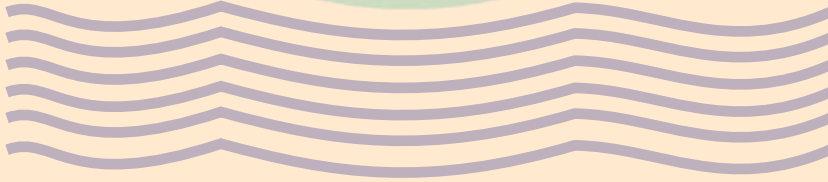




Riyadh Memorandum of Understanding on Port State Control

ANNUAL REPORT 2015





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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Finance
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FORWARD

Riyadh Memorandum of Understanding Committee is pleased to present the 2015 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 2015, 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 2015 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.

The RMOU 13th annual committee meeting which was held in Muscat, Sultanate of Oman with all the RMOU members attending. Paris MoU, US Coast Guards and Equasis have also attended our meeting for the first time as observers. Their attendance enhanced the exchange of knowledge and experience in Port State Control matters.

As you all may be aware that it was more than 100 years ago that the first International Convention for the Safety of Life (SOLAS) was adopted in London in 1914, and after that several Conventions have been developed by the International Maritime Organization, in order to have safe, secure and efficient shipping on clean oceans. This has helped the shipping standards to improve with respect to the safety and environment protection, however, a small number of ships are still there, that don't measure up to the minimum international standards.

Today, port State control have become one of the most important performance indicators for owners, classification societies and flag States, alike, providing statistics which are useful. As such PSCO's plays an important role in identifying sub-standard ships as well as to ensure safety, security and environment protection.

During 2015 Riyadh MoU successfully conducted a workshop on MARPOL Rules & Regulations, ISM Code, ISPS Code & STCW and a workshop on Safety of Navigation.

Concentrated Inspection Campaign (CIC) was conducted on Safety of Navigation from 1st October to 31st December 2015. The outcome was acceptable and more emphasis on training in this area.

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 on-board the ship, prevention of pollution by the ship, and the living and working conditions on-board the ship.

During the year 2015 to further promote safety and environment protection in the RMoU region, A Concentrated Inspection Campaign on Safety of Navigation was conducted for a period of 3 months from 1st October 2015 to 31st December 2015 which saw positive results is available in this report.

In order to eliminate the sub-standard vessels in our region; we will need to continue enhancing the knowledge & experience of our PSCO's by conducting training courses and participating in other MoU training courses.

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 of Riyadh MoU on Port State Control is published under the auspices of the Port State Control Committee of the Riyadh Memorandum of Understanding on Port State Control.

This 2015 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



THE PARTICIPANTS (MEMBERS & OBSERVERS) DURING RIYADH MOU 13TH ANNUAL COMMITTEE MEETING

13th Meeting of the Riyadh MoU on Port State Control Committee was held in Muscat, Sultanate of Oman from 25 – 27 January 2016 under the chairmanship of Dr. Rashid Mohammed Al Kiyumi - Director General of Maritime Affairs at the Ministry of Transport and Communications of the Sultanate of Oman.

The meeting was attended by all Member Authorities: United Arab Emirates, Bahrain, Saudi Arabia, Oman, Qatar and Kuwait. A representative from the Gulf Cooperation Council, Paris MoU & US Coast Guards had also attended as observers.

An interactive session was also held with EQUASIS by introducing their organization to the committee and concluded the session with the progress on exchanging data between Riyadh MoU & EQUASIS.

During the meeting there were several important topics in discussion such as:

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



RIYADH MOU TRAINING TRAINING/WORKSHOPS ORGANIZED BY RIYADH MOU



WORKSHOP ON SAFETY OF NAVIGATION, DUBAI

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. Workshop on Port State Control & MARPOL Rules & Regulations was conducted in Kuwait, State of Kuwait at Moevenpick Al Bidaa Kuwait Hotel in coordination with DNV GL during 20 – 22 April 2015. This workshop provided participants with basic knowledge, understanding and familiarization of attendees to applicable environmental rules and regulations with reference to compliance, their responsibilities, legislative duties and accountabilities.
2. Workshop on ISM, ISPS & STCW was conducted in Jeddah, Kingdom of Saudi Arabia during 14 – 16 June 2015 at Jeddah Islamic Port, Saudi Arabia in coordination with Lloyd's Register. This training was focused on ISM, ISPS & STCW requirement in relation to the Port State Control.
3. Jointly a CIC training on Safety of Navigation was conducted by Elcome International in coordination with Lloyd's Register in Dubai, United Arab Emirates during 9th to 11th November 2015. This training focused on the factors related to conducting CIC on Safety of Navigation. It also provided the PSCO's with the opportunity to view and work with the equipment and gain practical knowledge of how the navigation devices operate.





