

FOREWORD

The Committee is pleased to present this thirteenth annual report on the Port State Control (PSC) 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 2011.

Since the beginning of the IOMOU in 1999, members have made every effort to continuously improve the standard of 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 2011 it participated in a Concentrated Inspection Campaign (CIC) in conjunction with the Tokyo MOU and Paris MOU on PSC.

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 increase the risk of serious accidents including loss of life and 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. 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.

Wilfred Kagimbi
Chairman
Port State Control Committee

Bimalesh Ganguli
Secretary
IOMOU Secretariat

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INTRODUCTION

GENERAL

The Memorandum of Understanding on Port State Control in the Indian Ocean region (IOMOU) 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 (PSC) 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 regulations 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

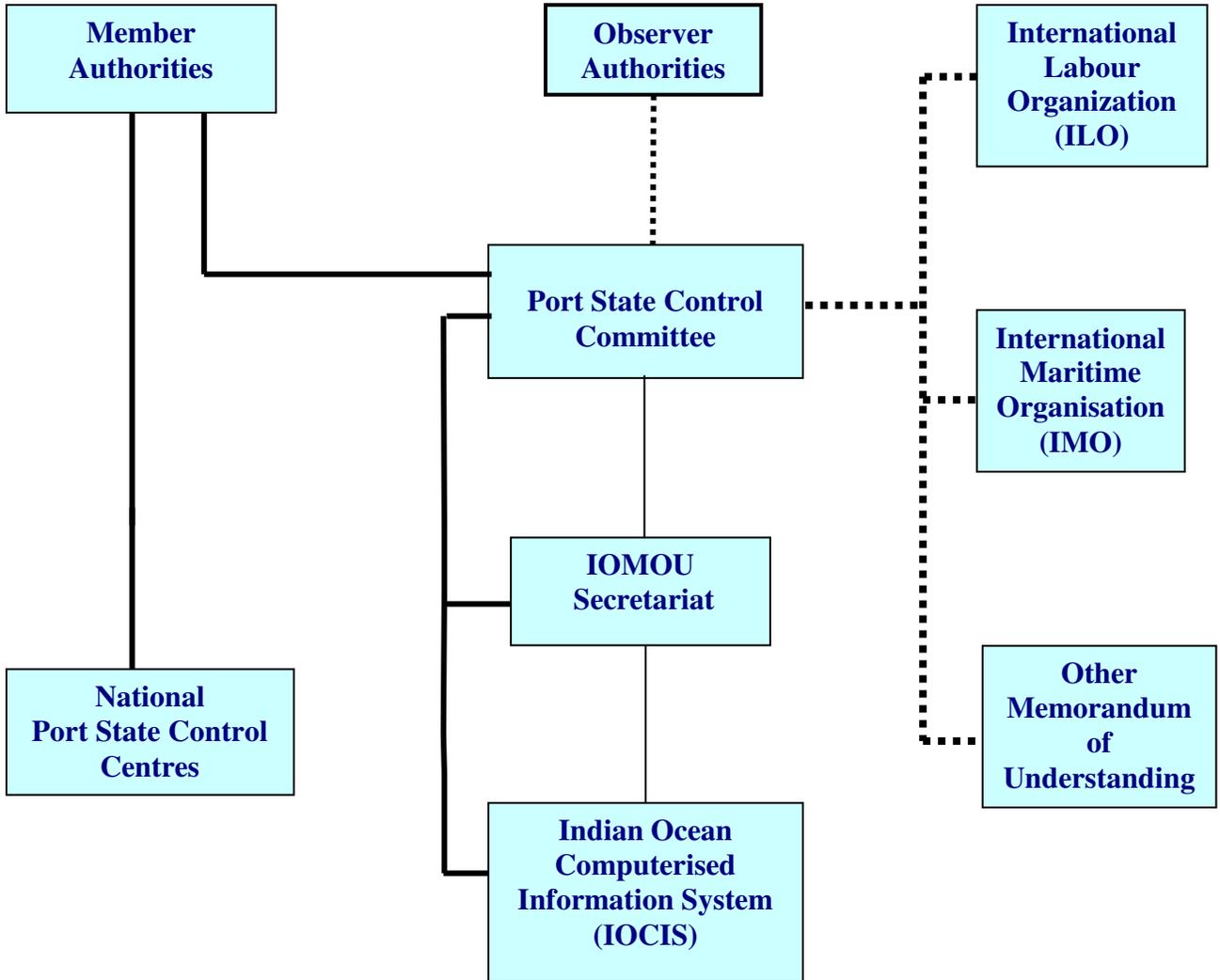
As of December 2011, there are sixteen countries, which have become parties to the Memorandum. These are: **Australia, Bangladesh, Comoros, Eritrea, France (La Reunion Island), India, Iran, Kenya, Maldives, Mauritius, Oman, Sri Lanka, South Africa, Sudan, Tanzania and Yemen.**

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



THE PARTICIPANTS OF 14Th MEETING AT GOA, INDIA.

ORGANISATIONAL STRUCTURE OF THE IOMOU





INAUGURATION



MEETING IN PROGRESS

IOMOU SECRETARIAT

The Secretariat of the Indian Ocean Memorandum of Understanding 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 fourteenth meeting at Goa, India between the 12th and 15th of September 2011. The Directorate General of Shipping, Ministry of Shipping, Government of India, kindly hosted the meeting.

Representatives from the following IOMOU member States attended the meeting.

Australia, Bangladesh, France, India, Kenya, Maldives, Mauritius, Oman, South Africa, Tanzania and IOCIS Manager from the National Informatics Centre (NIC).

Mr. Wilfred Kagimbi of Kenya presided over the Committee meeting as Chairman.

Important outcomes of the meeting included.

- a) Look into the present Target Factor rules and future amendments.
- b) Participation in joint CIC with Tokyo MOU and Paris MOU.
- c) Updates on revising of the IOMOU PSC manual.
- d) Australia indicated their intention of seeking a grant from AusAID to provide funding to facilitate technical co-operation in the IOMOU.
- e) Updates on expert mission offered by Tokyo MOU.
- f) Selection of Deputy Secretary for appointment.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

1st General Training Course for PSCOs in Yokohama, Japan, sponsored by IMO was conducted by Tokyo MOU from 30 August to 27 September, 2011, which was attended by one PSCO from the Authority of South Africa.

The Authority of Kenya hosted the third expert mission programme, offered by the Tokyo MOU in the month of February 2011. IMO extended sponsorship to all MOUs during this mission. A total of 16 participants took part in this expert mission, including 8 participants sponsored by IMO from all MOUs.

One PSCO from Yemen was nominated to attend the Paris MOU expert training on the Human Element, in The Hague, the Netherlands from 4 to 7 October 2011 and sponsored by IMO. Due to visa issue the delegate could not attend this course.

CO-OPERATION WITH OTHER REGIONAL MOUs

Considering the importance of inter-regional co-operation and harmonisation, IOMOU participated in the CIC on structural safety and the International Convention on Load Lines jointly with Paris MOU and Tokyo MOU in 2011. All the CIC inspections were recorded in the Indian Ocean Computerised Information System (IOCIS) for the information of all interested parties. The Committee has decided to participate in other 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.

The IOMOU realized the need for this co-operation right from its inception and obtained the observer status with the Tokyo MOU. It continues to maintain this status by attending their Committee meetings and other activities.

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

The representatives of the Secretariat attend each other's Committee meetings depending upon their own programmes. During the year the Secretary was invited to attend the following meetings:

Mediterranean MOU
Tokyo MOU.

The Secretary could attend only the 21st meeting of the Tokyo MOU Committee in Busan, South Korea, from 18 to 21 April 2011

As one of the inter-governmental Organisation (IGO) member of IMO, the Secretary attended 19th Flag State Implementation (FSI) Sub-Committee in February, 2011 and 5th IMO Workshop in June 2011.

The Tokyo MOU has extended its full assistance under technical co-operation programme. Until 2011, three expert missions were conducted, the first in Iran and second in India, third in Kenya. The Fourth expert mission is planned by Tokyo MOU in South Africa. The International Maritime Organisation (IMO) has also taken a keen interest in the mission and extended sponsorship to all MOUs during third and fourth missions.

IOCIS / WEBSITE

A data exchange agreement between Lloyd's List Group (LLG) and IOCIS was signed in May 2011 and data exchange commenced in the second half of that year. The Secretariat receives ship movement information within IOMOU region on quarterly basis from LLG.

IOCIS and the website are maintained by the National Informatics Centre, courtesy of the government of India. The Secretariat is in continuous contact with the Manager of IOCIS discussing further improvements to the system, including implementation of new harmonized coding system. The web-site <http://www.iomou.org> is being visited by many to gather information on PSC inspections in the Indian Ocean region. The yearly statistical analysis of the use of the website is as given below:

| Month | Hits | Visits | Page views | Kbytes sent |
|--------------|----------------|--------------|---------------|-----------------|
| Jan-2011 | 90611 | 4790 | 19008 | 1486827 |
| Feb-2011 | 79533 | 4447 | 17788 | 1201774 |
| Mar-2011 | 76789 | 5017 | 22007 | 1125002 |
| Apr-2011 | 62111 | 4753 | 20928 | 1296456 |
| May-2011 | 69220 | 5117 | 19912 | 1741174 |
| Jun-2011 | 148567 | 5220 | 25480 | 1901171 |
| Jul-2011 | 96683 | 5055 | 21007 | 1796403 |
| Aug-2011 | 88490 | 6337 | 26151 | 1807970 |
| Sep-2011 | 90467 | 5343 | 21308 | 1634701 |
| Oct-2011 | 78065 | 5485 | 19121 | 1845194 |
| Nov-2011 | 94849 | 5149 | 16246 | 1605979 |
| Dec-2011 | 69544 | 5169 | 15467 | 1605957 |
| Total | 1044929 | 61882 | 244423 | 19048611 |

STATISTICS

A total of 5550 inspections were carried out in 2011. Out of these 5550 inspections, 3306 inspections had deficiencies and the total numbers of deficiencies were 19219.

Serious deficiencies noted by PSCOs led to the detention of 600 ships. The detentions allow for the rectification of the serious deficiencies prior to the ships departure; the overall detention percentage for the year is 10.81%. Although there is hardly any increase in total number of inspections in 2011, compared with those in 2010; the detention percentage increased from 8.54% recorded in 2010.

The average number of deficiencies per inspection in 2011 (3.46) has also increased compared to the previous year (3.04).

The information given in the following tables and charts represents the port State control activities of Australia, Eritrea, France, India, Iran, Kenya, Oman, South Africa, Tanzania & Yemen.

It should be noted that Australia, is a member of both the Tokyo MOU and the Indian Ocean MOU. South Africa is a member of the Abuja MOU and Indian Ocean MOU. Each record 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 CIC on structural safety and the International Convention on Load Lines was held jointly with the Paris and the Tokyo MOUs in 2011. The consolidated report on CIC activities in the Indian Ocean region is provided in this Annual Report.

PORT STATE CONTROL INSPECTION ACTIVITIES

STATISTICS FOR 2011

PORT STATE CONTROL INSPECTIONS CARRIED OUT BY AUTHORITIES

| Authority | Number of Inspections | Number of Inspections with deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|---------------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Australia ¹ | 3002 | 1741 | 8410 | 275 | 9.16 |
| Eritrea | 2 | 2 | 3 | 0 | 0.00 |
| France | 85 | 44 | 186 | 2 | 2.35 |
| India | 848 | 724 | 5593 | 194 | 22.88 |
| Iran | 944 | 572 | 3977 | 115 | 12.18 |
| Kenya | 258 | 104 | 540 | 6 | 2.33 |
| Oman | 1 | 0 | 0 | 0 | 0.00 |
| South Africa ¹ | 230 | 70 | 348 | 8 | 3.48 |
| Tanzania | 23 | 2 | 10 | 0 | 0.00 |
| Yemen | 157 | 47 | 152 | 0 | 0.00 |
| Total | 5550 | 3306 | 19219 | 600 | 10.81 |

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 * | 12 | 3 | 10 | 0 | 0.00 | 25.00 |
| Combination Carrier (includes OBO/O&O) | 1 | 1 | 5 | 1 | 100.00 | 100.00 |
| Oil Tanker | 494 | 194 | 1062 | 37 | 7.49 | 39.27 |
| Gas Carrier | 84 | 24 | 84 | 3 | 3.57 | 28.57 |
| Chemical Tanker | 326 | 170 | 955 | 29 | 8.90 | 52.15 |
| Bulk Carrier | 2680 | 1693 | 9393 | 268 | 10.00 | 63.17 |
| Vehicle Carrier | 125 | 56 | 179 | 7 | 5.60 | 44.80 |
| Container Ship | 646 | 316 | 1649 | 63 | 9.75 | 48.92 |
| Ro-Ro Cargo Ship | 68 | 32 | 172 | 6 | 8.82 | 47.06 |
| General Cargo / Multipurpose ship | 766 | 592 | 4221 | 137 | 17.89 | 77.28 |
| Refrigerated Cargo Carrier | 35 | 11 | 61 | 1 | 2.86 | 31.43 |
| Woodchip Carrier | 67 | 47 | 205 | 6 | 8.96 | 70.15 |
| Livestock Carrier | 34 | 28 | 246 | 7 | 20.59 | 82.35 |
| Ro-Ro Passenger Ship | 1 | 1 | 3 | 0 | 0.00 | 100.00 |
| Passenger Ship | 42 | 23 | 114 | 0 | 0.00 | 54.76 |
| Heavy Load Carrier | 23 | 15 | 62 | 2 | 8.70 | 65.22 |
| Offshore Service Vessel | 62 | 37 | 277 | 18 | 29.03 | 59.68 |
| MODU & FPSO | 3 | 3 | 34 | 0 | 0.00 | 100.00 |
| Special Purpose Ship | 7 | 6 | 38 | 1 | 14.29 | 85.71 |
| Tugboat | 31 | 22 | 182 | 5 | 16.13 | 70.97 |
| Factory Ship | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| Other Types of Ship | 42 | 32 | 267 | 9 | 21.43 | 76.19 |
| Total | 5550 | 3306 | 19219 | 600 | | |

* 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 | 1 | 1 | 4 | 0 | 0.00 |
| Antigua and Barbuda | 148 | 98 | 559 | 23 | 15.54 |
| Bahamas | 192 | 113 | 514 | 16 | 8.33 |
| Bahrain | 3 | 2 | 23 | 2 | 66.67 |
| Bangladesh | 28 | 28 | 292 | 11 | 39.29 |
| Barbados | 26 | 21 | 155 | 4 | 15.38 |
| Belgium | 20 | 9 | 30 | 1 | 5.00 |
| Belize | 8 | 7 | 64 | 2 | 25.00 |
| Bermuda, (UK) | 21 | 12 | 48 | 1 | 4.76 |
| Bolivia | 2 | 1 | 24 | 0 | 0.00 |
| Cambodia | 1 | 1 | 12 | 0 | 0.00 |
| Cayman Islands, (UK) | 26 | 10 | 31 | 1 | 3.85 |
| China | 112 | 63 | 284 | 8 | 7.14 |
| Comoros | 22 | 19 | 202 | 13 | 59.09 |
| Cook Islands | 6 | 6 | 46 | 1 | 16.67 |
| Croatia | 11 | 5 | 22 | 0 | 0.00 |
| Cyprus | 155 | 92 | 429 | 17 | 10.97 |
| Denmark | 14 | 5 | 34 | 0 | 0.00 |
| Dominica | 5 | 4 | 49 | 1 | 20.00 |
| Egypt | 8 | 7 | 57 | 2 | 25.00 |
| Ethiopia | 4 | 3 | 40 | 2 | 50.00 |
| Fuji | 1 | 0 | 0 | 0 | 0.00 |
| France | 9 | 6 | 11 | 0 | 0.00 |
| Georgia | 9 | 6 | 33 | 0 | 0.00 |
| Germany | 31 | 14 | 75 | 2 | 6.45 |
| Gibraltar, (UK) | 16 | 15 | 73 | 2 | 12.50 |
| Greece | 94 | 48 | 148 | 5 | 5.32 |
| Hong Kong, China | 505 | 278 | 1435 | 36 | 7.13 |
| India | 45 | 29 | 177 | 4 | 8.89 |
| Indonesia | 14 | 13 | 92 | 2 | 14.29 |
| Iran | 3 | 3 | 25 | 3 | 100.00 |
| Ireland | 1 | 0 | 0 | 0 | 0.00 |
| Isle of Man, (UK) | 46 | 21 | 75 | 1 | 2.17 |
| Italy | 62 | 31 | 192 | 1 | 1.61 |
| Japan | 59 | 24 | 66 | 0 | 0.00 |
| Jordan | 1 | 1 | 13 | 1 | 100.00 |
| Kiribati | 5 | 5 | 74 | 3 | 60.00 |
| Korea, Democratic People's Republic | 14 | 14 | 85 | 4 | 28.57 |
| Korea, Republic of | 123 | 81 | 522 | 16 | 13.01 |
| Kuwait | 7 | 6 | 54 | 2 | 28.57 |
| Lebanon | 1 | 1 | 1 | 0 | 0.00 |
| Liberia | 546 | 298 | 1354 | 43 | 7.88 |
| Libyan Arab Jamahiriya | 2 | 0 | 0 | 0 | 0.00 |
| Luxembourg | 6 | 2 | 14 | 1 | 16.67 |
| Malaysia | 44 | 20 | 134 | 8 | 18.18 |
| Maldives | 3 | 3 | 42 | 2 | 66.67 |
| Malta | 261 | 158 | 826 | 21 | 8.05 |
| Marshall Island | 304 | 157 | 776 | 20 | 6.58 |

Table: 2 (Contd.)

