



2020

Annual Report





SINQUERIM FORT, CANDOLIM, GOA, INDIA

Chair's Message



I am deeply honored to present to you the Annual Report 2020 of the Indian Ocean Memorandum of Understanding (IOMOU) on port State control activities of the member Authorities and the work of the Secretariat. The published text of the report is now before you. As Chair, I have made it my highest duty to IOMOU Secretariat to its rightful role in completing the 23rd Annual PSCC meeting via Correspondence mode, despite all the obstacles played during the Covid-19 Pandemic, and have been successful to bring it closer to the people it serves. Though we took a little longer duration for finishing our Annual meeting, however, most of the documents were read by the members and came out with solutions to meet our expectations excellently. As we stand at the brink of a new decade, this mission continues. My heartfelt thanks go to all the member Authorities, observers, Industry Stakeholders for their immense supports and kind cooperation.

As we seek new ways to combat the present challenges of Covid-19 Pandemic, sea farers' welfare issues in particular, we will succeed only if we all adapt our Organization to a world with new thinking, new responsibilities, and new possibilities for peace and progress with sustainable shipping. I am very glad to learn from the IMO circular letter 4204/Add.35 and its revisions, that out of 48 members, 8 member Authorities from the IOMOU, have come forward to declare their seafarers as " **key workers**" and that other member States are giving their best to ensure timely crew changes on the vessels calling their ports, while taking all precautions/guidelines provided through the IMO Circulars and keeping themselves fully compliant with the norms for the Covid-19 Pandemic by maintaining utmost care for hygiene, welfare of the seafarers along with safety and security in a pollution free clean ocean.

We all are aware that the number of inspections for the previous years have been found to be quite consistent but, in the year 2020, due to the outbreak of the Covid-19 Pandemic, right from the beginning of the year of 2020, there is a substantial fall in the number of inspections noticed and which is quite similar in nature with other PSC regimes. I congratulate all the Member Authorities as they have done their best in the PSC activities during this unprecedented Covid-19 Pandemic phase, **to ensure that shipping activities, being a global chain of supply, do not stop for a while.** Details of the statistics may be seen while going through this Annual report. My journey with the IOMOU as chair began in August 2017. This is my fourth year after scheduled tenure of three years and as subsequently extended by the member Authorities during this unforeseen Covid-19 Pandemic situation. I take this opportunity to thank all of you for having faith in me to serve, I shall forever be grateful. In that regard therefore, the election of chair will now take place in the upcoming committee meeting where I will pass on the button to the next chair for continuing with the successful journey of the IOMOU.

Lastly, but not the least, I would like to express my honest appreciation to our Member Authorities, Observer States and Organizations, once again for providing immense support and direction whenever required. I also thank the Secretariat for the care and devotion in ensuring the success of the MOU. It has been an honor and privilege for me being a part of the Indian Ocean MOU on port State control. Wish you all the very best and good health.

Beatrice Nyamoita (Mrs)

Foreword by the Secretary



Dear Distinguished Ladies and Gentlemen.

Ultimately, the greatest lesson what Covid-19 has taught us is that “**humanity is what we are all in this together**”.

After almost 11 months of the Pandemic, we have started to see a way to restore health, economies and societies together. Long-term planning and investments may enable us to rebuild more resilient societies and help to achieve our common vision to become the healthiest and safest region, particularly for the shipping industry which is fair and effective, universally implemented, and promotes safe, secure, environmentally sound, efficient and sustainable shipping.

On behalf of the IOMOU Secretariat once again I present the twenty-second Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU), for the year 2020. However, this grave effect of the Covid-19 cannot be forgotten. Secretariat expresses sincere condolences to the families of the Covid-19 victims, grieving the immeasurable loss they suffered which is unprecedented, unthinkable and unwanted. Sincere condolences again.

From 31 August to 18 September 2020, the Indian Ocean Memorandum of Understanding on port State control (IOMOU) held its 23rd Annual Meeting successfully via correspondence mode, under chairmanship of Ms. Beatrice Nyamoita, Deputy Director, Shipping & Maritime, State Department of Transport, Kenya and well supported by the members, Observers and industry stake holders. It was a very difficult task, there is no doubt about it. However, good supports and encouragement received from our well-wishers have made it possible and successful.

As you all are aware that the number of PSC inspections in the year 2020 has significantly reduced, not only in the Indian ocean region, but also, on global basis in the other regions, due unforeseen sudden outbreak of the Covid-19 Pandemic. Number of inspections has dropped down to 4762 from that of the last year 5943. Percentage of decline is about 20%. Also, the Concentrated Inspection Campaign on Stability in General, which was scheduled from 01 September to 30 November 2020, in conjunction with the Paris MOU and the Tokyo MOU, have been postponed.

Like every year, Annual Report of 2020 summarizes the port State control (PSC) activities performed by the IOMOU member Authorities based on the various ship types, flag States and Recognized Organizations for the year 2020, but also, apart from the general information, this report provides the outcome of the results of the PSC inspections undertaken by the individual member Authority, documented with statistics and analysis reports on the results of inspections carried out by the member Authorities for the year 2020. In addition to that, a special segment has been created to describe the analytical presentation on the inspection carried out during the Pandemic crisis in most of the ports of the Indian Ocean.

The New Inspection Regime (NIR) implemented since January 2018, has been operational for the last 3 years now. This has been very much useful for continuously improving the performance of the

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

surveyors for identifying and targeting the non-compliant ships in the region.

As the IOMOU is committed to ensure that our PSCOs are adequately trained to meet the international standard of the PSC inspections and are well aware of the IMO and ILO requirements, however, unfortunately due to unforeseen Pandemic, Authority of Oman as host had to postpone the training program, scheduled to be held in February 2020.

The Secretariat is also very pleased to announce that the IOMOU website has been revamped with a new look, added with many more important information and launched in January 2021, with the immense supports/guidance received from our member authorities, Observers, active users and with the tireless efforts made by the System Managers, during this difficult phase of Covid-19.

The Secretariats of FAO, ILO, and IMO, the Indian Ocean Tuna Commission (IOTC), PEW Charitable Trust and IOMOU Secretariat have worked together to develop a **Letter of Intent** between IOTC and IOMOU for the said cooperation programme and the same were finally signed jointly by IOTC and IOMOU on 05 February 2021, to have a joint collaboration for developing a Pilot training project as agreed for the purpose of training their PSCOs / PSM compliance officers.

The Secretariat is also very proud to announce that till date, eight of our member Authorities (namely Bangladesh, France, India, Iran (Islamic Republic Of), Kenya, Myanmar, South Africa and Yemen) have declared their **Seafarers as Key-Workers** vide the IMO Circular letter No. 4204/Add.35/Rev.4. Even today, the Covid-19 Pandemic continues to have a major impact on the maritime sector, in general, and, in particular, on seafarers.

Port States, as efficiently coordinated by the regional PSC regimes, ILO, IMO and the industry continue to adopt guidance. Different groups, established to address the major issues, such as the IMO Seafarer Crisis Action Team (SCAT), and the PSC regimes' task forces, are still working tirelessly to monitor the situation in the maritime sector and identify concrete actions to improve the current situation and facilitate crew changes. The Secretariat, further would like to inform that, with the extremely helpful support and co-operation among regional MOUs, IMO and ILO, one injured Indian crew could sign off timely for treatment from Singapore port in November 2020.

The Indian ocean region, slowly, but steadily has restored in the new normal state. Yes, finally, PSC activities in the Indian Ocean region has come back, slowly but gradually, to the normal level. Our PSCOs of the respected Member Authorities have shown their patience, tenacity and professional abilities effectively for handling this critical situation as guided by the number of Advisory guidelines issued from the IMO and different PSC regimes, to ensure that no vessel unnecessarily get held up during the Pandemic and there is no breakdown of supply chain of the global trade service.

Once again, my sincere thanks to all the member Authorities for their valuable supports, particularly to the port State control officers of the region for their commitment and professionalism in conducting PSC activities in the Indian Ocean region during the Covid-19 Pandemic.

Dear seafarers, we pray for your well-being and the safety of your family.

With Best wishes

Achintya B Dutta

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INTRODUCTION

GENERAL

The Indian Ocean Memorandum of Understanding (IOMOU) on port State control (PSC) in the Indian Ocean region was finalized on the basis of the first preparatory meeting held 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 the foreign merchant ships visiting its ports comply with the standards articulated in the relevant Conventions and all amendments thereto in force. When vessels are found not to be in substantial compliance with the 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 PSC regime. The mission of the IOMOU among the 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 PSC by uniform application, of relevant International Maritime Organization (IMO)/International Labour Organization (ILO) instruments on ships operating in the region.

This will be accomplished through the establishment and maintenance of a harmonized system of PSC by the member Authorities, and the effective operation of the Committee, the Secretariat and the IOCIS. Of particular importance is the cooperation and the exchange of information between the members of the Memorandum of Understanding (MOU) and with other regional PSC regimes.

Followings 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 Damager, 2001 (Bunkers Convention);
- Protocol of 1992 to amend the International convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992);
- The International Convention for the control and Management of Ships' Ballast Water and Sediments. 2004 (BWM 2004);

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

MEMBERS, OBSERVERS & OBSERVERS ORGANIZATION

As of December 2020, twenty countries have become parties to the Memorandum. They are: **Australia, Bangladesh, Comoros, Eritrea, France (La Reunion), India, Iran, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, Sri Lanka, South Africa, Sudan, Tanzania and Yemen.**

**Ethiopia is the only
Observer State of the IOMOU**

**The Observer organizations are:
Black Sea Memorandum of
Understanding, Caribbean
Memorandum of Understanding,
Riyadh Memorandum of
Understanding, Paris Memorandum
of Understanding, Tokyo
Memorandum of Understanding,
West & Central Africa
Memorandum of Understanding,
the International Maritime
Organization, the International
Labor Organization, United States
Coast Guard and Equasis**

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

IOMOU SECRETARIAT

The Secretariat of the Indian Ocean Memorandum of Understanding (IOMOUS) is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMOU on port State control. It acts under the direction of the Committee and assists the Committee in its activities including conducting meetings.

The IOMOU Secretariat is headed by the Secretary Mr. Achintya B. Dutta, assisted by the Office Manager Mrs. Priyanka Sawant, Office Assistant Mrs. Purvi P. Kesarkar and Data Management Assistant Ms. Sushmita Naik.

CONTACT DETAILS

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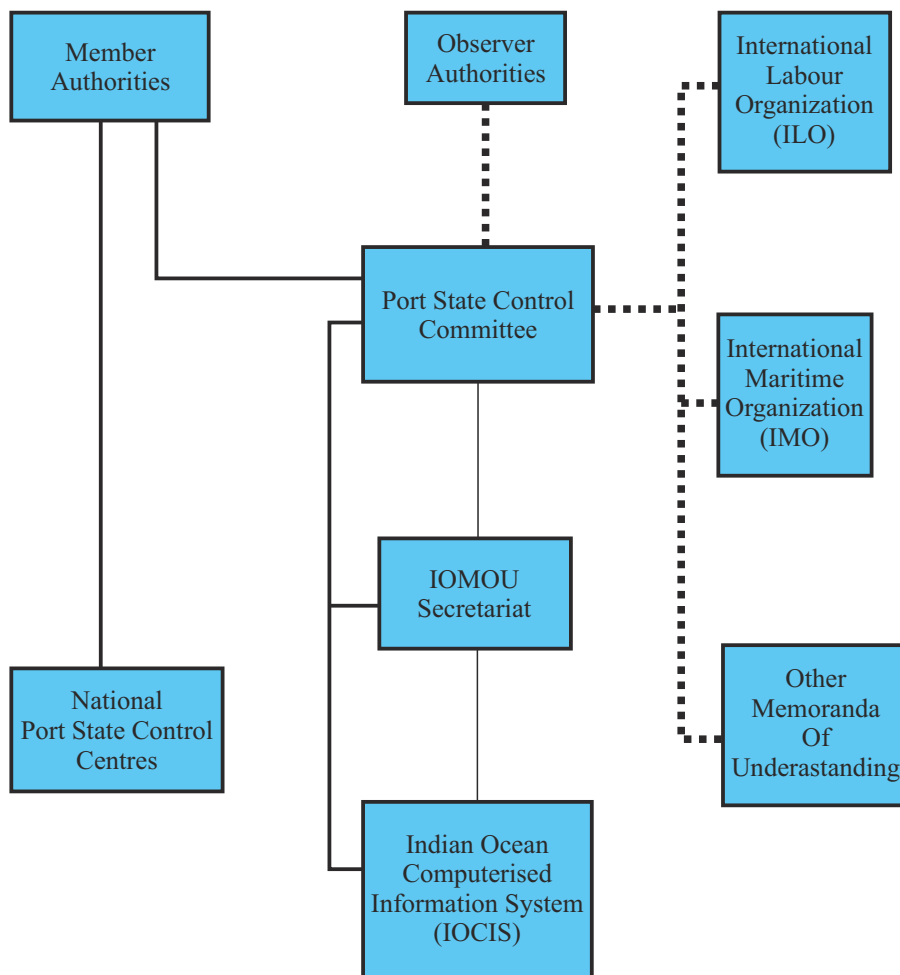
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ORGANISATIONAL STRUCTURE OF THE IOMOU



THE COMMITTEE

The Indian Ocean Memorandum of Understanding on port State control held its Twenty-third Committee meeting through Correspondence Mode from 31 August to 18 September 2020.

Representatives from all IOMOU member States participated in the meeting:

Australia, Bangladesh, Comoros, France (Reunion Island), Eritrea, India, Islamic Republic of Iran, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania and Yemen

Representatives of Observers States and Organization mentioned in the Observers list overviewed the proceeding of the meeting.

Food and agriculture organization and industry forum members Association of Asian classification societies (ACS) and International Association of classification societies Ltd. (IAS) presented their documents during meeting.

The IOCIS Manager from the National Informatics Centre (NIC) also participated the meeting.

Mrs. Beatrice Nyamoita, Chair of the Committee presided over the Committee meeting as Chair.

OUTCOMES OF THE TWENTY-THIRD COMMITTEE MEETING

- .1 noted the information on the improvement in the restricted page of the IOMOU website, which is now called as E-library;
 - .2 decided to host the procedure for becoming a new member/adhere to the memorandum of Indian Ocean, on home page of the website;
 - .3 approved the procedure for PSCO Exchange Programme;
 - .4 postponed CIC on Stability in General in 2021 in conjunction with the Paris MoU and the Tokyo MoU, which was scheduled in the year 2020;
 - .5 formed Correspondence Group for making the procedure for inspection through remote location;
 - .6 approved amendments to the port State control (PSC) manual;
 - .7 approved amendments to the Memorandum of Understanding (MoU);
 - .8 extended time limit for completing the work on revamping of the IOMOU website and IOCIS Portal, which could not complete due to imposition of lockdown in India on account of Covid-19 Pandemic;
 - .9 formed a Correspondence Group for making guidelines to the PSCOs on how to increase level of inspection;
 - .10 approved changes in the Letterhead of the IOMOU;
- and
- .11 decided to extend the term of present Chair and Vice Chair and to have the election during next meeting with physical appearance.

DETENTION REVIEW PANEL

If flag State or their Recognized Organizations (ROs) acting on behalf of the flag State disagree with the outcome of the port State ruling, concerning a detention, either may request for a review by the Indian Ocean MOU's Detention Review Panel, within 90 days from the date of detention.

The Detention Review Panel is comprised of three Indian Ocean MOU member Authorities, excluding the port State and the vessels flag State and the ISM issuing country, if they are members of the Indian Ocean MOU.

In the year 2020, the Secretariat did not receive any appeal towards any detention.

TRAINING AND SEMINARS FOR PORT STATE CONTROL

Due, to travel restrictions imposed by the various Countries on account of Covid-19 Pandemic, in the year 2020 the IOMOU Secretariat could not host any seminars or Expert Mission Training.

Tokyo MoU Secretariat expressed their regrets to invite PSC officers for the 10th General Training Course (GTC10) due to Covid-19 Pandemic. However, later GTC10 has been cancelled due to Covid-19 Pandemic.

Also, trainings arranged by the Paris MoU in the year 2020, same has been cancelled due to the Covid-19 Pandemic.



PSCO seminar

PORT STATE CONTROL DEFICIENCIES PHOTOS



Daylight signaling lamp cannot be tested with emergency source of power supply



EPIRB battery is expired. [Not as required]



Main ballast valve from sea chest hanged with chain block



One steam pipe from engine room found with temporary repair



Nozzle of portable fire extinguisher next to gyro room removed



Sight glass v/v of m/e fuel tank fasten tight and open.

PORT STATE CONTROL DEFICIENCIES PHOTOS



Starboard side emergency light near life raft unlit. [inoperative]



VDR mounting bracket on monkey island thinned, holed and wasted. [Not as required]



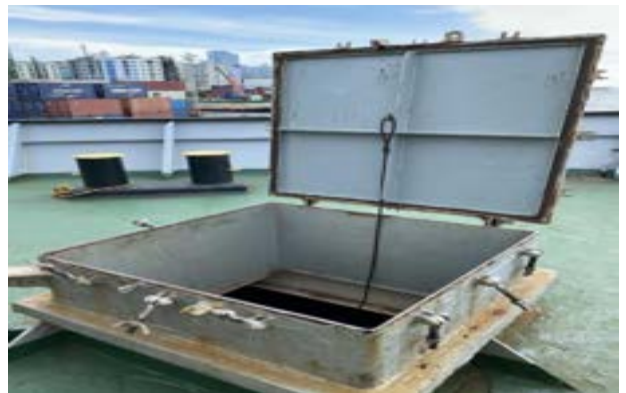
Davit hooks found to be corroded and stuck in an open position. [Not properly maintained]



Co2 room lighting in poor condition and 2 bottle heads sulphated. [Incomplete]

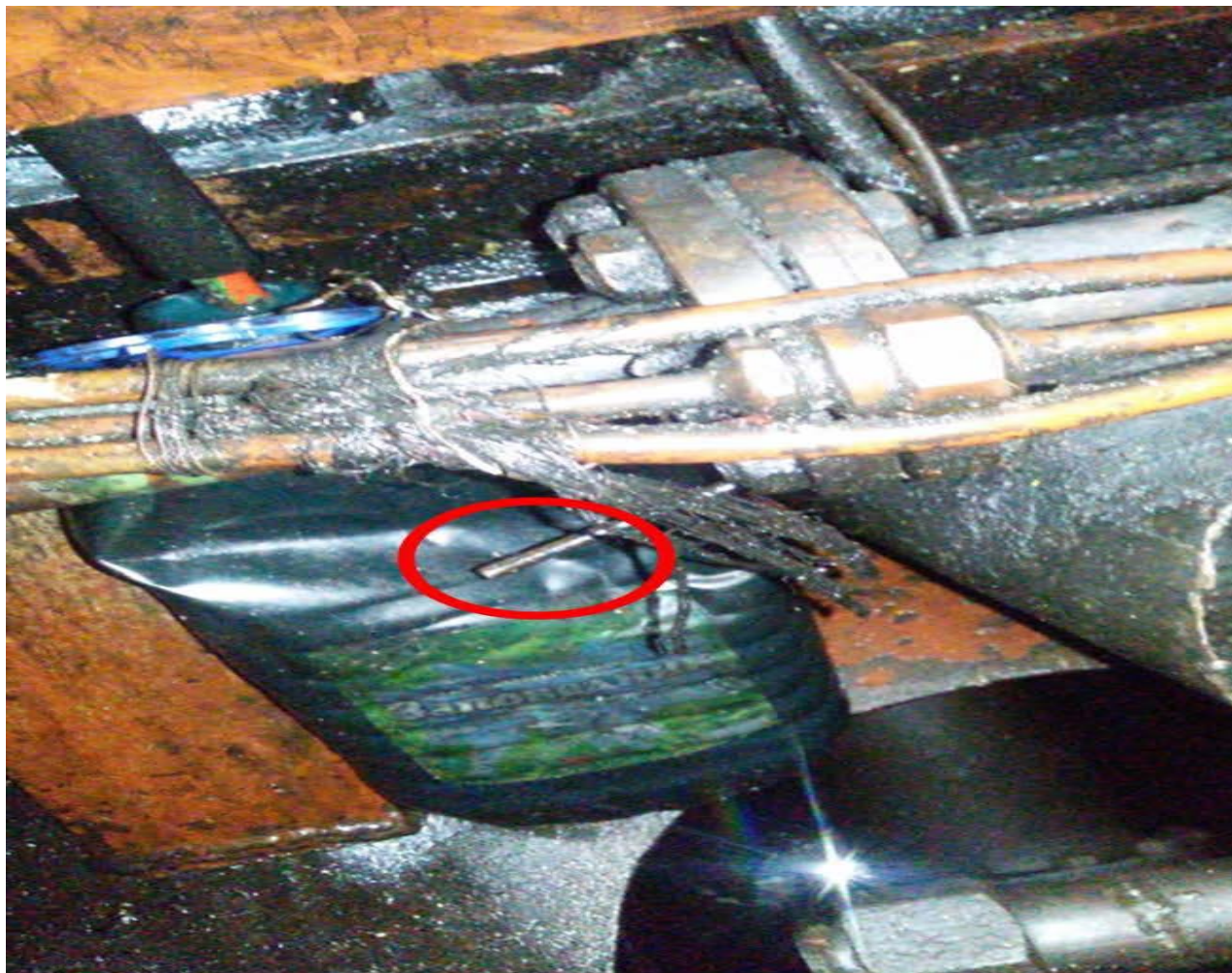


Asbestos in one part of the engine room ceiling (beside the emergency exit) is not properly isolated.



