



Riyadh Memorandum of Understanding on Port State Control

ANNUAL REPORT 2014

KUWAIT

BAHRAIN

QATAR

UAE

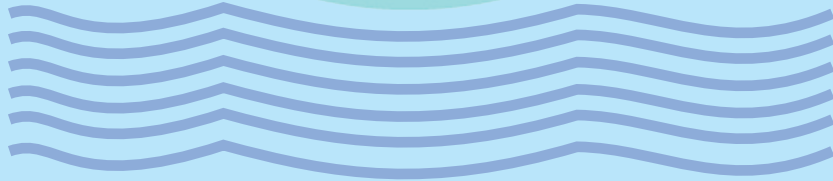
OMAN

SAUDI ARABIA

RED SEA

ARABIAN SEA





RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL



مذكرة تفاهم الرياض
للتفتيش و الرقابة على السفن

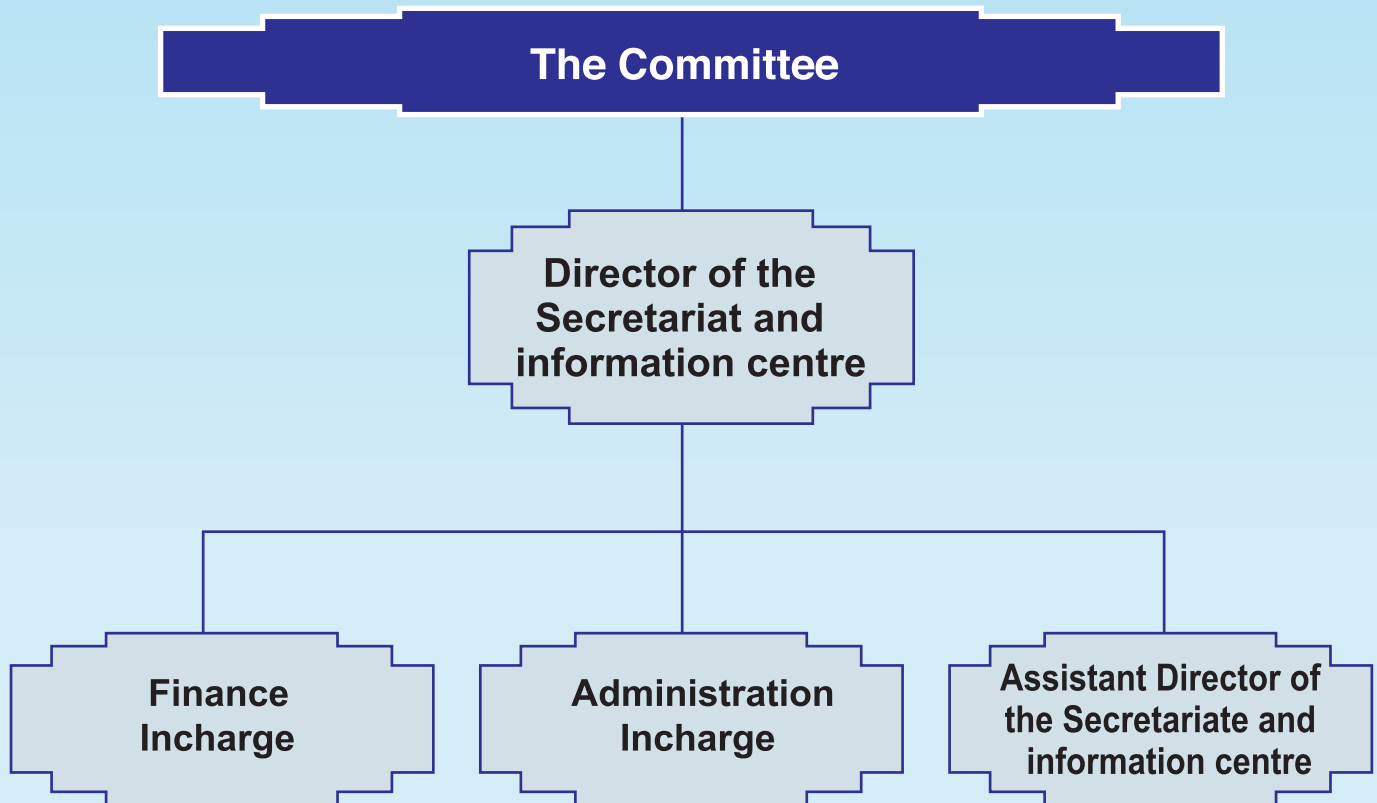


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ORGANIZATIONAL CHART OF RIYADH MEMORANDUM OF UNDERSTANDING



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FORWARD

Riyadh Memorandum of Understanding Committee is pleased to present the 2014 report on port state control activities in the Gulf Cooperation Council Region.