Deficiencies by Flag

| Flag | Number of Inspections | Number of Inspections With Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|----------------------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Mauritius | 2 | 2 | 26 | 1 | 50.00 |
| Moldova | 3 | 3 | 79 | 3 | 100.00 |
| Mongolia | 13 | 13 | 147 | 7 | 53.85 |
| Myanmar | 15 | 15 | 120 | 1 | 6.67 |
| Netherlands | 45 | 25 | 66 | 2 | 4.44 |
| Curacao* (Netherlands Antilles) | 5 | 3 | 16 | 1 | 20.00 |
| New Zealand | 2 | 2 | 14 | 0 | 0.00 |
| Norway | 57 | 31 | 140 | 6 | 10.53 |
| Pakistan | 5 | 5 | 42 | 1 | 20.00 |
| Panama | 1478 | 891 | 5478 | 171 | 11.57 |
| Papua New Guinea | 10 | 10 | 76 | 2 | 20.00 |
| Philippines | 48 | 29 | 157 | 2 | 4.17 |
| Portugal | 1 | 1 | 5 | 0 | 0.00 |
| Qatar | 3 | 2 | 7 | 0 | 0.00 |
| Russian Federation | 5 | 4 | 27 | 0 | 0.00 |
| Saint Kitts and Nevis, (UK) | 18 | 17 | 239 | 11 | 61.11 |
| Saint Vincent and the Grenadines | 105 | 89 | 640 | 21 | 20.00 |
| Samoa | 2 | 2 | 23 | 0 | 0.00 |
| Saudi Arabia | 11 | 7 | 33 | 1 | 9.09 |
| Sierra Leone | 8 | 8 | 73 | 4 | 50.00 |
| Singapore | 380 | 209 | 1138 | 33 | 8.68 |
| Sri Lanka | 5 | 4 | 43 | 1 | 20.00 |
| Sweden | 14 | 8 | 22 | 0 | 0.00 |
| Switzerland | 11 | 7 | 50 | 1 | 9.09 |
| Syrian Arab Republic | 2 | 1 | 5 | 0 | 0.00 |
| Taiwan, China | 21 | 11 | 64 | 3 | 14.29 |
| Tanzania | 12 | 9 | 88 | 5 | 41.67 |
| Thailand | 31 | 20 | 139 | 5 | 16.13 |
| Togo | 5 | 5 | 93 | 3 | 60.00 |
| Tonga | 4 | 4 | 72 | 2 | 50.00 |
| Turkey | 49 | 24 | 160 | 5 | 10.20 |
| Tuvalu | 12 | 11 | 105 | 3 | 25.00 |
| United Arab Emirates (UAE) | 16 | 11 | 82 | 3 | 18.75 |
| United Kingdom, | 60 | 29 | 118 | 4 | 6.67 |
| United States of America | 10 | 4 | 16 | 0 | 0.00 |
| Vanuatu | 19 | 13 | 105 | 3 | 15.79 |
| Viet Nam | 38 | 36 | 295 | 13 | 34.21 |
| Total | 5550 | 3306 | 19219 | 600 | |

* Flag Netherland Antilles changed to Curacao with effect from 10.10.2010.

Table: 3

Deficiencies by Categories

| Code | Nature Of Deficiencies | Number of Deficiencies | Percentage |
|--------------|---|-------------------------------|-------------------|
| 100 | Ship's Certificates and Documents | 479 | 2.49 |
| 200 | Certification and Watch keeping for Seafarers | 529 | 2.76 |
| 300 | Crew & Accommodation (ILO 147) | 272 | 1.42 |
| 400 | Food & Catering (ILO 147) | 152 | 0.79 |
| 500 | Working Spaces (ILO 147) | 639 | 3.33 |
| 600 | Life Saving Appliances | 1713 | 8.91 |
| 700 | Fire Safety Measures | 2768 | 14.42 |
| 800 | Accident Prevention (ILO 147) | 383 | 1.99 |
| 900 | Stability, Structure and Related Equipments | 1243 | 6.47 |
| 1000 | Alarm Signals | 166 | 0.86 |
| 1100 | Carriage Of Cargo and Dangerous Goods | 136 | 0.71 |
| 1200 | Load Lines | 1394 | 7.25 |
| 1300 | Mooring Arrangements (ILO 147) | 243 | 1.26 |
| 1400 | Propulsion & Auxiliary Machinery | 1708 | 8.89 |
| 1500 | Safety Of Navigation | 2832 | 14.74 |
| 1600 | Radio Communications | 880 | 4.58 |
| 1700 | Marpol Annex I | 862 | 4.49 |
| 1800 | Oil , Chemical Tankers and Gas Carriers | 77 | 0.40 |
| 1900 | Marpol Annex II | 10 | 0.05 |
| 2000 | Solas Related Operational Deficiencies | 711 | 3.70 |
| 2100 | Marpol Related Operational Deficiencies | 129 | 0.67 |
| 2200 | Marpol Annex III | 7 | 0.04 |
| 2300 | Marpol Annex V | 292 | 1.52 |
| 2500 | ISM Related Deficiencies | 922 | 4.80 |
| 2600 | Bulk Carriers Additional Safety Measures | 225 | 1.17 |
| 2700 | Additional Measures to Enhance Maritime Security. | 64 | 0.33 |
| 2800 | Additional Measures to Enhance Maritime Safety | 61 | 0.32 |
| 2900 | Marpol Annex IV | 239 | 1.24 |
| 3000 | Marpol Annex VI | 43 | 0.22 |
| 9900 | All Other Deficiencies | 40 | 0.21 |
| Total | | 19219 | |

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 | 471 | 241 | 37 | 7.86 |
| Biro Klasifikasi Indonesia | BKI | 10 | 10 | 1 | 10.00 |
| Bulgarski Koraben Registar | BKR | 2 | 1 | 1 | 50.00 |
| Bureau Veritas | BV | 539 | 368 | 73 | 13.54 |
| Belize Register Corporation | BRC | 1 | 0 | 0 | 0.00 |
| China Classification Society | CCS | 286 | 178 | 18 | 6.29 |
| China Corporation Register of Shipping | CCRS | 16 | 10 | 3 | 18.75 |
| Croatian Register of Shipping | CRS | 8 | 3 | 0 | 15.38 |
| Det Norske Veritas | DNV | 507 | 271 | 39 | 7.69 |
| Germanischer Lloyd | GL | 589 | 340 | 68 | 11.54 |
| Intermaritime Certification Services, S.A. | ICS | 2 | 2 | 1 | 50.00 |
| International Naval Surveys Bureau | INSB | 12 | 11 | 9 | 75.00 |
| Indian Register of Shipping | IRS | 30 | 18 | 2 | 6.67 |
| International Register of Shipping | IS | 20 | 16 | 9 | 45.00 |
| International Ship Classification | ISC | 11 | 11 | 3 | 27.27 |
| Isthmus Bureau of Shipping | IBS | 8 | 8 | 6 | 75.00 |
| Korea Classification Society | KCS | 15 | 15 | 4 | 26.67 |
| Korean Register of Shipping | KRS | 310 | 176 | 29 | 9.35 |
| Lloyd's Register | LR | 732 | 423 | 63 | 8.61 |
| National Shipping Adjuster Inc. | NSA | 1 | 1 | 1 | 100 |
| Nippon Kaiji Kyokai | NKK | 1607 | 902 | 135 | 8.40 |
| Overseas Marine Certification Services | OMCS | 1 | 1 | 0 | 0.00 |
| Panama Maritime Documentation Services | PMDS | 5 | 5 | 4 | 80.00 |
| Panama Maritime Surveyors Bureau Inc. | PMSB | 1 | 1 | 0 | 0.00 |
| Panama Shipping Registrar Inc. | PSR | 3 | 2 | 2 | 66.67 |
| Phoenix Register of Shipping | PHRS | 8 | 8 | 5 | 62.5 |
| Polski Rejestr Statkow | PRS | 4 | 2 | 1 | 25.00 |
| Panama Bureau of Shipping | PBS | 1 | 1 | 0 | 0.00 |
| Registro Italiano Navale | RINA | 181 | 129 | 28 | 15.47 |
| Russian Maritime Register of Shipping | RMRS | 55 | 49 | 9 | 16.36 |
| Registro Internacional Naval S.A. | | 3 | 3 | 0 | 0.00 |
| RINAVE Portuguesa | RP | 2 | 2 | 0 | 0.00 |
| Shipping Register of Ukraine | SRU | 1 | 1 | 0 | 0.00 |
| Turkish Lloyd | TL | 7 | 6 | 4 | 57.14 |
| Union Bureau of Shipping | UBS | 1 | 1 | 0 | 0 |
| Viet Nam Register of Shipping | VR | 43 | 43 | 19 | 44.19 |
| Other ** | | 50 | 41 | 23 | 46.00 |
| No Class | | 7 | 6 | 3 | 42.86 |
| Total | | 5550 | 3306 | 600 | |

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 Union Marine Classification Society, Venezuela Shipping Register, Intertek Maritime Bureau, Dromon Bureau of shipping, Columbus American Register, MLR, Maritime Lloyd Ltd., Guardian Bureau of Shipping, International Maritime Bureau, Maritime Lloyd, SING-Lloyd, 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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| NLS Tanker * | 8 | 7 | 12 | 27 | 5 | 3 | 3 | 11 | 40.74 |
| Combination Carrier | 12 | 3 | 1 | 16 | 10 | 2 | 1 | 13 | 81.25 |
| Oil Tanker | 567 | 566 | 494 | 1627 | 212 | 208 | 194 | 614 | 37.74 |
| Gas Carrier | 73 | 66 | 84 | 223 | 18 | 24 | 24 | 66 | 29.60 |
| Chemical Tanker | 283 | 334 | 326 | 943 | 131 | 136 | 170 | 437 | 46.34 |
| Bulk Carrier | 2503 | 2630 | 2680 | 7813 | 1586 | 1459 | 1693 | 4738 | 60.64 |
| Vehicle Carrier | 141 | 164 | 125 | 430 | 63 | 66 | 56 | 185 | 43.02 |
| Container Ship | 531 | 584 | 646 | 1761 | 244 | 240 | 316 | 800 | 45.43 |
| Ro-Ro Cargo Ship | 51 | 56 | 68 | 175 | 31 | 24 | 32 | 87 | 49.71 |
| General Cargo / Multi-purpose Ship | 777 | 728 | 766 | 2271 | 566 | 503 | 592 | 1661 | 73.14 |
| Refrigerated Cargo Carrier | 57 | 45 | 35 | 137 | 23 | 14 | 11 | 48 | 35.04 |
| Woodchip Carrier | 74 | 62 | 67 | 203 | 47 | 32 | 47 | 126 | 62.07 |
| Livestock Carrier | 60 | 39 | 34 | 133 | 38 | 27 | 28 | 93 | 69.92 |
| Ro-Ro Passenger Ship | 10 | 3 | 1 | 14 | 4 | 3 | 1 | 8 | 57.14 |
| Passenger Ship | 35 | 40 | 42 | 117 | 10 | 18 | 23 | 51 | 43.59 |
| Heavy Load Carrier | 30 | 23 | 23 | 76 | 15 | 19 | 15 | 49 | 64.47 |
| Offshore Service Vessel | 52 | 64 | 62 | 178 | 31 | 31 | 37 | 99 | 55.62 |
| MODU & FPSO | 4 | 7 | 3 | 14 | 4 | 5 | 3 | 12 | 85.71 |
| Special Purpose Ship | 20 | 10 | 7 | 37 | 14 | 1 | 6 | 21 | 56.76 |
| High Speed Passenger Craft | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 00.00 |
| Tugboat | 55 | 33 | 31 | 119 | 32 | 18 | 22 | 72 | 60.50 |
| Factory Ship | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Other Types of Ship | 40 | 48 | 42 | 130 | 31 | 36 | 32 | 99 | 76.15 |
| Total | 5383 | 5513 | 5550 | 16446 | 3115 | 2869 | 3306 | 9290 | 56.49 |

* 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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| NLS Tanker * | 8 | 7 | 12 | 27 | 0 | 0 | 0 | 0 | 0.00 |
| Combination Carrier | 12 | 3 | 1 | 16 | 2 | 0 | 1 | 3 | 18.75 |
| Oil Tanker | 567 | 566 | 494 | 1627 | 39 | 37 | 37 | 113 | 6.95 |
| Gas Carrier | 73 | 66 | 84 | 223 | 1 | 2 | 3 | 6 | 2.69 |
| Chemical Tanker | 283 | 334 | 326 | 943 | 29 | 21 | 29 | 79 | 8.38 |
| Bulk Carrier | 2503 | 2630 | 2680 | 7813 | 226 | 206 | 268 | 700 | 8.96 |
| Vehicle Carrier | 141 | 164 | 125 | 430 | 6 | 9 | 7 | 22 | 5.12 |
| Container Ship | 531 | 584 | 646 | 1761 | 30 | 39 | 63 | 132 | 7.50 |
| Ro-Ro Cargo Ship | 51 | 56 | 68 | 175 | 8 | 3 | 6 | 17 | 9.71 |
| General Cargo/Multipurpose Ship | 777 | 728 | 766 | 2271 | 128 | 124 | 137 | 389 | 17.13 |
| Refrigerated Cargo Carrier | 57 | 45 | 35 | 137 | 8 | 2 | 1 | 11 | 8.03 |
| Woodchip Carrier | 74 | 62 | 67 | 203 | 4 | 3 | 6 | 13 | 6.40 |
| Livestock Carrier | 60 | 39 | 34 | 133 | 2 | 2 | 7 | 11 | 8.27 |
| Ro-Ro Passenger Ship | 10 | 3 | 1 | 14 | 0 | 2 | 0 | 2 | 14.29 |
| Passenger Ship | 35 | 40 | 42 | 117 | 2 | 2 | 0 | 4 | 3.42 |
| Heavy Load Carrier | 30 | 23 | 23 | 76 | 2 | 3 | 2 | 7 | 9.21 |
| Offshore Service Vessel | 52 | 64 | 62 | 178 | 11 | 10 | 18 | 39 | 21.91 |
| MODU & FPSO | 4 | 7 | 3 | 14 | 0 | 1 | 0 | 1 | 7.14 |
| Special Purpose Ship | 20 | 10 | 7 | 37 | 3 | 0 | 1 | 4 | 10.81 |
| High Speed Passenger Craft | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Tugboat | 55 | 33 | 31 | 119 | 8 | 1 | 5 | 14 | 11.76 |
| Factory Ship | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Other Types of Ship | 40 | 48 | 42 | 130 | 8 | 4 | 9 | 21 | 16.15 |
| Total | 5383 | 5513 | 5550 | 16446 | 517 | 471 | 600 | 1588 | 9.66 |

