



Annual Report 2023

INDIAN OCEAN
Memorandum of Understanding



Dona Paula, Goa



Chair's Message



Dear Ladies and Gentlemen

It is with great pleasure for the first time as Chair of the IOMOU to present the Annual Report 2023 of the Indian Ocean Memorandum of Understanding (IOMOU) on port State control activities of the member Authorities along with the various activities performed in the Secretariat. The published text of the report is now before you.

As you are all aware, we took great initiative together with the Authority of Mahe, Seychelles to host the 26th Annual PSC meeting through physical attendance by all member Authorities after a long gap of 3 years, which happened due to the most painful and critical phase of Covid-19 pandemic restricted with international travels and other domestic safety measures.

I thank the Authority of Australia for their financial support to this meeting. The 26th Annual PSCC meeting was a very big success for all of us and duly attended by most of the distinguished member Authorities, Observers, Industry Partners, and special invitees. In the meeting, all documents were reviewed by the members providing interventions with solutions that met our expectations. I sincerely thank the entire member Authorities, Observers, Industry Stakeholders for their immense support and kind cooperation during the meeting.

Member Authorities of the IOMOU have shown again remarkable improvement in PSC Regime compared to previous year 2022. Same can be seen in the tables and graphs set out in this report. Special thanks and appreciation to all our Member Authorities who are doing their best in carrying out the PSC activities and encourage their PSC officers to continuously participate in carrying out more activities this year and beyond.

We were successful in conducting two training seminars on PSC activities hosted by the Authority of Bangladesh and Oman for the year 2023. I sincerely appreciate the Authority of Bangladesh and Oman and the Secretariat who coordinated with the participants to attend the seminar, and my sincere thanks to all the Experts from our member Authorities, Classification Societies, and from other PSC Regime who all have excellently shared their valuable expertise.

Finally, I take this opportunity to express my honest appreciation to our Member Authorities, Observers, and industry partners for having trust in me to serve the Committee.

I also thank the Secretariat for the attention and dedication in safeguarding the accomplishment of the MOU. It is a great honour and privilege for me to work for the Indian Ocean MOU on Port State control.

Mr. Tobela Gqabu
Chair, IOMOU, 2023



Outgoing Chairperson's Message



Dear Ladies and Gentleman

The Indian Ocean MoU held its 26th Committee meeting in Mahe, Seychelles. This was the most memorable and a very special meeting for me. This was my last meeting as Chairperson of the Committee where I handed over the responsibility of the Chair of this very important organization with multi-lateral activities to Capt. Tobela Gqabu with effect from 08 September 2023. I wish him all the best during his tenure in his position as the Chair of the IOMOU.

My journey with the IOMOU began in 2017 as chair and much was been accomplished.

The co-operation between the regional PSC regimes has been very fruitful and has assisted in the framework of harmonization of PSC activities.

One of the important changes made was the introduction of New Inspection Regime (NIR). With this more emphasis is on the priority ships for inspections and will further put pressure on the sub-standard ships, to improve their performance.

As one of the aspects for the port State control officers is to keep him/herself updated with the new Conventions requirements, more thrust was given for training of PSCOS and conduct of seminars, including e-platform learning tool, launching of IOMOU app, revamp of the website etc.

I am also very happy to witness during this period that a unique project has commenced between IOTC and IOMOU, well supported by three UN Special Agencies (FAO, ILO, IMO), to launch a special training program for carrying out fishing vessels inspections by the PSCOs and PSMCOs of the Indian Ocean region, which has inspired all the members of the other regimes for carrying out similar activities. To achieve this success, during the annual committee meeting, member Authorities joined me to request all the Authorities to expedite ratification of all the relevant instruments for fishing vessels. I will look forward to see the successful outcome of this project in coming days. I also thank Australia for the financial support of this project.

All this would have not been possible without the support from the including the host Authorities, observers, and IMO. My debt of gratitude to the member Authorities for the great teamwork and advice all through the meetings, the IOMOU Secretariat for their invaluable support and dedication that was seen in their meticulous organization of the meeting documents and the meetings.

It was an honor and privilege and ever memorable to work with the Indian Ocean MOU on Port State Control.

Asante sana

Beatrice Nyamoita (Ms)
Outgoing
Chair, IOMOU (2017-2023)

Foreword by the Secretary



Excellencies, ladies, and gentlemen,

Like every year, on behalf of the IOMOU Secretariat, it is my privilege to bring out the twenty fifth Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU) on port State control, 2023 before you.

This Annual Report of 2023 summarizes the port State control (PSC) activities performed by the IOMOU member Authorities based on the various ship types, flag States and Recognized Organizations etc.

Significantly, despite all those difficulties and unavoidable obstructions faced due to Pandemic, shipping played a vital role to ensure global supply chain for transporting goods, medicines and other essential items was not stalled throughout this period.

Review of the Maritime Transport published by UNCTAD in 2023, has stated that the global maritime trade was transported on board 105,493 vessels in the year 2023 (as compared to 103,004 ships of the last year 2022) of 100 gross tons (GT) and above, with oil tankers, bulk carriers, and container ships accounting for 85 per cent of total capacity. Beginning of 2023, it is reported that the commercial ships have average of 22.2 years of age, and more than half the fleet is over 15 years of age now.

As the maritime industry embarks on this complex transformative journey towards decarbonization and waiting for the green transition, the world shipping fleet growth is gradually slowing down, and the average age of the world fleet is increasing inversely. Moreover, the age of the ships is believed to continue to rise further during this technical transition phase. Therefore, Port State Control (PSC) now has become a very important control mechanism of paramount importance, to see all foreign ships calling in national ports do meet the standards of the applicable international Conventions and its instruments ensuring with maritime safety, security and preventing environmental pollution.

It was a great pleasure of the Secretariat and the PSC Committee of the Indian Ocean MoU, to have the 26th Annual PSC Committee held with physical appearance after a gap of three years. This meeting was held in the beautiful city of Mahe, Seychelles from 04 to 08 September 2023, after passing through the most difficult phase of Covid-19 Pandemic, having with lots of uncertainties and ups and downs, loss of lives of our dear and near ones. The meeting was chaired by Ms. Beatrice Nyamoita, Deputy Director, Shipping & Maritime, State Department of Transport, Kenya and co-chaired by Vice Chair Capt. Tobela Gqabu, Regional Manager – Eastern Region, South African Maritime Safety Authority and the meeting was well supported and attended by the members, Observers, industry stake holders, special invitees and IOCIS manager.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

It is observed from this Annual report, that there has been a marginal increase by 14.26% in the number of PSC inspections i.e., of 2023 from 5062 of 2022. That is really encouraging. Concentrated Inspection Campaign (CIC) on fire safety, which was scheduled from 01 September to 30 November 2023, in conjunction with Paris MOU and Tokyo MOU, have been successfully completed with a total of 1164 CIC inspections.

The demand for sustainable and eco-friendly ships is on the rise, driven by environmental concerns and regulations. The shipbuilding industry needs to adopt new technologies and design practices to build ships that are more efficient, environmentally friendly, and cost-effective. To inspect those vessels by port States, training of the PSCOs is essential with timely updates.

IOMOU's commitment is to ensure that PSCOs of its member Authorities are adequately trained to meet the updated international standard of the PSC inspections in relation with the IMO and ILO instruments. In view of the same, Secretariat in association with the Department of Shipping, Bangladesh and Ministry of Transport and Communications, Sultanate of Oman, has conducted two training seminars this year, the details can be seen in this report.

Secretariat is very much thankful to the IOCIS Managers who have been always helpful with their continuous support to resolve technical issues as and when raised by the Member Authorities and Public users.

Under the IOTC-IOMOU collaborated pilot training project on Inspection of fishing vessels well supported by the three specialised UN Agencies FAO, ILO, IMO and Pew Charitable Trust, development of Pilot Training Project is completed and will have its first trial run this year in Cape town, South Africa in April 2024, followed by three in-country training sessions, hosted by the Member Authorities of the Indian ocean region.

The Australian Maritime Safety Authority has supported with financial assistance for completion of the IOTC-IOMOU Collaborated pilot training project. Secretariat conveys sincere thanks to the Authority of Australia for such great support.

Secretariat also conveys sincere thanks to the European Union for their financial assistance to this IOTC-IOMOU Collaborated training Project through IOTC for conducting aforesaid in country training cooperation program.

Member Authorities were requested by the Chair during its last Annual PSCC meeting, to ratify all fishing vessel related conventions, as early as possible.

Also, thanks to all the member Authorities for their valuable supports to the port State control officers, for their professional commitments in conducting PSC activities along with CIC in the Indian Ocean region

With Best wishes and best of Luck.

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 ships 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 ships are found not to be in substantial compliance with the applicable regulations, laws or relevant Conventions 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);
- Cape Town Agreement 2012, (CTA12)
- The Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007).

