2	3	0	0	0	0	0.00
Kyrgyzstan	0	1	0	1	0	0	0	0	0.00
Liberia	401	391	388	1180	15	11	13	39	3.31
Luxembourg	4	1	1	6	0	0	0	0	0.00
Lebanon	2	10	10	22	0	0	3	3	13.64
Libya	0	1	0	1	0	1	0	1	100.00
Malaysia	92	78	77	247	8	5	5	18	7.29
Malta	272	295	253	820	16	24	17	57	6.95
Marshall Islands	30	47	55	132	3	1	2	6	4.55
Maldives	1	2	2	5	0	1	0	1	20.00
Mauritius	3	2	3	8	2	0	0	2	25.00
Madagascar	1	1	0	2	0	1	0	1	50.00
Myanmar	3	11	5	19	1	2	1	4	21.05
Morocco	1	0	0	1	0	0	0	0	0.00
Netherlands	62	66	58	186	1	1	3	5	2.69
Netherlands Antilles	3	5	10	18	0	0	1	1	5.56
New Zealand	5	2	4	11	0	0	0	0	0.00
Norway	115	119	94	328	3	1	2	6	1.83
Nigeria	0	1	0	1	0	0	0	0	0.00
Namibia	0	0	1	1	0	0	0	0	0.00
North Korea	0	10	17	27	0	8	8	16	59.26
Oman	0	1	0	1	0	1	0	1	100.00
Panama	1326	1385	1395	4106	60	67	59	186	4.53
Papua New Guinea	5	18	14	37	1	1	3	5	13.51
Philippines	116	116	100	332	6	2	3	11	3.31
Poland	1	2	0	3	0	0	0	0	0.00
Portugal	1	1	1	3	1	1	0	2	66.67
Pakistan	10	6	3	19	2	0	0	2	10.53
Qatar	7	18	11	36	3	1	2	6	16.67
Russia	26	302	334	662	2	0	2	4	0.60
Romania	5	1	0	6	5	0	0	5	83.33
St. Helena	0	1	0	1	0	0	0	0	0.00
Samoa	0	1	3	4	0	0	0	0	0.00

Table : 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
St.Vincent & Grenadines	165	144	108	417	38	22	17	77	18.47
Saudi Arabia	29	24	23	76	1	6	1	8	10.53
Singapore	229	215	235	679	31	12	17	60	8.84
South Korea	8	63	63	134	0	7	7	14	10.45
Sierra Leone	0	0	2	2	0	0	2	2	100.00
Sweden	14	12	12	38	0	0	1	1	2.63
Switzerland	10	9	20	39	0	0	0	0	0.00
Seychelles	3	2	3	8	1	1	1	3	37.50
Sudan	0	4	6	10	0	1	3	4	40.00
Spain	0	1	0	1	0	0	0	0	0.00
Sri Lanka	3	5	11	19	0	0	1	1	5.26
Sao Tome	5	12	9	26	2	1	5	8	30.77
Syria	8	5	33	46	0	0	4	4	8.70
Taiwan	52	61	46	159	5	3	3	11	6.92
Thailand	56	40	31	127	1	3	1	5	3.94
Tanzania	1	2	0	3	1	0	0	1	33.33
Tonga	4	8	15	27	0	2	3	5	18.52
Turkmenistan	0	10	11	21	0	0	0	0	0.00
Turkey	52	90	51	193	10	7	5	22	11.40
Tunisia	0	1	0	1	0	1	0	1	100.00
Tuvalu	0	0	2	2	0	0	1	1	50.00
United Arab Emirates	24	14	18	56	1	1	2	4	7.14
United Kingdom	29	39	36	104	0	1	2	3	2.88
Ukraine	10	3	10	23	0	0	1	1	4.35
United States of America	3	9	7	19	0	0	0	0	0.00
Vanuatu	27	19	24	70	2	0	1	3	4.29
Vietnam	11	0	5	16	3	0	0	3	18.75
Yemen	1	2	0	3	1	0	0	1	33.33
Total	4949	5520	5452	15945	336	291	306	933	

Table : 8

Comparison of Deficiencies by Category

Nature of Deficiencies	Number of Deficiencies		
	YEAR		
	2000	2001	2002
Ship's Certificates	512	561	520
Crew	282	252	513
Crew & Accommodation	401	591	306
Food & Catering	272	236	136
Working Spaces	92	116	59
Life Saving Appliances	2519	2238	1991
Fire Fighting Appliances	2129	2019	1855
Accident Prevention	126	298	196
Safety in General	1904	1432	1185
Alarm Signals	66	48	36
Cargo	146	139	132
Load Lines	1505	1378	1122
Mooring Arrangements	248	279	136
Propulsion & Auxiliary Machinery	673	568	536
Navigation	1450	1409	1259
Radio	976	1305	840
Marpol Annex I	775	644	668
Tankers	50	17	42
Marpol Annex II	11	18	10
Solas Operational Defects	320	627	501
Marpol Operational Defects	56	51	63
Marine Pollution Annex III	1	3	2
Marpol Annex V	95	99	185
ISM Related Deficiencies	298	218	273
Bulk Carriers Additional Safety Measures	0	12	70
Other Deficiencies	28	48	77
Other Defects Clearly Hazardous to Safe Healthy Environment	0	5	3
P&I Club Entry Certificate No Evidence of Entry	0	25	12
Other Defects Not Clearly Hazardous to Safe Healthy Environment	0	8	4
Total	14935	14644	12732

Table : 9

Comparison of Inspections and Deficiencies per Classification Societies

Classification Society	Number of Inspections				Number of inspections with Deficiencies				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
American Bureau of Shipping	512	585	520	1617	232	289	243	764	47.25
Asian Bureau of Shipping	0	0	2	2	0	0	1	1	50.00
Bureau Veritas	419	413	198	1030	207	217	80	504	48.93
Biro Klasifikasi Indonesia	8	7	192	207	8	5	127	140	67.63
Bulgarski Koraben Registar	5	1	0	6	4	1	0	5	83.33
Bulgarian Register of Shipping	0	0	4	4	0	0	2	2	50.00
Bulgarian Register of Society	0	0	1	1	0	0	1	1	100.00
Belize Register Corporation	0	0	1	1	0	0	1	1	100.00
Belize Register of Shipping	5	4	0	9	5	3	0	8	88.89
Belize Maritime Bureau Incorporate	0	2	0	2	0	2	0	2	100.00
Bolivian Maritime Services Incorporate	0	0	2	2	0	0	0	0	0.00
Bolivian Authority	1	0	0	1	1	0	0	1	100.00
Bureau Maritime Agency	1	0	0	1	0	0	0	0	0.00
Cambodian Register of Shipping	0	0	1	1	0	0	0	0	0.00
Cambodia Shipping Corporation	0	0	1	1	0	0	1	1	100.00
China Classification Society	148	129	128	405	71	63	67	201	49.63
China Corporation Register of Shipping	70	93	79	242	46	50	32	128	52.89
Croatian Register of Shipping	14	15	15	44	10	7	7	24	54.55
C.S.Czechoslovakia	0	2	0	2	0	2	0	2	100.00
Det Norske Veritas	521	558	530	1609	233	246	218	697	43.32
Flag State Georgia	1	0	0	1	1	0	0	1	100.00
Flag State Netherland Antilles	1	0	0	1	0	0	0	0	0.00
Guardian Bureau of Shipping	0	0	6	6	0	0	2	2	33.33
Germanischer Lloyd	343	375	453	1171	165	147	170	482	41.16
Hellenic Register of Shipping	20	30	14	64	15	18	9	42	65.63
Honduras International Naval	8	3	4	15	6	3	4	13	86.67
Surveying & Inspection Bureau									
Holland Register of Shipping	0	0	1	1	0	0	0	0	0.00
Inspection Y Classification Society	0	0	2	2	0	0	1	1	50.00
International Register of Shipping	12	33	31	76	6	19	10	35	46.05
Inclamar Incorporate	0	3	10	13	0	1	0	1	7.69
International Maritime Classification Society	0	0	4	4	0	0	0	0	0.00
Indian Register of Shipping	48	60	58	166	41	34	33	108	65.06
Isthmus Bureau of Shipping Classification Div	0	2	0	2	0	2	0	2	100.00
International Naval Surveys Bureau	20	17	42	79	19	10	12	41	51.90
Joson Register of Shipping	4	12	16	32	4	12	12	28	87.50
Korean Register of Shipping	178	169	155	502	103	107	87	297	59.16
Lloyd's Register of shipping	913	896	848	2657	478	420	398	1296	48.78
Mediterranean Naval Survey Bureau	0	0	2	2	0	0	0	0	0.00
Marine Bureau of Shipping	0	1	0	1	0	1	0	1	100.00
Nippon Kaiji Kyokai	1459	1555	1551	4565	770	797	757	2324	50.91
National Shipping Adjuster	0	0	1	1	0	0	0	0	0.00
Netherlands Inspection Bureau	0	0	1	1	0	0	0	0	0.00

Table : 9 (Contd.)

