

FOREWORD

The Committee is pleased to present this twelfth annual report on the Port State Control activities of the members of the Indian Ocean Memorandum of Understanding (IOMOU) on PSC.

Apart from general information, this report provides a compilation of the results of PSC inspections undertaken by individual members during the year 2010.

Since the beginning of the IOMOU in 1999, members have made every effort to continuously improve the standard of Port State Control (PSC) inspections within the Indian Ocean region. And if it was not for the support provided by the Governments of individual members, the IOMOU could not have achieved the success it has to date.

With this success, the IOMOU has now matured to such an extent that in the last quarter of 2010 it participated in a Concentrated Inspection Campaign in conjunction with the Tokyo MOU.

However, members have not become complacent, but continue to strive to ensure that the Indian Ocean region does not become a safe haven for substandard or unseaworthy shipping that could be a hazard to navigation, or a risk of causing marine pollution.

It is apparent that PSC has proven to be a valuable tool in addressing many of the current maritime safety problems around the world. But members realise that there are still many challenges ahead, and to face these challenges, the IOMOU is committed to enhancing the skills of the PSC officers through consultation and training.

You can find more information on the IOMOU web site, www.iomou.org.

A.R.M. Abeyratne Banda
Chairman
Port State Control Committee

Bimalesh Ganguli
Secretary
IOMOU Secretariat

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**REPORT OF CIC ON HARMFUL SUBSTANCES (MP) CARRIED IN
PACKAGED FORM (MARPOL Annex III, SOLAS VII and the IMDG Code)..... 41**

PRESENTATION OF MEMBER ADMINISTRATION:

KENYA 43

INTRODUCTION

GENERAL

The Memorandum of Understanding on Port State Control, in the Indian Ocean region was finalised on the basis of the first preparatory meeting in India in October 1997 and the second meeting in June 1998 in South Africa. The Second Meeting was attended by Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Tanzania and Yemen.

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 targeting 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.

LIST OF THE MEMBERS AND THE OBSERVERS

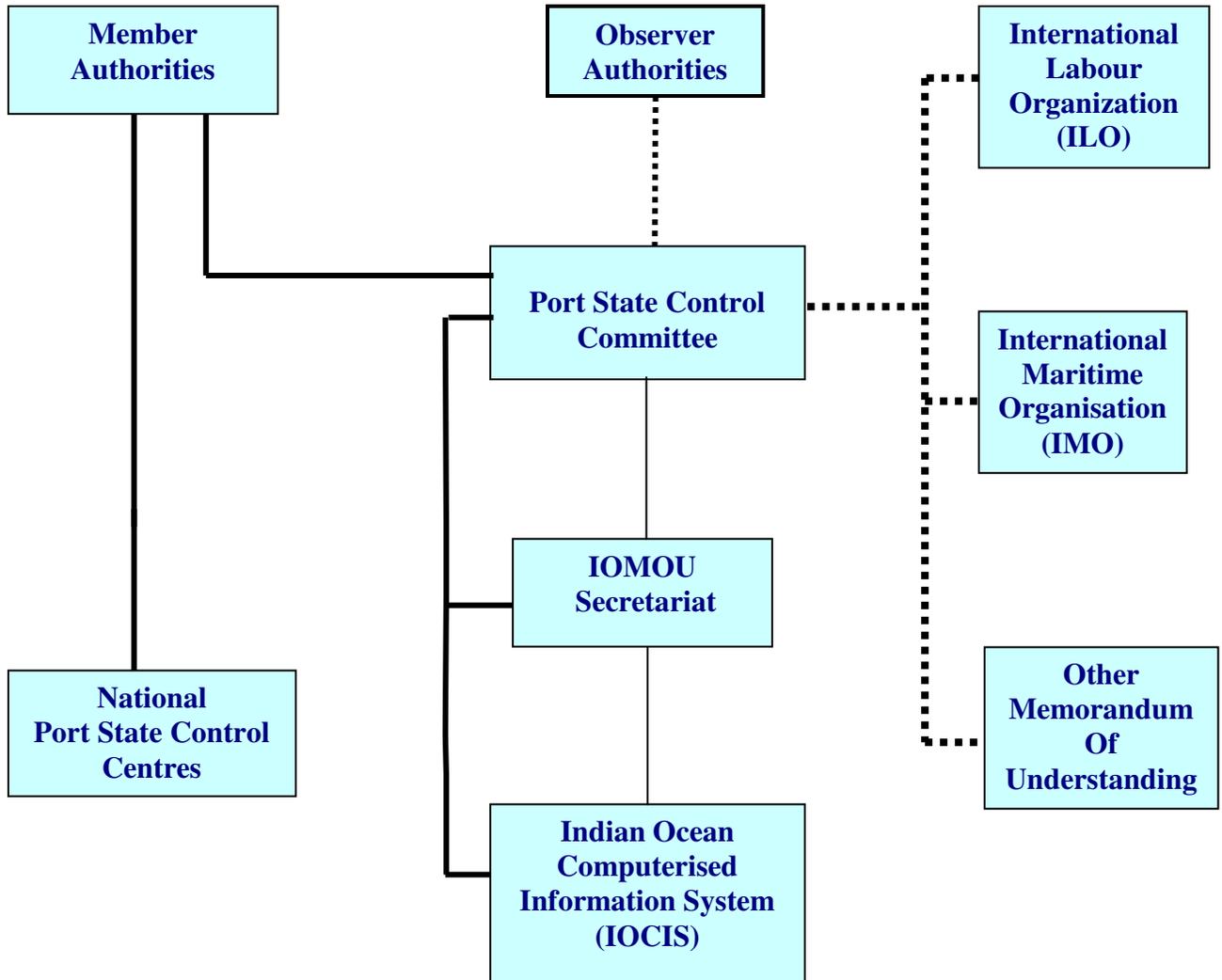
As of December 2010, there are fifteen countries, which have become parties to the Memorandum. These are: **Australia, Bangladesh, Eritrea, France (La Reunion Island), India, Iran, Kenya, Maldives, Mauritius, Oman, Sri Lanka, South Africa, Sudan, Tanzania and Yemen.**

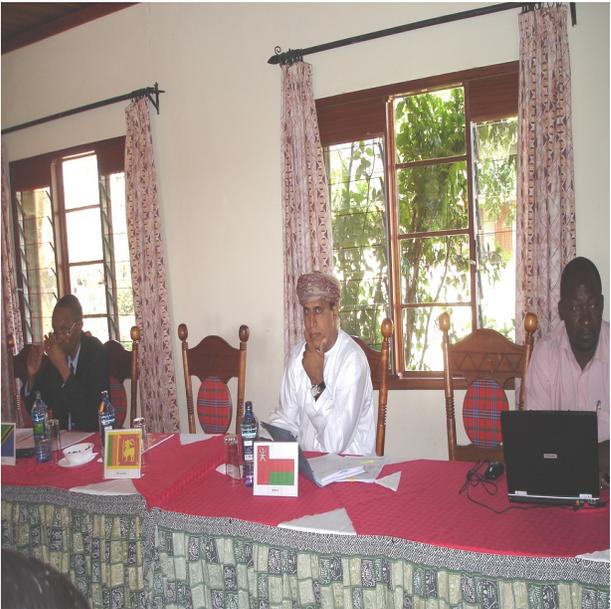
Black Sea MOU, Equasis, Ethiopia, West & Central Africa Memorandum of Understanding, the International Maritime Organisation, International Labour Organisation, Asia Pacific MOU on PSC United States Coast Guard and Riyadh MOU participate in the Memorandum as **observers.**



THE PARTICIPANTS OF 13TH MEETING AT MASAI MARA, KENYA.

ORGANISATIONAL STRUCTURE OF THE IOMOU





MEETING IN PROGRESS

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 Mrs. Priyanka Sawant and Data Processor Mrs. Sharada Fadte Bhat.

CONTACT DETAILS

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THE COMMITTEE

The Committee of the IOMOU held its thirteenth meeting at Masai Mara Kenya between the 27th and 30th of September 2010. Ministry of Transport and Communication, Kenya, kindly hosted the meeting.

Representatives from the following IOMOU member States attended the meeting.

Australia, Bangladesh, France (La Reunion Island), India, Iran, Kenya, Oman, Sri Lanka, Tanzania and Yemen.

Mr. Shanta Weerakoon, Sri Lanka presided over the Committee meeting as Chairman.

Important outcomes of the meeting included.

- a) Revising the IOMOU PSC Manual.
- b) Committee agreed in principle to exchange data with LLG (Lloyd's List Group)
- c) Signature of GISIS Agreement with IMO.
- d) Updates on Expert Mission Offered by TMOU.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

IMO Sponsored Training course was conducted by Tokyo MOU at Japan, which was attended by one PSCO from Tanzania Authority from 28 June to 16 July 2010.

Authority of India hosted the Second Expert Mission Programme, offered by Tokyo MOU in the month of October 2010. Nine participants from India, two participants from Kenya, one participant from South Africa and one participant from France attended this course.

One PSCO from Iran attended the Paris MoU expert training on the Human Element, in The Hague, the Netherlands from 26 to 29 October 2010, sponsored by IMO.

CO-OPERATION WITH OTHER REGIONAL MOUs

Considering the importance of co-operation and harmonisation, IOMOU participated in the CIC on Harmful substances (MP) carried in packaged form (MARPOL Annex III, SOLAS VII and the IMDG Code) jointly with Tokyo MOU in the year 2010. All the CIC inspections were recorded in the Indian Ocean Computerised Information System (IOCIS) for the information of all interested parties. The Committee decided to participate in the joint CIC inspections as and when conducted by the Paris and Tokyo MOUs. The Committee also confirmed that it would consider granting observer status to other MOUs as and when such requests are received by the Committee.

Indian Ocean MOU realized the need of this co-operation right from its inception and obtained the observer status with the Tokyo MOU and continues to maintain this status by attending their committee meetings and other activities.

With the similar spirit the IOMOU granted observer status to the MOUs as indicated under the list of observers.

The representatives of the Secretariats attend each others committee meetings depending upon their own programmes. During the year the Secretary was invited to attend the following meetings:

Mediterranean MOU
Asia Pacific MOU (Tokyo MOU).

The Secretary could attend only 20th Meeting of Asia Pacific MOU on PSC Committee in Hanoi, Vietnam, from 14 to 17th June 2010.

As one of the inter-governmental Organisation (IGO) member of IMO, the Secretary attended 18th Flag State Implementation (FSI) Sub-Committee in July 2010, on behalf of Committee.

The Tokyo MOU has extended its full assistance under technical co-operation programme. Till 2010, two expert missions were conducted, the first in Iran and second in India. Third expert mission is planned by Tokyo MOU in Kenya. International Maritime Organisation (IMO) has also taken keen interest in the mission and ready to sponsor 2 PSCOs from each, Indian Ocean MOU and MED MOU and one PSCO each from other MOUs.

IOCIS / WEBSITE

The Data Exchange between LRF and IOCIS commenced from 23.11.2009. Secretariat has signed Data Exchange Agreement with IMO under GISIS Module during FSI 18.

IOCIS and the website are maintained by National Informatics Centre, Govt. of India. The Secretariat is in continuous contact with the Manager of IOCIS discussing further improvements in the system, including the IOMOU website. The web-site <http://www.iomou.org> is being visited by many to gather the information regarding port State inspections in the region. The yearly statistical analysis of the use of the website is as given below:

MONTH	HITS	VISITS	PAGEVIEWS	KBYTES SENT
Jan-2010	53970	5608	13946	909980
Feb-2010	51358	4569	12792	784453
Mar-2010	75844	5431	13769	884084
Apr-2010	59949	4921	12843	952505
May-2010	48561	4912	12242	861165
Jun-2010	54659	5163	12477	884330
Jul-2010	48746	4305	10284	813615
Aug-2010	62766	5263	14835	1063959
Sep-2010	101373	4746	53390	1207673
Oct-2010	40849	3527	10155	912211
Nov-2010	97578	4648	17791	1218845
Dec-2010	49456	4311	15127	977221
Total	745109	57404	199651	11470041

STATISTICS

A total of 5513 inspections were carried out in the year 2010. 2869 ships with deficiencies were noted during these inspections, with the total number of deficiencies being 16807.

Serious deficiencies noted by PSCOs led to the detention of 471 ships. The detentions allow for the rectification of the serious deficiencies prior to the ships departure; the overall detention percentage for the year is 8.54%. Although the total number of inspections is more than the year 2009; for the year 2010, the detention percentage decreased from the 9.60% recorded in 2009.

The average number of deficiencies per inspection in the year 2010 (3.04) has also decreased compared to the year 2009 (3.2).

The information given in the following tables and charts represents the port State control activities of Australia, France, India, Iran, Kenya, Mauritius, South Africa, Sri Lanka, Sudan, Tanzania & Yemen

It should be noted that Australia, being member of both the Asia Pacific MOU (Tokyo MOU) and Indian Ocean MOU, as well as South Africa being the member of Abuja MOU and Indian Ocean MOU shares their PSC data with **both** MOUs and so when considering a world picture of statistics, this duplication of data should be taken into account¹.

A Joint Concentrated Inspection Campaign on Harmful substances (MP) carried in packaged form (MARPOL Annex III, SOLAS VII and the IMDG Code) was carried out in the region along with Tokyo MOU during the year 2010. The Consolidated report is provided in this Annual Report.

PORT STATE INSPECTION ACTIVITIES

STATISTICS FOR 2010

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 ¹	3127	1604	7488	222	7.10
France	46	25	94	0	0.00
India	508	431	3138	109	21.46
Iran	1124	636	5220	123	10.94
Kenya	168	53	205	1	0.60
Mauritius	4	0	0	0	0.00
South Africa ¹	234	59	423	13	5.56
Sri Lanka	5	4	42	2	40.00
Sudan	51	9	21	0	0.00
Tanzania	29	8	30	1	3.45
Yemen	217	40	146	0	0.00
Total	5513	2869	16807	471	8.54

¹ See comment on page No.9 regarding Australia and South Africa data duplication between IOMOU and Tokyo MOU and Abuja MOU.