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

MEMBERS, OBSERVERS & OBSERVERS ORGANIZATION

As of December 2023, 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, Mediterranean Memorandum of Understanding 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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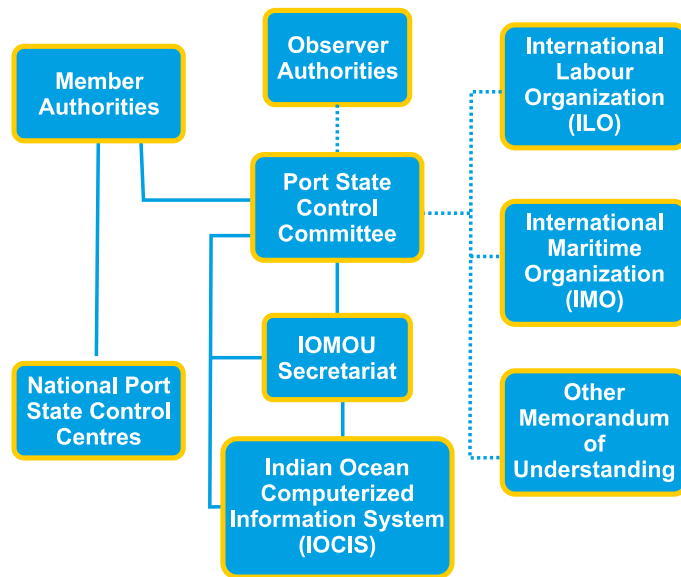
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ORGANISATIONAL STRUCTURE OF THE IOMOU



THE COMMITTEE

The Indian Ocean Memorandum of Understanding on port State control held its Twenty-sixth Committee meeting in Mahe Seychelles, from 04 to 08 September 2023. This meeting was hosted by the Authority Seychelles Maritime Safety Authority (SMSA) with Australia providing financial Assistance to the Host Authority Seychelles.

Representatives from the following IOMOU member Authorities and observers participated in the meeting:

Australia, Bangladesh, Comoros, France, Islamic Republic of Iran, Kenya, Madagascar, Mauritius, Mozambique, Myanmar, Seychelles, South Africa, Sri Lanka, Tanzania, and Yemen.

Paris MoU participated in the meeting as the Observers. Observers to the IOMOU i.e. International Maritime Organization, Abuja MoU, Black Sea MoU, Caribbean MoU participated in the meeting through virtual mode.

Special Invitees from the FAO and the PEW Charitable Trust also attended the meeting through virtual mode while representative from the Indian Ocean Tuna Commission (IOTC) as one of the special invitees, being from Seychelles, attended the meeting in person.

Industry forum from the Asian Classification Societies attended the meeting in person and Maritime Anti-Corruption Network (MACN) through virtual mode.

IOCIS Manager participated in the meeting through virtual mode

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



OUTCOMES OF THE TWENTY-SIXTH IOMOU COMMITTEE MEETING

1. Agreed to exchange observer status with Mediterranean MoU;
2. Agreed to conduct a CIC on Crew Wages and Seafarers Employment Agreement (SEA) under MLC 2006, in conjunction with Paris MoU and Tokyo MoU, for the year 2024;
3. Approved and adopted the guidelines for PSCOs on IGF Code and amendments to the PSC Manual;
4. Adopted Strategic Direction and Action Plan from 2024-2028 and approved for implementation;
5. Accepted the proposal for sharing PSC data to non-member flag States and classification societies on their request through website www.iomou.org and advise the IOCIS Manager to develop Data Sharing Module;
6. Noted the progress made on the Co-operation programme between IOTC and IOMOU (the draft pilot training project for Inspection of Fishing vessels), prepared by the project working group partners;
7. Adopted the 2022 Annual Report including the overview of the activities of the IOMOU for the period and the statistics including inspections data;
8. Elected Capt. Tobela Gqabu, Regional Manager, East Region, South Africa, as Chair and Mr. Bruce Whitby, Head of Inspections, Australian Maritime Safety Authority, as Vice Chair of the Committee for the next three consecutive years.
9. Approved its annual Theme for the year 2024 i.e. ***Celebrating 25 years; recommitting for sustainable, clean, and safe shipping***
10. Noted the report presented by the Correspondence Group of the Concentrated Inspection Campaign (CIC) on STCW to the Committee which was carried out from 1 September to 30 November 2022. The CIC analysis was submitted to the Implementation of IMO Instruments (III), 9th session.

DETENTION REVIEW PANEL

If the 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, 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 ship's flag State and the ISM issuing country, if they are members of the Indian Ocean MOU.

In the year 2023, the Secretariat did not receive any appeal towards any detention.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

TRAINING AND SEMINAR FOR PORT STATE CONTROL

Summary of Trainings, workshops and expert missions conducted in the IOMOU Region from the date of its inception: -

Sr. No.	Description	Number of Trainings
1	IMO Sponsored. Trainings/Workshop/Expert Mission Course in IOMOU Region	8
2	Expert Missions Trainings Offered by Tokyo MOU	4
3	Familiarization Training in Madagascar	1
4	Expert Mission Offered by Australia, under AusAID.	3
5	Maritime English Training offered by Australia, under AusAID	1

In addition to that, the list of seminars held in the Indian Ocean MoU are as under: -

Seminar	Date	Place
First Seminar	9 to 11 February, 2005	Pune, India
Second Seminar	12 to 15 February, 2007	Pune, India
Third Seminar	11 to 13 March 2015	Kolkata, India
Fourth Seminar	28th August to 1st September, 2016	Male, Maldives
Fifth Seminar	13 to 17 November 2017	Mumbai, India
Sixth Seminar	10 to 14 September 2018	Yangon, Myanmar
Seventh Seminar	09 to 13 December 2019	Mahe, Seychelles
Eighth Seminar	22 to 26 March 2021	Kenya Maritime Authority in association with the IOMOU Secretariat (virtual mode)
Ninth Seminar	17 to 21 July 2022	Male, Maldives

TENTH SEMINAR ON PORT STATE CONTROL OFFICERS

The tenth seminar for the port State control officers (PSCOs) in the Indian Ocean MOU region was held from 07 to 11 May 2023 at the conference hall of the hotel Best Western Alliance, Chattogram, Bangladesh. Thirty participants from the member Authorities of Indian Ocean region attended this seminar.



Participants and experts during the tenth PSCO seminar

ELEVENTH SEMINAR ON PORT STATE CONTROL OFFICERS

The eleventh seminar for the port State control officers (PSCOs) in the Indian Ocean MOU region was held from 03 to 07 December 2023 at the conference hall of the hotel Intercity Muscat, Oman. Twenty-seven participants from the member Authorities of Indian Ocean region attended this seminar.



Participants and experts during the eleventh PSCO seminar

PORT STATE CONTROL DEFICIENCIES PHOTOS

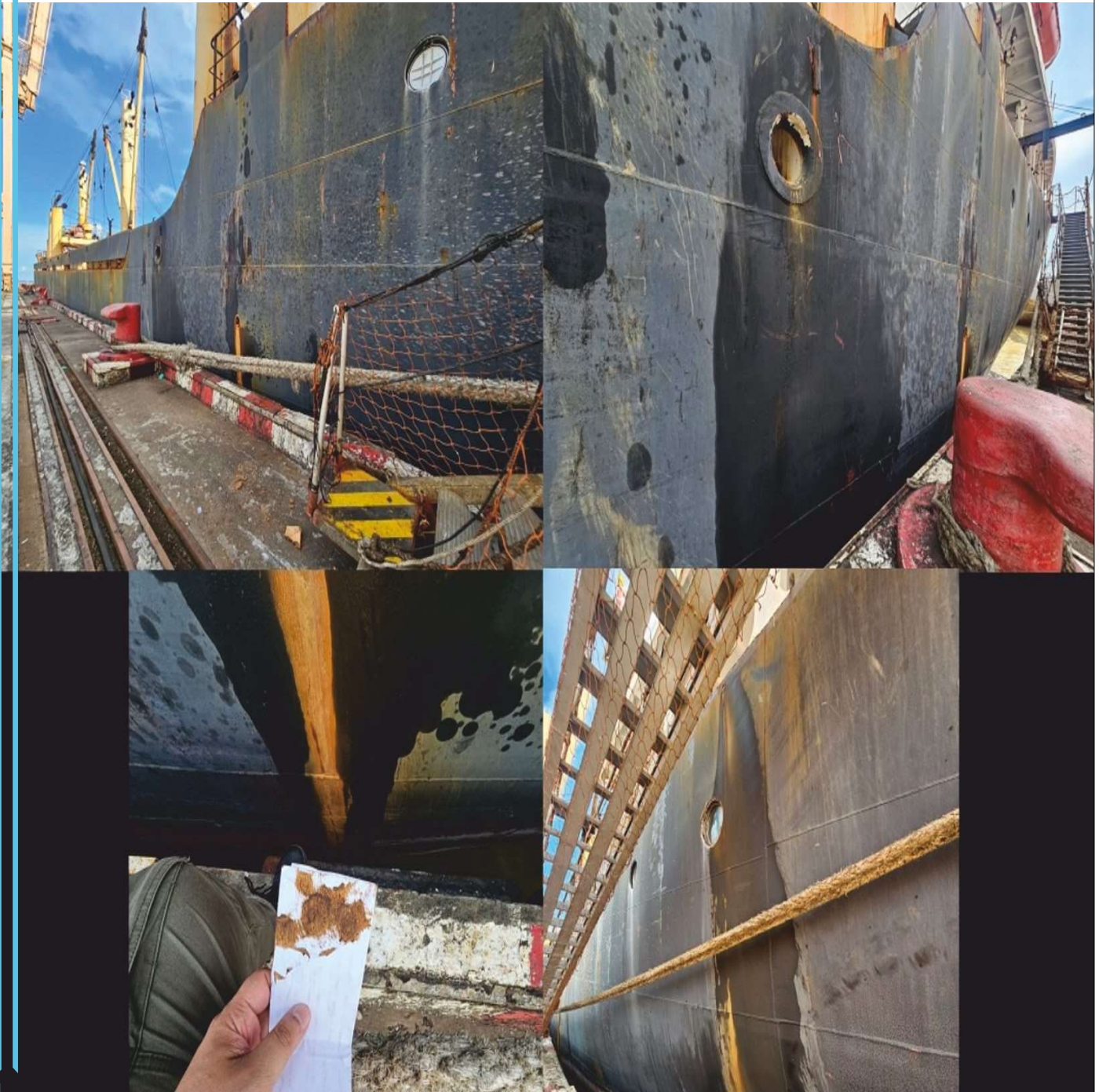


Safety Lock of Engine Room Emergency Exit Door is Seized



Hatch covers hydraulic pipes heavily corroded

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Port side ship side and stern area found with oil mark and suspected discharged overboard