Comparison of Inspections and Deficiencies per Classification Societies

Classification Society	Number of Inspections				Number of inspections with Deficiencies				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
Panama Maritime Surveyors Bureau Inc.	2	1	3	6	2	1	2	5	83.33
Panama Register Corporation	9	10	1	20	3	9	0	12	60.00
Panama Maritime Documentation Survey	0	0	2	2	0	0	2	2	100.00
Polski Register Statkow	19	24	15	58	13	16	8	37	63.79
Pakistan Register of Shipping	1	0	0	1	1	0	0	1	100.00
Phoenix Registry of Shipping	3	8	4	15	1	4	0	5	33.33
Registro Italiano Navale	110	85	92	287	64	50	41	155	54.01
Russian Maritime Register of Shipping	68	390	430	888	49	304	314	667	75.11
Romanian Navale Register	8	6	0	14	6	4	0	10	71.43
Romanian National Register	0	0	1	1	0	0	0	0	0.00
Romanian Marine Register of Shipping	0	0	5	5	0	0	4	4	80.00
Sierra Leone Classification Corporation	0	0	1	1	0	0	1	1	100.00
Sierra Leone Classification Society	0	0	1	1	0	0	1	1	100.00
Turkish Lloyd	0	0	7	7	0	0	6	6	85.71
Turkish Register	5	0	0	5	4	0	0	4	80.00
Turkish Gov/NK	0	1	0	1	0	1	0	1	100.00
Turk Loydu Vakfi	0	4	0	4	0	3	0	3	75.00
Tonga Register of Shipping	0	0	1	1	0	0	0	0	0.00
Vietnam Register of Shipping	2	0	2	4	2	0	2	4	100.00
Other-Not Classed	11	26	14	51	6	14	11	31	60.78
Total	4949	5520	5452	15921	2576	2862	2667	8105	

Table : 10

Comparison of Inspections and Detentions per Classification Societies

Classification Society	Number of Inspections				Number of Detentions*				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
American Bureau of Shipping	512	585	520	1617	24	18	30	72	4.45
Asian Bureau of Shipping	0	0	2	2	0	0	1	1	50.00
Bureau Veritas	419	413	198	1030	29	28	16	73	7.09
Biro Klasifikasi Indonesia	8	7	192	207	6	2	17	25	12.08
Bulgarski Koraben Registar	5	1	0	6	1	0	0	1	16.67
Bulgarian Register of Shipping	0	0	4	4	0	0	2	2	50.00
Bulgarian Register of Society	0	0	1	1	0	0	1	1	100.00
Belize Register Corporation	0	0	1	1	0	0	1	1	100.00
Belize Register of Shipping	5	4	0	9	3	3	0	6	66.67
Belize Maritime Bureau Incorporate	0	2	0	2	0	2	0	2	100.00
Bolivian Maritime Services Incorporate	0	0	2	2	0	0	0	0	0.00
Bolivian Authority	1	0	0	1	1	0	0	1	100.00
Bureau Maritime Agency	1	0	0	1	0	0	0	0	0.00
Cambodian Register of Shipping	0	0	1	1	0	0	0	0	0.00
Cambodia Shipping Corporation	0	0	1	1	0	0	0	0	0.00
China Classification Society	148	129	128	405	15	7	7	29	7.16
China Corporation Register of Shipping	70	93	79	242	6	8	4	18	7.44
Croatian Register of Shipping	14	15	15	44	1	0	2	3	6.82
C.S.Czechoslovakia	0	2	0	2	0	0	0	0	0.00
Det Norske Veritas	521	558	530	1609	22	15	16	53	3.29
Flag State Georgia	1	0	0	1	1	0	0	1	100.00
Flag State Netherland Antilles	1	0	0	1	0	0	0	0	0.00
Guardian Bureau of Shipping	0	0	6	6	0	0	2	2	33.33
Germanischer Lloyd	343	375	453	1171	21	25	26	72	6.15
Hellenic Register of Shipping	20	30	14	64	8	7	3	18	28.13
Honduras International Naval	8	3	4	15	5	1	3	9	60.00
Surveying & Inspection Bureau									
Holland Register of Shipping	0	0	1	1	0	0	0	0	0.00
Inspection Y Classification Society	0	0	2	2	0	0	0	0	0.00
International Register of Shipping	12	33	31	76	6	8	6	20	26.32
Inclamar Incorporate	0	3	10	13	0	1	0	1	7.69
International Maritime Classification Society	0	0	4	4	0	0	0	0	0.00
Indian Register of Shipping	48	60	58	166	3	2	2	7	4.22
Isthmus Bureau of Shipping Classification Div	0	2	0	2	0	1	0	1	50.00
International Naval Surveys Bureau	20	17	42	79	8	6	8	22	27.85
Joson Register of Shipping	4	12	16	32	3	9	6	18	56.25
Korean Register of Shipping	178	169	155	502	3	7	13	23	4.58
Lloyd's Register of shipping	913	896	848	2657	52	48	52	152	5.72
Mediterranean Naval Survey Bureau	0	0	2	2	0	0	0	0	0.00
Marine Bureau of Shipping	0	1	0	1	0	0	0	0	0.00
Nippon Kaiji Kyokai	1459	1555	1551	4565	77	61	62	200	4.38
National Shipping Adjuster	0	0	1	1	0	0	0	0	0.00
Netherlands Inspection Bureau	0	0	1	1	0	0	0	0	0.00
Panama Maritime Surveyors Bureau Inc.	2	1	3	6	1	0	1	2	33.33
Panama Register Corporation	9	10	1	20	1	0	0	1	5.00

Table : 10 (Contd.)

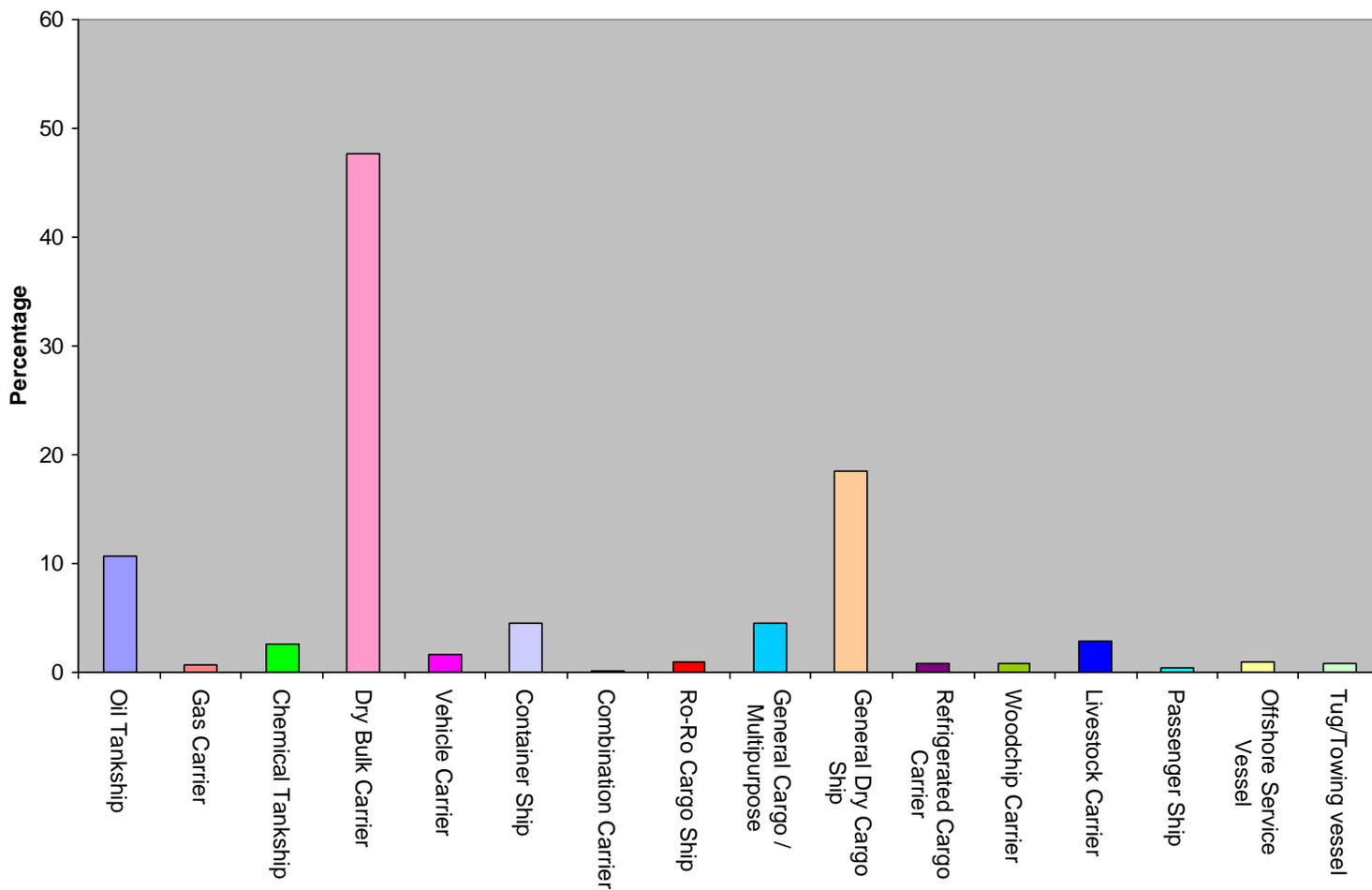
Comparison of Inspections and Detentions per Classification Societies

Classification Society	Number of Inspections				Number of Detentions*				3-year average percentage %
	YEAR				YEAR				
	2000	2001	2002	Total	2000	2001	2002	Total	
Panama Maritime Documentation Survey	0	0	2	2	0	0	0	0	0.00
PolSKI Register Statkow	19	24	15	58	2	4	2	8	13.79
Pakistan Register of Shipping	1	0	0	1	0	0	0	0	0.00
Phoenix Registry of Shipping	3	8	4	15	1	1	0	2	13.33
Registro Italiano Navale	110	85	92	287	13	13	6	32	11.15
Russian Maritime Register of Shipping	68	390	430	888	17	5	12	34	3.83
Romanian Navale Register	8	6	0	14	4	2	0	6	42.86
Romanian National Register	0	0	1	1	0	0	0	0	0.00
Romanian Marine Register of Shipping	0	0	5	5	0	0	0	0	0.00
Sierra Leone Classification Corporation	0	0	1	1	0	0	1	1	100.00
Sierra Leone Classification Society	0	0	1	1	0	0	1	1	100.00
Turkish Lloyd	0	0	7	7	0	0	1	1	14.29
Turkish Register	5	0	0	5	1	0	0	1	20.00
Turkish Gov/NK	0	1	0	1	0	1	0	1	100.00
Turk Loydu Vakfi	0	4	0	4	0	0	0	0	0.00
Tonga Register of Shipping	0	0	1	1	0	0	0	0	0.00
Vietnam Register of Shipping	2	0	2	4	0	0	0	0	0.00
Other-Not Classed	11	26	14	51	1	6	2	9	17.65
Total	4949	5520	5452	15921	336	291	306	933	

* Note: Deficiencies for which a ship is detained may not necessarily be related to the matters covered by the certificates issued by the classification society.

