



2014

Annual Report



Chairman's Message



It is with great pleasure that I present the Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU) for the year 2014.

2014 has been a year of significant developments, some of which are publication of the revised manual for the port State control officers, launching of the new version of the IOMOU website, inclusion of the International Convention on Civil Liability for Bunker Pollution Damage, 2001 (Bunkers Convention), and Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992), as relevant instruments in the Memorandum. The Paris MoU Committee

considered and approved the application to grant observer status to the IOMOU, during their 47th Committee meeting. The IOMOU Committee also accepted Paris MoU as an observer of the MOU.

Shipping has remarkably improved its environmental performance over the years and continues to be by far the most environmentally friendly mode of transport available. This has been due to the successful framework provided by the International Maritime Organization (IMO) MARPOL Convention and other IMO instruments. However, it is imperative that all member Authorities of the IOMOU ratify the IMO and ILO Conventions, so as to comply with the international rules, not only for the benefit as a port State but also as a flag State.

In order to help in eliminate sub-standard shipping an effective port State control regime is of utmost significant; accordingly the Committee has laid emphasis on the competence of the PSCOs by conducting training programmes and improved exchange of information between the port State regimes and all involved parties. Time is not far when the port State control would be taken as a tool to ensure ongoing quality of shipping instead of elimination of substandard shipping.

The Committee of the IOMOU considers transparency of PSC activities as one of the most important elements in achieving the goals of PSC- full implementation of international standards in maritime safety and environmental protection. In order to have more transparency in the appeal procedures; procedures for reporting of the outcome of the review panel has been amended.

At present we have seventeen Authorities as members of the IOMOU, however we continue to place importance on increasing the membership of the IOMOU, in order to ensure harmonization of practices and procedures with respect to the port State control in the Indian Ocean region.

In conclusion, I would like to express my sincere appreciation to our Member States, Observers States and Observer Organization, to provide guidance when needed.

Francois BEAUGRAND



Foreword by the Secretary



It gives me great pleasure to present the sixteenth Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU) for the year ending 31 December 2014.

This annual report summarizes the port State control (PSC) performed by the IOMOU member Authorities based on various ship types, flag States and Recognised Organizations. Apart from general information, this report provides the outcome of the results

of PSC inspections undertaken by individual member Authority during the year 2014. In addition, this report also includes statistics and analysis on the results of inspections carried out by the member Authorities during the year 2014.

IOMOU Member Authorities duly realizes the challenges and the role PSC plays in eradicating the substandard shipping, and to face these challenges the IOMOU is committed to enhancing the skills of the port State control officers (PSCO) through consultation and training. PSCO's needs regular specialized training to familiarize themselves with the International Conventions and legislations. The IOMOU Secretariat was able to facilitate training to the PSCOs of the member Authorities, with the support of the Tokyo MoU and the Australian Maritime Safety Authority through the AusAID funding.

The Second Expert Mission on port State control was successfully conducted in Durban, South Africa, in October, 2014. The mission drew experts from Australia, New Zealand and Japan; it helped the PSCOs undergoing the training programme to understand how PSC activities are undertaken in other regimes. I would like to especially thank the Tokyo MoU for the conduct of Expert Mission and New Zealand and Japan for providing experts; and the Australian Maritime Authority for the AusAID funding and experts.

As per the MOU, vessel owners, operators, ROs and Flag states all have the right to appeal against inspection outcomes. The Secretariat received two cases of appeal during the reporting year. A full review of all relevant information was carried out in each case and were dealt with, as per the laid down procedures.

In order to promote better understanding of the activities of the organization and to monitor the developments and changes in the industry which could impact the quality of the shipping a forum with the industry was held and is scheduled to be held during the future Committee meetings.

The IOMOU Secretariat continued to serve its member Authorities well during the year, I would like to thank members for their contribution and particularly the port State control officers of the region for their commitment and professionalism.

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

Dilip Mehrotra

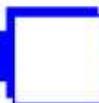


Table of Contents

	Page
1. INTRODUCTION	
1.1 General	1
1.2 List of the Members and the Observers	2
2. ORGANISATIONAL STRUCTURE	
2.1 Organisational Structure of the IOMOU.....	3
2.2 IOMOU Secretariat	4
2.3 Contact Details	4
3. THE COMMITTEE	
3.1 A description of its work and objectives	5
4. TRAINING FOR PORT STATE CONTROL OFFICERS	8
5. PORT STATE CONTROL DEFICIENCIES.....	11
6. CO-OPERATION WITH OTHER REGIONAL MOUs.....	13
7. IOCIS / WEBSITE	14
8. STATUS OF RELEVANT INSTRUMENT	
8.1 Status of Relevant Instrument.....	15
8.2 Status of MARPOL.....	16
9. STATISTICS	17
10. PORT STATE CONTROL INSPECTION ACTIVITIES.....	18

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

11.	LIST OF TABLES AND FIGURES	Page
	Table 1	Deficiencies by Type of Ship 19
	Table 2	Deficiencies by Flag 20
	Table 3	Deficiencies by Categories 22
	Table 4	Deficiencies by Recognised Organisation 23
	Table 5	Comparison of Inspections and Deficiencies per Ship Type ... 24
	Table 6	Comparison of Inspections and Detentions per Ship Type ... 25
	Table 7	Comparison of Inspections and Detentions per Flag 26
	Table 8	Comparison of Deficiencies by Categories 29
	Table 9	Comparison of Inspections and Deficiencies per Recognised Organisation 30
	Table 10	Comparison of Inspections and Detentions per Recognised Organisation 32
	Figure 1	Inspection Efforts 34
	Figure 2	Types of Ship Inspected..... 35
	Figure 3	Percentage of Ship Type with Deficiencies..... 36
	Figure 4	Percentage of Detention per Ship Type 37
	Figure 5	Percentage of Deficiencies per Flag 38
	Figure 6	Percentage of Detentions per Flag 39
	Figure 7	Deficiency Percentage by Categories... 40
	Figure 8	Detention Percentage by Recognised Organisation 41
	Figure 9	Comparison of Inspections per Ship Type 42
	Figure 10	Comparison of Detentions per Ship Type 43
	Figure 11	Summary of three Years Inspections with Deficiencies per Ship Type 44
	Figure 12	Comparison of Detentions per Flag 45
	Figure 13	Summary of three Years Detentions percentage per Flag 46
	Figure 14	Comparison of Deficiencies by Categories 47
	Figure 15	Comparison of Inspections per Recognised Organisation 48
	Figure 16	Comparison of Detentions per Recognised Organisation 49
12.	REPORT OF CIC ON STCW HOURS OF REST	50
13.	PRESENTATION OF MEMBER ADMINISTRATION: BANGLADESH.....	52



Introduction

General

The Memorandum of Understanding on port State control (PSC) in the Indian Ocean region (IOMOU) was finalized 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. Each Authority ensures that foreign merchant ships visiting its ports comply with the standards articulated in the relevant

Conventions and all amendments thereto in force. In this context, a participating maritime authority regards a ship flying the flag of another member state as a foreign ship too. 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 regime. The mission of the IOMOU among maritime authorities responsible for port State control in the Indian Ocean region is to promote the effective implementation of an improved and harmonized system of port State control by uniform application, of relevant International Maritime Organization (IMO)/International Labor Organization (ILO) instruments on ships operating in the region.

This will be accomplished through the establishment and maintenance of a harmonized system of port State control by the member Authorities, and the effective operation of the Committee, the Secretariat and the IOCIS. Of particular importance are the cooperation and the exchange of information between members of the MOU and with other regional port State control regimes.

During the seventeenth Committee meeting the Committee approved inclusion of the International Convention on Civil Liability for Bunkers Pollution Damage, 2001 (Bunkers Convention) and Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992), accordingly following are the relevant instruments on which regional port State control is based:

- The International Convention on Load Lines, 1966;
- The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74);
- The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 78);
- The Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- The International Convention on Tonnage Measurement of Ships, 1969;
- The Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147),
- The Maritime Labour Convention, 2006 (MLC, 2006)
- The International Convention on the Control of Harmful Anti-fouling Systems on Ships 2001
- The International Convention on Civil Liability for Bunkers Pollution Damage, 2001 (Bunkers Convention)
- Protocol of 1992 to amend the International convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992).

Members, Observers & Observers Organisation

As of December 2014, there are seventeen countries which have become parties to the Memorandum. These are: Australia, Bangladesh, Comoros, Eritrea, France (La Reunion), India, Iran, Kenya, Maldives, Mauritius, Mozambique, Oman, Sri Lanka, South Africa, Sudan, Tanzania and Yemen.

The Observer States of the IOMOU are Ethiopia and Madagascar, and the Observer Organizations are Black Sea Memorandum of Understanding, Riyadh Memorandum of Understanding, the Paris Memorandum of Understanding (Paris MoU), Tokyo Memorandum of Understanding, West & Central Africa Memorandum of Understanding, the International Maritime Organisation, the International Labour Organization, United States Coast Guard and Equasis.

The Committee meetings are attended by the member Authorities as well as Observer States and Organizations.

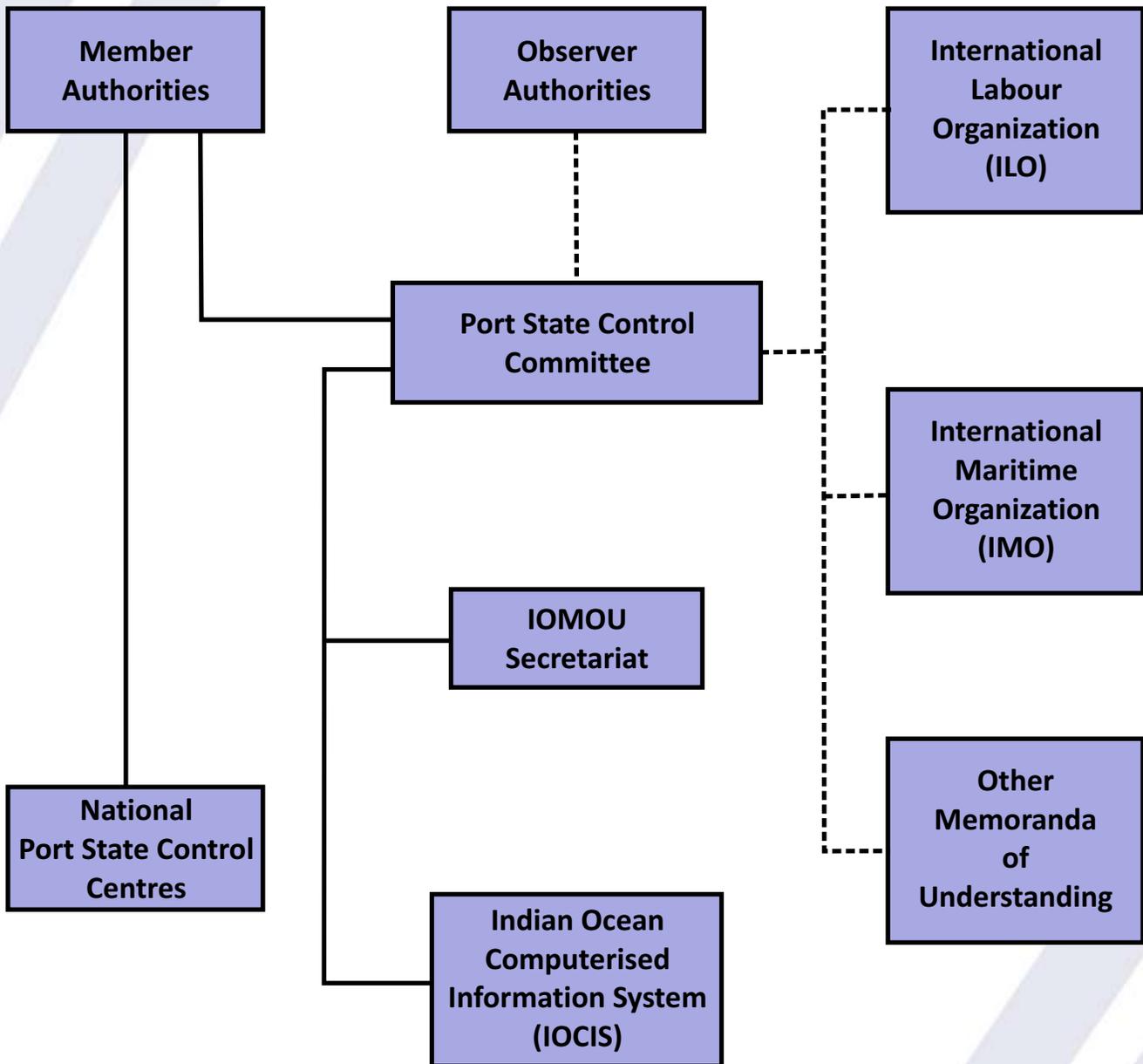


Vessel undergoing port State control Inspection



On-board training of PSCOs in South Africa during the Second Expert Mission Training.

Organisational Structure Of The IOMOU



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. Dilip Mehrotra, assisted by Office Assistant Ms. Milan Sawant and Data Processor Mrs. Priyanka Sawant.

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Vessel undergoing port State control Inspection

The Committee

The Indian Ocean Memorandum of Understanding on port State control held its Seventeenth Committee meeting in Muscat, Oman from 1 to 4 September, 2014. This meeting was hosted by the Maritime Affairs Sector, Ministry of Transport and Communication, Sultanate of Oman.

Representatives from the following IOMOU member States and observers attended the meeting:

Australia, Bangladesh, France (Reunion Island), India, Kenya, Mauritius, Maldives, Mozambique, Oman, South Africa, Sudan, Tanzania, Yemen, IOCIS Manager from the National Informatics Centre (NIC) and by the observers of United States Coast Guard (USCG) and Riyadh MoU.

The member Authorities of Comoros, Eritrea, Iran, and Sri Lanka and the observers of the International Labour Organisation (ILO), the International Maritime Organisation (IMO), Paris MoU and Tokyo MoU were not able to attend.

Mr. Francois BEAUGRAND presided over the Committee meeting as Chairman.



The participants during the Seventeenth Committee Meeting at Muscat, Oman

Important outcomes of the meeting included:

1. The Committee considered and adopted amendments to the Memorandum for inclusion of the International Convention on Civil Liability for Bunkers Pollution Damage, 2001 (Bunkers Convention) and Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992) as the relevant instruments under the IOMOU.
2. The Committee amended the detention review panel guidelines in order to have more transparency in the appeal procedures;
3. An interactive session was held with the industry representatives of ACS, IACS and INTERTANKO.
4. The Committee reviewed the achievement status of the adopted Strategic Plan for the IOMOU for the period 2013-18.
5. The Committee decided to have a seminar for the port State control officers of the region and Observers in the month of March 2015, to be hosted by the Authority of India.
6. The Committee decided to have further improvements in the text of PSC Manual.
7. Approved to participate in joint Concentrated Inspection Campaign with the Tokyo & Paris MoU's.
8. Further enhancement/ modifications to IOCIS approved during the seventeenth meeting.



Opening of the Seventeenth Committee Meeting at Muscat, Oman

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Seventeenth Committee meeting in progress at Muscat, Oman



Training and Seminars for Port State Control

The Second Expert Mission Training Programme was organised by the IOMOU Secretariat with the help of Australia Maritime Safety Authority (AMSA) under AusAID and AMSA Public Sector Linkages Programme (PSLP) for PSCOs under Indian Ocean Region (IOR) and Tokyo MoU Secretariat.

The course was hosted by the Authority of South Africa from 29 September to 10 October 2014, at Durban, South Africa.



Participants & experts during the Second Expert Mission Training Programme, at Durban, South Africa.



Class training during the Second Expert Mission Training Programme, at Durban, South Africa

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Experts from Australia, Tokyo and New Zealand conducted Second Expert Mission Training Programme.