Forecastle deck hatch cover not watertight. [not as required]

BEST DEFICIENCY PHOTO FOR THE YEAR 2019



Nature of Deficiency: Jacketed high-pressure lines and oil leakage alarm

Deficiency Description: Fuel Leakage line of both sides m/e disconnected from fuel leakage tank and fuel leaking to e/r bilge area. [Insufficient]

PSCO: Mr. M.S. Bakhshayesh (Iran)

CO-OPERATION WITH OTHER REGIONAL MoUs

Considering the importance of inter-regional co-operation and harmonization, IOMOU participates in the Concentrated Inspection Campaigns (CICs) jointly with the Tokyo and Paris MoUs every year. All the CIC inspections carried from 2004 to 2019 are recorded in the IOMOU website (Indian Ocean Computerized Information System named as “IOCIS”) for the information of all interested parties.

The IOMOU realized the need for this co-operation right from its inception and obtained the Observer status with the other MoUs such as Tokyo MoU, Paris MoU, Caribbean MoU and Riyadh 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 other's Committee meetings depending upon their own programs. This is in effect to benchmark and gives an opportunity to understand initiatives of other MoUs on PSC. During the year the Secretary was invited to attend the following meetings:

Tokyo MoU
Mediterranean MoU
Paris MOU
Caribbean MoU

In this regard the Secretary attended the following meeting for the year 2020 either using written procedure or by virtual mode:

1. 53rd Paris MoU (PSCC53) Virtual meeting from 28th September to 2nd October 2020;
2. 22nd Committee Meeting of the Mediterranean MoU on Port State Control from 20th to 21st October 2020;
3. 25th Committee Meeting of the Caribbean MoU on Port State Control from 28th to 29th October 2020;

The Secretary and the Chair also attended various meetings, via virtual mode, as conducted by the IMO, ILO, IOTC, IMO members and IOMOU Maritime Authorities, to update the knowledge on the international shipping and also on the guidance related to the port State control activities, in particular, during Covid-19 Pandemic. Outcome of the meetings held among the IMO, ILO, ITF, IACS and PSC Regimes related to the Covid -19 Pandemic have been circulated among the member Authorities, Observers and posted as Press release on the IOMOU website.

IOCIS / WEBSITE

Indian Ocean Computerized Information System (IOCIS) and the IOMOU website are maintained by the National Informatics Centre, Government of India. The Secretariat is in continuous contact with the Manager of the IOCIS.

As agreed by the Committee during its twenty-second meeting, to revamp the existing IOMOU website and IOCIS portal which were of a very old version, the Secretariat along with IOCIS Managers, have launched the revamped version of the IOMOU website and IOCIS portal on 21.01.2021. Technology used is PHP 7.3.5, CSS, HTML 5, AJAX, Bootstrap, jQuery with Maria DB 10.3.14 database engine. It is web responsive having smooth level of navigation from different window panes.

Also, as per decision of the Committee, improvements made in the restricted access page of the website. All the important documents are made available for the members. Restricted Access page is now renamed as E-library.

Data exchange with Equasis, IHS Markit Maritime & Trade (IHS Markit), Lloyds List (LLG) and the International Maritime Organization (IMO) under GISIS is being carried out. Facilities of Hyperlink between IOCIS and APCIS, IOCIS and Caribbean MoU, IOCIS and Black sea MoU and IOCIS and Equasis are being taken care of.

STATUS OF THE RELEVANT INSTRUMENTS

STATUS OF RELEVANT INSTRUMENT
(Date of Deposit of Instruments) As on 31 December 2020

S. No	Authority	TONNAGE CONVENT- ION 69	LOADLINE CONVENT- ION 66	LOAD LINE PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88
1	Australia	21.05.1982	29.07.1968	07.02.1997	17.08.1983	17.08.1983	07.02.1997
2	Bangladesh	06.11.1981	10.05.1978	18.12.2002	06.11.1981	--	18.12.2002
3	Comoros	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
5	France	31.10.1980	30.11.1966	05.10.1990	25.05.1977	21.12.1979	28.02.1992
6	India	26.05.1977	19.04.1968	10.08.2000	16.06.1976	03.04.1986	22.08.2000
7	Iran	28.12.1973	05.10.1973	31.10.2006	17.10.1994	31.08.2000	31.10.2006
8	Kenya	15.12.1992	12.09.1975	07.07.2015	21.07.1999	07.07.2015	07.07.2015
9	Madagascar	27.07.2017	16.01.1967	26.07.2019	07.03.1996	--	26.07.2019
10	Maldives	02.06.1983	29.01.1968	--	14.01.1981	--	20.05.2005
11	Mauritius	11.10.1988	11.10.1988	17.12.2002	01.02.1988	--	17.12.2002
12	Mozambique	30.10.1991	30.10.1991	--	23.12.1996	--	--
13	Myanmar	04.05.1988	11.11.1987	03.10.2019	11.11.1987	11.11.1987	03.07.2019
14	Oman	24.09.1990	20.08.1975	17.06.1991	25.04.1985	25.04.1985	17.06.1991
15	Seychelles	17.07.2017	01.10.1976	27.09.1989	10.05.1988	10.05.1988	27.09.1989
16	South Africa	24.11.1982	14.12.1966	--	23.05.1980	11.01.1982	--
17	Sri Lanka	11.03.1992	10.05.1974	--	30.08.1983	--	--
18	Sudan	21.05.2002	26.09.1991	--	15.05.1990	--	--
19	Tanzania	28.03.2001	28.02.1989	--	28.03.2001	--	--
20	Yemen	06.03.1979	06.03.1979	11.01.2012	06.03.1979	--	11.01.2012
	Entry in force date	18.07.1982	21.07.1968	03.02.2000	25.05.1980	01.05.1981	03.02.2000

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STATUS OF RELEVANT INSTRUMENT (Date of Deposit of Instruments) As on 31 December 2020

S. No	Authority	STCW 78	AFS 2001	COLREG 72	Bunkers Conventi on 2001	CLC PROT 1992	BWM 2004	ILO 147 /MLC 2006*
1	Australia	07.11.1983	09.01.2007	29.02.1980	16.03.2009	09.10.1995	07.06.2017	21.12.2011
2	Bangladesh	06.11.1981	07.06.2018	10.05.1978	--	--	07.06.2018	06.11.2014
3	Comoros	22.11.2000	--	22.11.2000	01.02.2018	15.01.2000	--	--
4	Eritrea	22.04.1996	--	22.04.1996	--	--	--	--
5	France	11.07.1980	12.03.2007	10.05.1974	19.10.2010	29.09.1994	24.09.2008	02.05.1978/ 28.02.2013
6	India	16.11.1984	24.04.2015	30.05.1973	--	15.11.1999	--	26.09.1996/ 09.10.2015
7	Iran	01.08.1996	06.04.2011	17.01.1989	21.11.2011	24.10.2007	06.04.2011	11.06.2014
8	Kenya	15.12.1992	07.07.2015	15.12.1992	07.07.2015	02.02.2000	14.01.2008	31.07.2014
9	Madagascar	07.03.1996	26.07.2019	27.07.2017	11.07.2017	21.05.2002	27.07.2017	--
10	Maldives	22.01.1987	--	14.01.1981	--	20.05.2005	22.06.2005	07.10.2014
11	Mauritius	04.07.1991	--	26.05.1989	17.07.2013	06.12.1999	--	30.05.2014
12	Mozambique	15.11.1985	--	30.10.1991	--	26.04.2002	--	--
13	Myanmar	04.05.1988	--	11.11.1987	19.01.2018	12.07.2016	--	25.05.2016
14	Oman	24.09.1990	06.03.2019	25.04.1985	30.04.2020	08.07.1994	--	--
15	Seychelles	22.08.1988	--	22.08.1988	23.08.2019	23.07.1999	27.11.2017	07.01.2014
16	South Africa	27.07.1983	02.07.2008	20.12.1976	--	01.10.2004	15.04.2008	20.06.2013
17	Sri Lanka	22.01.1987	--	04.01.1978	--	22.01.1999	--	12.01.2017
18	Sudan	26.02.1997	--	11.03.2003	--	--	--	04.10.2019
19	Tanzania	27.10.1982	--	16.05.2006	--	19.11.2002	--	03.04.2019
20	Yemen	14.02.2005	--	06.03.1979	--	20.09.2006	--	--
	Entry in force date	28.04.1984	17.09.2008	15.07.1977	21.11.2008	30.05.1996	08.09.2017	28.11.1981/ 20.08.2013

* MLC 2006 will supersede ILO 147 if the Authority ratified both of them

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

STATUS OF MARPOL 73/78 (Date of Deposit of Instruments) As on 31 December 2020

S. 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	Madagascar	30.08.2005	30.08.2005	30.08.2005	30.08.2005	26.07.2019
10	Maldives	20.05.2005	--	--	20.05.2005	--
11	Mauritius	06.04.1995	06.04.1995	06.04.1995	06.04.1995	23.03.2020
12	Mozambique	09.11.2005	09.11.2005	09.11.2005	09.11.2005	--
13	Myanmar	04.05.1988	05.04.2016	05.04.2016	05.04.2016	--
14	Oman	13.03.1984	13.03.1984	13.03.1984	13.03.1984	--
15	Seychelles	28.11.1990	29.11.2019	29.11.2019	29.11.2019	29.11.2019
16	South Africa	28.11.1984	05.02.1997	17.09.2015	13.05.1992	17.09.2015
17	Sri Lanka	24.06.1997	24.06.1997	24.06.1997	24.06.1997	--
18	Sudan	--	21.01.2015	21.01.2015	21.01.2015	--
19	Tanzania	23.07.2008	23.07.2008	23.07.2008	23.07.2008	--
20	Yemen	--	--	--	--	--
	Entry into force date	02.10.1983	01.07.1992	27.09.2003	31.12.1988	19.05.2005

STATISTICS

A total of 4762 inspections were carried out in 2020. Out of these 4762 inspections, 2318 inspections had deficiencies and the total numbers of deficiencies were 9288.

Serious deficiencies noted by the PSCOs led to the detention of 218 ships and needed to be rectified prior to the ships' departure; the overall detention percentage for the year was 4.58%. There was 20% decrease in total number of inspections in 2020, compared with those in 2019; and the detention percentage increased from 3.90 % recorded in 2019.

The average number of deficiencies per inspection in 2020 (1.95) has slightly increased compared to the previous year (1.84).

The information given in the following tables and charts represents the port State control activities of Australia, Bangladesh, Comoros, France, India, Iran, Kenya, Myanmar, Maldives, Oman, Seychelles, South Africa, Sudan and Yemen. The remaining member Authorities are trying to overcome the challenges 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 a 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 needs to be taken into account¹.

PORT STATE CONTROL INSPECTION ACTIVITIES

STATISTICS FOR 2020

PORT STATE CONTROL INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	Number of Inspections	Number of Inspections with	Number of Deficiencies	Number of Detentions	Detention Percentage
Australia ¹	3021	1568	6387	178	5.89
Bangladesh	775	257	700	4	0.52
Comoros	22	1	4	0	0.00
France	26	17	52	2	7.69
India	123	99	667	16	13.01
Iran	235	183	831	11	4.68
Kenya	174	52	162	0	0.00
Maldives	3	3	15	0	0.00
Myanmar	27	20	41	1	3.70
Oman ¹	113	42	119	4	3.54
Seychelles	3	2	5	0	0.00
South Africa ¹	153	39	155	2	1.31
Sudan	85	35	150	0	0.00
Yemen	2	0	0	0	0.00
Total	4762	2318	9288	218	4.58

¹ See comment on page 15 regarding Australia, South Africa, and Oman regarding data duplication between IOMOU and Tokyo, Abuja and Riyadh MoUs.

Deficiencies by Type of Ship

Table: 1

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	2587	1227	4911	136	5.26	47.43
Chemical Tanker	395	141	403	11	2.78	35.70
Combination Carrier	2	1	38	1	50	50.00
Container Ship	545	300	1170	19	3.49	55.05
Gas Carrier	92	37	108	2	2.17	40.22
Gas carrier/NLS tanker (GASNLS)	2	0	0	0	0	0.00
General Cargo / Multipurpose ship	441	295	1299	21	4.76	66.89
Heavy Load Carrier	36	14	40	3	8.33	38.89
Livestock Carrier	38	27	107	2	5.26	71.05
NLS Tanker *	31	18	57	1	3.23	58.06
Offshore Service Vessel	20	7	20	0	0	35.00
Oil Tanker	227	94	465	12	5.29	41.41
Oil tanker/Chemical tanker(OILCHEM)	24	8	32	0	0	33.33
Other Types of Ship	21	15	34	0	0	71.43
Passenger Ship	30	18	83	1	3.33	60.00
Refrigerated Cargo Vessel	6	2	6	0	0	33.33
Ro-Ro Cargo Ship	25	12	46	0	0	48.00
Ro-Ro Passenger Ship	7	5	14	0	0	71.43
Special Purpose Ship	12	3	9	0	0	25.00
Tugboat	30	11	99	3	10	36.67
Vehicle Carrier	136	47	200	4	2.94	34.56
Wood Chips Carrier	55	36	147	2	3.64	65.45
Total	4762	2318	9288	218		

* Earlier known to be Tanker not otherwise specified.

Deficiencies by Flag

Table: 2

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Antigua and Barbuda	62	34	91	4	6.45
Azerbaijan	2	2	14	0	0.00
Bahamas	149	65	284	7	4.70
Barbados	4	2	4	0	0.00
Belgium	12	7	17	0	0.00
Belize	14	9	30	0	0.00
Bermuda (UK)	8	3	13	0	0.00
Cameroon	3	2	16	1	33.33
Cayman Islands (UK)	35	12	41	0	0.00
China	46	20	72	2	4.35
Comoros	9	7	37	1	11.11
Cook Islands	12	12	108	2	16.67
Croatia	1	1	4	0	0.00
Cyprus	89	39	153	4	4.49
Denmark	20	8	33	2	10.00
Egypt	2	1	1	0	0.00
France	3	2	4	0	0.00
Gabon	5	5	40	2	40.00
Germany	2	1	3	0	0.00
Gibraltar (UK)	3	2	11	0	0.00
Greece	56	22	78	3	5.36
Honduras	1	1	3	0	0.00
Hong Kong, China	431	179	789	23	5.34
India	23	12	58	0	0.00
Indonesia	5	5	16	0	0.00
Iran	5	5	17	0	0.00
Isle of Man (UK)	47	12	28	1	2.13
Italy	29	10	28	0	0.00
Jamaica	1	1	2	0	0.00
Japan	67	28	75	2	2.99
Jordan	2	0	0	0	0.00
Korea, Republic of	43	24	79	1	2.33
Kuwait	3	3	4	0	0.00
Lebanon	3	2	7	0	0.00
Liberia	651	281	1111	34	5.22
Luxembourg	6	4	15	0	0.00
Malaysia	12	8	51	1	8.33
Malta	279	108	374	8	2.87

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Deficiencies by Flag

Table: 2 (Contd.)

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Marshall Islands	590	257	994	21	3.56
Moldova	1	1	2	0	0.00
Mongolia	1	1	2	0	0.00
Montenegro	3	0	0	0	0.00
Myanmar	3	2	12	1	33.33
Netherlands	29	15	59	2	6.90
New Zealand	1	0	0	0	0.00
Niue	1	0	0	0	0.00
Norway	67	29	90	5	7.46
Pakistan	1	1	6	1	100.00
Palau	11	8	66	1	9.09
Panama	1098	590	2551	65	5.92
Papua New Guinea	1	0	0	0	0.00
Philippines	18	9	21	0	0.00
Portugal	58	22	68	1	1.72
Qatar	7	5	13	1	14.29
Russian Federation	131	130	537	1	0.76
Saint Kitts and Nevis	6	5	59	1	16.67
Saint Vincent and the Grenadines	10	7	11	0	0.00
Samoa	1	1	27	1	100.00
Saudi Arabia	8	3	10	0	0.00
Sierra Leone	1	1	2	0	0.00
Singapore	413	191	616	13	3.15
Spain	1	0	0	0	0.00
Sri Lanka	3	3	6	0	0.00
Sweden	2	2	4	0	0.00
Switzerland	3	2	3	0	0.00
Syrian Arab Republic	1	1	3	0	0.00
Taiwan,China	11	7	25	1	9.09
Tanzania	16	14	135	3	18.75
Thailand	24	12	46	1	4.17
Togo	11	9	40	0	0.00
Turkey	6	1	2	0	0.00
Tuvalu	22	13	45	0	0.00
United Kingdom	24	12	43	0	0.00
United States	2	2	6	0	0.00
Vanuatu	3	2	4	0	0.00
Viet Nam	28	21	69	1	3.57
Total	4762	2318	9288	218	

Deficiencies by Categories

Table: 3

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
011	Certificate & Documentation - Ship Certificates	140	1.51
012	Certificate & Documentation - Crew Certificates	197	2.12
013	Certificate & Documentation – Documents	288	3.10
021	Structural Conditions	421	4.53
031	Water/Weathertight conditions	620	6.68
041	Emergency Systems	599	6.45
051	Radio Communications	205	2.21
061	Cargo operations including equipment	205	2.21
071	Fire safety	1396	15.04
081	Alarms	104	1.12
091	Living Conditions	86	0.93
092	Working Conditions	297	3.20
101	Safety of Navigation	1129	12.16
111	Life saving appliances	920	9.91
121	Dangerous goods	7	0.08
131	Propulsion and auxiliary machinery	544	5.86
141	Pollution prevention - MARPOL Annex I	229	2.47
142	Pollution prevention - MARPOL Annex II	1	0.01
143	Pollution prevention - MARPOL Annex III	1	0.01
144	Pollution prevention - MARPOL Annex IV	121	1.30
145	Pollution prevention - MARPOL Annex V	84	0.90
146	Pollution prevention - MARPOL Annex VI	40	0.43
148	Pollution Prevention – Ballast Water	11	0.12
151	ISM	354	3.81
161	ISPS	33	0.36
181	Minimum requirements for seafarers	25	0.27
182	Labour Conditions - Conditions of employment	272	2.93
183	Accommodation recreational facilities F and C	222	2.39
184	Health protection, medical care, social security	521	5.61
991	Other	216	2.33
	Total	9288	

Deficiencies by Recognized Organization Related Detentions and Deficiencies

Table: 4

Recognized Organization	Number of Overall Inspections	Number of Inspections with Deficiencies	Number of Overall Detentions	Overall Detention %	Number of RO Responsible detentions	RO Responsible Detention %	Number of RO Related deficiencies
American Bureau of Shipping	554	233	21	3.79	1	0.18	1
Asia Classification Society	1	1	0	0.00	0	0.00	0
Biro Klasifikasi Indonesia	2	2	0	0.00	0	0.00	0
Bureau Veritas	465	223	22	4.73	0	0.00	0
China Classification Society	211	83	13	6.16	1	0.47	1
Columbus American Register	1	1	0	0.00	0	0.00	0
Cosmos Marine Bureau Inc	5	5	0	0.00	0	0.00	0
CR Classification Society	17	8	0	0.00	0	0.00	0
Croatian Register of Shipping	25	8	0	0.00	0	0.00	0
DNV GL AS	793	352	34	4.29	1	0.13	1
Dromon Bureau of Shipping	3	3	0	0.00	0	0.00	0
Indian Register of Shipping	27	16	0	0.00	0	0.00	0
Intermaritime Certification Services, S.A.	3	3	2	66.67	0	0.00	0
International Naval Surveys Bureau	8	6	1	12.50	0	0.00	0
International Register of Shipping	10	9	1	10.00	0	0.00	0
Intertek Maritime Bureau	1	1	1	100.00	0	0.00	0
Iranian Classification Society	3	3	0	0.00	0	0.00	0
Isthmus Bureau of Shipping, S.A	1	1	0	0.00	0	0.00	0
Korea Classification Society	1	1	0	0.00	0	0.00	0
KOREAN REGISTER	216	111	12	5.56	4	1.85	6
Lloyd's Register	591	264	23	3.89	2	0.34	3
Maritime Bureau of Shipping	1	1	0	0.00	0	0.00	0
National Shipping Adjusters Inc.	2	2	0	0.00	0	0.00	0
Nippon Kaiji Kyokai	1488	726	70	4.70	6	0.40	8
No Class	16	11	1	6.25	0	0.00	0
Other *	13	11	3	23.08	0	0.00	0
Overseas Marine Certification Services, Inc.	2	0	0	0.00	1	0.00	2
Panama Bureau of Shipping	2	2	0	0.00	0	0.00	0
Panama Maritime Documentation Services	1	1	0	0.00	0	0.00	0
Panama Shipping Registrar Inc	1	1	0	0.00	0	0.00	0
Phoenix Register of Shipping S.A.	1	1	0	0.00	0	0.00	0
Polski Rejestr Statkow	8	6	1	12.50	0	0.00	0
Russian Maritime Register of Shipping	127	124	0	0.00	0	0.00	0
RINA Services S.p.A.	141	81	11	7.80	1	0.71	14
Viet Nam Register	20	16	1	5.00	0	0.00	0
Withdrawn	1	1	1	100.00	0	0.00	0

*Inspection classed with, Ascent Navals, Maritime Certifications of Shipping, Guardian Bureau Of Shipping, SRO, SMB, WROS, Maritime Classifications of Shipping, Maritime Lloyds, are included in this RO.