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	Percentage of Inspections with Deficiencies
NLS Tanker *	7	3	3	0	0.00	42.86
Combination Carrier (includes OBO/O&O)	3	2	5	0	0.00	66.67
Oil Tanker	566	208	1252	37	6.54	36.75
Gas Carrier	66	24	85	2	3.03	36.36
Chemical Tanker	334	136	872	21	6.29	40.72
Bulk Carrier	2630	1459	8013	206	7.83	55.48
Vehicle Carrier	164	66	265	9	5.49	40.24
Container Ship	584	240	1060	39	6.68	41.10
Ro-Ro Cargo Ship	56	24	145	3	5.36	42.86
General Cargo / Multipurpose ship	728	503	3867	124	17.03	69.09
Refrigerated Cargo Carrier	45	14	91	2	4.44	31.11
Woodchip Carrier	62	32	112	3	4.84	51.61
Livestock Carrier	39	27	152	2	5.13	69.23
Ro-Ro Passenger Ship	3	3	34	2	66.67	100.00
Passenger Ship	40	18	84	2	5.00	45.00
Heavy Load Carrier	23	19	94	3	13.04	82.61
Offshore Service Vessel	64	31	270	10	15.63	48.44
MODU & FPSO	7	5	52	1	14.29	71.43
Special Purpose Ship	10	1	1	0	0.00	10.00
High Speed Passenger Craft	1	0	0	0	0.00	0.00
Tugboat	33	18	121	1	3.03	54.55
Other Types of Ship	48	36	229	4	8.33	75.00
Total	5513	2869	16807	471		

* Earlier known to be Tanker not otherwise specified.

Table: 2

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections With Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Algeria	4	4	28	0	0.00
Antigua and Barbuda	143	81	377	13	9.09
Argentina	1	1	1	0	0.00
Bahamas	196	84	314	6	3.06
Bahrain	1	1	8	0	0.00
Bangladesh	5	5	48	2	40.00
Barbados	9	9	62	2	22.22
Belgium	20	8	48	2	10.00
Belize	8	8	79	3	37.50
Bermuda, (UK)	27	9	21	0	0.00
Bolivia	1	1	20	1	100.00
Bulgaria	6	5	66	4	66.67
Cambodia	5	5	153	5	100.00
Cayman Islands, (UK)	27	6	22	1	3.70
China	113	59	269	5	4.42
Comoros	23	19	325	17	73.91
Cook Islands	11	7	40	0	0.00
Croatia	11	7	33	1	9.09
Cyprus	165	89	472	13	7.88
Denmark	16	5	20	0	0.00
Dominica	4	2	7	0	0.00
Egypt	4	2	15	0	0.00
Ethiopia	2	1	2	0	0.00
France	22	9	24	1	4.55
Georgia	12	7	37	1	8.33
Germany	47	19	82	3	6.38
Gibraltar, (UK)	21	10	29	1	4.76
Greece	104	47	139	5	4.81
Hong Kong, China	463	235	1150	29	6.26
India	44	21	150	2	4.55
Indonesia	19	19	206	4	21.05
Iran	1	1	8	1	100.00
Isle of Man, (UK)	51	15	48	2	3.92
Italy	77	38	167	5	6.49
Jamaica	2	0	0	0	0.00
Japan	42	11	36	2	4.76
Jordan	3	3	47	1	33.33
Kiribati	4	4	36	1	25.00
Korea, Democratic People's Republic	20	16	223	8	40.00
Korea, Republic of	114	62	370	8	7.02
Kuwait	6	6	29	0	0.00
Liberia	496	210	1008	34	6.85
Libyan Arab Jamahiriya	2	0	0	0	0.00
Lithuania	2	2	23	1	50.00
Luxembourg	3	1	2	0	0.00
Malaysia	31	22	128	4	12.90
Maldives	1	1	5	0	0.00
Malta	281	162	764	17	6.05
Marshall Island	266	125	577	15	5.64

Table: 2 (Contd.)

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections With Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Mauritius	3	2	12	1	33.33
Moldova	2	2	30	1	50.00
Mongolia	9	9	103	6	66.67
Myanmar	5	4	42	1	20.00
Netherlands	45	30	88	6	13.33
Netherlands Antilles*(up to 09.10.2010)	2	1	1	0	0.00
Curacao* (From 10.10.2010)	1	1	3	0	0.00
New Zealand	2	2	14	0	0.00
Norway	64	30	119	3	4.69
Oman	2	2	45	2	100.00
Pakistan	1	0	0	0	0.00
Panama	1561	832	5148	138	8.84
Papua New Guinea	11	11	108	4	36.36
Philippines	51	29	100	2	3.92
Portugal	3	2	15	1	33.33
Qatar	4	3	16	0	0.00
Russian Federation	8	6	62	3	37.50
Saint Kitts and Nevis, (UK)	17	15	257	11	64.71
Saint Vincent and the Grenadines	100	83	648	15	15.00
Samoa	1	1	6	0	0.00
Saudi Arabia	5	4	17	0	0.00
Sierra Leone	19	15	261	7	36.84
Singapore	342	144	756	18	5.26
Slovakia	5	5	54	1	20.00
South Africa	1	1	2	0	0.00
Spain	1	0	0	0	0.00
Sri Lanka	10	10	122	6	60.00
Sweden	10	5	14	0	0.00
Switzerland	9	6	18	1	11.11
Syrian Arab Republic	3	1	3	0	0.00
Taiwan, China	19	7	50	1	5.26
Tanzania	3	3	39	1	33.33
Thailand	34	19	98	1	2.94
Togo	1	0	0	0	0.00
Tonga	6	4	43	1	16.67
Turkey	42	21	111	2	4.76
Tuvalu	9	8	128	2	22.22
Ukraine	1	1	17	0	0.00
United Arab Emirates (UAE)	17	5	55	2	11.76
United Kingdom,	71	28	95	2	2.82
United States of America	6	2	6	0	0.00
Vanuatu	31	14	80	1	3.23
Viet Nam	40	37	303	11	27.50
Total	5513	2869	16807	471	

* Flag Netherland Antilles changed to Curacao with effect from 10.10.2010 with same flag code 025

Table: 3

Deficiencies by Categories

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
100	Ship's Certificates and Documents	453	2.70
200	Certification and Watch keeping for Seafarers	361	2.15
300	Crew & Accommodation (ILO 147)	234	1.39
400	Food & Catering (ILO 147)	166	0.99
500	Working Spaces (ILO 147)	343	2.04
600	Life Saving Appliances	1704	10.14
700	Fire Safety Measures	2577	15.33
800	Accident Prevention (ILO 147)	234	1.39
900	Stability, Structure and Related Equipments	1257	7.48
1000	Alarm Signals	164	0.98
1100	Carriage Of Cargo and Dangerous Goods	123	0.73
1200	Load Lines	1382	8.22
1300	Mooring Arrangements (ILO 147)	172	1.02
1400	Propulsion & Auxiliary Machinery	1242	7.39
1500	Safety Of Navigation	2410	14.34
1600	Radio Communications	874	5.20
1700	Marpol Annex I	621	3.69
1800	Oil , Chemical Tankers and Gas Carriers	90	0.54
1900	Marpol Annex II	9	0.05
2000	Solas Related Operational Deficiencies	748	4.45
2100	Marpol Related Operational Deficiencies	74	0.44
2200	Marpol Annex III	7	0.04
2300	Marpol Annex V	229	1.36
2500	ISM Related Deficiencies	817	4.86
2600	Bulk Carriers Additional Safety Measures	189	1.12
2700	Additional Measures to Enhance Maritime Security.	57	0.34
2800	Additional Measures to Enhance Maritime Safety	54	0.32
2900	Marpol Annex IV	112	0.67
3000	Marpol Annex VI	16	0.10
3300	AFS Convention	1	0.01
9900	All Other Deficiencies	87	0.52
Total		16807	

Table: 4

Deficiencies by Recognised Organisation

Recognised Organisation	Abbreviation	Number of Inspections	Number of Inspections with Deficiencies	Number of Detentions*	Detention Percentage
American Bureau of Shipping	ABS	501	209	23	4.59
Biro Klasifikasi Indonesia	BKI	12	12	0	0.00
Bulgarski Koraben Registar	BKR	2	2	2	100.0
Bureau Veritas	BV	509	279	48	9.43
China Classification Society	CCS	262	140	16	6.11
China Corporation Register of Shipping	CCRS	21	12	2	9.52
Croatian Register of Shipping	CRS	13	10	2	15.38
Det Norske Veritas	DNVC	486	211	23	4.73
Germanischer Lloyd	GL	545	256	41	7.52
Global Marine Bureau	GMB	1	1	1	100.00
Hellenic Register of Shipping	HRS	2	2	2	100.00
Indian Register of Shipping	IRS	41	23	4	9.76
Intermaritime Certification Services, S.A.	ICS	8	8	4	50.00
International Naval Surveys Bureau	INSB	9	7	3	33.33
International Register of Shipping	IS	30	27	16	53.33
International Ship Classification	ISC	5	5	2	40.00
Isthmus Bureau of Shipping	IBS	7	7	3	42.86
Korea Classification Society	KCS	21	17	7	33.33
Korean Register of Shipping	KRS	267	134	13	4.87
Korea Ship Safety Technology Authority	KST	1	1	0	0.00
Lloyd's Register	LR	724	383	51	7.04
National Shipping Adjuster Inc.	NSA	2	2	2	100.00
Nippon Kaiji Kyokai	NKK	1657	834	111	6.70
Overseas Marine Certification Services	OMCS	6	6	1	16.67
Panama Maritime Documentation Services	PMDS	4	4	1	25.00
Panama Maritime Surveyors Bureau Inc.	PMSB	1	1	0	0.00
Panama Shipping Registrar Inc.	PSR	2	2	1	50.00
Phoenix Register of Shipping	PHRS	13	13	10	76.92
Polski Rejestr Statkow	PRS	7	6	1	14.29
Registro Internacional Naval S.A.		1	1	0	0.00
Registro Italiano Navale	RINA	176	107	19	10.80
Russian Maritime Register of Shipping	RMRS	72	57	17	23.61
Shipping Register of Ukraine	SRU	1	1	1	100.00
Turkish Lloyd	TL	5	4	1	20.00
Universal Shipping Bureau	USB	2	2	1	50.00
Viet Nam Register of Shipping	VRS	39	39	17	43.59
Other **	--	56	43	25	44.64
No Class		2	1	0	0.00
Total		5513	2869	471	

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

** Inspection classed with African International Register, Union Marine Classification, Intertek Maritime Bureau, Dromon Bureau of shipping, Panama International Maritime, Columbus American Register, UMCS, Bulgarian Registry of Shipping, Maritime Lloyd Ltd., Guardian Bureau of Shipping, Isthmus Maritime Classification, Union Maritime Classification Society, Ship Classification Malaysia, Turk loydu, etc. are included in this RO.

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				
	2008	2009	2010	Total	2008	2009	2010	Total	
NLS Tanker *	5	8	7	20	3	5	3	11	55.00
Combination Carrier	9	12	3	24	5	10	2	17	70.83
Oil Tanker	557	567	566	1690	210	212	208	630	37.28
Gas Carrier	60	73	66	199	20	18	24	62	31.16
Chemical Tanker	260	283	334	877	120	131	136	387	44.13
Bulk Carrier	2499	2503	2630	7632	1485	1586	1459	4530	59.36
Vehicle Carrier	183	141	164	488	92	63	66	221	45.29
Container Ship	621	531	584	1736	237	244	240	721	41.53
Ro-Ro Cargo Ship	86	51	56	193	49	31	24	104	53.89
General Cargo / Multi-purpose Ship	865	777	728	2370	569	566	503	1638	69.11
Refrigerated Cargo Carrier	93	57	45	195	40	23	14	77	39.49
Woodchip Carrier	92	74	62	228	49	47	32	128	56.14
Livestock Carrier	50	60	39	149	39	38	27	104	69.80
Ro-Ro Passenger Ship	7	10	3	20	1	4	3	8	40.00
Passenger Ship	37	35	40	112	14	10	18	42	37.50
Heavy Load Carrier	19	30	23	72	10	15	19	44	61.11
Offshore Service Vessel	41	52	64	157	27	31	31	89	58.69
MODU & FPSO	5	4	7	16	4	4	5	13	81.25
Special Purpose Ship	27	20	10	57	16	14	1	31	54.39
High Speed Passenger Craft	4	0	1	5	2	0	0	2	40.00
Tugboat	69	55	33	157	42	32	18	92	58.60
Other Types of Ship	42	40	48	130	33	31	36	100	76.92
Total	5631	5383	5513	16527	3067	3115	2869	9051	54.76

* Earlier known to be Tanker not otherwise specified.

Table: 6

Comparison of Inspections and Detentions per Ship Type

Type of Ship	Number of Inspections				Number of Detention				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
NLS Tanker *	5	8	7	20	1	0	0	1	5.00
Combination Carrier	9	12	3	24	0	2	0	2	8.33
Oil Tanker	557	567	566	1690	60	39	37	136	8.05
Gas Carrier	60	73	66	199	5	1	2	8	4.02
Chemical Tanker	260	283	334	877	30	29	21	80	9.12
Bulk Carrier	2499	2503	2630	7632	214	226	206	646	8.46
Vehicle Carrier	183	141	164	488	10	6	9	25	5.12
Container Ship	621	531	584	1736	33	30	39	102	5.87
Ro-Ro Cargo Ship	86	51	56	193	14	8	3	25	12.95
General Cargo/Multipurpose Ship	865	777	728	2370	137	128	124	389	16.41
Refrigerated Cargo Carrier	93	57	45	195	9	8	2	19	9.74
Woodchip Carrier	92	74	62	228	3	4	3	10	4.39
Livestock Carrier	50	60	39	149	2	2	2	6	4.03
Ro-Ro Passenger Ship	7	10	3	20	0	0	2	2	10.00
Passenger Ship	37	35	40	112	1	2	2	5	4.46
Heavy Load Carrier	19	30	23	72	2	2	3	7	9.72
Offshore Service Vessel	41	52	64	157	10	11	10	31	19.75
MODU & FPSO	5	4	7	16	0	0	1	1	6.25
Special Purpose Ship	27	20	10	57	0	3	0	3	5.26
High Speed Passenger Craft	4	0	1	5	0	0	0	0	0.00
Tugboat	69	55	33	157	13	8	1	22	14.01
Other Types of Ship	42	40	48	130	9	8	4	21	16.15
Total	5631	5383	5513	16527	553	517	471	1541	9.32

* Earlier known to be Tanker Not Otherwise Specified.