Cargo hold corroded

BEST DEFICIENCY PHOTO FOR THE YEAR 2022



Nature of Deficiency: Lifeboats

Deficiency Description: Lifeboat found not operational

PSCO: Mr. R. R. Subbarao (India)

CO-OPERATION WITH OTHER REGIONAL MoUs

Considering the importance of inter-regional co-operation and harmonization of the PSC regimes, IOMOU participates in the Concentrated Inspection Campaigns (CICs) jointly with the Tokyo and Paris MoUs every year. All the CIC inspections carried from 2012 to 2023 are recorded in the IOMOU website (Indian Ocean Computerized Information System) for the information of all interested parties.

The IOMOU realized the need for this co-operation right from its inception and obtained Observer status with the other MoUs such as Tokyo MoU, Paris MoU, Caribbean MoU, Black Sea MoU, Abuja MoU, Mediterranean 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 Committees' 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 2023 the Secretary was invited to attend the following meetings:

Riyadh MoU
Paris MoU
Caribbean MoU
Abuja MoU
Tokyo MoU
Med MoU
Black Sea MoU

In this regard the Secretary attended the following meetings for the year 2023 either using written procedure, virtual mode or by physical appearance:

1. 20th Riyadh MoU (PSCC20) in Muscat, Oman from 20 to 22 February 2023;
2. 23rd Black Sea MoU (PSCC23) virtual meeting from 25 to 28 April 2023;
3. 56th Paris MoU (PSCC56) in Kranj, Slovenia from 15 to 19 May 2023;
4. 28th Caribbean MoU (CPSCC28) virtual meeting from 29 to 30 June 2023;
5. 13th Abuja MoU (PSCC13) virtual meeting from 12 to 13 September 2023;
6. 25th Mediterranean MoU (PSCC25) virtual meeting from 17 to 19 October 2023;
7. 34th Tokyo MoU (PSCC34) in Yokohama, Japan, from 30 October to 2 November 2023;

In addition to the above, the IOMOU Secretariat attended the commemorative ceremony of the World Maritime Day 2023 and the Myanmar Seafarers Forum 2023 held in Wyndham Grand Hotel, Yangon, Myanmar on 28 September 2023 along with the senior dignitaries from the Authority of Myanmar and Maritime Administrations. The Secretary also attended various meetings, via virtual mode, as conducted and invited by the various organizations to update the knowledge on the international shipping and also on the guidance related to the port State control activities.

IOCIS / WEBSITE

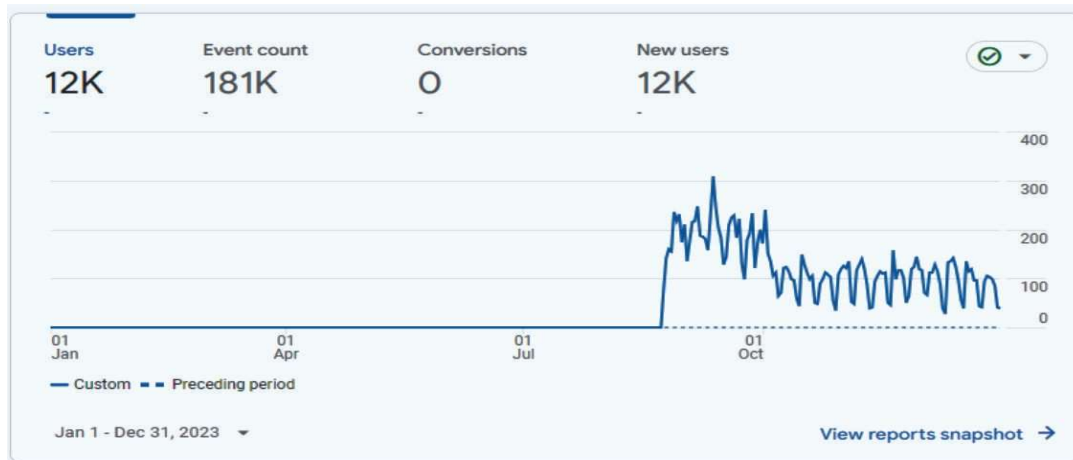
Indian Ocean Computerized Information System (IOCIS) and the IOMOU website are maintained by the National Informatics Centre, Government of India. The Secretariat is in continuous contact with the Manager of the IOCIS.

Following enhancement/modification has been made in the IOMOU website/ IOCIS;

1. Theme for the year 2023 updated;
2. Annual Report 2022 hosted;
3. List of deficiency and codes updated and hosted on the home page of the website;
4. Recent updates are provided from time to time on social media accounts such as Twitter, Instagram, and Facebook; and
5. Created google analytics account for the purpose of providing statistics on access of the total users.

Data exchange with Equasis, IHS Markit Maritime & Trade (IHS Markit), Lloyd’s 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. Data transfer facility is provided to Abuja MoU for extracting PSC data reported by the Authority of South Africa.

the IOMOU website iomou.org and iomou.nic.in has been visited by many to gather information on PSC inspections in the Indian Ocean Region. The below information is provided through google analytics with effect from 24.08.2023 after the Committee agreed to do so. Therefore, the total users showing are 12k with effect from 25.08.2023 to 31.12.2023.



Month	Users Hits	Event counts
25 August to 31 August 2023	1200	17000
September	4900	65000
October	2400	36000
November	2100	32000
December	2000	31000

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

STATUS OF THE RELEVANT INSTRUMENTS

STATUS OF RELEVANT INSTRUMENT

(Date of Deposit of Instruments)

As on 31 December 2023

Sr. No	Authority	Tonnage Convention 69	Loadline Convention 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

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

STATUS OF RELEVANT INSTRUMENT

(Date of Deposit of Instruments)

As on 31 December 2023

Sr. No	Authority	STCW 78	AFS 2001	COLREG 72	Bunkers Convention 2001	CLC PROT1992	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	15.06.2023
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	-	25.05.2021
13	Myanmar	04.05.1988	17.08.2022	11.11.1987	19.01.2018	12.07.2016	17.08.2022	25.05.2016
14	Oman	24.09.1990	06.03.2019	25.04.1985	30.04.2020	08.07.1994	01.02.2022	29.03.2022
15	Seychelles	22.08.1988	28.11.2023	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.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

STATUS OF MARPOL 73/78 (Date of Deposit of Instruments) As on 31 December 2023

Sr. 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 in force date	02.10.1983	01.07.1992	27.09.2003	31.12.1988	19.05.2005

STATISTICS

A total of **5785** inspections were carried out in 2023. Out of these 5785 inspections, **3021** inspections had deficiencies and the total numbers of deficiencies were **13346**.

Serious deficiencies noted by the PSCOs led to the detention of **247** ships and needed to be rectified prior to the ships' departure; the overall detention percentage for the year was 4.27%. There has been **14.28%** increase in the total number of inspections in 2023, compared to those were inspected in 2022, the detention percentage has also increased from **3.93%** recorded in 2022.

The average number of deficiencies per inspection in 2023 (**2.30**) has slightly increased compared to the previous year (**1.95**).

The information given in the following tables and charts represents the port State control activities of Australia, Bangladesh, Comoros, France, India, Iran, Kenya, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania, 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 2023

PORT STATE CONTROL INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Australia ¹	2797	1696	7490	176	6.29
Bangladesh	876	234	580	0	0.00
Comoros	23	3	9	0	0.00
France	43	15	86	2	4.65
India	571	443	2444	39	6.83
Iran	258	160	680	9	3.49
Kenya	296	31	86	0	0.00
Myanmar	99	41	82	1	1.01
Oman ¹	143	70	311	10	6.99
Seychelles	4	4	38	0	0.00
South Africa ¹	144	50	278	8	5.56
Sri Lanka	9	5	19	2	22.22
Sudan	63	21	81	0	0.00
Tanzania	355	180	774	0	0.00
Yemen	104	68	388	0	0.00
Total	5785	3021	13346	247	4.27

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

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 1.