* 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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| Algeria | 1 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Antigua and Barbuda | 117 | 143 | 148 | 408 | 9 | 13 | 23 | 45 | 11.03 |
| Argentina | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Bahamas | 206 | 196 | 192 | 594 | 16 | 6 | 16 | 38 | 6.40 |
| Bahrain | 2 | 1 | 3 | 6 | 2 | 0 | 2 | 4 | 66.67 |
| Bangladesh | 4 | 5 | 28 | 37 | 2 | 2 | 11 | 15 | 40.54 |
| Barbados | 8 | 9 | 26 | 43 | 1 | 2 | 4 | 7 | 16.28 |
| Belgium | 16 | 20 | 20 | 56 | 1 | 2 | 1 | 4 | 7.14 |
| Belize | 9 | 8 | 8 | 25 | 0 | 3 | 2 | 5 | 20.00 |
| Bermuda, (UK) | 27 | 27 | 21 | 75 | 4 | 0 | 1 | 5 | 6.67 |
| Bolivia | 2 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 20.00 |
| Brunei Darussalam | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Bulgaria | 3 | 6 | 0 | 9 | 0 | 4 | 0 | 4 | 44.44 |
| Cambodia | 8 | 5 | 1 | 14 | 0 | 5 | 0 | 5 | 35.71 |
| Cayman Islands(UK) | 25 | 27 | 26 | 78 | 1 | 1 | 1 | 3 | 3.85 |
| China | 124 | 113 | 112 | 349 | 4 | 5 | 8 | 17 | 4.87 |
| Comoros | 33 | 23 | 22 | 78 | 17 | 17 | 13 | 47 | 60.26 |
| Cook Islands | 6 | 11 | 6 | 23 | 0 | 0 | 1 | 1 | 4.35 |
| Croatia | 15 | 11 | 11 | 37 | 0 | 1 | 0 | 1 | 2.70 |
| Cyprus | 173 | 165 | 155 | 493 | 17 | 13 | 17 | 47 | 9.53 |
| Denmark | 29 | 16 | 14 | 59 | 4 | 0 | 0 | 4 | 6.78 |
| Dominica | 8 | 4 | 5 | 17 | 1 | 0 | 1 | 2 | 11.76 |
| Egypt | 5 | 4 | 8 | 17 | 1 | 0 | 2 | 3 | 17.65 |
| Ethiopia | 4 | 2 | 4 | 10 | 1 | 0 | 2 | 3 | 30.00 |
| Fiji | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| France | 14 | 22 | 9 | 45 | 0 | 1 | 0 | 1 | 2.22 |
| Georgia | 12 | 12 | 9 | 33 | 0 | 1 | 0 | 1 | 3.03 |
| Germany | 58 | 47 | 31 | 136 | 1 | 3 | 2 | 6 | 4.41 |
| Gibraltar, (UK) | 19 | 21 | 16 | 56 | 3 | 1 | 2 | 6 | 10.71 |
| Greece | 110 | 104 | 94 | 308 | 5 | 5 | 5 | 15 | 4.87 |
| Hong Kong, China | 426 | 463 | 505 | 1394 | 20 | 29 | 36 | 85 | 6.10 |
| India | 59 | 44 | 45 | 148 | 5 | 2 | 4 | 11 | 7.43 |
| Indonesia | 10 | 19 | 14 | 43 | 5 | 4 | 2 | 11 | 25.58 |
| Iran | 2 | 1 | 3 | 6 | 0 | 1 | 3 | 4 | 60.66 |
| Ireland | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Isle of Man (UK) | 51 | 51 | 46 | 148 | 4 | 2 | 1 | 7 | 4.73 |
| Italy | 55 | 77 | 62 | 194 | 5 | 5 | 1 | 11 | 5.67 |
| Jamaica | 2 | 2 | 0 | 4 | 1 | 0 | 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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| Japan | 48 | 42 | 59 | 149 | 2 | 2 | 0 | 4 | 2.68 |
| Jordan | 2 | 3 | 1 | 6 | 0 | 1 | 1 | 2 | 33.33 |
| Kiribati | 3 | 4 | 5 | 12 | 1 | 1 | 3 | 5 | 41.67 |
| Korea Democratic People's Republic | 23 | 20 | 14 | 57 | 12 | 8 | 4 | 24 | 42.11 |
| Korea Republic of | 122 | 114 | 123 | 359 | 11 | 8 | 16 | 35 | 9.75 |
| Kuwait | 11 | 6 | 7 | 24 | 0 | 0 | 2 | 2 | 8.33 |
| Lebanon | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Liberia | 420 | 496 | 546 | 1462 | 34 | 34 | 43 | 111 | 7.59 |
| Libyan Arab Jamahiriya | 3 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| Lithuania | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Luxembourg | 5 | 3 | 6 | 14 | 0 | 0 | 1 | 1 | 7.14 |
| Malaysia | 19 | 31 | 44 | 94 | 1 | 4 | 8 | 13 | 13.83 |
| Maldives | 2 | 1 | 3 | 6 | 2 | 0 | 2 | 4 | 66.67 |
| Malta | 261 | 281 | 261 | 803 | 34 | 17 | 21 | 72 | 8.97 |
| Marshall Islands | 210 | 266 | 304 | 780 | 15 | 15 | 20 | 50 | 6.41 |
| Mauritius | 1 | 3 | 2 | 6 | 0 | 1 | 1 | 2 | 33.33 |
| Moldova | 6 | 2 | 3 | 11 | 0 | 1 | 3 | 4 | 36.36 |
| Mongolia | 13 | 9 | 13 | 35 | 5 | 6 | 7 | 18 | 51.43 |
| Morocco | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Myanmar | 2 | 5 | 15 | 22 | 0 | 1 | 1 | 2 | 9.09 |
| Netherlands | 45 | 45 | 45 | 135 | 1 | 6 | 2 | 9 | 6.67 |
| Netherlands Antilles* | 7 | 2 | 0 | 9 | 1 | 0 | 0 | 1 | 11.11 |
| Curacao* | 0 | 1 | 5 | 6 | 0 | 0 | 1 | 1 | 16.67 |
| New Zealand | 2 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Norway | 63 | 64 | 57 | 184 | 5 | 3 | 6 | 14 | 7.61 |
| Oman | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 100.00 |
| Pakistan | 4 | 1 | 5 | 10 | 0 | 0 | 1 | 1 | 10.00 |
| Panama | 1593 | 1561 | 1478 | 4632 | 160 | 138 | 171 | 469 | 10.13 |
| Papua New Guinea | 16 | 11 | 10 | 37 | 5 | 4 | 2 | 11 | 29.73 |
| Philippines | 56 | 51 | 48 | 155 | 2 | 2 | 2 | 6 | 3.87 |
| Portugal | 2 | 3 | 1 | 6 | 0 | 1 | 0 | 1 | 16.67 |
| Qatar | 3 | 4 | 3 | 10 | 0 | 0 | 0 | 0 | 0.00 |
| Russian Federation | 9 | 8 | 5 | 22 | 2 | 3 | 0 | 5 | 22.73 |
| Saint. Kitts and Nevis (UK) | 16 | 17 | 18 | 51 | 7 | 11 | 11 | 29 | 56.86 |
| Saint Vincent and the Grenadines | 88 | 100 | 105 | 293 | 19 | 15 | 21 | 55 | 18.77 |
| Samoa | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Saudi Arabia | 14 | 5 | 11 | 30 | 2 | 0 | 1 | 3 | 10.00 |
| Seychelles | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |

* Flag Netherland Antilles changed to Curacao with effect from 10.10.2010.

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---------------------------|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| Sierra Leone | 7 | 19 | 8 | 34 | 1 | 7 | 4 | 12 | 35.29 |
| Singapore | 341 | 342 | 380 | 1063 | 26 | 18 | 33 | 77 | 7.24 |
| Slovakia | 1 | 5 | 0 | 6 | 0 | 1 | 0 | 1 | 16.67 |
| South Africa | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Spain | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 6 | 10 | 5 | 21 | 4 | 6 | 1 | 11 | 52.38 |
| Sweden | 14 | 10 | 14 | 38 | 0 | 0 | 0 | 0 | 0.00 |
| Switzerland | 13 | 9 | 11 | 33 | 0 | 1 | 1 | 2 | 6.06 |
| Syrian Arab Republic | 6 | 3 | 2 | 11 | 2 | 0 | 0 | 2 | 18.18 |
| Taiwan, China | 22 | 19 | 21 | 62 | 2 | 1 | 3 | 6 | 9.68 |
| Tanzania | 6 | 3 | 12 | 21 | 3 | 1 | 5 | 9 | 42.86 |
| Thailand | 55 | 34 | 31 | 120 | 2 | 1 | 5 | 8 | 6.67 |
| Togo | 3 | 1 | 5 | 9 | 1 | 0 | 3 | 4 | 44.44 |
| Tonga | 9 | 6 | 4 | 19 | 1 | 1 | 2 | 4 | 21.05 |
| Turkey | 37 | 42 | 49 | 128 | 6 | 2 | 5 | 13 | 10.16 |
| Tuvalu | 8 | 9 | 12 | 29 | 3 | 2 | 3 | 8 | 27.58 |
| Ukraine | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 66.67 |
| United Arab Emirates(UAE) | 13 | 17 | 16 | 46 | 2 | 2 | 3 | 7 | 15.22 |
| United Kingdom | 52 | 71 | 60 | 183 | 5 | 2 | 4 | 11 | 6.01 |
| United States of America | 6 | 6 | 10 | 22 | 0 | 0 | 0 | 0 | 0.00 |
| Vanuatu | 30 | 31 | 19 | 80 | 1 | 1 | 3 | 5 | 6.25 |
| Viet Nam | 33 | 40 | 38 | 111 | 5 | 11 | 13 | 29 | 26.13 |
| Total | 5383 | 5513 | 5550 | 16446 | 517 | 471 | 600 | 1588 | 9.66 |

Table: 8

Comparison of Deficiencies by Categories

| Nature of Deficiencies | Number of Deficiencies | | |
|---|------------------------|--------------|--------------|
| | YEAR | | |
| | 2009 | 2010 | 2011 |
| Ship's Certificates and Documents | 505 | 453 | 479 |
| Certification and Watch keeping for Seafarers. | 355 | 361 | 529 |
| Crew & Accommodation (ILO 147) | 227 | 234 | 272 |
| Food & Catering (ILO 147) | 131 | 166 | 152 |
| Working Spaces (ILO 147) | 367 | 343 | 639 |
| Life Saving Appliances | 1891 | 1704 | 1713 |
| Fire Safety Measures | 2679 | 2577 | 2768 |
| Accident Prevention (ILO 147) | 303 | 234 | 383 |
| Stability Structure and Related Equipment | 1278 | 1257 | 1243 |
| Alarm Signals | 102 | 164 | 166 |
| Carriage of Cargo and Dangerous Goods | 163 | 123 | 136 |
| Load Lines | 1371 | 1382 | 1394 |
| Mooring Arrangements (ILO 147) | 186 | 172 | 243 |
| Propulsion & Auxiliary Machinery | 1211 | 1242 | 1708 |
| Safety of Navigation | 2463 | 2410 | 2832 |
| Radio Communication | 979 | 874 | 880 |
| Marpol Annex I | 678 | 621 | 862 |
| Oil, Chemical Tankers and Gas Carriers | 47 | 90 | 77 |
| Marpol Annex II | 10 | 9 | 10 |
| Solas Related Operational Deficiencies | 813 | 748 | 711 |
| Marpol Related Operational Deficiencies | 88 | 74 | 129 |
| Marpol Annex III | 1 | 7 | 7 |
| Marpol Annex V | 186 | 229 | 292 |
| ISM Related Deficiencies | 864 | 817 | 922 |
| Bulk Carriers Additional Safety Measures | 146 | 189 | 225 |
| Additional Measures to Enhance Maritime Security. | 59 | 57 | 64 |
| Additional Measures to Enhance Maritime Safety. | 43 | 54 | 61 |
| Marpol Annex IV | 120 | 112 | 239 |
| Marpol Annex VI | 8 | 16 | 43 |
| AFS Convention | 3 | 1 | 0 |
| Other Deficiencies | 110 | 87 | 40 |
| Total | 17387 | 16807 | 19219 |

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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| American Bureau of Shipping | 459 | 501 | 471 | 1431 | 231 | 209 | 241 | 681 | 47.59 |
| Belize Register Corporation | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Biro Klasifikasi Indonesia | 6 | 12 | 10 | 28 | 6 | 12 | 10 | 28 | 100.00 |
| Bulgarski Koraben Registar | 4 | 2 | 2 | 8 | 3 | 2 | 1 | 6 | 75.00 |
| Bureau Veritas | 451 | 509 | 539 | 1499 | 282 | 279 | 368 | 929 | 61.97 |
| China Classification Society | 248 | 262 | 286 | 796 | 139 | 140 | 178 | 457 | 57.41 |
| China Corporation Register of Shipping | 20 | 21 | 16 | 57 | 15 | 12 | 10 | 37 | 64.91 |
| Croatian Register of Shipping | 10 | 13 | 8 | 31 | 9 | 10 | 3 | 22 | 70.97 |
| Det Norske Veritas | 510 | 486 | 507 | 1503 | 290 | 211 | 271 | 772 | 51.36 |
| Fidenavis SA | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Germanischer Lloyd | 514 | 545 | 589 | 1648 | 263 | 256 | 340 | 859 | 52.12 |
| Global Marine Bureau | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00 |
| Hellenic Register of Shipping | 18 | 2 | 0 | 20 | 15 | 2 | 0 | 17 | 85.00 |
| INCLAMAR (Inspection y Classification) | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 66.67 |
| Indian Register of Shipping | 56 | 41 | 30 | 127 | 42 | 23 | 18 | 83 | 65.35 |
| Intermaritime Certification Services S.A. | 7 | 8 | 2 | 17 | 7 | 8 | 2 | 17 | 100.00 |
| International Naval Surveys Bureau | 23 | 9 | 12 | 44 | 20 | 7 | 11 | 38 | 86.36 |
| International Register of Shipping | 37 | 30 | 20 | 87 | 36 | 27 | 16 | 79 | 90.80 |
| International Ship Classification | 8 | 5 | 11 | 24 | 8 | 5 | 11 | 24 | 100.00 |
| Isthmus Bureau of Shipping | 9 | 7 | 8 | 24 | 9 | 7 | 8 | 24 | 100.00 |
| Korea Classification Society | 25 | 21 | 15 | 61 | 20 | 17 | 15 | 52 | 85.25 |
| Korean Register of Shipping | 300 | 267 | 310 | 877 | 174 | 134 | 176 | 484 | 55.19 |
| Korea Ship Safety Technology Authority | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Lloyd's Register | 703 | 724 | 732 | 2159 | 378 | 383 | 423 | 1184 | 54.84 |
| National Shipping Adjuster Inc | 3 | 2 | 1 | 6 | 3 | 2 | 1 | 6 | 100.00 |
| Nippon Kaiji Kyokai | 1618 | 1657 | 1607 | 4882 | 912 | 834 | 902 | 2648 | 54.24 |
| Overseas Marine Certification Services | 2 | 6 | 1 | 9 | 2 | 6 | 1 | 9 | 100.00 |
| Panama Bureau of Shipping | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 100.00 |
| Panama Maritime Surveyors Bureau Inc. | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 100.00 |
| Panama Maritime Documentation Service | 0 | 4 | 5 | 9 | 0 | 4 | 5 | 9 | 100.00 |
| Panama Register Corporation | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Panama Shipping Registrar Inc. | 1 | 2 | 3 | 6 | 1 | 2 | 2 | 5 | 83.33 |
| Phoenix Register of Shipping | 6 | 13 | 8 | 27 | 5 | 13 | 8 | 26 | 96.30 |
| Polski Rejestr Statkow | 7 | 7 | 4 | 18 | 5 | 6 | 2 | 13 | 72.22 |
| Registro Italiano Navale | 154 | 176 | 181 | 511 | 95 | 107 | 129 | 331 | 64.77 |
| Registro Internacional Naval S.A. | 0 | 1 | 3 | 4 | 0 | 1 | 3 | 4 | 100.00 |
| RINAVE Portuguesa | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 100.00 |
| Russian Maritime Register of Shipping | 87 | 72 | 55 | 214 | 67 | 57 | 49 | 173 | 80.84 |
| Shipping Register of Ukraine | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 100.00 |