Table: 7

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
Algeria	1	1	4	6	1	0	0	1	16.67
Antigua and Barbuda	127	117	143	387	14	9	13	36	9.30
Argentina	1	0	1	2	0	0	0	0	0.00
Bahamas	221	206	196	623	11	16	6	33	5.29
Bahrain	4	2	1	7	2	2	0	4	57.14
Bangladesh	3	4	5	12	0	2	2	4	33.33
Barbados	10	8	9	27	3	1	2	6	22.22
Belgium	20	16	20	56	0	1	2	3	5.36
Belize	15	9	8	32	4	0	3	7	21.88
Bermuda, (UK)	22	27	27	76	0	4	0	4	5.26
Bolivia	1	2	1	4	0	0	1	1	25.00
Brunei Darussalam	0	1	0	1	0	0	0	0	0.00
Bulgaria	2	3	6	11	0	0	4	4	36.36
Cambodia	17	8	5	30	4	0	5	9	30.00
Cayman Islands(UK)	21	25	27	73	1	1	1	3	4.11
Chile	2	0	0	2	0	0	0	0	0.00
China	104	124	113	341	7	4	5	16	4.69
Comoros	23	33	23	79	11	17	17	45	56.96
Cook Islands	5	6	11	22	1	0	0	1	4.55
Croatia	9	15	11	35	1	0	1	2	5.71
Cyprus	180	173	165	518	13	17	13	43	8.30
Denmark	32	29	16	77	0	4	0	4	5.19
Dominica	8	8	4	20	2	1	0	3	15.00
Egypt	9	5	4	18	0	1	0	1	5.56
Ethiopia	5	4	2	11	0	1	0	1	9.09
Falkland Island, (UK)	1	0	0	1	0	0	0	0	0.00
France	15	14	22	51	0	0	1	1	1.96
Georgia	8	12	12	32	1	0	1	2	6.25
Germany	33	58	47	138	2	1	3	6	4.35
Gibraltar, (UK)	14	19	21	54	1	3	1	5	9.26
Greece	122	110	104	336	5	5	5	15	4.46
Hong Kong, China	406	426	463	1295	26	20	29	75	5.79
India	56	59	44	159	4	5	2	11	6.92
Indonesia	14	10	19	43	5	5	4	14	32.56
Iran	10	2	1	13	0	0	1	1	7.69
Isle of Man (UK)	62	51	51	164	4	4	2	10	6.10
Italy	54	55	77	186	3	5	5	13	6.99
Jamaica	0	2	2	4	0	1	0	1	25.00

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
Japan	35	48	42	125	0	2	2	4	3.20
Jordan	8	2	3	13	7	0	1	8	61.54
Kiribati	2	3	4	9	1	1	1	3	33.33
Korea Democratic People's Republic	38	23	20	81	13	12	8	33	40.74
Korea Republic of	143	122	114	379	11	11	8	30	7.92
Kuwait	9	11	6	26	1	0	0	1	3.85
Lebanon	3	0	0	3	1	0	0	1	33.33
Liberia	447	420	496	1363	35	34	34	103	7.56
Libyan Arab Jamahiriya	0	3	2	5	0	0	0	0	0.00
Lithuania	2	1	2	5	0	0	1	1	20.00
Luxembourg	6	5	3	14	0	0	0	0	0.00
Malaysia	27	19	31	77	3	1	4	8	10.39
Maldives	3	2	1	6	1	2	0	3	50.00
Malta	265	261	281	807	25	34	17	76	9.42
Marshall Islands	210	210	266	686	18	15	15	48	7.00
Mauritius	1	1	3	5	0	0	1	1	20.00
Moldova	5	6	2	13	1	0	1	2	15.38
Mongolia	12	13	9	34	7	5	6	18	52.94
Morocco	1	1	0	2	0	0	0	0	0.00
Myanmar	7	2	5	14	0	0	1	1	7.14
Netherlands	50	45	45	140	1	1	6	8	5.71
Netherlands Antilles*	11	7	2	20	1	1	0	2	10.00
Curacao*	0	0	1	1	0	0	0	0	0.00
New Zealand	2	2	2	6	1	0	0	1	16.67
Norway	65	63	64	192	8	5	3	16	8.33
Oman	0	0	2	2	0	0	2	2	100.00
Pakistan	5	4	1	10	1	0	0	1	10.00
Panama	1721	1593	1561	4875	195	160	138	493	10.11
Papua New Guinea	16	16	11	43	2	5	4	11	25.58
Philippines	54	56	51	161	2	2	2	6	3.73
Portugal	2	2	3	7	0	0	1	1	14.29
Qatar	4	3	4	11	0	0	0	0	0.00
Russian Federation	12	9	8	29	1	2	3	6	20.69
Saint. Kitts and Nevis (UK)	30	16	17	63	16	7	11	34	53.97
Saint Vincent and the Grenadines	113	88	100	301	16	19	15	50	16.61
Samoa	2	1	1	4	0	0	0	0	0.00
Saudi Arabia	18	14	5	37	3	2	0	5	13.51
Seychelles	3	1	0	4	0	0	0	0	0.00

* Flag Netherland Antilles changed to Curacao with effect from 10.10.2010 with same flag code 025

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
Sierra Leone	14	7	19	40	4	1	7	12	30.00
Singapore	354	341	342	1037	23	26	18	67	6.46
Slovakia	6	1	5	12	0	0	1	1	8.33
South Africa	0	0	1	1	0	0	0	0	0.00
Spain	2	2	1	5	1	0	0	1	20.00
Sri Lanka	2	6	10	18	1	4	6	11	61.11
Sweden	11	14	10	35	0	0	0	0	0.00
Switzerland	8	13	9	30	0	0	1	1	3.33
Syrian Arab Republic	5	6	3	14	0	2	0	2	14.29
Taiwan, China	23	22	19	64	4	2	1	7	10.94
Tanzania	0	6	3	9	0	3	1	4	44.44
Thailand	38	55	34	127	4	2	1	7	5.51
Togo	1	3	1	5	0	1	0	1	20.00
Tonga	6	9	6	21	1	1	1	3	14.29
Tunisia	1	0	0	1	0	0	0	0	0.00
Turkey	43	37	42	122	4	6	2	12	9.84
Tuvalu	3	8	9	20	0	3	2	5	25.00
Ukraine	3	2	1	6	0	2	0	2	33.33
United Arab Emirates(UAE)	15	13	17	45	5	2	2	9	20.00
United Kingdom	64	52	71	187	1	5	2	8	4.28
United States of America	12	6	6	24	0	0	0	0	0.00
Vanuatu	28	30	31	89	2	1	1	4	4.49
Viet Nam	23	33	40	96	6	5	11	22	22.92
Total	5631	5383	5513	16527	553	517	471	1541	

Table: 8

Comparison of Deficiencies by Categories

Nature of Deficiencies	Number of Deficiencies		
	YEAR		
	2008	2009	2010
Ship's Certificates and Documents	508	505	453
Certification and Watch keeping for Seafarers.	420	355	361
Crew & Accommodation (ILO 147)	338	227	234
Food & Catering (ILO 147)	144	131	166
Working Spaces (ILO 147)	314	367	343
Life Saving Appliances	2128	1891	1704
Fire Safety Measures	3035	2679	2577
Accident Prevention (ILO 147)	390	303	234
Stability Structure and Related Equipment	1393	1278	1257
Alarm Signals	125	102	164
Carriage of Cargo and Dangerous Goods	149	163	123
Load Lines	1523	1371	1382
Mooring Arrangements (ILO 147)	188	186	172
Propulsion & Auxiliary Machinery	1292	1211	1242
Safety of Navigation	2479	2463	2410
Radio Communication	1045	979	874
Marpol Annex I	908	678	621
Oil, Chemical Tankers and Gas Carriers	77	47	90
Marpol Annex II	11	10	9
Solas Related Operational Deficiencies	745	813	748
Marpol Related Operational Deficiencies	80	88	74
Marpol Annex III	1	1	7
Marpol Annex V	257	186	229
ISM Related Deficiencies	890	864	817
Bulk Carriers Additional Safety Measures	168	146	189
Additional Measures to Enhance Maritime Security.	32	59	57
Additional Measures to Enhance Maritime Safety.	38	43	54
Marpol Annex IV	60	120	112
Marpol Annex VI	4	8	16
AFS Convention	0	3	1
Other Deficiencies	46	110	87
Total	18788	17387	16807

Table: 9

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
American Bureau of Shipping	509	459	501	1469	274	231	209	714	48.60
Biro Klasifikasi Indonesia	7	6	12	25	7	6	12	25	100.00
Bulgarski Koraben Registar	2	4	2	8	1	3	2	6	75.00
Bureau Veritas	509	451	509	1469	285	282	279	846	57.59
China Classification Society	203	248	262	713	107	139	140	386	54.14
China Corporation Register of Shipping	23	20	21	64	19	15	12	46	71.88
Croatian Register of Shipping	15	10	13	38	11	9	10	30	78.95
Det Norske Veritas	465	510	486	1461	229	290	211	730	49.97
Fidenavis SA	0	1	0	1	0	1	0	1	100.00
Germanischer Lloyd	557	514	545	1616	258	263	256	777	48.08
Global Marine Bureau	2	1	1	4	0	0	1	1	25.00
Hellenic Register of Shipping	26	18	2	46	22	15	2	39	84.78
Honduras International Surveying and Inspection Bureau	1	0	0	1	0	0	0	0	0.00
INCLAMAR	2	3	0	5	2	2	0	4	80.00
Indian Register of Shipping	60	56	41	157	26	42	23	91	57.96
Intermaritime Certification Services S.A.	4	7	8	19	4	7	8	19	100.00
International Naval Surveys Bureau	22	23	9	54	14	20	7	41	75.93
International Register of Shipping	63	37	30	130	47	36	27	110	84.62
International Ship Classification	1	8	5	14	1	8	5	14	100.00
Isthmus Bureau of Shipping	8	9	7	24	6	9	7	22	91.67
Korea Classification Society	38	25	21	84	25	20	17	62	73.81
Korean Register of Shipping	270	300	267	837	165	174	134	473	56.51
Korea Ship Safety Technology Authority	0	0	1	1	0	0	1	1	100.00
Lloyd's Register	764	703	724	2191	413	378	383	1174	53.58
Marconi International Company Ltd.	1	0	0	1	0	0	0	0	0.00
National Shipping Adjuster Inc	0	3	2	5	0	3	2	5	100.00
Nippon Kaiji Kyokai	1702	1618	1657	4977	902	912	834	2648	53.20
Overseas Marine Certification Services	2	2	6	10	2	2	6	10	100.00
Panama Bureau of Shipping	0	1	0	1	0	1	0	1	100.00
Panama Maritime Surveyors Bureau Inc.	2	0	1	3	2	0	1	3	100.00
Panama Maritime Documentation Service	4	0	4	8	3	0	4	7	87.50
Panama Register Corporation	5	2	0	7	3	1	0	4	57.14
Panama Shipping Certificate Inc.	1	0	0	1	0	0	0	0	0.00
Panama Shipping Registrar Inc.	5	1	2	8	3	1	2	6	75.00
Phoenix Register of Shipping	0	6	13	19	0	5	13	18	94.74
Polski Rejestr Statkow	16	7	7	30	10	5	6	21	70.00
Registro Italiano Navale	146	154	176	476	88	95	107	290	60.92
Registro Internacional Naval S.A.	2	0	1	3	2	0	1	3	100.00
RINAVE Portuguesa	1	0	0	1	1	0	0	1	100.00
Russian Maritime Register of Shipping	83	87	72	242	57	67	57	181	74.79

Table: 9 (Contd.)