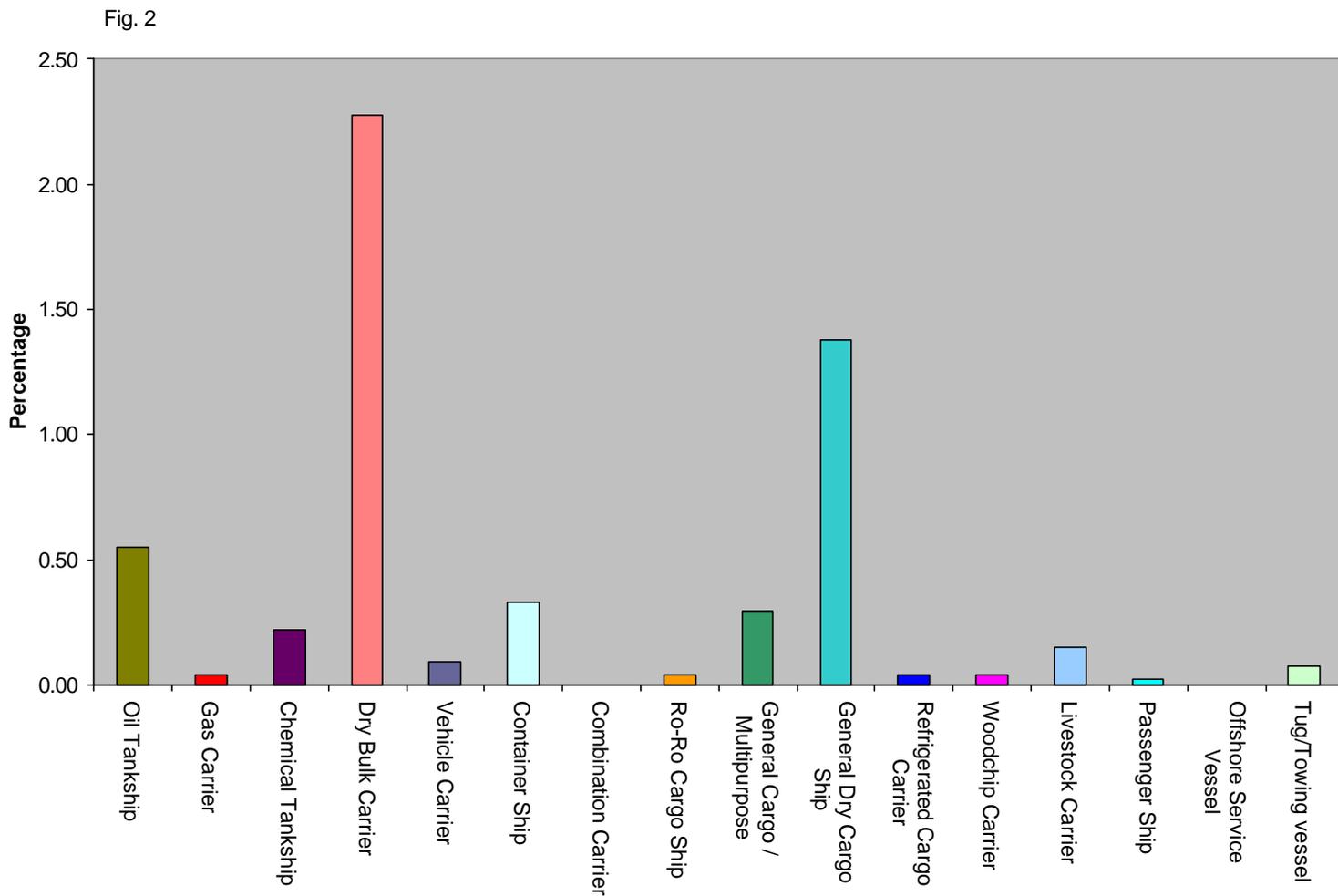
Average Deficiency By Type of Ship

Fig. 1



This graph depicts 20 inspections and above / Type of Ship.

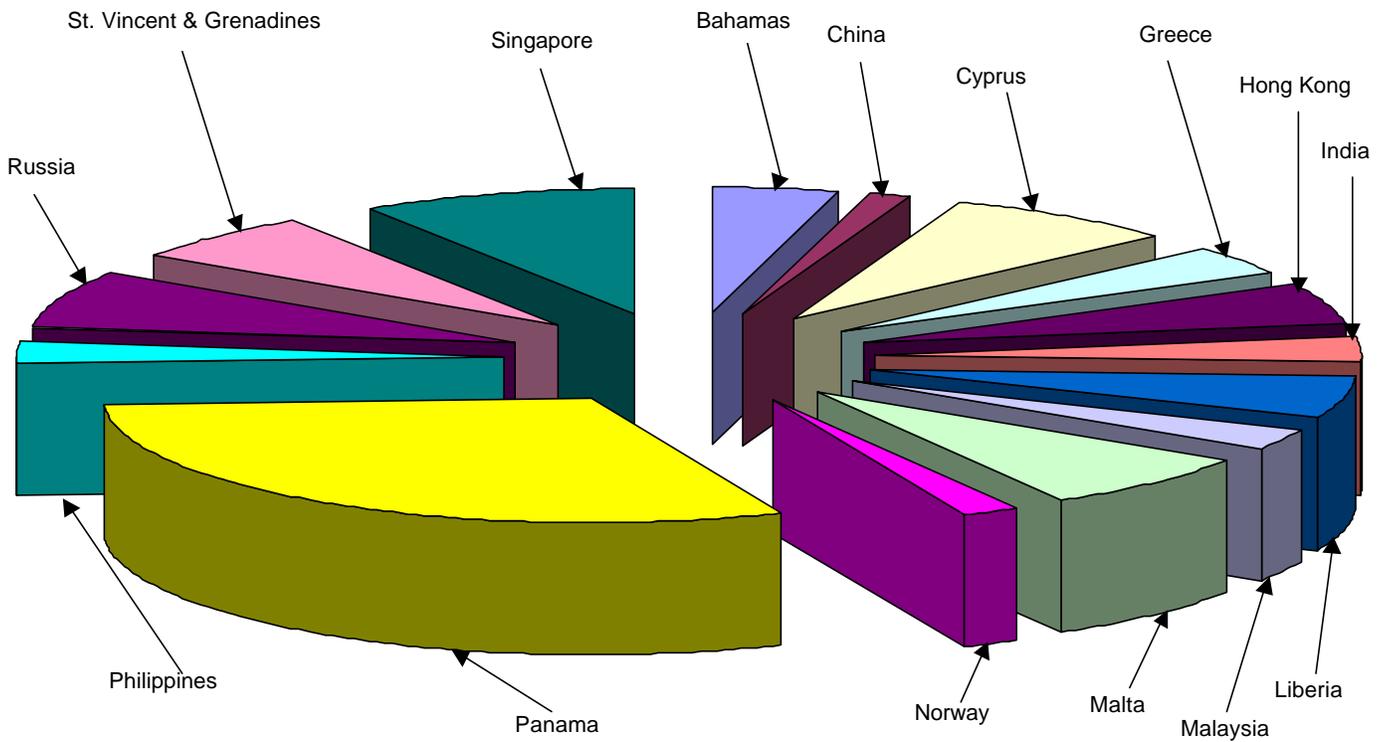
Overall Percentage of Detention By Type of Ship



This graph depicts 20 inspections and above / Type of Ship.

Deficiencies by Flag

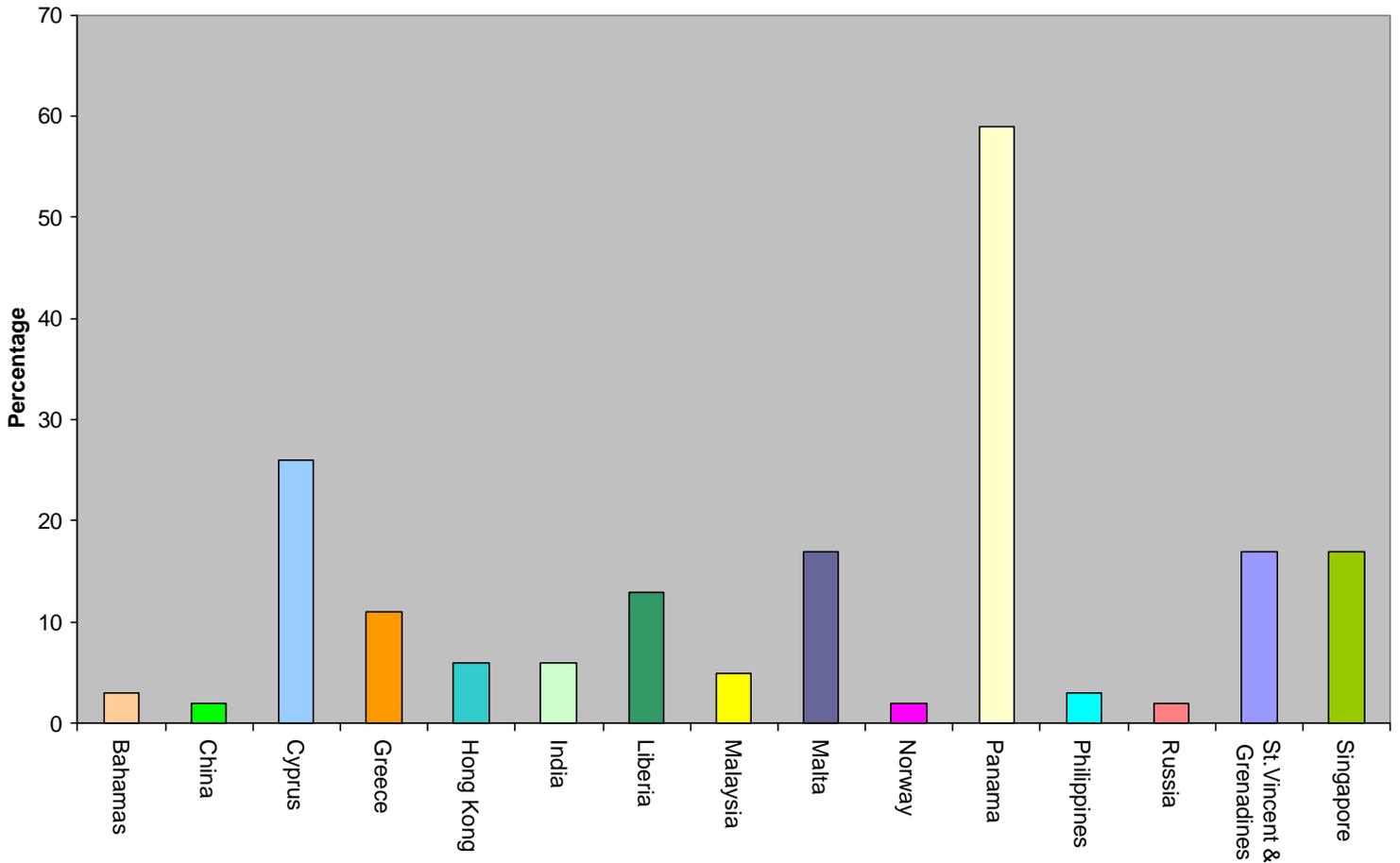
Fig. 3



This graph depicts 75 inspections and above / Flag.