Since the beginning of Riyadh MoU In 2004, member authorities in the GCC supported the memorandum and made every effort to improve the standard of PSC inspection within the GCC Region. Member authorities to ensure that the GCC Region does not become a safe area for substandard or unseaworthy shipping that increase the risk of serious accidents in the area causing loss of life and maritime environment.

Port State Control is of particular importance to the Riyadh MOU member Authorities due to the importance of the shipping trade and the sensitivity of the Riyadh MOU region to environmental damage. Therefore Riyadh MOU member Authorities are dedicating considerable resources to having an intense port State control program of the highest standard.

This annual report summarizes the port state control development and activities of the Riyadh MoU In 2014, including port state control statistics and analysis which provides the results of inspections carried out by member authorities during the year as well as CIC As observed in the past annual Reports, we feel that more attention needs to be carried out to the areas of maintenance of ships and equipment which have been found most frequent reasons for detention. As far as safety of navigation, firefighting and lifesaving appliances, the Riyadh MoU will continue to strengthen its inspections and to improve measures to eradicate substandard ships in this area as a holistic approach.



CHAIRMAN'S MESSAGE

It is with my great pleasure that I present the Annual Report 2014 of the Riyadh Memorandum of Understanding on Port State Control (RMOU). The RMOU has made a lot of progress by the dedication of its member states which is essential in achieving the vision of the MOU and the goals of the member authorities.

Member Authorities strive to ensure that the Gulf region does not receive any Substandard or unseaworthy Vessels that could increase the risk of serious accidents including loss of life and marine pollution. To this effect they have made every effort to continuously improve the standard of PSC inspections in the region. RMOU is fully aware of the pivotal role PSC plays in eradicating those substandard Vessels therefore, periodical training courses, workshops and seminars are conducted in order to develop and polish their skills. Trainings have been facilitated by RMOU with the support of classification societies and other MoU's. Keeping in mind that PSCO's needs regular specialized training to keep themselves up-to-date with the latest amendments to International Conventions and legislations with regard to PSC.

During 2014 Riyadh MoU successfully conducted a workshop on Passenger Ships inspection, Radio Equipment Survey and a workshop on how to conduct a concentrated inspection campaign (CIC) on fire safety systems on board Vessels and the (CIC) for the year of 2014 was on the same subject.

Although Riyadh MoU is considered to be one of the latest MoU's, but it is sparing no effort in order to keep up with other regional MoU's. To reach the desired harmonization with other MoU's. Riyadh MoU continued to participate as an observer in other MoU's committee meetings, exchange data and accept invitations to training courses.

I would like to thank the member authorities for their contribution; in particular I would like to commend the efforts of our PSCO's for their commitment and professionalism.

Dr. Rashid Mohammed Al Kiyumi
RMOU Chairman





DIRECTOR'S MESSAGE

I would like to thank the Riyadh MoU Committee members for their efforts and support to develop the RMoU Secretariat.

Port State control, or PSC, is the exercise of the right of a port State, when granting permission to a foreign flagged ship to enter a port of the port State, to inspect the vessel to ensure that it meets international safety, pollution and other requirements.

Various international standards and conventions, such as the SOLAS Convention, MARPOL Convention, and the International Load Line Convention, have been enacted in order to promote the safety of life and property at sea and to protect the marine environment with respect to oceangoing ships. Although the flag State and owner of a ship have fundamental responsibility for ensuring that these requirements are implemented, supervision by the flag State is many times insufficient.

There is also often a lack of adequate competence and experience on the part of ship crews and others that can all too often have an adverse impact on safety, as well.

PSC proactively complementing the role of flag States with the primary aims of improving ship safety and eliminating substandard ships. This consists of conducting inspections of various aspects of a ship once it has arrived in port, including the safety of life and property onboard the ship, prevention of pollution by the ship, and the living and working conditions onboard the ship.

