



Riyadh Memorandum of Understanding on Port State Control

ANNUAL REPORT 2013

KUWAIT

BAHRAIN

QATAR

UAE

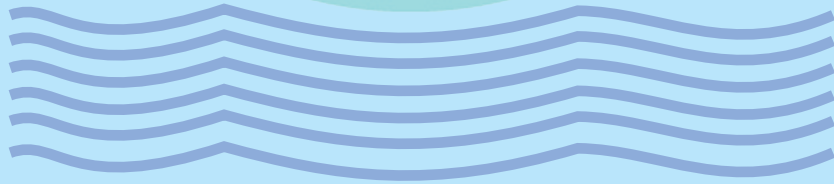
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SAUDI ARABIA

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ARABIAN SEA





RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL



مذكرة تفاهم الرياض
للتفتيش و الرقابة على السفن

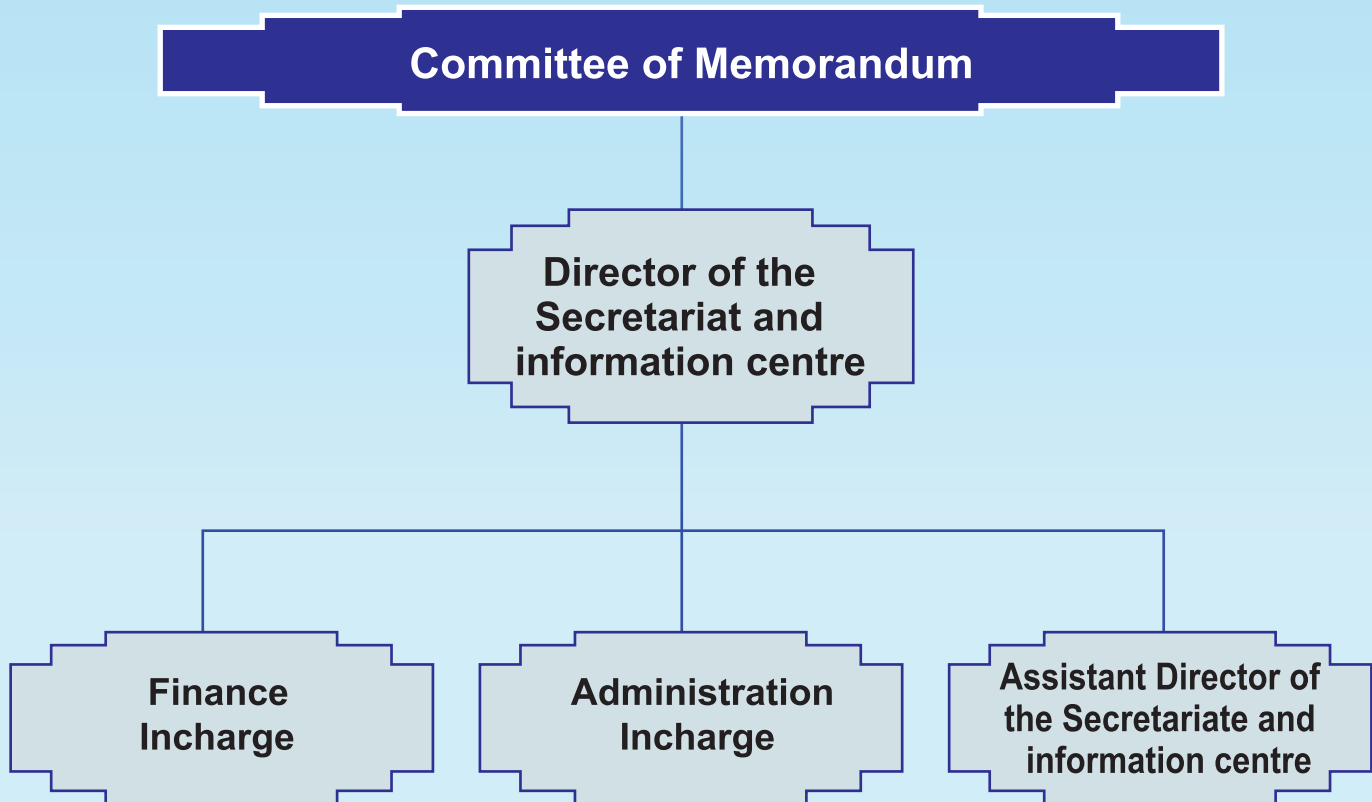


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ORGANIZATIONAL CHART OF RIYADH MEMORANDUM OF UNDERSTANDING



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FORWARD

Riyadh Memorandum of Understanding Committee is pleased to present the 2013 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 2013, 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 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 most significant development of the year 2013 was the official opening of the Riyadh MoU Secretariat office in the Sultanate of Oman and honoring all those who contributed to the establishment of the Riyadh MoU and I am very grateful to the Sultanate of Oman for that most valuable step towards the hosting of Riyadh MoU Secretariat Office. 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 during my term as chairman. 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

The Secretariat would like to thank the Undersecretary of Ports and Maritime Affairs, Director General of Maritime Affairs and all other sections of the Ministry of Transport and Communication, Sultanate of Oman for their assistance and support during the renovation of the Riyadh MoU Secretariat office.

As well 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.

During the year 2013 to further promote safety and environment protection, A Concentrated Inspection Campaign (CIC) on Life Saving Appliances - Lifeboats was conducted for a period of 3 months for the 1st October 2013 to the 31st December 2013.

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.

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 2013 annual report covers port state control activities and as it's 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