Note: RO responsible statistics with respect to detentions and deficiencies are calculated on the basis of the RO which undertook the last survey and endorsed statutory certificates.

Comparison of Inspections and Detentions per Ship Type

Table: 5

Type of Ship	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Bulk Carrier	2657	2925	2587	8169	110	122	136	368	4.50
Chemical Tanker	496	524	395	1415	9	15	11	35	2.47
Combination Carrier	0	0	2	2	0	0	1	1	50.00
Container Ship	728	762	545	2035	25	28	19	72	3.54
Gas Carrier	129	135	92	356	1	1	2	4	1.12
Gas Carrier/NLS tanker (GASNLS)	0	0	2	2	0	0	0	0	0.00
General Cargo / Multipurpose Ship	493	546	441	1480	42	34	21	97	6.55
Heavy Load Carrier	41	47	36	124	5	4	3	12	9.68
Livestock Carrier	88	68	38	194	4	2	2	8	4.12
NLS Tanker*	25	30	31	86	2	1	1	4	4.65
Oil Tanker	407	369	227	1003	16	12	12	40	3.99
Oil tanker/Chemical tanker (OILCHEM)	0	0	24	24	0	0	0	0	0.00
Offshore service Vessel	73	23	20	116	16	4	0	20	17.24
Other Types of Ship	33	32	21	86	5	1	0	6	6.98
Passenger Ship	69	73	30	172	2	0	1	3	1.74
Refrigerated Cargo Vessel	31	17	6	54	1	0	0	1	1.85
Ro-Ro Cargo Ship	39	38	25	102	2	1	0	3	2.94
Ro-Ro Passenger Ship	12	6	7	25	0	0	0	0	0.00
Special Purpose Ship	19	13	12	44	0	0	0	0	0.00
Tugboat	35	27	30	92	2	1	3	6	6.52
Vehicle Carrier	254	240	136	630	6	5	4	15	2.38
Woodchip Carrier	68	68	55	191	4	1	2	7	3.66
Total	5697	5943	4762	16402	252	232	218	702	4.28

* Earlier known to be Tanker Not Otherwise Specified.

Comparison of Deficiencies by Categories

Table: 6

Code	Nature of Deficiencies	Number of Deficiencies		
		Year		
		2018	2019	2020
011	Certificate & Documentation - Ship Certificates	464	256	140
012	Certificate & Documentation - Crew Certificates	148	134	197
013	Certificate & Documentation – Documents	586	507	288
021	Structural Conditions	465	483	421
031	Water/Weathertight conditions	778	743	620
041	Emergency Systems	660	661	599
051	Radio Communications	333	268	205
061	Cargo operations including equipment	171	157	205
071	Fire safety	1427	1526	1396
081	Alarms	155	125	104
091	Living Conditions	195	172	86
092	Working Conditions	895	712	297
101	Safety of Navigation	1622	1413	1129
111	Life saving appliances	1025	1103	920
121	Dangerous goods	10	16	7
131	Propulsion and auxiliary machinery	699	590	544
141	Pollution prevention - MARPOL Annex I	299	288	229
142	Pollution prevention - MARPOL Annex II	4	0	1
143	Pollution prevention - MARPOL Annex III	1	1	1
144	Pollution prevention - MARPOL Annex IV	201	173	121
145	Pollution prevention - MARPOL Annex V	197	163	84
146	Pollution prevention - MARPOL Annex VI	121	43	40
147	Pollution prevention – Anti Fouling	0	3	0
148	Pollution Prevention – Ballast Water	9	9	11
151	ISM	323	345	354
161	ISPS	75	92	33
181	Minimum requirements for seafarers	30	8	25
182	Labour Conditions - Conditions of employment	157	136	272
183	Accommodation recreational facilities F and C	228	192	222
184	Health protection, medical care, social security	400	486	521
991	Other	169	155	216
	Total	11847	10960	9288

Comparison of Inspections and Deficiencies per Recognized Organization

Table: 7

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
American Bureau of Shipping	589	669	554	1812	262	234	233	729	40.23
American Register of Shipping	1	0	0	1	0	0	0	0	0.00
Asia Classification Society	3	5	1	9	3	5	1	9	100.00
Biro Klasifikasi Indonesia	3	1	2	6	3	1	2	6	100.00
Bulgarski Koraben Registrar	0	2	0	2	0	2	0	2	100.00
Bureau Veritas	621	585	465	1671	327	318	223	868	51.94
China Classification Society	294	342	211	847	116	143	83	342	40.38
CR Classification Society	0	4	17	21	0	2	8	10	47.62
Columbus American Register	6	1	1	8	5	1	1	7	87.50
Croatian Register of Shipping	5	3	25	33	4	2	8	14	42.42
Cosmos Marine Bureau Inc	3	3	5	11	2	2	5	9	81.82
Danforth Marine survey & Certification Services	0	1	0	1	0	1	0	1	100.00
DNV GL AS	991	970	793	2754	422	427	352	1201	43.60
Dromon Bureau of Shipping	18	8	3	29	17	7	3	27	93.10
Global Marine Bureau Inc.	3	0	0	3	2	0	0	2	66.67
Guardian Bureau of Shipping	4	0	0	4	4	0	0	4	100.00
Indian Register of Shipping	43	26	27	96	30	21	16	67	69.79
Inter maritime Certification Services S.A.	2	4	3	9	2	3	3	8	88.89
International Naval Surveys Bureau	8	4	8	20	8	4	6	18	90.00
International Register of Shipping	20	11	10	41	19	11	9	39	95.12
International Ship Classification	2	2	0	4	2	2	0	4	100.00
Intertek Maritime Bureau	0	2	1	3	0	2	1	3	100.00
Iranian Classification Society	4	3	3	10	3	2	3	8	80.00
Isthmus Bureau of Shipping ,S.A	3	5	1	9	3	5	1	9	100.00
Isthmus Maritime Classification Society S.A.	1	1	0	2	1	1	0	2	100.00
Korea Classification Society	2	1	1	4	1	1	1	3	75.00
Korea Ship Safety Technology Authority	1	0	0	1	1	0	0	1	100.00
KOREAN REGISTER	282	315	216	813	149	140	111	400	49.20
Lloyd's Register	755	799	591	2145	364	367	264	995	46.39
Macosnar Corporation	3	0	0	3	3	0	0	3	100.00
Maritime Bureau of Shipping	3	2	1	6	3	2	1	6	100.00

Comparison of Inspections and Deficiencies per Recognized Organization

Table: 7 (Contd.)

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Maritime Lloyd Ltd., Georgia	1	0	0	1	1	0	0	1	100.00
National Shipping Adjusters Inc	4	4	2	10	3	4	2	9	90.00
New United International Marine Services Ltd.	0	1	0	1	0	1	0	1	100.00
Nippon Kaiji Kyokai	1684	1744	1488	4916	863	844	726	2433	49.49
No Class	8	7	16	31	8	5	11	24	77.42
Overseas Marine Certification Service, Inc.	2	7	2	11	2	6	0	8	72.73
Panama Bureau of Shipping	0	1	2	3	0	1	2	3	100.00
Panama Maritime Documentation Services	1	0	1	2	1	0	1	2	100.00
Panama Shipping Register Inc	1	1	1	3	1	0	1	2	66.67
Phoenix Register of Shipping S. A.	2	3	1	6	2	3	1	6	100.00
Polski Rejestr Statkow	12	12	8	32	7	9	6	22	68.75
Russian Maritime Register of Shipping	58	119	127	304	49	110	124	283	93.09
Russian River Register	1	0	0	1	1	0	0	1	100.00
RINA Services S.p.A.	186	219	141	546	99	109	81	289	52.93
Sing Class International Pte Ltd.	1	0	0	1	1	0	0	1	100.00
Sing-Lloyd	1	2	0	3	1	2	0	3	100.00
Veritas Register of Shipping	1	4	0	5	1	4	0	5	100.00
Viet Nam Register	33	41	20	94	30	39	16	85	90.43
Other	29	9	13	51	28	9	11	48	94.12
Withdrawn	2	0	1	3	2	0	1	3	100.00
Total	5697	5943	4762	16402	2856	2852	2318	8026	

Comparison of Inspections and Detentions per Recognized Organization

Table: 8

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
American Bureau of Shipping	589	669	554	1812	22	17	21	60	3.31
American Register of Shipping	1	0	0	1	0	0	0	0	0.00
Asia Classification Society	3	5	1	9	0	0	0	0	0.00
Biro Klasifikasi Indonesia	3	1	2	6	1	0	0	1	16.67
Bulgarski Koraben Register	0	2	0	2	0	1	0	1	50.00
Bureau Veritas	621	585	465	1671	33	26	22	81	4.85
China Classification Society	294	342	211	847	5	9	13	27	3.19
CR Classification Society	0	4	17	21	0	0	0	0	0.00
Columbus American Register	6	1	1	8	1	0	0	1	12.50
Cosmos Marine Bureau Inc	3	3	5	11	0	0	0	0	0.00
Croatian Register of Shipping	5	3	25	33	0	0	0	0	0.00
Danforth Marinesurvey & Certification Services	0	1	0	1	0	0	0	0	0.00
DNV GL AS	991	970	793	2754	37	34	34	105	3.81
Dromon Bureau of Shipping	18	8	3	29	1	0	0	1	3.45
Global Marine Bureau Inc.	3	0	0	3	0	0	0	0	0.00
Guardian Bureau of Shipping	4	0	0	4	1	0	0	1	25.00
Indian Register of Shipping	43	26	27	96	4	5	0	9	9.38
Intermaritime Certification Services S.A.	2	4	3	9	0	1	2	3	33.33
International Register of Shipping	20	11	10	41	9	1	1	11	26.83
International Naval Surveys Bureau	8	4	8	20	1	1	1	3	15.00
International Ship Classification	2	2	0	4	1	1	0	2	50.00
Intertek Maritime Bureau	0	2	1	3	0	2	1	3	100.00
Iranian Classification Society	4	3	3	10	2	0	0	2	20.00
Isthmus Bureau of Shipping ,S.A	3	5	1	9	0	3	0	3	33.33
Isthmus Maritime Classification Society S.A.	1	1	0	2	0	0	0	0	0.00
Korea Classification Society	2	1	1	4	0	0	0	0	0.00
Korea Ship Safety Technology Authority	1	0	0	1	0	0	0	0	0.00
KOREAN REGISTER	282	315	216	813	12	9	12	33	4.06
Lloyd s Register	755	799	591	2145	24	21	23	68	3.17
Macosnar Corporation	3	0	0	3	2	0	0	2	66.67
Maritime Bureau of Shipping	3	2	1	6	0	1	0	1	16.67

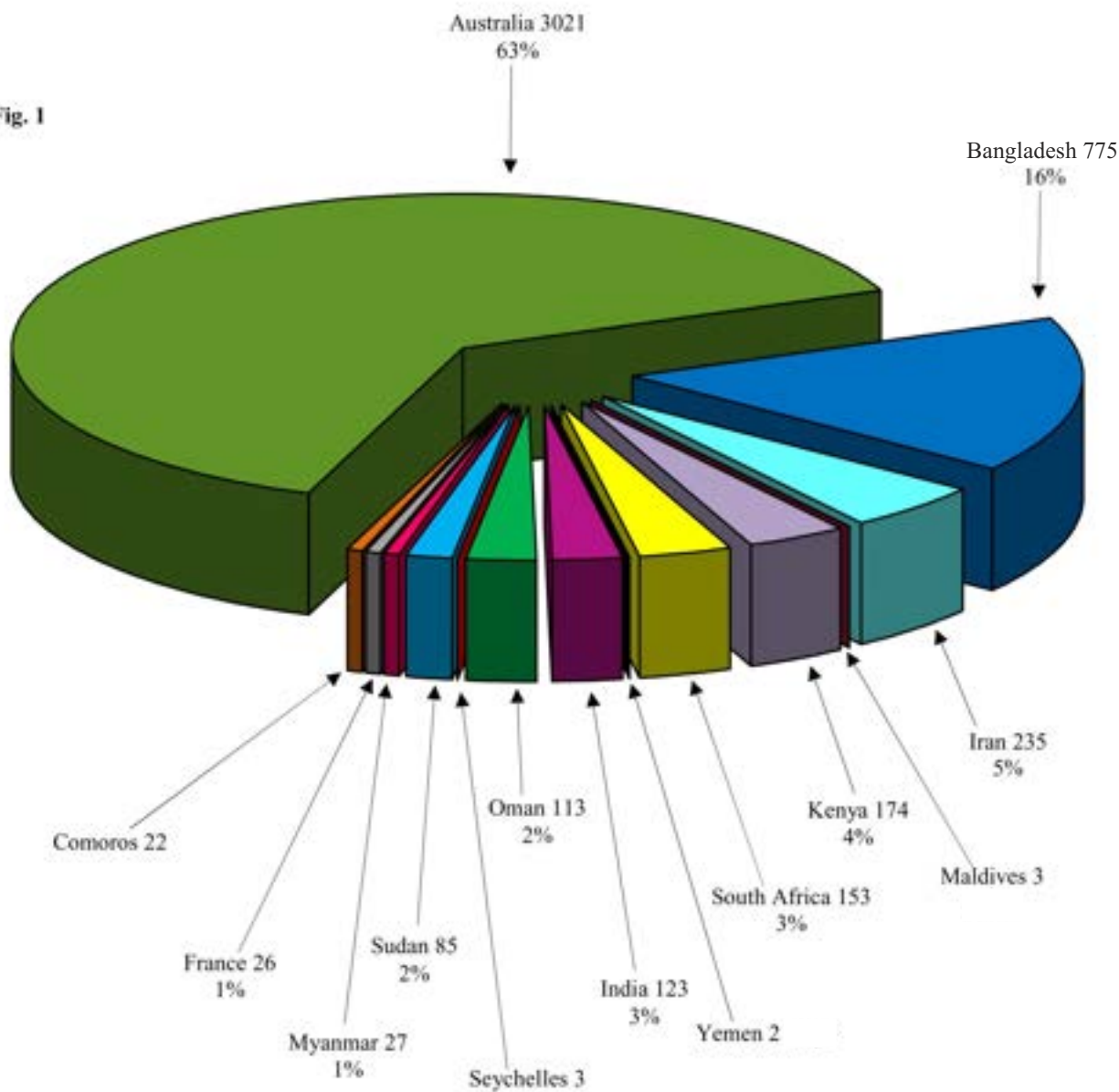
Comparison of Inspections and Detentions per Recognized Organization

Table: 8 (Contd.)

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Maritime Lloyd Ltd., Georgia	1	0	0	1	1	0	0	1	100.00
National Shipping Adjusters Inc	4	4	2	10	0	2	0	2	20.00
New United International Marine Services Ltd.	0	1	0	1	0	1	0	1	100.00
Nippon Kaiji Kyokai	1684	1744	1488	4916	64	72	70	206	4.19
Overseas Marine Certification Service, Inc.	2	7	2	1	1	0	1	0	19.09
Panama Bureau of Shipping	0	1	2	3	0	0	0	0	0.00
Panama Maritime Documentation Services	1	0	1	2	0	0	0	0	0.00
Panama Shipping Registrar Inc (PSR)	1	1	1	3	0	0	0	0	0.00
Phoenix Register of Shipping S. A.	2	3	1	6	0	1	0	1	16.67
Polski Rejestr Statkow	12	12	8	32	1	1	1	3	9.38
Russian Maritime Register of Shipping	58	119	127	304	5	0	0	5	1.64
Russian River Register	1	0	0	1	0	0	0	0	0.00
RINA Services S.p.A (RINA)	186	219	141	546	12	7	11	30	5.49
Sing Class International Pte Ltd.	1	0	0	1	0	0	0	0	0.00
Sing-Lloyd	1	2	0	3	0	2	0	2	66.67
Veritas Register of Shipping	1	4	0	5	1	2	0	3	60.00
Viet Nam Register	33	41	20	94	5	5	1	11	11.70
No Class	8	7	16	31	0	2	1	3	9.68
Other	29	9	13	51	7	4	3	14	27.45
Withdrawn	2	0	1	3	0	0	1	1	33.33
Total	5697	5943	4762	16402	252	232	218	702	