During the year 2014 to further promote safety and environment protection in the RMoU region, A Concentrated Inspection Campaign on fire safety system was conducted for a period of 3 months from the 1st October 2014 to the 31st December 2014 which saw positive results is available in this report.

We will continue to conduct Training courses for the Port state Control Officers to be qualified and experienced to carry out port state control activities according to international standard and liaise with other organizations to improve harmonization between all the regional MoU's.

Eng. Mohammed bin Shaban Al Zadjali
Director of the Secretariat and Information Center



INTRODUCTION

Since, the establishment of the port state control in this Region, the Riyadh Memorandum of Understanding on port state control in the gulf region (Riyadh MoU) was signed in June 2004 in Riyadh by six GCC Member States (Kingdom of Bahrain, State Of Kuwait, Sultanate of Oman, State of Qatar, The Kingdom of Saudi Arabia, and United Arab Emirates).

The Annual Report on port state control in the (R-MoU) is published under the auspices of the Port State Control Committee of the Riyadh Memorandum of Understanding on Port State Control.

This 2014 annual report covers port state control activities and it's As the main objective of this MoU and Other MoU's is to establish an effective port state control regime within their regions, through cooperation of its members and harmonization of their activities, to eliminate substandard shipping as well as to promote maritime safety, protect and safeguard working and living conditions on board ships and the protection of the marine environment within its jurisdiction.





THE RIYADH MOU COMMITTEE



COMMITTEE MEMBERS

The 12th Meeting of the Riyadh MoU on Port State Control Committee was held in Doha, State of Qatar on January 26 – 28 , 2015 under the chairmanship of Dr. Rashid Mohammed Al Kayumi Director general of Maritime Affairs at the Ministry of Transport and communication Sultanate of Oman.

The meeting was attended by GCC member Authorities: UAE, Bahrain, KSA, Oman, Qatar and a representative from the Gulf cooperation council attended as an observer.

The committee discussed important topics during the meeting such as:

- Status of the relevant Instruments
- Port State Control Activities within Riyadh MoU
- Port State control Manual update
- Revise and Update RMoU Text
- Data exchange
- CIC Proposals
- PSCO Training



RIYADH MOU TRAINING WORKSHOPS ORGANIZED BY RIYADH MOU



PSCO TRAINING

To enhance the capabilities of the PSCO's within the Riyadh MoU Region the Secretariat organized the following training courses and workshops which were approved by the Committee members of the Riyadh MoU:

1. A workshop on passenger ship training and port state control procedures was conducted in Dubai, UAE during 14 – 12 May 2014 by workshop was presented by Total Maritime Services. The aim of this workshop was to familiarize the regions PSCO's with Passenger ships and Passenger ship inspection due to the increase of these kinds of vessels in the RMoU region.
2. A Workshop on Radio Equipment Survey in relation to port state control inspection was conducted in Dubai, UAE at the Elcome office in coordination with Lloyds register during 25 – 26 June 2014. This workshop provided the PSCO's with the opportunity to view and work with the equipment and gain practical knowledge of how the radio devices operate.
3. CIC training on fire safety system and SOLAS review was conducted by ClassNK in Doha, Qatar during 20 – 22 October 2014. This training focused on the factors related to conducting CIC on fire safety system and the instructor also provided a revision on the SOLAS chapters





TRAINING BY OTHER MOU'S

The Secretariat received the following invitations from the International Maritime Organization (IMO) and other regional organizations and a candidate from Riyadh MoU region attended these trainings:

1. Expert training course on port state control Buenos Aires, Argentina from 10 – 21 March 2014.
2. Specialized Training the inspection of Oil, Chemical Tankers and Gas Carriers 15 – 18 April 2014.
3. The 57th Port State Control Seminar which was held in Athens, Greece from 17 – 19 June 2014.
4. The Tokyo MoU 3rd general training course for PSCO's Yokohama, Japan from 26 August to 20 September 2014.