On-board training of PSCOs in South Africa during the Second Expert Mission Training

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Experts addressing the PSCOs during the Second Expert Mission Training Programme, at Durban, South Africa





Host Authority presentation during the Second Expert Mission Training Programme

Trainings Sponsored by the International Maritime Organization.

One PSCO from Sudan was nominated to attend the Expert Training on Safety and Environment for port State control officers in the Hague, the Netherlands, from 4 to 7 March 2014. The course was sponsored by the IMO and conducted by the Paris MoU.

One PSCO from Bangladesh was nominated to attend the Expert training course on port State control jointly organized by the Viña del Mar Agreement and Tokyo MoU, Buenos Aires, Argentina, from 10 to 21 March 2014. The training course was hosted by the Vina del Mar Agreement and organized by the Tokyo MoU.

One PSCO from Sudan attended the Specialized training course on the Inspection of tankers for port State control officers, organized by the Paris MoU, in the Hague, the Netherlands, from 15 to 18 April 2014, at their own cost.

One PSCO from India was nominated to attend the 4th General Training Course (GTC4) for PSCOs in Yokohama, Japan. The course was sponsored by the IMO and conducted by the Tokyo MoU from 25 August to 19 September 2014.



Vessel undergoing port State control Inspection

Port State Control Deficiencies



Crew cabin bulkhead penetrated



Corroded ship side boiler blow down valve



Float seized

Co-operation with Other Regional MoU's

Considering the importance of inter-regional co-operation and harmonisation, IOMOU participated in the Concentrated Inspection Campaign (CIC) on STCW Hours of Rest jointly with the Paris & Tokyo MoUs in 2014. 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 as and when conducted by the Paris & Tokyo MoUs.

During the year, Observer status was granted to the IOMOU by the Paris MoU and Paris MoU was granted Observer status by the IOMOU.

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
Abuja MoU
Tokyo MoU
Riyadh MoU

The Secretary attended the first session of the Sub-Committee on Implementation of IMO Instruments held at IMO Headquarters, London from 14 to 18 July 2014 and the 25th meeting of the Tokyo MoU Committee held in Queenstown, New Zealand from 10 to 13 November 2014.



Vessel undergoing port State control Inspection

Status Of The Relevant Instruments

STATUS OF RELEVANT INSTRUMENT (Date of Deposit of Instruments) As on 31 December 2014

Sr. No	Authority	TONNAGE CONVENTION 69	LOADLINE CONVENTION 66	LOAD LINE PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88	STCW 78	AFS 2001	COLREG 72	BWM	ILO 147/MLC 2006*
1	Australia	21.05.1982	29.07.1968	07.02.1997	17.08.1983	17.08.1983	07.02.1997	07.11.1983	09.01.2007	29.02.1980	-	21.12.2011
2	Bangladesh	06.11.1981	10.05.1978	18.12.2002	06.11.1981	-	18.12.2002	06.11.1981	-	10.05.1978	-	06.11.2014
3	Comoros	22.11.2000	22.11.2000	-	22.11.2000	22.11.2000	-	22.11.2000	-	22.11.2000	-	-
4	Eritrea	22.04.1996	22.04.1996	04.02.2000	22.04.1996	-	04.02.2000	22.04.1996	-	22.04.1996	-	-
5	France	31.10.1980	30.11.1966	05.10.1990	25.05.1977	21.12.1979	28.02.1992	11.07.1980	12.03.2007	10.05.1974	24.09.2008	02.05.1978/ 28.02.2013
6	India	26.05.1977	19.04.1968	10.08.2000	16.06.1976	03.04.1986	22.08.2000	16.11.1984	-	30.05.1973	-	26.09.1996
7	Iran	28.12.1973	05.10.1973	31.10.2006	17.10.1994	31.08.2000	31.10.2006	01.08.1996	06.04.2011	17.01.1989	06.04.2011	11.06.2014
8	Kenya	15.12.1992	12.09.1975	-	21.07.1999	-	-	15.12.1992	-	15.12.1992	14.01.2008	31.07.2014
9	Maldives	02.06.1983	29.01.1968	-	14.01.1981	-	20.05.2005	22.01.1987	-	14.01.1981	22.06.2005	07.10.2014
10	Mauritius	11.10.1988	11.10.1988	17.12.2002	01.02.1988	-	17.12.2002	04.07.1991	-	26.05.1989	-	30.05.2014
11	Mozambique	30.10.1991	30.10.1991	-	23.12.1996	-	-	15.11.1985	-	30.10.1991	-	-
12	Oman	24.09.1990	20.08.1975	17.06.1991	25.04.1985	25.04.1985	17.06.1991	24.09.1990	-	25.04.1985	-	-
13	South Africa	24.11.1982	14.12.1966	-	23.05.1980	11.01.1982	-	27.07.1983	02.07.2008	20.12.1976	15.04.2008	20.06.2013
14	Sri Lanka	11.03.1992	10.05.1974	-	30.08.1983	-	-	22.01.1987	-	04.01.1978	-	-
15	Sudan	21.05.2002	26.09.1991	-	15.05.1990	-	-	26.02.1997	-	11.03.2003	-	-
16	Tanzania	28.03.2001	28.02.1989	-	28.03.2001	-	-	27.10.1982	-	16.05.2006	-	-
17	Yemen	06.03.1979	06.03.1979	11.01.2012	06.03.1979	-	11.01.2012	14.02.2005	-	06.03.1979	-	-
	Entry in to force	18.07.1982	21.07.1968	03.02.2000	25.05.1980	01.05.1981	03.02.2000	28.04.1984	17.09.2008	15.07.1977	-	28.11.1981/ 20.08.2013

IOCIS / Website

Following enhancement/modification have been made in the IOMOU website/ IOCIS:

1. The approved new format of the website has been implemented on August 2014.
2. Underperforming ships list and detention list are available on the website for public.
3. Data with respect to Date keel laid, IMO No. Name of the Ship, Flag, Call sign, Type of ship has been updated in master database of IOCIS.
4. The Ship alert facility has been provided to the PSCOs on the IOCIS.

Data exchange agreement between Information Handling System (IHS) has been renewed for one year with effect from 07.02.2014. Data exchange with Equasis, IHS and Lloyds List (LLG) is being carried out. With respect to the data transfer to the International Maritime Organization (IMO) under GISIS, the data transfer process is under final stage.

Further enhancements and modification have been approved during the seventeenth Committee Meeting. The IOCIS and the website are maintained by the National Informatics Centre, Government of India. The Secretariat is in continuous contact with the Manager of the IOCIS. 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-14	60165	5677	20267	1425823
Feb-14	170798	5668	21495	1482631
Mar-14	816830	9730	690609	3742354
Apr-14	1116643	10861	980414	5667826
May-14	1043126	11262	929646	5746688
Jun-14	1097434	10689	976025	5630297
Jul-14	1087703	11987	955674	6009068
Aug-14	1006914	13015	865374	6222456
Sep-14	1152896	13774	1016901	5815372
Oct-14	1174516	12770	1048760	6379006
Nov-14	1066429	12798	942636	7030373
Dec-14	1078810	13296	958972	8157728
Total	10872264	131527	9406773	63309622

STATUS OF MARPOL 78/78 (Date of Deposit of Instruments) As on 31 December 2014

Sr. No	Authority	Annex I & II	Annex III	Annex IV	Annex V	Annex VI
1	Australia	14.10.1987	10.10.1994	27.02.2004	14.08.1990	07.08.2007
2	Bangladesh	18.12.2002	18.12.2002	18.12.2002	18.12.2002	18.12.2002
3	Comoros	22.11.2000	22.11.2000	22.11.2000	22.11.2000	—
4	Eritrea	—	—	—	—	—
5	France	25.09.1981	25.09.1981	25.09.1981	25.09.1981	15.07.2005
6	India	24.09.1986	11.06.2003	11.06.2003	11.06.2003	23.11.2011
7	Iran	25.10.2002	29.05.2009	29.05.2009	25.10.2002	29.05.2009
8	Kenya	15.12.1992	15.12.1992	15.12.1992	15.12.1992	14.01.2008
9	Maldives	20.05.2005	—	—	20.05.2005	—
10	Mauritius	06.04.1995	06.04.1995	06.04.1995	06.04.1995	—
11	Mozambique	09.11.2005	09.11.2005	09.11.2005	09.11.2005	—
12	Oman	13.03.1984	13.03.1984	13.03.1984	13.03.1984	—
13	South Africa	28.11.1984	05.02.1997	—	13.05.1992	—
14	Sri Lanka	24.06.1997	24.06.1997	24.06.1997	24.06.1997	—
15	Sudan	—	—	—	—	—
16	Tanzania	23.07.2008	23.07.2008	23.07.2008	23.07.2008	—
17	Yemen	—	—	—	—	—
Entry in to force		02.10.1983	01.07.1992	27.09.2003	31.12.1988	19.05.2005

Statistics

A total of 6059 inspections were carried out in 2014. Out of these 6059 inspections, 3469 inspections had deficiencies and the total numbers of deficiencies were 16856.

Serious deficiencies noted by PSCOs led to the detention of 379 ships. The detentions allow for the rectification of the serious deficiencies prior to the ships departure; the overall detention percentage for the year is 6.26%. There is increase in total number of inspections in 2014, compared with those in 2013; whereas, the detention percentage decreased from 7.07% recorded in 2013.

The average number of deficiencies per inspection in 2014 (2.78) has slightly increased compared to the previous year (2.58).

The information given in the following tables and charts represents the port State control activities of Australia, Bangladesh, France, India, Iran, Kenya, Maldives, Oman, Sri Lanka, South Africa, Sudan & Yemen. The rest of the member Authorities are trying to overcome the difficulties in carrying out their PSC Inspection activities.

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, Oman is the member of Riyadh MoU and the 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 STCW Hours of Rest was held jointly with the Paris and the Tokyo MoUs in 2014. The consolidated report on CIC activities in the Indian Ocean region is provided in this Annual Report.

Port State Control Inspection Activities

STATISTICS FOR 2014

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	3742	2357	10892	269	7.19
Bangladesh	7	0	0	0	0.00
France	47	27	135	0	0.00
India	654	531	3225	53	8.10
Iran	470	258	1266	36	7.66
Kenya	466	122	554	11	2.36
Maldives	2	1	5	0	0.00
Oman ¹	90	43	186	3	3.33
South Africa ¹	310	74	331	7	2.26
Sri Lanka	1	0	0	0	0.00
Sudan	169	36	169	0	0.00
Yemen	101	20	93	0	0.00
Total	6059	3469	16856	379	6.26

¹See comment on page 17 regarding Australia, South Africa, and Oman data duplication between IOMOU and Tokyo, Abuja and Riyadh MoUs.

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
Bulk Carrier	3188	1936	9012	191	5.99	60.73
Chemical Tanker	334	162	729	10	2.99	48.5
Combination Carrier	3	1	1	0	0	33.33
Container Ship	731	331	1542	38	5.2	45.28
Gas Carrier	80	34	105	3	3.75	42.5
General Cargo / Multipurpose ship	539	387	2392	61	11.32	71.8
Heavy Load Carrier	55	34	135	4	7.27	61.82
High Speed Passenger Craft	2	2	24	0	0	100
Livestock Carrier	73	64	428	7	9.59	87.67
MODU or FPSO	3	1	5	1	33.33	33.33
NLS Tanker *	26	13	56	1	3.85	50
Offshore Service Vessel	62	32	222	7	11.29	51.61
Oil Tanker	362	142	542	13	3.59	39.23
Other Types of Ship	56	43	310	11	19.64	76.79
Passenger Ship	44	29	131	3	6.82	65.91
Refrigerated Cargo Carrier	32	13	68	1	3.13	40.63
Ro-Ro Cargo Ship	98	27	165	5	5.1	27.55
Ro-Ro Passenger Ship	10	5	23	0	0	50
Special Purpose Ship	8	6	31	0	0	75
Tugboat	91	66	403	12	13.19	72.53
Vehicle Carrier	205	100	328	9	4.39	48.78
Woodchip Carrier	57	41	204	2	3.51	71.93
Total	6059	3469	16856	379		

* Earlier known to be Tanker not otherwise specified.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 2.

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Antigua and Barbuda	126	81	430	17	13.49
Bahamas	198	109	503	12	6.06
Bangladesh	19	19	214	6	31.58
Barbados	9	4	34	2	22.22
Belgium	7	4	35	0	0.00
Belize	19	15	127	4	21.05
Bermuda (UK)	16	8	22	0	0.00
Bolivia	2	2	6	0	0.00
Cambodia	4	4	69	1	25.00
Cayman Islands (UK)	31	10	25	0	0.00
China	157	89	319	2	1.27
Comoros	2	0	0	0	0.00
Cook Islands	9	7	28	1	11.11
Croatia	5	3	8	0	0.00
Curacao (NL)*	3	2	10	0	0.00
Cyprus	131	89	434	10	7.63
Denmark	34	18	77	1	2.94
Dominica	4	2	35	2	50.00
Egypt	8	6	40	1	12.50
Estonia	2	2	27	1	50.00
Ethiopia	3	2	4	0	0.00
France	5	1	1	0	0.00
Germany	12	3	7	0	0.00
Gibraltar (UK)	25	9	49	0	0.00
Greece	101	51	199	11	10.89
Hong Kong, China	669	384	1526	22	3.29
Honduras	1	1	9	1	100.00
India	21	9	53	1	4.76
Indonesia	17	17	204	10	58.82
Iran	9	7	92	2	22.22
Isle of Man (UK)	86	41	150	2	2.33
Italy	40	19	56	1	2.50
Jamaica	1	1	6	1	100.00
Japan	73	32	92	2	2.74
Jordan	4	3	17	1	25.00
Kiribati	1	1	7	0	0.00
Korea, Democratic People's Republic	3	3	21	0	0.00
Korea, Republic of	88	55	241	4	4.55
Kuwait	5	4	20	0	0.00
Liberia	652	325	1395	38	5.83
Libya	1	0	0	0	0.00

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

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 2 (Contd.)

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Lithuania	1	0	0	0	0.00
Luxembourg	12	5	23	1	8.33
Malaysia	19	13	73	2	10.53
Malta	302	177	754	15	4.97
Maldives	2	2	30	1	50.00
Marshall Islands	517	266	1106	21	4.06
Mauritius	4	2	8	0	0.00
Moldova	8	7	69	2	25.00
Mongolia	4	4	31	2	50.00
Montenegro	1	0	0	0	0.00
Myanmar	2	2	13	0	0.00
Netherlands	46	26	79	0	0.00
New Zealand	2	1	5	0	0.00
Norway	76	32	91	2	2.63
Pakistan	1	1	2	0	0.00
Palau	3	3	40	2	66.67
Panama	1492	929	4922	109	7.31
Papua New Guinea	8	8	54	2	25.00
Philippines	50	34	183	3	6.00
Portugal	9	6	41	1	11.11
Qatar	3	2	6	1	33.33
Saint Kitts and Nevis	7	6	72	4	57.14
Saint Vincent and the Grenadines	46	25	119	2	4.35
Samoa	2	2	21	0	0.00
Saudi Arabia	14	5	19	0	0.00
Sierra Leone	9	8	82	4	44.44
Singapore	562	298	1387	23	4.09
Sri Lanka	1	1	13	1	100.00
Sweden	9	3	14	1	11.11
Switzerland	13	9	47	1	7.69
Taiwan, China	14	11	38	0	0.00
Tanzania	19	13	171	7	36.84
Thailand	19	15	53	0	0.00
Togo	17	11	135	1	5.88
Tonga	2	2	13	0	0.00
Turkey	26	14	80	1	3.85
Tuvalu	17	9	94	3	17.65
United Arab Emirates	4	2	20	1	25.00
United Kingdom	43	22	75	3	6.98
United States of America	13	3	19	0	0.00
Vanuatu	21	12	55	2	9.52
Viet Nam	36	36	207	5	13.89
Total	6059	3469	16856	379	

Table: 3.