INSPECTION EFFORTS

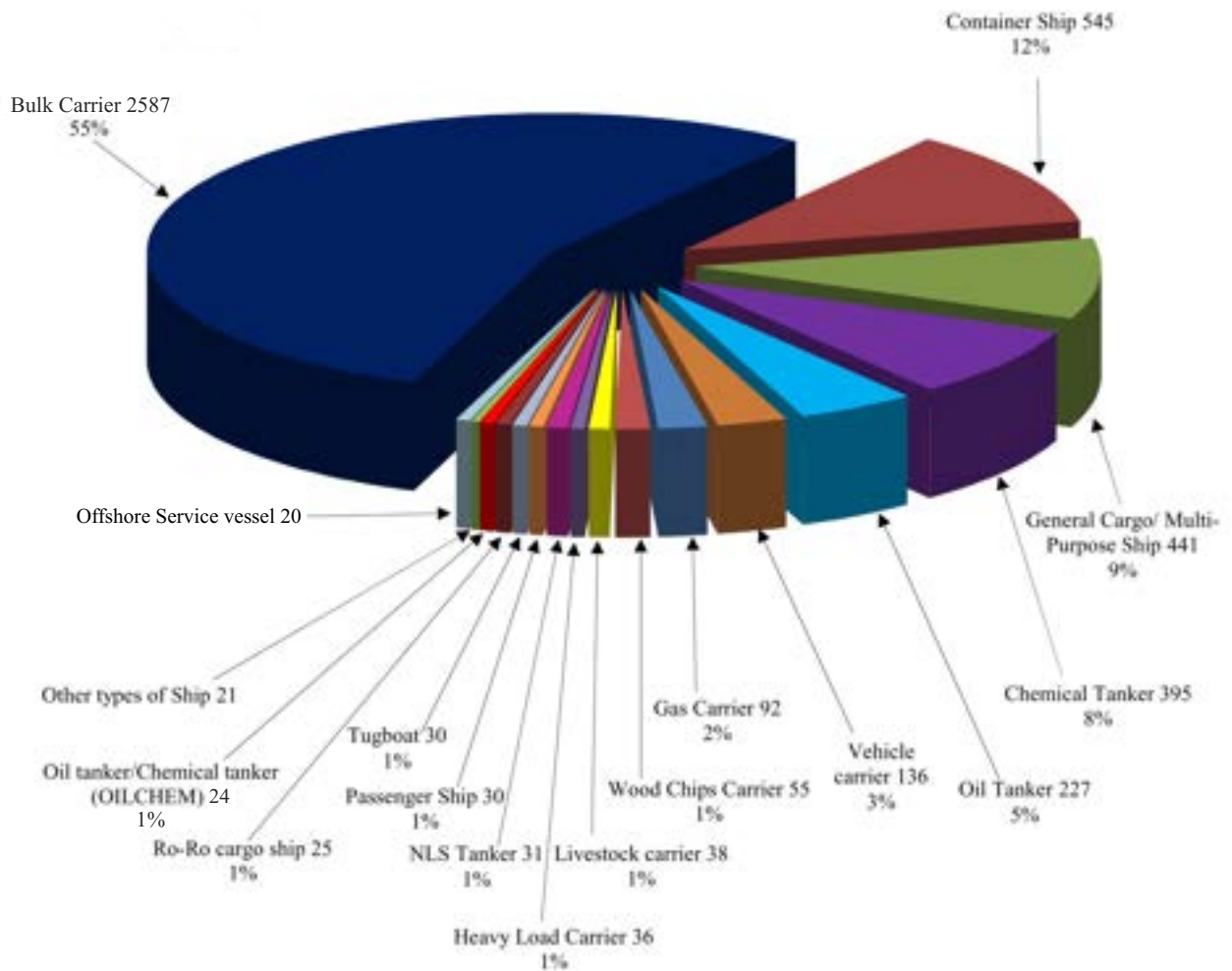
Fig. 1



TOTAL INSPECTIONS : 4762

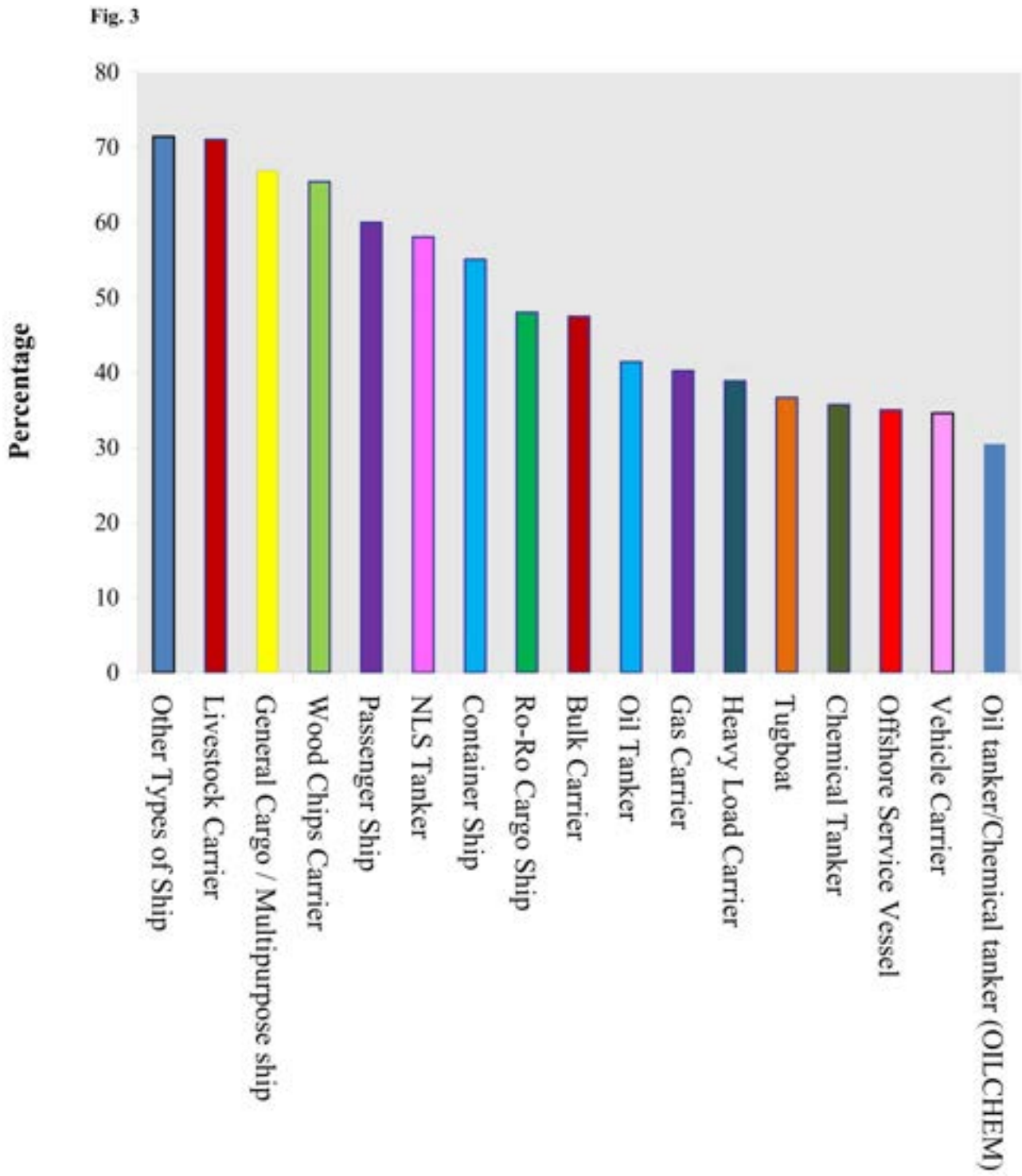
TYPE OF SHIP INSPECTED

Fig. 2



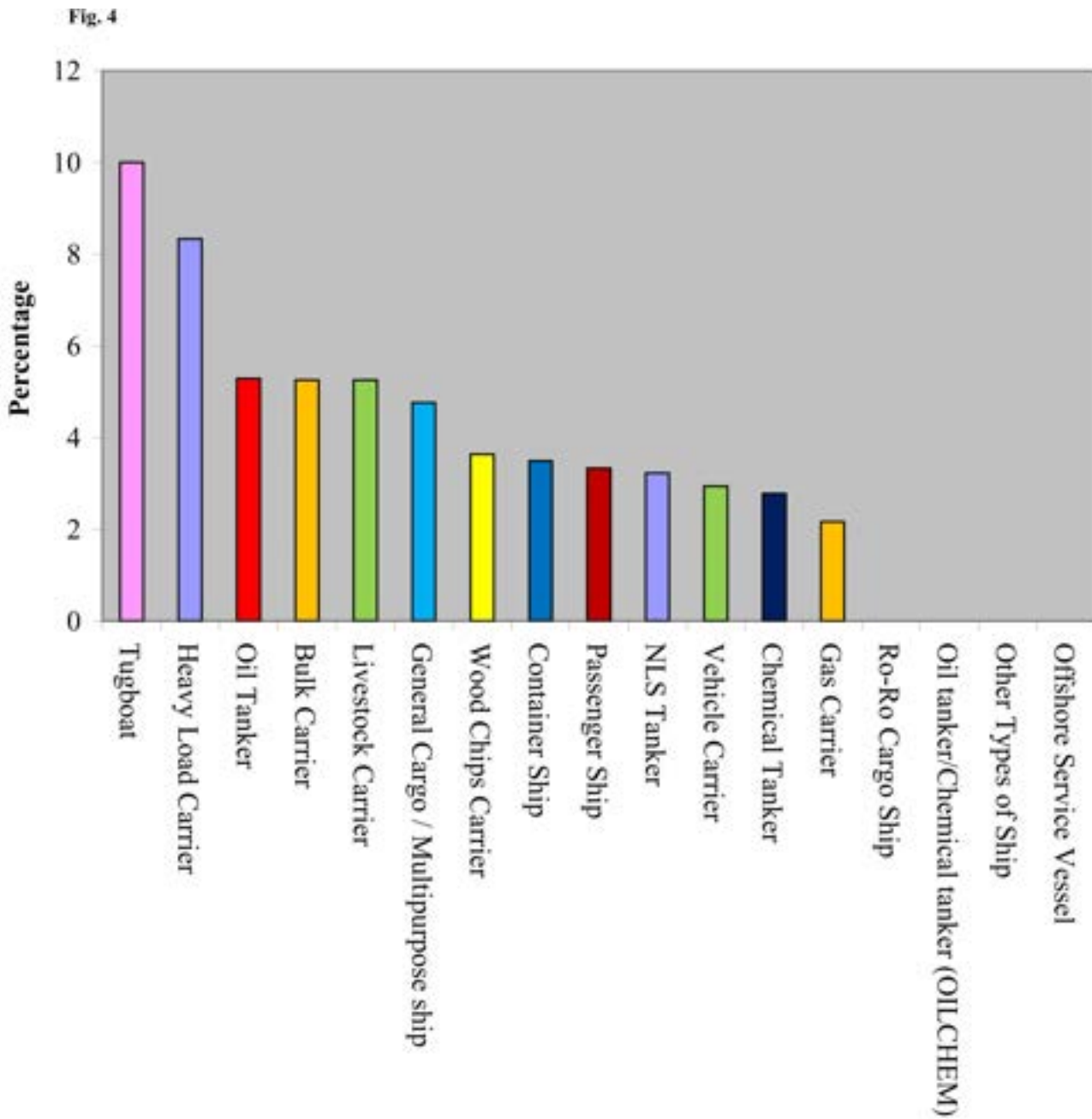
THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