Deficiencies by Type of Ship

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	2908	1427	6488	126	4.33	49.07
Chemical Tanker	340	133	461	6	1.76	39.12
Combination Carrier	8	4	13	0	0	50.00
Container Ship	779	435	1932	32	4.11	55.84
Gas Carrier	90	43	145	4	4.44	47.78
Gas carrier/NLS tanker (GASNLS)	1	1	8	1	100	100.00
General Cargo / Multipurpose ship	697	461	2083	44	6.31	66.14
Heavy Load Carrier	16	11	23	2	12.5	68.75
Livestock Carrier	45	25	88	1	2.22	55.56
MODU or FPSO	1	0	0	0	0	0.00
NLS Tanker *	14	8	25	0	0	57.14
Offshore Service Vessel	20	18	77	3	15	90.00
Oil Tanker	230	132	640	14	6.09	57.39
Oil tanker/Chemical tanker (OILCHEM)	126	46	169	1	0.79	36.51
Other Types of Ship	30	24	105	0	0	80.00
Passenger Ship	57	29	110	0	0	50.88
Refrigerated Cargo Vessel	21	11	95	0	0	52.38
Ro-Ro Cargo Ship	43	26	119	1	2.33	60.47
Ro-Ro Passenger Ship	2	0	0	0	0	0.00
Special Purpose Ship	11	8	47	2	18.18	72.73
Tugboat	44	27	195	4	9.09	61.36
Vehicle Carrier	255	123	408	5	1.96	48.24
Wood Chip Carrier	47	29	115	1	2.13	61.7
Total	5785	3021	13346	247		

* Earlier known to be Tanker not otherwise specified.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 2.

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Antigua and Barbuda	89	53	221	8	8.99
Azerbaijan	4	4	15	0	0.00
Bahamas	152	72	281	3	1.97
Bangladesh	11	7	29	1	9.09
Barbados	24	7	54	0	0.00
Belgium	11	3	13	0	0.00
Belize	10	6	48	3	30.00
Bermuda (UK)	10	6	16	0	0.00
Cameroon	6	6	68	4	66.67
Cayman Islands (UK)	22	7	21	0	0.00
China	130	60	194	1	0.77
Comoros	20	19	150	1	5.00
Cook Islands	31	27	185	5	16.13
Croatia	4	3	8	0	0.00
Cyprus	98	60	294	6	6.12
Denmark	30	14	54	0	0.00
Dominica	3	2	11	0	0.00
Egypt	4	0	0	0	0.00
Ethiopia	1	1	1	0	0.00
Equatorial Guinea	1	1	4	0	0.00
France	3	2	4	0	0.00
Gabon	5	3	43	1	20.00
Germany	6	3	13	0	0.00
Gibraltar (UK)	7	4	33	0	0.00
Greece	55	27	94	3	5.45
Hong Kong, China	443	206	797	13	2.93
Honduras	1	1	3	0	0.00
India	19	13	33	1	5.26
Indonesia	21	16	82	0	0.00
Iran	11	4	14	0	0.00
Isle of Man (UK)	43	21	74	2	4.65
Israel	1	1	6	0	0.00
Italy	19	7	20	0	0.00
Jamaica	2	1	10	0	0.00
Japan	58	30	87	0	0.00
Jordan	1	0	0	0	0.00
Kazakhstan	2	2	3	0	0.00
Korea, Republic of	54	28	202	3	5.56
Kuwait	3	3	5	0	0.00
Liberia	916	438	1828	40	4.37
Luxembourg	10	6	22	1	10.00
Malaysia	14	10	64	1	7.14
Malta	243	118	507	9	3.7

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 2 (Contd.)

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Marshall Islands	768	323	1362	23	2.99
Mauritius	1	1	3	0	0.00
Mongolia	2	2	6	0	0.00
Montenegro	3	2	26	1	33.33
Netherlands	42	33	105	6	14.29
New Zealand	4	4	17	0	0.00
Norway	91	44	138	1	1.1
Papua New Guinea	2	2	16	1	50.00
Pakistan	2	2	41	1	50.00
Palau	42	26	173	3	7.14
Panama	1292	755	3599	73	5.65
Philippines	12	8	32	0	0.00
Portugal	102	49	191	0	0.00
Qatar	2	2	2	0	0.00
Russian Federation	95	79	354	0	0.00
Saint Kitts and Nevis	22	19	144	6	27.27
Saint Vincent and the Grenadines	18	8	25	0	0.00
Sao Tome and Principe	3	3	18	0	0.00
Seychelles	1	1	1	0	0.00
Spain	2	2	10	0	0.00
Saudi Arabia	6	2	9	0	0.00
Sierra Leone	2	2	28	0	0.00
Singapore	453	219	873	15	3.31
Sri Lanka	2	1	1	0	0.00
Sweden	8	7	19	1	12.5
Switzerland	4	2	5	1	25.00
Taiwan, China	13	4	11	1	7.69
Tanzania	13	8	42	1	7.69
Thailand	23	13	36	0	0.00
Togo	10	8	37	0	0.00
Turkey	7	4	22	1	14.29
Tuvalu	23	12	60	0	0.00
United Arab Emirates	2	2	8	1	50.00
United Kingdom	25	11	66	2	8.00
United States	13	9	37	0	0.00
Vanuatu	11	10	97	3	27.27
Viet Nam	66	40	121	0	0.00
Total	5785	3021	13346	247	

Table: 3

Deficiencies by Categories

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
011	Certificate & Documentation - Ship Certificates	194	1.45
012	Certificate & Documentation - Crew Certificates	128	0.96
013	Certificate & Documentation - Documents	396	2.97
021	Structural Conditions	655	4.91
031	Water/Weathertight conditions	953	7.14
041	Emergency Systems	743	5.57
051	Radio Communications	286	2.14
061	Cargo operations including equipment	231	1.73
071	Fire safety	2054	15.39
081	Alarms	206	1.54
091	Living Conditions	147	1.1
092	Working Conditions	851	6.38
101	Safety of Navigation	1384	10.37
111	Life saving appliances	1196	8.96
121	Dangerous goods	30	0.22
131	Propulsion and auxiliary machinery	1129	8.46
141	Pollution prevention - MARPOL Annex I	315	2.36
144	Pollution prevention - MARPOL Annex IV	143	1.07
145	Pollution prevention - MARPOL Annex V	198	1.48
146	Pollution prevention - MARPOL Annex VI	79	0.59
147	Pollution prevention - Anti Fouling	1	0.01
148	Pollution prevention – Ballast Water	12	0.09
151	ISM	423	3.17
161	ISPS	145	1.09
181	Minimum requirements for seafarers	2	0.01
182	Labour Conditions - Conditions of employment	123	0.92
183	Accommodation recreational facilities F and C	363	2.72
184	Health protection, medical care, social security	716	5.36
991	Other	243	1.82
	Total	13346	

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 4

Deficiencies by Recognized Organization Related Detentions and Deficiencies

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	606	297	22	3.63	1	0.17	1
Asia Classification Society	9	3	0	0	0	0	0
Alpha Ship Classification	1	1	1	100	0	0	0
Biro Klasifikasi Indonesia	7	6	0	0	0	0	0
Bureau Veritas	598	318	32	5.35	2	0.33	2
Columbus American Register	7	6	0	0	0	0	0
China Classification Society	330	163	9	2.73	0	0	0
CR Classification Society	19	9	3	15.79	0	0	0
Cosmos Marine Bureau Inc.	2	1	0	0	0	0	0
Croatian Register of Shipping	7	5	1	14.29	0	0	0
DNV	871	465	35	4.01	2	0.22	2
Dromon Bureau of Shipping	7	4	0	0	0	0	0
Hellas Naval Bureau of Shipping	16	16	1	6.25	0	0	0
Isthmus Bureau of Shipping	2	2	0	0	0	0	0
Indian Register of Shipping	39	35	4	10.26	1	2.56	1
Intermaritime Certification Services, S.A.	2	2	1	50	0	0	0
International Naval Surveys Bureau	3	2	0	0	0	0	0
International Register of Shipping	23	20	3	13.04	0	0	0
Iranian Classification Society	2	1	0	0	0	0	0
Korea Classification Society	1	0	0	0	0	0	0
Korean Register	278	145	10	3.6	1	0.36	1
Lloyd's Register	681	347	32	4.7	1	0.15	3
Maritime Bureau of Shipping	2	2	0	0	0	0	0
Macosnar Corporation	1	0	0	0	0	0	0
Maritime Lloyd Ltd.	1	0	0	0	0	0	0
Mediterranean Shipping Register	1	1	0	0	0	0	0
New United International Marine Services Ltd.	1	1	1	100	1	100	6
Nippon Kaiji Kyokai	1796	853	61	3.4	6	0.33	9
National Shipping Adjusters Inc.	1	1	0	0	0	0	0
No Class	68	41	4	5.88	0	0	0
Other *	20	16	5	25	2	10	4
Overseas Marine Certification Services, Inc.	11	11	2	18.18	1	9.09	7
Panama Maritime Documentation Services	3	3	0	0	0	0	0
Phoenix Register of Shipping S.A.	5	5	4	80	1	20	3
Polski Rejestr Statkow	17	11	2	11.76	0	0	0
Qualitas Register of Shipping	2	2	0	0	0	0	0
Royal Bureau of Shipping	1	1	0	0	0	0	0
Russian Maritime Register of Shipping	99	83	0	0	0	0	0
Russian River Register	1	1	0	0	0	0	0
RINA Services S.p.A.	192	108	14	7.29	2	1.04	3
Vega Register Inc.	1	1	0	0	0	0	0
Viet Nam Register	50	32	0	0	0	0	0
Withdrawn	1	1	0	0	0	0	0

* Inspection Classified With, International Maritime Classification, Government of Zanzibar, Thai Government, Dakar Class, Veritas Register of Shipping, Bulgarian Register of Shipping, Capital Register of Shipping, International Maritime Bureau, Guardian Bureau of Shipping, VR & RINA, Are Included in This RO.