Detentions by Flag

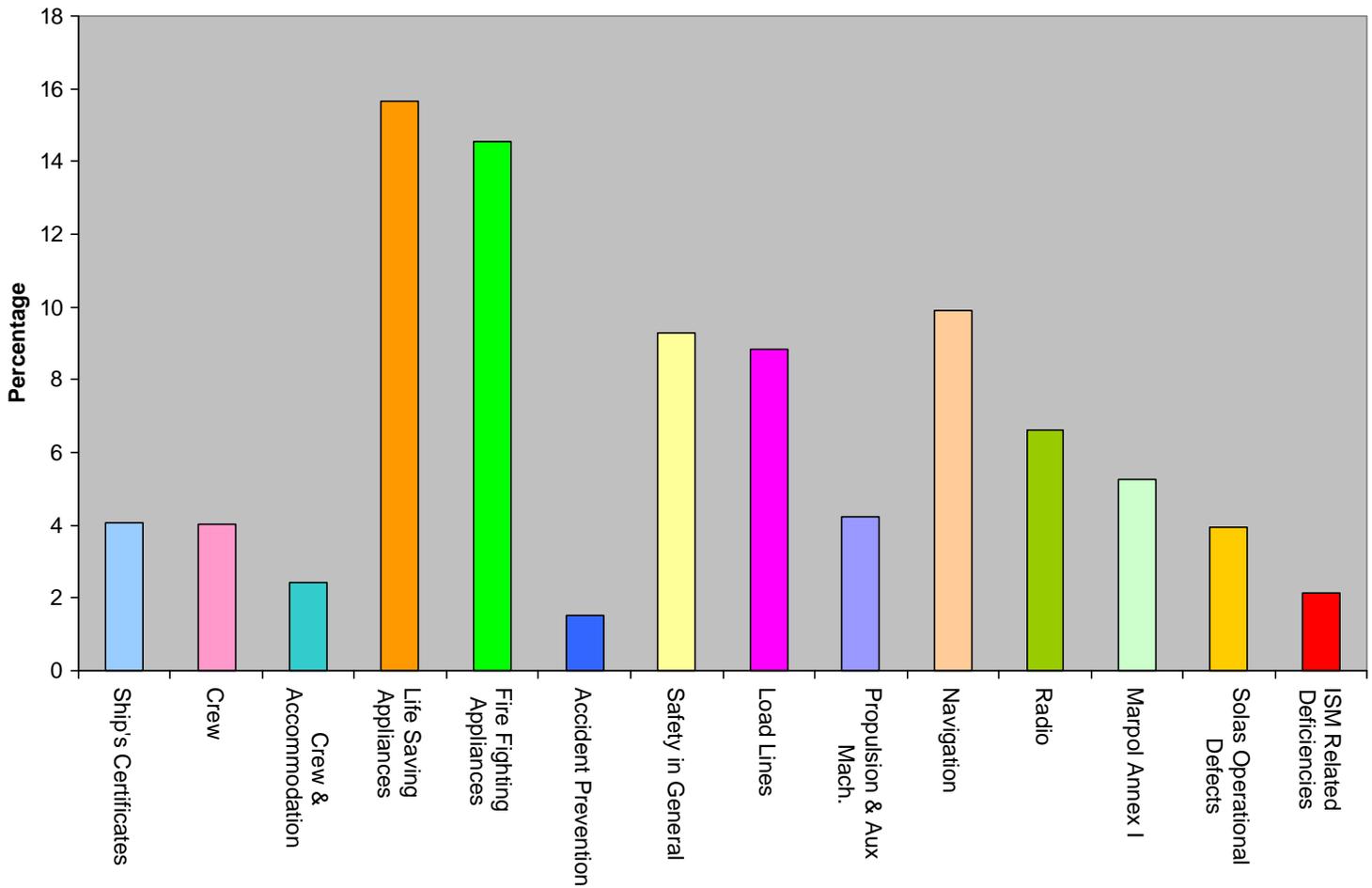
Fig. 4



This graph depicts 75 inspections and above / Flag.

Deficiency Percentage By Category

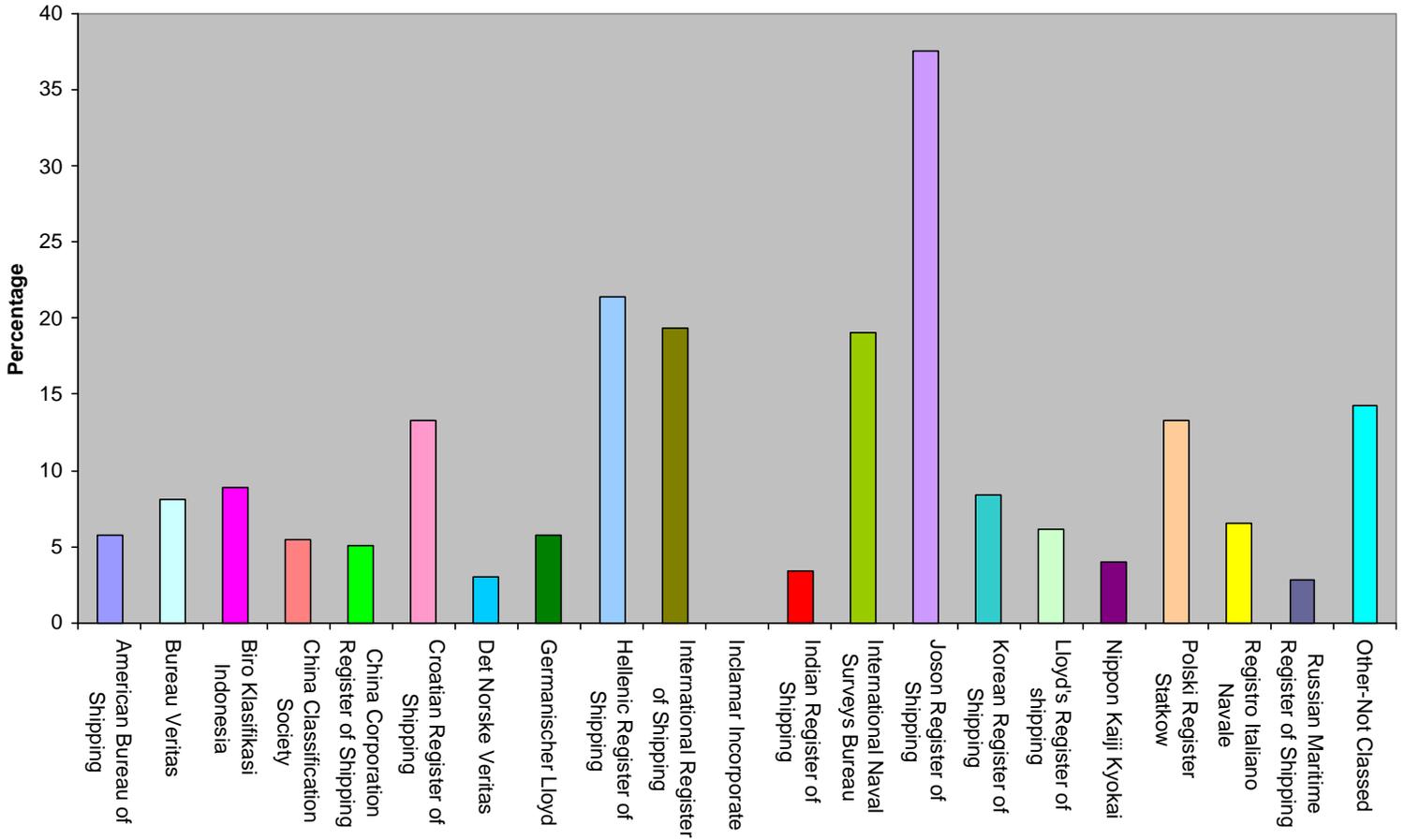
Fig. 5



This graph depicts deficiencies percentage 1.5 and above.