Meeting - Muscat, Oman

The 11th Meeting of the Riyadh MoU on Port State Control Committee was held in Muscat, Sultanate of Oman on January 28th – 30th , 2014 under the chairmanship of Captain Abdul Wahab Mohammed Al-Diwani Director of Marine Transport Affairs National Transport Authority , United Arab Emirates.

The meeting was attended by All GCC member Authorities: UAE, Bahrain, KSA, Oman, Qatar and Kuwait.

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
- Data exchange
- CIC Proposals
- PSCO Training



PSCO TRAINING



CIC Training May 2013

Workshops organized by Riyadh MoU

Riyadh MoU conducted a workshop on CIC training on Life saving appliances – life Boats and Ship documentation which was presented by ClassNK in Muscat during May 13th – 15th 2013 participants attended from the Sultanate of Oman, Kingdom of Saudi Arabia and the State of Qatar.

The Workshop focused on how to conduct CIC on the above mentioned topic as well as the ship documentation and what the PSCO's should look for which conducting an inspection.





Training by other MoU's

The Secretariat received the following invitations from the International Maritime Organization (IMO):

- Expert training on safety and environment for PSCO's, the Hague, the Netherlands from 4 to 8 March 2013.
- Expert training course on PSC jointly organized by the Acuerdo Vina Del Mar and Tokyo MoU Guayaquil Ecuador, from 11 to 12 March 2013.
- Tokyo MoU 3rd general training course for PSCO's Yokohama, Japan from 26 August to 20 September 2013.
- Expert training on human element for PSCO, Laiden the Netherlands from 7 to 11 October 2013.

PSCO from the Sultanate of Oman participated in the Tokyo MoU 3rd general training course for PSCO's Yokohama, Japan from 26 August to 20 September 2013.



STATISTICAL ANALYSIS - 2013

In the following pages the facts and figures of 2013 are listed, analyzed and compared with the previous years. The following paragraphs will look in more details the data collected during 2013

Inspections:

A total of 3508 inspections were performed in 2013 the inspection figures showed an increase of %4 as compared to the 2012 figures of 3357 see (figure 1.1)