Note: RO Responsible Statistics with Respect to Detentions and Deficiencies Are Calculated Based on The RO Which Undertook the Last Survey and Endorsed Statutory Certificates.

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 5

Comparison of Inspections and Detentions per Ship Type

Type of Ship	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Bulk Carrier	2675	2475	2908	8058	117	102	126	345	4.28
Chemical Tanker	232	390	340	1053	4	4	6	14	1.33
Combination Carrier	6	4	8	18	0	0	0	0	0.00
Commercial yacht	1	0	0	1	0	0	0	0	0.00
Container Ship	605	691	779	2075	22	27	32	81	3.9
Gas Carrier	64	69	90	223	1	0	4	5	2.24
Gas Carrier/NLS tanker (GASNLS)	4	0	1	5	0	0	1	1	20.00
General Cargo / Multipurpose Ship	528	579	697	1804	24	32	44	100	5.54
Heavy Load Carrier	28	16	16	60	4	0	2	6	10.00
High Speed Passenger Craft	0	1	0	1	0	0	0	0	0.00
Livestock Carrier	42	36	45	123	2	0	1	3	2.44
MODU or FPSO	1	2	1	4	0	0	0	0	0.00
NLS Tanker*	27	19	14	60	1	1	0	2	3.33
Oil Tanker	234	254	230	718	2	11	14	27	3.76
Oil tanker/Chemical tanker (OILCHEM)	73	72	126	271	2	3	1	6	2.21
Oil tanker/NLS tanker	1	1	0	2	0	1	0	1	50.00
Offshore service Vessel	18	18	20	56	2	5	3	10	17.86
Other Types of Ship	29	24	30	83	2	2	0	4	4.82
Passenger Ship	6	29	57	92	1	0	0	1	1.09
Refrigerated Cargo Vessel	8	12	21	41	2	2	0	4	9.76
Ro-Ro Cargo Ship	37	28	43	108	1	0	1	2	1.85
Ro-Ro Passenger Ship	4	1	2	7	0	0	0	0	0.00
Special Purpose Ship	8	13	11	32	1	0	2	3	9.38
Tugboat	21	30	44	95	4	1	4	9	9.47
Vehicle Carrier	184	235	255	674	4	4	5	13	1.93
Woodchip Carrier	66	63	47	176	2	5	1	8	4.55
Total	4993	5062	5785	15840	198	200	247	645	4.07

* Earlier known to be Tanker Not Otherwise Specified.

Table: 6

Comparison of Deficiencies by Categories

Code	Nature Of Deficiencies	Number of Deficiencies		
		Year		
		2021	2022	2023
011	Certificate & Documentation - Ship Certificates	166	165	194
012	Certificate & Documentation - Crew Certificates	132	102	128
013	Certificate & Documentation - Documents	304	334	396
021	Structural Conditions	422	499	655
031	Water/Weathertight conditions	640	628	953
041	Emergency Systems	551	578	743
051	Radio Communications	202	234	286
061	Cargo operations including equipment	180	230	231
071	Fire safety	1332	1659	2054
081	Alarms	117	121	206
091	Living Conditions	78	123	147
092	Working Conditions	305	374	851
101	Safety of Navigation	1177	1169	1384
111	Life saving appliances	913	865	1196
121	Dangerous goods	7	16	30
131	Propulsion and auxiliary machinery	503	574	1129
141	Pollution prevention - MARPOL Annex I	185	194	315
142	Pollution prevention - MARPOL Annex II	3	1	0
144	Pollution prevention - MARPOL Annex IV	121	127	143
145	Pollution prevention - MARPOL Annex V	130	140	198
146	Pollution prevention - MARPOL Annex VI	31	50	79
147	Pollution prevention – Anti Fouling	0	0	1
148	Pollution Prevention – Ballast Water	29	22	12
151	ISM	359	370	423
161	ISPS	35	51	145
181	Minimum requirements for seafarers	6	10	2
182	Labour Conditions - Conditions of employment	130	116	123
183	Accommodation recreational facilities F and C	250	274	363
184	Health protection, medical care, social security	639	700	716
991	Other	184	182	243
	Total	9131	9908	13346

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 7

Comparison of Inspections and Deficiencies per Recognized Organization

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
American Bureau of Shipping	554	511	606	1671	221	187	297	705	42.19
Asia Classification Society	4	4	9	17	3	4	3	10	58.82
Alpha ship Classification	0	0	1	1	0	0	1	1	100.00
Biro Klasifikasi Indonesia	8	6	7	21	4	5	6	15	71.43
Bureau Veritas	524	520	598	1642	241	247	318	806	49.09
China Classification Society	253	313	330	896	79	109	163	351	39.17
CR Classification Society	24	23	19	66	9	13	9	31	46.97
Columbus American Register	2	0	7	9	2	0	6	8	88.89
Croatian Register of Shipping	39	5	7	51	19	1	5	25	49.02
Cosmos Marine Bureau Inc.	0	0	2	2	0	0	1	1	50.00
DNV	866	717	871	2454	359	333	465	1157	47.14
Dromon Bureau of Shipping	11	2	7	20	9	2	4	15	75.00
Emirates Classification Society TASNEEF	1	0	0	1	1	0	0	1	100.00
Hellas Naval Bureau of Shipping	0	7	16	23	0	6	16	22	95.65
Indian Register of Shipping	23	28	39	90	16	13	35	64	71.11
Intermaritime Certification Services S.A.	3	8	2	13	3	6	2	11	84.62
International Maritime Register	1	0	0	1	0	0	0	0	0.00
International Naval Surveys Bureau	3	2	3	8	2	1	2	5	62.5
International Register of Shipping	10	13	23	46	7	9	20	36	78.26
International Ship Classification	1	0	0	1	1	0	0	1	100.00
Iranian Classification Society	3	5	2	10	2	0	1	3	30.00
Isthmus Bureau of Shipping, S. A	1	0	2	3	0	0	2	2	66.67
Korea Classification Society	0	0	1	1	0	0	0	0	0.00
KOREAN REGISTER	197	259	278	734	79	126	145	350	47.68
Lloyd's Register	549	578	681	1808	223	229	347	799	44.19
Macosnar Corporation	1	3	1	5	1	3	0	4	80.00
Maritime Bureau of Shipping	0	0	2	2	0	0	2	2	100.00

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 7 (Contd.)

Comparison of Inspections and Deficiencies per Recognized Organization

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Maritime Inspection Corporation	0	1	0	1	0	1	0	1	100.00
Maritime Lloyd Ltd., Georgia	1	0	1	2	1	0	0	1	50.00
Mediterranean Shipping Register	0	1	1	2	0	1	1	2	100.00
National Shipping Adjusters Inc.	0	0	1	1	0	0	1	1	100.00
New United International Marine Services Ltd.	0	2	1	3	0	1	1	2	66.67
Nippon Kaiji Kyokai	1477	1618	1796	4891	625	702	853	2180	44.57
No Class	72	55	68	195	32	24	41	97	49.74
Overseas Marine Certification Service, Inc.	4	8	11	23	2	6	11	19	82.61
Panama Classification Bureau	1	0	0	1	1	0	0	1	100.00
Panama Maritime Documentation Services	2	5	3	10	2	5	3	10	100.00
Phoenix Register of Shipping S. A.	2	2	5	9	2	2	5	9	100.00
Polski Rejestr Statkow	10	11	17	38	6	7	11	24	63.16
Qualitas Register of Shipping	0	1	2	3	0	1	2	3	100.00
Royal Bureau of Shipping	0	0	1	1	0	0	1	1	100.00
Russian Maritime Register of Shipping	137	109	99	345	128	99	83	310	89.86
Russian River Register	0	1	1	2	0	1	1	2	100.00
RINA Services S.p.A.	142	162	192	496	62	89	108	259	52.22
Sing-Lloyd	1	1	0	2	1	1	0	2	100.00
Union Bureau of Shipping	1	2	0	3	1	2	0	3	100.00
Universal Maritime Bureau Ltd.	0	1	0	1	0	1	0	1	100.00
United Registration and Classification of Services	0	1	0	1	0	1	0	1	100.00
Vega Register Inc.	1	0	1	2	1	0	1	2	100.00
Veritas Register of Shipping	3	2	0	5	2	2	0	4	80.00
Viet Nam Register	46	65	50	161	35	43	32	110	68.32
Other	15	10	20	45	15	6	16	37	82.22
Withdrawn	0	0	1	1	0	0	1	1	100.00
Total	4993	5062	5785	15840	2197	2289	3022	7508	