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
Shipping Register of Ukraine	0	1	1	2	0	1	1	2	100.00
Turkish Lloyd	16	12	5	33	9	8	4	21	63.64
Universal Maritime Bureau	1	0	0	1	1	0	0	1	100.00
Universal Shipping Bureau	7	3	2	12	6	3	2	11	91.67
Viet Nam Register of Shipping	23	33	39	95	20	31	39	90	94.74
No Class	5	0	2	7	3	0	1	4	57.14
Other	58	40	56	154	39	30	43	112	72.73
Total	5631	5383	5513	16527	3067	3115	2869	9051	

Table: 10

Comparison of Inspections and Detentions per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
American Bureau of Shipping	509	459	501	1469	37	28	23	88	5.99
Biro Klasifikasi Indonesia	7	6	12	25	3	4	0	7	28.00
Bulgarski Koraben Registar	2	4	2	8	1	0	2	3	37.50
Bureau Veritas	509	451	509	1469	47	41	48	136	9.26
China Classification Society	203	248	262	713	14	14	16	44	6.17
China Corporation Register of Shipping	23	20	21	64	4	1	2	7	10.94
Croatian Register of Shipping	15	10	13	38	5	1	2	8	21.05
Det Norske Veritas	465	510	486	1461	41	41	23	105	7.19
Fidenavis SA	0	1	0	1	0	1	0	1	100.00
Germanischer Lloyd	557	514	545	1616	45	41	41	127	7.86
Global Marine Bureau	2	1	1	4	0	0	1	1	25.00
Hellenic Register of Shipping	26	18	2	46	11	7	2	20	43.48
Honduras International Surveying & Inspection Bureau	1	0	0	1	0	0	0	0	0.00
INCLAMAR	2	3	0	5	0	0	0	0	0.00
Indian Register of Shipping	60	56	41	157	5	9	4	18	11.46
Intermaritime Certification Services S.A.	4	7	8	19	1	7	4	12	63.16
International Naval Surveys Bureau	22	23	9	54	9	12	3	24	44.44
International Register of Shipping	63	37	30	130	29	19	16	64	49.23
International Ship Classification	1	8	5	14	0	3	2	5	35.71
Isthmus Bureau of Shipping	8	9	7	24	1	5	3	9	37.50
Korea Classification Society	38	25	21	84	11	11	7	29	34.52
Korean Register of Shipping	270	300	267	837	21	23	13	57	6.81
Korea Ship Safety Technology Authority	0	0	1	1	0	0	0	0	0.00
Lloyd's Register	764	703	724	2191	52	59	51	162	7.39
Marconi International Marine Co. Ltd.	1	0	0	1	0	0	0	0	0.00
National Shipping Adjuster Inc	0	3	2	5	0	3	2	5	100.00
Nippon Kaiji Kyokai	1702	1618	1657	4977	132	119	111	362	7.27
Overseas Marine Certification Services	2	2	6	10	1	0	1	2	20.00
Panama Bureau of Shipping	0	1	0	1	0	1	0	1	100.00
Panama Maritime Surveyors Bureau Inc.	2	0	1	3	1	0	0	1	33.33
Panama Maritime Documentation Services	4	0	4	8	0	0	1	1	12.50
Panama Register Corporation	5	2	0	7	3	1	0	4	57.14
Panama Shipping Certificate Inc.	1	0	0	1	0	0	0	0	0.00
Panama Shipping Registrar Inc.	5	1	2	8	0	0	1	1	12.50
Phoenix Register of Shipping	0	6	13	19	0	4	10	14	73.68
Polski Rejestr Statkow	16	7	7	30	3	1	1	5	16.67
Registro Italiano Navale	146	154	176	476	19	17	19	55	11.55
Registro Internacional Naval S.A.	2	0	1	3	0	0	0	0	0.00
RINAVE Portuguesa	1	0	0	1	0	0	0	0	0.00
Russian Maritime Register of Shipping	83	87	72	242	14	17	17	48	19.83

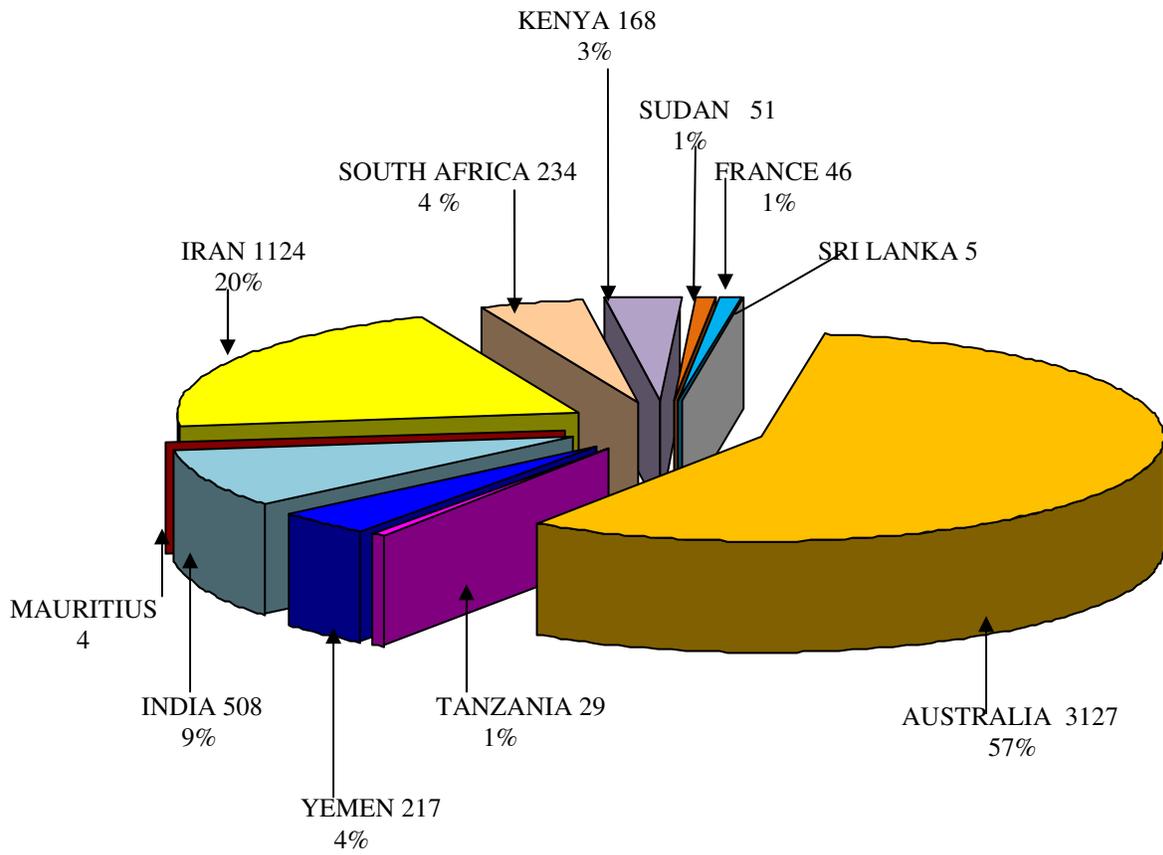
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Comparison of Inspections and Detentions per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2008	2009	2010	Total	2008	2009	2010	Total	
Shipping Register of Ukraine	0	1	1	2	0	0	1	1	50.00
Turkish Lloyd	16	12	5	33	3	2	1	6	18.18
Universal Maritime Bureau	1	0	0	1	1	0	0	1	100.00
Universal Shipping Bureau	7	3	2	12	6	3	1	10	83.33
Viet Nam Register of Shipping	23	33	39	95	11	10	17	38	40.00
No Class	5	0	2	7	2	0	0	2	28.57
Other	58	40	56	154	20	12	25	57	37.01
Total	5631	5383	5513	16527	553	517	471	1541	

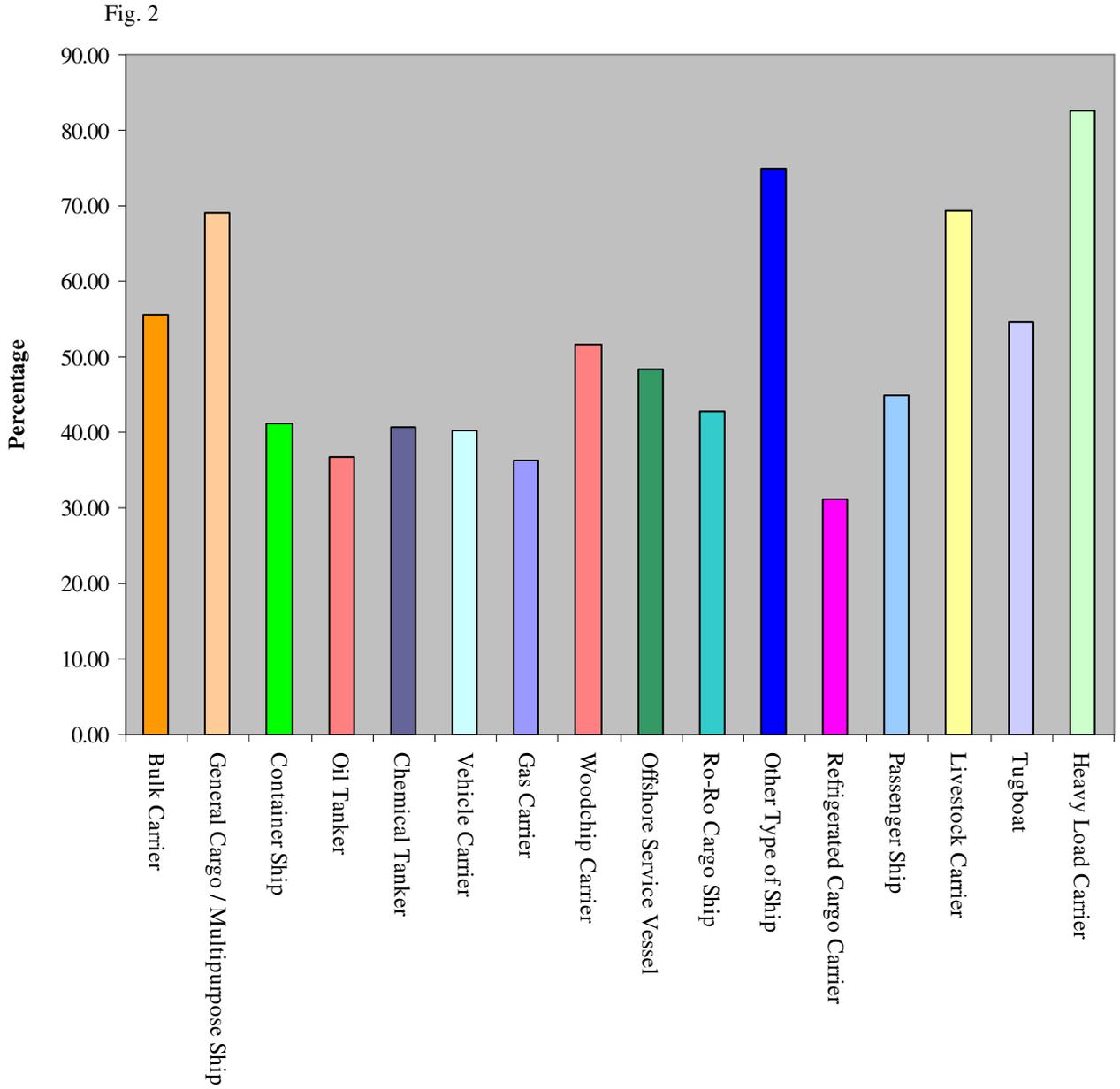
Fig. 1

INSPECTION EFFORTS



TOTAL INSPECTIONS : 5513

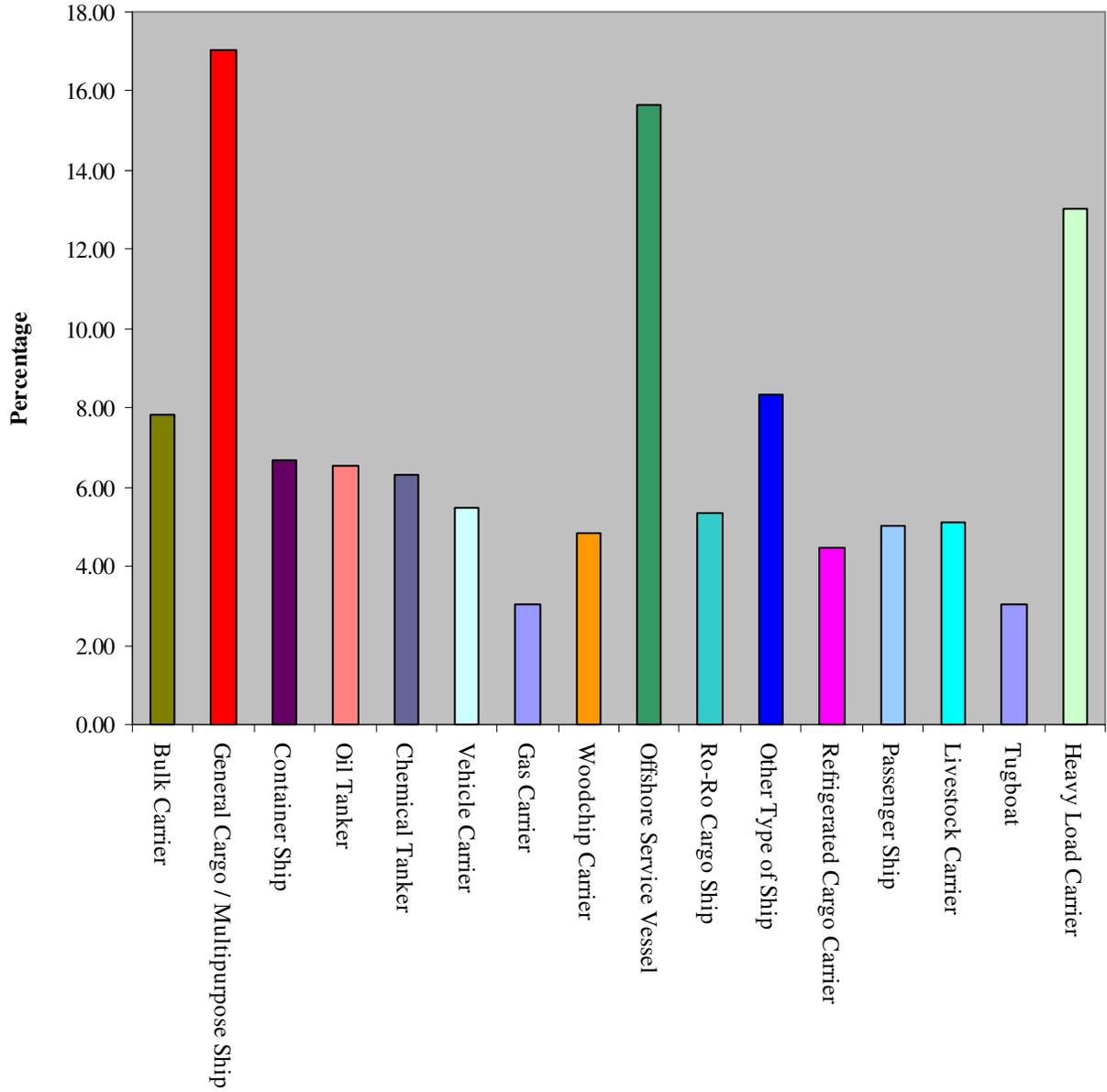
Percentage of Ship Type with Deficiencies