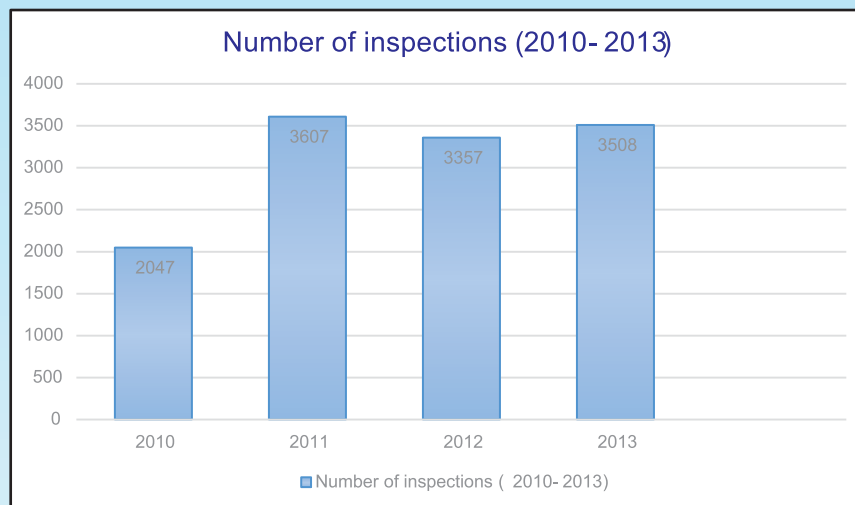


Figure 1.1

Deficiencies:

The percentage of number of ships inspected with deficiencies in 2013 (816) which is 23% of total ships inspected this increased the number of ships inspected with deficiencies as compared to last year's 19% of ships inspected with deficiencies see figure (1.2)

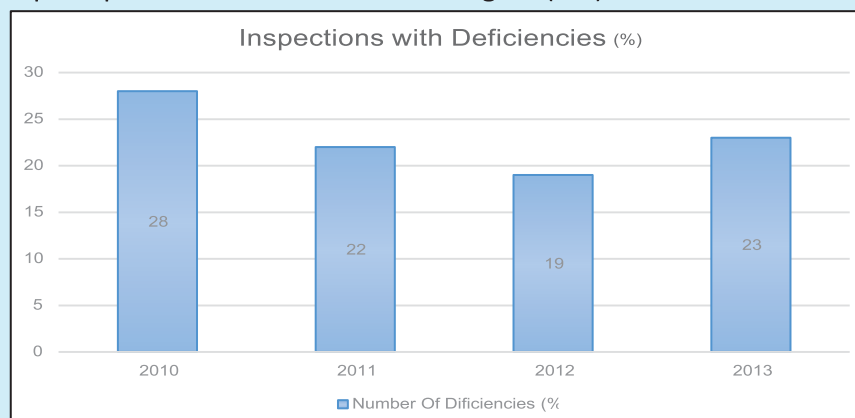


Figure 1.2



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 2012, the number of detentions has increased from 18 to 33 detentions Figure (1.3)

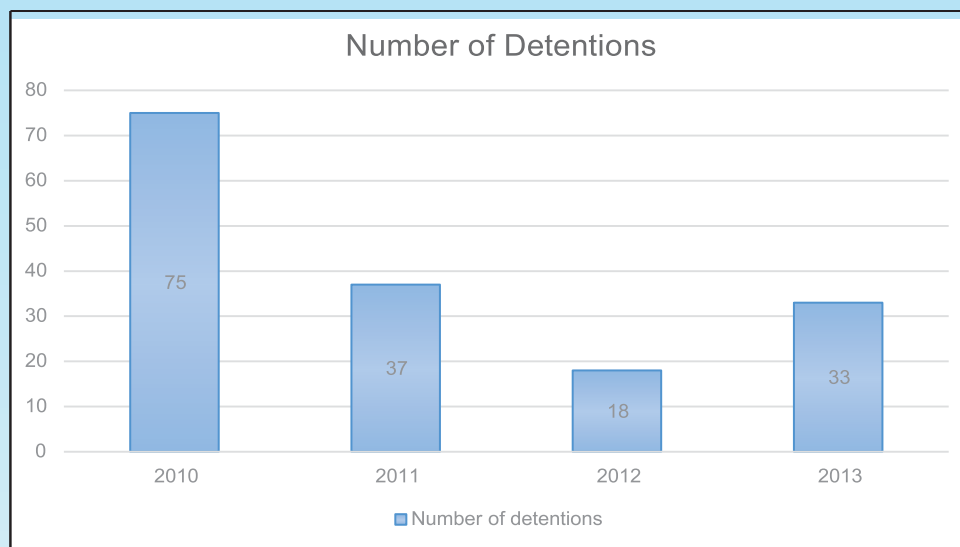


Figure 1.3

Five Year Comparison

Year	2009	2010	2011	2012	2013
Number of Inspection	727	2047	3607	3357	3508
Number of Inspections with Deficiencies	248	567	794	626	816
Number of inspections with deficiencies %	34	28	22	19	23
Number of Detentions	39	75	37	18	33