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 8

Comparison of Inspections and Detentions per Recognized Organization

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
American Bureau of Shipping	554	511	606	1671	21	15	22	58	3.47
Asia Classification Society	4	4	9	17	0	1	0	1	5.88
Alpha Ship Classification	0	0	1	1	0	0	1	1	100.00
Biro Klasifikasi Indonesia	8	6	7	21	0	0	0	0	0.00
Bureau Veritas	524	520	598	1642	32	24	32	88	5.36
China Classification Society	253	313	330	896	8	7	9	24	2.68
CR Classification Society	24	23	19	66	1	2	3	6	9.09
Columbus American Register	2	0	7	9	1	0	0	1	11.11
Cosmos Marine Bureau Inc.	0	0	2	2	0	0	0	0	0.00
Croatian Register of Shipping	39	5	7	51	2	0	1	3	5.88
DNV	866	717	871	2454	31	39	35	105	4.27
Dromon Bureau of Shipping	11	2	7	20	5	0	0	5	25.00
Emirates Classification Society TASNEEF	1	0	0	1	0	0	0	0	0.00
Hellas Naval Bureau of Shipping	0	7	16	23	0	0	1	1	4.35
Indian Register of Shipping	23	28	39	90	1	0	4	5	5.56
Intermaritime Certification Services S.A.	3	8	2	13	0	0	1	1	7.69
International Maritime Register	1	0	0	1	0	0	0	0	0.00
International Naval Surveys Bureau	3	2	3	8	0	0	0	0	0.00
International Register of Shipping	10	13	23	46	1	1	3	5	10.87
International Ship Classification	1	0	0	1	0	0	0	0	0.00
Iranian Classification Society	3	5	2	10	0	0	0	0	0.00
Isthmus Bureau of Shipping, S. A	1	0	2	3	0	0	0	0	0.00
Korea Classification Society	0	0	1	1	0	0	0	0	0.00
Korean Register	197	259	278	734	13	11	10	34	4.63
Lloyd's Register	549	578	681	1808	18	12	32	62	3.43
Macosnar Corporation	1	3	1	5	0	1	0	1	20.00
Maritime Bureau of Shipping	0	0	2	2	0	0	0	0	0.00

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

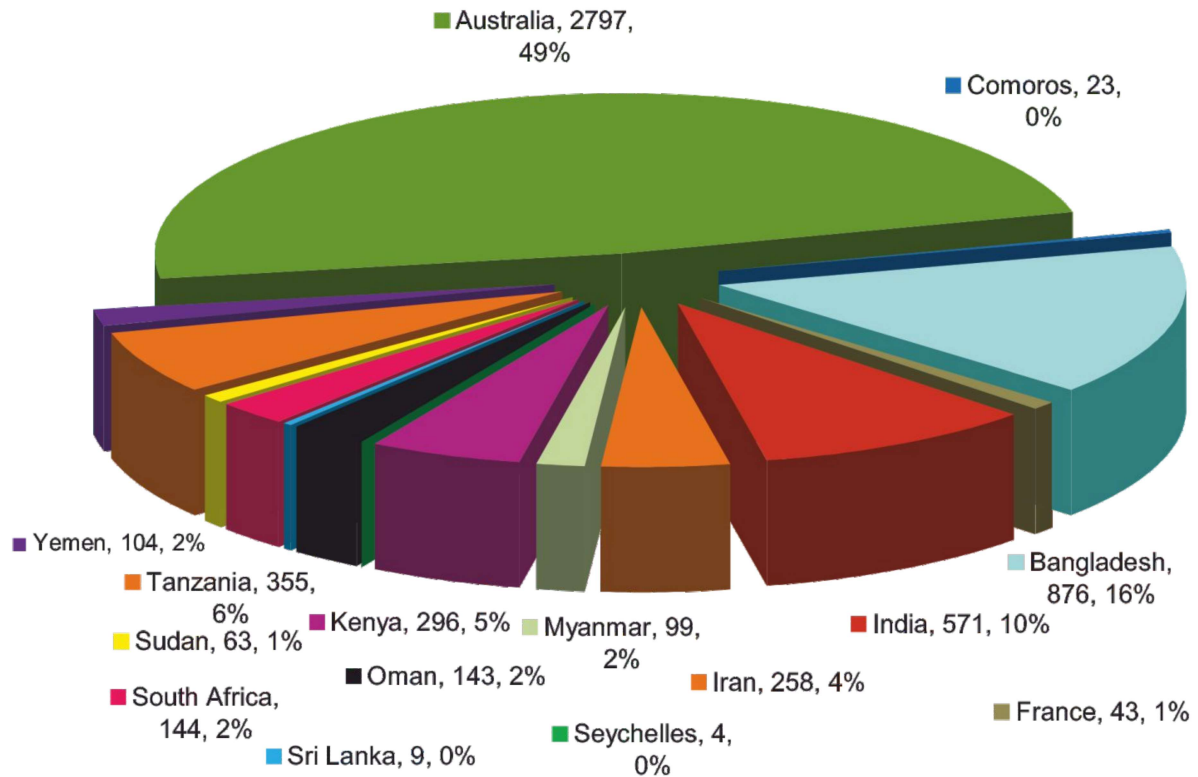
Table: 8 (Contd.)

Comparison of Inspections and Detentions per Recognized Organization

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Maritime Inspection Corporation	0	1	0	1	0	1	0	1	10.00
Mediterranean Shipping Register	0	1	1	2	0	1	0	1	15.00
Maritime Lloyd Ltd., Georgia	1	0	1	2	0	0	0	0	0.00
National Shipping Adjusters Inc.	0	0	1	1	0	0	0	0	0.00
New United International Marine Services Ltd.	0	2	1	3	0	1	1	2	66.67
Nippon Kaiji Kyokai	1477	1618	1796	4891	51	61	61	173	3.54
Overseas Marine Certification Service, Inc.	4	8	11	23	0	1	2	3	13.04
Panama Classification Bureau	1	0	0	1	0	0	0	0	0.00
Panama Maritime Documentation Services	2	5	3	10	1	1	0	2	20.00
Phoenix Register of Shipping S. A.	2	2	5	9	0	2	4	6	66.67
Polski Rejestr Statkow	10	11	17	38	0	0	2	2	5.26
Qualitas Register of Shipping	0	1	2	3	0	1	0	1	33.33
Royal Bureau of Shipping	0	0	1	1	0	0	0	0	0.00
Russian Maritime Register of Shipping	137	109	99	345	1	1	0	2	0.58
Russian River Register	0	1	1	2	0	0	0	0	0.00
RINA Services S.p.A (RINA)	142	162	192	496	3	11	14	28	5.65
Sing-Lloyd	1	1	0	2	0	0	0	0	0.00
Union Bureau of Shipping	1	2	0	3	1	0	0	1	33.33
Universal Maritime Bureau Ltd.	0	1	0	1	0	0	0	0	0.00
United Registration and Classification of Services	0	1	0	1	0	0	0	0	0.00
Vega Register Inc.	1	0	1	2	0	0	0	0	0.00
Veritas Register of Shipping	3	2	0	5	0	0	0	0	0.00
Viet Nam Register	46	65	50	161	0	2	0	2	1.24
No Class	72	55	68	195	1	1	4	6	3.08
Other	15	10	20	45	6	3	5	14	31.11
Withdrawn	0	0	1	1	0	0	0	0	0.00
Total	4993	5062	5785	15840	198	200	247	645	4.07