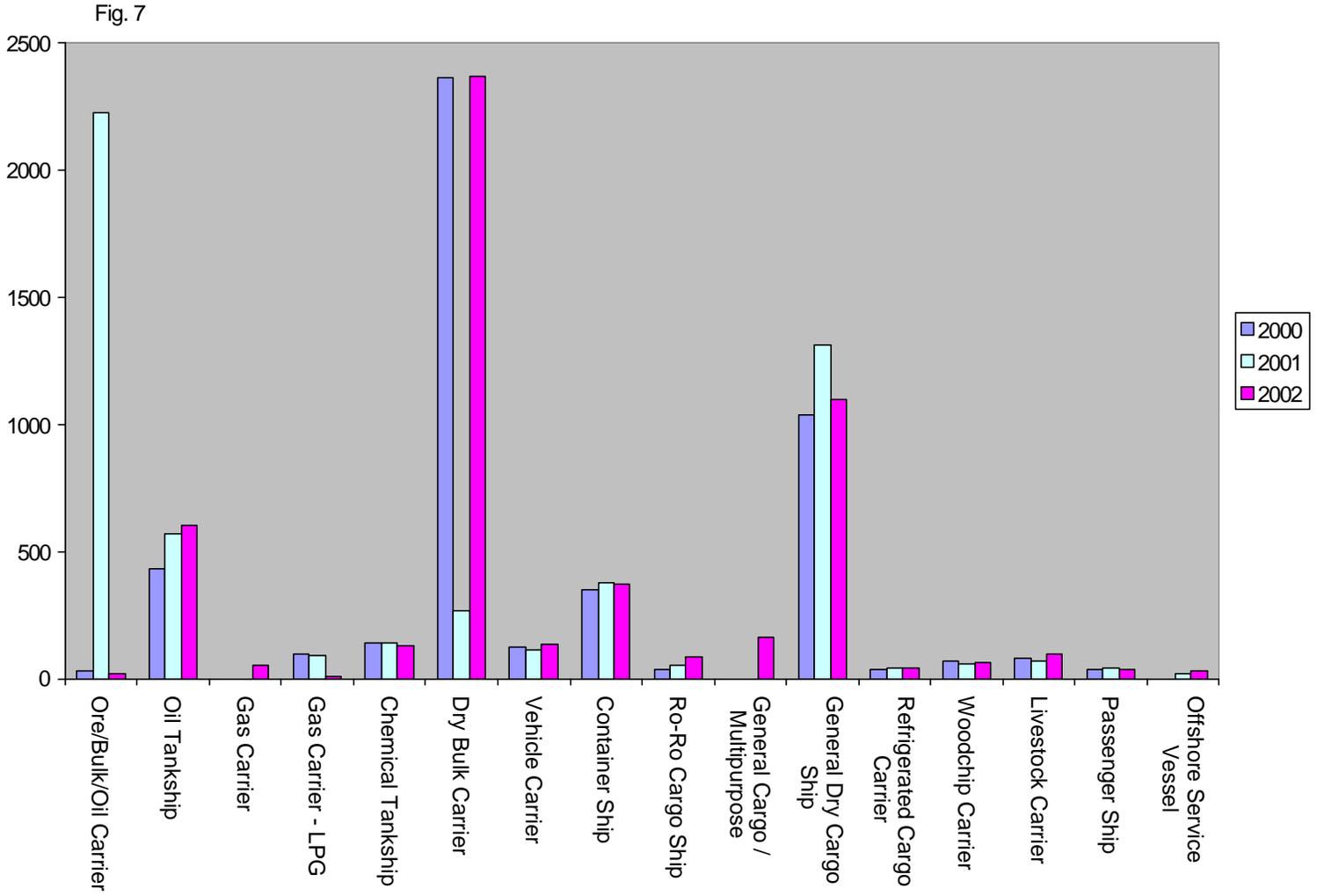
Detention Percentage By Classification Societies

Fig. 6



This graph depicts inspections of 10 ships and above / Classification Society.

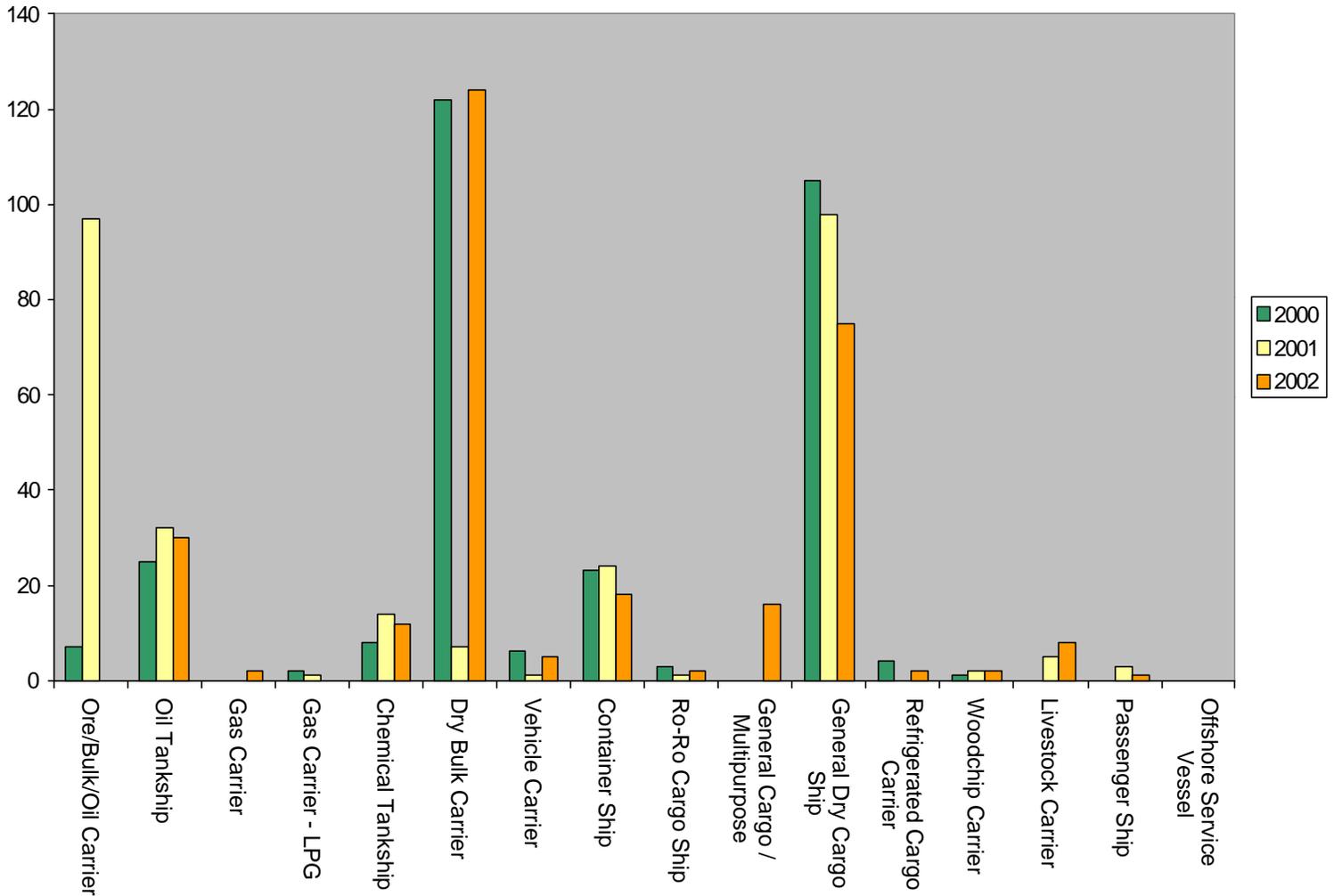
Comparison of Inspections per Ship Type



This graph depicts 30 inspections and above / Type of Ship.

Comparison of Detentions per Ship Type

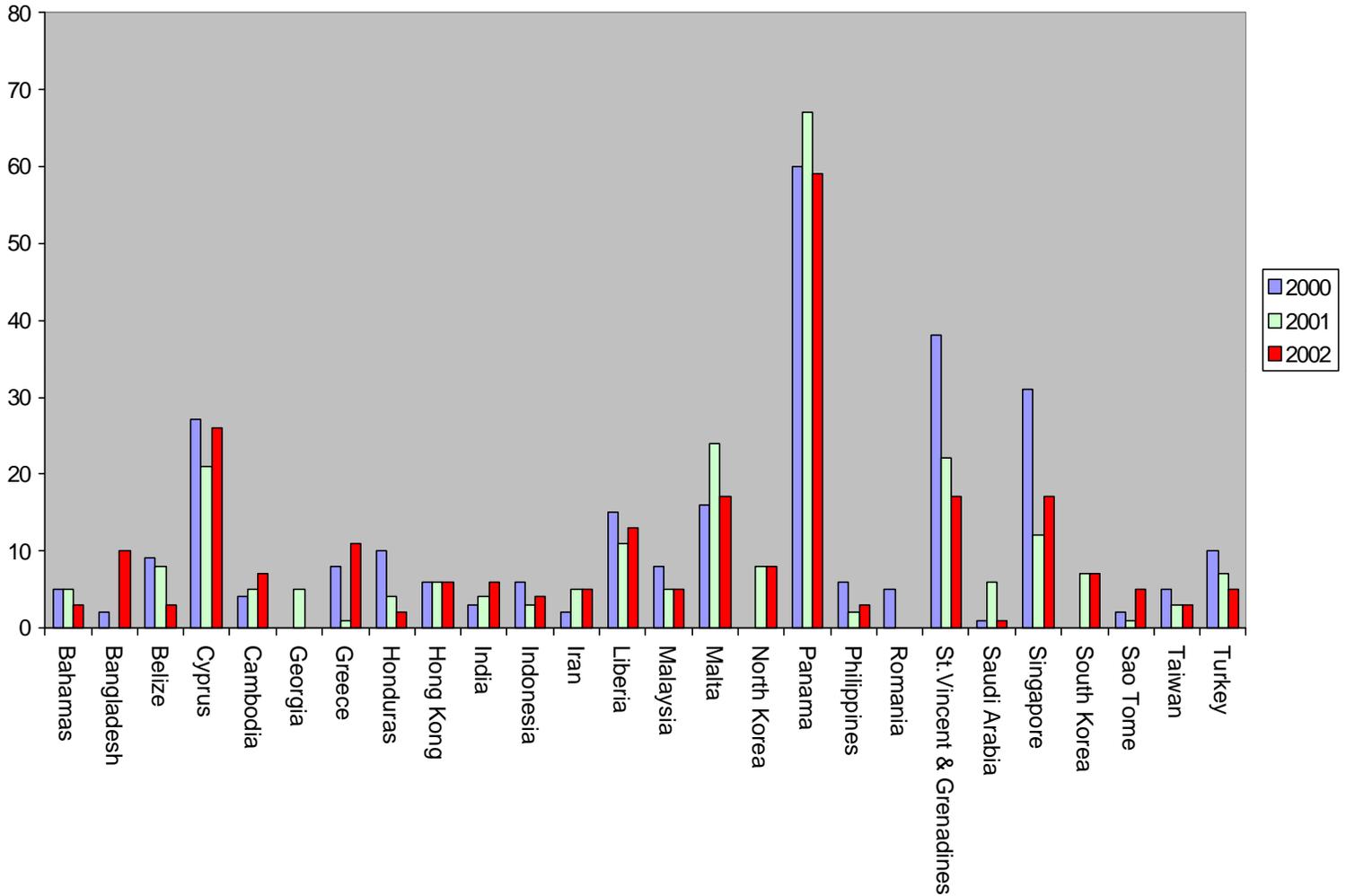
Fig. 8



This graph depicts 30 inspections and above / Type of Ship.

