



Riyadh Memorandum of Understanding on Port State Control

KUWAIT
BAHRAIN
QATAR
UAE
OMAN
SAUDI ARABIA

RED SEA

ARABIAN SEA



Annual Report 2012



CONTENT

Organizational Chart of Riyadh Memorandum of Understanding	4
Forward	5
Chairman Message	6
Director's message.....	7
Introduction.....	8
Riyadh MoU Port State Control Committee	9
PSCO Seminar and Training	10
Statistical Analysis - 2012.....	12
Deficiencies by Ship type.....	14
Deficiencies by Flag.....	15
Deficiencies by Categories.....	19
Deficiencies by Recognised Organisations.....	20
Riyadh MoU Maritime Authorities	22



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 2012 report on port state control activities in the Gulf Cooperation Council Region.

Since the beginning of RMoU 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 became 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. This annual report summarizes the port state control development and activities of the Riyadh MoU In 2012, including port state control statistics and analysis which provides the results of inspections carried out

by member authorities during the year.

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 life saving 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 MESSAGE

Dear All,

It is a great pleasure for me to address you and convey my greetings and good wishes on behalf of Riyadh MoU on Port State Control in the Gulf Cooperation Council Region. The objective of the Riyadh MoU is to achieve safe, secure, efficient and cleaner seas in GCC waters being one of several regional MoUs on port state control dedicated to eradicate sub-standard shipping in our Region through verifying that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with convention standards.

The year 2012 witnessed the most significant development in the signing of the Host Country Agreement between the Sultanate of Oman and the Riyadh MoU Secretariat. I am very grateful to the Sultanate for that most valuable step towards the promotion of Riyadh MoU. Also here, I acknowledge the significant progress that has been made towards achieving harmonization in PSC activities through interaction and co-operation among the various PSC regimes examples of which are Concentrated Inspection Campaigns (CIC's) and harmonization of coding of information systems.

I would like to extend my gratitude and appreciation to the GCC Ministries of Transport and Communication as well as the GCC Secretariat for their able guidance and help in the implementations of the Riyadh MoU. I take this opportunity to congratulate and extend my profound appreciation to the members of the RMoU Committee and secretariat for their efforts and support to implement the objectives of our MoU. We have achieved a lot to minimize the number of substandard ships in the Region through proper inspections performed by our qualified PSCOs.

Also I take this opportunity to convey my appreciation to those who assisted us in training courses and conducted workshops to achieve our goals. We still have a lot more to do in the future; we are on the right path. Let me now conclude by thanking all for the valuable assistance and guidance rendered to RMoU by various organizations, the top of which is the International Maritime Organization IMO in promoting the subtle aim of :Safe, Secure and Efficient Shipping in Clean Seas..

Captain Abdul Wahab Mohammed Al-Diwani

Chairman, Riyadh MoU



DIRECTOR'S MESSAGE

First of all I would like to thank the Riyadh MoU Committee members for their efforts and support to develop the RMoU Secretariat. Our goals are to continue and strive to ensure that the Riyadh MoU region does not become a safe region for substandard or unseaworthy shipping, which could increase the risk of accident and loss of life and damage the marine environment.

Training of the Port state Control Officers is our main focus area now, and we work to train our PSCO's to be qualified and experienced to carry out port state control activities according to international standard. With the launch of the New Riyadh Ship Information System (RiyadhSIS) which has been updated using the latest technology which will help to provide consistent information and share with the concerned organizational authorities.

Finally thanks to all our member states and colleagues in Riyadh MoU who have contributed their complete effort and support during this year as well the PSCO's for remaining committed and dedicated throughout the year.