Inspection Efforts

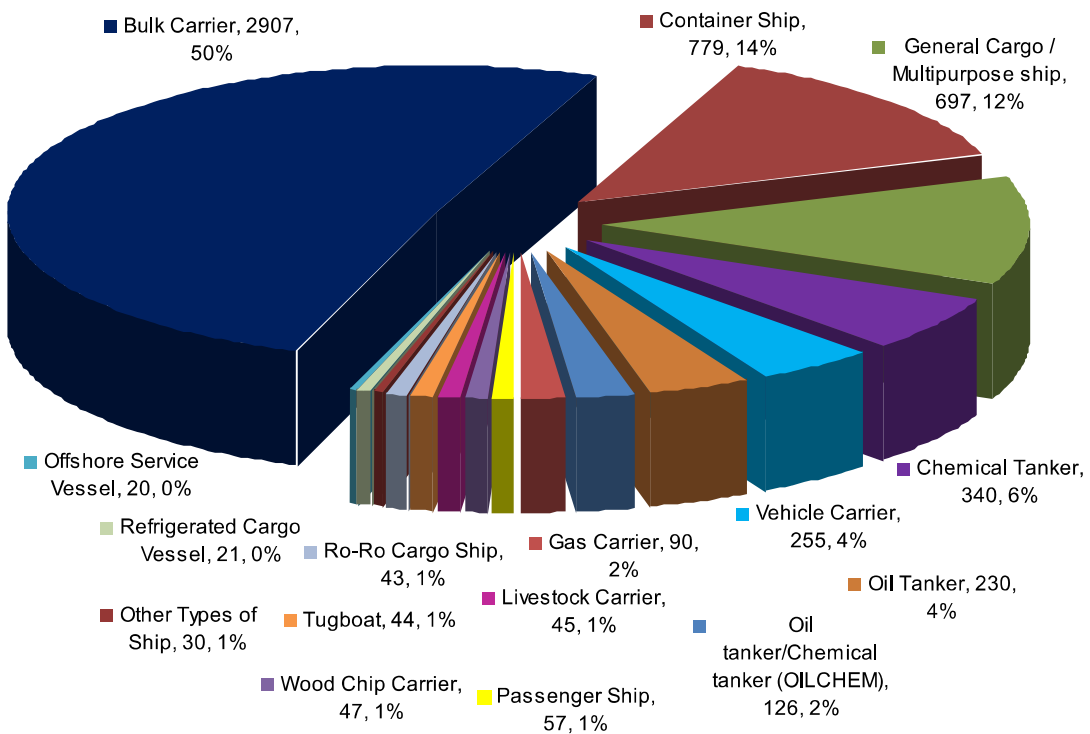
Fig. 01



TOTAL INSPECTIONS: 5785

Types of Ship Inspected

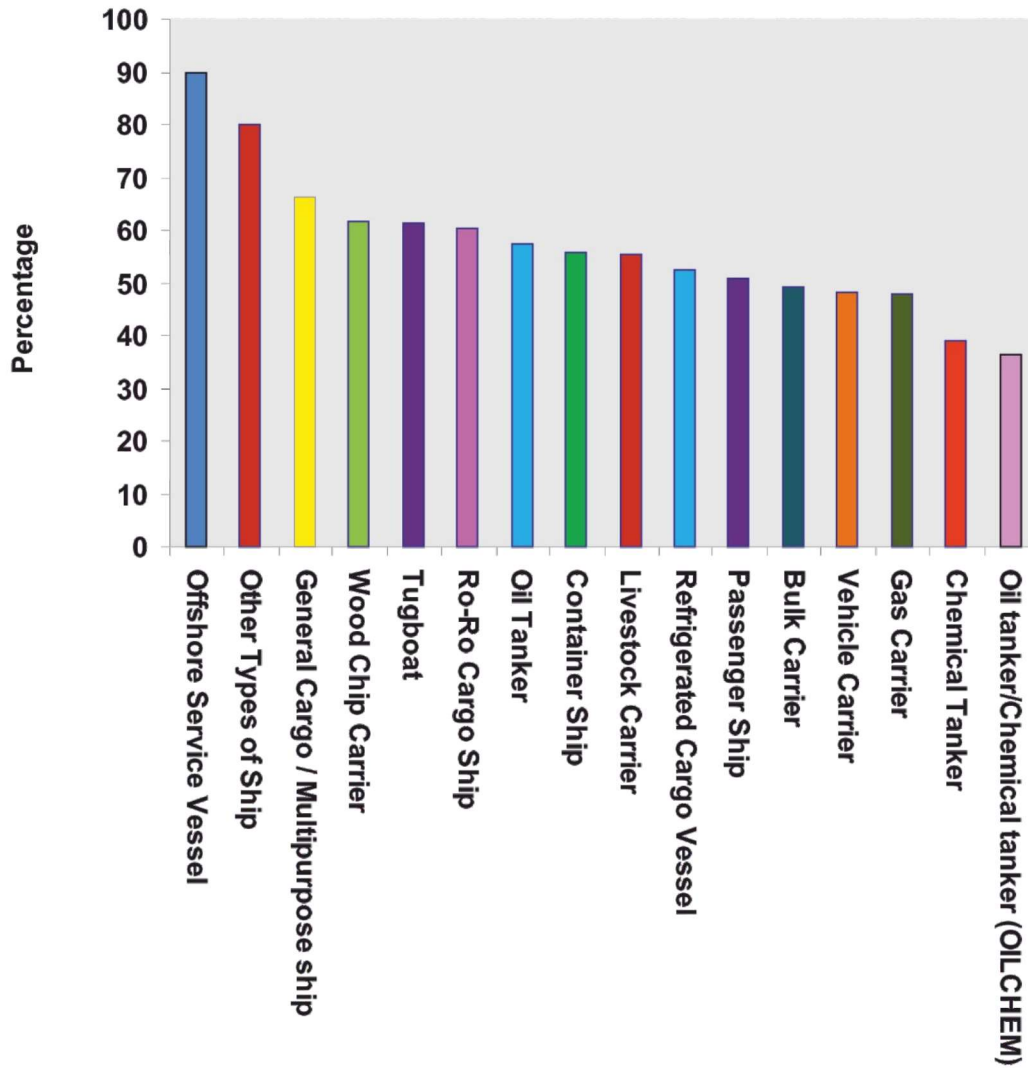
Fig. 02



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

Percentage of Ship Type with Deficiencies

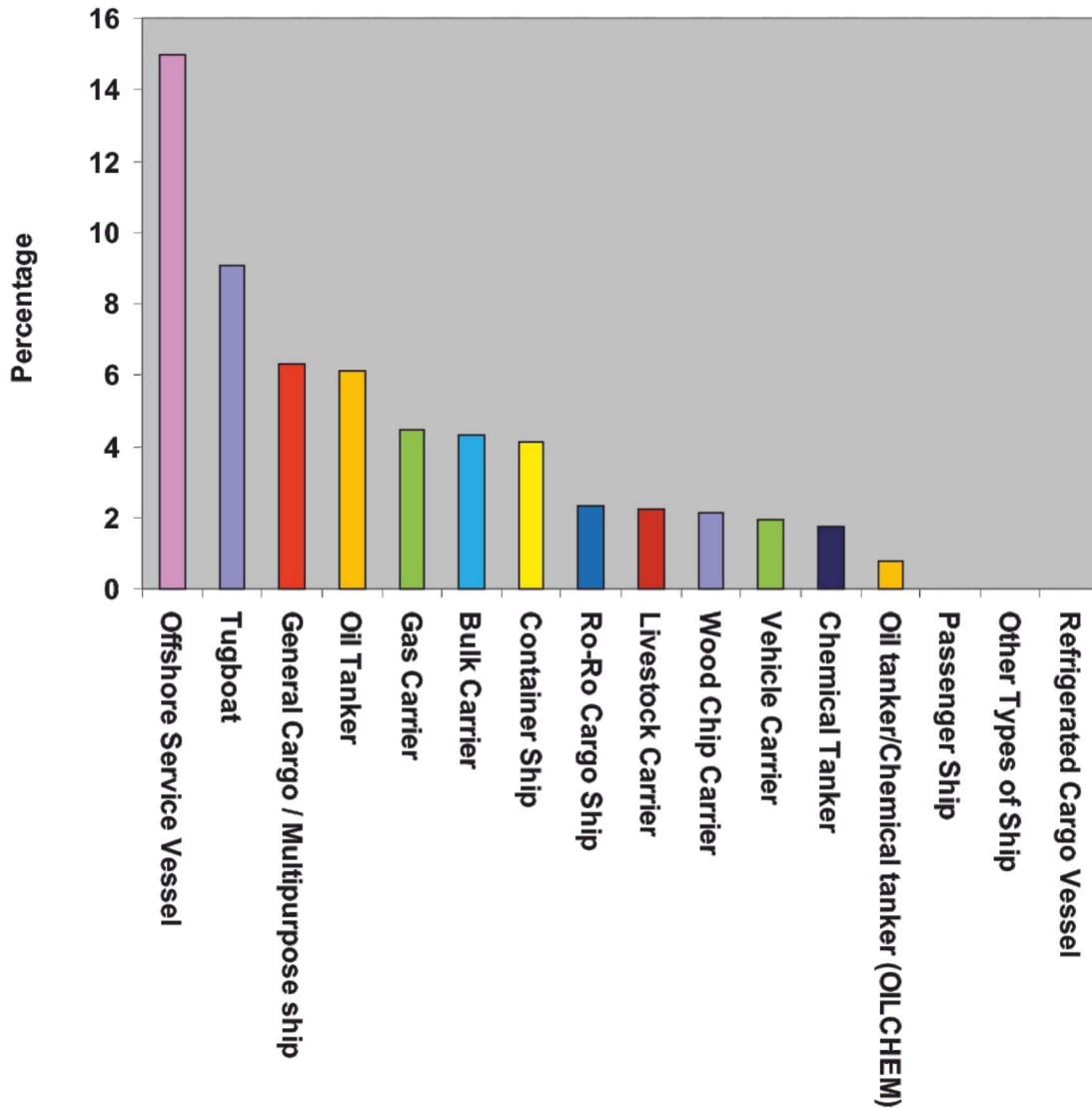
Fig. 03



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

Percentage of Detention per Ship Type