Comparison of Detentions per Flag

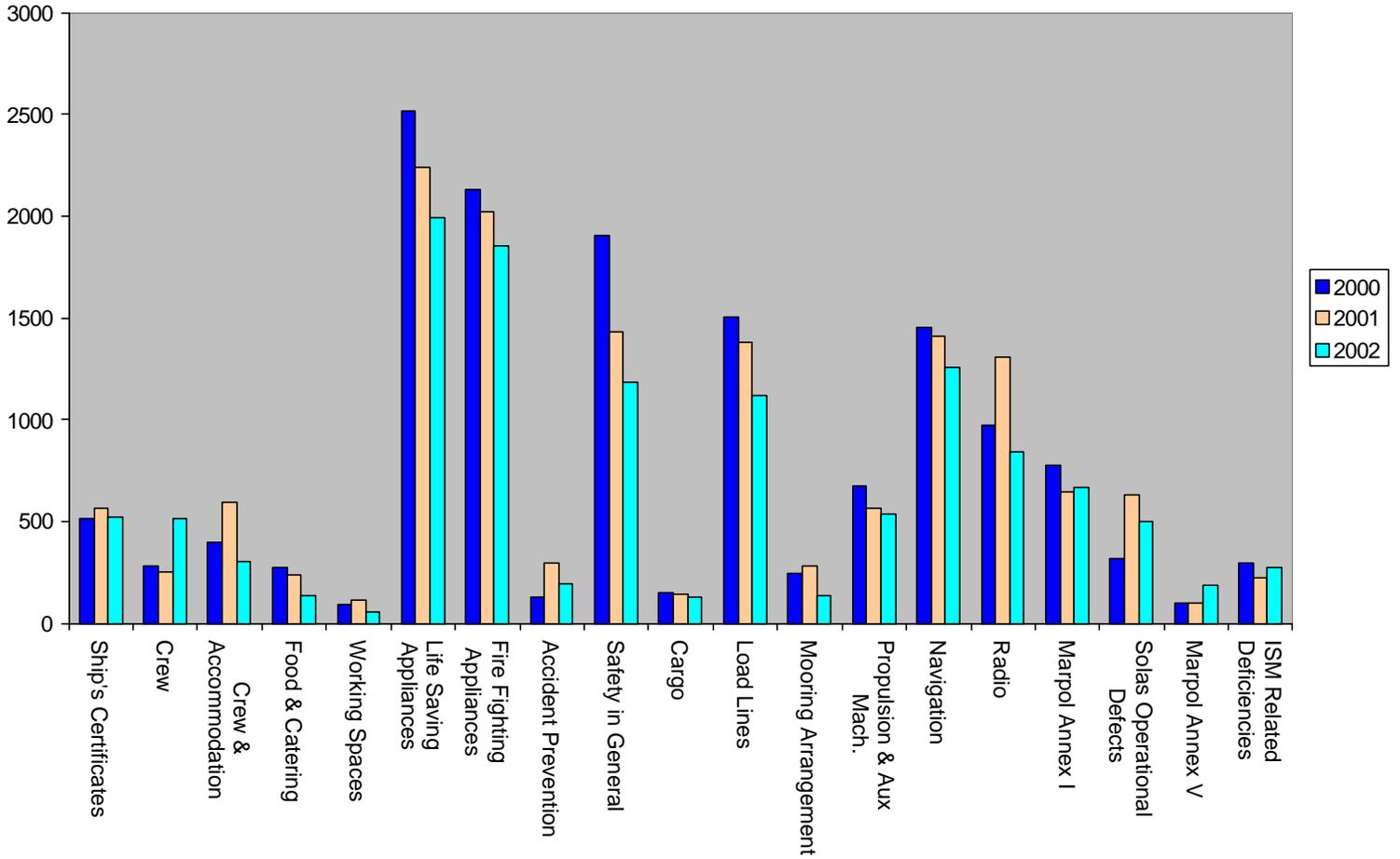
Fig. 9



This graph depicts detentions of 5 and above either for 2000, 2001 or 2002.

Comparison of Deficiencies by Categories

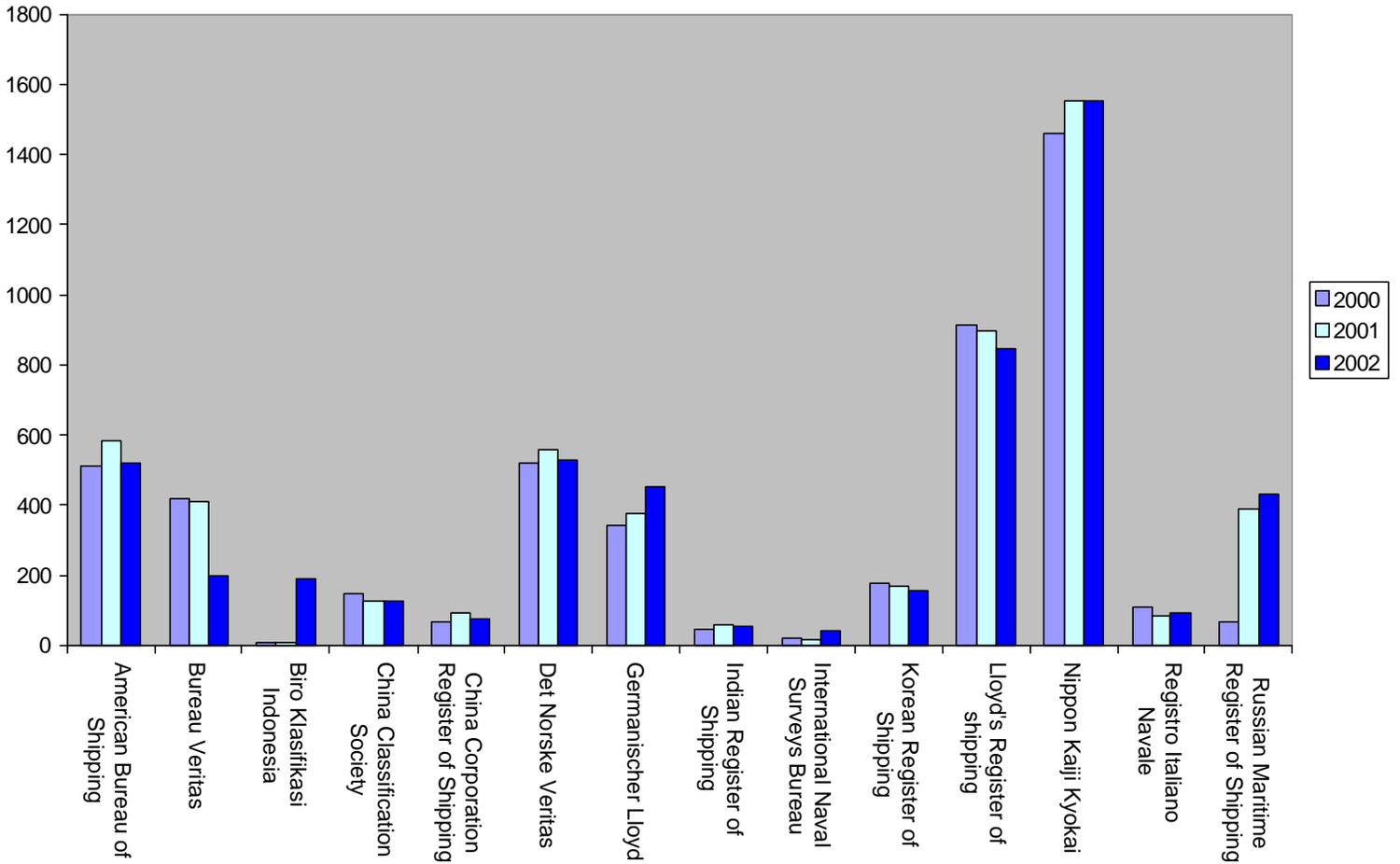
Fig. 10



This graph depicts deficiencies of 100 and above.

Comparison of Inspections per Classification Societies

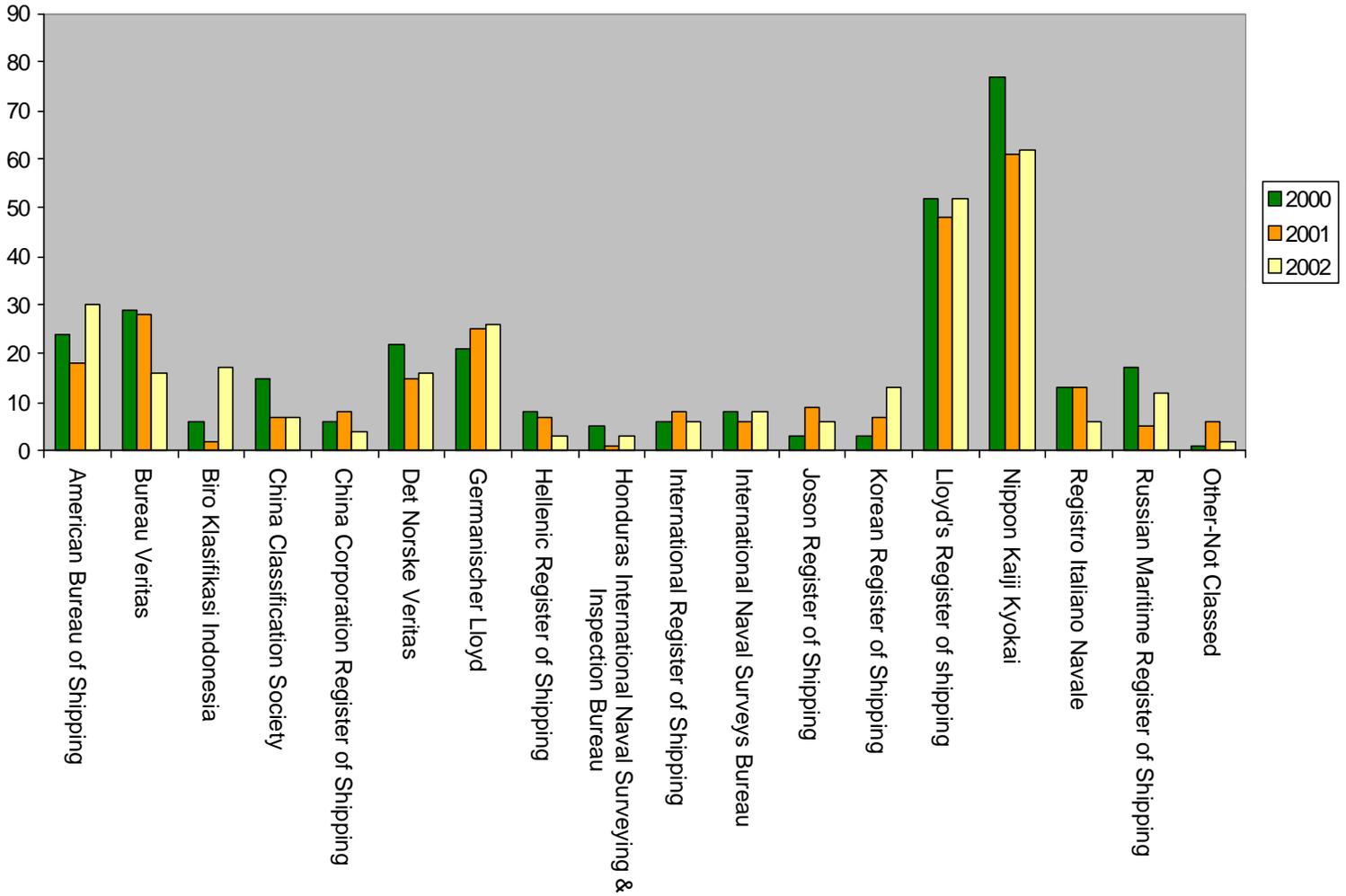
Fig. 11



This graph depicts inspections of 40 ships and above.