Recapitulation of MOU member's inspections

PSC Stat	Inspections	Inspections with deficiencies	Inspections without deficiencies	deficiencies -%	Detentions	Detention -%
UAE	1297	345	954	26.45%	21	1.62%
Qatar	523	129	394	24.67%	1	0.19%
Oman	25	6	19	24.000%	2	8.000%
Kuwait	0	0	0	0.000%	0	0.000%
KSA	1663	336	1330	20.02%	9	0.54%
Bahrain	0	0	0	0.000%	0	0.000%



DEFICIENCIES BY SHIP TYPE

Ship Type	Number of Inspection	Number of Inspection with deficiencies	Number of inspections without deficiencies	Number of inspections with deficiencies %	Number of detentions	Detentions in % of inspection
Tanker, not otherwise specified	527	77	450	14.61%	0	0.00%
Special purpose ship	1	0	1	0.00%	0	0.00%
Roro passenger ship	13	1	12	7.69%	0	0%
Ro-Ro cargoship	203	28	175	13.79%	1	0.49%
Refrigerated cargo carri	5	0	5	0.00%	0	0.00%
Passenger ship	9	1	8	11.11%	0	0.00%
Other types of ship	396	132	264	33.33%	6	1.52%
Oil tanker	477	70	407	14.68%	10	2.10%
Offshore service vessel	30	10	20	33.33%	2	6.67%
MODU & FPSO	16	8	8	50.00%	0	0.00%
High speed passenger craft	0	0	0	0.00%	0	0.00%
High speed cargo craft	0	0	0	0.00%	0	0.00%
Heavy load carrier	11	2	9	18.18%	0	0.00%
General cargo/multi-purpose ship	429	143	286	33.33%	6	1.40%
Gas carrier	144	14	130	9.72%	0	0.00%
Fishing Vessel	0	0	0	0.00%	0	0.00%
Factory ship	0	0	0	0.00%	0	0.00%
Dredger/Cutter/Hopper	9	6	3	66.67%	0	0.00%
Containership	316	44	272	13.92%	0	0.00%
Combination carrier	1	0	1	0.00%	0	0.00%
Chemical tanker	52	8	44	15.38%	0	0.00%
Bulk carrier	869	267	602	30.72%	8	0.92%





DEFICIENCIES BY FLAG

Flag state	Inspections	Detentions	Inspections with deficiencies	% - Detention	Inspection -% with deficiencies
Antigua and Barbuda	106	0	19	0.00%	17.92%
Antilles, Netherlands	1	0	1	0.00%	100.00%
Bahamas	125	0	19	0.00%	15.20%
Bahrain	20	0	11	0.00%	55.00%
Bangladesh	3	0	3	0.00%	100.00%
Barbados	1	0	0	0.00%	0.00%
Belgium	6	0	3	0.00%	50.00%
Belize	12	0	3	0.00%	25.00%
Bermuda	6	0	1	0.00%	16.67%
Cambodia	2	0	1	0.00%	50.00%
Cayman Islands	40	0	6	0.00%	15.00%
Chile	1	0	1	0.00%	100%
China, Peopole's Rep Of	38	0	14	0.00%	36.84%
Comoros	11	1	8	9.09%	72.73%
Cook Islands	8	0	2	0.00%	25%
Croatia	5	1	1	20%	20%
Cyprus	69	0	11	0.00%	15.94%
Denemark (DIS)	9	0	1	0.00%	11.11%