Deficiencies by Categories

Code	Nature of Deficiencies	Number of Deficiencies	Percentage
011	Certificate & Documentation - Ship Certificates	415	2.46
012	Certificate & Documentation - Crew Certificates	324	1.92
013	Certificate & Documentation - Documents	831	4.93
021	Structural Conditions	453	2.69
031	Water/Weathertight conditions	888	5.27
041	Emergency Systems	878	5.21
051	Radio Communications	665	3.95
061	Cargo operations including equipment	201	1.19
071	Fire safety	2474	14.68
081	Alarms	139	0.82
091	Living Conditions	167	0.99
092	Working Conditions	916	5.43
101	Safety of Navigation	2626	15.58
111	Life saving appliances	1710	10.14
121	Dangerous goods	20	0.12
131	Propulsion and auxiliary machinery	801	4.75
141	Pollution prevention - Marpol Annex I	283	1.68
143	Pollution prevention - Marpol Annex III	10	0.06
144	Pollution prevention - Marpol Annex IV	293	1.74
145	Pollution prevention - Marpol Annex V	204	1.21
146	Pollution prevention - Marpol Annex VI	110	0.65
151	ISM	766	4.54
161	ISPS	82	0.49
181	Minimum requirements for seafarers	31	0.18
182	Labour Conditions - Conditions of employment	188	1.12
183	Accommodation recreational facilities F and C	563	3.34
184	Health protection, medical care, social security	533	3.16
991	Other	285	1.69
	Total	16856	

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	602	317	27	4.49
American Register of Shipping	AMRS	3	1	0	0.00
Asia Classification Society	ACS	2	2	2	100.00
Biro Klasifikasi Indonesia	BKI	2	2	1	50.00
Bureau Veritas	BV	658	418	49	7.45
China Classification Society	CCS	367	202	12	3.27
Columbus American Register	COLAMREG	2	1	0	0.00
CR Classification Society	CRCS	6	4	0	0.00
Croatian Register of Shipping	CRS	3	1	0	0.00
Det Norske Veritas	DNV	285	122	11	3.86
DNV GL AS	DNVGL	467	288	48	10.28
Dromon Bureau of Shipping	DBS	10	7	1	10.00
Germanischer Lloyd	GL	378	163	19	5.03
Indian Register of Shipping	IRS	20	12	3	15.00
Intermaritime Certification Services S.A	ICS	1	1	1	100.00
International Naval Surveys Bureau	INSB	9	6	2	22.22
International Register of Shipping	IS	12	12	7	58.33
Iranian Classification Society	IRCS	5	3	0	0.00
Isthmus Bureau of Shipping, S.A	IBS	3	3	1	33.33
Korean Classification Society	KCS	3	3	0	0.00
Korean Register of Shipping	KRS	337	199	15	4.45
Lloyd's Register	LR	770	436	40	5.19
Macosnar Corporation	MC	1	1	1	100.00
Maritime Bureau of Shipping	MBS	7	6	2	28.57
Maritime Lloyd Ltd.Georgia	MLG	1	1	0	0.00
National Shipping Adjusters Inc	NASHA	1	1	1	100.00
Nippon Kaiji Kyokai	NKK	1858	1097	108	5.81
No Class	NOCL	3	2	1	33.33
Other **	OTHER	21	16	5	23.81
Overseas Marine Certification Services, Inc.	OMCS	1	1	1	100.00
Panama Maritime Documentation Services	PMDS	3	3	3	100.00
Panama Register Corporation	PRC	1	0	0	0.00
Phoenix Register of Shipping S.A.	PHRS	1	1	1	100.00
Polski Rejestr Statkow	PRS	7	6	0	0.00
Registro Italiano Navale	RINA	155	88	10	6.45
Russian Maritime Register of Shipping	RMRS	15	5	1	6.67
Ship Classification Society of Malaysia	SCM	1	1	0	0.00
SingClass International Pte Ltd.	SCI	1	1	1	100.00
Turkish Lloyd	TL	1	0	0	0.00
Venezuelan Register of Shipping	VRS	2	2	0	0.00
Viet Nam Register	VR	34	34	5	14.71
Total		6059	3469	379	

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 SAMSA, Pervices, Intertek Maritime Bureau (ITMB), Maritime Register, Guardian Bureau of Shipping, Caspian Register of Shipping, BRS, 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				
	2012	2013	2014	Total	2012	2013	2014	Total	
Bulk Carrier	2615	2766	3188	8569	1493	1586	1936	5015	58.52
Chemical Tanker	306	315	334	955	150	154	162	466	48.80
Combination Carrier	0	0	3	3	0	0	1	1	33.33
Container Ship	524	566	731	1821	256	281	331	868	47.67
Gas Carrier	74	75	80	229	22	36	34	92	40.17
General Cargo / Multipurpose Ship	579	572	539	1690	425	392	387	1204	71.24
Heavy Load Carrier	56	60	55	171	38	36	34	108	63.16
High Speed Passenger Craft	0	1	2	3	0	1	2	3	100.00
Livestock Carrier	29	44	73	146	22	40	64	126	86.30
MODU & FPSO	4	0	3	7	4	0	1	5	71.43
NLS Tanker*	17	15	26	58	8	8	13	29	50.00
Offshore Service Vessel	45	49	62	156	28	29	32	89	57.05
Oil Tanker	360	323	362	1045	130	137	142	409	39.14
Other Type of Ship	26	42	56	124	19	32	43	94	75.80
Passenger Ship	47	49	44	140	25	27	29	81	57.86
Refrigerated Cargo Carrier	23	28	32	83	10	14	13	37	44.58
Ro-Ro Cargo Ship	50	103	98	251	26	35	27	88	35.06
Ro-Ro Passenger Ship	4	3	10	17	4	3	5	12	70.59
Special Purpose Ship	11	6	8	25	8	4	6	18	72.00
Tugboat	44	63	91	198	29	40	66	135	68.18
Vehicle Carrier	183	186	205	574	68	77	100	245	42.68
Woodchip Carrier	54	54	57	165	35	29	41	105	63.64
Total	5051	5320	6059	16430	2800	2961	3469	9230	56.18

* 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 Deficiencies				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Bulk Carrier	2615	2766	3188	8569	190	185	191	566	6.61
Chemical Tanker	306	315	334	955	32	13	10	55	5.76
Combination Carrier	0	0	3	3	0	0	0	0	0
Container Ship	524	566	731	1821	38	38	38	114	6.26
Factory ship	0	0	0	0	0	0	0	0	0
Gas Carrier	74	75	80	229	2	4	3	9	3.93
General Cargo / Multipurpose Ship	579	572	539	1690	94	61	61	216	12.78
Heavy Load Carrier	56	60	55	171	6	5	4	15	8.77
High Speed Passenger Craft	0	1	2	3	0	0	0	0	0
Livestock Carrier	29	44	73	146	3	5	7	15	10.27
MODU & FPSO	4	0	3	7	0	0	1	1	14.29
NLS Tanker*	17	15	26	58	1	2	1	4	6.9
Offshore Service Vessel	45	49	62	156	9	10	7	26	16.67
Oil Tanker	360	323	362	1045	31	19	13	63	6.03
Other Types of Ship	26	42	56	124	5	6	11	22	17.74
Passenger Ship	47	49	44	140	2	1	3	6	4.29
Refrigerated Cargo Carrier	23	28	32	83	2	3	1	6	7.23
Ro-Ro Cargo Ship	50	103	98	251	6	8	5	19	7.57
Ro-Ro Passenger Ship	4	3	10	17	2	2	0	4	23.53
Special Purpose Ship	11	6	8	25	1	1	0	2	8
Tugboat	44	63	91	198	2	3	12	17	8.59
Vehicle Carrier	183	186	205	574	4	7	9	20	3.48
Woodchip Carrier	54	54	57	165	3	3	2	8	4.85
Total	5051	5320	6059	16430	433	376	379	1188	7.23

* Earlier known to be Tanker not otherwise specified.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 7

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Antigua and Barbuda	114	131	126	371	20	14	17	51	13.75
Bahamas	161	199	198	558	7	9	12	28	5.02
Bangladesh	22	20	19	61	9	6	6	21	34.43
Barbados	9	6	9	24	1	0	2	3	12.50
Belgium	8	13	7	28	1	0	0	1	3.57
Belize	9	12	19	40	0	2	4	6	15.00
Bermuda (UK)	18	17	16	51	0	0	0	0	0.00
Bolivia	3	0	2	5	1	0	0	1	20.00
Brazil	0	1	0	1	0	0	0	0	0.00
Bulgaria	1	0	0	1	0	0	0	0	0.00
Cambodia	1	2	4	7	1	0	1	2	28.57
Cayman Islands (UK)	26	37	31	94	1	1	0	2	2.13
China	149	145	157	451	7	3	2	12	2.66
Comoros	13	5	2	20	5	1	0	6	30.00
Cook Islands	4	6	9	19	0	0	1	1	5.26
Croatia	6	11	5	22	0	0	0	0	0.00
Curacao (NL)	5	2	3	10	0	0	0	0	0.00
Cyprus	116	108	131	355	10	7	10	27	7.61
Denmark	18	13	34	65	1	1	1	3	4.62
Dominica	10	5	4	19	2	0	2	4	21.05
Egypt	6	4	8	18	1	1	1	3	16.67
Estonia	0	0	2	2	0	0	1	1	50.00
Ethiopia	0	3	3	6	0	0	0	0	0.00
France	6	4	5	15	0	0	0	0	0.00
Germany	21	23	12	56	0	4	0	4	7.14
Gibraltar (UK)	19	31	25	75	2	1	0	3	4.00
Greece	77	95	101	273	6	9	11	26	9.52
Hong Kong, China	480	563	669	1712	21	24	22	67	3.91
Honduras	0	0	1	1	0	0	1	1	100.00
India	37	23	21	81	2	1	1	4	4.94
Indonesia	10	11	17	38	4	4	10	18	47.37
Iran	0	6	9	15	0	2	2	4	26.67
Ireland	1	0	0	1	0	0	0	0	0.00
Isle of Man (UK)	63	69	86	218	3	3	2	8	3.67
Israel	0	1	0	1	0	0	0	0	0.00
Italy	65	62	40	167	2	5	1	8	4.79
Jamaica	0	0	1	1	0	0	1	1	100.00
Japan	63	59	73	195	3	5	2	10	5.13
Jordan	2	0	4	6	1	0	1	2	33.33

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Kiribati	2	2	1	5	1	0	0	1	20.00
Korea, Democratic People's Republic	4	0	3	7	1	0	0	1	14.29
Korea, Republic of	94	88	88	270	9	2	4	15	5.56
Kuwait	4	5	5	14	0	1	0	1	7.14
Liberia	505	526	652	1683	37	37	38	112	6.65
Libya	2	0	1	3	0	0	0	0	0.00
Lithuania	0	0	1	1	0	0	0	0	0.00
Luxembourg	3	8	12	23	1	0	1	2	8.70
Madagascar	0	1	0	1	0	1	0	1	100.00
Malaysia	17	11	19	47	1	1	2	4	8.51
Maldives	2	0	2	4	2	0	1	3	75.00
Malta	231	235	302	768	15	18	15	48	6.25
Marshall Islands	303	383	517	1203	20	25	21	66	5.49
Mauritius	4	1	4	9	0	0	0	0	0.00
Moldova	4	3	8	15	3	3	2	8	53.33
Mongolia	4	5	4	13	2	2	2	6	46.15
Montenegro	0	2	1	3	0	0	0	0	0.00
Myanmar	6	3	2	11	0	0	0	0	0.00
Namibia	1	0	0	1	0	0	0	0	0.00
Netherlands	47	64	46	157	4	5	0	9	5.73
New Zealand	1	1	2	4	0	0	0	0	0.00
Nigeria	0	1	0	1	0	1	0	1	100.00
Norway	49	72	76	197	0	1	2	3	1.52
Oman	1	0	0	1	1	0	0	1	100.00
Pakistan	3	1	1	5	1	0	0	1	20.00
Palau	0	0	3	3	0	0	2	2	66.67
Panama	1356	1355	1492	4203	119	96	109	324	7.71
Papua New Guinea	14	14	8	36	5	2	2	9	25.00
Philippines	43	45	50	138	5	3	3	11	7.97
Portugal	1	3	9	13	1	1	1	3	23.08
Qatar	1	2	3	6	0	1	1	2	33.33
Russian Federation	5	2	0	7	0	0	0	0	0.00
Saint Kitts and Nevis	16	12	7	35	6	9	4	19	54.29
Saint Vincent and the Grenadines	59	62	46	167	14	10	2	26	15.57
Samoa	2	1	2	5	0	0	0	0	0.00
Saudi Arabia	5	3	14	22	1	0	0	1	4.55
Seychelles	1	1	0	2	0	0	0	0	0.00
Ships registration withdrawn	0	1	0	1	0	0	0	0	0.00
Sierra Leone	16	8	9	33	4	3	4	11	33.33
Singapore	393	447	562	1402	21	17	23	61	4.35
Solomon Islands	0	1	0	1	0	0	0	0	0.00

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Sri Lanka	6	1	1	8	2	0	1	3	37.50
Sweden	13	9	9	31	1	1	1	3	9.68
Switzerland	7	6	13	26	1	1	1	3	11.54
Syrian Arab Republic	1	0	0	1	0	0	0	0	0.00
Taiwan, China	21	14	14	49	2	1	0	3	6.12
Tanzania	38	26	19	83	10	9	7	26	31.33
Thailand	18	20	19	57	2	3	0	5	8.77
Togo	7	7	17	31	1	3	1	5	16.13
Tonga	1	1	2	4	0	1	0	1	25.00
Turkey	48	28	26	102	5	2	1	8	7.84
Tuvalu	25	17	17	59	6	3	3	12	20.34
Ukraine	1	0	0	1	1	0	0	1	100.00
United Arab Emirates (UAE)	15	4	4	23	6	2	1	9	39.13
United Kingdom	52	61	43	156	2	1	3	6	3.85
United States of America	8	7	13	28	1	0	0	1	3.57
Vanuatu	20	19	21	60	2	1	2	5	8.33
Viet Nam	28	44	36	108	6	6	5	17	15.74
Total	5051	5320	6059	16430	433	376	379	1188	

Table: 8

Comparison of Deficiencies by Categories

Code	Nature of Deficiencies	Number of Deficiencies		
		YEAR		
		2012	2013	2014
011	Certificate & Documentation - Ship Certificates	365	324	415
012	Certificate & Documentation - Crew Certificates	275	230	324
013	Certificate & Documentation - Documents	647	676	831
021	Structural Conditions	690	513	453
031	Water/Weathertight conditions	854	697	888
041	Emergency Systems	654	699	878
051	Radio Communications	716	620	665
061	Cargo operations including equipment	217	146	201
071	Fire safety	2254	2049	2474
081	Alarms	146	154	139
091	Living Conditions	259	264	167
092	Working Conditions	1191	1138	916
101	Safety of Navigation	2360	2174	2626
111	Life saving appliances	1560	1452	1710
121	Dangerous goods	25	16	20
131	Propulsion and auxiliary machinery	930	699	801
141	Pollution prevention - Marpol Annex I	314	291	283
142	Pollution prevention - Marpol Annex II	6	2	0
143	Pollution prevention - Marpol Annex III	2	3	10
144	Pollution prevention - Marpol Annex IV	198	205	293
145	Pollution prevention - Marpol Annex V	140	247	204
146	Pollution prevention - Marpol Annex VI	66	58	110
151	ISM	775	707	766
161	ISPS	43	30	82
171	Other	263	184	285
181	Minimum requirements for seafarers	0	13	31
182	Labour Conditions - Conditions of employment	0	30	188
183	Accommodation recreational facilities F and C	0	127	563
184	Health protection, medical care, social security	0	29	533
	Total	14950	13777	16856