Comparison of Detentions per Classification Societies

Fig. 12



This graph depicts detentions of 5 and above either for 2000, 2001 or 2002.

MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL FOR THE INDIAN OCEAN REGION **

The Maritime Authorities* of:

Australia	
Bangladesh	
Djibouti	
Eritrea	
Ethiopia	----- Observer
India	
Iran	
Kenya	
Maldives	
Mauritius	
Mozambique	
Myanmar	
Oman	
Seychelles	
South Africa	
Sri Lanka	
Sudan	
Tanzania	
Yemen	

Hereinafter referred to as “ **the Authorities** ”

Recognizing the need to increase maritime safety and the protection of the marine environment and the importance of improving living and working conditions on board ships;

Noting with appreciation the progress achieved in these fields, in particular by the International Maritime Organisation (IMO) and the International Labour Organisation (ILO) and mindful especially of IMO Resolution A682(17), concerning Regional Co-operation in the Control of Ships and discharge.

Mindful that the principal responsibility for the effective application of standards laid down in international instruments rests upon the authorities of the State whose flag a ship is entitled to fly;

Recognizing nevertheless that effective action by port States is required to prevent the operation of substandard ships;

Recognizing also the need to avoid distorting competition between ports;

* **Maritime Authorities** are the national maritime administrations designated for the implementation of this Memorandum

** This text contains the first amendments adopted on 3 September 2001 with effective date on 3 November 2001. The Annexes to the MOU are not included.

Convinced of the necessity, for these purposes, of an improved and harmonized system of port State control and of strengthening co-operation and the exchange of information;

Have reached the following understanding:

Section 1 Commitments

- 1.1 Each Authority will give effect to the provisions of the present Memorandum and the Annexes thereto, which constitute an integral part of the Memorandum, and take all necessary steps to ratify/accede instruments relevant to the purposes of this Memorandum.
- 1.2 Each Authority will establish and maintain an effective system of Port State Control with a view to ensuring that, without discrimination as to flag, foreign merchant ships visiting the ports of its State comply with the standards laid down in the relevant instruments defined in section 2.
- 1.3 Each Authority will achieve, within a period of 3 years from the coming into effect of the Memorandum an annual total inspections corresponding to at least 10% of the estimated number of individual foreign merchant ships, hereinafter referred to as “ships”, which entered the ports of its State during the previous calendar year. The Committee established pursuant to Section 7.1 will monitor the overall inspection activity and its effectiveness throughout the region. The Committee will also adjust the target inspection rate based on experience gained and progress made in the implementation of the Memorandum of Understanding.
- 1.4 Each Authority will consult, co-operate and exchange information with the other Authorities in order to further the aims of the Memorandum.

Section 2 Relevant instruments

- 2.1 For the purposes of the Memorandum “relevant instruments“ are the following instruments:
 - The International Convention on Load Lines, 1966;
 - The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74);
 - The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
 - The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 78);
 - The Convention on the International Regulations for Preventing Collisions at Sea, 1972;
 - The International Convention on Tonnage Measurement of Ships, 1969;

- The Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147),

together with the Protocols and amendments to these conventions and related codes of mandatory status as and when they enter into force.

- 2.2 With respect to the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention 147). Each Authority will apply the instructions in Annex 2 for the application of ILO publication "Inspection of Labour Conditions on board Ship: Guidelines for procedure".
- 2.3 Each Authority will apply those relevant instruments which are in force and to which its State is a Party. In the case of amendments to a relevant instrument, each Authority will apply those amendments which are in force and which its State has accepted. An instrument so amended will then be deemed to be the "relevant instrument" for that Authority.
- 2.4 When inspecting a ship flying the flag of a State not party to a Convention or to a "relevant instrument" as amended for the purposes of port State control, the Authorities which are party to such Convention or "relevant instrument", as amended, shall ensure that the treatment given to such ship and its crew is not more favourable than that given to ships flying the flag of a State which is party to that Convention or "relevant instrument".
- 2.5 In the case of non-convention sized ships, the Authorities will apply those requirements of the relevant instruments which are applicable and will to the extent that a relevant instrument does not apply take such action as may be necessary to ensure that those ships are not clearly hazardous to safety, health or the environment, having regard, in particular to Section 5 of Annex 2.

Section 3 Inspection Procedures, Rectification and Detention *

- 3.1 In implementing this Memorandum, the Authorities will carry out inspections which will consist of at least a visit on board a ship in order to check the validity of the certificates and documents and furthermore satisfy themselves that the crew and the overall condition of the ship, its equipment, machinery spaces and accommodation and hygienic condition on board, meet the provisions of the relevant instruments.
 - 3.2.1 Whenever there are clear grounds for believing that the condition of a ship or its equipment or crew does not substantially meet the requirements of a relevant instrument a more detailed inspection shall be carried out, including further checking of compliance with on-board operational requirements.
 - 3.2.2 Clear grounds exist when the Port State Control Officer (PSCO) finds evidence, which in his professional judgement warrants a more detailed inspection of the ship, its equipment and or its crew. The Authorities will regard as clear ground, inter alia; those set out in Annex 3.

* Reference is made to IMO Assembly resolution A.787(19) on Procedures for port State control as may be amended by IMO.

- 3.2.3 Nothing in these procedures should be construed as restricting the powers of the Authorities to take measures within its jurisdiction in respect of any matter to which the relevant instruments relate.
- 3.2.4 The relevant procedures and guidelines for the inspection of ships specified in Annex 2 shall also be applied.
- 3.3 In selecting ships for inspection, the Authorities shall give priority to the following ships :
- Ships visiting a port of a State, the authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;
 - Ships which have been permitted to leave the port of a State, the Authority of which is a signatory to the Memorandum, on the condition that the deficiencies noted must be rectified within a specified period, upon expiry of such period:
 - Ships which have been reported by pilots or port authorities as having deficiencies which may prejudice their safe navigation;
 - Ships whose statutory certificates on the ship's construction and equipment, have not been issued in accordance with the relevant instruments;
 - Ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship's particulars, the ship's movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State;
 - Ships which have been suspended from their class for safety reasons in the course of the preceding six months.
- 3.4 The Authorities will seek to avoid inspecting ships, which have been inspected within the previous 6 months by other Authorities unless there are clear grounds for inspection. These procedures are not applicable to ships listed under clause 3.3, which may be inspected whenever the Authority deems appropriate.
- 3.5.1 Inspections will be carried out only by a person, duly authorised by its Authority to carry out port State inspections and responsible to that Authority, who fulfils the requirements of paragraph 3.5.3 and the qualification criteria specified in Annex 4.
- 3.5.2 The PSCO carrying out Port State Control may be assisted by a person with the required expertise when such expertise cannot be provided by his Authority.
- 3.5.3 The PSCO carrying out Port State Control and the person assisting him shall have no personal or commercial interest either in the port of inspection or in the ships inspected, nor shall the PSCO be employed or undertake work on behalf of non-governmental organizations which issue statutory and classification certificates or which carry out the surveys necessary for the issue of those certificates to ships.

- 3.5.4 Each PSCO shall carry a personal document in the form of an identity card issued by his authority indicating that the PSCO is authorised to carry out inspections. Reference is made to Annex 5.
- 3.6.1 On completion of an inspection the master of the ship shall be provided by the PSCO with a document in the form specified in Annex 6 to this Memorandum, giving the results of the inspection and details of any decision taken by the PSCO and of the corrective action to be taken by the master, owner or operator.
- 3.6.2 Each Authority will endeavour to ensure the rectification of all deficiencies detected. On the condition that all possible efforts have been made to rectify all deficiencies, other than those referred to in 3.6.3, the ship may be allowed to proceed to a port where any such deficiencies can be rectified. The provisions of 3.8.1 apply accordingly.

In exceptional circumstances where, as a result of the initial control and a more detailed inspection, the overall condition of a ship and its equipment, also taking the crew and its living and working conditions into account, are found to be substandard, the Authority may suspend an inspection.

The suspension of an inspection may continue until the responsible parties have taken the steps necessary to ensure that the ship complies with the requirements of the relevant instruments.

Prior to suspending an inspection, the authority will have recorded detainable deficiencies in the areas set out in Appendix 1 of IMO Resolution A.787(19) and ILO Convention deficiencies as appropriate.

In cases where the ship is detained and an inspection is suspended, the Authority will, as soon as possible, notify all responsible parties. The notification will include information about the detention. Furthermore, it shall state the inspection is suspended until the Authority has been informed that the ship complies with all relevant requirements.

- 3.6.3 In the case of deficiencies which are clearly hazardous to safety, health or the environment the Authority will detain the ship or will stop the operation in relation to which the deficiencies have been revealed. The detention order or the stoppage of the operation shall not be lifted until the hazard is removed, except under the conditions provided for in 3.8.1 below.
- 3.6.4 When exercising his professional judgement as to whether or not a ship should be detained, the PSCO shall be guided by the criteria set out in Annex 2.
- 3.7 In the event that a ship is detained, the Authority shall immediately notify the flag State concerned and its Consul or, in his absence, its nearest diplomatic representative of the action taken. Where relevant, the organisation responsible for the issue of the certificate(s) shall also be informed.