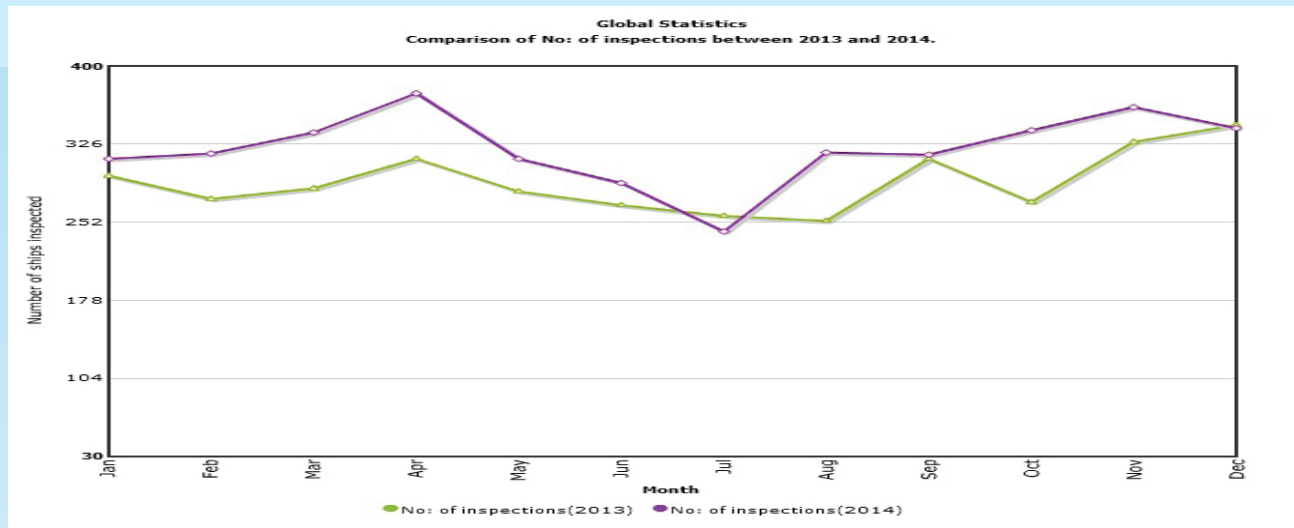




STATISTICS:

Inspections:

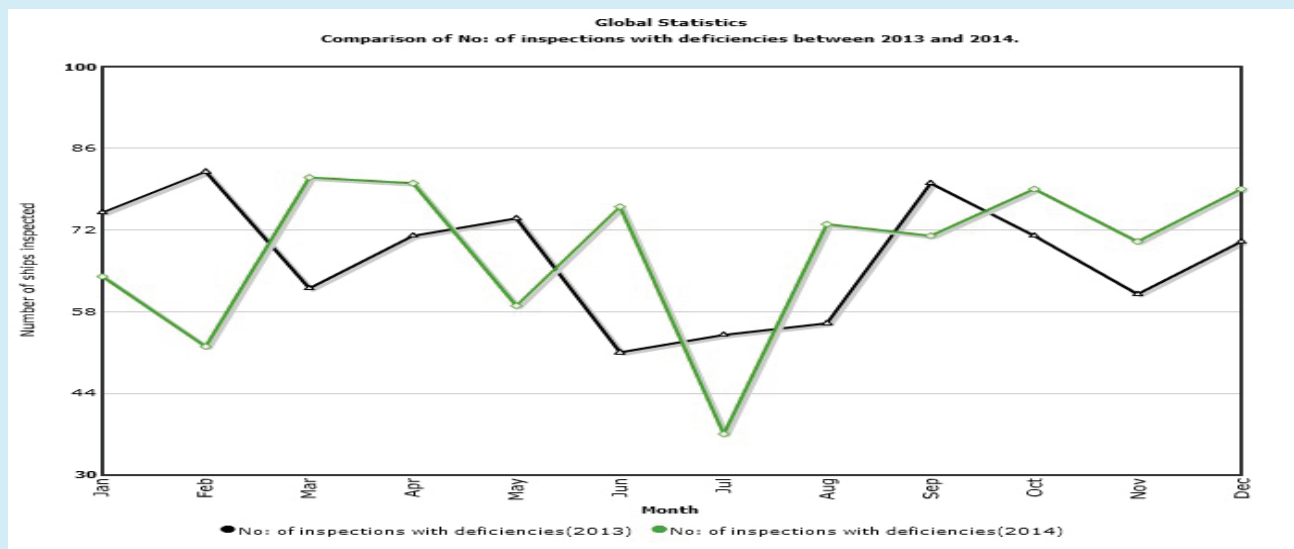
A total of 3859 inspections were performed in 2014 the inspection figures showed an increase of %11 as compared to the 2013 figures of 3481 see the Figure below:



● No: of inspections (2013) ● No: of inspections (2014)

Deficiencies:

The number of ships inspected with deficiencies in 2014 were 821 which is 21.27% of total ships inspected compared to 2013 of 807 inspections with deficiencies which was 23.18% of the total inspections. This indicates a small decrease in the number of ships inspected with deficiencies.