Table: 9

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
American Bureau of Shipping	498	511	602	1611	239	247	317	803	49.84
American Register of Shipping	0	0	3	3	0	0	1	1	33.33
Asia Classification Society	0	0	2	2	0	0	2	2	100.00
Belize Maritime Bureau Inc	0	1	0	1	0	1	0	1	100.00
Biro Klasifikasi Indonesia	2	2	2	6	2	2	2	6	100.00
Bureau Securitas	0	1	0	1	0	0	0	0	0.00
Bureau Veritas	535	560	658	1753	330	346	418	1094	62.41
China Classification Society	306	343	367	1016	157	178	202	537	52.85
CR Classification Society	13	6	6	25	8	2	4	14	56.00
Columbus American Register	0	0	2	2	0	0	1	1	50.00
Croatian Register of Shipping	3	7	3	13	3	2	1	6	46.15
Det Norske Veritas	368	421	285	1074	186	196	122	504	46.97
DNV GL AS	0	0	467	467	0	0	288	288	61.67
Dromon Bureau of Shipping	4	3	10	17	3	3	7	13	76.47
Germanischer Lloyd	497	547	378	1422	285	309	163	757	53.23
Global Marine Bureau Inc.	1	0	0	1	1	0	0	1	100.00
Indian Register of Shipping	29	25	20	74	13	17	12	42	56.76
Inspeccion y Clasificacion Maritima	1	1	0	2	1	1	0	2	100.00
Intermaritime Certification Services S.A.	0	1	1	2	0	1	1	2	100.00
International Naval Surveys Bureau	7	9	9	25	5	9	6	20	80.00
International Register of Shipping	18	16	12	46	17	15	12	44	95.65
International Ship Classification	3	2	0	5	2	2	0	4	80.00
Iranian Classification Society	0	5	5	10	0	3	3	6	60.00
Isthmus Bureau of Shipping ,S.A	5	2	3	10	5	1	3	9	90.00
Korea Classification Society	4	0	3	7	4	0	3	7	100.00
Korean Register of Shipping	283	283	337	903	156	151	199	506	56.04
Lloyd s Register	659	679	770	2108	329	351	436	1116	52.94
Macosnar Corporation Society	0	0	1	1	0	0	1	1	100.00
Maritime Bureau of Shipping	4	2	7	13	3	2	6	11	84.62
Maritime Lloyd Ltd., Georgia	7	0	1	8	7	0	1	8	100.00
National Shipping Adjusters Inc	0	0	1	1	0	0	1	1	100.00
Nippon Kaiji Kyokai	1547	1642	1858	5047	862	942	1097	2901	57.48
NV Unitas	4	3	0	7	0	1	0	1	14.29

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 9 (Contd.)

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Overseas Marine Certification Service , Inc.	1	0	1	2	0	0	1	1	50.00
Panama Marine Survey and Certification Services Inc.	2	0	0	2	2	0	0	2	100.00
Panama Maritime Documentation Services	1	0	3	4	1	0	3	4	100.00
Panama Register Corporation	3	1	1	5	2	1	0	3	60.00
Panama Shipping Registrar Inc	0	1	0	1	0	1	0	1	100.00
Phoenix Register of Shipping S. A.	3	0	1	4	2	0	1	3	75.00
Polski Rejestr Statkow	0	3	7	10	0	2	6	8	80.00
Registro Italiano Navale	147	154	155	456	94	99	88	281	61.62
RINAVE Portuguesa	1	0	0	1	1	0	0	1	100.00
Russian Maritime Register of Shipping	35	24	15	74	28	21	5	54	72.97
Ship Classification Society of Malaysia	0	0	1	1	0	0	1	1	100.00
Sing Class International Pte Ltd.	1	0	1	2	1	0	1	2	100.00
Sing-Lloyd	1	0	0	1	1	0	0	1	100.00
Turkish Lloyd	4	1	1	6	3	0	0	3	50.00
Ukraine Shipping Register	1	0	0	1	1	0	0	1	100.00
Universal Shipping Bureau Inc.	1	0	0	1	1	0	0	1	100.00
Venezuelan Register of Shipping	0	0	2	2	0	0	2	2	100.00
Viet Nam Register	19	39	34	92	17	36	34	87	94.57
No Class	4	6	3	13	3	2	2	7	53.85
Other	29	19	21	69	25	17	16	58	84.06
Total	5051	5320	6059	16430	2800	2961	3469	9230	

Table: 10

Comparison of Inspections and Detentions per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
American Bureau of Shipping	498	511	602	1611	26	33	27	86	5.34
American Register of Shipping	0	0	3	3	0	0	0	0	0.00
Asia Classification Society	0	0	2	2	0	0	2	2	100.00
Belize Maritime Bureau Inc	0	1	0	1	0	0	0	0	0.00
Biro Klasifikasi Indonesia	2	2	2	6	1	1	1	3	50.00
Bureau Securitas	0	1	0	1	0	0	0	0	0.00
Bureau Veritas	535	560	658	1753	59	47	49	155	8.84
China Classification Society	306	343	367	1016	16	10	12	38	3.74
CR Classification Society	13	6	6	25	2	0	0	2	8.00
Columbus American Register	0	0	2	2	0	0	0	0	0.00
Croatian Register of Shipping	3	7	3	13	0	0	0	0	0.00
Det Norske Veritas	368	421	285	1074	18	14	11	43	4.00
DNV GL AS	0	0	467	467	0	0	48	48	10.28
Dromon Bureau of Shipping	4	3	10	17	1	3	1	5	29.41
Germanischer Lloyd	497	547	378	1422	50	49	19	118	8.30
Global Marine Bureau Inc.	1	0	0	1	1	0	0	1	100.00
Indian Register of Shipping	29	25	20	74	5	3	3	11	14.86
Inspeccion y Clasificacion Maritima	1	1	0	2	0	1	0	1	50.00
Intermaritime Certification Services S.A.	0	1	1	2	0	0	1	1	50.00
International Register of Shipping	18	16	12	46	13	9	7	29	63.04
International Naval Surveys Bureau	7	9	9	25	3	4	2	9	36.00
International Ship Classification	3	2	0	5	2	1	0	3	60.00
Iranian Classification Society	0	5	5	10	0	2	0	2	20.00
Isthmus Bureau of Shipping ,S.A	5	2	3	10	2	1	1	4	40.00
Korea Classification Society	4	0	3	7	1	0	0	1	14.29
Korean Register of Shipping	283	283	337	903	17	11	15	43	4.76
Lloyd s Register	659	679	770	2108	42	42	40	124	5.88
Macosnar Corporation	0	0	1	1	0	0	1	1	100.00
Maritime Bureau of Shipping	4	2	7	13	3	2	2	7	53.85
Maritime Lloyd Ltd., Georgia	7	0	1	8	2	0	0	2	25.00
National Shipping Adjusters Inc	0	0	1	1	0	0	1	1	100.00
Nippon Kaiji Kyokai	1547	1642	1858	5047	121	106	108	335	6.64
NV Unitas	4	3	0	7	0	1	0	1	0.00

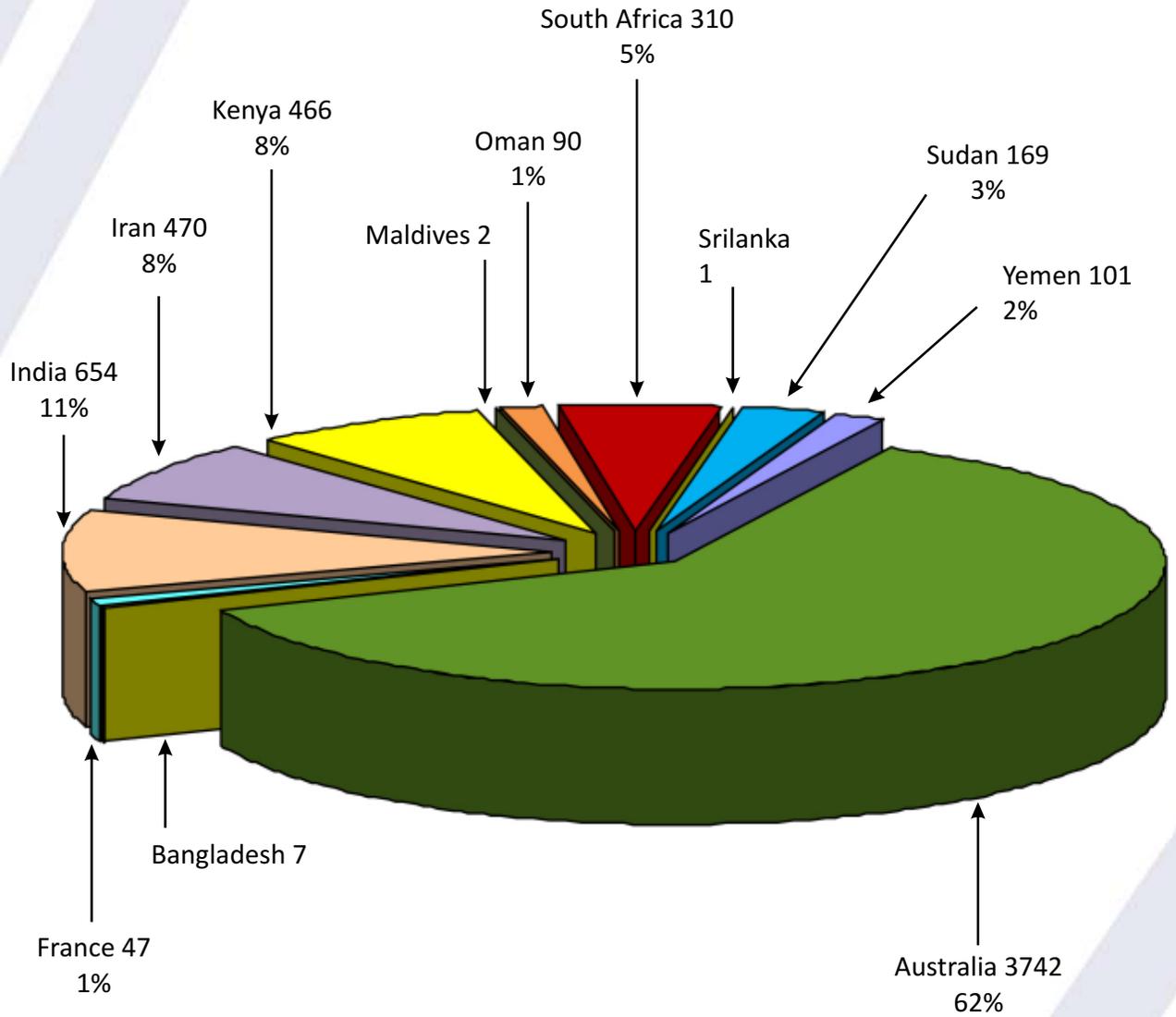
Table: 10 (Contd.)

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2012	2013	2014	Total	2012	2013	2014	Total	
Overseas Marine Certification Service, Inc.	1	0	1	2	0	0	1	1	50.00
Panama Marine Survey and Certification Services Inc.	2	0	0	2	1	0	0	1	50.00
Panama Maritime Documentation Services	1	0	3	4	1	0	3	4	100.00
Panama Register Corporation	3	1	1	5	1	1	0	2	40.00
Panama Shipping Registrar Inc	0	1	0	1	0	0	0	0	0.00
Phoenix Register of Shipping S. A.	3	0	1	4	2	0	1	3	75.00
Polski Rejestr Statkow	0	3	7	10	0	0	0	0	0.00
Registro Italiano Navale	147	154	155	456	13	16	10	39	8.55
RINAVE Portuguesa	1	0	0	1	1	0	0	1	100.00
Russian Maritime Register of Shipping	35	24	15	74	4	4	1	9	12.16
Ship Classification Society of Malaysia	0	0	1	1	0	0	0	0	0.00
Sing Class International Pte Ltd.	1	0	1	2	1	0	1	2	100.00
Sing-Lloyd	1	0	0	1	1	0	0	1	100.00
Turkish Lloyd	4	1	1	6	0	0	0	0	0.00
Ukraine Shipping Register	1	0	0	1	1	0	0	1	100.00
Universal Shipping Bureau Inc.	1	0	0	1	1	0	0	1	100.00
Venezuelan Register of Shipping	0	0	2	2	0	0	0	0	0.00
Viet Nam Register	19	39	34	92	5	7	5	17	18.48
No Class	4	6	3	13	2	0	1	3	23.08
Other	29	19	21	69	14	8	5	27	39.13
Total	5051	5320	6059	16430	433	376	379	1188	

Inspection Efforts

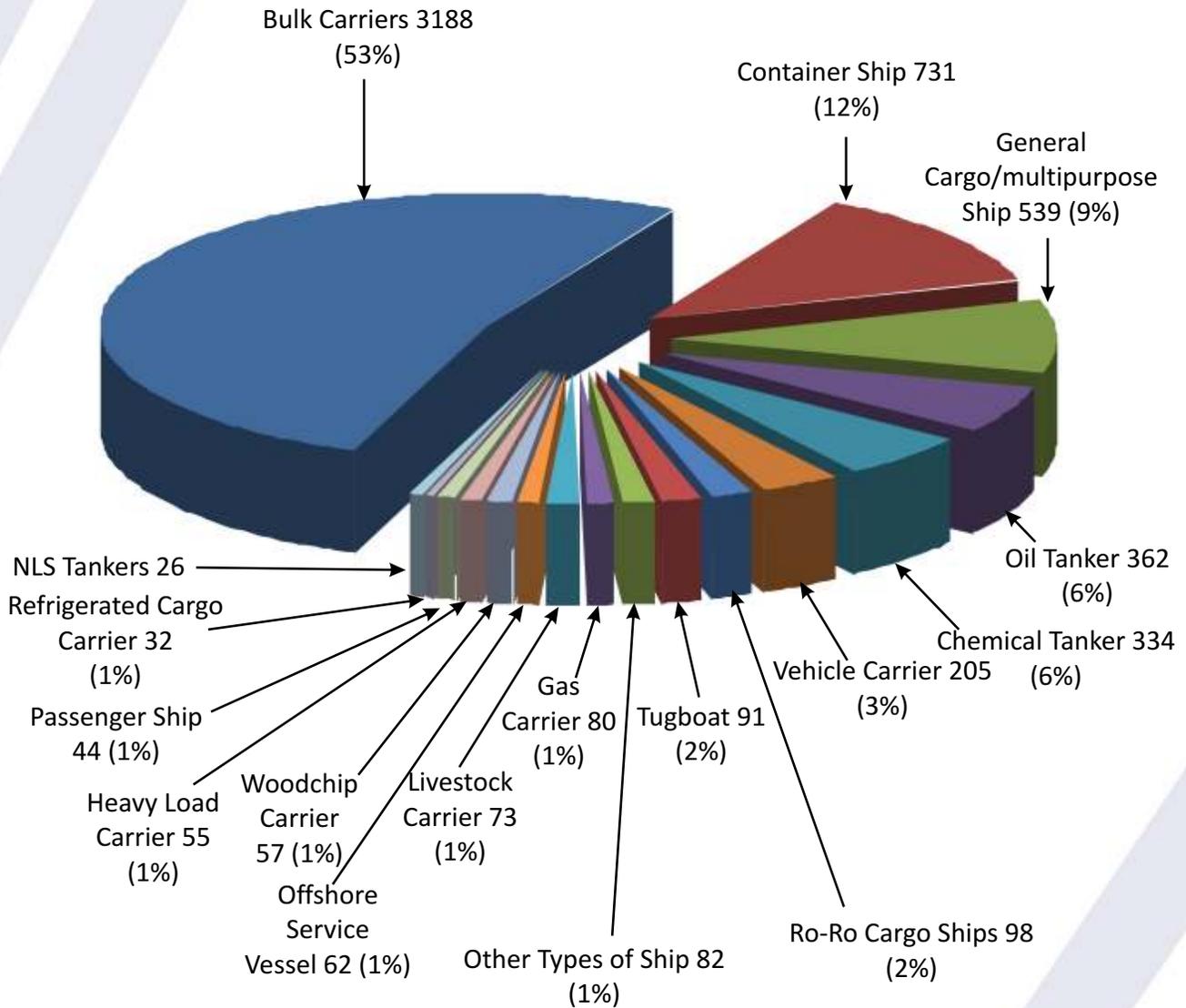
Fig. 1.