TRAINING/WORKSHOPS ORGANIZED BY OTHER MOU'S



EXPERT MISSION TRAINING, MUSCAT

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

1. The 3rd Seminar for Port State Control Officers was held in Kolkata, India from 11th to 13th March 2015.
2. The Expert Training Course on Port State Control was held in Callao, Peru from 16th to 27th March 2015.
3. The 5th General Training Course for Port State Control Officers (PSCOs) was held in Yokohama, Japan from 24th August to 18th September 2015.
4. The 13th Expert Training on the Human Element was held in The Hague, Netherlands from 13th to 16th October 2015.
5. The Expert Mission Training Course on Human Element for Port State Control (PSC) was held in Chennai, India from 30th November to 4th December 2015.
6. The 3rd Expert Mission Training Programme was held in Sultanate of Oman from 6th to 17th December 2015.

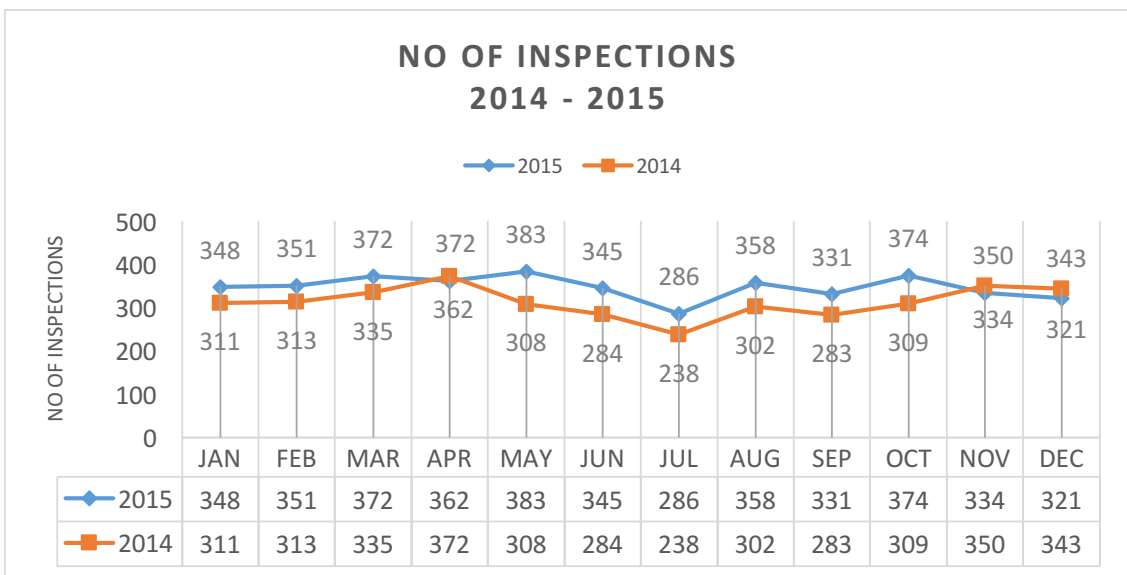




STATISTICS:

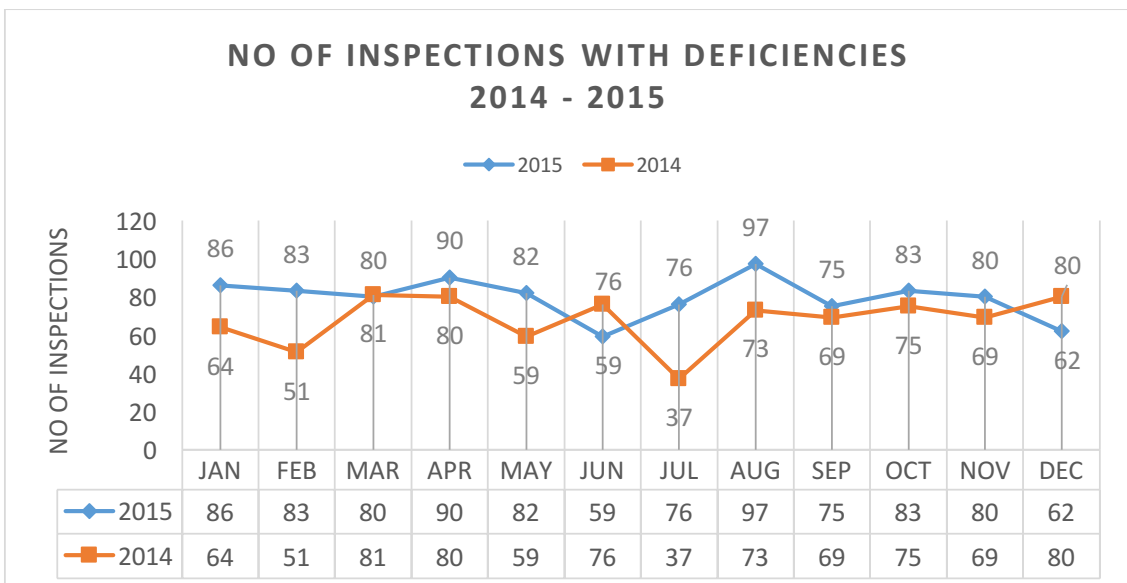
Inspections:

A total of 4,165 inspections were performed in 2015 the inspection figures showed an approximate increase of 10.01% as compared to the 2014 figures of 3,748. Below figure has the breakdown per month



Deficiencies:

The number of ships inspected with deficiencies in 2015 were 953 which is 22.88% of total ships inspected compared to 2014 of 814 inspections with deficiencies which was 21.72% of the total inspections. This indicates an approximate of 1.16% increase in the number of ships inspected with deficiencies. Below figure has the breakdown per month:





Detention:

According to the information entered by the PSCO's in RiyadhSIS, the number of detentions has decreased from 44 to 32 detentions in comparison to 2014.

Recapitulation of MoU Members Inspections:

PSC State	Inspection	Inspection with Deficiency	Inspection without Deficiency	Deficiency (%)	Detention	Detention (%)
Bahrain	33	13	20	39.39%	2	6.06%
Saudi Arabia	2297	323	1974	14.06%	18	0.78%
Kuwait	0	0	0	0%	0	0%
Oman	215	103	112	47.91%	1	0.47%
Qatar	492	134	358	27.24%	5	1.02%
United Arab Emirates	1128	380	748	33.69%	6	0.53%



DEFFICIENCIES



SUMMARY OF DEFICIENCIES

CODE	MAJOR CATEGORIES OF DEFICIENCIES	NUMBER	%
1100	Carriage of cargo and dangerous goods	141	15.58%
1100	Ship's certificates and documents	0	0%
1200	Certification and watchkeeping for seafarers	0	0%
1300	Mooring arrangements (ILO 147)	1	0.11%
1800	Oil, chemical tankers and gas carriers	0	0%
2000	SOLAS related operational deficiencies	24	2.65%
2100	MARPOL related operational deficiencies	57	6.30%
2100	Stability, structure and related equipment	0	0%
2600	Bulk carriers- Additional safety measures	0	0%
3100	Load lines	0	0%
5100	Radio communications	0	0%
7100	Fire safety measures	0	0%
8000	Accident prevention (ILO 147)	0	0%
8100	Alarm signals	0	0%
9100	Crew and accommodation (ILO 147)	0	0%
9200	Working & Living conditions (ILO 147)	0	0%
10100	Safety of navigation	112	12.38%
11100	Life saving appliances	86	9.50%
13100	Propulsion and auxiliary machinery	47	5.19%
14100	MARPOL- annex 1	30	3.31%
14200	MARPOL- ANNEX II	0	0%
14300	MARPOL - Annex III	1	0.11%
14400	MARPOL Annex IV	7	0.77%
14500	MARPOL - Annex V	10	1.10%
15100	ISM related deficiencies	30	3.31%
16100	Maritime security - ISPS	39	4.31%
18300	Food and catering (ILO 147)	5	0.55%