This graph depicts 20 inspections and above/ Ship Type

Percentage of Detentions per Ship Type

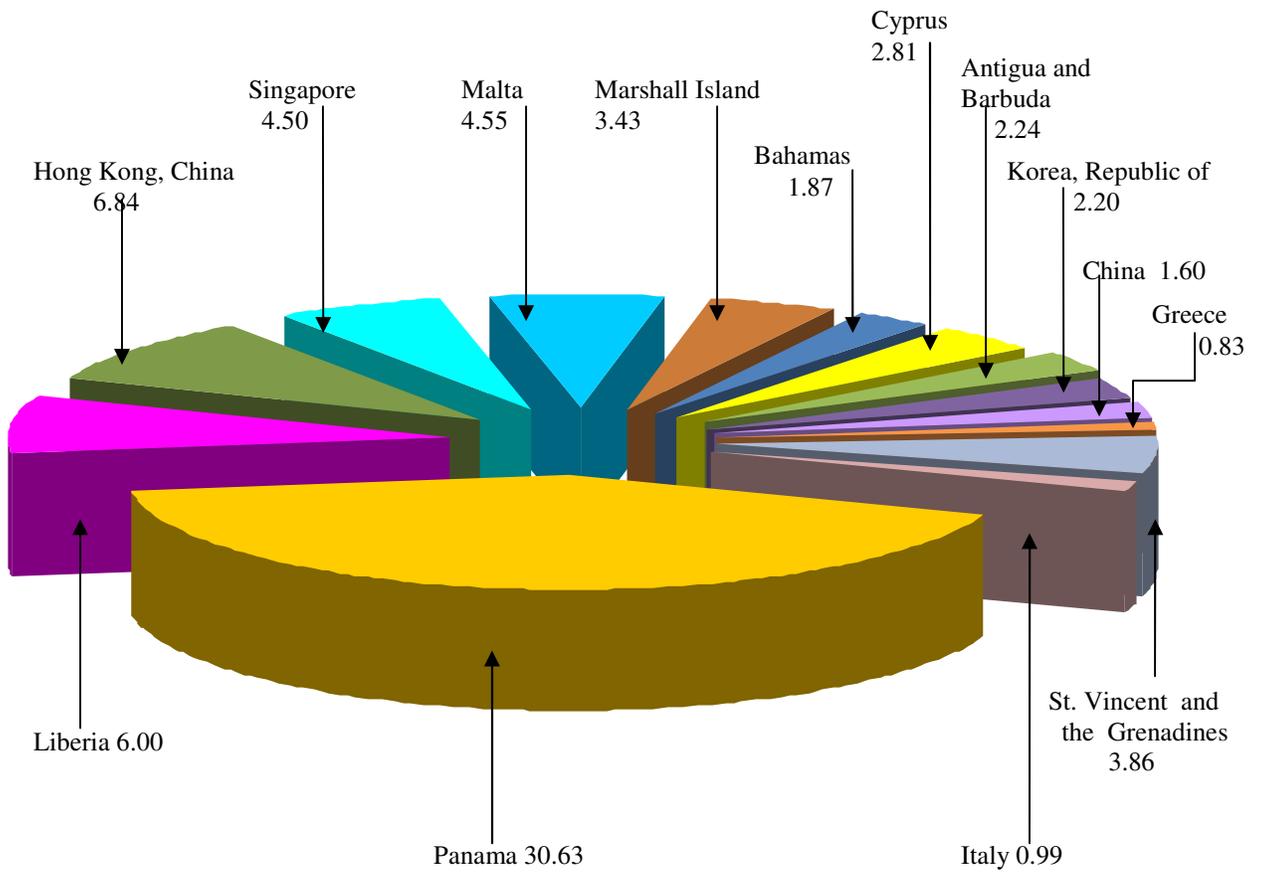
Fig. 3



This graph depicts 20 inspections and above/ Ship Type

Percentage of Deficiencies per Flag

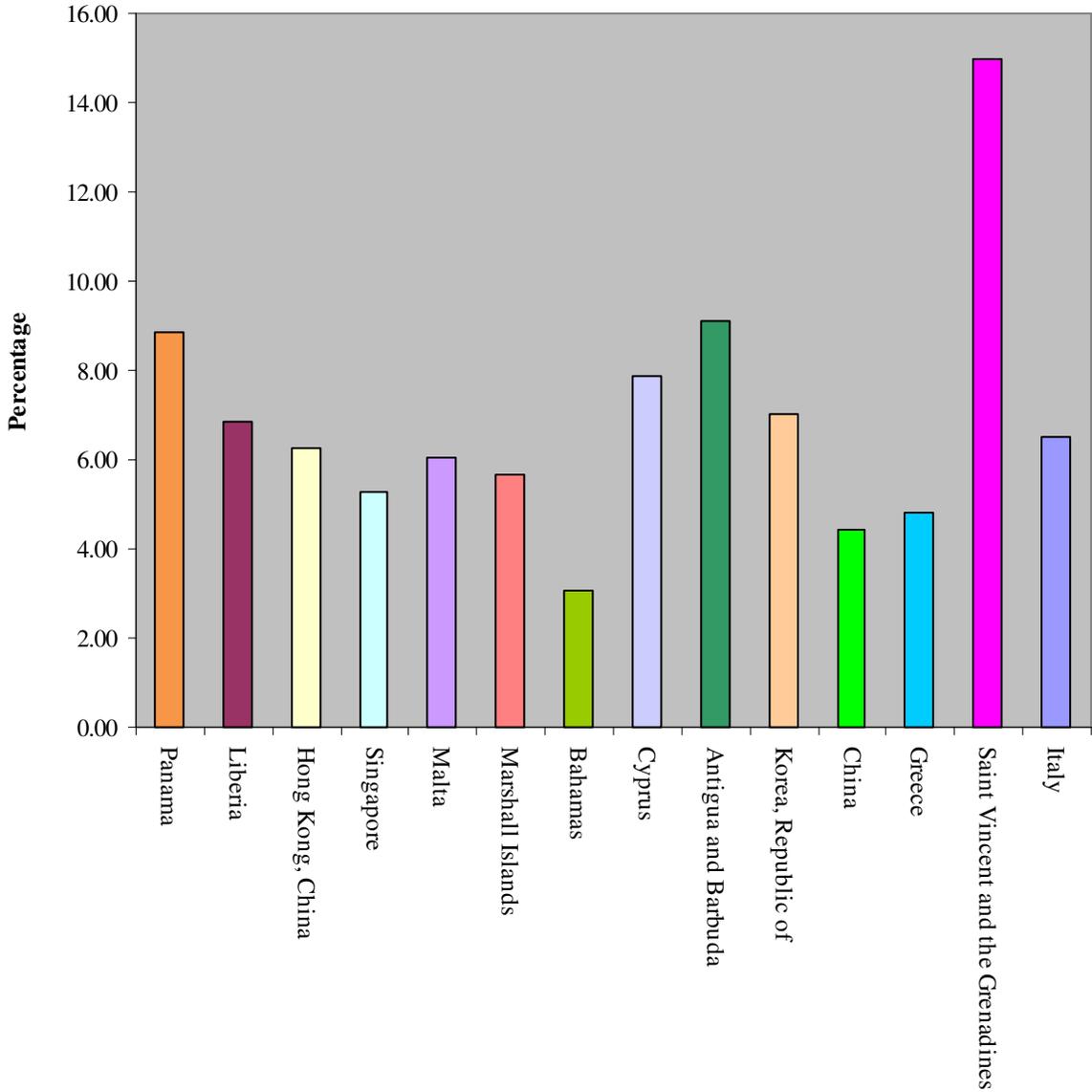
Fig. 4



This graph depicts 75 inspections and above / Flag.