TOTAL INSPECTIONS: 6059

Type of Ship Inspected

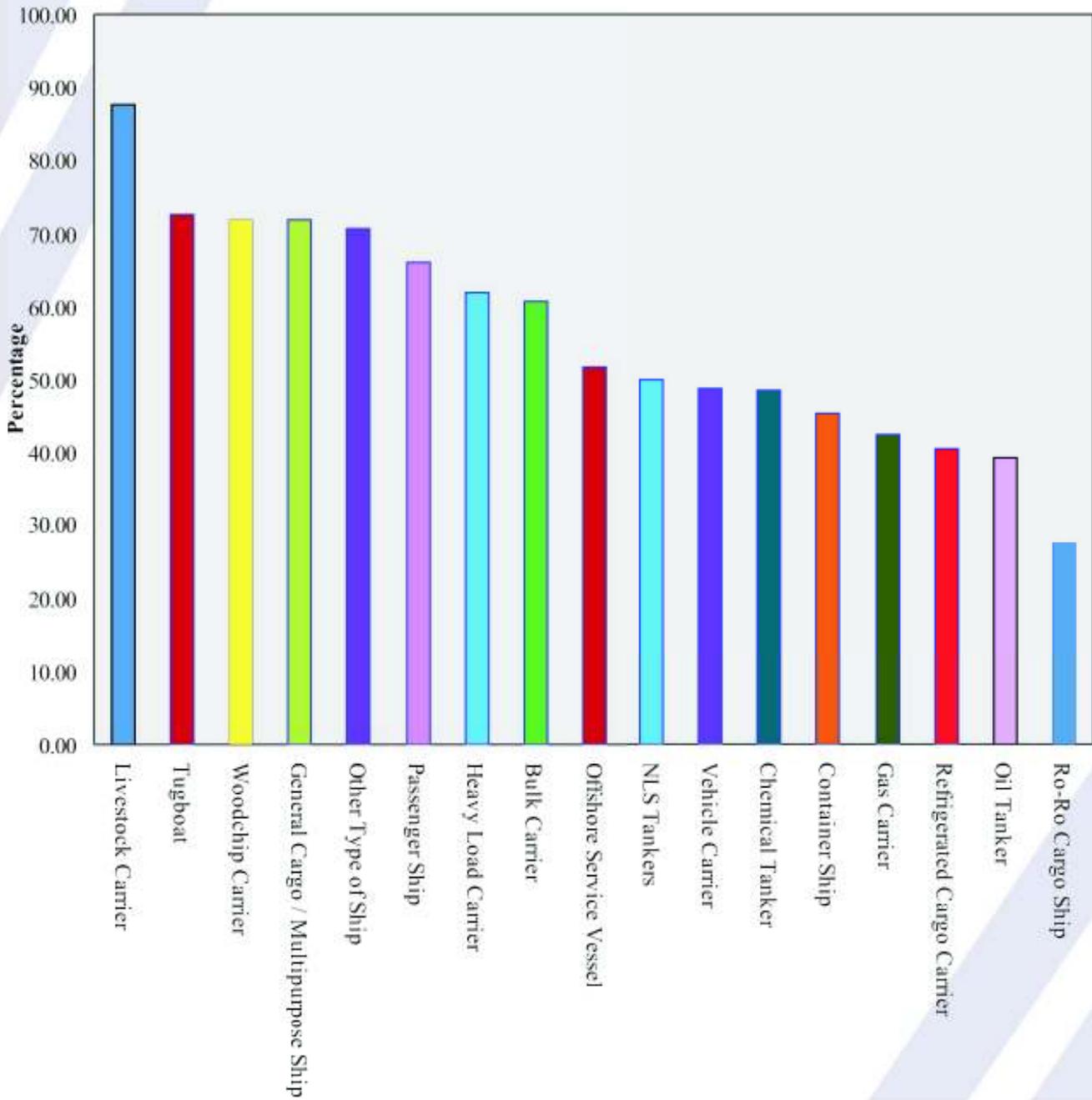
Fig. 2.