PERCENTAGE OF SHIP TYPE WITH DEFICIENCIES



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE / SHIP TYPE

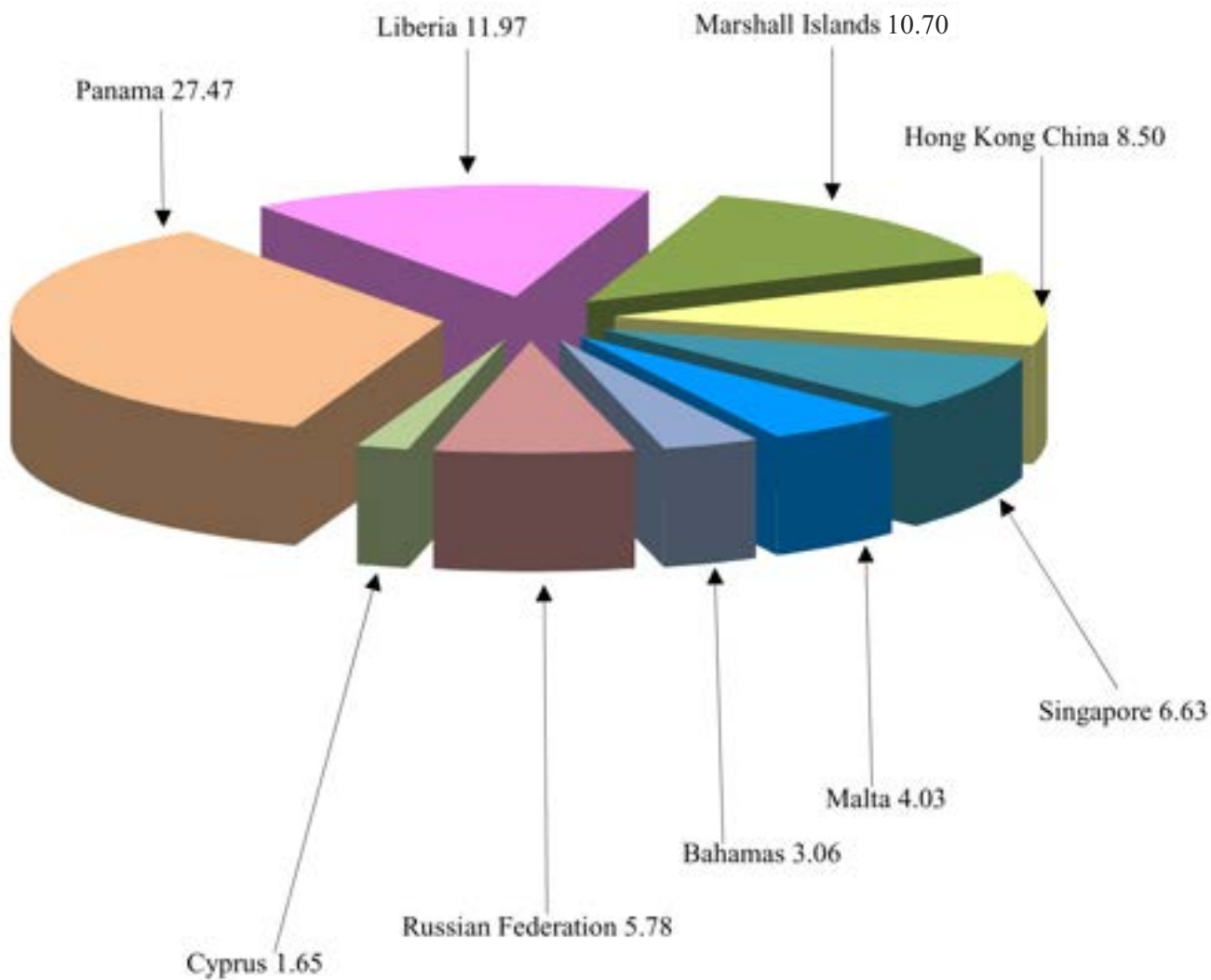
PERCENTAGE OF DETENTION PER SHIP TYPE



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE / SHIP TYPE

PERCENTAGE OF DEFICIENCIES PER FLAG

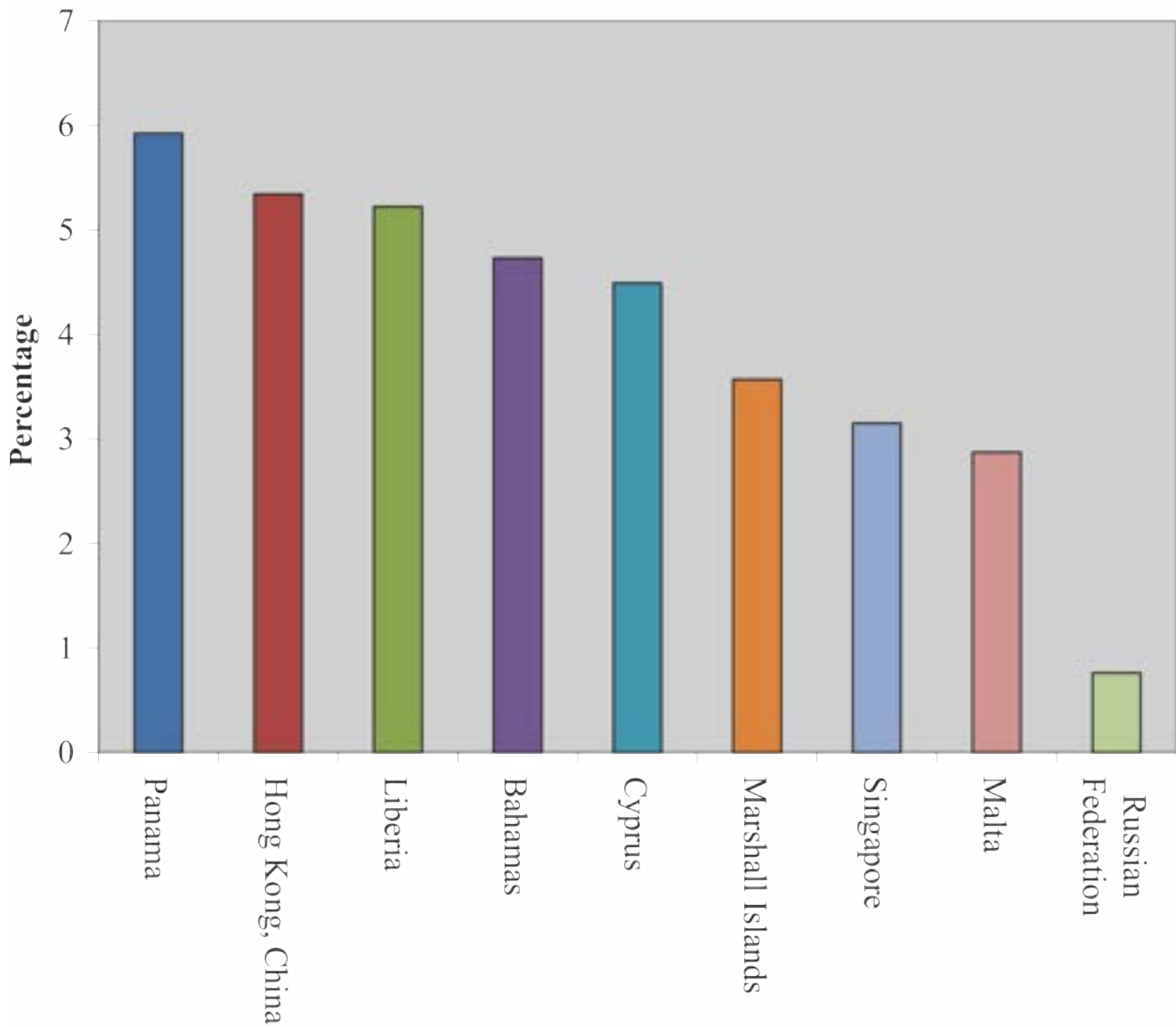
Fig. 5



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

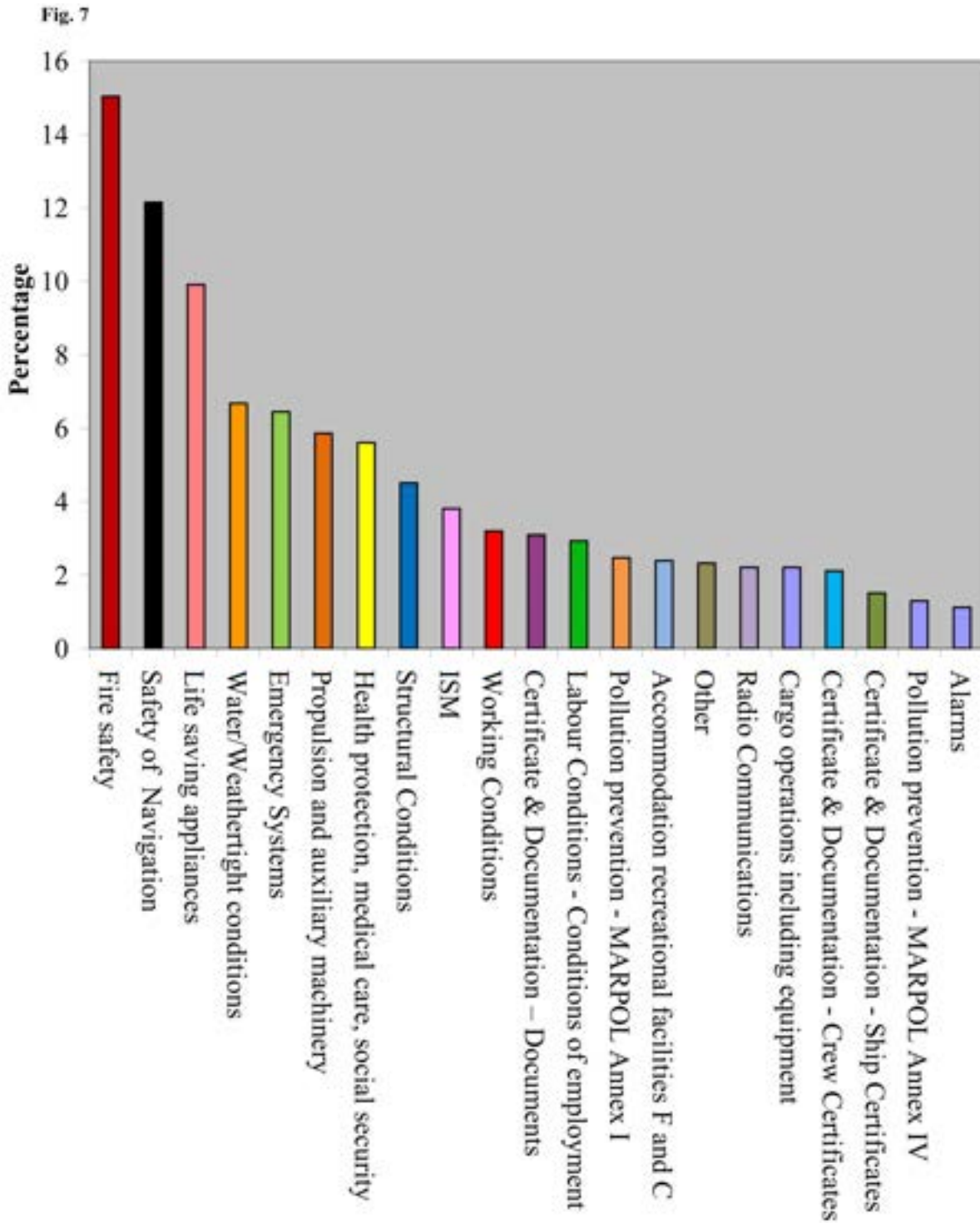
PERCENTAGE OF DETENTIONS PER FLAG

Fig. 6



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

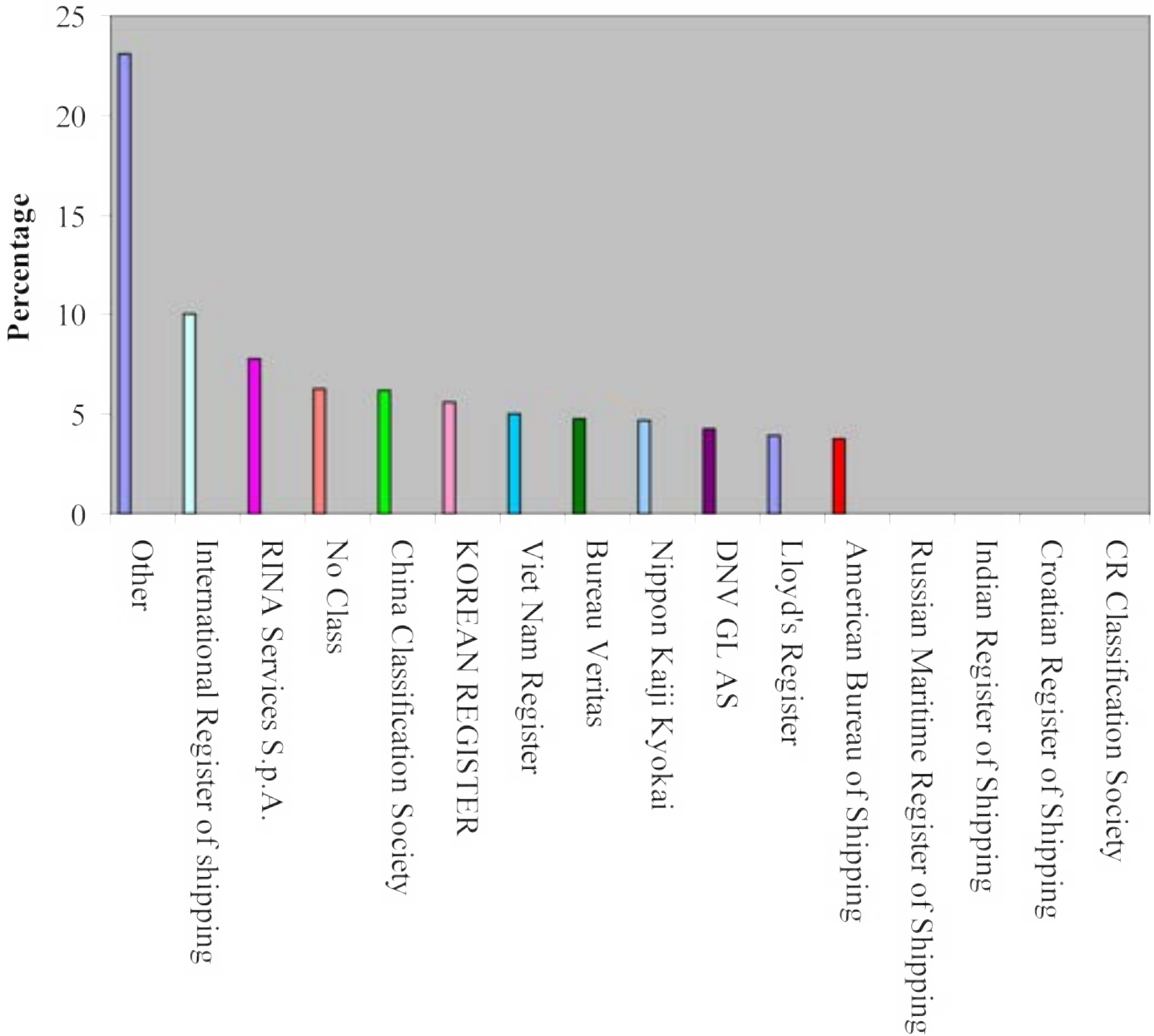
DEFICIENCY PERCENTAGE BY CATEGORIES



THIS GRAPH DEPICTS DEFICIENCIES PERCENTAGE 1.5 AND ABOVE

DETENTION PERCENTAGE BY RECOGNIZED ORGANIZATION

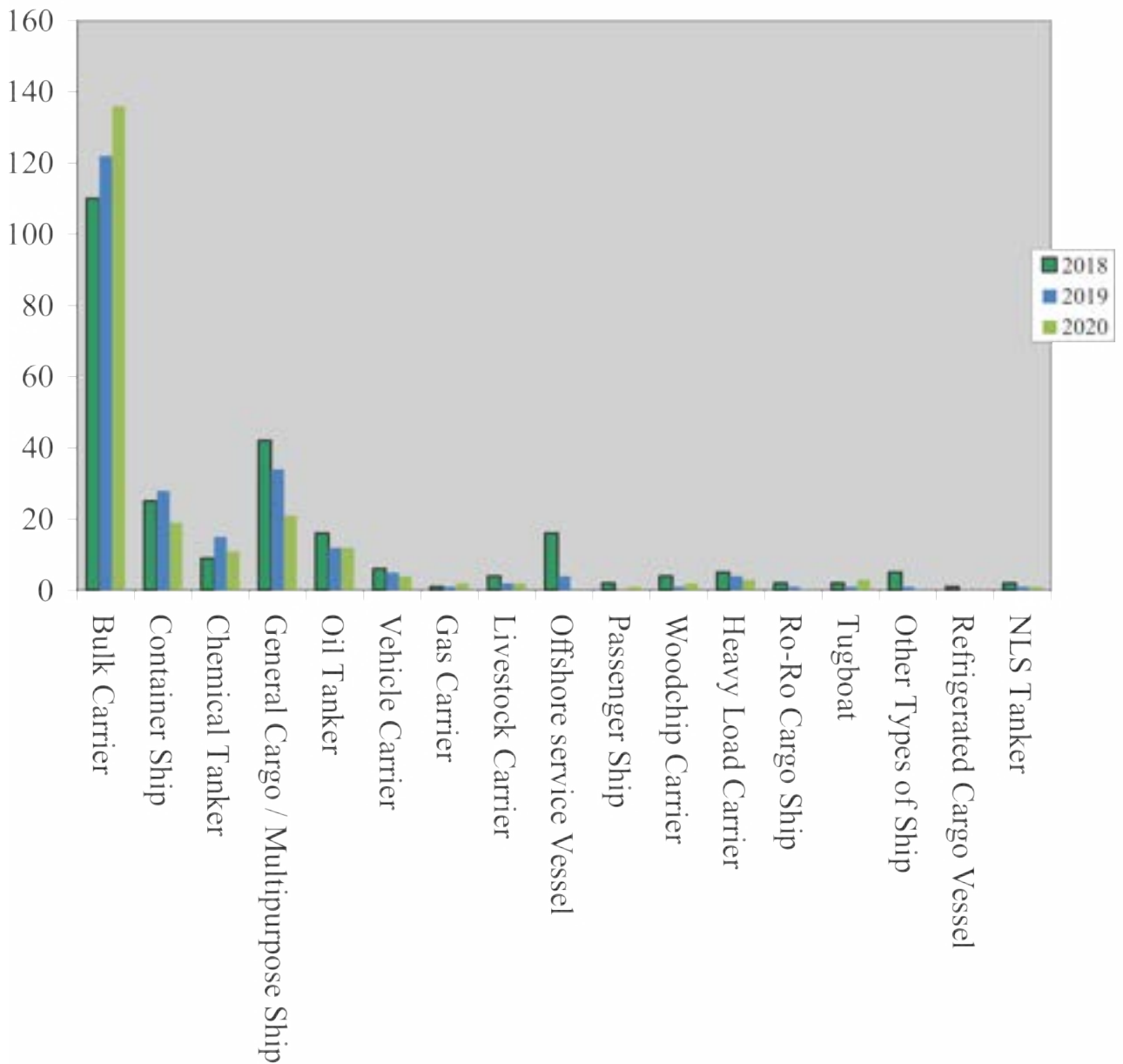
Fig. 8



THIS GRAPH DEPICTS INSPECTIONS OF 10 SHIPS AND ABOVE / RECOGNIZED ORGANIZATION

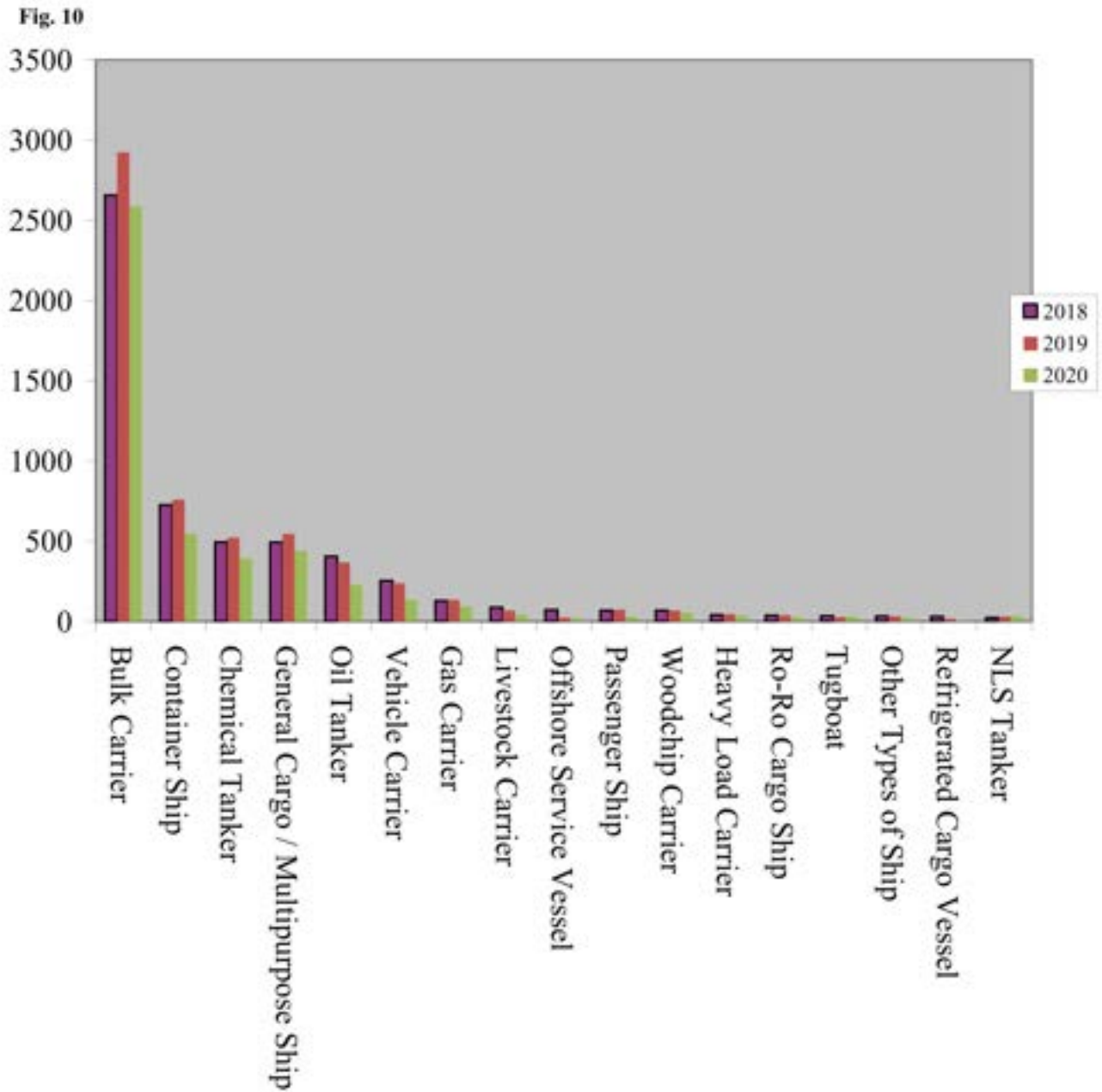
COMPARISON OF DETENTION PER SHIP TYPE

Fig. 9



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2018, 2019 OR 2020 / SHIP TYPE

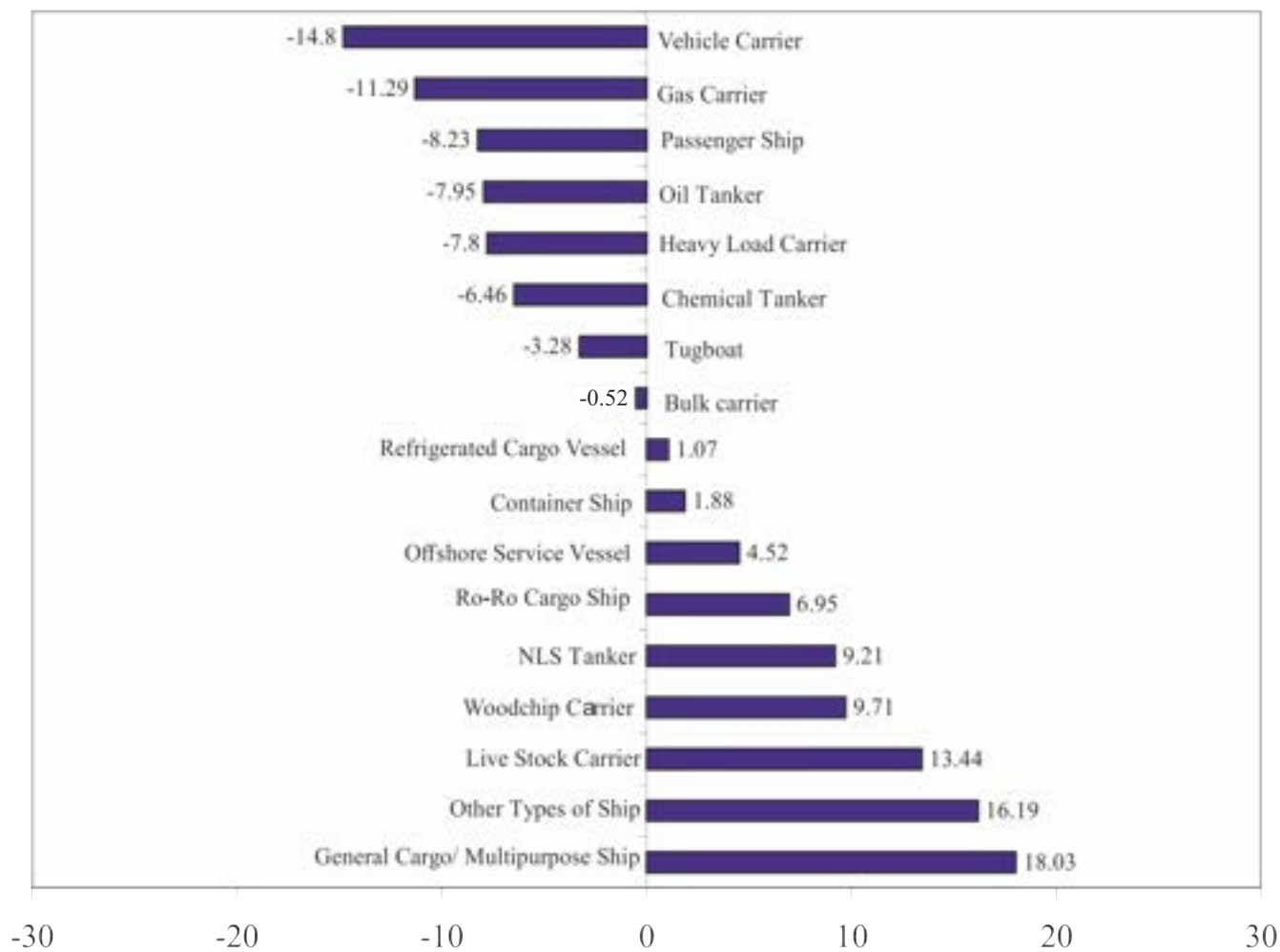
COMPARISON OF INSPECTIONS PER SHIP TYPE



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2018, 2019 OR 2020 / SHIP TYPE

SUMMARY OF 3-YEAR INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Fig. 11



% over (+) or under (-) average

(Deficiencies with under average percentage indicating better performance)

Comparison of Inspections and Deficiencies per Ship Type

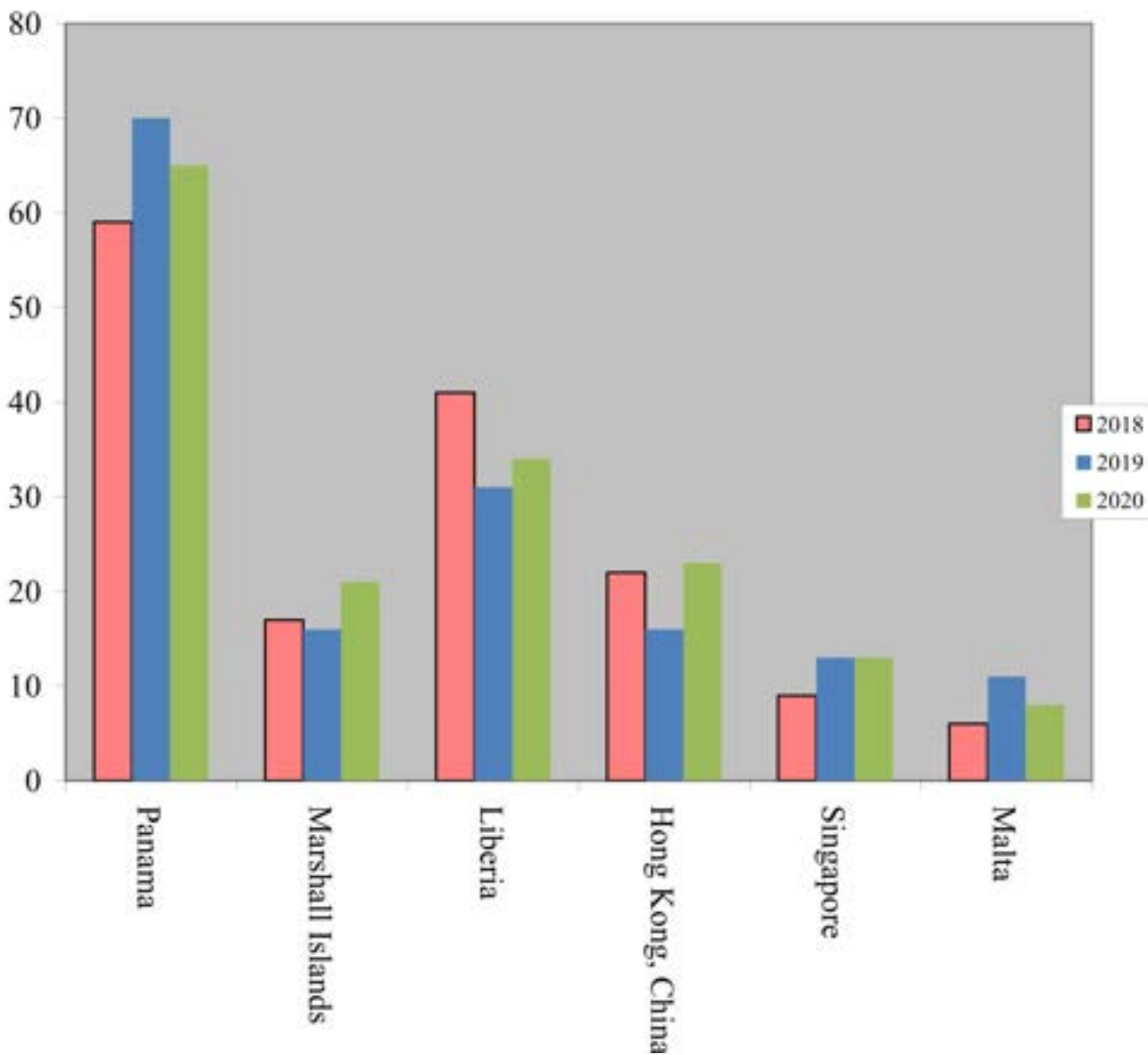
Table: 9

Type of Ship	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Bulk Carrier	2657	2925	2587	8169	1346	1382	1227	3955	48.41
Chemical Tanker	496	524	395	1415	227	233	141	601	42.47
Combination Carrier	0	0	2	2	0	0	1	1	50.00
Container Ship	728	762	545	2035	346	388	300	1034	50.81
Gas Carrier	129	135	92	356	53	44	37	134	37.64
Gas Carrier/NLS tanker (GASNLS)	0	0	2	2	0	0	0	0	0.00
General Cargo / Multipurpose Ship	493	546	441	1480	325	371	295	991	66.96
Heavy Load Carrier	41	47	36	124	17	20	14	51	41.13
Livestock Carrier	88	68	38	194	56	38	27	121	62.37
NLS Tanker*	25	30	31	86	14	18	18	50	58.14
Offshore Service Vessel	73	23	20	116	44	11	7	62	53.45
Oil Tanker	407	369	227	1003	184	133	94	411	40.98
Oil tanker/Chemical tanker (OILCHEM)	0	0	24	24	0	0	8	8	33.33
Other Types of Ship	33	32	21	86	24	17	15	56	65.12
Passenger Ship	69	73	30	172	23	29	18	70	40.70
Refrigerated Cargo Vessel	31	17	6	54	17	8	2	27	50.00
Ro-Ro Cargo Ship	39	38	25	102	25	20	12	57	55.88
Ro-Ro Passenger Ship	12	6	7	25	7	3	5	15	60.00
Special Purpose Ship	19	13	12	44	7	3	3	13	29.55
Tugboat	35	27	30	92	19	12	11	42	45.65
Vehicle Carrier	254	240	136	630	86	82	47	215	34.13
Woodchip Carrier	68	68	55	191	36	40	36	112	58.64
Total	5697	5943	4762	16402	2856	2852	2318	8026	48.93

* Earlier known to be Tanker not otherwise specified.