Percentage of Detentions per Flag

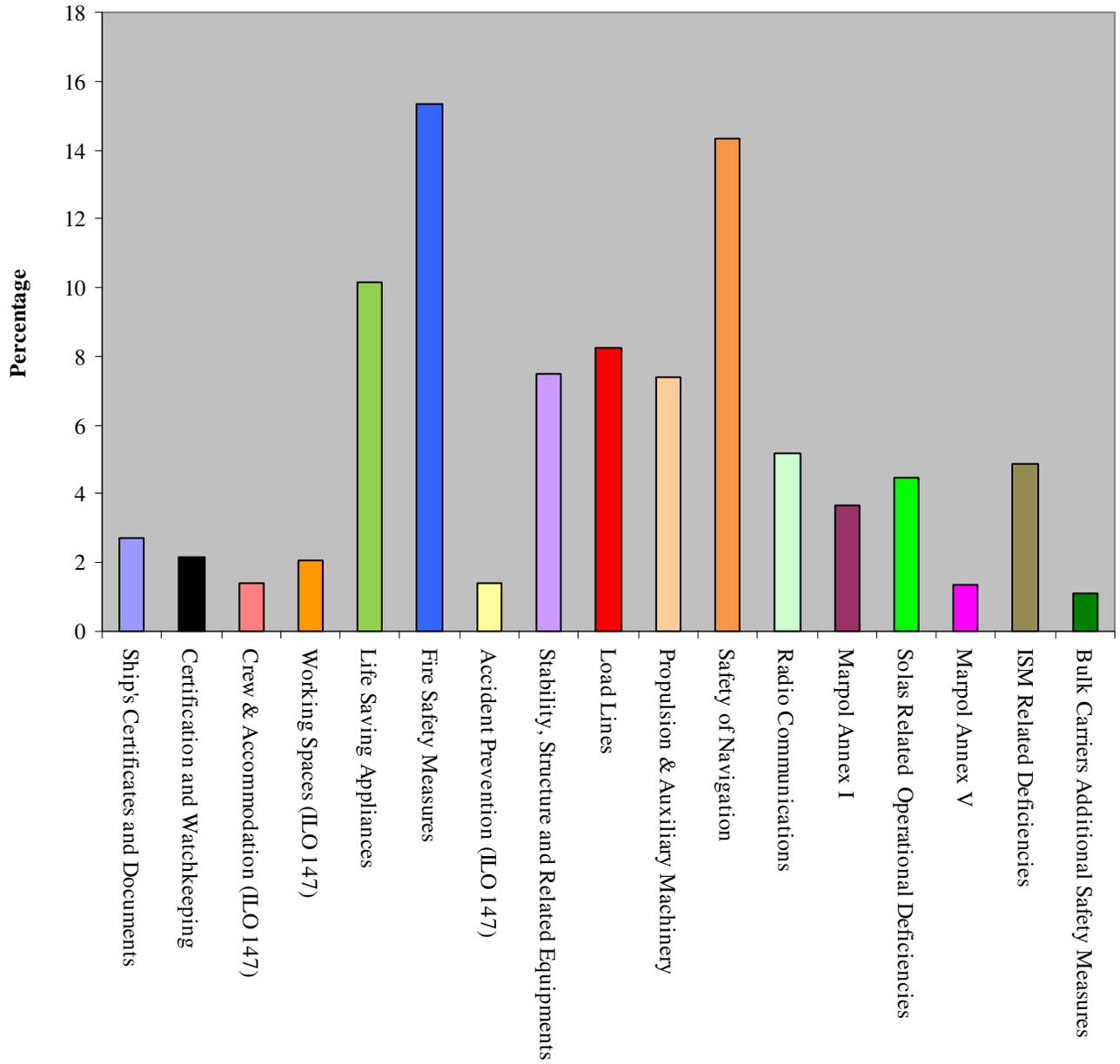
Fig 5



This graph depicts 75 inspections and above/Flag

Deficiency Percentage By Categories

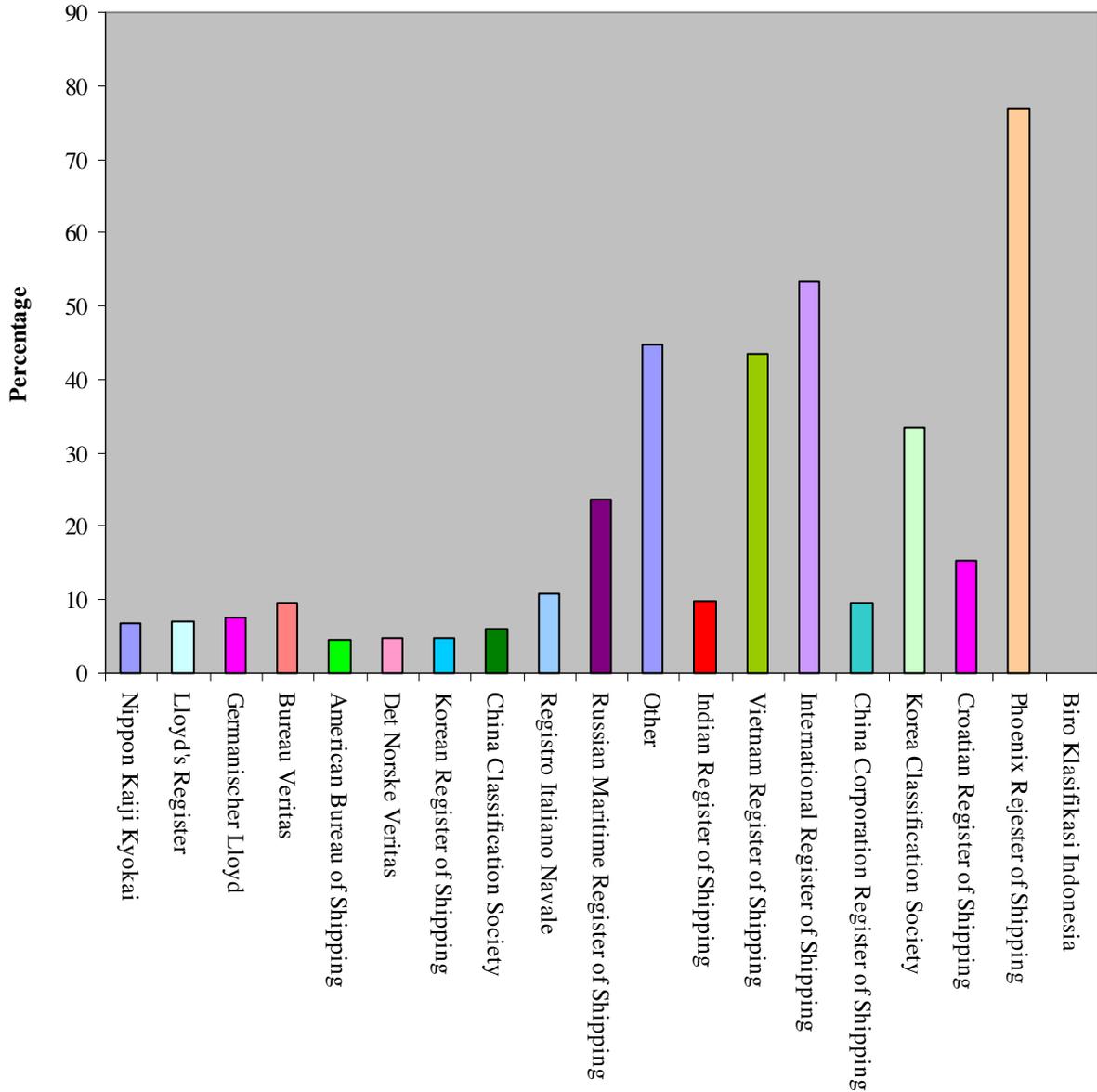
Fig. 6



This graph depicts deficiencies percentage 1.5 and above

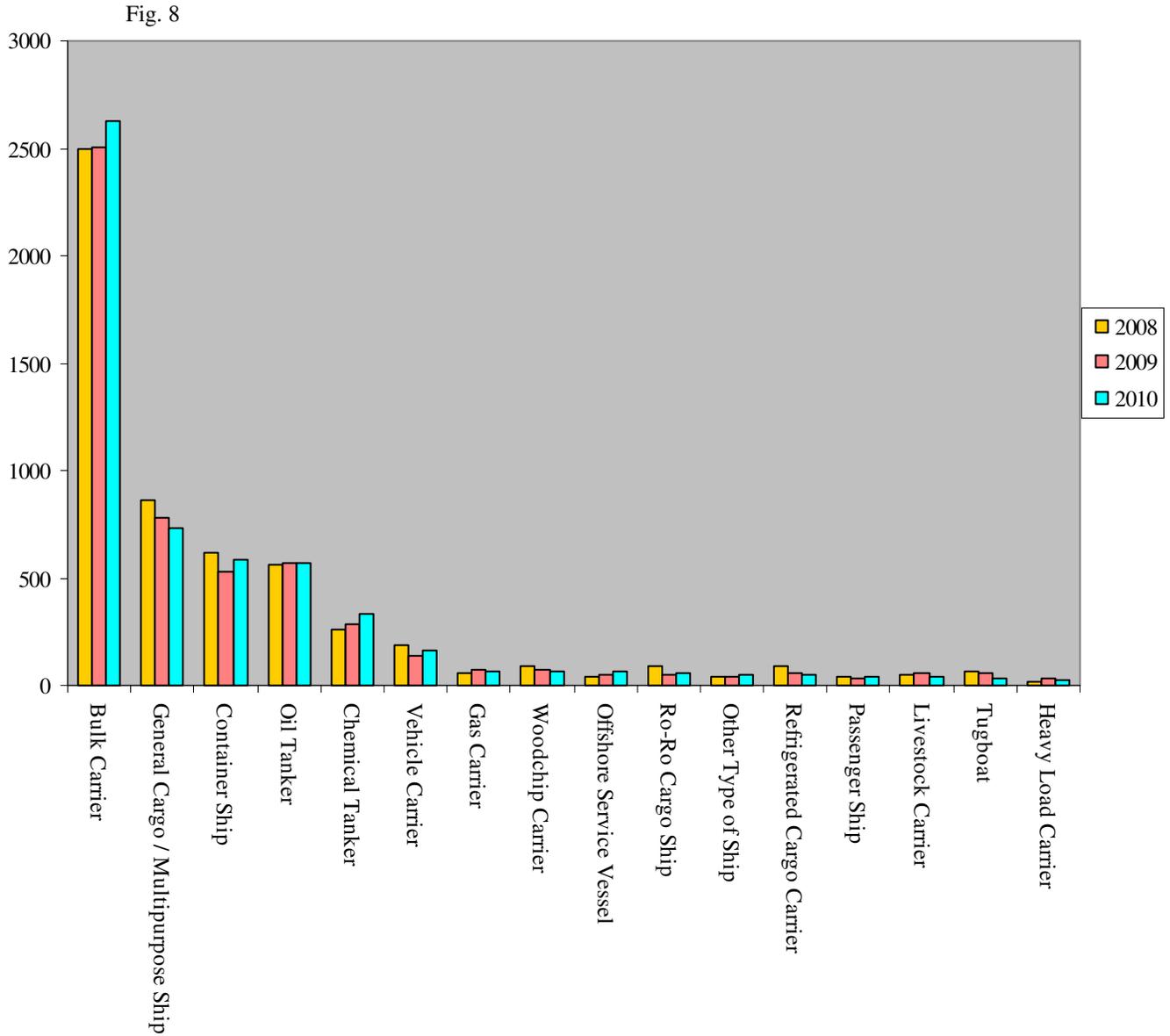
Detention Percentage By Recognised Organisation

Fig. 7



This graph depicts inspections of 10 Ships and above/Recognised Organisation

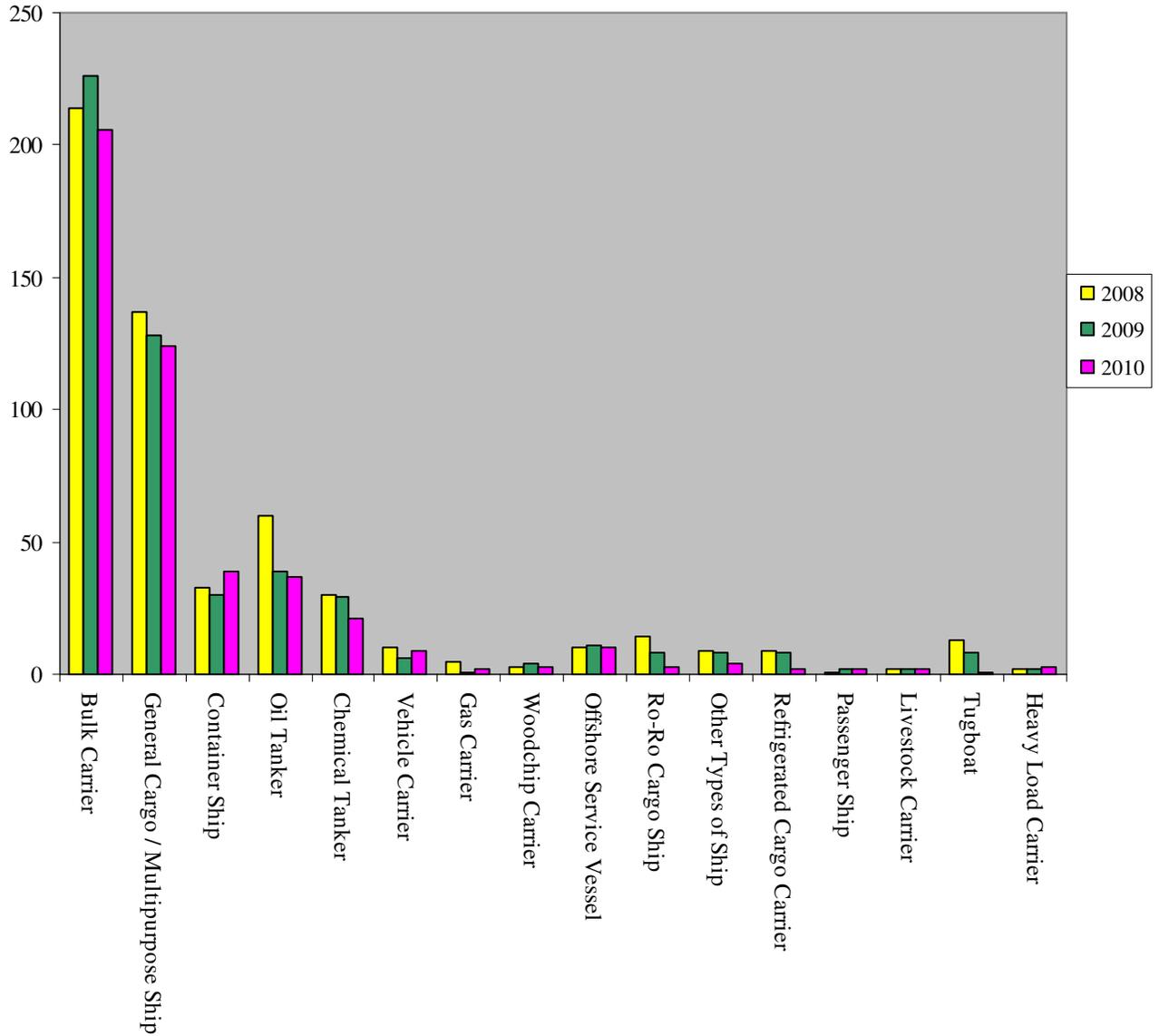
Comparison of Inspections per Ship Type



This graph depicts 30 inspections and above either for 2008, 2009 or 2010 / Ship Type

Comparison of Detentions per Ship Type

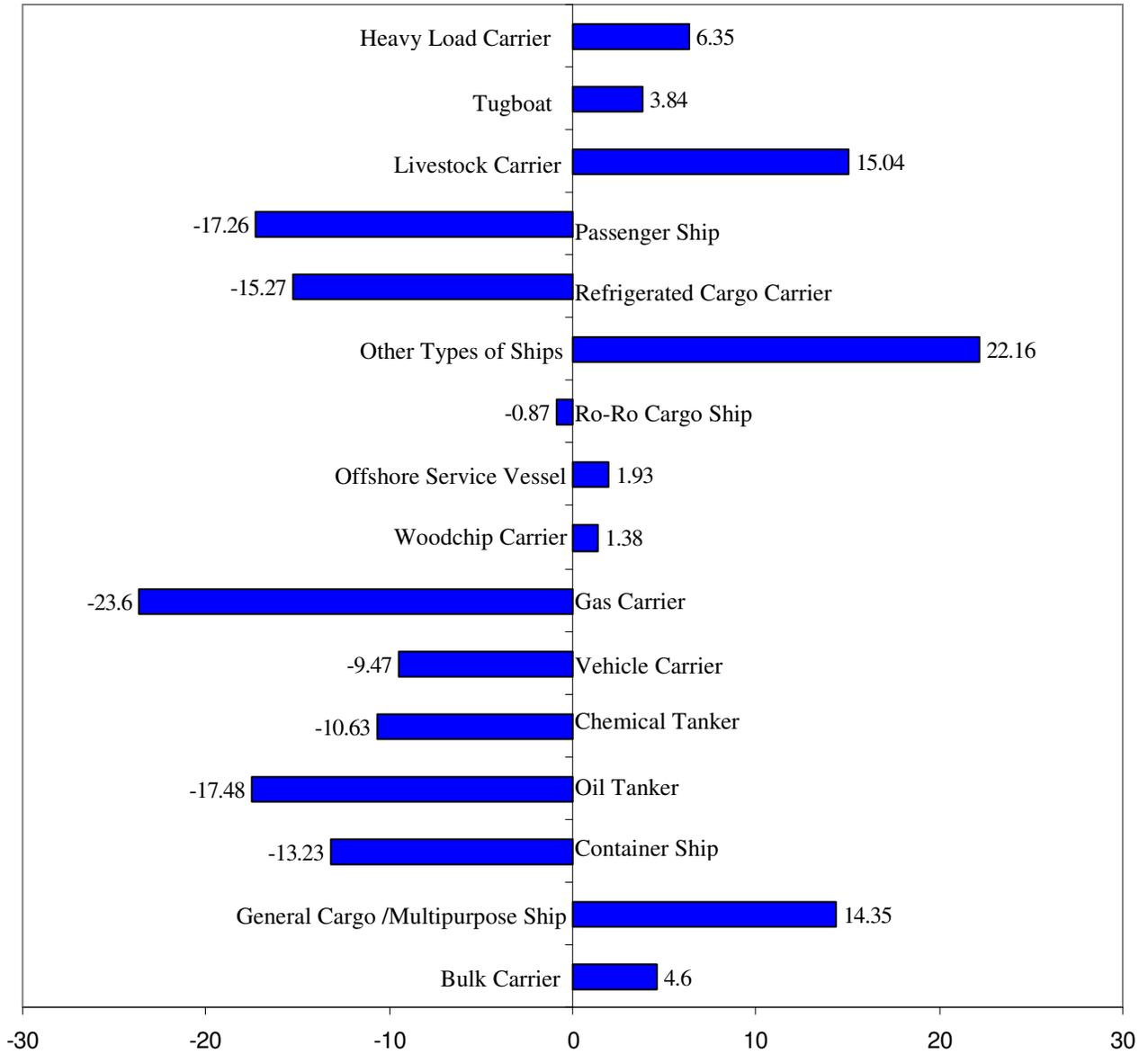
Fig. 9



This graph depicts 30 inspections and above either for 2008, 2009 or 2010 / Ship Type