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/SHIP TYPE

Percentage of Ship Type with Deficiencies

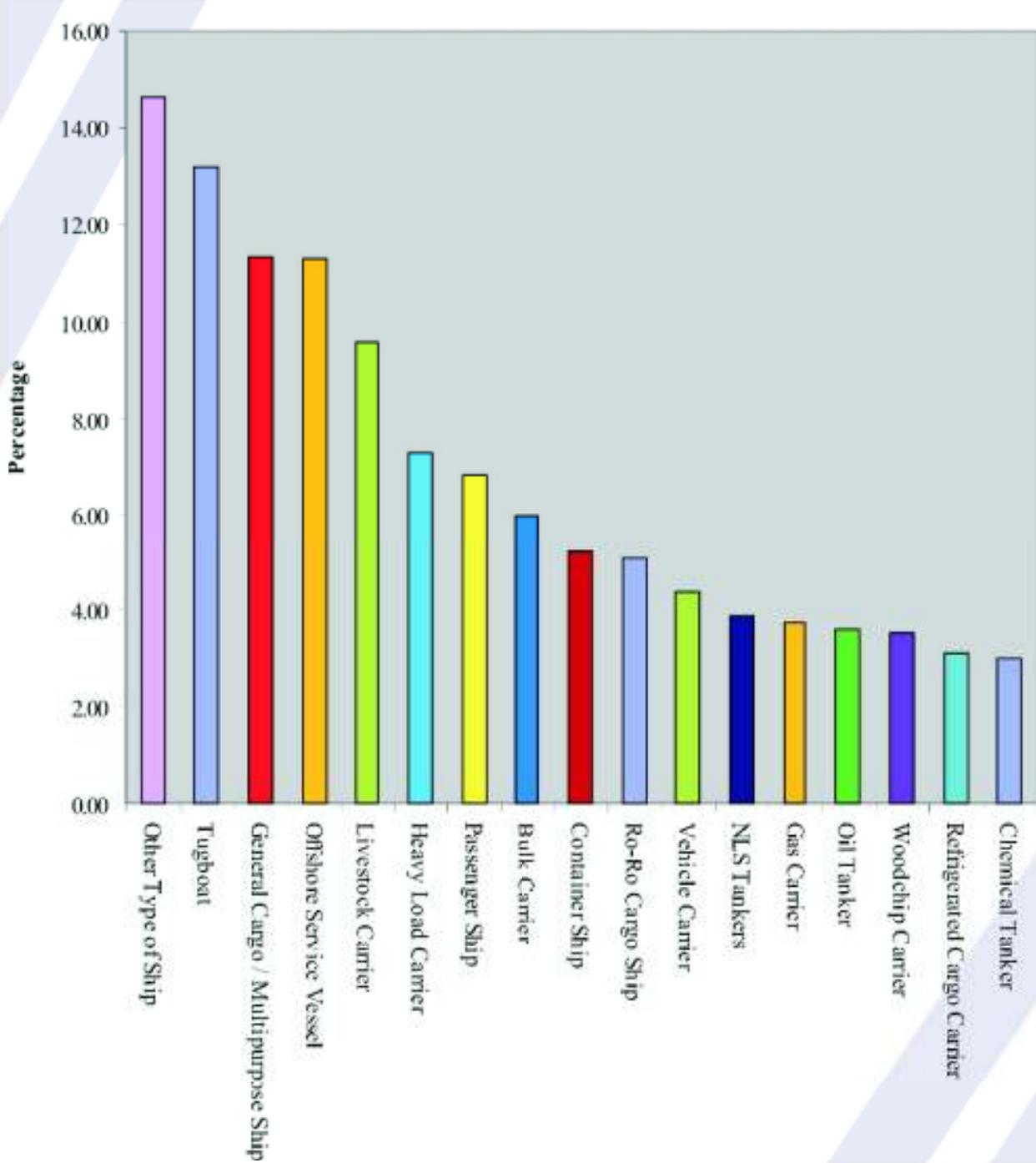
Fig. 3



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

Percentage of Detention per Ship Type

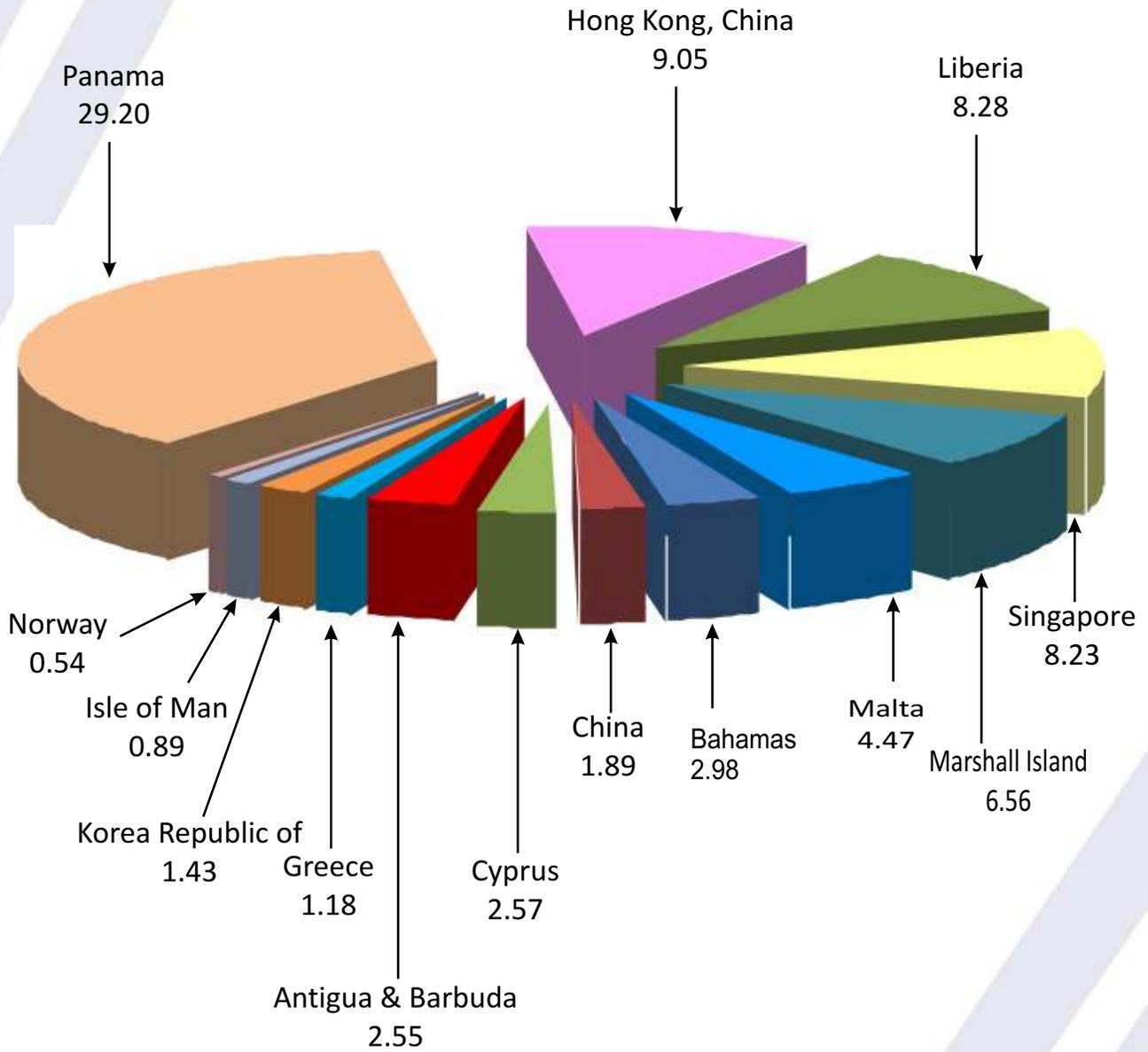
Fig. 4



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

Percentage of Deficiency Per Flag

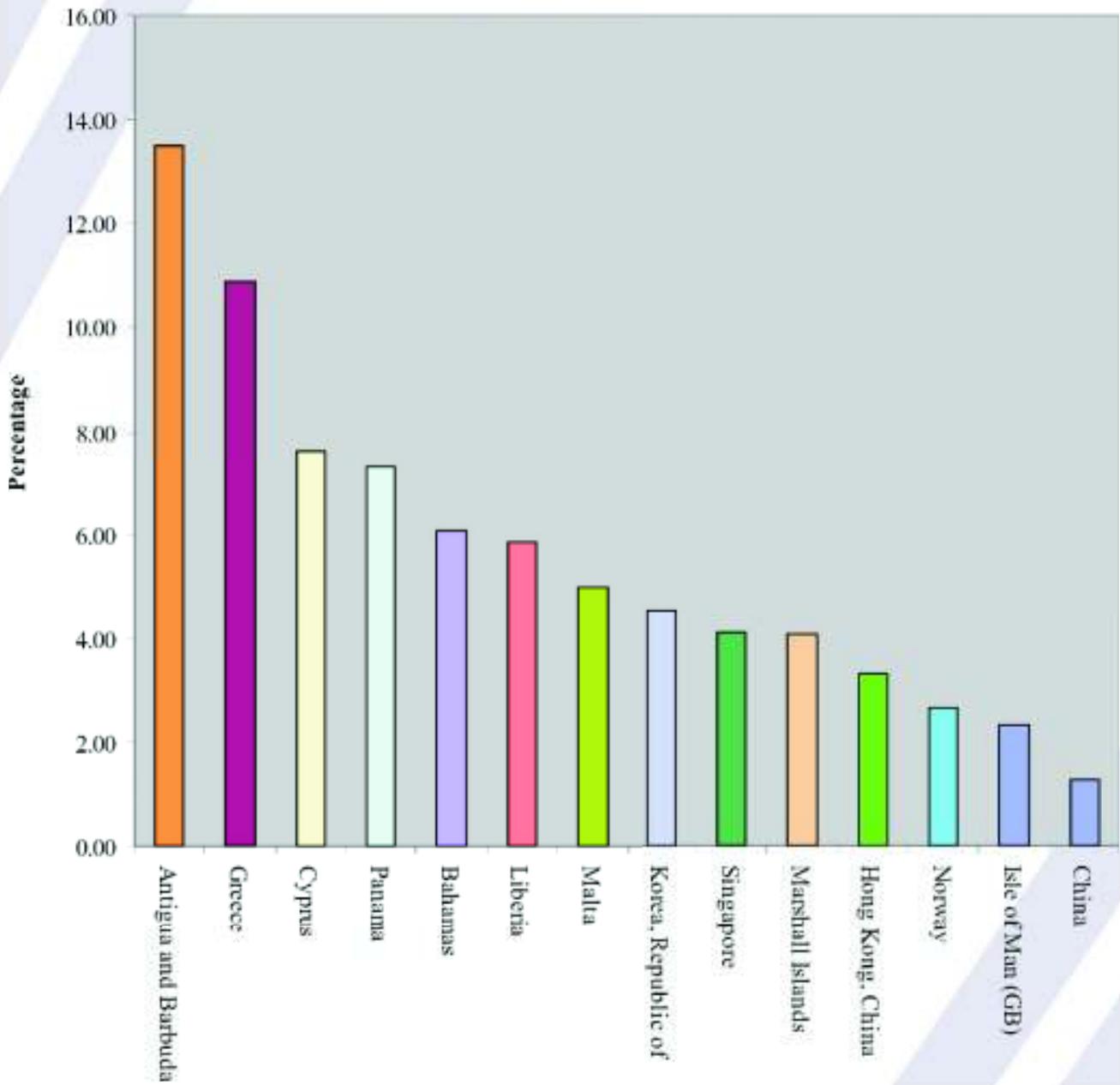
Fig. 5



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

Percentage of Detentions per Flag

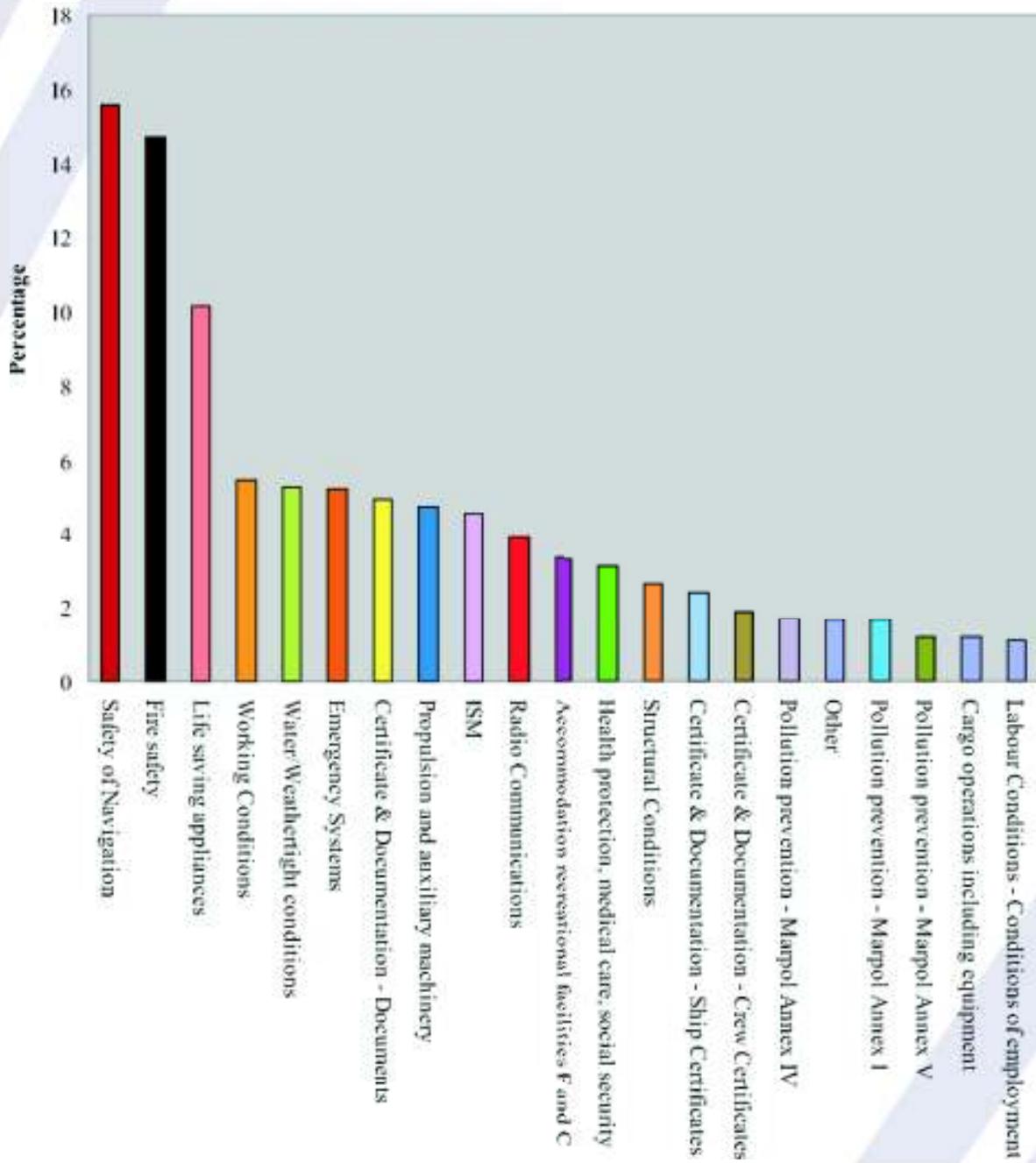
Fig. 6



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE/FLAG

Deficiency Percentage by Categories

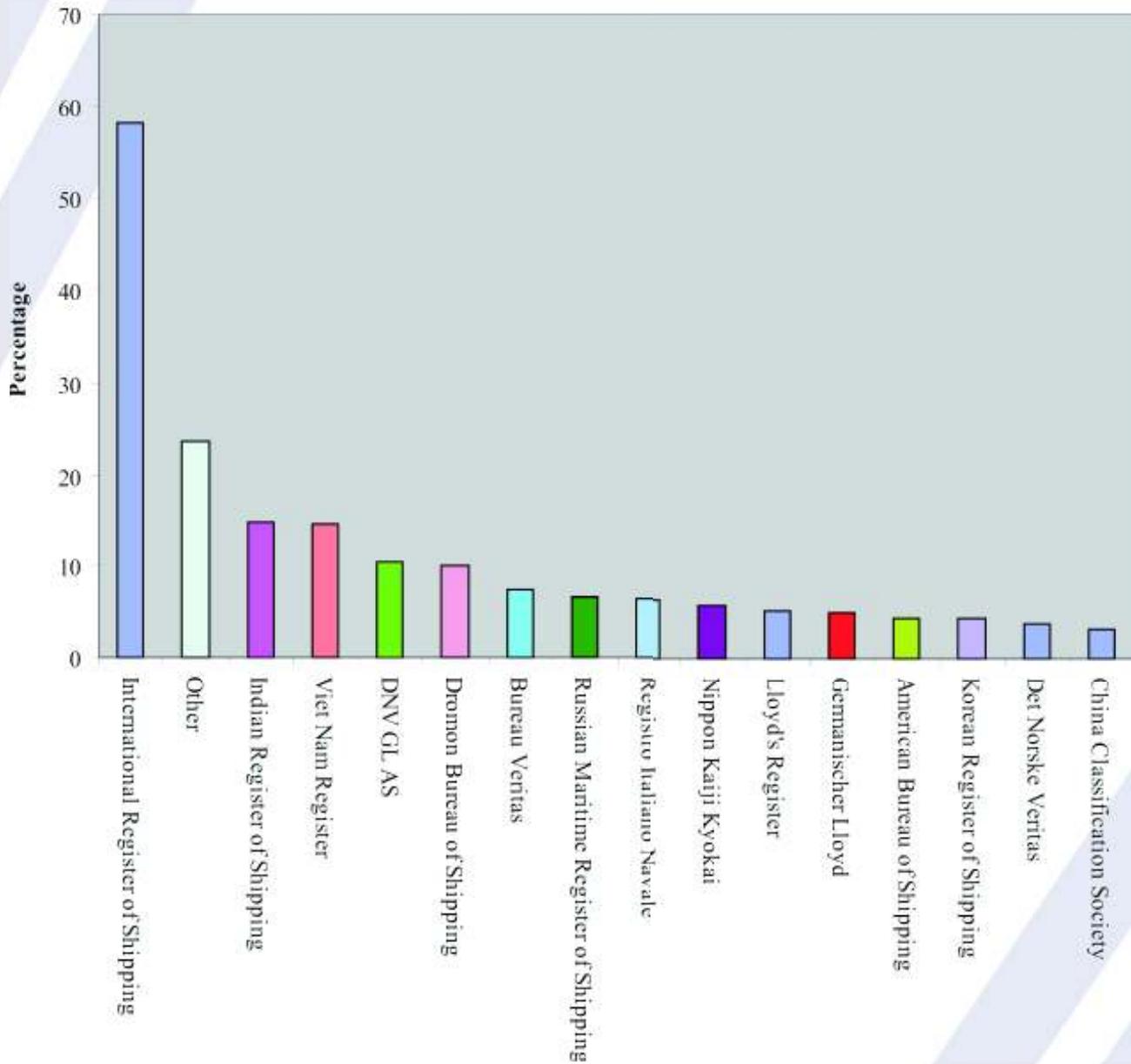
Fig. 7



THIS GRAPH DEPICTS DEFICIENCIES PERCENTAGE 1.5 AND ABOVE

Detention Percentage by Recognised Organisation

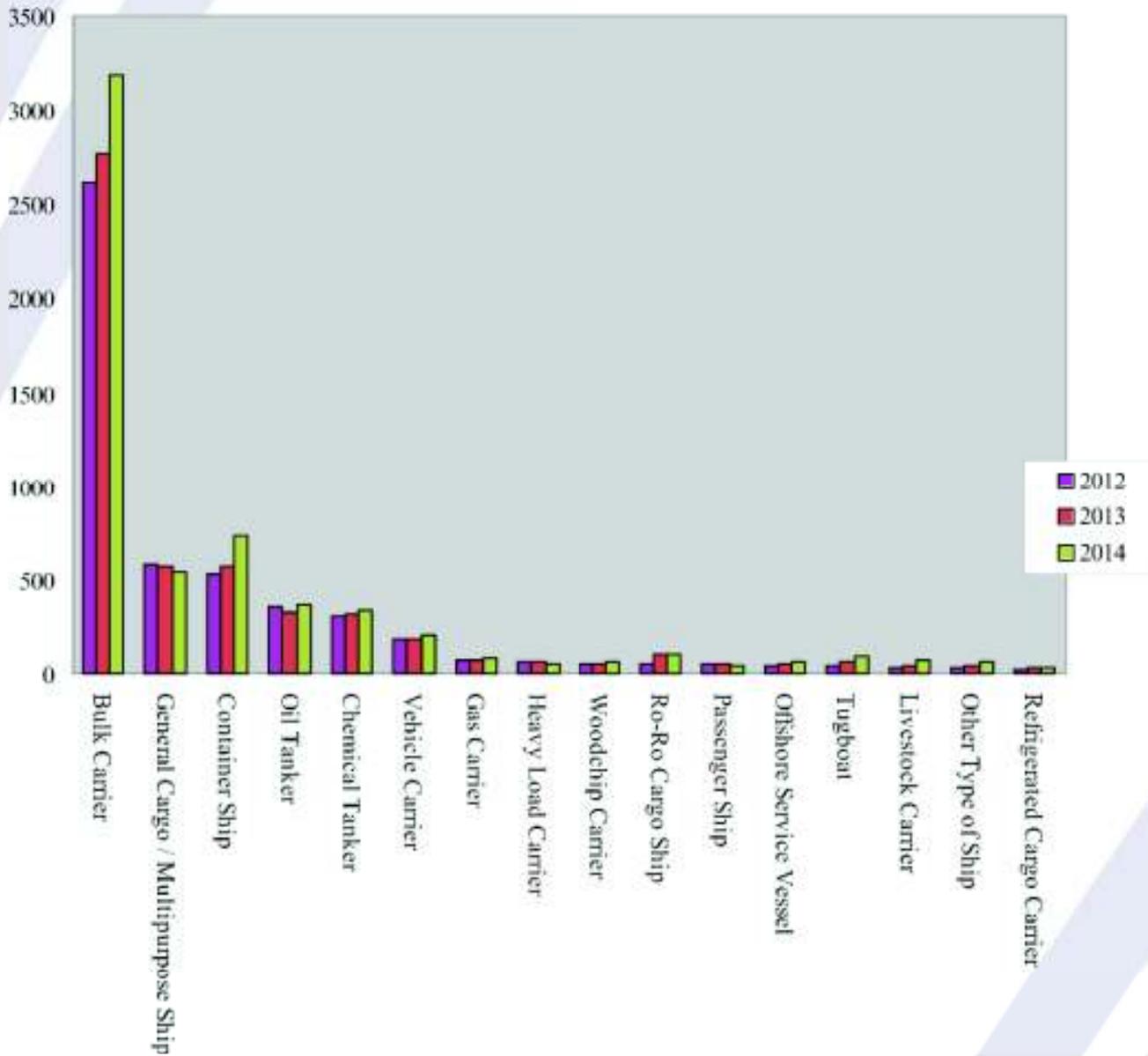
Fig. 8



THIS GRAPH DEPICTS INSPECTIONS OF 10 SHIPS AND ABOVE/RECOGNISED ORGANISATION

Comparison of Inspections per Ship Type

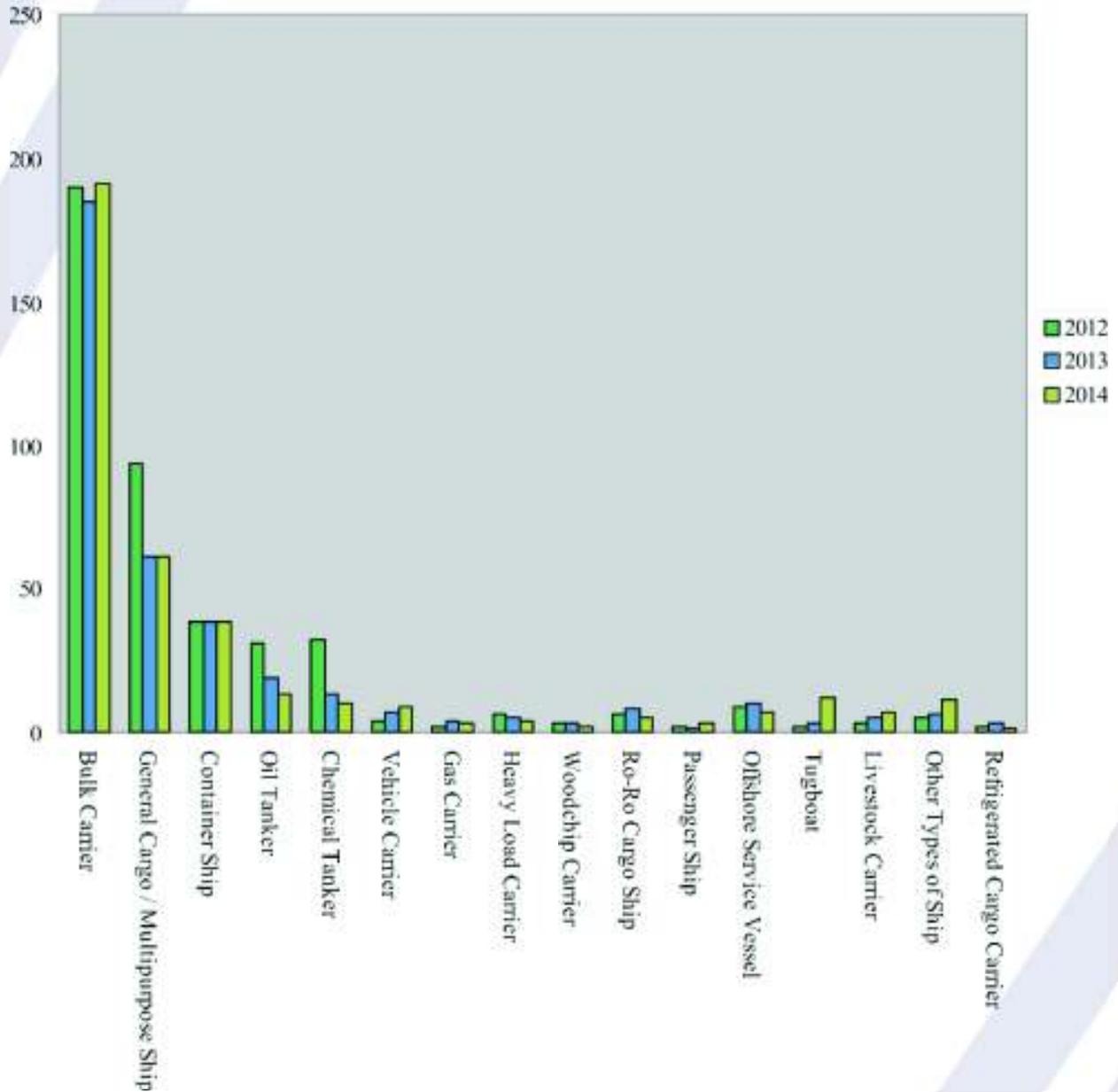
Fig. 9



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2012, 2013 OR 2014 / SHIP TYPE