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 | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| Turkish Lloyd | 12 | 5 | 7 | 24 | 8 | 4 | 6 | 18 | 75.00 |
| Union Bureau of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Universal Shipping Bureau | 3 | 2 | 0 | 5 | 3 | 2 | 0 | 5 | 100.00 |
| Viet Nam Register of Shipping | 33 | 39 | 43 | 115 | 31 | 39 | 43 | 113 | 98.26 |
| No Class | 0 | 2 | 7 | 9 | 0 | 1 | 6 | 7 | 77.78 |
| Other | 40 | 56 | 50 | 146 | 30 | 43 | 41 | 114 | 78.08 |
| Total | 5383 | 5513 | 5550 | 16446 | 3115 | 2869 | 3306 | 9290 | |

Table: 10

Comparison of Inspections and Detentions per Recognised Organisation

| Recognised Organisation | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| American Bureau of Shipping | 459 | 501 | 471 | 1431 | 28 | 23 | 37 | 88 | 6.15 |
| Belize Register Corporation | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Biro Klasifikasi Indonesia | 6 | 12 | 10 | 28 | 4 | 0 | 1 | 5 | 17.86 |
| Bulgarski Koraben Registrar | 4 | 2 | 2 | 8 | 0 | 2 | 1 | 3 | 37.50 |
| Bureau Veritas | 451 | 509 | 539 | 1499 | 41 | 48 | 73 | 162 | 10.81 |
| China Classification Society | 248 | 262 | 286 | 796 | 14 | 16 | 18 | 48 | 6.03 |
| China Corporation Register of Shipping | 20 | 21 | 16 | 57 | 1 | 2 | 3 | 6 | 10.53 |
| Croatian Register of Shipping | 10 | 13 | 8 | 31 | 1 | 2 | 0 | 3 | 9.68 |
| Det Norske Veritas | 510 | 486 | 507 | 1503 | 41 | 23 | 39 | 103 | 6.85 |
| Fidenavis SA | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Germanischer Lloyd | 514 | 545 | 589 | 1648 | 41 | 41 | 68 | 150 | 9.10 |
| Global Marine Bureau | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00 |
| Hellenic Register of Shipping | 18 | 2 | 0 | 20 | 7 | 2 | 0 | 9 | 45.00 |
| INCLAMAR | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Indian Register of Shipping | 56 | 41 | 30 | 127 | 9 | 4 | 2 | 15 | 11.81 |
| Intermaritime Certification Services S.A. | 7 | 8 | 2 | 17 | 7 | 4 | 1 | 12 | 70.59 |
| International Naval Surveys Bureau | 23 | 9 | 12 | 44 | 12 | 3 | 9 | 24 | 54.55 |
| International Register of Shipping | 37 | 30 | 20 | 87 | 19 | 16 | 9 | 44 | 50.57 |
| International Ship Classification | 8 | 5 | 11 | 24 | 3 | 2 | 3 | 8 | 33.33 |
| Isthmus Bureau of Shipping | 9 | 7 | 8 | 24 | 5 | 3 | 6 | 14 | 58.33 |
| Korea Classification Society | 25 | 21 | 15 | 61 | 11 | 7 | 4 | 22 | 36.07 |
| Korean Register of Shipping | 300 | 267 | 310 | 877 | 23 | 13 | 29 | 65 | 7.41 |
| Korea Ship Safety Technology Authority | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Lloyd's Register | 703 | 724 | 732 | 2159 | 59 | 51 | 63 | 173 | 8.01 |
| National Shipping Adjuster Inc | 3 | 2 | 1 | 6 | 3 | 2 | 1 | 6 | 100.00 |
| Nippon Kaiji Kyokai | 1618 | 1657 | 1607 | 4882 | 119 | 111 | 135 | 365 | 7.48 |
| Overseas Marine Certification Services | 2 | 6 | 1 | 9 | 0 | 1 | 0 | 1 | 11.11 |
| Panama Bureau of Shipping | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Panama Maritime Surveyors Bureau Inc. | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Maritime Documentation Services | 0 | 4 | 5 | 9 | 0 | 1 | 4 | 5 | 55.56 |
| Panama Register Corporation | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Panama Shipping Registrar Inc. | 1 | 2 | 3 | 6 | 0 | 1 | 2 | 3 | 50.00 |
| Phoenix Register of Shipping | 6 | 13 | 8 | 27 | 4 | 10 | 5 | 19 | 70.37 |
| Polski Rejestr Statkow | 7 | 7 | 4 | 18 | 1 | 1 | 1 | 3 | 16.67 |
| Registro Italiano Navale | 154 | 176 | 181 | 511 | 17 | 19 | 28 | 64 | 12.52 |
| Registro Internacional Naval S.A. | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| RINAVE Portuguesa | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Russian Maritime Register of Shipping | 87 | 72 | 55 | 214 | 17 | 17 | 9 | 43 | 20.09 |

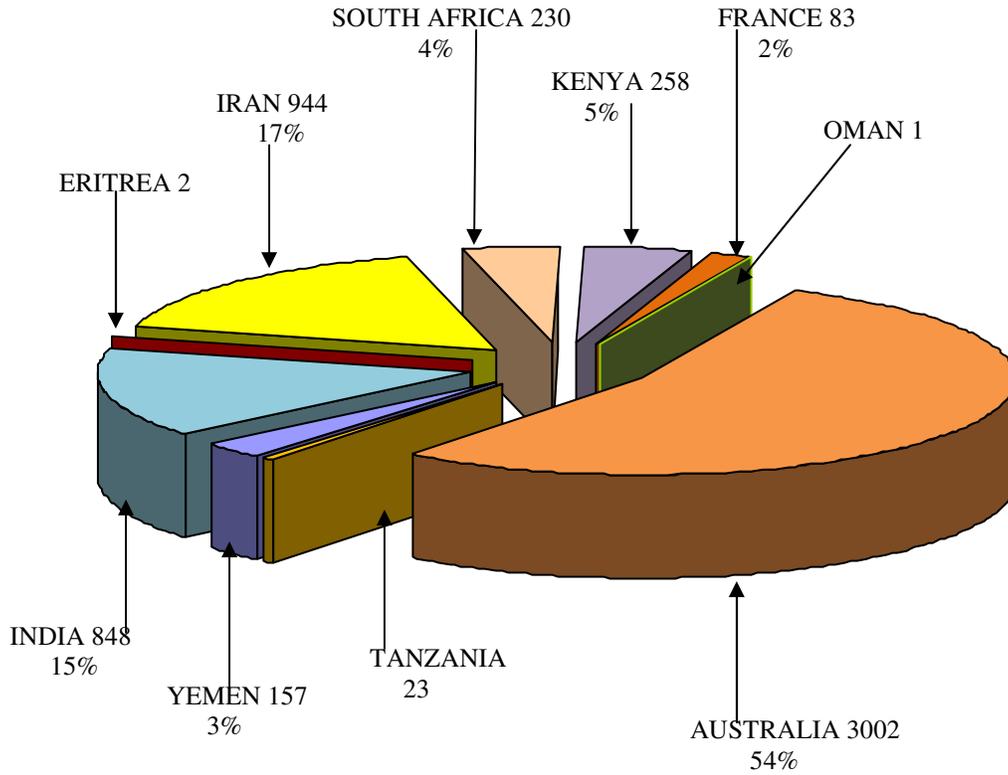
Table: 10 (Contd.)

Comparison of Inspections and Detentions per Recognised Organisation

| Recognised Organisation | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|-------------------------------|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2009 | 2010 | 2011 | Total | 2009 | 2010 | 2011 | Total | |
| Shipping Register of Ukraine | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Turkish Lloyd | 12 | 5 | 7 | 24 | 2 | 1 | 4 | 7 | 29.17 |
| Union Bureau of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Universal Shipping Bureau | 3 | 2 | 0 | 5 | 3 | 1 | 0 | 4 | 80.00 |
| Viet Nam Register of Shipping | 33 | 39 | 43 | 115 | 10 | 17 | 19 | 46 | 40.00 |
| No Class | 0 | 2 | 7 | 9 | 0 | 0 | 3 | 3 | 33.33 |
| Other | 40 | 56 | 50 | 146 | 12 | 25 | 23 | 60 | 41.10 |
| Total | 5383 | 5513 | 5550 | 16446 | 517 | 471 | 600 | 1588 | 9.66 |