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 2012 annual report covers port state control activities and its 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 PORT STATE CONTROL COMMITTEE



10th Annual Committee Meeting - Muscat, Oman

The Committee was formed in 2004 directly after the signing of the MoU in Riyadh and has convened ten times since its establishment. The Secretariat and Information Centre, has been the mainstay of this MoU since its Establishment. Its hard-working members as well as its staff preparing training sessions for the PSC Officers among many other relevant activities such as arranging for Committee meetings and representing Riyadh MoU in local, regional and international meetings and conferences. The member-States and the Secretariat have successfully overseen many different operational issues such as:

-  National arrangements for Port State Control activities
-  Agreement on using dual symbols in inspection forms
-  Consideration of Concentrated Inspection Campaign (CIC)
-  Improvement of the ship information system to assist PSCOs
-  Evolving better training programmes for our officers
-  Co-operation with Omani authorities in signing of host country agreement
-  Continuous review of the budget and MoU expenditures.



PSCO TRAINING

Seminar Organized by Riyadh MoU:

Workshop on MLC 2006 by ILO was presented by Miss Cleopatra Doumbia-Henry Director of International Labor Standards in ILO and her colleagues was organized and hosted by Riyadh MoU in Muscat, Sultanate of Oman in which participants attended from member states : United Arab Emirates, Kingdom , Saudi Arabia and Sultanate of Oman as well as other shipping organizations based in Oman . The Workshop exhibited an excellent awareness course on the MLC 2006, explained the articles of the convention and encouraged the members of the R MoU states to ratify the MLC 2006.



MLC 2006 workshop - Muscat - Oman



Practical Training

Training by Other MoU's

Second general training course for the PSCO in the Asia-pacific region Yokohama - Japan from 27th AUG – 21st SEP which was organized by Tokyo MoU in cooperation with IMO. The Main objective of the course is to provide PSC officers with comprehensive knowledge on PSC as well as basic ones. The training program includes

- a. Main principles of port state control
- b. IMO conventions and instruments relating to PSC
- c. PSC procedures
- d. Case studies
- e. PSC reporting and follow up and two weeks onboard training



STATISTICAL ANALYSIS - 2012

In the following pages the facts and figures of 2012 are listed, analyzed and compared with the previous years. The following paragraphs will look in more details the data collected during 2012

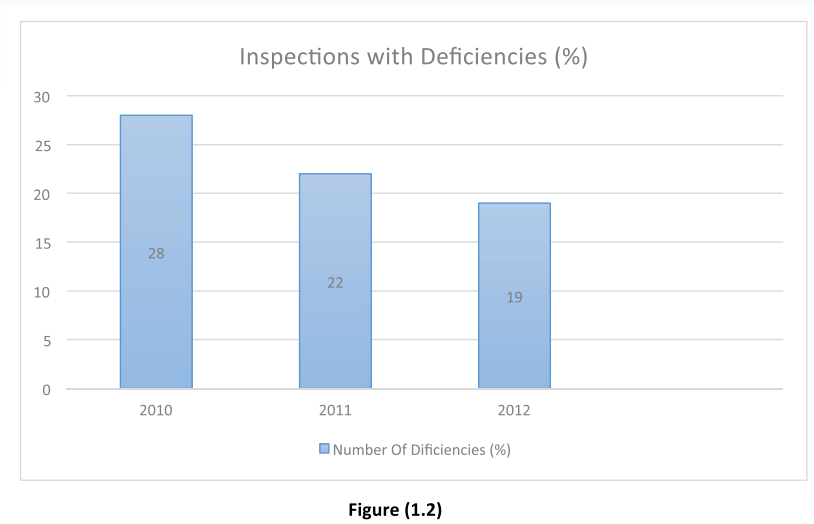
Inspections:

A total of 3357 inspections were performed in 2012 the inspection figures showed a decrease of %6.93 as compared to the figures of 3607 see (figure 1.1)



Deficiencies:

The percentage of number of ships inspected with deficiencies in 2012 (626) which is 19% of total ships inspected as a direct result of the number of inspections also decreased by 21.1 % compared to 2011's 794 inspections with deficiencies see figure (1.2)