Comparison of Detentions per Ship Type

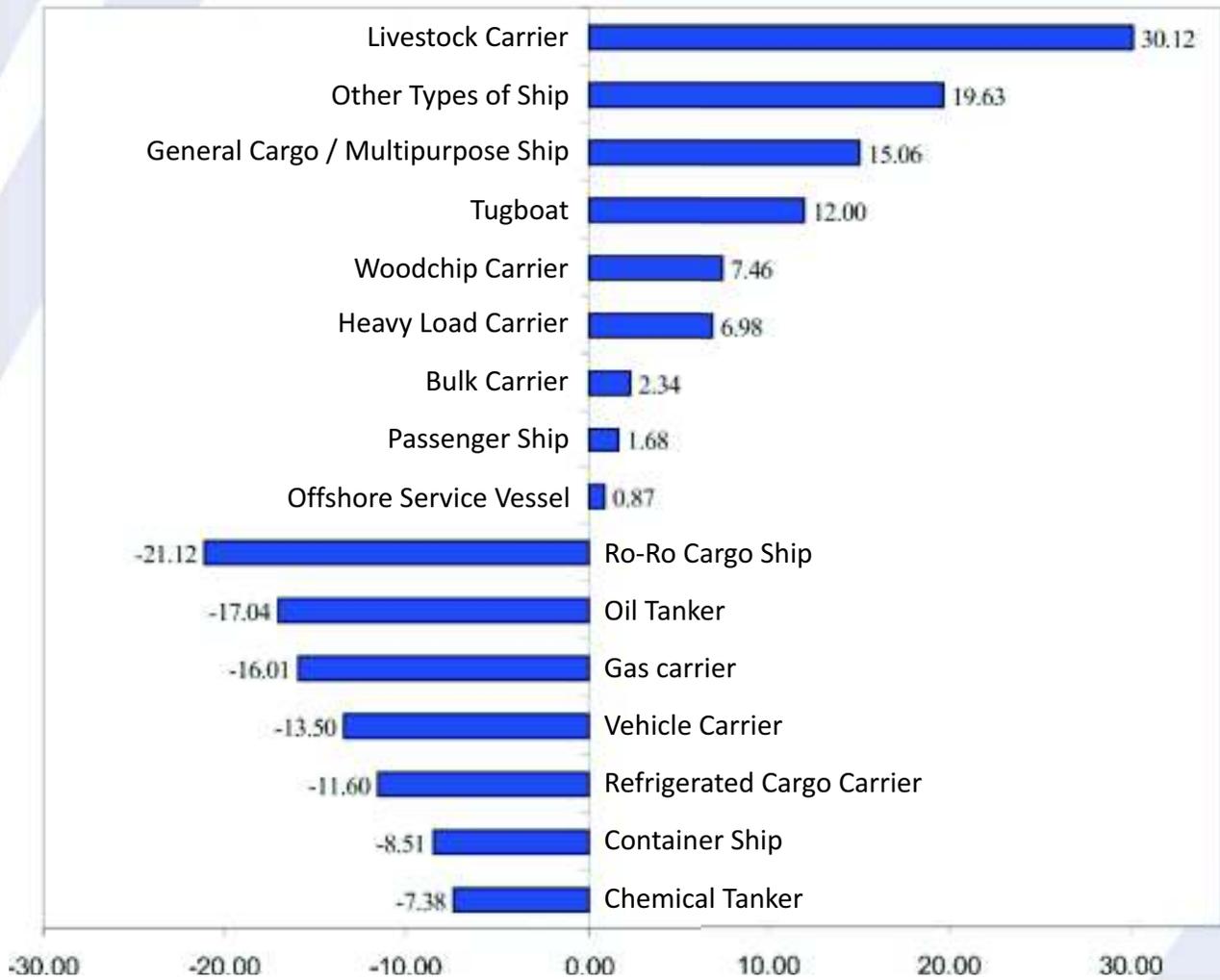
Fig. 10



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2012, 2013 OR 2014 / SHIP TYPE