INSPECTION EFFORTS

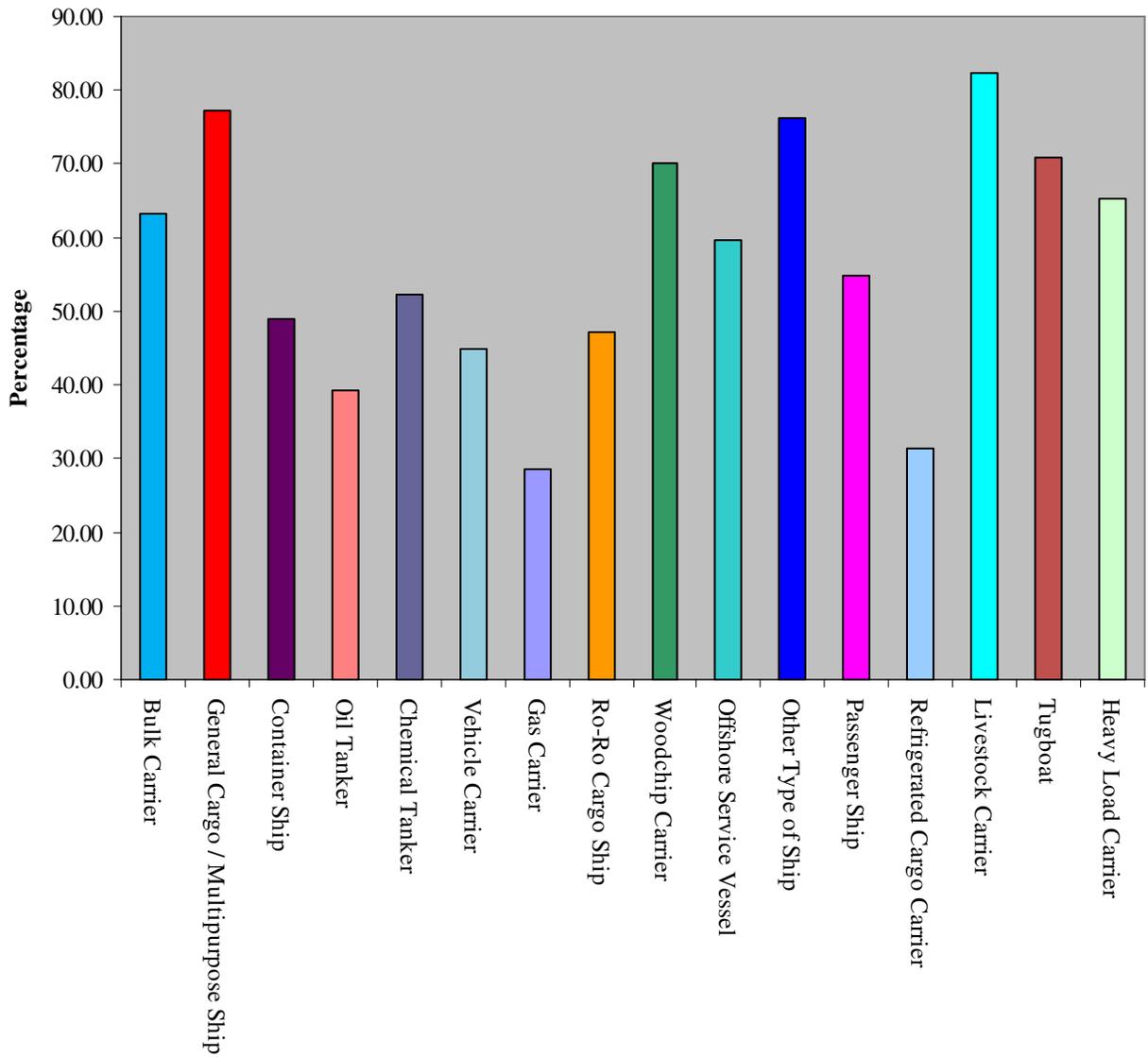
Fig. 1



TOTAL INSPECTIONS: 5550

Percentage of Ship Type with Deficiencies

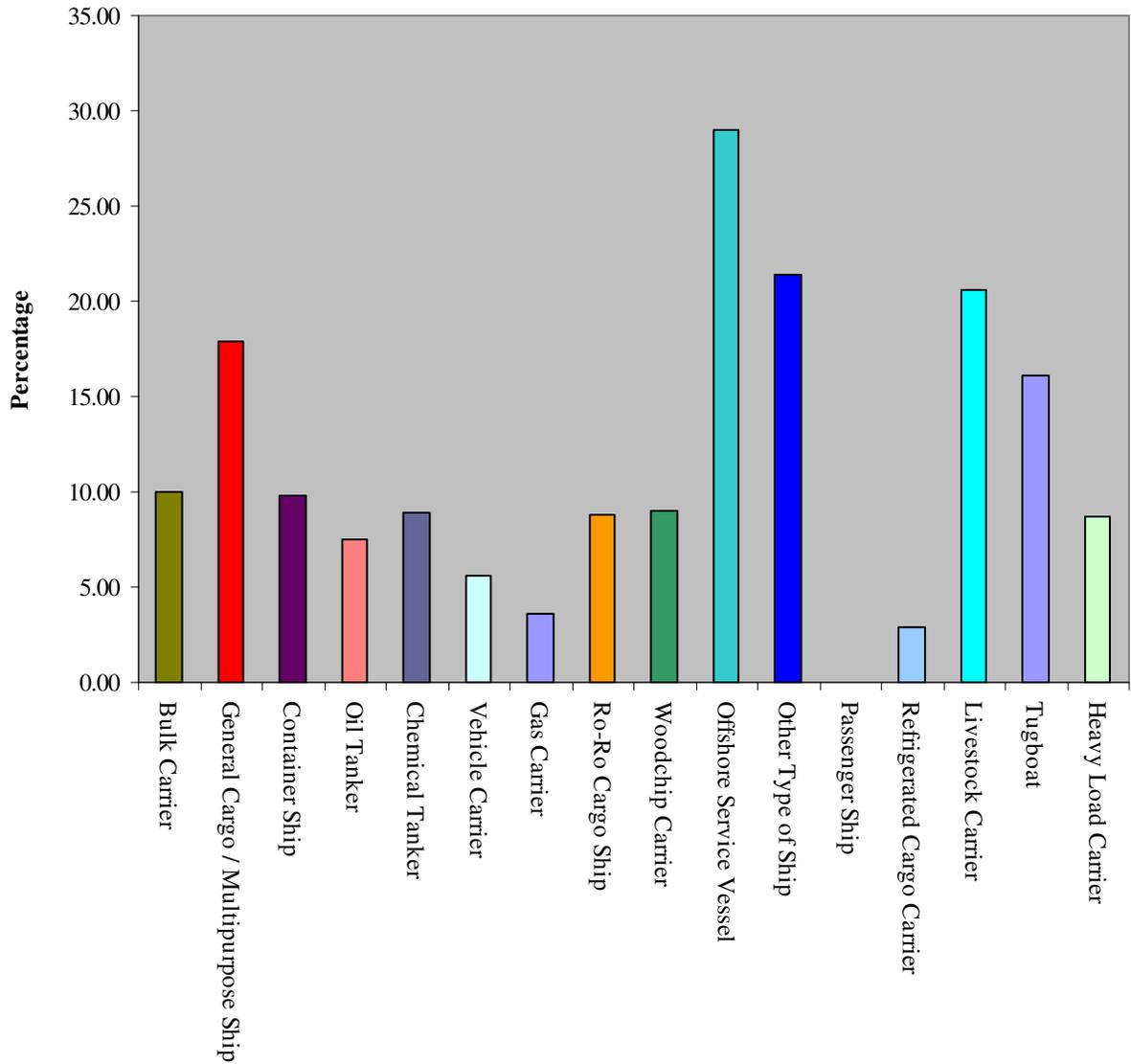
Fig. 2



This graph depicts 20 inspections and above/ Ship Type

Percentage of Detention per Ship Type

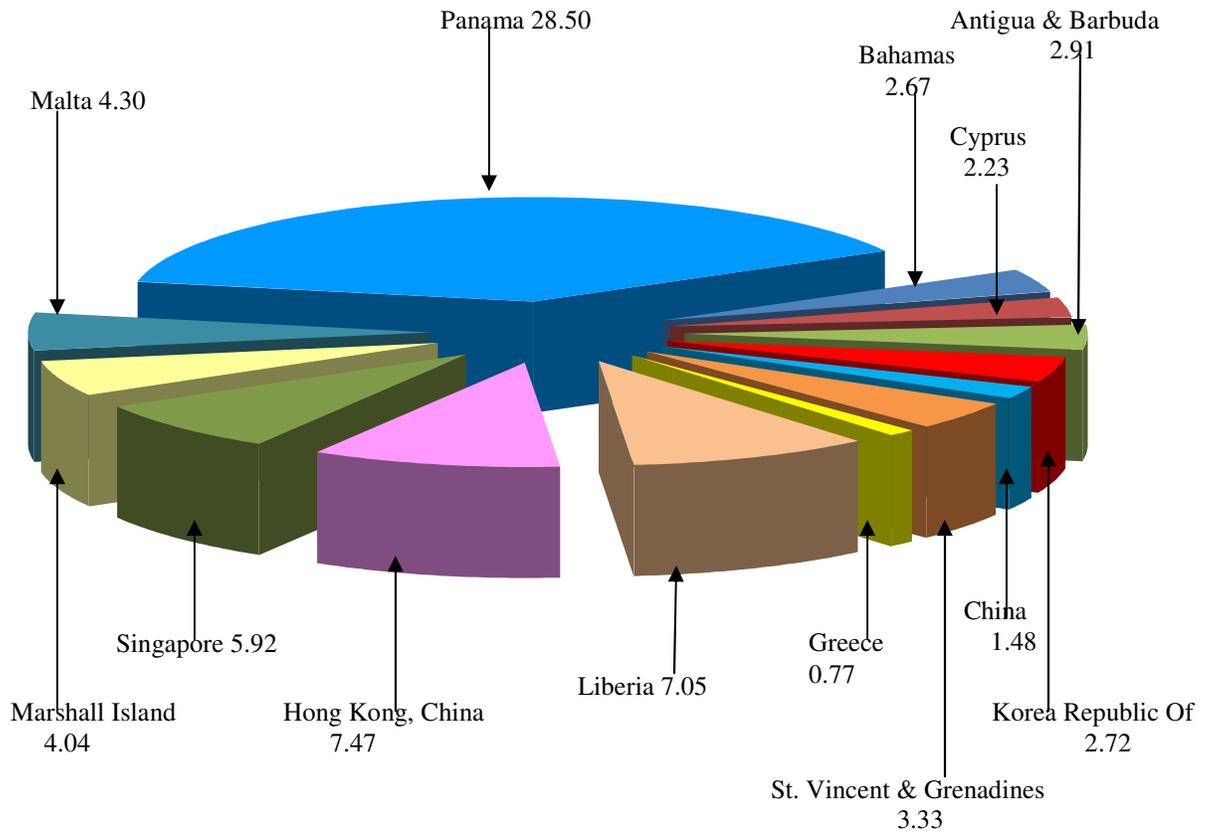
Fig. 3



This graph depicts 20 inspections and above/ Ship Type

Percentage of Deficiencies per Flag

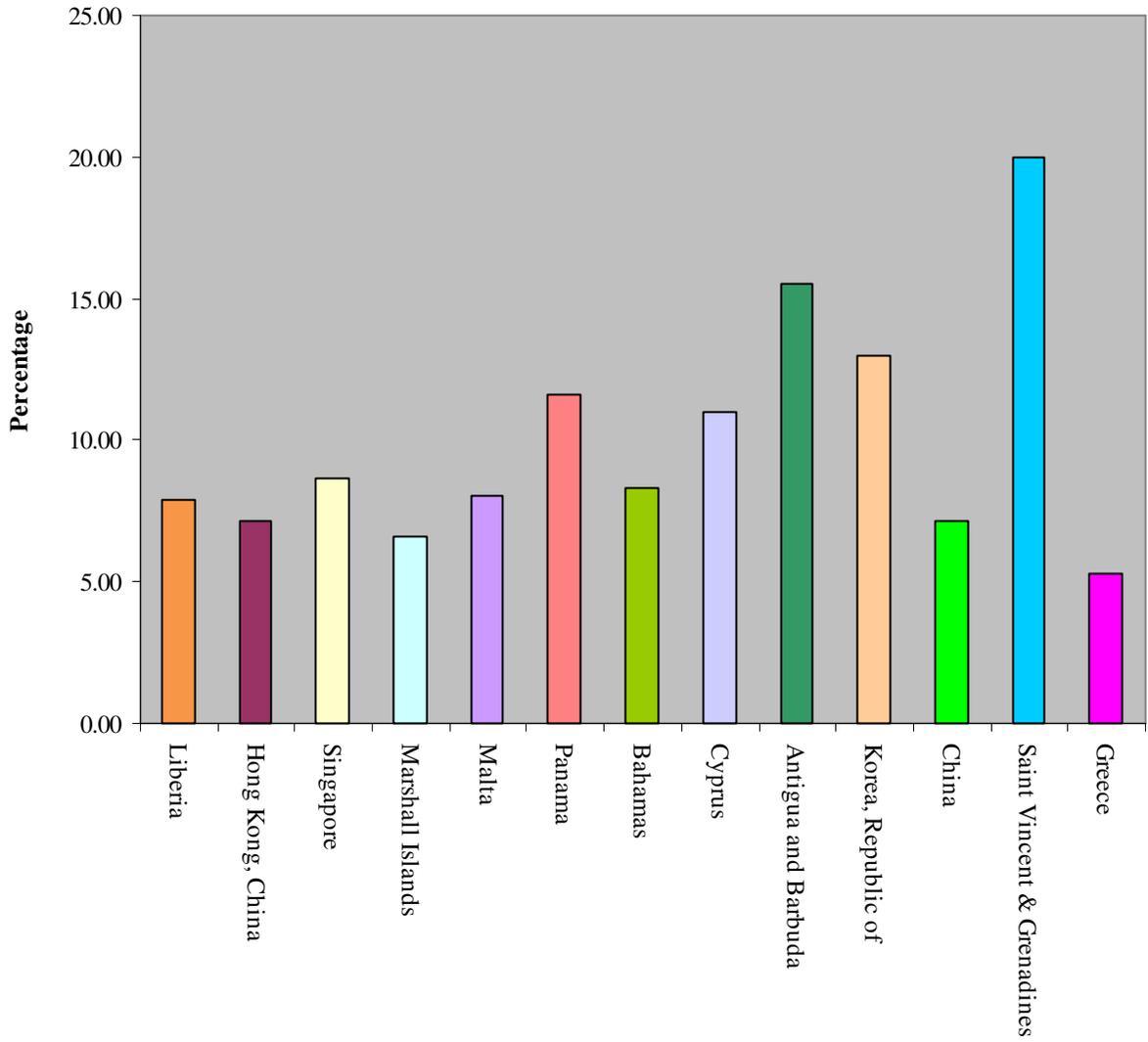
Fig. 4



This graph depicts 75 inspections and above / Flag.