COMPARISON OF DETENTIONS PER FLAG

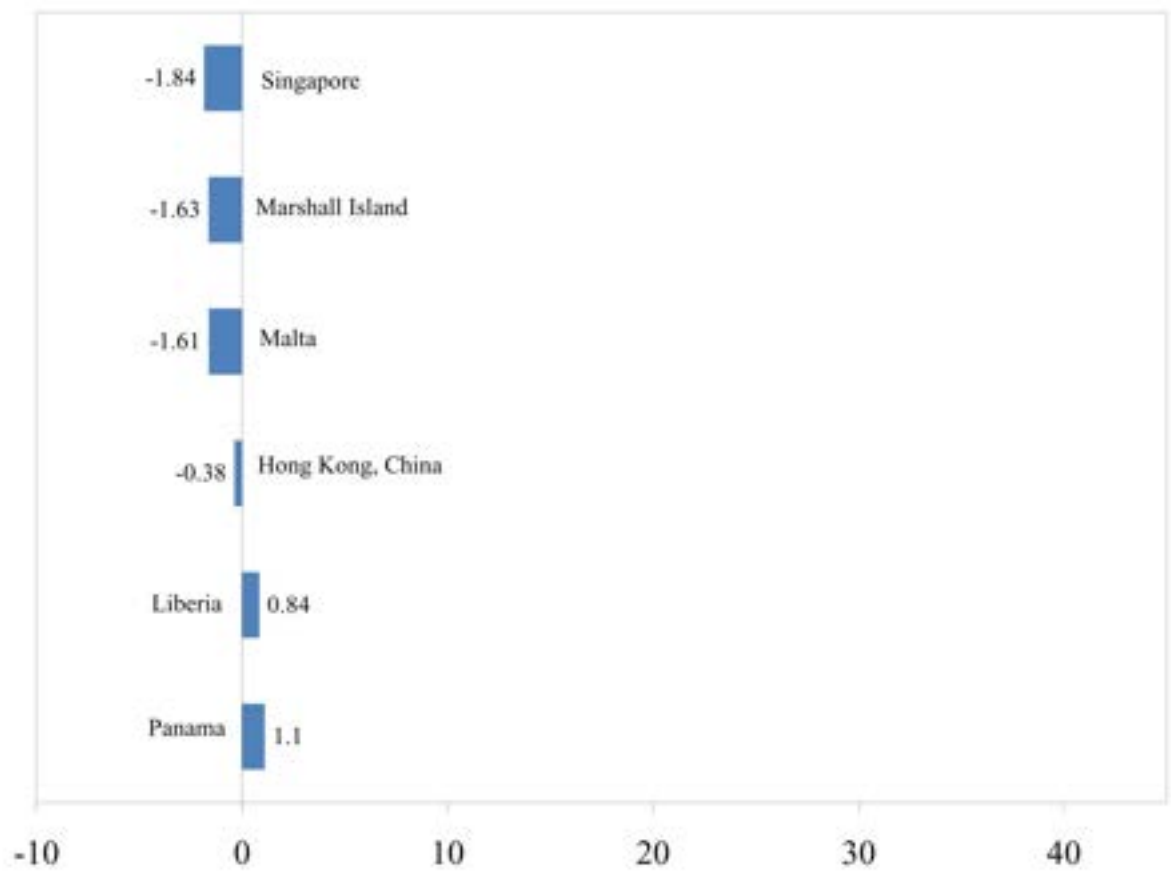
Fig. 12



THIS GRAPH DEPICTS DETENTIONS OF 10 AND ABOVE EITHER FOR 2018, 2019 OR 2020 / FLAG

SUMMARY OF 3-YEAR DETENTION PERCENTAGE PER FLAG

Fig. 13



% OVER (+) OR UNDER (-) AVERAGE

(Detentions with under average percentage indicating better performance)

Comparison of Inspections and Detentions per Flag

Table: 10

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Antigua and Barbuda	88	83	62	233	5	5	4	14	6.01
Azerbaijan	0	1	2	3	0	0	0	0	0.00
Bahamas	178	182	149	509	4	3	7	14	2.75
Bangladesh	9	5	0	14	0	0	0	0	0.00
Barbados	15	9	4	28	2	0	0	2	7.14
Belgium	10	10	12	32	0	0	0	0	0.00
Belize	13	15	14	42	0	0	0	0	0.00
Bermuda (UK)	13	19	8	40	0	0	0	0	0.00
Brunei Darussalam	1	0	0	1	0	0	0	0	0.00
Cameroon	0	1	3	4	0	1	1	2	50.00
Canada	1	0	0	1	0	0	0	0	0.00
Cayman Islands (UK)	42	38	35	115	0	3	0	3	2.61
Chile	1	0	0	1	1	0	0	1	100.00
China	74	91	46	211	0	2	2	4	1.90
Comoros	7	13	9	29	2	3	1	6	20.69
Cook Islands	10	14	12	36	1	2	2	5	13.89
Croatia	5	1	1	7	1	0	0	1	14.29
Curacao (NL)	3	1	0	4	0	0	0	0	0.00
Cyprus	125	140	89	354	5	7	4	16	4.52
Denmark	33	51	20	104	0	2	2	4	3.85
Dominica	0	1	0	1	0	0	0	0	0.00
Egypt	1	1	2	4	1	0	0	1	25.00
Ethiopia	1	1	0	2	0	0	0	0	0.00
Faroe Islands	0	1	0	1	0	0	0	0	0.00
Fiji	2	0	0	2	0	0	0	0	0.00
France	5	10	3	18	0	0	0	0	0.00
Gabon	0	0	5	5	0	0	2	2	40.00
Germany	9	6	2	17	0	0	0	0	0.00
Gibraltar (UK)	11	8	3	22	0	0	0	0	0.00
Greece	88	82	56	226	2	5	3	10	4.42
Hong Kong, China	536	599	431	1566	22	16	23	61	3.90
Honduras	0	0	1	1	0	0	0	0	0.00
India	33	16	23	72	3	1	0	4	5.56
Indonesia	14	7	5	26	2	0	0	2	7.69
Iran	18	10	5	33	2	0	0	2	6.06
Isle of Man (UK)	69	62	47	178	2	3	1	6	3.37
Italy	43	43	29	115	3	1	0	4	3.48
Jamaica	0	2	1	3	0	1	0	1	33.33

Comparison of Inspections and Detentions per Flag

Table: 10 (Contd.)

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Japan	64	62	67	193	4	2	2	8	4.15
Jordan	2	2	2	6	0	0	0	0	0.00
Kazakhstan	0	1	0	1	0	0	0	0	0.00
Kiribati	4	0	0	4	1	0	0	1	25.00
Korea, Republic of	53	65	43	161	2	0	1	3	1.86
Kuwait	10	9	3	22	0	0	0	0	0.00
Lebanon	1	1	3	5	0	0	0	0	0.00
Liberia	680	738	651	2069	41	31	34	106	5.12
Libya	2	2	0	4	0	0	0	0	0.00
Lithuania	1	0	0	1	0	0	0	0	0.00
Luxembourg	8	21	6	35	0	1	0	1	2.86
Malaysia	14	19	12	45	0	1	1	2	4.44
Maldives	0	2	0	2	0	1	0	1	50.00
Malta	308	349	279	936	6	11	8	25	2.67
Marshall Islands	708	737	590	2035	17	16	21	54	2.65
Mauritius	2	2	0	4	0	0	0	0	0.00
Moldova	2	3	1	6	0	2	0	2	33.33
Mongolia	1	1	1	3	0	0	0	0	0.00
Montenegro	1	1	3	5	0	1	0	1	20.00
Myanmar	7	6	3	16	0	0	1	1	6.25
Namibia	1	0	0	1	0	0	0	0	0.00
Nauru	1	0	0	1	0	0	0	0	0.00
Niue	1	2	1	4	0	0	0	0	0.00
Netherlands	33	36	29	98	1	2	2	5	5.10
New Zealand	3	2	1	6	0	0	0	0	0.00
Norway	73	88	67	228	3	2	5	10	4.39
Pakistan	0	2	1	3	0	0	1	1	33.33
Palau	22	11	11	44	7	0	1	8	18.18
Panama	1240	1270	1098	3608	59	70	65	194	5.38
Papua New Guinea	4	0	1	5	0	0	0	0	0.00
Philippines	34	19	18	71	4	1	0	5	7.04
Portugal	69	71	58	198	5	3	1	9	4.55
Qatar	12	4	7	23	0	0	1	1	4.35
Russian Federation	45	116	131	292	5	0	1	6	2.05
Saint Kitts and Nevis	8	12	6	26	1	2	1	4	15.38
Saint Vincent and the Grenadines	25	14	10	49	4	1	0	5	10.20
Samoa	0	0	1	1	0	0	1	1	100.00
Sao Tome and Principe	0	1	0	1	0	0	0	0	0.00
Saudi Arabia	19	12	8	39	0	0	0	0	0.00
Seychelles	1	0	0	1	0	0	0	0	0.00
Sierra Leone	11	7	1	19	0	0	0	0	0.00

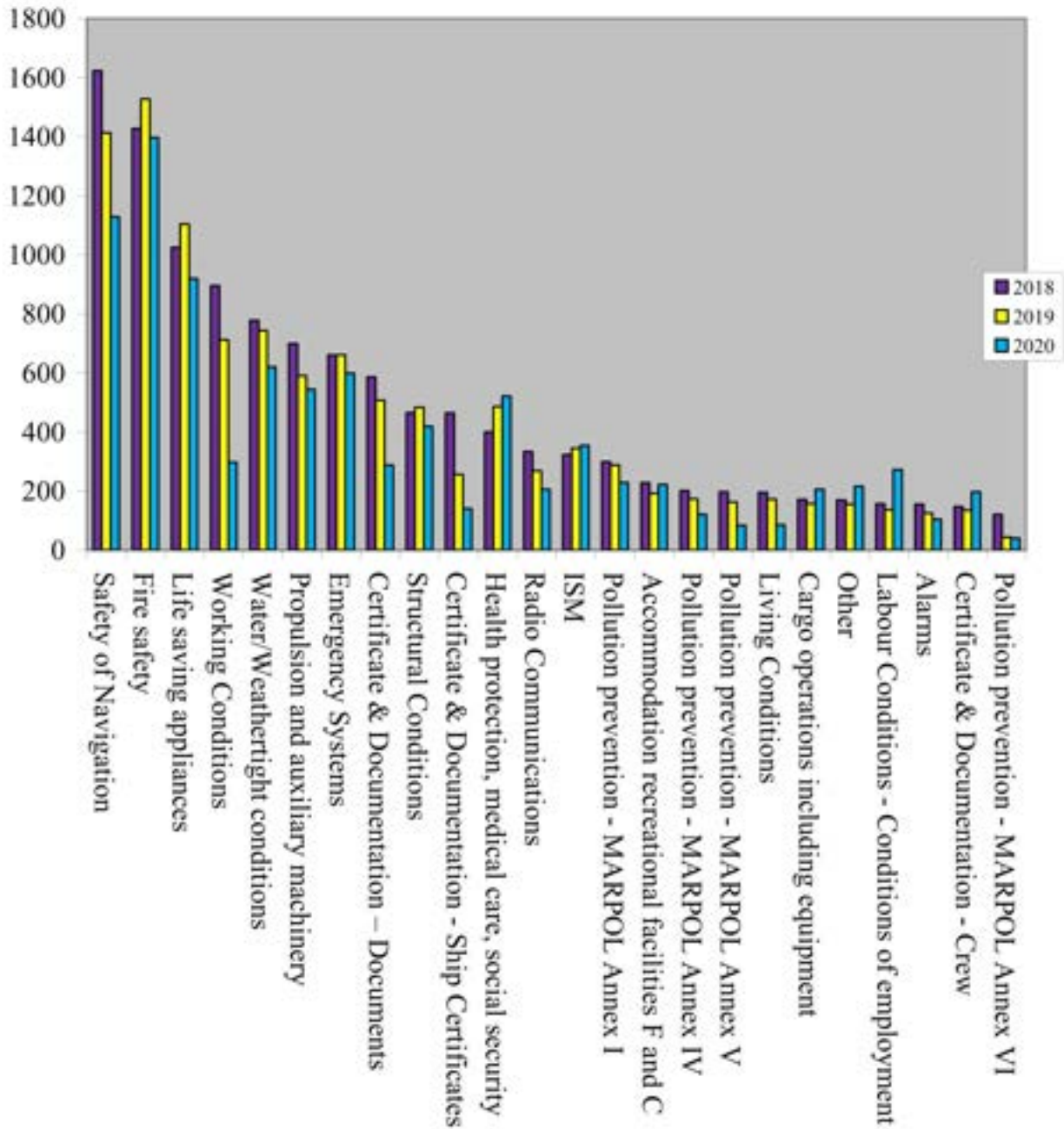
Comparison of Inspections and Detentions per Flag

Table: 10 (Contd.)

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2018	2019	2020	Total	2018	2019	2020	Total	
Singapore	497	526	413	1436	9	13	13	35	2.44
South Africa	0	1	0	1	0	0	0	0	0.00
Spain	2	3	1	6	0	0	0	0	0.00
Sri Lanka	0	4	3	7	0	0	0	0	0.00
Sweden	8	7	2	17	0	0	0	0	0.00
Switzerland	10	7	3	20	0	1	0	1	5.00
Syrian Arab Republic	0	0	1	1	0	0	0	0	0.00
Taiwan, China	4	9	11	24	0	1	1	2	8.33
Tanzania	28	16	16	60	6	5	3	14	23.33
Thailand	36	20	24	80	2	0	1	3	3.75
Togo	31	10	11	52	6	2	0	8	15.38
Turkey	19	10	6	35	0	0	0	0	0.00
Tuvalu	23	24	22	69	1	1	0	2	2.90
United Arab Emirates (UAE)	9	2	0	11	3	0	0	3	27.27
United Kingdom	34	27	24	85	1	1	0	2	2.35
United States	10	15	2	27	0	0	0	0	0.00
Vanuatu	10	6	3	19	1	1	0	2	10.53
Viet Nam	48	45	28	121	5	5	1	11	9.09
Total	5697	5943	4762	16402	252	232	218	702	4.28