DETAIL OF INSPECTION, DEFICIENCIES, DETENTION / FLAG

Flag Administration	Inspections	Detentions	Inspections with deficiencies	Detention %	Inspection-% with deficiencies
Antigua and Barbuda	81	0	15	0%	18.52%
Bahamas	132	0	21	0%	15.91%
Bahrain	41	3	24	7.32%	58.54%
Bangladesh	8	0	6	0%	75%
Barbados	6	0	0	0%	0%
Belarus	1	0	0	0%	0%
Belgium	7	0	2	0%	28.57%
Belize	19	0	9	0%	47.37%
Bermuda (UK)	5	0	0	0%	0%
Cayman Islands (UK)	38	0	4	0%	10.53%
China	62	0	14	0%	22.58%
Comoros	8	0	2	0%	25%
Congo (Democratic Republic)	1	0	1	0%	100%
Cook Islands	8	0	4	0%	50%
Croatia	3	0	1	0%	33.33%
Cyprus	76	0	7	0%	9.21%
Denmark (DIS)	23	0	2	0%	8.70%
Denmark	3	0	0	0%	0%
Dominica	3	0	1	0%	33.33%
Egypt	16	0	0	0%	0%
Ethiopia	1	0	0	0%	0%
France	2	0	0	0%	0%
French Antarctic Territory (France)	1	0	1	0%	100%
Georgia	1	0	1	0%	100%
Germany	19	0	1	0%	5.26%
Gibraltar (UK)	5	0	1	0%	20%
Greece	77	0	13	0%	16.88%
Honduras	12	0	0	0%	0%
Hong Kong, China	229	3	52	1.31%	22.71%
India	47	2	22	4.26%	46.81%
Iran (Islamic Republic of)	20	1	12	5%	60%



Isle of Man (UK)	26	0	3	0%	12.50%
Italy	39	0	3	0%	7.69%
Japan	12	0	3	0%	25%
Jordan	8	0	6	0%	75%
Korea, Democratic People's Rep.	1	1	1	100%	100%
Korea, Republic of	51	1	18	1.96%	35.29%
Kuwait	8	0	0	0%	0%
Liberia	409	2	70	0.49%	17.11%
Libya	1	0	0	0%	0%
Luxembourg	11	0	2	0%	18.18%
Malaysia	51	0	25	0%	49.02%
Malta	169	1	26	0.59%	15.38%
Marshall Islands	509	2	102	0.39%	20.04%
Mauritius	4	0	2	0%	50%
Moldova, Rep. of	9	0	5	0%	55.56%
Monaco	1	0	0	0%	0%
Mongolia	3	0	2	0%	66.67%
Netherlands	21	0	3	0%	14.29%
Norway	26	0	3	0%	11.54%
Norway (NIS)	56	0	7	0%	12.50%
Pakistan	2	0	0	0%	0%
Palau	4	0	2	0%	50%
Panama	914	9	239	0.98%	26.15%
Philippines	36	0	6	0%	16.67%
Portugal	12	0	4	0%	33.33%



Portugal (MAR)	4	0	0	0%	0%
Qatar	12	0	8	0%	66.67%
Russian Federation	5	0	1	0%	20%
Saint Vincent and the Grenadines	107	1	38	0.93%	35.51%
Saudi Arabia	124	0	16	0%	12.90%
Sierra Leone	1	0	0	0%	0%
Singapore	359	0	61	0%	16.99%
Somalia	8	0	5	0%	62.50%
Saint Kitts and Nevis	16	1	13	6.25%	81.25%
Sudan	2	0	0	0%	0%
Switzerland	16	0	5	0%	31.25%
Taiwan, China	5	0	1	0%	20%
Thailand	12	0	2	0%	16.67%
Togo	6	1	5	16.67%	83.33%
Turkey	21	0	3	0%	14.29%
Tuvalu	8	1	4	12.50%	50%
U.A.E. (ABU DHABI)	1	1	1	100%	100%
United Arab Emirates (UAE)	14	0	5	0%	35.71%
United Kingdom	34	0	5	0%	14.71%
United Republic of Tanzania	5	2	4	40%	80%
United States of America	6	0	1	0%	16.67%
Vanuatu	29	0	10	0%	34.48%
Viet Nam	28	0	15	0%	53.57%
British Virgin Islands (UK)	4	0	2	0%	50%