- 3.8.1 Where deficiencies which caused a detention as referred to in paragraph 3.6.3 cannot be remedied in the port of inspection, the Authority may allow the ship concerned to proceed to the nearest appropriate repair yard available, as chosen by the master and agreed to by the Authority, provided that the conditions determined by the Authority and agreed by the competent Authority of the flag State are complied with. Such conditions will ensure that the ship can proceed without risk to the safety and health of the passengers and crew, or risk to other ships, or without being an unreasonable threat of harm to the marine environment. In such circumstances the Authority will notify the Authority of the ship's next port of call, the parties mentioned in paragraph 3.7 and any other authority as appropriate. The authority receiving such notification will inform the notifying Authority of action taken.
- 3.8.2 If a ship referred to in paragraph 3.8.1 proceeds to sea without complying with the conditions agreed to by the authority of the port of inspection:
1. that Authority will immediately alert all other Authorities; and
 2. the ship will be detained at any port of the Authorities which have accepted the Memorandum, until the master has provided evidence to the satisfaction of the Authority of the port State, that the ship fully complies with all reasonable requirements of the relevant instruments.

If a ship referred to in paragraph 3.8.1 does not proceed to the nominated repair port, the Authority of the repair port will immediately alert port of inspection and it will inform IOMOU Secretariat to announce the other MOU's Secretariats.

- 3.9 The provisions of Section 3.7 and 3.8 are without prejudice to the requirements of relevant instruments or procedures established by international organisations concerning notification and reporting procedures relating to port State control.
- 3.10 When exercising control under the Memorandum, the Authorities will make all possible efforts to avoid unduly detaining or delaying a ship. Nothing in the Memorandum affects rights created by provisions of relevant instruments relating to compensation for undue detention or delay.
- 3.11 In case the master, owner or agent of the ship notifies the port State control Authorities prior to, upon arrival or whilst the vessel is in the port, of any damage, breakdown or deficiency to the ship, its machinery and equipment, which is intended to be repaired or rectified before the ship sails from that port, the detention should be issued only if deficiencies justifying detention are found after the master has given notification that the ship was ready for inspections. The same procedure applies when the port State control Authorities are notified that the ship is scheduled to be surveyed at the port with respect to flag, statutory or class requirements.
- 3.12 In exceptional circumstances, when a ship on its way to a specified repair yard needs to call at a port for temporary repairs for safety reasons, it may be allowed into that port. All commercial operations are forbidden, except the unloading of its cargo or bunkers if required for safety reasons. The ship may be allowed to proceed to the specified repair yard only if the flag State of the ship has issued statutory certificates to the ship restricting their

validity to that specific voyage, and the Port State is satisfied that such ship shall not pose undue risk to safety of ship, or to the environment or cause undue hardship to the crew.

- 3.13 The owner or the operator of a ship will have the right of appeal against a detention to higher administrative Authority or to the Court of competent jurisdiction, according to the law in each country. However, an appeal shall not cause the detention to be suspended.

Should an inspection reveal deficiencies warranting detention of a ship, all costs relating to inspections subsequent to the first shall be covered by the shipowner or the operator. The detention shall not be lifted until full payment has been made or a sufficient guarantee has been given for the reimbursement of the costs.

Section 4 Provision of Information

- 4.1 Each Authority will report on its inspections under the Memorandum and their results, in accordance with the procedures specified in Annex 8.
- 4.2 The Authorities will supply the following information to the Secretariat:
- a) Number of PSCOs working on their behalf on port State inspections;
 - b) Number of individual ships entering their ports during the calendar year.
- 4.3 Arrangements will be made for the exchange of inspection information with other regional organisations working under similar Memorandum of Understanding.

Section 5 Operational Violations

The Authorities will upon the request of another Authority endeavour to secure evidence relating to suspected violations of the requirements on operation matters of Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972 and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, relating thereto. In case of suspected violations involving the discharge of harmful substances, an Authority will, upon the request of another Authority, visit in port the ship suspected of such a violation in order to obtain information and, where appropriate, to take a sample of any alleged pollutant. In the cases referred to in this article, the requesting Authority should state that the Flag State of the ship has already been notified of the alleged violation.

Section 6 Training Programmes and Seminars

The Authorities will endeavour to establish appropriate training programmes and seminars.

Section 7 Organisation

- 7.1 A Committee composed of a representative of each of the Authorities that are party to the Memorandum will be established. A representative of the International Maritime Organisation and of the International Labour Organisation will be invited to participate without vote in the work of the Committee. Representatives of the maritime Authorities of other States of the Region and, subject to the provisions of Section 10, any other Organisation or Authority which the Committee may deem appropriate, may be accorded the status of observer without vote.
- 7.2 The Committee will meet once a year and at such other times as it may decide.
- 7.3 The Committee will :
- carry out the specific tasks assigned to it under the Memorandum;
 - promote by all means necessary, including seminars for surveyors, the harmonization of procedures and practices relating to the inspection, rectification, detention and the application of 2.4;
 - develop and review guidelines for carrying out inspections under the Memorandum;
 - develop and review procedures, including those related to the exchange of information;
 - keep under review other matters relating to the operation and the effectiveness of the Memorandum;
 - promote by all means necessary the harmonization of the operation and effectiveness of this Memorandum with those of similar agreements for other Regions;
 - adopt the budget and work out the contributions of every Party to the Memorandum.
- 7.4 Except where provided otherwise (in section 9), the Committee will take its decisions acting on simple majority.
- 7.4A To assist the Chairman and the Secretariat in the inter-sessional period, an Inter-Sessional Management Group will be established having as its terms of reference, functions and procedures for electing members, those as specified in Annex 11.
- 7.5 A Secretariat will be established in accordance with the following principles:
- a) the Secretariat will be a non-profit making body located in Goa, India;
 - b) the Secretariat will be totally independent from any maritime administration or organisation;

- c) the Secretariat will be governed by and be accountable to the Committee;
 - d) the Secretariat will have a bank account into which all dues and contributions are made;
 - e) the Secretariat will operate from the established bank account in accordance with the budget determined by the Committee;
 - f) the Secretariat will have a financial year commencing on 1st January.
- 7.6 The Secretariat, acting under the direction of the Committee and within the limits of the resources made available to it, will :
- prepare meetings, circulate papers and provide such assistance as may be required to enable the Committee to carry out its functions;
 - facilitate the exchange of information, carry out the procedures outlined in Annex 10 and prepare reports as may be necessary for the purposes of the Memorandum;
 - carry out such other work as may be necessary to ensure the effective operation of the Memorandum.
- 7.7 An Indian Ocean Computerised Information System (IOCIS) is established for the purpose of exchanging information on port State inspections, in order to:
- .1 make available to Authorities information on inspection of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and their exercise of port State control on selected ships: and
 - .2 provide effective information exchange facilities regarding port State control in the region.
 - .3 make worldwide coverage database with other MOU's
- 7.8 The function and operational procedures of the IOCIS are specified in “Annex 8.”

Section 8 Financial Mechanism

The costs of running the Secretariat and the Information Centre will be financed by:

- the financial contribution of Parties to the Memorandum; and
- gifts and subscriptions, if any, by donor countries or organisations.

Each party to the Memorandum undertakes to settle its financial contribution to the costs for running the Secretariat and the Information Centre, in conformity with the decisions and procedures adopted by the Committee.

Section 9 Amendments

- 9.1 Any Authority, which has accepted the Memorandum, may propose amendments to the Memorandum.
- 9.2 In the case of proposed amendments to sections of the Memorandum, the following procedure will apply:
- a) The proposed amendment will be submitted to the Secretariat at least eight weeks before the Committee meets.
The Secretariat will circulate the proposed amendment to all the Authorities participating in the Memorandum at least six weeks before the Committee meets. Authorities have the right to indicate their acceptance or modification or objection to the proposed amendment to the Secretariat at least one week before the Committee meets.
The Secretariat will table the acceptance, modification or objection before the Committee and the Committee will consider the submission in its deliberations.
 - b) Amendments will be adopted by a two-thirds majority of the representatives of the Authorities participating in the Memorandum. Each Authority is entitled to only one vote. If so adopted an amendment will be communicated by the Secretariat to the Authorities for acceptance.
 - c) An amendment so adopted will be deemed to have been accepted either at the end of a period of six months after adoption by the representatives of the Authorities in the Committee or at the end of any different period determined unanimously by the representatives of the Authorities in the Committee at the time of adoption.
 - d) An amendment will take effect 60 days after it has been accepted or at the end of any different period determined unanimously by the representatives of the Authorities in the Committee.
- 9.3 In the case of proposed amendments to Annexes of the Memorandum the following procedure will apply :
- a) the proposed amendment will be submitted through the Secretariat for consideration by the Authorities;
 - b) the amendment will be deemed to have been accepted at the end of a period of three months from the date on which it has been communicated by the Secretariat unless an Authority requests in writing that the amendment should be considered by the Committee. In the latter case the procedure specified in 9.2 will apply;
 - c) the amendment will take effect 60 days after it has been accepted or at the end of any period determined unanimously by the Authorities.

Section 10 Administrative Provisions

- 10.1 The Memorandum is without prejudice to the rights and obligations under any international Instrument.
- 10.2 A maritime authority of a State of the Region may accede to the Memorandum provided it complies with the criteria specified in Annex 9.
- 10.3 Authorities meeting the requirements specified in Annex 9 may become parties of the Memorandum by:
- a) signature without any reservations as to acceptance, or
 - b) signature subject to acceptance, followed by acceptance.
- The Memorandum remains open for signature, at the Headquarters of the Secretariat from 5 June 1998 to 22 January 1999.
- 10.4 Acceptance or accession will be effected by a written communication by the Authority to the Secretariat.
- 10.5 The Secretariat will inform the Maritime Authorities who have signed the Memorandum of any signature or written communication, or of acceptance or accession and of the date on which such an event has taken place.
- 10.6 This Memorandum will enter into force for each Authority 90 days from the date of acceptance or accession.
- 10.7 Any maritime authority or organisation wishing to participate as an observer will submit in writing an application to the Committee and will be accepted as an observer subject to the unanimous consent of the representatives of the Authorities present and voting at the Committee meeting.
- 10.8 Any Authority may withdraw from the Memorandum by providing the Committee with 60 days notice in writing.
- 10.9 The English text is the official version of the Memorandum.