COMPARISON OF DEFICIENCIES BY CATEGORIES

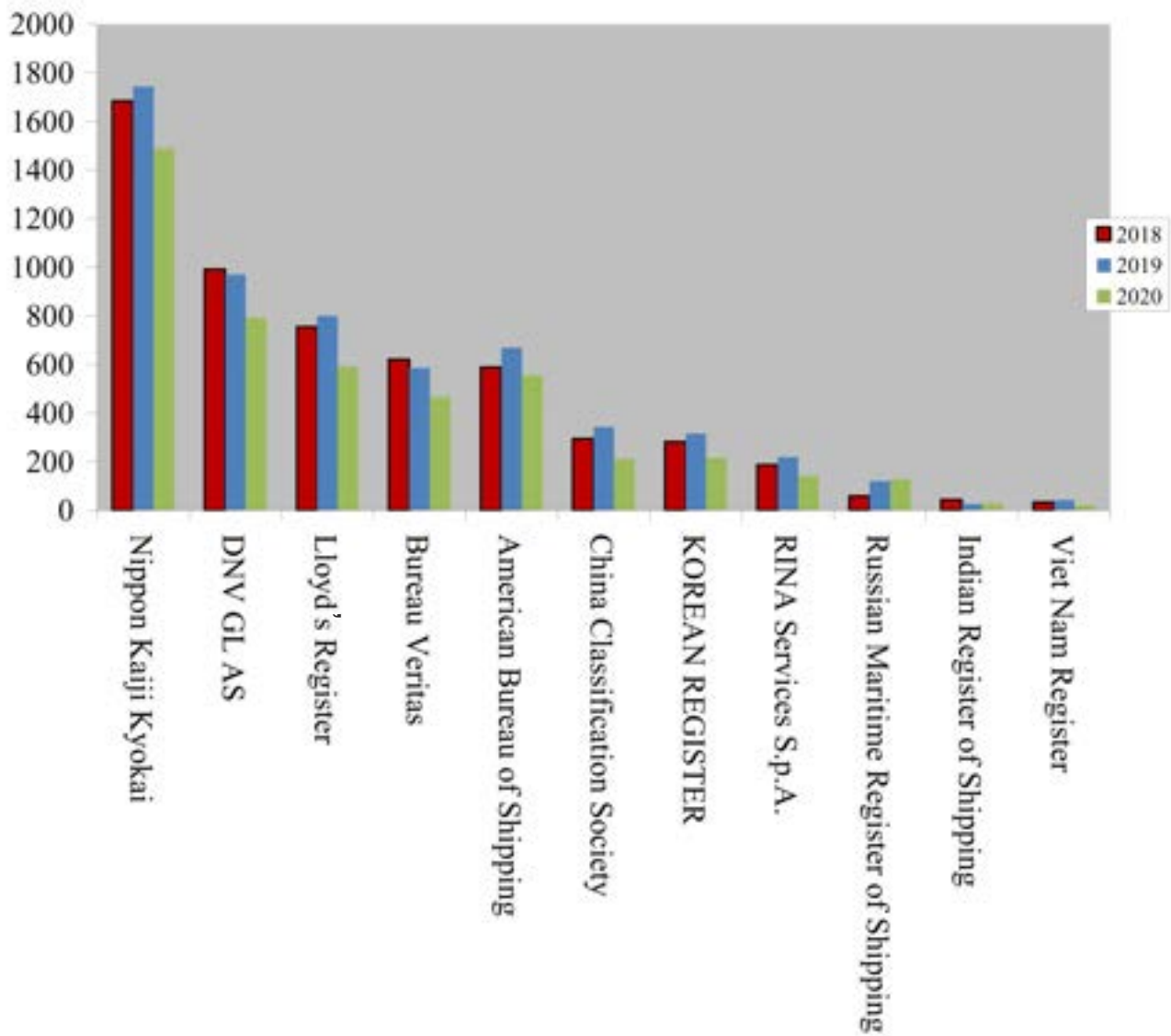
Fig. 14



THIS GRAPH DEPICTS DEFICIENCIES OF 100 AND ABOVE EITHER FOR 2018, 2019 OR 2020

COMPARISON OF INSPECTION PER RECOGNIZED ORGANIZATION

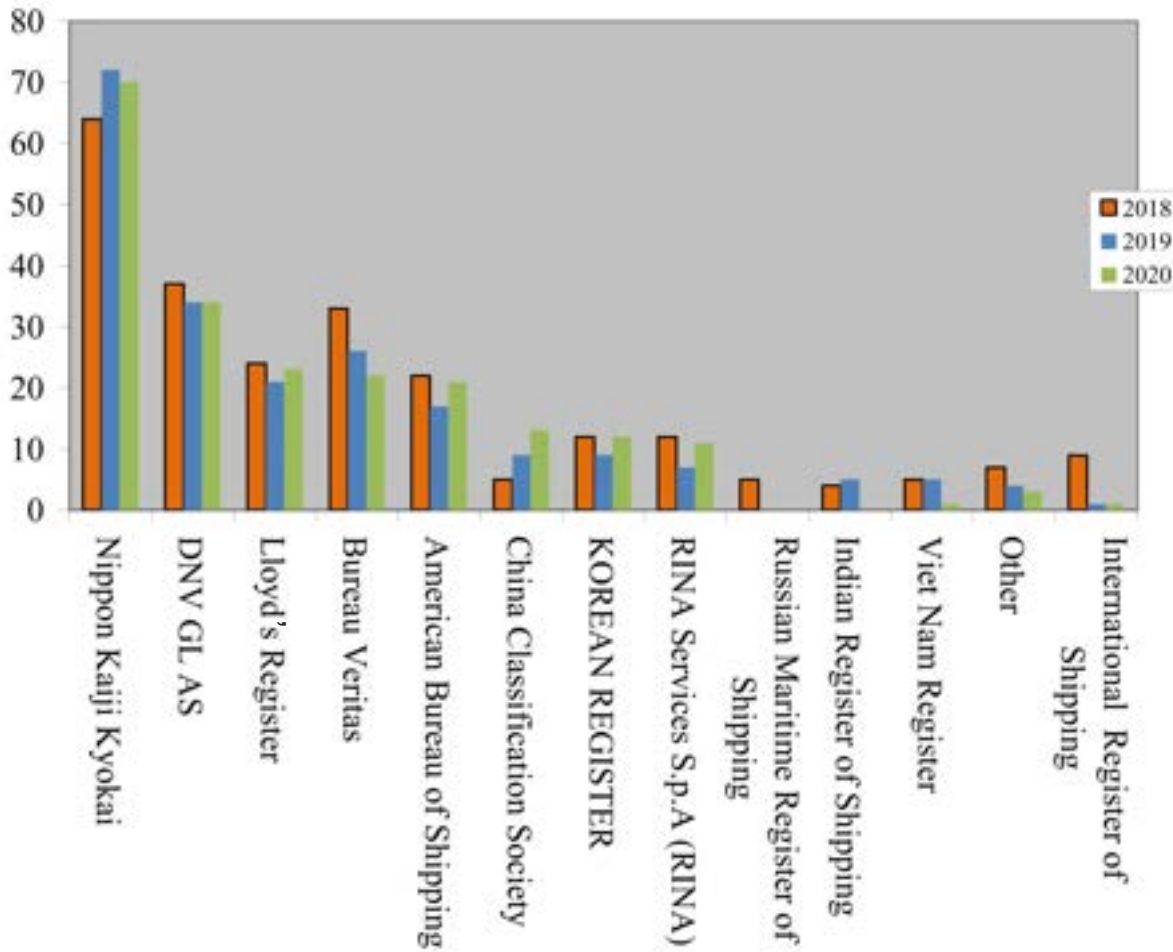
Fig. 15



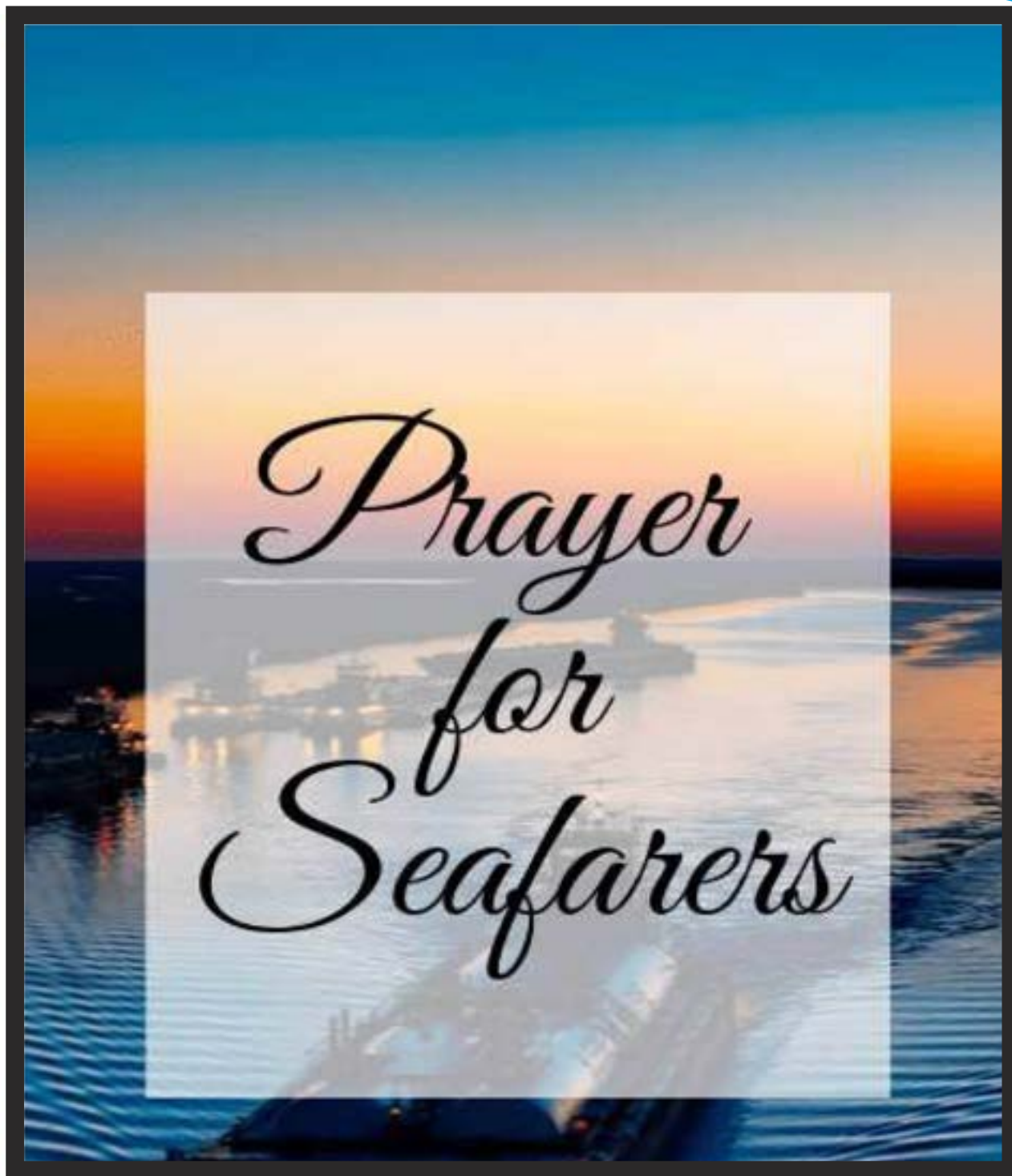
THIS GRAPH DEPICTS INSPECTIONS OF 40 SHIPS AND ABOVE EITHER FOR 2018, 2019 OR 2020

COMPARISON OF DETENTIONS PER RECOGNIZED ORGANIZATION

Fig. 16



THIS GRAPH DEPICTS DETENTIONS OF 5 AND ABOVE EITHER FOR 2018, 2019 OR 2020



We pray for your wellbeing and the safety of your families.

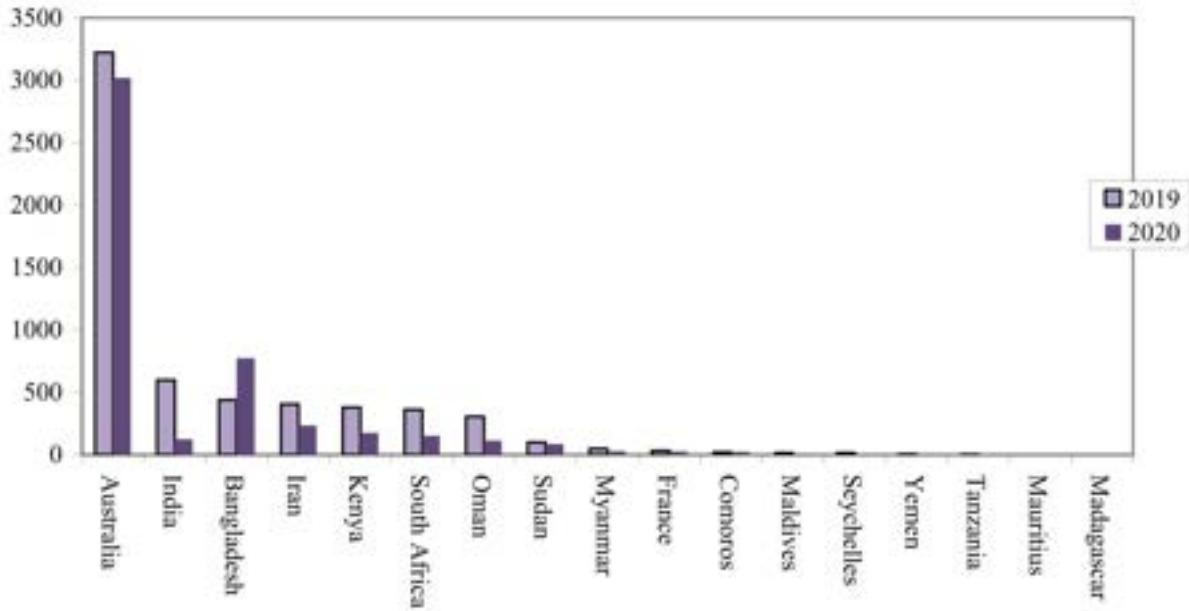
PSC Statistic During COVID-19 Pandemic 2020

Changes noted in the port State control under IOMOU activities during the COVID-19 pandemic for the year 2020

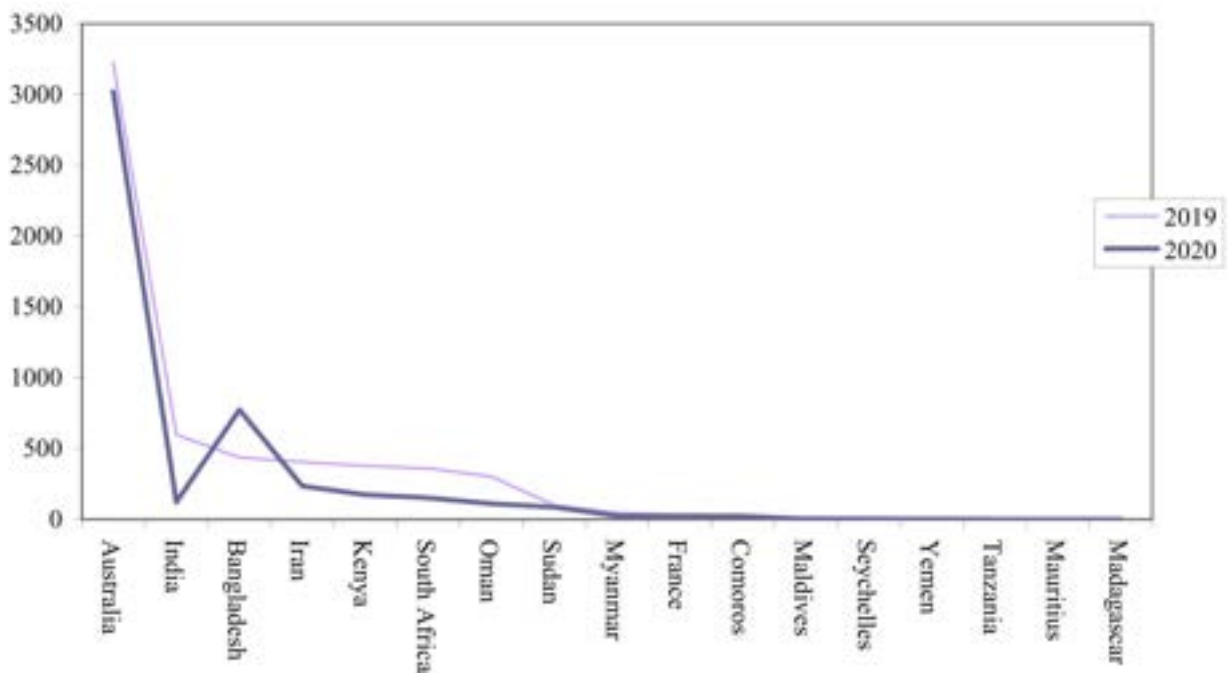
Table: 11

Authority	Number of Inspections		Number of Inspections with deficiencies		Number of Deficiencies		Number of Detentions		Detention Percentage	
	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020
Australia	3222	3021	1490	1568	5281	6387	163	178	5.06	5.89
India	598	123	465	99	2129	667	28	16	4.68	13.01
Bangladesh	437	775	222	257	664	700	3	4	0.69	0.52
Iran	405	235	296	183	1571	831	22	11	5.43	4.68
Kenya	379	174	94	52	293	162	0	0	0.00	0.00
South Africa	359	153	39	39	142	155	2	2	0.56	1.31
Oman	304	113	131	42	305	119	8	4	2.63	3.54
Sudan	99	85	34	35	201	150	0	0	0.00	0.00
Myanmar	4	727	37	20	131	41	5	1	10.64	3.70
France	33	26	13	17	46	52	1	2	3.03	7.69
Comoros	21	22	3	1	5	4	0	0	0.00	0.00
Maldives	14	3	14	3	74	15	0	0	0.00	0.00
Seychelles	14	3	12	2	113	5	0	0	0.00	0.00
Yemen	6	2	2	0	5	0	0	0	0.00	0.00
Tanzania	3	0	0	0	0	0	0	0	0.00	0.00
Mauritius	1	0	0	0	0	0	0	0	0.00	0.00
Madagascar	1	0	0	0	0	0	0	0	0.00	0.00
Total	5943	4762	2852	2318	10960	9288	232	218	3.90	4.58

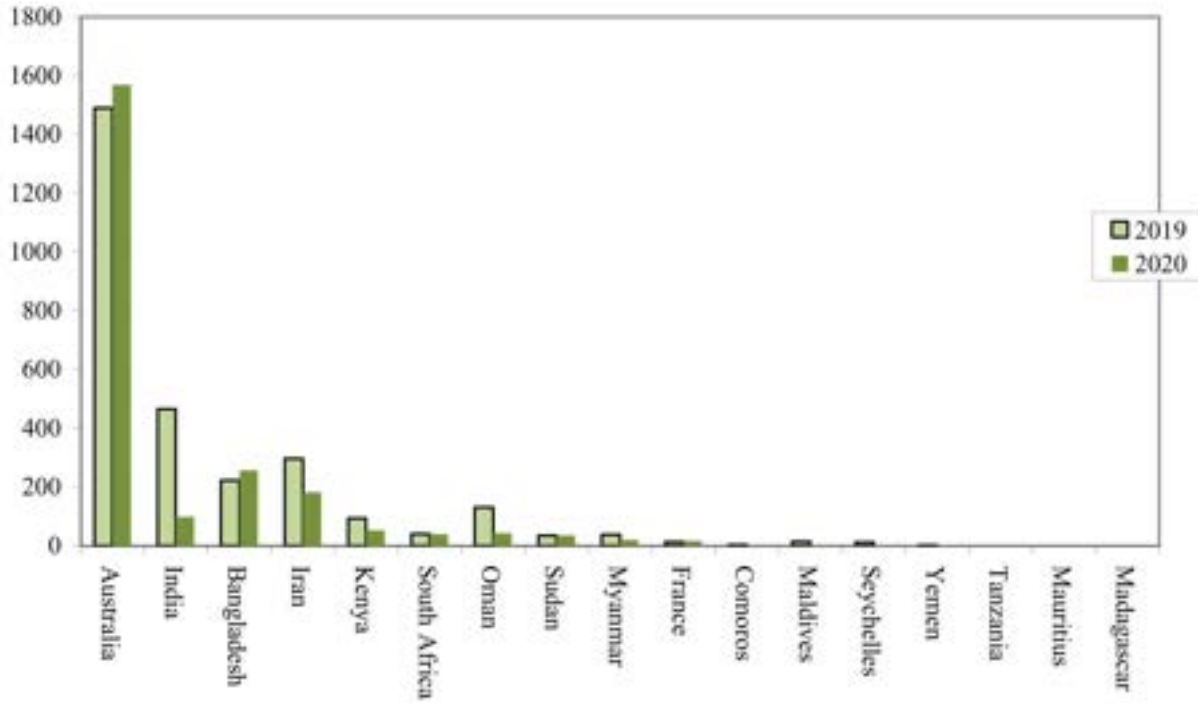
COMPARISON OF INSPECTIONS FOR THE YEAR 2019 AND 2020



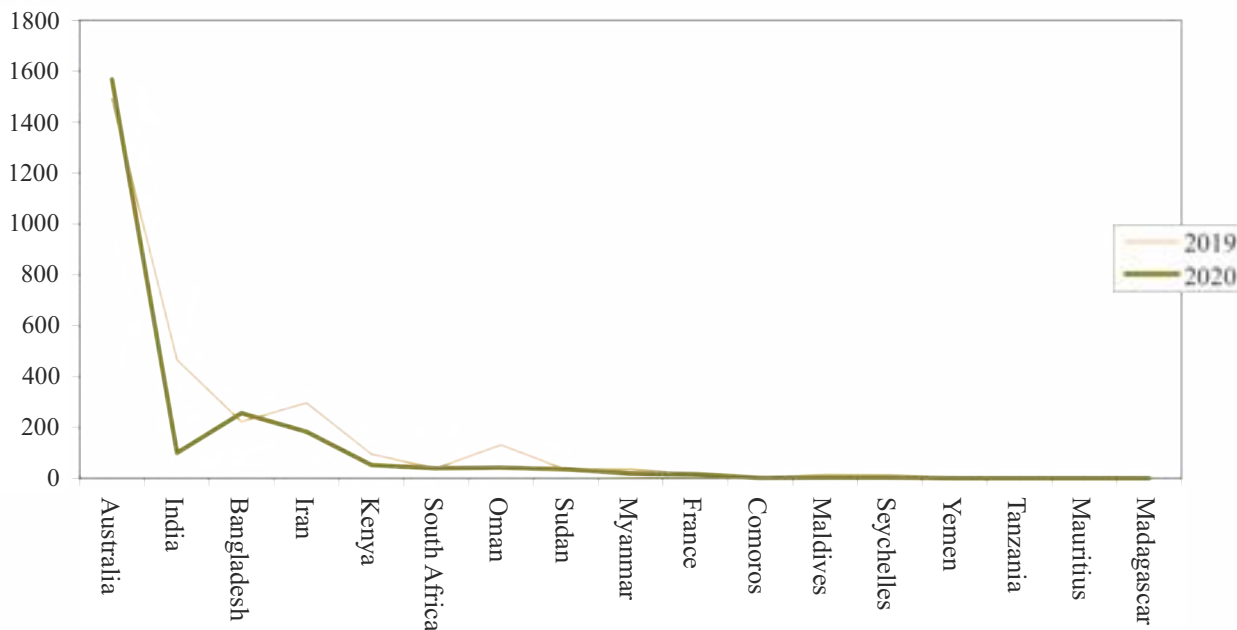
TRENDS SHOWING COMPARISON OF INSPECTIONS FOR THE YEAR 2019 AND 2020