INSPECTION DATA PER SHIP TYPE

Ship type	Number of Inspections	Number of Inspections with deficiencies	Number of Inspections with deficiencies %	Number of detentions	Detentions in % of inspection
Bulk carrier	1196	368	30.77%	9	0.75%
Chemical tanker	103	9	8.74%	2	1.94%
Combination carrier	3	0	0%	0	0%
Container	274	33	12.04%	0	0%
Dredger	7	0	0%	0	0%
Fish factory	3	2	66.67%	0	0%
Fishing vessel	12	9	75%	0	0%
Gas carrier	122	22	18.03%	0	0%
General cargo/multipurpose	399	111	27.82%	12	3.01%
Heavy load	7	2	28.57%	0	0%
High speed passenger craft	2	1	50%	0	0%
MODU & FPSO	16	12	75%	0	0%
NLS tanker	596	61	10.23%	1	0.17%
Offshore supply	71	36	50.70%	1	1.41%
Oil tanker	654	80	12.23%	1	0.15%
Other special activities	365	150	41.10%	4	1.10%
Passenger ship	9	2	22.22%	0	0%
Pipe laying vessel	1	0	0%	0	0%
Refrigerated cargo	3	1	33.33%	0	0%
Ro-Ro cargo	236	35	14.83%	1	0.42%
Ro-Ro passenger ship	36	0	0%	0	0%
Special purpose ship	7	2	28.57%	0	0%
Tug	43	17	39.53%	1	2.33%



INSPECTION DETAILS BY CLASSIFICATION

Classification	Inspections	Detentions	Inspections with deficiencies	Detention-%	Inspection-% with deficiencies
Alfa Register of Shipping	2	0	0	0%	0%
American Bureau of Shipping	603	1	136	0.17%	22.55%
Bulgarian Register of Shipping	1	0	1	0%	100%
Bureau Veritas	545	8	175	1.47%	32.11%
Ceskoslovensky Lodin Register	1	0	0	0%	0%
China Classification Society	132	1	31	0.76%	23.48%
China Corporation Register of Shipping	1	0	0	0%	0%
Croatian Register of Shipping	4	0	1	0%	25%
Cyprus Bureau of Shipping	3	0	2	0%	66.67%
Det Norske Veritas	370	0	38	0%	10.27%
Det Norske Veritas-Germanischer Lloyd	213	0	26	0%	12.21%
Deutsche Schiffs-Revision	1	0	0	0%	0%
Dromon Bureau of Shipping	3	0	2	0%	66.67%
Germanischer Lloyd	270	0	55	0%	20.37%
Indian Register of Shipping	43	5	23	11.63%	53.49%
Inter Tek Maritime Bureau	3	1	3	33.33%	100%
Intermaritime Certification Service, SA	3	1	2	33.33%	66.67%
International Naval Surveys Bureau	1	0	1	0%	100%
International Register of Shipping	10	0	9	0%	90%
Iranian Classification Society	13	0	8	0%	61.54%
Korea Classification Society	14	1	3	7.14%	21.43%
Korean Register of Shipping	253	1	51	0.40%	20.16%
Lloyd's Register of Shipping	537	0	103	0%	19.18%
Macosnar Corporation Class	4	1	3	25%	75%
Maritime Bureau of Shipping	8	0	4	0%	50%
Nippon Kaiji Kyokai	971	6	219	0.62%	22.55%
Not Applicable	1	0	0	0%	0%
Panama Maritime Documentation Services	1	0	1	0%	100%
Polski Register Statkow	7	1	5	14.29%	71.43%
Registro Italiano Navale	107	1	33	0.93%	30.84%
RINAVE Portuguesa	3	0	1	0%	33.33%
Russian Maritime Register of Shipping	10	2	2	20%	20%
Turkish Lloyd	1	0	1	0%	100%
Unknown	7	1	4	14.29%	57.14%
Venezuelan Register of Shipping	1	0	0	0%	0%
Vietnam Register	15	0	8	0%	53.33%



CONCENTRATED INSPECTION CAMPAIGN:

The Riyadh MoU on Port State Control (RMOU) carried out a Concentrated Inspection Campaign (CIC) on Safety of Navigation between 1st October and 31st December 2015.

During the campaign, the focus was on compliance with the SOLAS Chapter V requirements on inspected ships.

A total of 596 inspections were carried out with the CIC questionnaire. The overall CIC detention rate was 0.84% (5 ships were detained).

Detained types of ships included 1 bulk carrier, 1 general cargo, 1 Tanker and remaining 2 were listed as other type of ships.

SI No	Country	Number of inspections conducted at a particular country	Total Percentage
1	Bahrain	13	2.20%
2	Saudi Arabia	367	61.60%
3	Kuwait	0	0.00%
4	Oman	24	4.00%
5	Qatar	77	12.90%
6	United Arab Emirates	115	19.30%



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