● No: of inspections with deficiencies (2013) ● No: of inspections (2014)



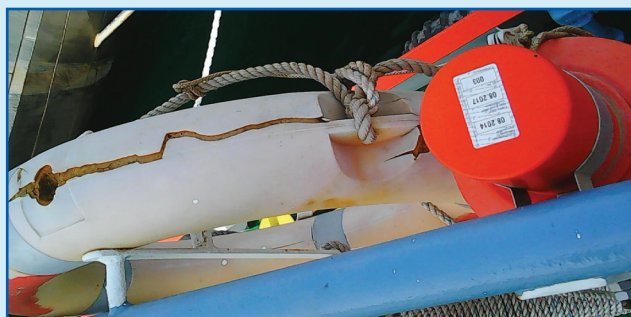


Detention:

Compared to 2013, the number of detentions has increased from 33 to 44 detentions according to the information entered by the PSCO's in RiyadhSIS.

Recapitulation of MOU members inspections:

PSC State	Inspections	Inspections with deficiencies	Inspections without deficiencies	%-deficiencies	Detentions	%-Detention
UAE	1063	296	767	27.85%	18	1.69%
Qatar	475	144	331	30.32%	1	0.21%
Oman	163	86	77	52.76%	2	1.23%
Kuwait	0	0	0	0%	0	0%
KSA	2152	294	1858	13.66%	23	1.07%
Bahrain	6	1	5	16.67%	0	0%



DEFFICIENCIES



SUMMARY OF DEFICIENCIES

CODE	MAJOR CATEGORIES OF DEFICIENCIES	NUMBER	%
2900	MARPOL Annex IV	9	1.14%
2700	Maritime security	32	4.05%
2600	Bulk carriers- Additional safety measures	1	0.13%
2500	ISM related deficiencies	28	3.54%
2300	MARPOL - Annex V	8	1.01%
2200	MARPOL - Annex III	0	0%
2100	MARPOL related operational deficiencies	5	0.63%
2000	SOLAS related operational deficiencies	27	3.42%
1900	MARPOL- ANNEX II	0	0%
18300	Food and catering (ILO 147)	0	0%
1800	Oil, chemical tankers and gas carriers	0	0%
1700	MARPOL- annex 1	36	4.56%
1600	Radio communications	33	4.18%
1500	Safety of navigation	112	14.18%
1400	Propulsion and auxiliary machinery	33	4.18%
1300	Mooring arrangements (ILO 147)	7	0.89%
1200	Load lines	25	3.16%
11100	Life saving appliances	2	0.25%
1100	Carriage of cargo and dangerous goods	0	0%
1000	Alarm signals	6	0.76%
09200	Working spaces (ILO 147)	0	0%
09100	Crew and accommodation (ILO 147)	0	0%
0900	Stability, structure and related equipment	75	9.49%
0800	Accident prevention (ILO 147)	3	0.38%
07100	Fire safety measures	0	0%
01200	Certification and watchkeeping for seafarers	0	0%
0100	Ship's certificates and documents	132	16.71%