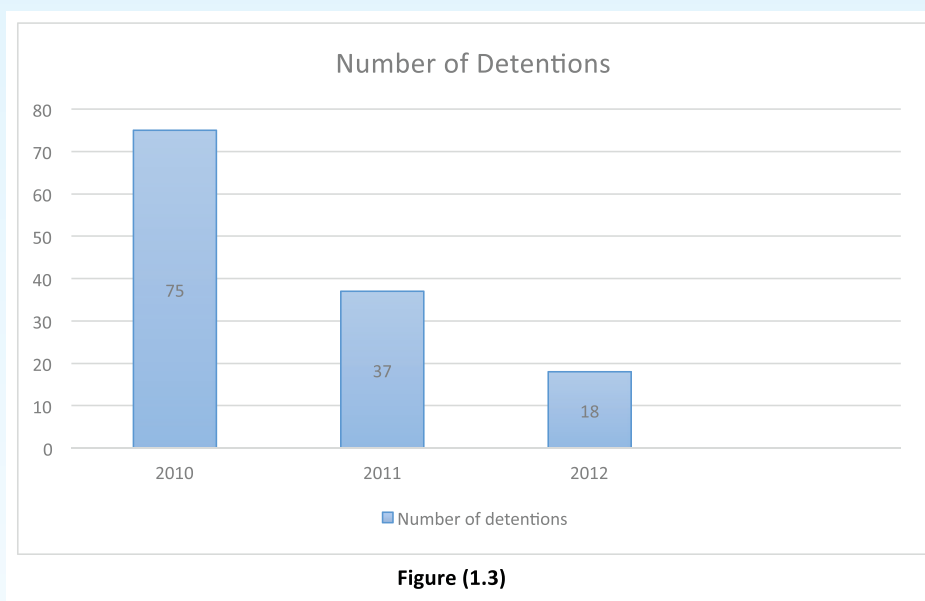




Detentions:

Some detentions are clearly hazardous to safety, health, security or the environment and the ship is immediately detained until these deficiencies are rectified. Detention expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take account of the fact that some ships are detained more than once a year.

Compared to 2011, the number of detentions has decreased from 37 to 18 detentions Figure (1.3)



Year	2007	2008	2009	2010	2011	2012
Number of Inspection	78	275	727	2047	3607	3357
Number of Inspections with Deficiencies	51	116	248	567	794	626
Number of inspections with deficiencies %	65	42	34	28	22	19
Number of Detentions	6	22	39	75	37	18

PSC State	Inspections	Inspections with deficiencies	Inspections without deficiencies	deficiencies-%	Detentions	Detention-%
UAE	1344	281	1063	20.91%	13	0.97%
Qatar	599	105	494	17.53%	0	0%
Oman	79	22	57	27.85%	0	0%
Kuwait	0	0	0	0%	0	0%
KSA	1335	218	1117	16.33%	5	0.37%
Bahrain	0	0	0	0%	0	0%
Total	3357	626	2731	82.62%	18	1.34%



DEFICIENCIES BY 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
Tanker, not otherwise specified	391	54	337	13.81%	1	0.26%
Special purpose ship	2	0	2	0%	0	0%
Ro-ro passenger ship	1	0	1	0%	0	0%
Ro-Ro cargo ship	169	16	153	9.47%	0	0%
Refrigerated cargo carrier	4	1	3	25%	0	0%
Passenger ship	9	0	9	0%	0	0%
Other types of ship	333	78	255	23.42%	3	0.90%
Oil tanker	421	63	358	14.96%	0	0%
Offshore service vessel	26	2	24	7.69%	0	0%
MODU & FPSO	19	9	10	47.37%	1	5.26%
High speed passenger craft	2	0	2	0%	0	0%
High speed cargo craft	0	0	0	0%	0	0%
Heavy load carrier	9	1	8	11.11%	0	0%
General cargo/multi-purpose ship	425	105	320	24.71%	10	2.35%
Gas carrier	165	11	154	6.67%	0	0%
Fishing Vessel	0	0	0	0%	0	0%
Factory ship	0	0	0	0%	0	0%
Dredger/Cutter/Hopper	12	3	9	25%	0	0%
Containership	396	68	328	17.17%	0	0%
Combination carrier	38	13	25	34.21%	0	0%
Chemical tanker	114	6	108	5.26%	1	0.88%
Bulk carrier	821	196	625	23.87%	2	0.24%