Fig. 10

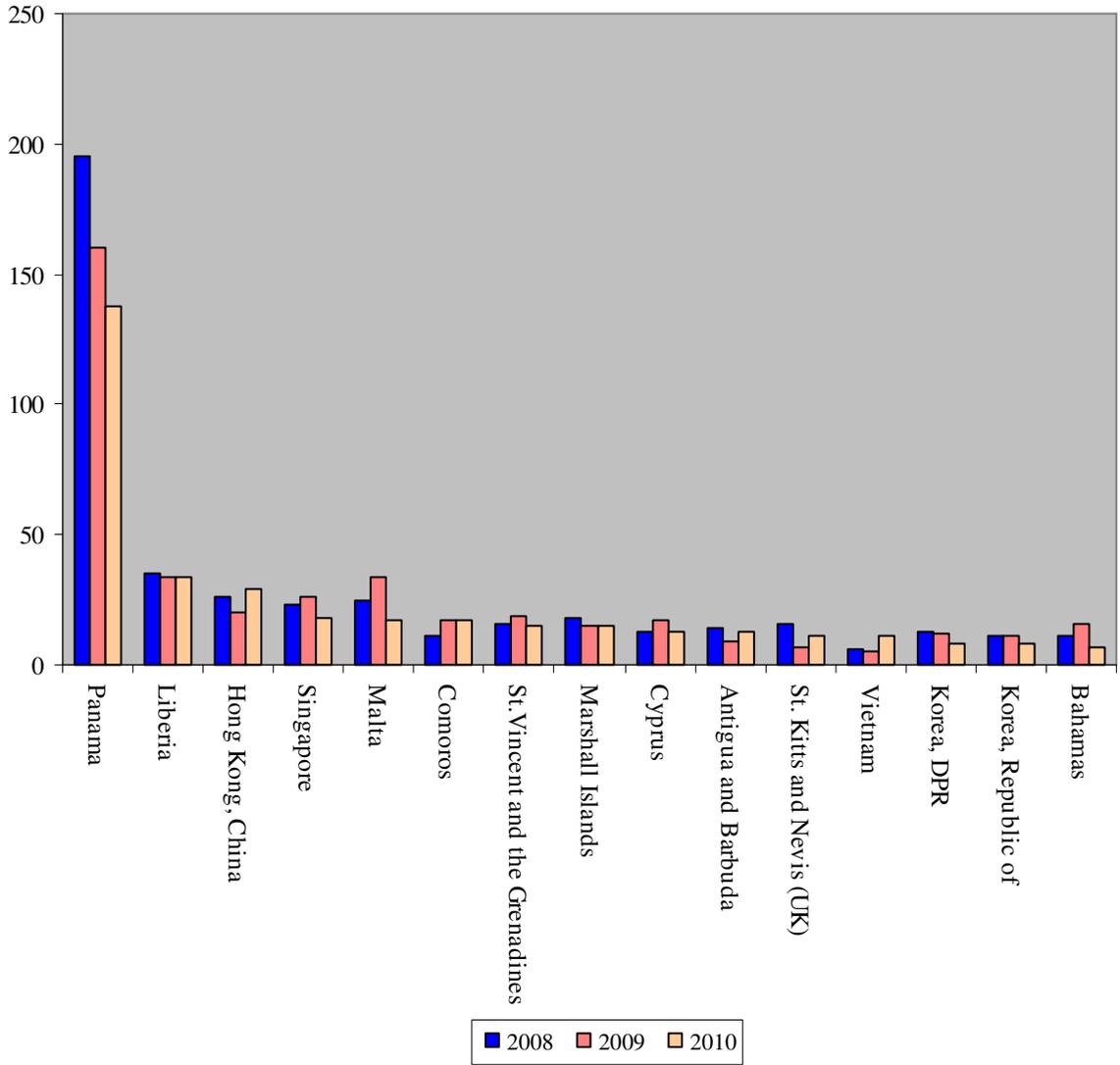
Summary of 3-years Inspections with Deficiencies per Ship Type



% over (+) or under (-) average

Comparison of Detentions per Flag

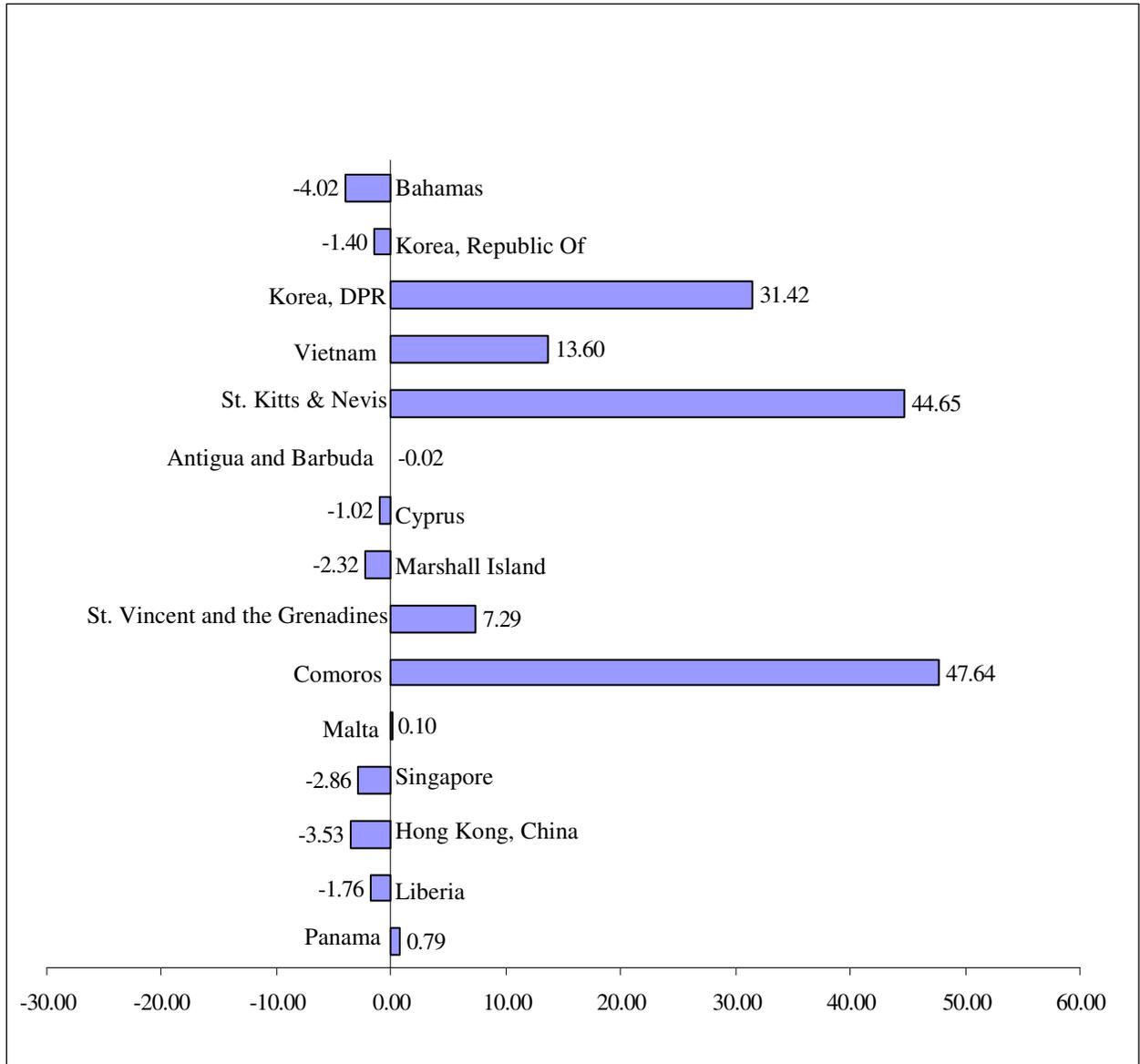
Fig. 11



This graph depicts detentions of 10 and above either for 2008, 2009 or 2010/ flag