DETAIL OF INSPECTION, DEFICIENCIES, DETENTION / FLAG

Flag state	Inspections	Detentions	Inspections with deficiencies	%-Detention	Inspection-% with deficiencies
Panama	873	14	213	1.60%	24.40%
Liberia	408	6	74	1.47%	18.14%
Marshall Islands	376	3	77	0.80%	20.48%
Singapore	329	2	54	0.61%	16.41%
Hong Kong, china	229	2	43	0.87%	18.78%
Malta	160	0	32	0%	20%
Bahamas	128	1	15	0.78%	11.72%
Saudi Arabia	127	0	7	0%	5.51%
Antigua and Barbuda	91	1	26	1.10%	28.57%
Saint Vincent and the Grenadines	81	1	25	1.23%	30.86%
Cyprus	72	0	16	0%	22.22%
China, Peopole's Rep. Of	60	0	10	0%	16.67%
India	58	1	14	1.72%	24.14%
Greece	58	0	10	0%	17.24%
Norway (NIS)	57	0	5	0%	8.77%
Cayman Islands	44	0	2	0%	4.55%
Netherlands	43	0	6	0%	13.95%
Malaysia	39	0	10	0%	25.64%
Italy	37	0	5	0%	13.51%
United Kingdom	37	0	2	0%	5.41%
Korea, Republic of	36	0	15	0%	41.67%
Isle of Man (UK)	30	0	4	0%	13.33%
Bahrain	29	1	12	3.45%	41.38%
Iran (Islamic Republic of)	26	2	18	7.69%	69.23%
Norway	26	0	2	0%	7.69%
Philippines	25	0	6	0%	24%
Turkey	22	0	3	0%	13.64%
Egypt	19	0	0	0%	0%



St. kitts & Nevis	17	1	11	5.88%	64.71%
Belize	17	0	8	0%	47.06%
Vanuatu	17	0	5	0%	29.41%
United States of America	17	0	4	0%	23.53%
Denemark (DIS)	16	0	3	0%	18.75%
United Arab Emirates (UAE)	16	0	3	0%	18.75%
Japan	16	0	0	0%	0%
Moldova, Rep. of	15	0	7	0%	46.67%
Bangladesh	14	0	9	0%	64.29%
Qatar	12	1	5	8.33%	41.67%
Virgin Islands, British	12	0	3	0%	25%
Viet Nam	11	0	8	0%	72.73%
Comoros	11	0	6	0%	54.55%
France	11	0	1	0%	9.09%
Gibraltar	10	0	1	0%	10%
Oman	8	0	3	0%	37.50%
Tuvalu	8	0	3	0%	37.50%
Germany	8	0	2	0%	25%
Togo	7	3	6	42.86%	85.71%
Jordan	7	1	4	14.29%	57.14%
Switzerland	7	0	2	0%	28.57%
Cook Islands	7	0	1	0%	14.29%
Ethiopia	6	1	2	16.67%	33.33%
Luxembourg	6	0	0	0%	0%
United Republic of Tanzania	5	0	4	0%	80%
Denmark	5	0	2	0%	40%
Belgium	5	0	1	0%	20%
Mongolia	4	1	3	25%	75%
Bermuda	4	0	0	0%	0%
Barbados	3	0	0	0%	0%
Libyan	3	0	0	0%	0%
Thailand	3	0	0	0%	0%
Sierra Leone	2	1	2	50%	100%



Antilles, Netherlands	2	0	1	0%	50%
Cambodia	2	0	1	0%	50%
Taiwan, China	3	0	0	0%	0%
Dominica	2	0	0	0%	0%
Dominican Republic	2	0	0	0%	0%
Kuwait	2	0	0	0%	0%
Mauritius	2	0	0	0%	0%
Indonesia	1	0	1	0%	100%
Korea, Democratic People's Rep.	1	0	1	0%	100%
Palau	1	1	1	100%	100%
Aruba	1	0	0	0%	0%
Croatia	1	0	0	0%	0%
French Antarctic Territory	1	0	0	0%	0%
Georgia	1	0	0	0%	0%
Monaco	1	0	0	0%	0%
Portugal	1	0	0	0%	0%
Portugal (MAR)	1	0	0	0%	0%
Seychelles	1	0	0	0%	0%
Sri Lanka	1	0	0	0%	0%
Sweden	1	0	0	0%	0%
U.A.E. (ABU DHABI)	1	0	0	0%	0%
U.A.E. (SHARJAH)	1	0	0	0%	0%