DEFICIENCIES BY FLAG

Flag state	Inspections	Detentions	Inspections with deficiencies	%-Detention	Inspection-% with deficiencies
Antigua and Barbuda	86	0	12	0%	13.95%
Antilles, Netherlands	1	0	0	0%	0%
Bahamas	127	0	24	0%	18.90%
Bahrain	14	0	7	0%	50%
Bangladesh	5	0	2	0%	40%
Barbados	6	0	0	0%	0%
Belgium	7	0	0	0%	0%
Belize	8	0	2	0%	25%
Bermuda	3	0	1	0%	33.33%
Cayman Islands	47	0	4	0%	8.51%
China	33	0	6	0%	18.18%
Comoros	17	0	8	0%	47.06%
Croatia	4	0	1	0%	25%
Cyprus	65	0	12	0%	18.46%
Denmark	15	0	1	0%	15%
Dominica	7	0	2	0%	28.57%
France	6	0	1	0%	20%
Georgia	2	0	2	0%	100%



Germany	26	0	1	0%	3.85%
Gibraltar	10	0	1	0%	10%
Greece	57	0	7	0%	12.28%
Honduras	5	0	1	0%	20%
Hong Kong, china	185	0	27	0%	14.59%
India	82	1	19	1.22%	23.17%
Indonesia	1	0	0	0%	0%
Iran	12	3	8	25%	66.67%
Iraq	2	0	0	0%	0%
Ireland	1	0	0	0%	0%
Isle of Man (UK)	19	0	3	0%	15.79%
Italy	38	0	1	0%	2.63%
Jamaica	0	0	0	0%	0%
Japan	14	0	1	0%	7.14%
Jordan	2	0	0	0%	0%
Korea, Democratic .People's Rep	3	1	2	33.33%	66.67%
Korea, Republic of	55	0	16	0%	29.09%
Kuwait	8	0	0	0%	0%
Liberia	396	2	74	0.51%	18.69%



Libyan	3	0	0	0%	0%
Luxembourg	10	0	6	0%	60%
Malaysia	51	0	5	0%	9.80%
Maldives	1	0	0	0%	0%
Malta	129	0	20	0%	15.50%
Marshall Islands	242	0	32	0%	13.22%
Mauritius	2	0	0	0%	0%
Moldova, Rep. of	8	2	5	25%	62.50%
Mongolia	3	0	0	0%	0%
Netherlands	34	0	8	0%	23.53%
Norway	69	0	4	0%	5.80%
Oman	8	0	1	0%	12.50%
Pakistan	5	0	1	0%	20%
Panama	756	6	138	0.79%	18.25%
Philippines	21	0	7	0%	33.33%
Qatar	22	0	5	0%	22.73%
Russian Federation	1	0	0	0%	0%
Saint Vincent and the Grenadines	94	0	37	0%	39.36%
Saudi Arabia	59	0	14	0%	23.73%



Seychelles	1	0	0	0%	0%
Sierra Leone	2	0	0	0%	0%
Singapore	275	0	45	0%	16.36%
Spain	1	0	0	0%	0%
Sri Lanka	1	0	0	0%	0%
St. kitts & Nevis	10	0	5	0%	50%
Switzerland	4	0	1	0%	25%
Thailand	9	0	2	0%	22.22%
Togo	9	0	6	0%	66.67%
Turkey	33	0	11	0%	33.33%
Tuvalu	4	0	2	0%	50%
United Arab Emirates (UAE)	12	0	2	0%	16.67%
United Kingdom	36	0	7	0%	19.44%
United Republic of Tanzania	15	3	4	20%	26.67%
United States of America	25	0	4	0%	16%
Uruguay	1	0	0	0%	0%
Vanuatu	11	0	3	0%	27.27%
Viet Nam	14	0	4	0%	28.57%