Summary of 3-year Inspections with Deficiencies per Ship Type

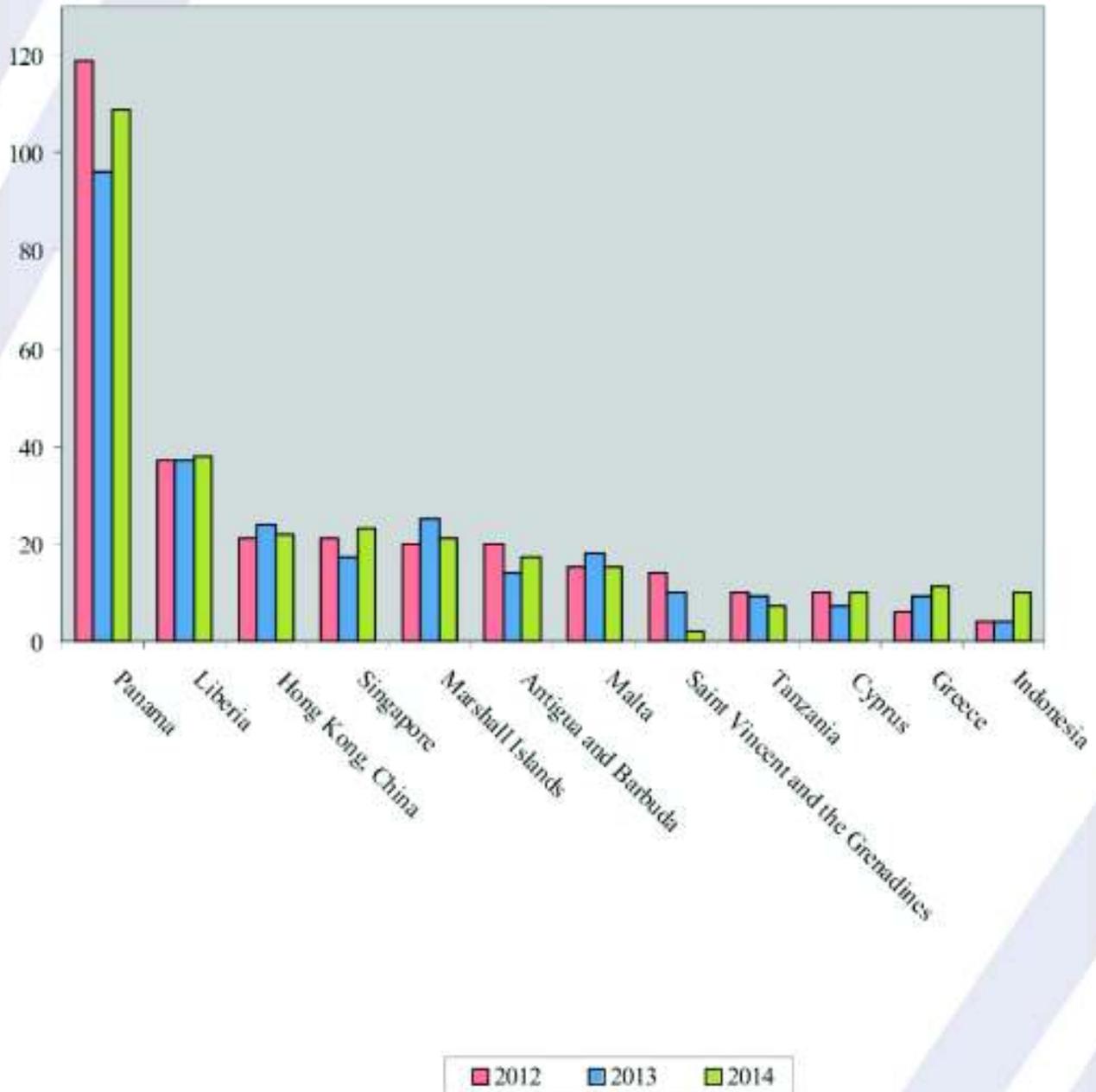
Fig. 11



% OVER (+) OR UNDER (-) AVERAGE

Comparison of Detentions per Flag

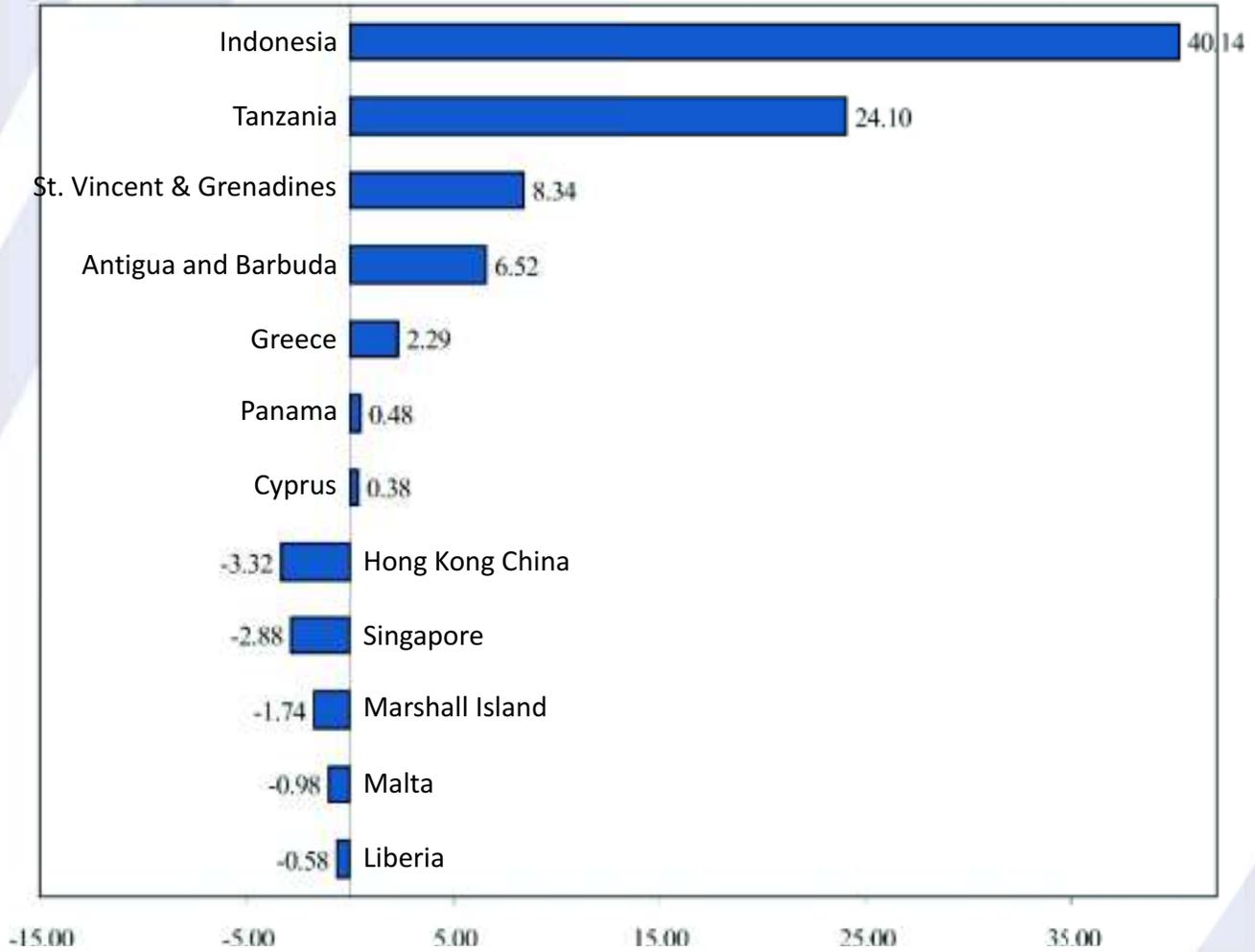
Fig. 12



THIS GRAPH DEPICTS DETENTIONS OF 10 AND ABOVE EITHER FOR 2012, 2013 OR 2014/ FLAG

Summary of 3 Year Detention Percentage Per Flag

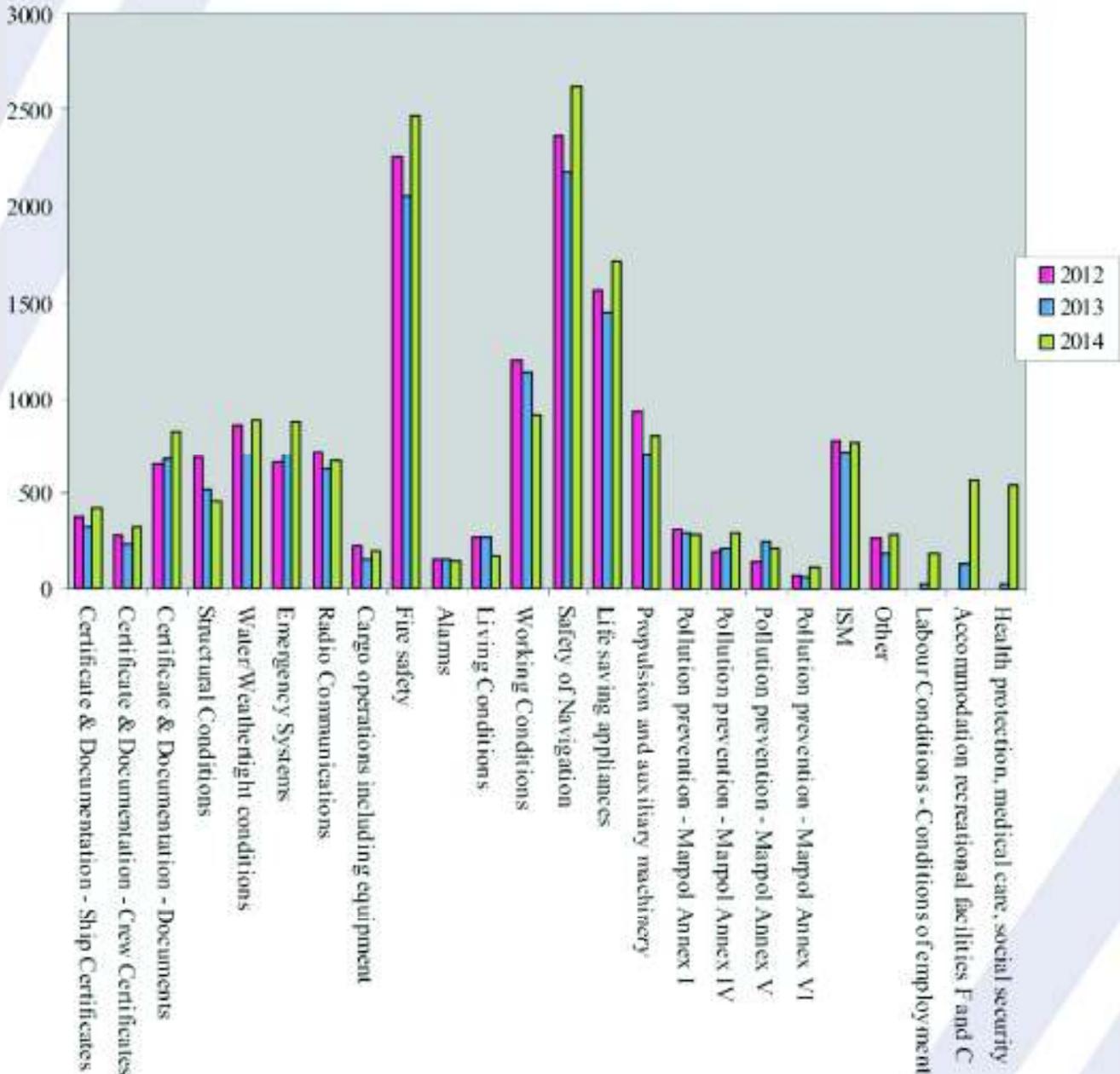
Fig. 13



% OVER (+) OR UNDER (-) AVERAGE

Comparison of Deficiencies by Categories

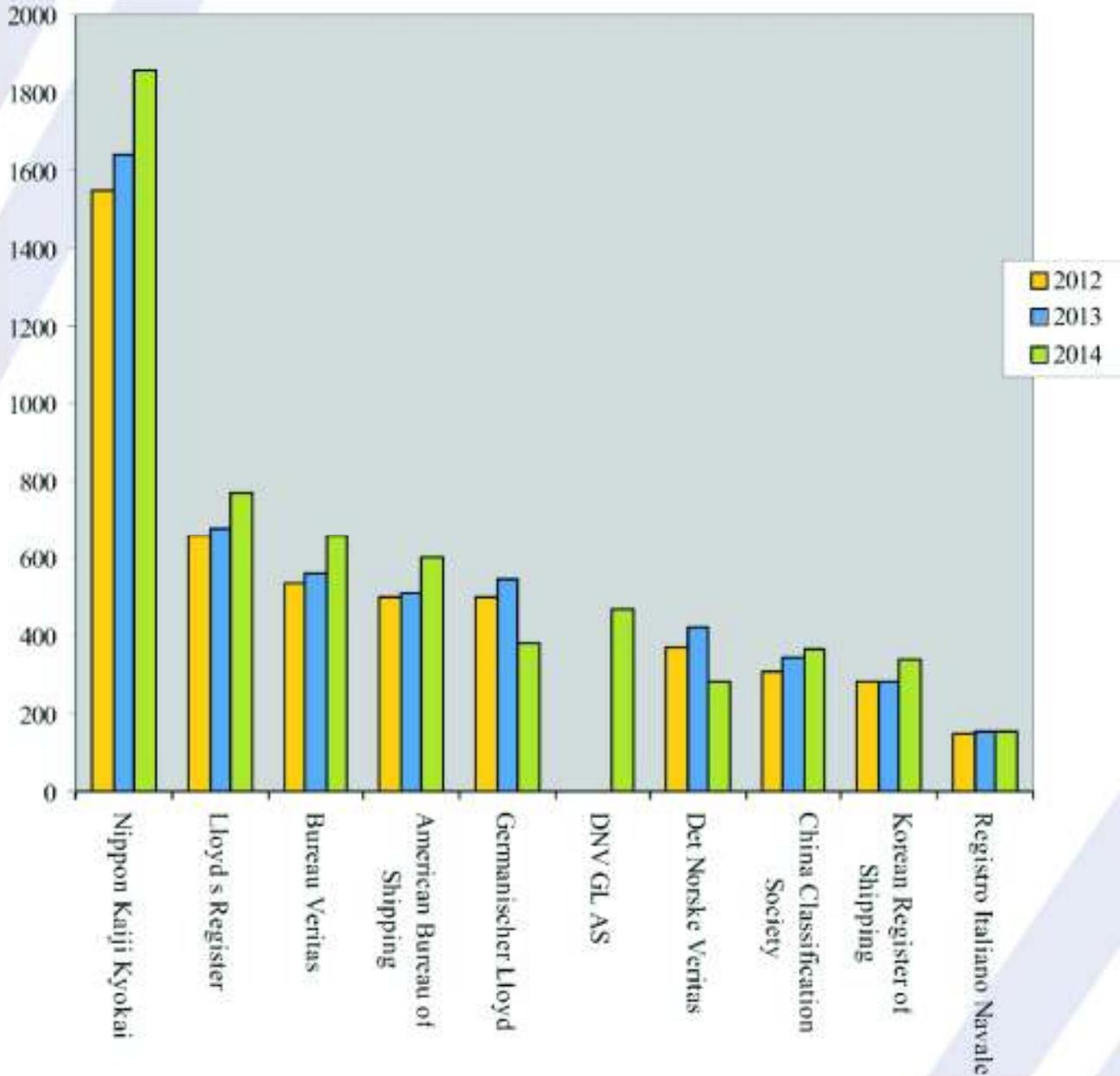
Fig. 14



THIS GRAPH DEPICTS DEFICIENCIES OF 100 AND ABOVE EITHER FOR 2012, 2013 OR 2014

Comparison of Inspections per Recognised Organisation

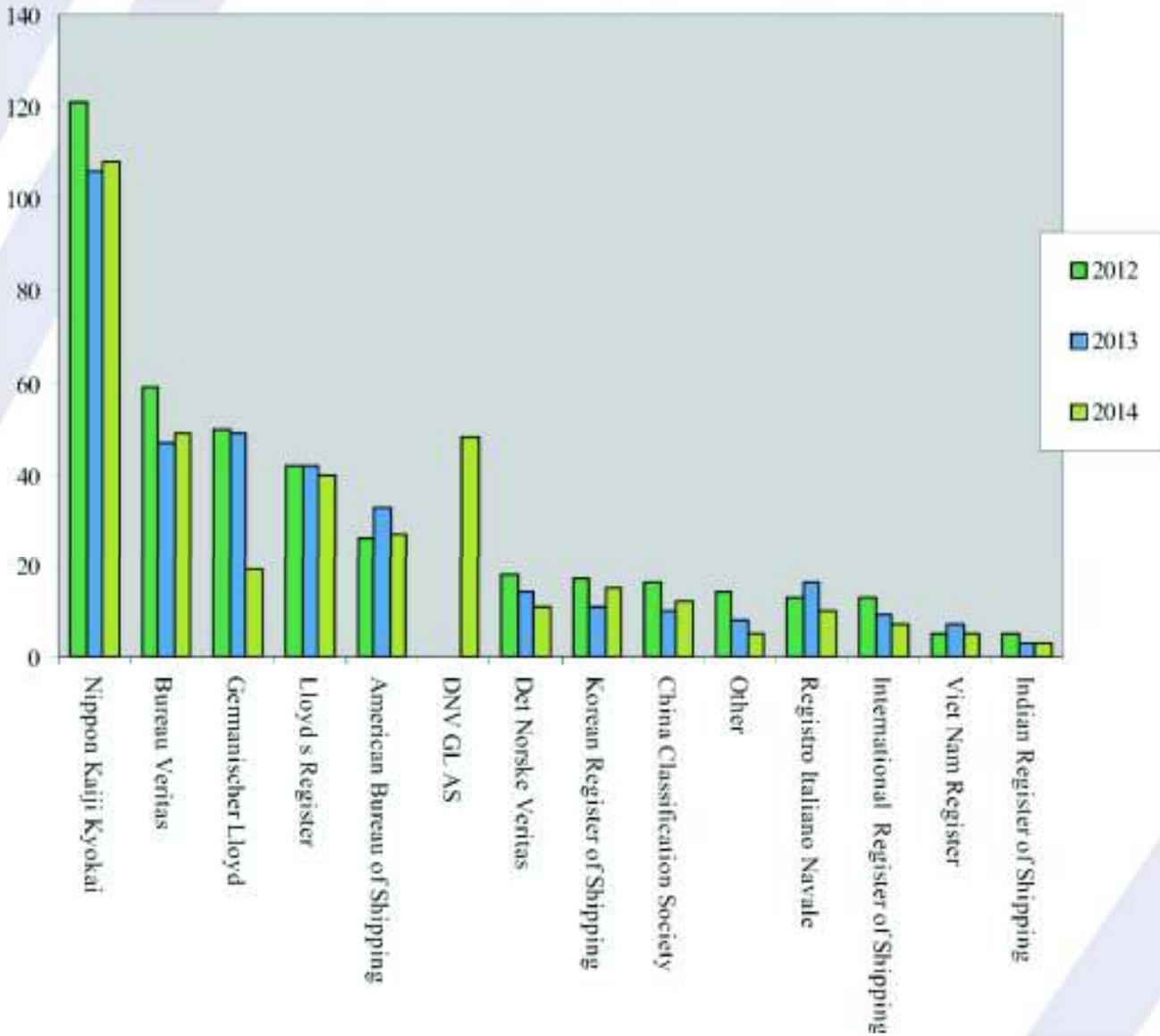
Fig. 15



THIS GRAPH DEPICTS INSPECTIONS OF 40 SHIPS AND ABOVE EITHER FOR 2012, 2013 OR 2014

Comparison of Detentions per Recognised Organisation

Fig. 16



THIS GRAPH DEPICTS DETENTIONS OF 5 AND ABOVE EITHER FOR 2012, 2013 OR 2014

The Report Of CIC On STCW Hours Of Rest

Name of reporting Authority	AUSTRALIA
Total number of inspection	837
Total number of deficiencies	135
Total number of detention	13

Name of reporting Authority	FRANCE
Total number of inspection	9
Total number of deficiencies	3
Total number of detention	0

Name of reporting Authority	INDIA
Total number of inspection	160
Total number of deficiencies	62
Total number of detention	11

Name of reporting Authority	IRAN
Total number of inspection	130
Total number of deficiencies	33
Total number of detention	8

Name of reporting Authority	OMAN
Total number of inspection	7
Total number of deficiencies	1
Total number of detention	0

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	63
Total number of deficiencies	8
Total number of detention	2

Name of reporting Authority	SUDAN
Total number of inspection	16
Total number of deficiencies	1
Total number of detention	1

The Report Of CIC On STCW Hours Of Rest

Name of reporting Authority	YEMEN
Total number of inspection	37
Total number of deficiencies	3
Total number of detention	0

All Reporting Authorities

Total number of inspection	1259
Total number of deficiencies	246
Total number of detention	35

Port State Control Activities in Bangladesh

Introduction

Bangladesh is a littoral state situated on the vertex of the Bay of Bengal. It has the coast line of approximately 710 km. A significant aspect of Bangladesh's interest in maritime trading and transport activities are based on the facts that more than 95% of its international trade in respect of production and supplies takes place by sea. Bangladesh has three sea ports (one is under construction) and a vast network of more than hundreds of river ports spread over 5000 miles of inland waterways. This not only supports the national transport activities but also connects the hinterland of the country and its neighboring countries to international shipping, where seaborne cargoes are carried by another 3500 coastal and inland vessels.

Sea Ports in Bangladesh

There are three main sea ports in Bangladesh – Chittagong, Mongla and Paira (under construction). Thousands of ocean going ships calls Bangladeshi ports in support of its seaborne trade every year. Bangladeshi ports also support neighboring Nepal, Bhutan and India for international shipping.



Maritime Administration of Bangladesh

The Department of Shipping (DoS) is the maritime safety administration of Bangladesh responsible for the formulation and implementation of the national policies and legislations to ensure the safety of life and ships at sea, development of shipping industry, maritime education and certification, employment and welfare of seafarers and other related matters. The department is also responsible for ensuring the compliance of international conventions relating to maritime matters. Department of shipping mainly ensures seaworthiness of Bangladesh flag ships and foreign ocean-going ships, protect marine environment from shipping activities, maritime shipping casualty investigation and prevention of unlawful acts against merchant ships in Bangladesh.

The Port State Control

The Department of Shipping is entrusted with the Port State Control activities in Bangladesh. It is the national authority and the Mercantile Marine Department (MMD) is the field authority for Port State Control functions. The surveyors of the Mercantile Marine Department are the Port State Control Officers (PSCO). Bangladesh is a member of the Indian Ocean Memorandum of Understanding (IOMOU) for Port State Control where information and data are being exchanged with regard to ships having inspected by the Member States of this Memorandum. Following national legislations and international conventions are the basis for Port State Control inspections in Bangladesh:

- a. Bangladesh Merchant Shipping Ordinance, 1983 as amended.
- b. Bangladesh IMO Convention Implementation Rules, 2006.
- c. The United Nations Convention on the Law of the Seas 1982 (UNCLOS), inter alia Articles 73, 218, 226 permits coastal/port state authorities to undertake physical inspections of a foreign flag vessel voluntarily visiting their ports, anchorages or off-shore installations to verify the compliance of the applicable international rules and standards established through the competent international organizations or general diplomatic conference and, to take appropriate administrative measures, including detention of the vessel as per the laws of the respective coastal/port state.
- d. Port State Control is a harmonized regime of such inspections for foreign ships in other national ports, implemented through regional Memorandum of Understanding (MOU), for the purpose of verifying that the competency of the master and officers onboard, the condition of a ship and its equipment comply with the requirements of mandatory IMO Conventions, as listed below but not limited to:
 - (1) International Convention for the Safety of Life at Sea, 1974 as amended, including the 1988 Protocol, the International Safety Management (ISM) code and the International Ship and Port Facility Security (ISPS) Code (SOLAS 74).
 - (2) International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978, including Annexes I–VI (MARPOL 73/78).
 - (3) International Convention on Load Lines, 1966, including the 1988 Protocol (LL 66).
 - (4) International Convention on Standards of Training, Certification and Watch Keeping for Seafarers, 1978 as amended (STCW'1978 as amended).
 - (5) International Labor Organization Merchant Shipping (Minimum Standards) Convention 1976, including the 1996 Protocol and MLC 2006 (MLC).
 - (6) International Convention on Tonnage of Ships, 1969 (Tonnage 69).
 - (7) International Regulations for Preventing Collision at Sea 1972 (COLREGS 72)

PSC Inspection in Bangladeshi Sea Ports

PSC inspections are regional in nature, i.e., several countries have grouped together under a Memorandum of Understanding (MOU) to ensure that ships trading in their areas are not sub-standard. Bangladesh is among the 16 countries that are signatory to Indian Ocean Memorandum of Understanding (IOMOU). In addition to Bangladesh Australia, Eritrea, Sudan, South Africa, Tanzania, Mauritius, Sri Lanka, Iran, Kenya, Maldives, Oman, Yemen, Comoros, India and France are parties to IOMOU.

PSCOs in Bangladesh follow various resolutions adopted by the International Maritime Organization (IMO) which provide basic guidance for the conduct of Port State Control inspections. They also maintain consistency in the conduct of these inspections and record deficiencies of a ship, its equipment or its crew.

Statistics of Ships Handled by Bangladeshi Sea Ports

Chittagong Port:

Year	2010	2011	2012	2013
Ships(Called)	2,397	2,447	2,276	2,339
Ships(Sailed)	2,249	2,248	2,076	2,156

Mongla Port:

Year	2010	2011	2012	2013
Ships(Called)	156	272	234	282
Ships(Sailed)	153	268	239	275

Analysis of Inspection Data

The PSC inspection report is recorded and intimated to the Indian Ocean Computerized Information System (IOICIS). The PSC cell of the Department of Shipping, in turn studies the reports, carry put analysis, disseminate information and make relevant entries in the Department's database. Some of the findings of which are as follows:

a. During the year 2013, a total of 27 PSC inspections were conducted by Bangladesh authority. This number rose to 39 during the year 2014. These include 06 tankers, 26 dry cargo ships and 07 follow-up inspections (dry cargo).

b. Common deficiencies were found in MARPOL, MLC and SOLAS requirements. These are oil leakage from engine room machinery, improper garbage disposal, lack of knowledge on garbage management, improper record of rest period of crew, unacceptable crew living conditions, lack of maintenance of life saving appliances, lack of maintenance of firefighting appliances etc.

Conclusion:

Despite acute shortage of qualified professionals, maritime administration of Bangladesh is working hard to continue with PSC inspections as per IMO guidelines. From year 2014, Bangladesh has just started sending inspection data to IOCIS and will take some more time to solve the pertaining issues to establish uninterrupted and more efficient PSC regime.

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