Denmark	3	0	0	0.00%	0.00%
Djibouti	1	0	1	0.00%	100%
Dominica	4	0	1	0.00%	25.00%
Dominican Republic	1	0	0	0.00%	0.00%
Egypt	10	0	2	0.00%	20.00%
Ethiopia	6	0	0	0.00%	0.00%
France	15	0	3	0.00%	20.00%
French Antarctic Territory	1	0	0	0.00%	0.00%
Gabon	1	0	0	0.00%	0.00%
Gambia	0	0	0	0.00%	0.00%
Georgia	2	0	1	0.00%	50%
Germany	22	0	5	0.00%	22.73%
Gibraltar	19	0	7	0.00%	36.84%
Greece	54	0	5	0.00%	9.26%
Guinea-Bissau	2	0	0	0.00%	0.00%
Honduras	1	0	1	0.00%	100.00%
Hong Kong, china	212	0	49	0.00%	23.11%
India	46	0	11	0.00%	23.91%
Indonesia	2	0	1	0.00%	50.00%
Iran (Islamic Republic of)	9	3	7	33.33%	77.78%



Isle of Man (UK)	20	0	1	0.00%	5.00%
Italy	44	0	5	0.00%	11.36%
Japan	20	0	5	0.00%	25.00%
Kiribati	1	0	1	0.00%	100.00%
Korea, Democratic People's Rep.	1	0	1	0.00%	100.00%
Korea, Republic of	38	0	16	0.00%	42.11%
Kuwait	10	0	4	0.00%	40.00%
Liberia	382	4	59	1.05%	15.45%
Libyan	1	0	0	0.00%	0.00%
Luxembourg	5	0	1	0.00%	20.00%
Malaysia	65	2	20	3.08%	30.77%
Malta	143	1	23	0.70%	16.08%
Marshall Islands	281	0	56	0.00%	19.93%
Mauritius	4	0	1	0.00%	25.00%
Moldova, Rep. of	14	0	11	0.00%	78.57%
Mongolia	3	0	3	0.00%	100.00%
Netherlands	43	0	8	0.00%	18.60%
Norway	16	0	1	0.00%	6.25%
Norway (NIS)	62	0	8	0.00%	12.90%
Pakistan	2	0	1	0.00%	50.00%



Panama	754	7	189	0.93%	25.07%
Philippines	12	0	4	0.00%	33.33%
Portugal	1	0	0	0.00%	0.00%
Portugal (MAR)	1	0	0	0.00%	0.00%
Qatar	23	1	7	4.35%	30.43%
Saint Vincent and the Grenadines	103	3	40	2.91%	38.83%
Saudi Arabia	85	0	8	0.00%	9.41%
Sierra Leone	8	0	7	0.00%	87.50%
Singapore	294	2	54	0.68%	18.37%
Somalia	1	0	0	0.00%	0.00%
Sri Lanka	1	0	0	0.00%	0.00%
St. kitts & Nevis	16	3	10	18.75%	62.50%
Sweden	1	0	0	0.00%	0.00%
Switzerland	4	0	3	0.00%	75.00%
Thailand	9	0	2	0.00%	22.22%
Togo	9	2	3	22.22%	33.33%
Turkey	29	0	10	0.00%	34.48%
Tuvalu	11	0	8	0.00%	72.73%
United Arab Emirates (UAE)	5	0	2	0.00%	40.00%
United Kingdom	35	0	3	0.00%	8.57%



United Republic of Tanzania	9	2	8	22.22%	88.89%
United States of America	24	0	5	0.00%	20.83%
Vanuatu	18	0	7	0.00%	38.89%
Venezuela	0	0	0	0.00%	0.00%
Viet Nam	21	1	17	4.76%	80.95%
Virgin Islands, British	5	0	0	0.00%	0.00%