Percentage of Detentions per Flag

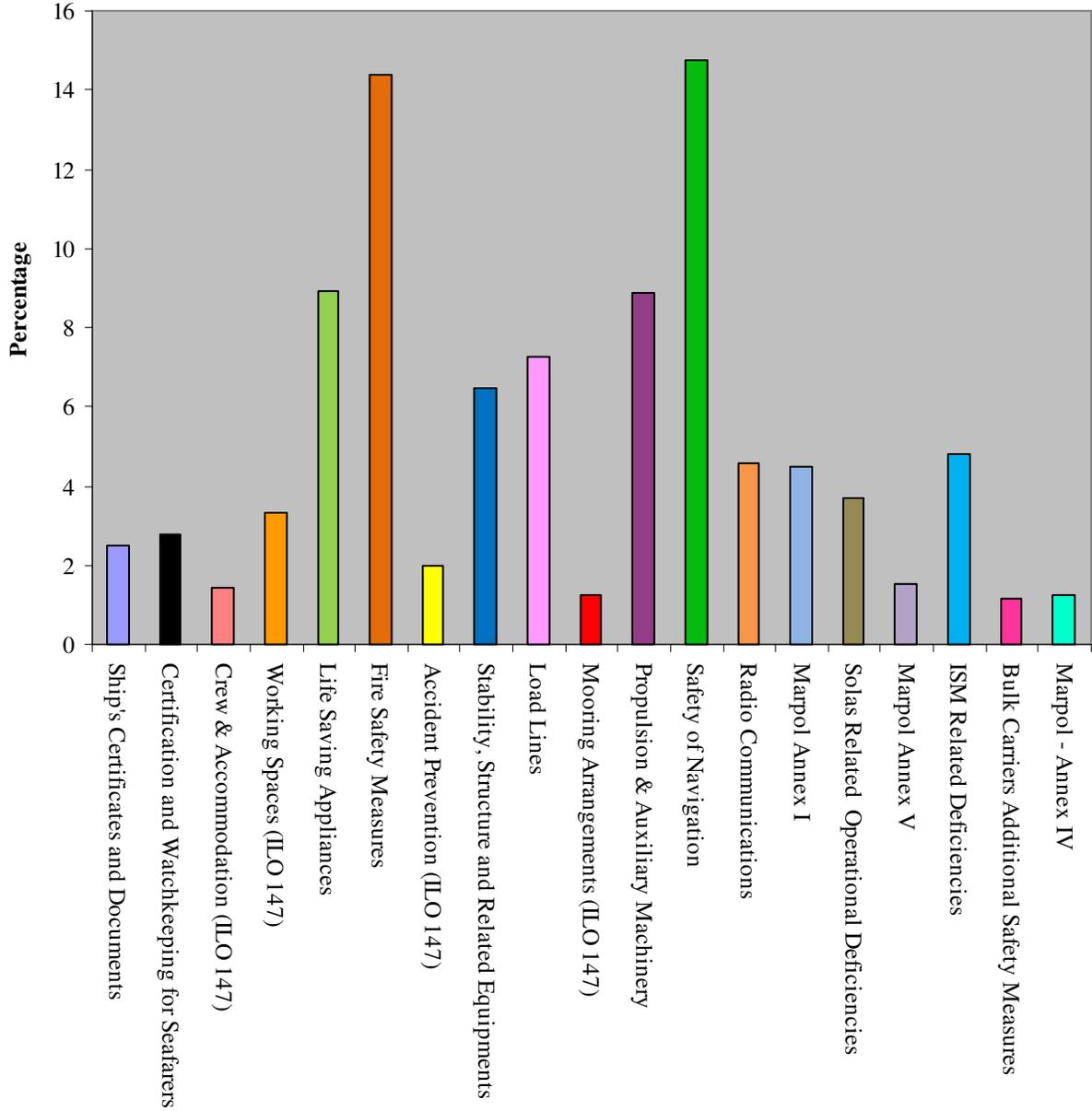
Fig 5



This graph depicts 75 inspections and above/Flag

Deficiency Percentage By Categories

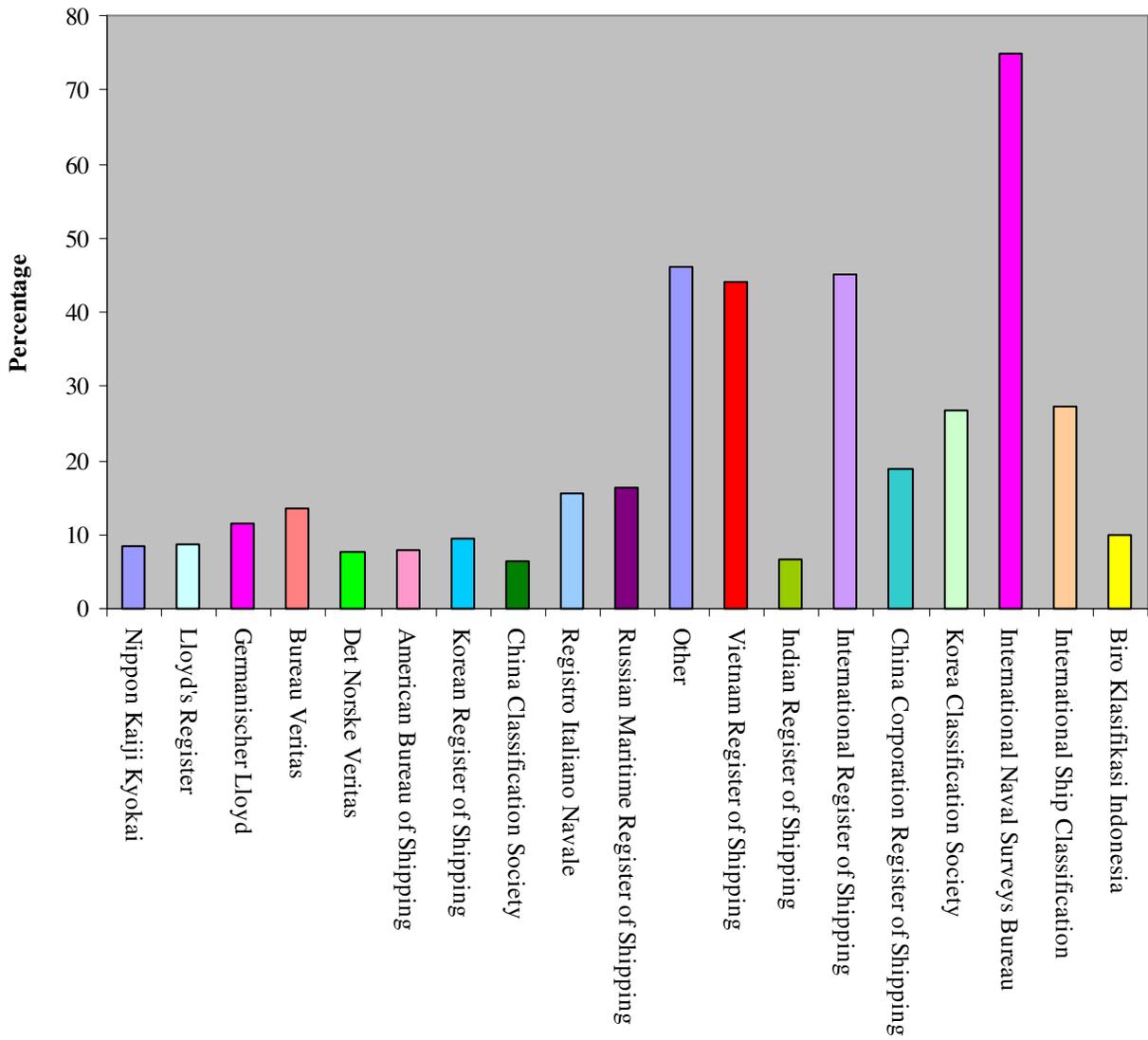
Fig. 6



This graph depicts deficiencies percentage 1.5 and above

Detention Percentage By Recognised Organisation

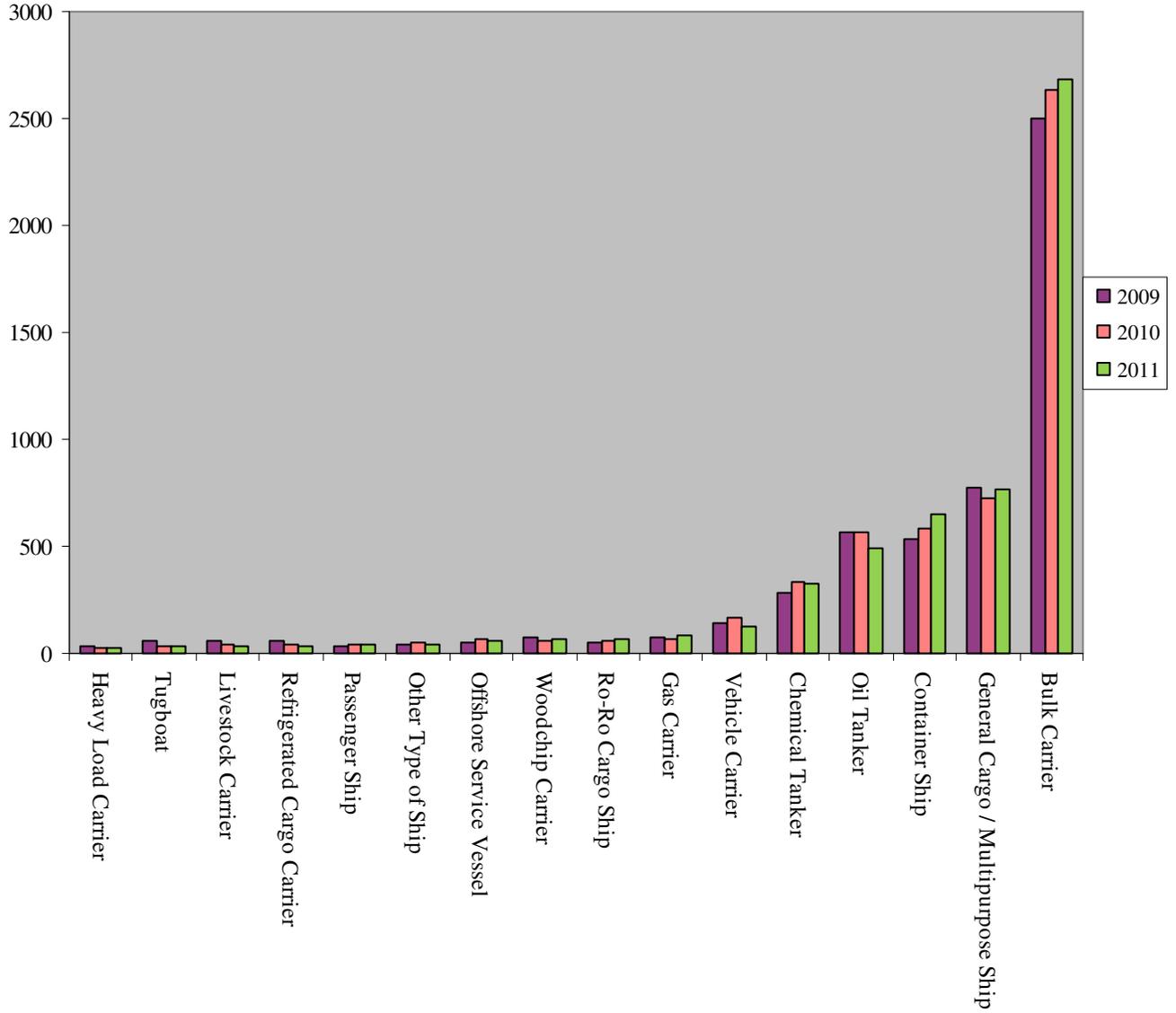
Fig. 7



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

Comparison of Inspections per Ship Type

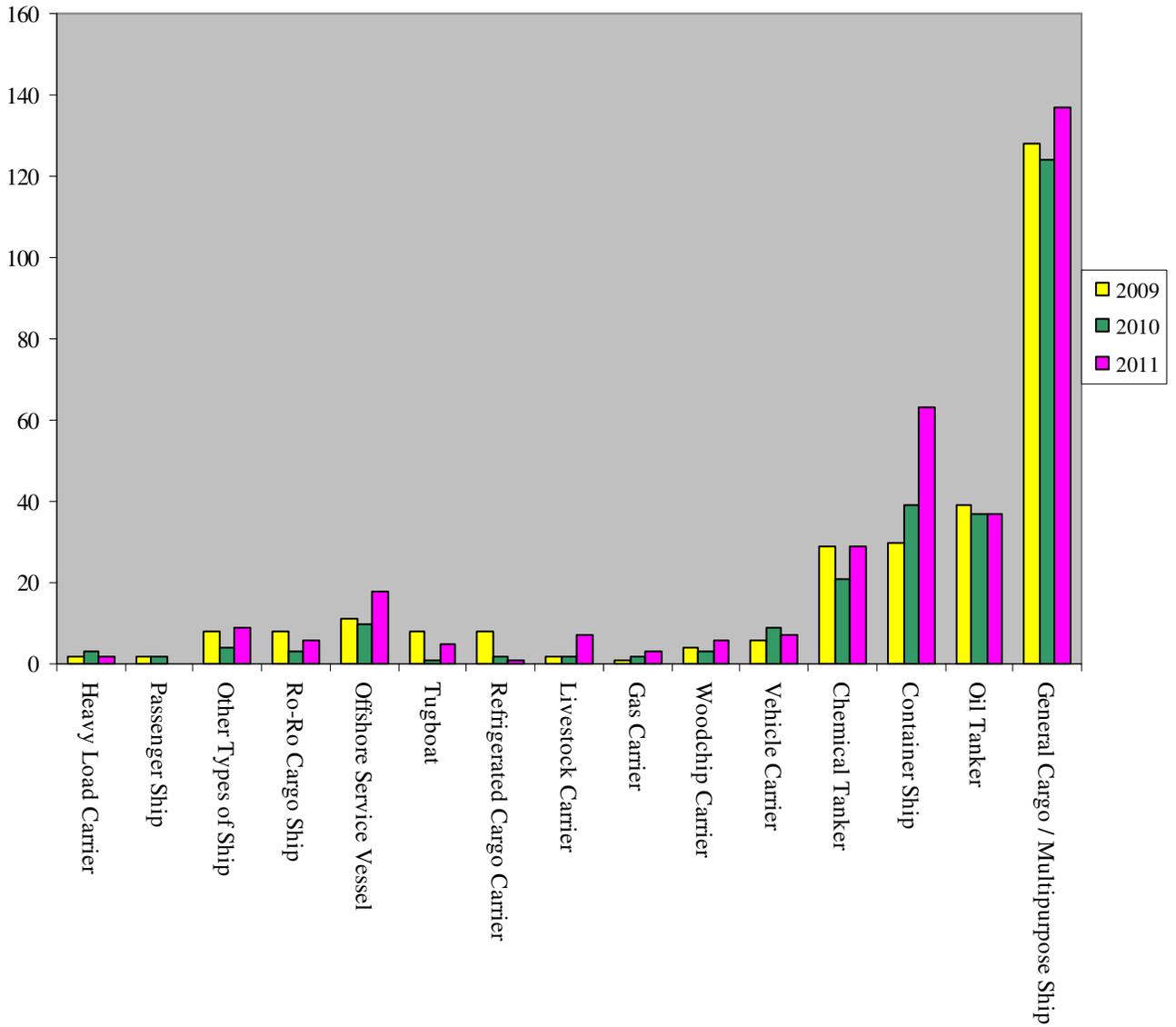
Fig. 8



This graph depicts 30 inspections and above either for 2009, 2010 or 2011 / Ship Type

Comparison of Detentions per Ship Type

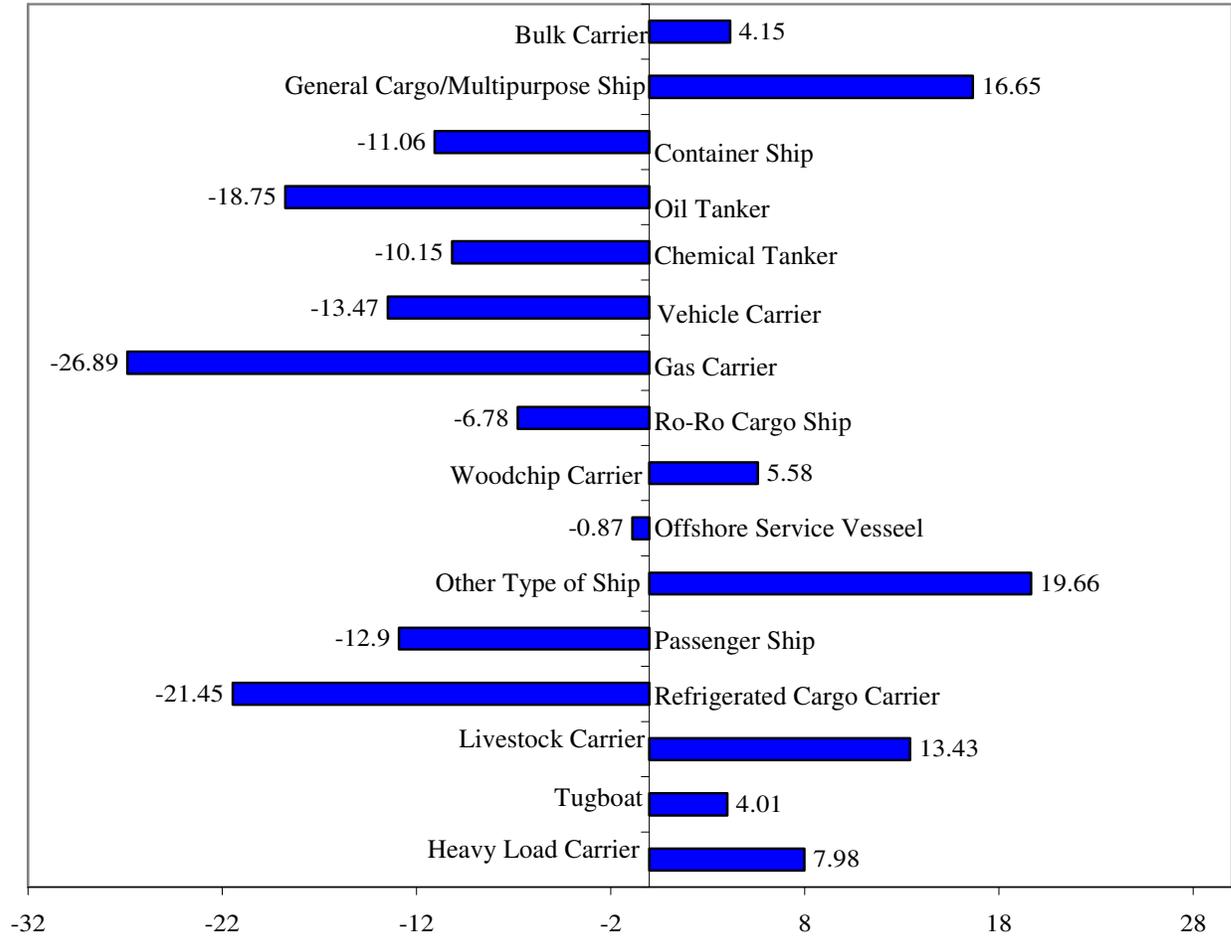
Fig. 9



This graph depicts 30 inspections and above either for 2009, 2010 or 2011 / Ship Type