Summary of 3 Years Detention per Flag

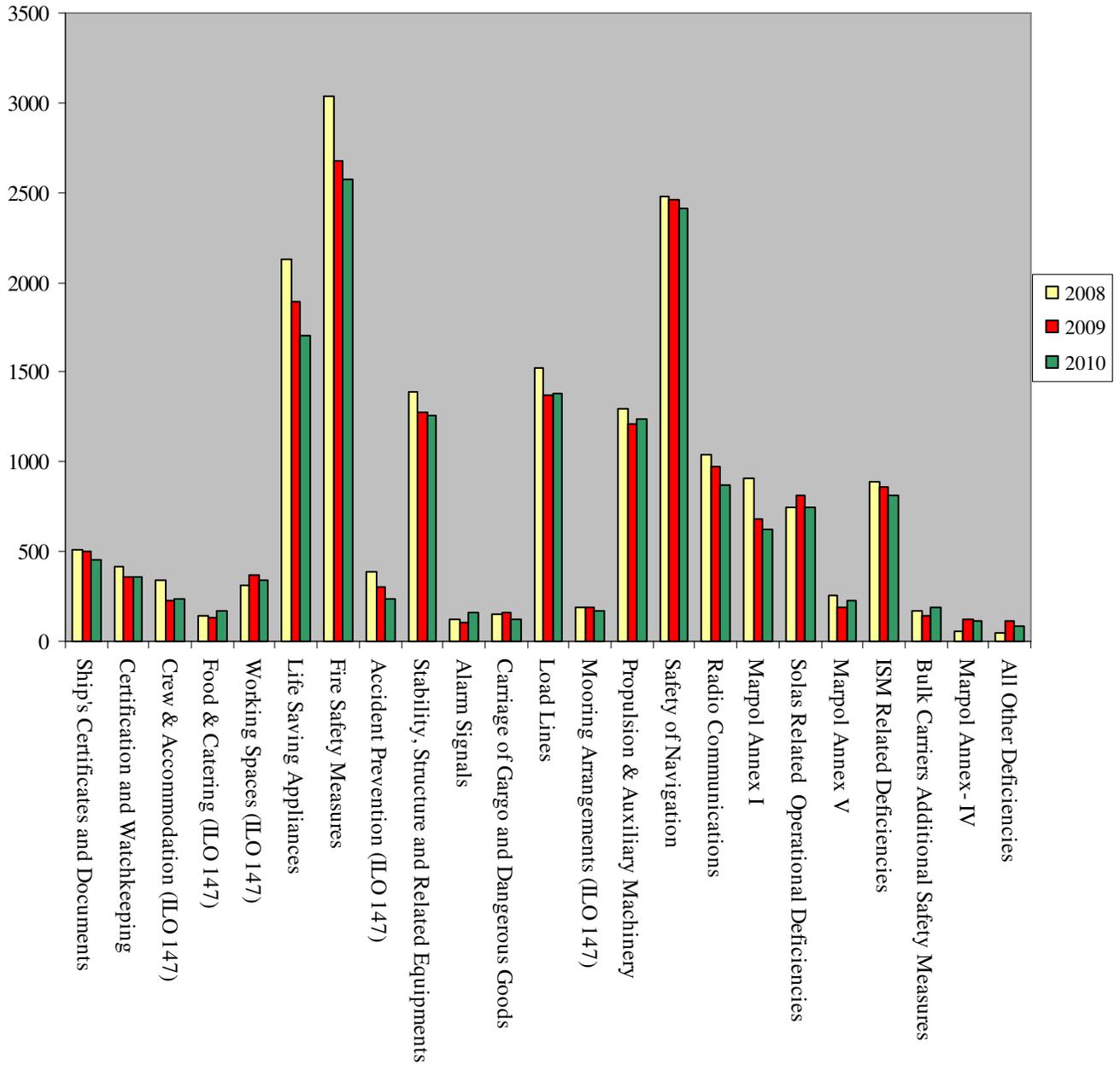
Fig. 12



% over (+) or under (-) average

Comparison of Deficiencies by Categories

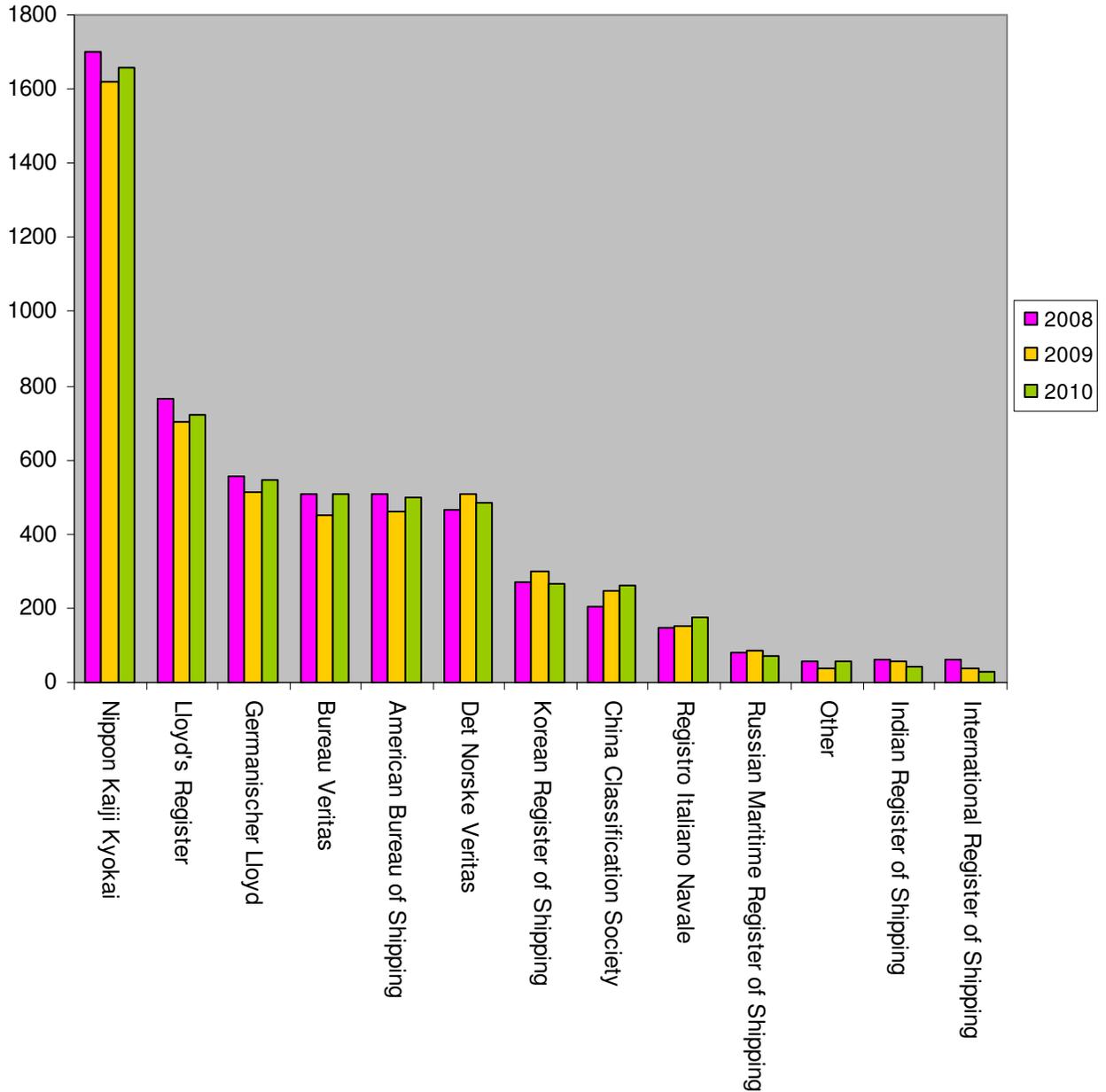
Fig. 13



This graph depicts deficiencies of 100 and above either for 2008, 2009 or 2010

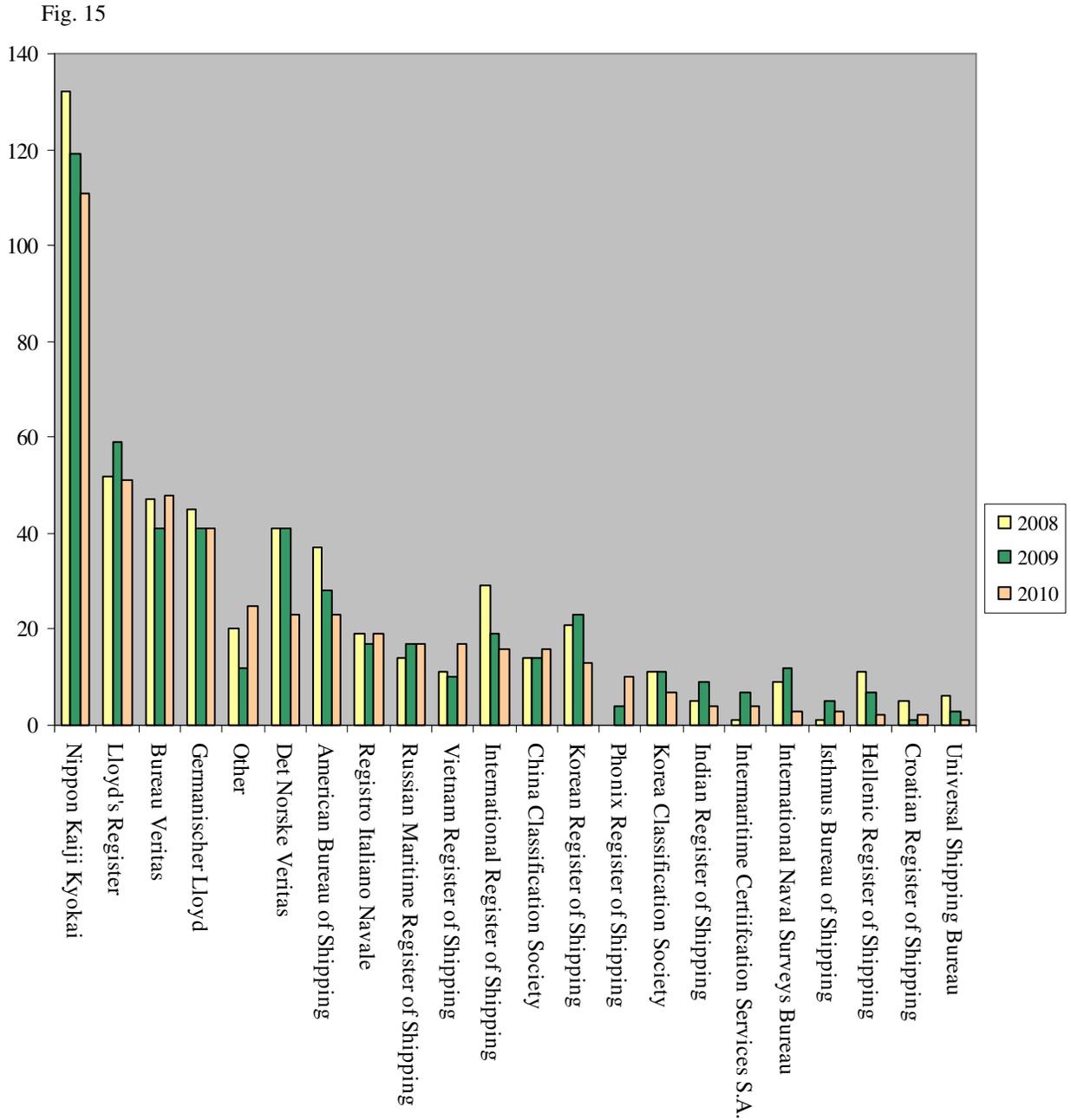
Comparison of Inspections per Recognised Organisation

Fig. 14



This graph depicts inspections of 40 ships and above either for 2008, 2009 or 2010

Comparison of Detentions per Recognised Organisation



This graph depicts detentions of 5 and above either for 2008, 2009 or 2010

THE REPORT OF CIC ON HARMFUL SUBSTANCES (MP) CARRIED IN PACKAGED FORM (MARPOL ANNEX III, SOLAS VII AND THE IMDG CODE)

Name of reporting Authority	AUSTRALIA
Total number of inspection	172
Total number of deficiencies	137
Total number of detention	0

Name of reporting Authority	FRANCE
Total number of inspection	9
Total number of deficiencies	5
Total number of detention	0

Name of reporting Authority	INDIA
Total number of inspection	125
Total number of deficiencies	122
Total number of Detentions	0

Name of reporting Authority	IRAN
Total number of inspection	14
Total number of deficiencies	4
Total number of detention	0

Name of reporting Authority	KENYA
Total number of inspection	6
Total number of deficiencies	1
Total number of detention	0

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	3
Total number of deficiencies	3
Total number of detention	0

Name of reporting Authority	YEMEN
Total number of inspection	12
Total number of deficiencies	10
Total number of detention	0

All Reporting Authorities

Total number of inspection	341
Total number of deficiencies	282
Total number of detention	0

KENYA

THE MARITIME INDUSTRY IN KENYA

Introduction

Kenya lies on the east African coast with a total area of some 580,367 sq. km excluding 11,230 sq. km of inland waters that comprise mostly of Lakes Victoria, Naivasha and Turkana, with a coastline of some 600 km along the Indian Ocean. Maritime transport, tourism and fishing are important aspects of the national socio-economic structure.

The coastal strip of Kenya has remained a significant maritime route dating back to first Century. Early navigators along the coastal strip included the Oman Arabs, Portuguese, Chinese and Persians who were mainly explorers. Over time the coastal strip of Kenya has emerged as an important gateway to East and Central Africa with marine vessels from different part of the world visiting the Kenyan coast with commodities such as fuel, consumer products, agricultural and other industrial inputs for the regions industries.

Kenya has a comparatively extensive and developed transport and communications network, with 2,733 km of railway track open for traffic and approximately 52,055 km of classified roads. There are all weather roads linking the capital city, Nairobi, to Kampala, Dar es Salaam, Addis Ababa and Southern Sudan. There are also onward road extensions to Rwanda, Burundi and Democratic Republic of Congo; as well as railway and steamer links with Uganda and Tanzania. There are plans to establish a freeport and a free processing zone around the port of Mombasa.

Kenya has only one international seaport with proposals for a second one on Manda Island - Lamu, about 250 km north of Mombasa. Mombasa port serves as transit port for the rest of the hinterland, the Indian Ocean States and as a refueling and service port for international traffic. Full container handling facilities exist in the port of Mombasa. The port of Mombasa provides access to the sea for Uganda, Democratic Republic of Congo and Rwanda. There is also thriving inland water shipping between Kenya and her neighbours, based on the Lake Victoria port of Kisumu, to Port Bell and Jinja in Uganda and Mwanza and Musoma in Tanzania.



The Port of Mombasa

There are rail and road links from Kisumu to Mombasa. For centuries, Mombasa has been the gateway to Eastern Africa. The port has also proved invaluable in the handling of emergency aid cargo to Somalia, Ethiopia, Southern Sudan, Rwanda and Burundi. It has also recently emerged as an attractive cruise-line centre for voyages to and from Southern Europe, South Africa and the Indian Ocean Island States. The port is also served by an international airport which has flights regularly to international destinations.

Facilities available in Mombasa for ship repair

Mombasa has adequate ship repair facilities and this makes it possible for PSCO to insist on serious deficiencies be rectified before a ship can be allowed to sail. The following is a list of these facilities:

There are 5 ship repair facilities in the port

- Kenya Ports Authority (KPA) has its own Dockyard with slipways and workshop facilities for repairing mainly KPA marine craft and can accept outside contracts.
- The Kenya Navy has a syncro-lift and workshop facilities for repairing its own fleet
- African Marine and General Engineering Co Ltd (AMGECO) Mombasa has a dry dock,
Length 180 metres,
Width 24.75 metres
Depth 7.9 metres. (maximum water HWS)
Almost every type of repair work can be undertaken. AMGECO is ISO 9001:2008 certified
- Southern Engineering Co Ltd. has a floating dock for building and repair of small ships and boats and also has adequate workshop facilities
- Comarco at Liwatoni owns a jetty and carry out small repairs and also undertakes salvage work.

Kenya Maritime Authority

Kenya Maritime Authority was set up in June 2004 as the Government agency to take charge of regulatory and oversight functions over the national maritime industry. KMA took over from the Merchant Shipping Superintendent (then a department of Kenya Ports Authority), the mandate for oversight, coordination and regulation of national maritime affairs in line with national legislation and international maritime conventions. Some of the key objectives of the Authority are to:

- a) Strengthen maritime administration in the country through enhancement of regulatory and institutional capacities for safety and security
- b) Foster effective implementation of international maritime conventions and other mandatory instruments on safety, security, maritime training, search and rescue, pollution prevention and the preservation of the marine environment;
- c) Co-ordinate the implementation of policies relating to maritime affairs and promote the integration of such policies into the national development projects; and

- d) Create an enabling environment for the development of national capacity to maximize benefits both in the supply and use of maritime transport services.

The aim therefore, is to provide a safe environment for the development of shipping programs in order to enhance the safety and security of life and property at sea and the preservation of the marine environment, while at the same time playing a significant role in the development and growth of the national economy. The Authority's mandate translates into the following key operations and roles: -

Maritime safety and security: the Authority undertakes the implementation of national maritime legislation which incorporates the international conventions that set the minimum standards necessary for addressing the safety and security of users and operators of water based transport in order to minimize accidents involving water crafts that ply on coastal and inland waters. Through the Regional Maritime Rescue Coordination Center, Mombasa, the Authority provides a service for the communication of distress and piracy incidents that happen in the region;

Maritime training: Maritime training is very important for Kenya and therefore KMA has developed a National Maritime Training Curriculum to guide the local training of seafarers and has adopted all necessary standards of IMO and attained IMO White list status. The curriculum was adopted and launched in 2008;

Marine pollution prevention: tourism and fisheries industries are major sources of foreign exchange earnings to the national economy and therefore an important source of employment. The two industries are highly dependent on a clean pristine marine environment and the protection and preservation of the coastline and therefore marine environment protection is of critical importance.



Cruise ship and tourists at the port of Mombasa

Ships have always used the waters on which they navigate to dispose of their operational waste. Formerly such waste consisted of garbage and sanitary waste but with technological advancement in their construction, today ships also discharge oily residues, such as bilge water, sludge and oil waste. In addition, chemical and oil tankers wash out dirty tanks at sea and also discharge their dirty ballast water. On top of this, the number and the size of ships sailing on the oceans have increased considerably over the last few years. The cumulative effect of this is a high risk of large-scale operational pollution.

In view of this, the Authority has put in place measures to ensure that ship owners and others adopt modern practices that ensure that their activities do not impact negatively on the marine environment. Such measures include sanctions to deter the dumping of garbage, oil, chemicals and sewage at sea. Other measures include oil spill response contingency planning, structures to obtain assistance from the international community, personnel training and acquisition of modern oil spill combat equipment, as well as mechanisms for the compensation of local industries in the event of a major oil spill that destroys their livelihood;

Commercial Shipping: In the commercial shipping sector KMA has been engaged in sensitizing and educating the public and particularly, importers and exporters on the correct use of **International Commercial Terms (INCOTERMS)** in the conduct of international trade. Correct use of **INCOTERMS** would allow Kenyan traders to improve profits, save foreign exchange and make Kenyan exports more competitive in the international markets, as well as facilitate the development of marine insurance industry and transport sectors, thus contributing to the state coffers via increased taxes.



Commercial Shipping

Transportation costs: to realize the competitiveness of national exports and lower prices for imports into Kenya and the region, the Authority is engaged in putting in place the necessary structures to ensure the reduction of the costs of logistics as a percentage of the value of goods from the current 20-40% to around 4%, in line with global trends. This should result in the drastic reduction in the prices of imports and also make Kenyan exports more competitive in the global market;

Auxiliary maritime services: As over 95% of Kenya's international trade is carried through ships there is therefore strategic justification for supervision and direction of the sector especially along the transport logistics chain to ensure that the sector operates efficiently and as competitively as possible, keeping prices down and ensuring the availability of quality maritime services;

Piracy and armed robbery against ships in waters off the coast of Somalia: being a neighbor to Somalia the current escalation of piracy incidents has threatened vital sea lanes used by ships visiting the port of Mombasa. The Authority is fully engaged in regional and international initiatives aimed at finding short term solutions at sea for suppressing and deterring piracy as well as identifying measures by which seafarers can better cope up with this menace to their lives and careers.

ACHIEVEMENTS

Chief among the Authority's achievements has been the spearheading of the drafting and enactment of a brand new Merchant Shipping Act 2009 in order to guide the growth of the maritime industry. The development and launch of a national Seafarers Training Curriculum, was instrumental in mainstreaming maritime education and training as well as its integration within Kenya's national education system.

KMA is proud to have attained certification under ISO 9001:2008 with Bureau Veritas. With this achievement, the Authority confirmed its determination to embrace best practices for business efficiency and customer satisfaction through the provision of quality service in the sector.



Launching of new corporate identity and celebrating ISO certification

A new corporate identity symbolized by a new logo that was recently launched is intended to reflect a renewed commitment to meet the Authority's statutory mandate, while presenting a more contemporary dynamic image that better reflects KMA's forward thinking outlook, breadth of quality services, integrity, expertise and embrace of modern technology.