DEFICIENCIES BY CATEGORIES

CODE	MAJOR CATEGORIES OF DEFICIEN	NUMBER	%
0100	Ship's certificates and documents	147	18.10%
0200	Certification and watchkeeping for seafarers	55	6.770%
0300	Crew and accommodation (ILO 147)	17	2.090%
0400	Food and catering (ILO 147)	05	0.620%
0500	Working spaces (ILO 147)	16	1.970%
0600	Life saving appliances	76	9.360%
0700	Fire safety measures	44	5.420%
0800	Accident prevention (ILO 147)	04	0.490%
0900	Stability, structure and related equipmer	91	11.21%
1000	Alarm signals	03	0.370%
1100	Carriage of cargo and dangerous goods	02	0.250%
1200	Load lines	53	6.530%
1300	Mooring arrangements (ILO 147)	17	2.090%
1400	Propulsion and auxiliary machinery	36	4.430%
1500	Safety of navigation	93	11.45%
1600	Radio communications	20	2.460%
1700	MARPOL - annex 1	53	6.530%
1800	Oil, chemical tankers and gas carriers	01	0.120%
1900	MARPOL - ANNEX II	00	0.000%
2000	SOLAS related operational deficiencies	18	2.220%
2100	MARPOL related operational deficiency	02	0.250%
2200	MARPOL - Annex III	00	0.000%
2300	MARPOL - Annex V	08	0.990%
2500	ISM related deficiencies	29	3.570%
2600	Bulk carriers - Additional safety measures	02	0.250%
2700	Maritime security	05	0.620%
2900	MARPOL Annex IV	09	1.110%



DEFICIENCIES BY RECOGNISED ORGANISATIONS

Classification	Inspections	Detentions	Inspections with deficiencies	% - Detention	Inspection - % with deficiencies
American Bureau of Shipping	470	1	106	0.21%	22.55%
Bureau Veritas	469	5	120	1.07%	25.59%
Ceskoslovensky Lodin Register	2	0	0	0.00%	0.00%
China Classification Society	103	0	31	0.00%	30.10%
China Corporation Register of Shipping	4	0	3	0.00%	75.00%
Croatian Register of Shipping	5	1	1	20.00%	20.00%
Det Norske Veritas	445	3	75	0.67%	16.85%
Germanischer Lloyd	400	1	72	0.25%	18.00%
Hellenic Register of Shipping	3	0	1	0.00%	33.33%
INCLAMAR	1	0	1	0.00%	100.00%
Indian Register of Shipping	39	0	8	0.00%	20.51%
Inter Tek Maritime Bureau	2	2	2	100.00%	100.00%
intermaritime certification service , SA	3	0	0	0.00%	0.00%
International Naval Surveys Bureau	2	0	0	0.00%	0.00%
International Register of Shipping	17	2	12	11.76%	70.59%
Iranian Classificatin Society	2	1	2	50.00%	100.00%
Isthmus Bureau of Shipping	2	0	1	0.00%	50.00%
Korea Classification Society	4	0	2	0.00%	50.00%
Korean Register of Shipping	163	0	40	0.00%	24.54%
Lloyd's Register of Shipping	435	2	73	0.46%	16.78%
Nippon Kaiji Kyokai	728	3	156	0.41%	21.43%
Panama Matime Documentation Services	4	2	4	50.00%	100.00%
Polski Register Statkow	3	0	2	0.00%	66.67%
Registro Italiano Navale	98	1	34	1.02%	34.69%
RINA VE Portuguesa	10	0	4	0.00%	40.00%
Russian Maritime Register of Shipping	20	0	9	0.00%	45.00%
Turkish Lloyd	2	0	2	0.00%	100.00%
UNKNOWN	48	7	34	14.58%	70.83%
Venus Register	2	0	0	0.00%	0.00%
Viet Nam Register of Shipping	17	1	14	5.88%	82.35%



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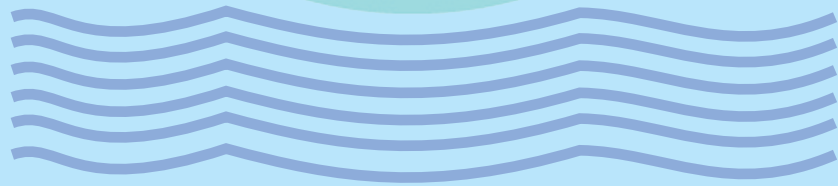
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