Summary of 3-year Inspections with Deficiencies per Ship Type

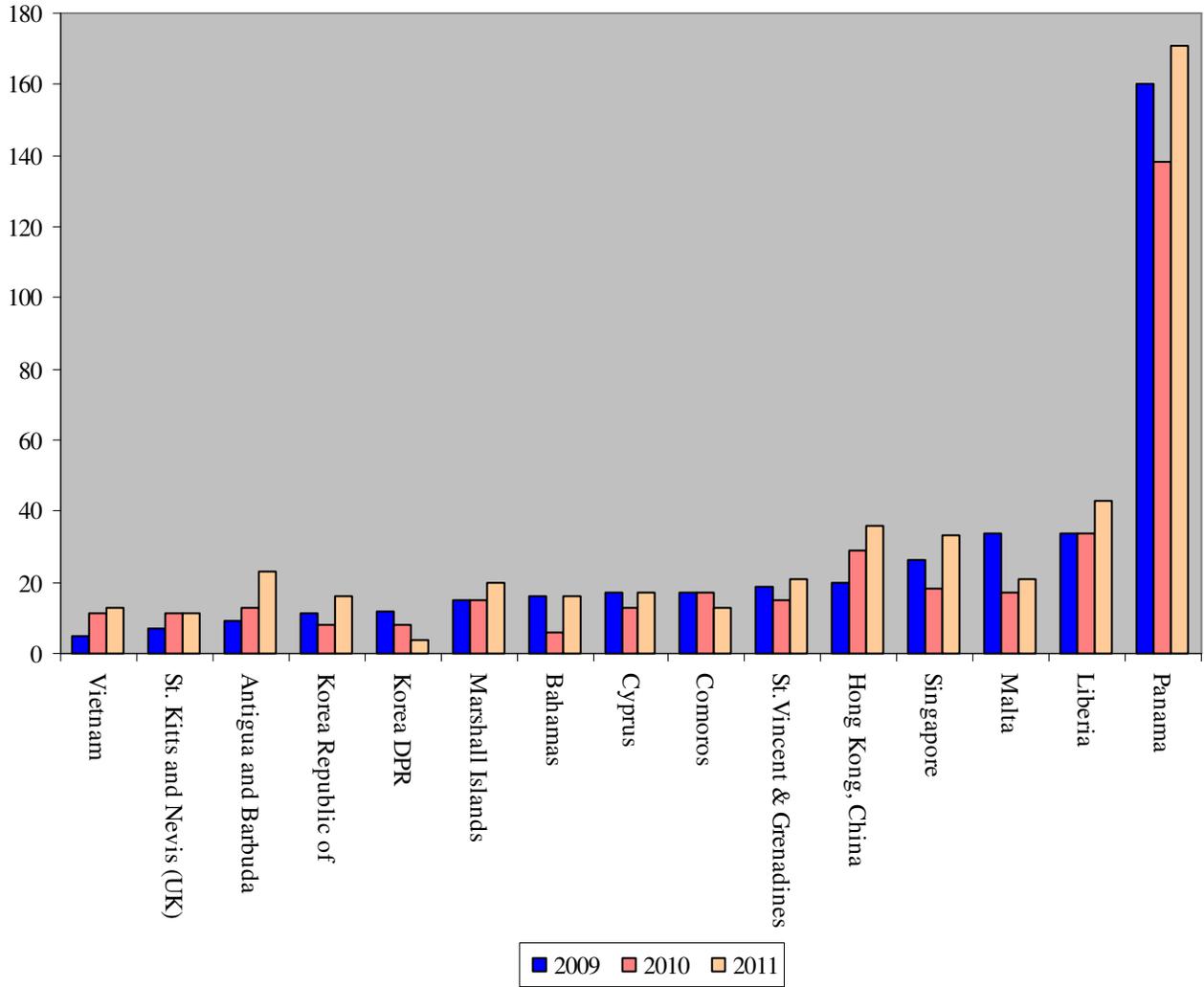
Fig. 10



% over (+) or under (-) average

Comparison of Detentions per Flag

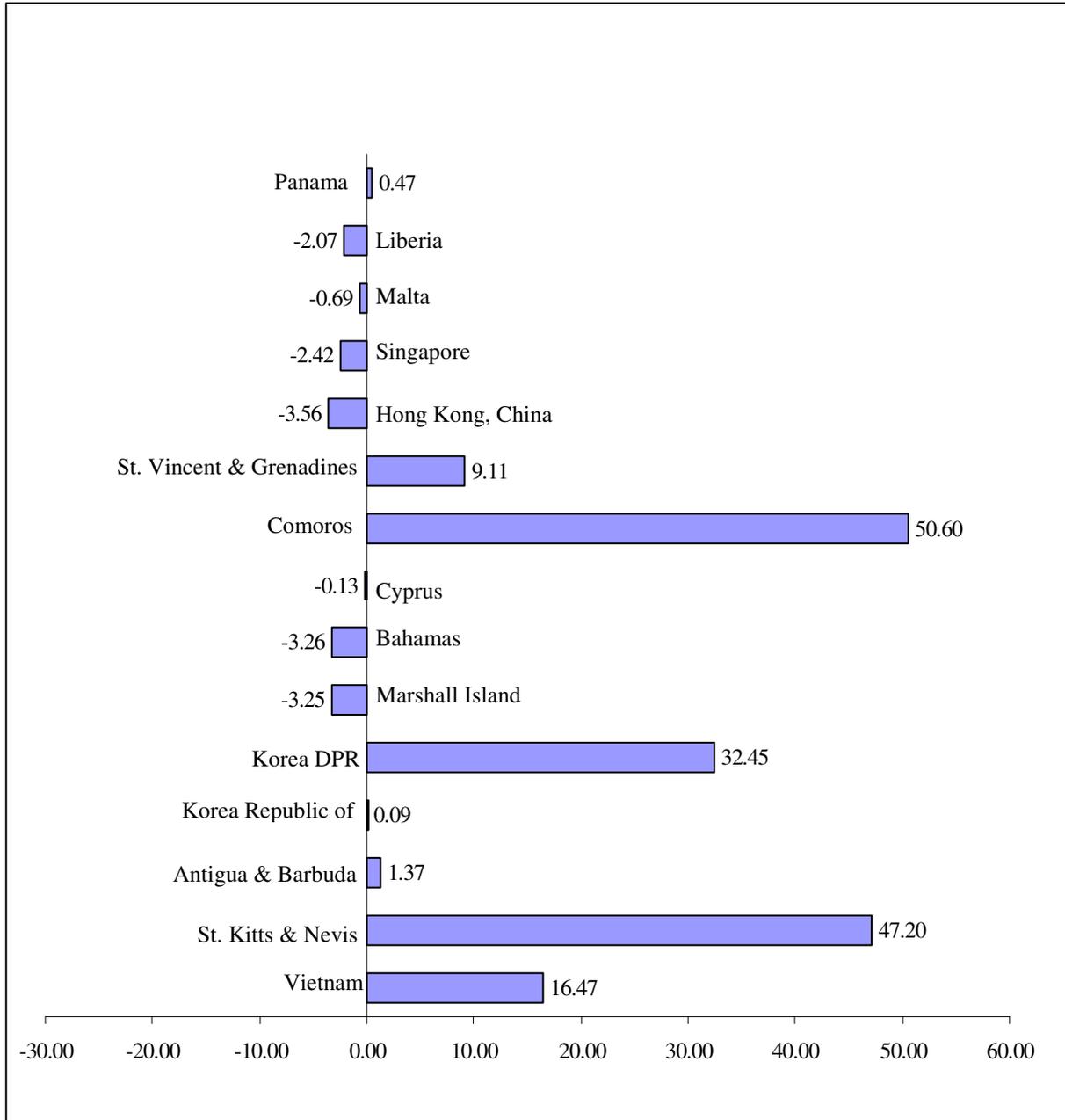
Fig. 11



This graph depicts detentions of 10 and above either for 2009, 2010 or 2011/ flag

Summary of 3 years Detentions Per Flag

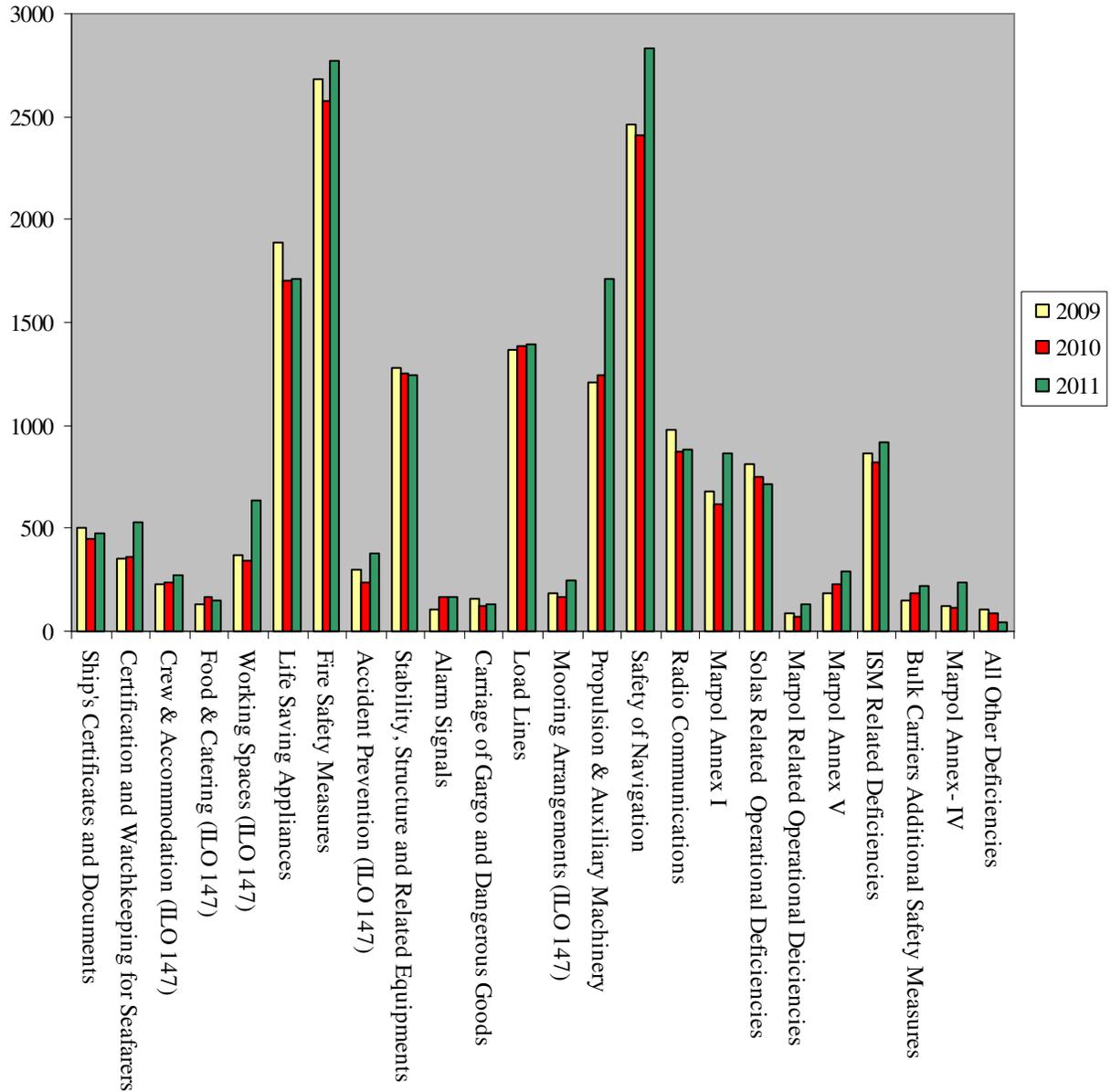
Fig. 12



% over (+) or under (-) average

Comparison of Deficiencies by Categories

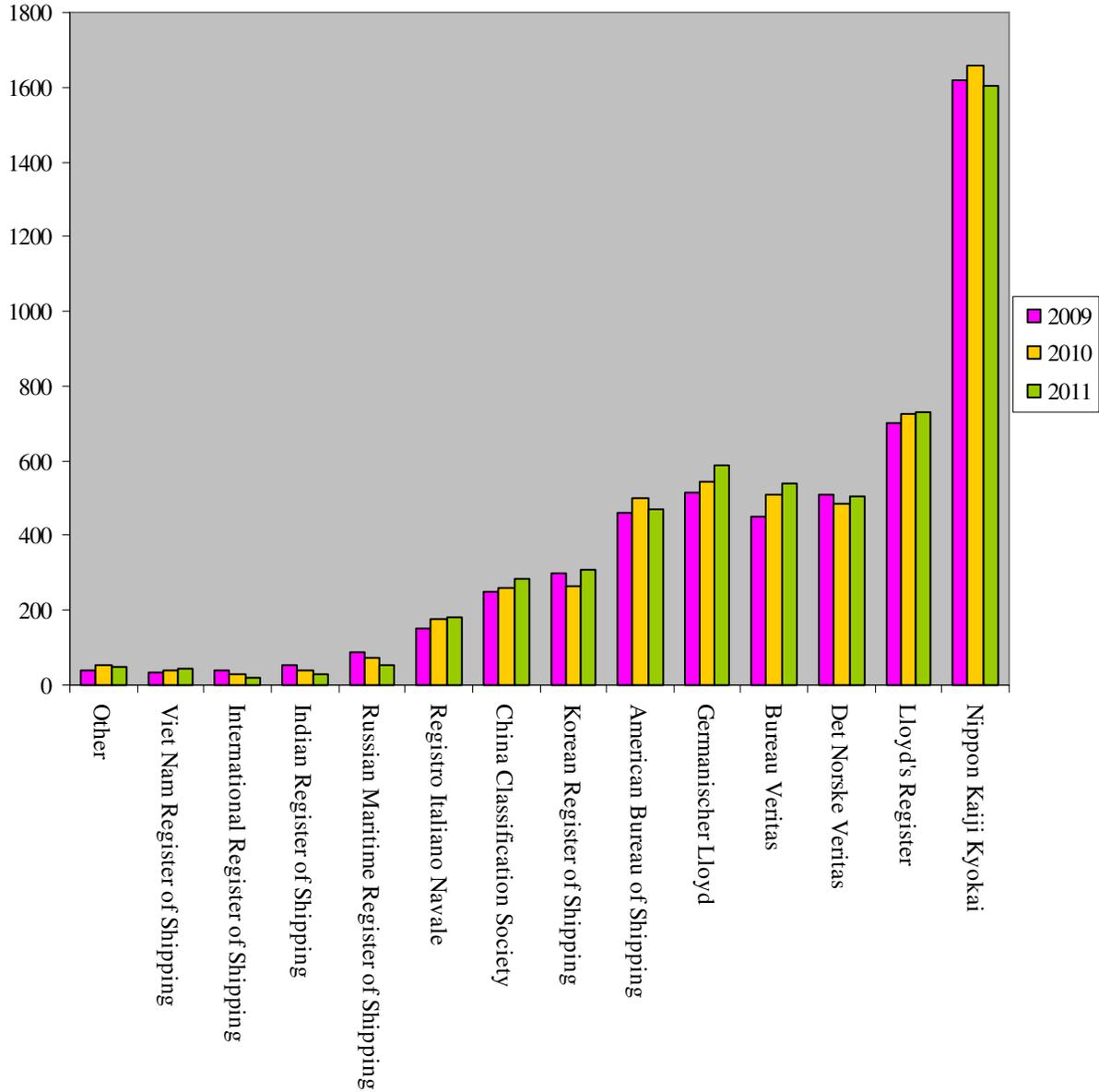
Fig. 13



This graph depicts deficiencies of 100 and above either for 2009, 2010 or 2011

Comparison of Inspections per Recognised Organisation

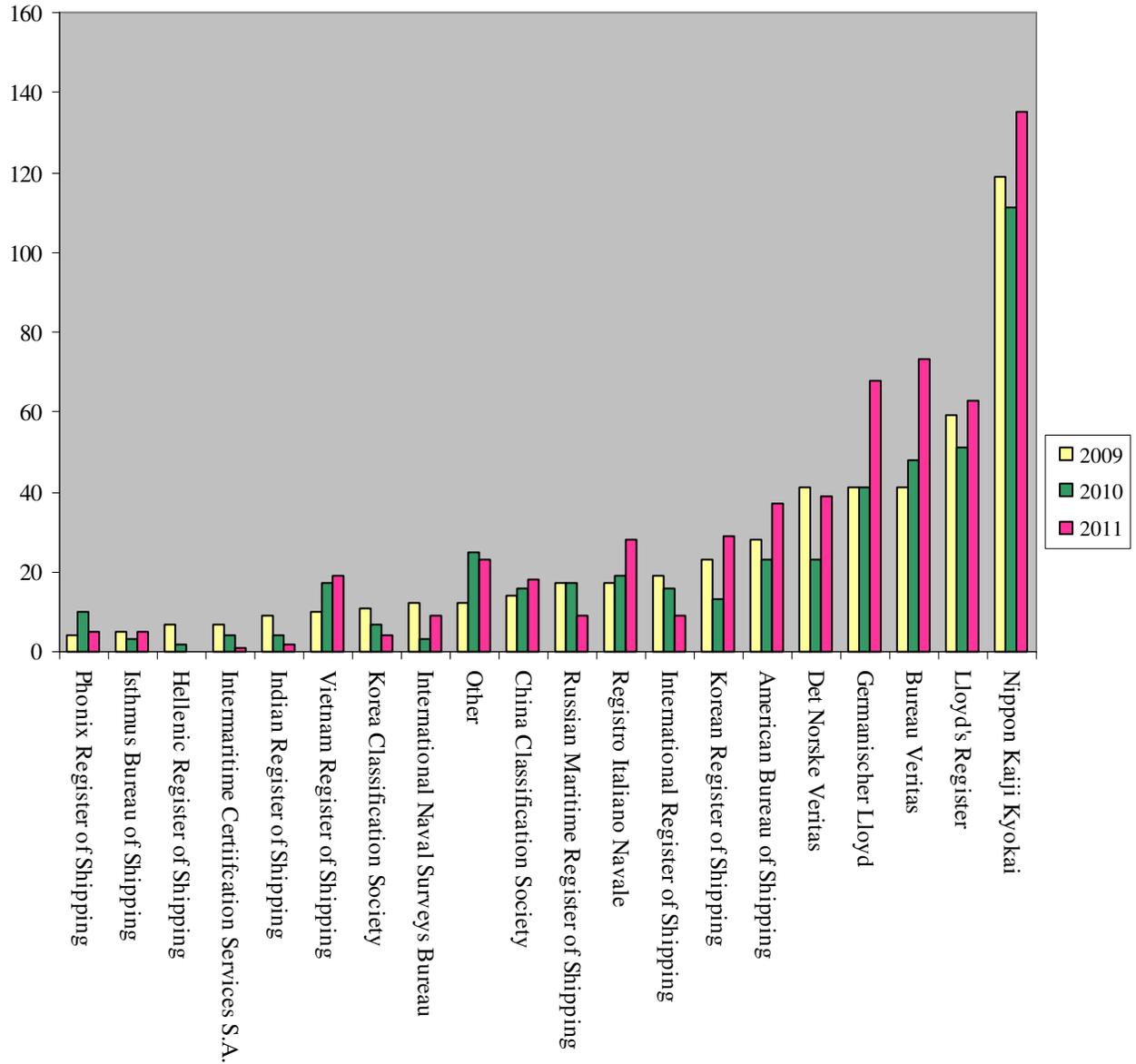
Fig. 14



This graph depicts inspections of 40 ships and above either for 2009, 2010 or 2011

Comparison of Detentions per Recognised Organisation

Fig. 15



This graph depicts detentions of 5 and above either for 2009, 2010 or 2011

THE REPORT OF CIC ON STRUCTURAL SAFETY AND THE INTERNATIONAL CONVENTION ON LOAD LINES

| | |
|-------------------------------------|------------------|
| Name of reporting Authority | AUSTRALIA |
| Total number of inspection | 604 |
| Total number of deficiencies | 48 |
| Total number of detention | 2 |

| | |
|-------------------------------------|---------------|
| Name of reporting Authority | FRANCE |
| Total number of inspection | 19 |
| Total number of deficiencies | 6 |
| Total number of detention | 2 |

| | |
|-------------------------------------|--------------|
| Name of reporting Authority | INDIA |
| Total number of inspection | 104 |
| Total number of deficiencies | 25 |
| Total number of Detentions | 03 |

| | |
|-------------------------------------|-------------|
| Name of reporting Authority | IRAN |
| Total number of inspection | 169 |
| Total number of deficiencies | 101 |
| Total number of detention | 8 |

| | |
|-------------------------------------|---------------------|
| Name of reporting Authority | SOUTH AFRICA |
| Total number of inspection | 29 |
| Total number of deficiencies | 10 |
| Total number of detention | 0 |

| | |
|-------------------------------------|--------------|
| Name of reporting Authority | YEMEN |
| Total number of inspection | 23 |
| Total number of deficiencies | 14 |
| Total number of detention | 0 |

All Reporting Authorities

| | |
|-------------------------------------|------------|
| Total number of inspection | 948 |
| Total number of deficiencies | 204 |
| Total number of detention | 15 |

THE SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA)

THE ESTABLISHMENT OF SAMSA

The South African Maritime Safety Authority (SAMSA) was established under the SAMSA Act No. 5 of 2008 on 1 April 1998. It is the Authority charged with the promotion of South Africa's maritime interests even though in South Africa many maritime interests cut across several Ministerial and Departmental jurisdictions. SAMSA falls under the ambit of the Department of Transport.