DEFICIENCIES BY CATEGORIES

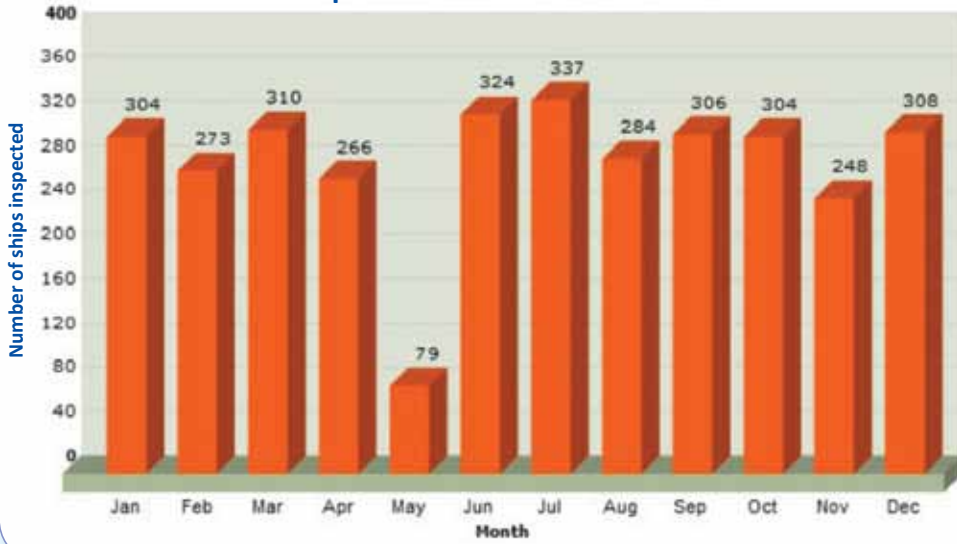
CODE	MAJOR CATEGORIES OF DEFICIENCIES	NUMBER	%
0100	Ship's certificates and documents	156	16.83%
0200	Certification and watchkeeping for seafarers	74	7.98%
0300	Crew and accommodation (ILO 147)	13	1.40%
0400	Food and catering (ILO 147)	9	0.97%
0500	Working spaces (ILO 147)	19	2.05%
0600	Life saving appliances	69	7.44%
0700	Fire safety measures	63	6.80%
0800	Accident prevention (ILO 147)	3	0.32%
0900	Stability, structure and related equipment	78	8.41%
1000	Alarm signals	5	0.54%
1100	Carriage of cargo and dangerous goods	2	0.22%
1200	Load lines	28	3.02%
1300	Mooring arrangements (ILO 147)	14	1.51%
1400	Propulsion and auxiliary machinery	27	2.91%
1500	Safety of navigation	193	20.82%
1600	Radio communications	24	2.59%
1700	MARPOL- annex 1	74	7.98%
1800	Oil, chemical tankers and gas carriers	2	0.22%
1900	MARPOL- ANNEX II	1	0.11%
2000	SOLAS related operational deficiencies	24	2.59%
2100	MARPOL related operational deficiencies	0	0%
2200	MARPOL - Annex III	0	0%
2300	MARPOL - Annex V	5	0.54%
2500	ISM related deficiencies	24	2.59%
2600	Bulk carriers- Additional safety measures	0	0%
2700	Maritime security	7	0.76%
2900	MARPOL Annex IV	2	0.22%
		916	100%