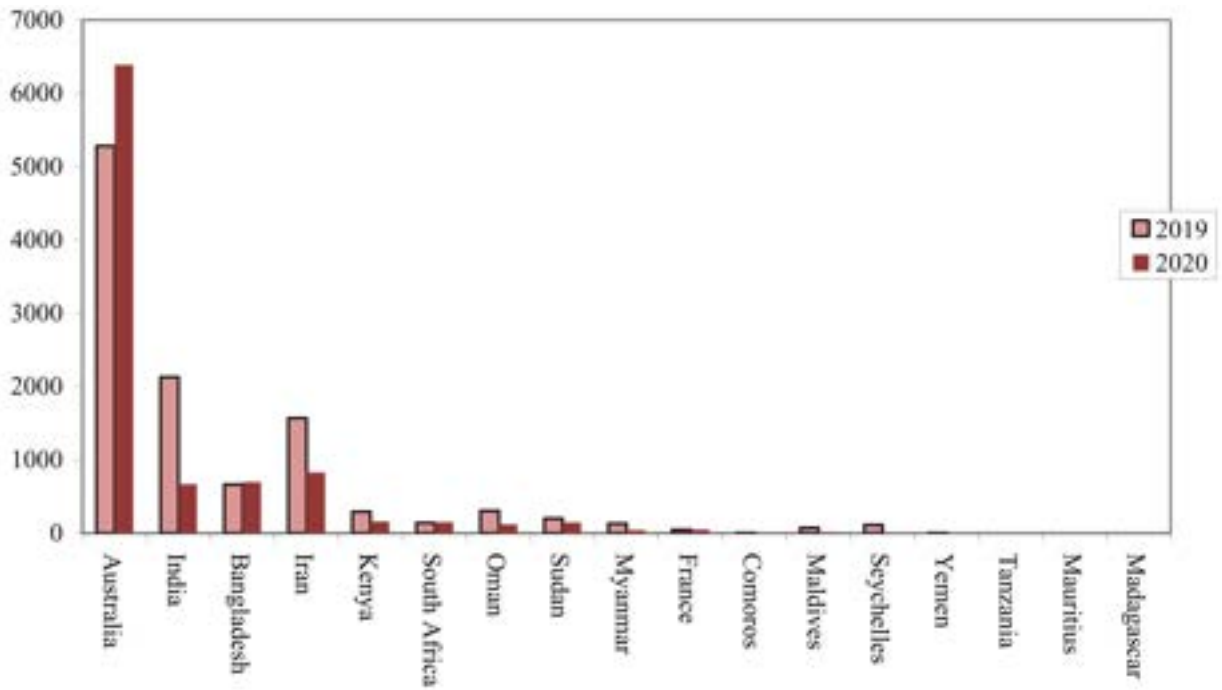
COMPARISON OF INSPECTIONS WITH DEFICIENCIES FOR THE YEAR 2019 AND 2020



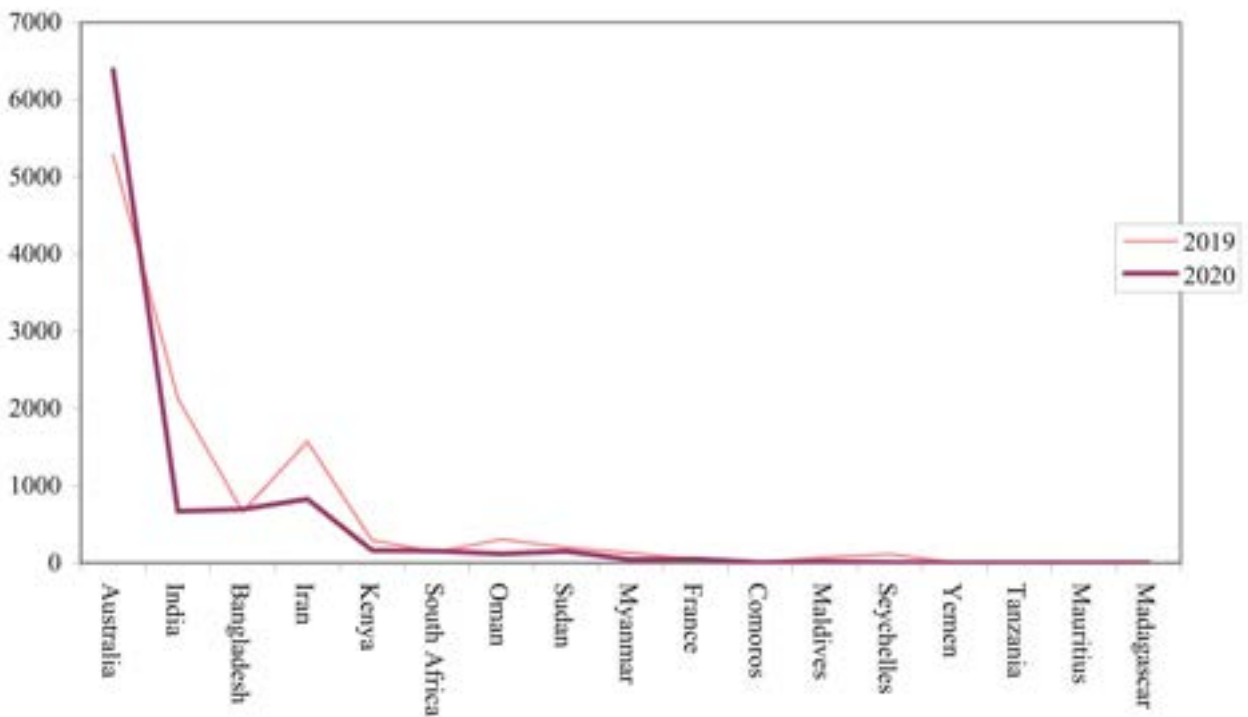
TRENDS SHOWING COMPARISON OF INSPECTIONS WITH DEFICIENCIES FOR THE YEAR 2019 AND 2020



COMPARISON OF DEFICIENCIES FOR THE YEAR 2019 AND 2020

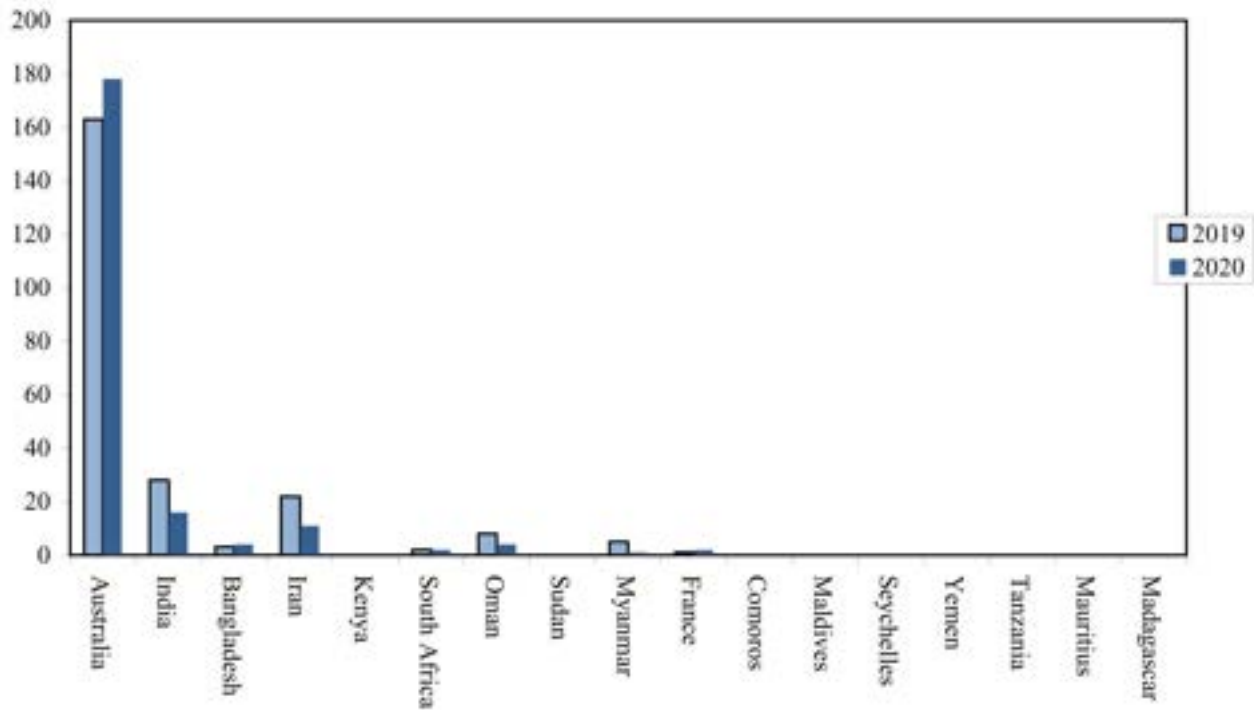


TRENDS SHOWING COMPARISON OF DEFICIENCIES FOR THE YEAR 2019 AND 2020

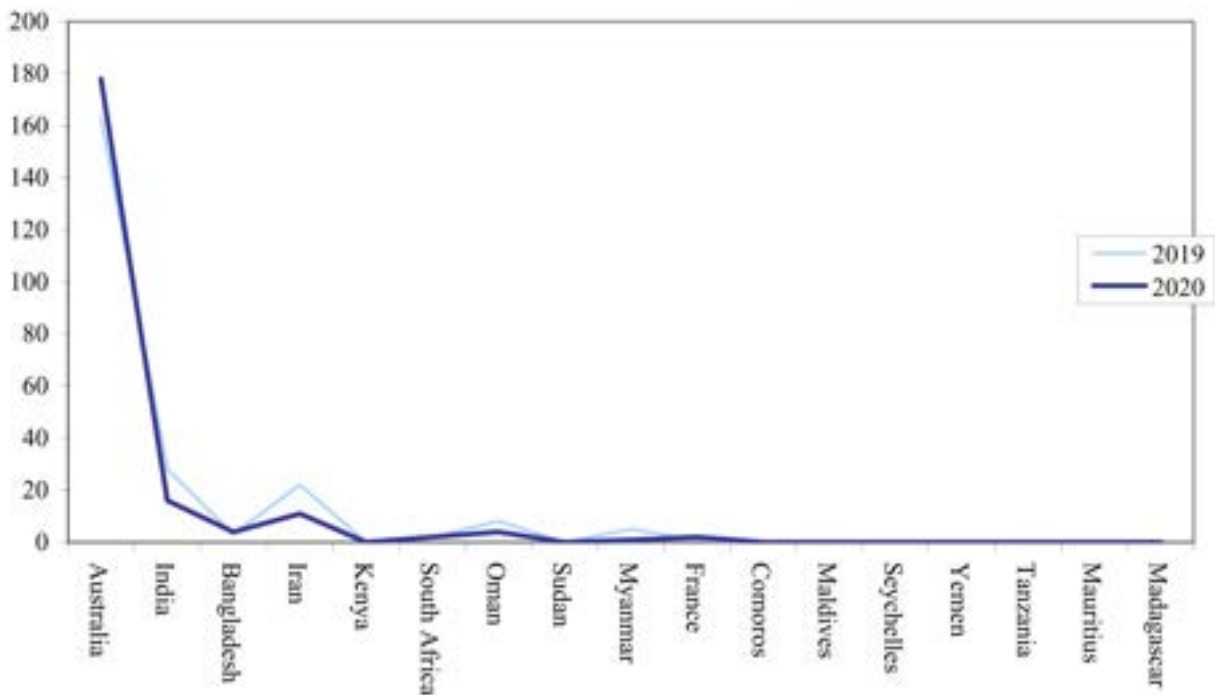


INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

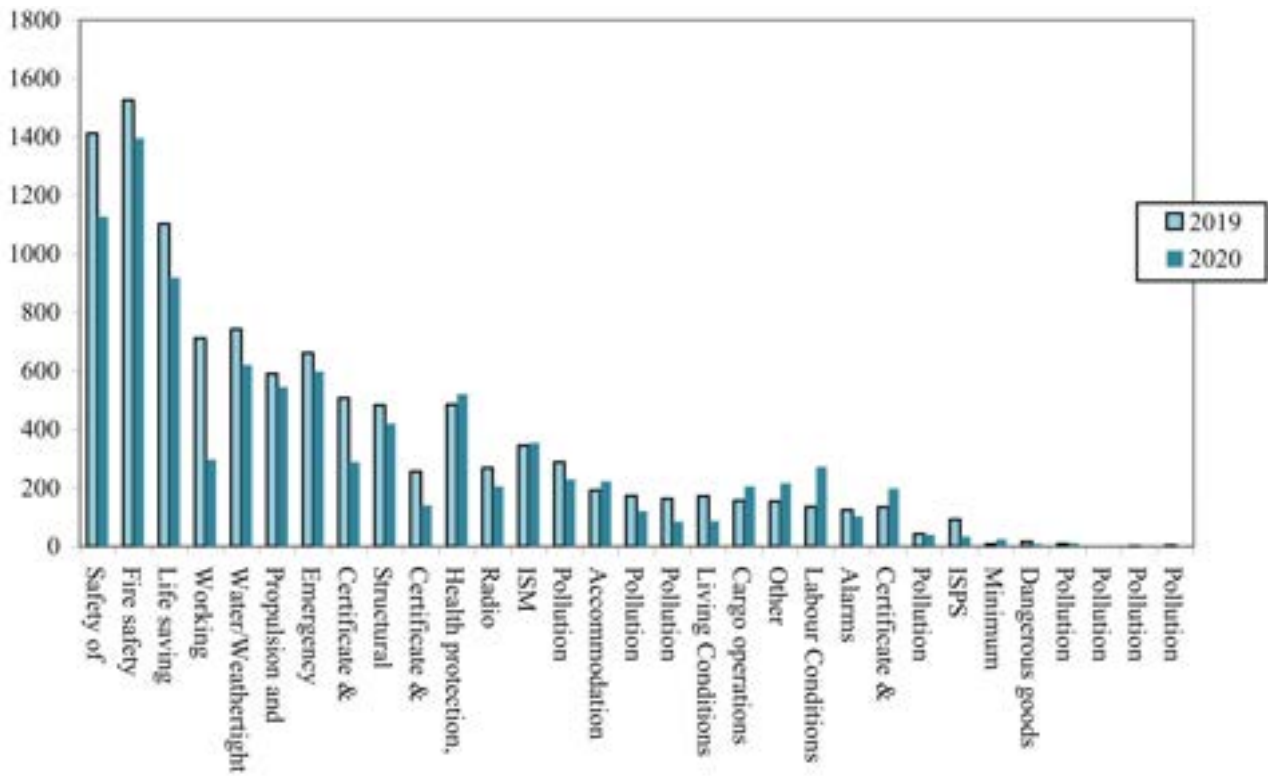
COMPARISON OF DETENTIONS FOR THE YEAR 2019 AND 2020



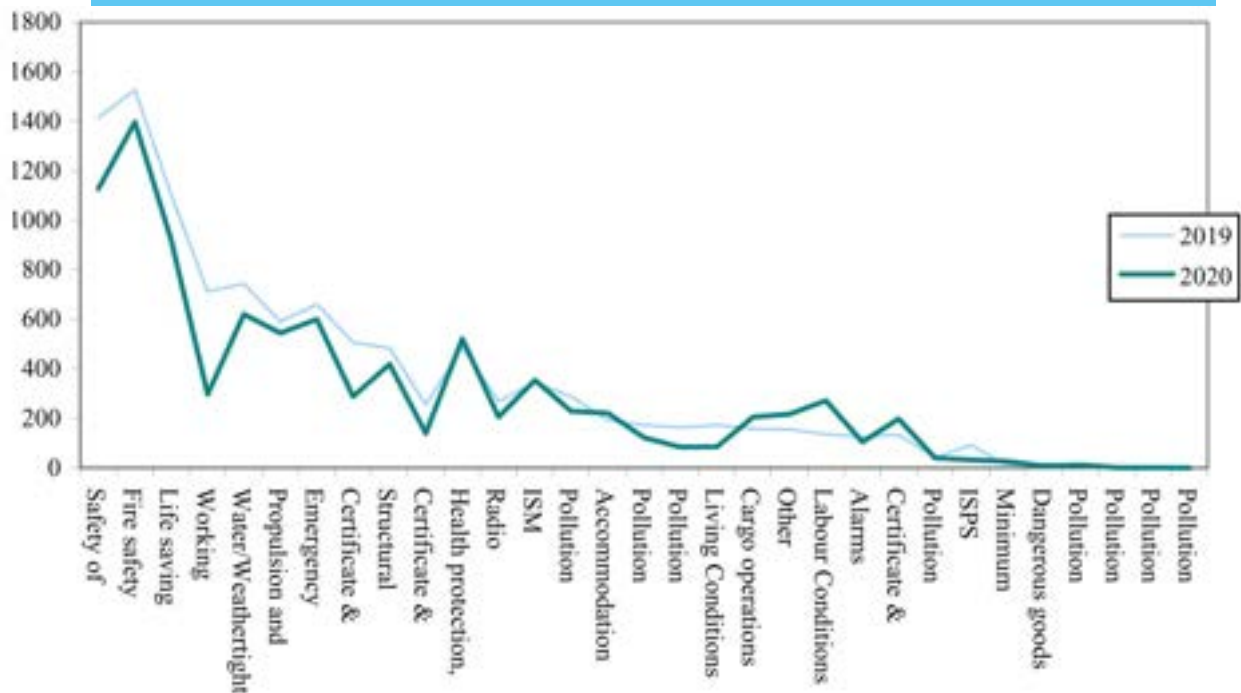
TRENDS SHOWING COMPARISON OF DETENTIONS FOR THE YEAR 2019 AND 2020



COMPARISON OF DEFICIENCY BY CATEGORIES FOR THE YEAR 2019 AND 2020



TRENDS SHOWING COMPARISON OF DEFICIENCY BY CATEGORIES FOR THE YEAR 2019 AND 2020



MARITIME LABOUR CONVENTION (MLC) STATISTICS FOR THE YEAR 2020

PSC	
Total No. of PSC inspections in general	4762
Total No. of PSC inspections with deficiencies	2318
Total No. of PSC deficiencies	9288
Total No. of PSC detentions	218
PSC detentions percentage	4.58%
MLC	
Total No. of PSC inspections on MLC ground	681
Total No. of PSC deficiencies on MLC ground	1157
Total No. of PSC detentions on MLC ground	90
Total No. of PSC deficiencies with detained ships on MLC ground	236
Percentage on MLC ground (w.r.t. PSC inspections)	1.89%
Percentage on MLC ground (w.r.t. PSC detentions)	41.28%

The total number of deficiencies on Maritime Labour Convention (MLC) has significantly increased during the Covid-19 Pandemic in the year 2020 due to various issues identified with respect to human elements, seafarer's safety and protection, life at sea, certification, prolong service on ship.

SOUTH AFRICAN MARITIME SAFETY AUTHORITY

BACKGROUND

SAMSA was established on the 1st of April 1998, following the enactment of the South African Maritime Safety Authority Act No.5 of 1998. The Act provided for the establishment of an authority charged with the responsibility for regulating and enforcing maritime safety, marine pollution from ships and promoting South Africa's maritime interests. It is governed and controlled by a board of directors, appointed by the Minister of Transport in terms of the SAMSA Act.

OUR VISION

“The Authority championing South Africa's maritime ambitions to be an International Maritime Centre by 2030”.

OUR MISSION

“To ensure maritime safety and environmental protection while promoting South Africa maritime interests”

OUR VALUES

The core philosophy and values that guide and lie beneath each activity we undertake and how we behave as individuals and collectively when creating value for our stakeholders are as follows: Diversity, Enterprise, Teamwork, High Performance, Integrity, Caring & Sustainability.

The South African Maritime Safety Authority (SAMSA) Act No. 5 of 1998 clearly outlines SAMSA responsibilities and accountabilities.

The objectives of the Authority are:

- (a) To ensure safety of life and property at sea;
- (b) To prevent marine pollution from ships in the marine environment; and
- (c) To promote the Republic's maritime interests.

There are 8 ports around the coast of South Africa where port State control inspections are carried out; namely: Richards Bay, Durban, East London, Port of Ngqura, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay.



As part of South Africa's maritime legislative framework, SAMSA is empowered to perform enforcement functions, regulating maritime trade to, from and within South Africa.

This includes fair number of surveyors and inspectors involved in flag State control (FSC) and port State control Inspection (PSCI) regimes.

To deliver its port State functions, SAMSA has 16 port State control officers across the 8 ports conducting about 153 PSC inspections each year and, while still carry out different statutory survey of all types, including FSC and casualty investigation. A total of 33 follow-up inspection had been conducted in addition of above mentioned 153 PSC inspections.

Port State control is an essential mechanism that allows administrations around the world to ensure minimum standards are met and the exercise of PSC must be proficient and consistent to achieve reduction of substandard and/or unseaworthy ships including act as a deterrent.

The other key elements SAMSA is striving are on it's capacity building and training.

To this end South Africa worked closely with IOMOU and successfully hosted the 22nd IOMOU Committee Meeting in August 2019 as part of MOU member state responsibilities.

This is in close cooperation with the International Maritime Organization (IMO) and PSC partner nations across the Indian Ocean region and West and Central African Region, sharing PSC information and actively participating in international policy and standards development.



**WORKING TOGETHER
FOR SAFE
AND CLEAN OCEANS**



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**INDIAN OCEAN
MEMORANDUM
OF UNDERSTANDING**