Its establishment resulted from the 1996 Transport Policy which aimed to ensure that South Africa's transport sector was in support of government strategies for economic and social development, whilst being environmentally and economically sustainable.

The articulation of the maritime policy and goals is as follows:

- Developing maritime awareness;
- Assisting in the fostering of an economic environment for the maritime transport industry that will allow it to compete with other nations;
- Contributing to the release of the full potential of the maritime industry in South Africa; and
- Ensuring fair labour practices such as employee rights, job creation and security with acceptable standards of employee health, welfare and safety in the maritime industry.

As a result of articulations in the transport policy, the founding legislation of SAMSA identifies three core mandates of the entity as:

- To ensure safety of life and property at sea;
- To prevent and combat pollution from ships in the marine environment; and
- To promote South Africa's maritime interests.

Other mandates that have recently been entrusted to SAMSA are as follows:

- The lead Agency to execute and implement the Western Indian Ocean Marine Highway Project. The Project's objective is to introduce modern navigation aid systems in the SADC region, essentially an electronically supported marine highway to guide ships through sensitive areas.
- The Authority charged with administering the Merchant Shipping (National Small Vessel Safety) Regulations, 2007, as amended ("the Regulations"). The Regulations extend SAMSA's core mandate to include South Africa's inland waterways (only waterways accessible to the public) to ensure boat safety.
- The Authority charged with implementing and executing the Long Range Identification and Tracking of Ships (LRIT) along the South African Coastline. The long-range vessel monitoring system assists in securing South Africa's coastal waters and rising lawlessness on the high seas, with particular reference to the worrying surge in pirate attacks along the East African coast.

VISION, MISSION AND VALUE PROPOSITION

VISION

The Authority championing South Africa's global maritime ambitions.

MISSION

Promote South Africa's maritime interests and develop and position the country as an international maritime centre while ensuring maritime safety, health and environmental protection.

VALUE PROPOSITION

The Authority leading the advancement of maritime safety and development of the maritime industry in South Africa through service excellence.

SUMMARY OF STRATEGIC GOALS AND OBJECTIVES ADOPTED IN 2011**a) A significant contribution to South Africa's socioeconomic development**

- To grow, develop and transform the South African maritime economy.

b) An orderly and sustainable maritime operating environment

- To improve safety in the maritime sector.
- To improve security of the maritime sector.
- To effectively respond to the impact of climate change on the maritime environment.
- To strengthen governance over the maritime domain.

c) A highly competent maritime authority

- To improve the human capacity and competence of SAMSA staff.
- To improve ICT and knowledge management capital.
- To enhance the management and sustainability of SAMSA's financial resources.
- To build a high performance culture.

d) Operational excellence

- To improve the experience of customers when accessing SAMSA services.
- To improve business process performance.
- To improve governance and enterprise-wide risk management.

ORGANIZATIONAL ARRANGEMENT

SAMSA is a statutory body responsible to the Minister of Transport, and is directed by a Board, the non-executive members of which are appointed by the Minister. The Chief Executive Officer (CEO) is an ex-officio member of the Board, and is appointed by the Board.

The relationship between the Minister of Transport and the Board is governed by the SAMSA Act and a Memorandum of Understanding (MOU), in terms of which the Board reports directly to the Minister. The CEO manages the Authority in terms of the SAMSA Act and is further bound by an MOU. He reports directly to the Board.

INSTITUTIONAL STRUCTURE

SAMSA adopted a new strategy in 2008 to strengthen its operational activities and committing it to playing a key role in the development of the maritime sector, i.e. advancing the Republic's maritime interests. With an added new role, SAMSA's structure and service offering inevitably changed to deliver on its strategic mandate and to reposition SAMSA and the maritime industry.

Since 2008 SAMSA has been structured in centres in order to deliver its service through organisational clusters as follows:

a) Maritime Sector Safety, Monitoring and Enforcement

This cluster administers laws and regulations affecting the industry. Matters of safety, security, standards and quality are enforced through the cluster, which delivers on SAMSA's technical core mandate and which is comprised of the following centres:

- **SAMSA Centre for Ships**
 - Port State Control
 - Flag State Implementation
 - Coastal State Responsibility
 - Ship Registry
- **SAMSA Centre for Seafarers and Fishing**
 - Certification
 - Accreditation
 - Examination
 - Seafarer Registry
- **SAMSA Centre for Boating (Small Vessels)**
 - Certification
 - Examination
 - Accreditation
 - Small Vessels' Database
- **SAMSA Centre for Sea Watch and Response**
 - Maritime Domain Awareness and Surveillance
 - Monitor Coastal and Offshore Activities
 - Search and Rescue
 - Protection of the Marine Environment
 - Response to Maritime Incidents
 - Accident and Incident Analysis

b) Maritime Economic Development

This cluster delivers on SAMSA's economic, social and related agenda to the nation through interventions in the maritime industry by means of the following two centres:

- **SAMSA Centre for Maritime Industry Development and Economic Analysis**
 - Industry Development Cluster
 - International Maritime Centre
 - Economic Information
- **SAMSA Centre for Maritime Excellence**
 - Research and Information
 - Training
 - Knowledge Management

c) Maritime Sector Governance

Maritime sector governance is undertaken by the Centre for Policy and Regulation, which is responsible for compiling policies and regulations for the maritime sector. It also assists in

Administering pieces of legislation and assists the Department of Transport on maritime related legislative matters.

- **SAMSA Centre for policy and Regulatory Affairs**

- Maritime Policies
- Legislation
- Legal
- Regulations

d) Corporate Governance and Management

This cluster is responsible for strategic direction, corporate administration and internal governance, risk and compliance, through the following centres:

- **SAMSA Centre for Corporate Strategy, Risk, Compliance and Governance under Office of the Chief Executive Officer**

- Strategy
- Strategic Planning
- Reporting
- Risk, Compliance and Governance

- **SAMSA Centre for Corporate Affairs**

- Communications/Media
- Branding
- Events

- **SAMSA Centre for Corporate Services**

- Finance
- Human Resources
- Information Communications and Technologies
- Procurement

SAMSA's head office is in Pretoria, the administrative capital of South Africa, with offices through which most compliance and enforcement services are conducted in the following ports:

1. Eastern region

- a. Richards Bay
- b. Durban

2. Southern Region

- a. East London
- b. Ngqura
- c. Port Elizabeth
- d. Mossel Bay

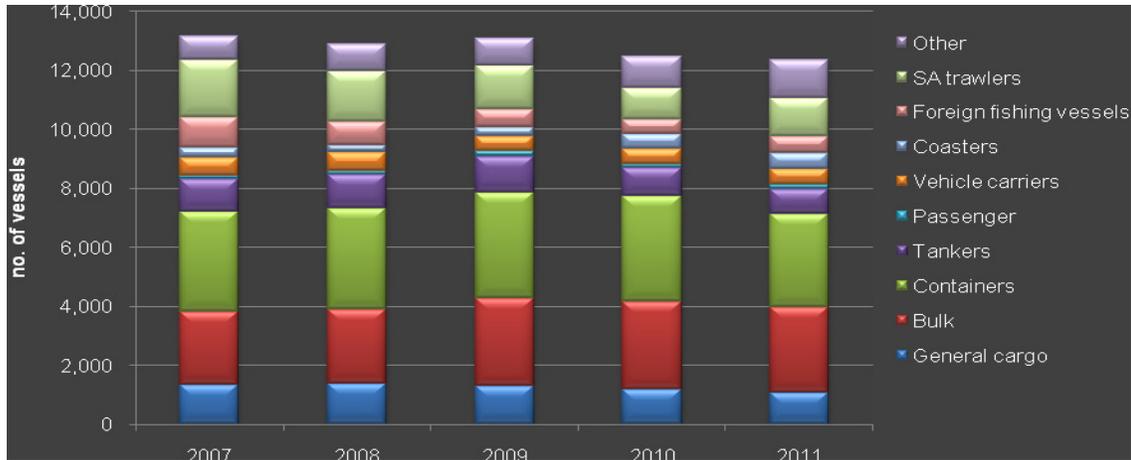
3. Western Region

- a. Cape Town
- b. Saldanha
- c. Port Nolloth

Vessel Traffic – South Africa

A total number of 12,356 vessels with a combined gross tonnage of 336.2 million called at the South African ports in 2011. This was slightly less than the number of vessels that called at the ports in 2010 (12,472 vessels with a combined gross tonnage of 323.2 million). For the past five years, the number of vessels calling shows an average decline of 1.56%. However, this decline has been matched by an ever-increasing size of the vessels calling at the ports – explained below. Container (3,141) and bulk (2,913) vessels still dominate the type of vessels calling at South African ports.

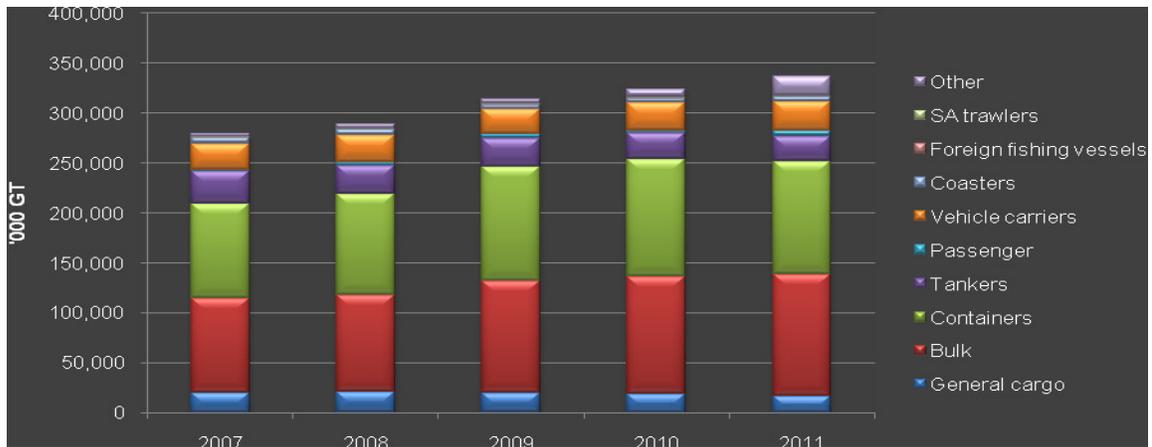
Figure 8: Vessel traffic (2007-2011) – Total number



Other includes livestock, barges, cable layers, dredgers, hoppers, naval, oil rigs, search & rescue, tugs, & yachts
 Source: Transnet National Ports Authority and SAMSA calculations

The decline in the number of vessels calling was countered by the increase in the gross tonnage of vessels calling at the ports. Since 2007, the gross tonnage of vessels calling increased on average by 4.95%. This shows that ship owners are looking for economies of scale and to increase transport efficiencies. However, for the South African port authorities, this scenario compels them to invest in new infrastructure in order to cater for the increased vessel gross tonnage. Both bulk and container vessels have experienced an average gross tonnage growth of 7.15% and 5.45%, respectively over the past five years.

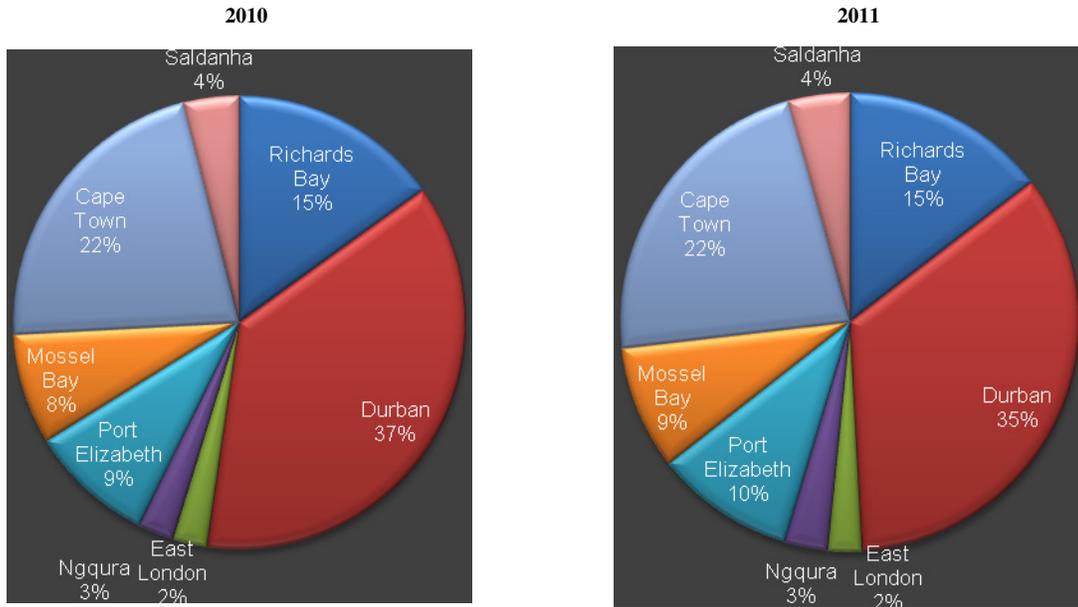
Figure 9: Vessel traffic (2007-2011) – Gross tonnage



Source: Transnet National Ports Authority and SAMSA calculations

Figure 10 below shows that the Port of Durban was the busiest, with over 4,200 ship calls in 2011. This was followed by Cape Town (2,782), Richards Bay (1,800), Port Elizabeth (1,211) and Mossel Bay (1,081). The rest (1,209) of the ships called at the Ports of East London, Ngqura, and Saldanha Bay.

Figure 10: Vessel traffic by port (2010 vs. 2011)



Source: Transnet National Ports Authority and SAMSA calculations