INSPECTION DATA PER SHIP TYPE

Ship type	Number of Inspections	Number of Inspections with deficiencies	Number of Inspections without deficiencies	Number of Inspections with % deficiencies	Number of detentions	Detentions in % of inspection
Bulk carrier	1076	320	756	29.74%	10	0.93%
Oil tanker	613	82	531	13.38%	4	0.65%
Tanker, not otherwise specified	543	62	481	11.42%	3	0.55%
General cargo/multi-purpose ship	370	113	257	30.54%	9	2.43%
Other types of ship	363	102	261	28.10%	10	2.75%
Containership	301	51	250	16.94%	2	0.66%
Ro-Ro cargo ship	242	36	206	14.88%	5	2.07%
Gas carrier	138	10	128	7.25%	0	0%
Chemical tanker	88	12	76	13.64%	0	0%
Offshore service vessel	44	13	31	29.55%	0	0%
Ro-ro passenger ship	22	0	22	0%	0	0%
Heavy load carrier	14	4	10	28.57%	0	0%
Tug boat	13	7	6	53.85%	1	7.69%
Special purpose ship	7	2	5	28.57%	0	0%
Factory ship	6	2	4	33.33%	0	0%
Dredger/Cutter/Hopper	6	2	4	33.33%	0	0%
MODU & FPSO	5	0	5	0%	0	0%
Refrigerated cargo carrier	4	2	2	50%	0	0%
Passenger ship	4	0	4	0%	0	0%
High speed passenger craft	3	1	2	33.33%	0	0%
Combination carrier	2	0	2	0%	0	0%
Pipe laying vessel	0	0	0	0%	0	0%
High speed cargo craft	0	0	0	0%	0	0%
Fishing Vessel	0	0	0	0%	0	0%



INSPECTION DETAILS BY CLASSIFICATION

Classification	Inspections	Detentions	Inspections with deficiencies	%-Detention	Inspection-% with deficiencies
Nippon Kaiji Kyokai	889	8	183	0.90%	20.58%
American Bureau of Shipping	529	3	87	0.57%	16.45%
Det Norske Veritas	501	1	64	0.20%	12.77%
Lloyd's Register of Shipping	479	1	75	0.21%	15.66%
Bureau Veritas	471	5	139	1.06%	29.51%
Germanischer Lloyd	345	5	67	1.45%	19.42%
Korean Register of Shipping	213	1	46	0.47%	21.60%
China Classification Society	134	1	30	0.75%	22.39%
Registro Italiano Navale	114	3	39	2.63%	34.21%
Indian Register of Shipping	45	1	13	2.22%	28.89%
UNKNOWN	32	6	24	18.75%	75%
Iranian Classification Society	15	1	11	6.67%	73.33%
Russian Maritime Register of Shipping	14	1	8	7.14%	57.14%
Maritime Bureau of Shipping	10	0	4	0%	40%
Det Norske Veritas & Germanischer Lloyd	9	0	0	0%	0%
Polski Register Statkow	8	1	3	12.50%	37.50%
International Register of Shipping	8	2	7	25%	87.50%
Korea Classification Society	7	0	3	0%	42.86%
RINAVE Portuguesa	5	0	2	0%	40%
Isthmus Bureau of Shipping	5	1	1	20%	20%
China Corporation Register of Shipping	5	0	1	0%	20%
Viet Nam Register of Shipping	3	0	3	0%	100%
Dromon Bureau of Shipping	3	0	2	0%	66.67%
International Naval Surveys Bureau	2	0	1	0%	50%
intermaritime certification service , SA	2	0	1	0%	50%
Inter Tek Maritime Bureau	2	2	2	100%	100%
Ceskoslovensky Lodin Register	2	0	0	0%	0%
NOT APPLICABLE	1	0	0	0%	0%
National Shipping Adjusters Inc	1	0	1	0%	100%
International Maritime Register	1	1	1	100%	100%
Hellenic Register of Shipping	1	0	0	0%	0%
Alfa Register of Shipping	1	0	0	0%	0%



CONCENTRATED INSPECTION CAMPAIGN:

The Riyadh MoU on Port State Control (RMOU) carried out a Concentrated Inspection Campaign (CIC) on fire safety systems between 1 October and 31 December, 2014.

During the campaign, the focus was on compliance with the SOLAS Chapter II-2 requirements on inspected ships.

A total of 564 inspections were carried out with the CIC questionnaire. The overall CIC detention rate was 1.4% (8 ships were detained).

Detained types of ships included 3 bulk carrier, 3 general cargo and remaining 2 were RO RO Cargo Ships.

SI No	Country	Number of inspections conducted at a particular country	Total Percentage
1	Bahrain	2	0.35%
2	KSA	380	67.38%
3	Oman	21	3.72%
4	Qatar	77	13.65%
5	UAE	84	14.89%



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