DEFICIENCIES BY RECOGNISED ORGANISATIONS

Classification	Inspections	Detentions	Inspections with deficiencies	%-Detention	Inspection-% with deficiencies
Viet Nam Register of Shipping	5	0	3	0%	60%
Venus Register	1	0	0	0%	0%
UNKNOWN	35	7	17	20%	48.57%
Turkish Lloyd	3	0	1	0%	33.33%
Shipping Register of Ukraine	1	0	1	0%	100%
Russian Maritime Register of Shipping	15	0	4	0%	26.67%
RINAVE Portuguesa	1	0	0	0%	0%
Registro Italiano Navale	80	1	22	1.25%	27.50%
Panama Bureau of Shipping	1	0	0	0%	0%
NOT APPLICABLE	1	1	0	100%	0%
Nippon Kaiji Kyokai	706	0	125	0%	17.71%
Lloyd's Register of Shipping	396	0	64	0%	16.16%
Korean Register of Shipping	205	1	34	0.49%	16.59%
Korea Classification Society	4	0	3	0%	75%
Isthmus Bureau of Shipping	3	1	0	33.33%	0%
Intertek Maritime Bureau	3	0	3	0%	100%
International Register of Shipping	8	0	2	0%	25%
International Naval Surveys Bureau	3	0	2	0%	66.67%
intermaritime certification service , SA	11	2	4	18.18%	36.36%
Indian Register of Shipping	37	1	8	2.70%	21.62%
INCLAMAR	1	0	0	0%	0%
Germanischer Lloyd	395	1	64	0.25%	16.20%
Det Norske Veritas	419	2	57	0.48%	13.60%
Croatian Register of Shipping	4	0	1	0%	25%
Class withdrawn	7	0	2	0%	28.57%
China Classification Society	91	0	21	0%	23.08%
Bureau Veritas	435	0	96	0%	22.07%
American Bureau of Shipping	484	1	92	0.21%	19.01%

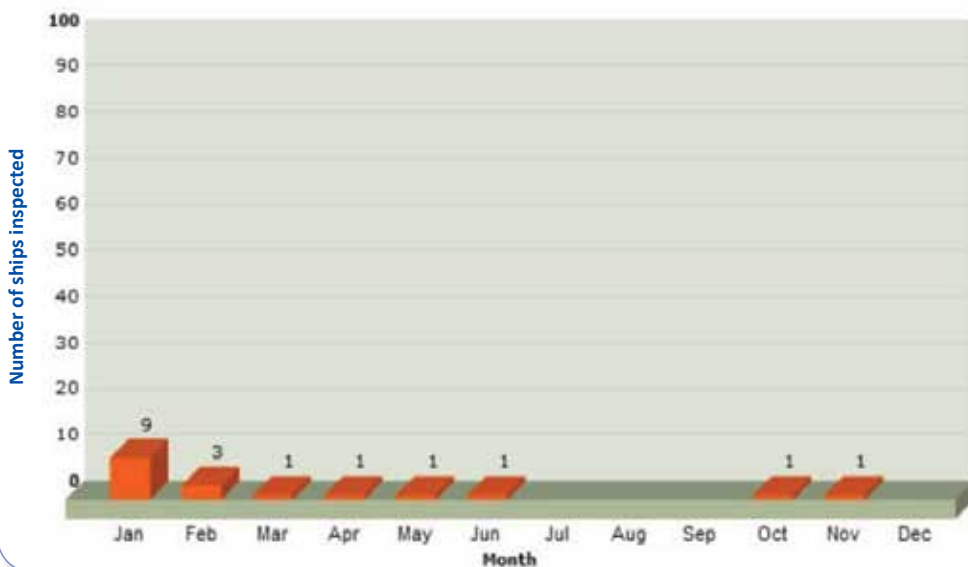
Global Statistics
No: of inspections from Jan 2012 to Dec 2012



Global Statistics
No: of inspections with deficiencies from Jan 2012 to Dec 2012



Global Statistics
No: of detention from Jan 2012 to Dec 2012





RIYADH MOU MARITIME AUTHORITIES



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