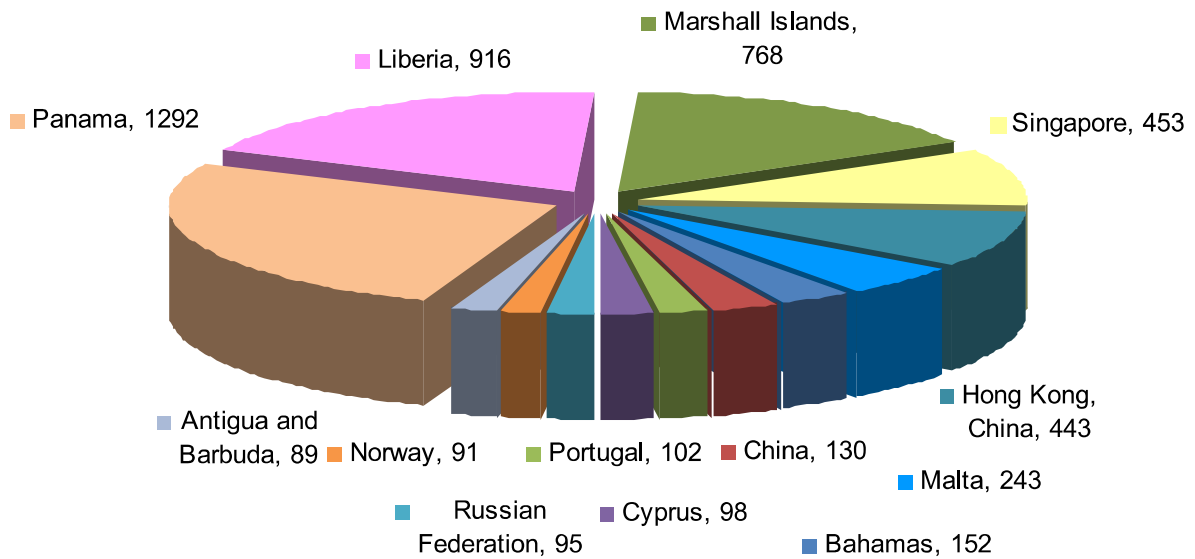
Fig. 04



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

Percentage of Deficiencies per Flag

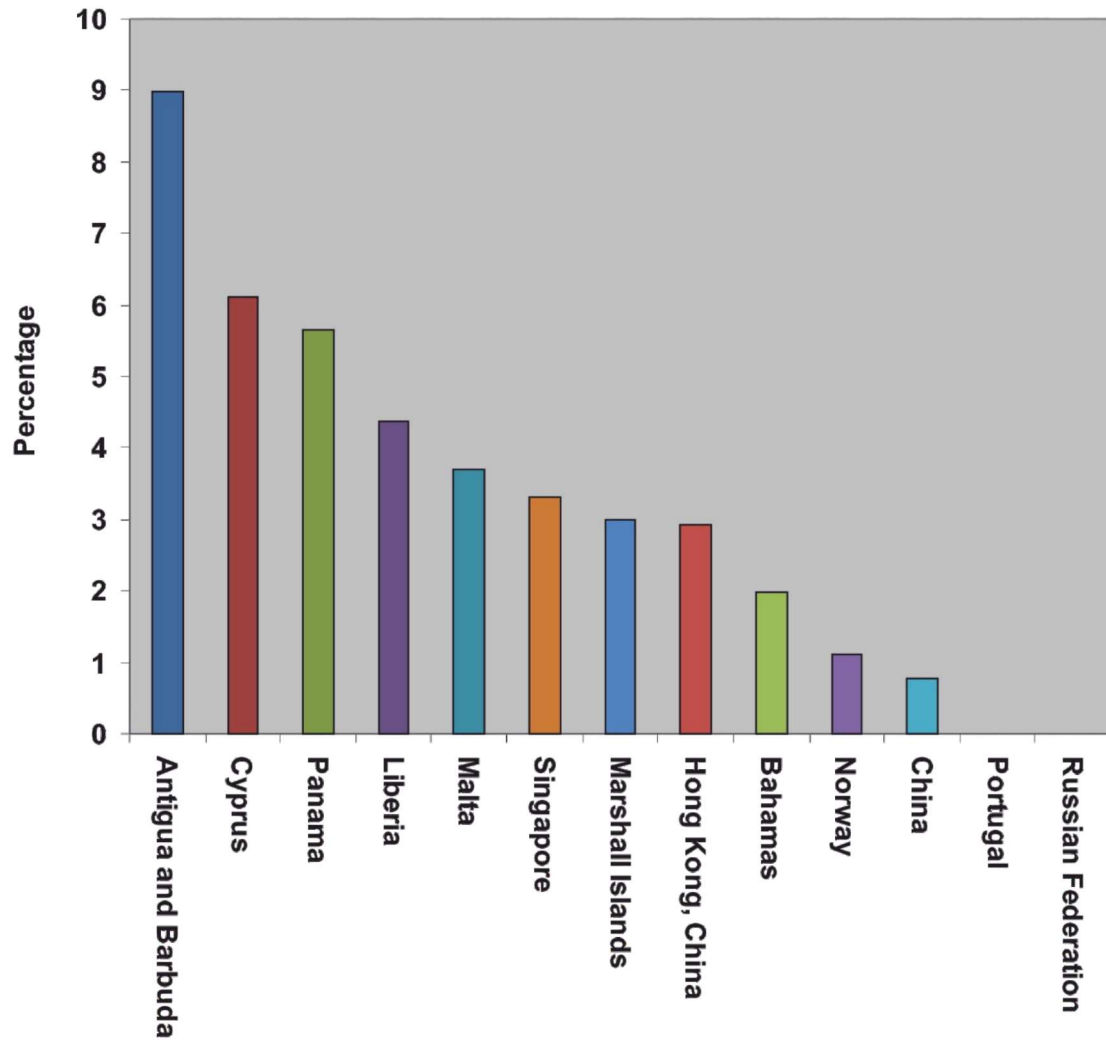
Fig. 05



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

Percentage of Detentions per Flag

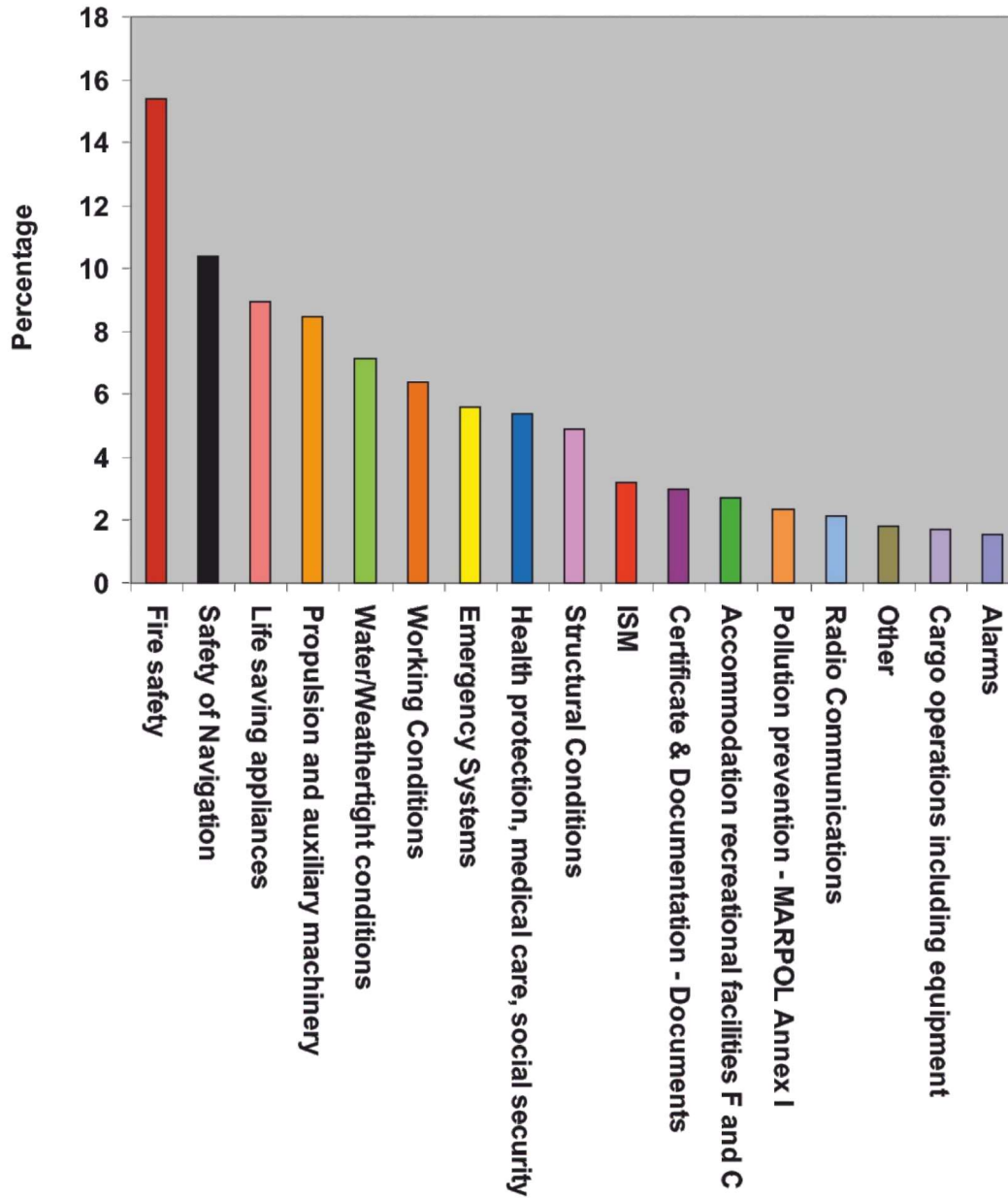
Fig. 06



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

Deficiency Percentage By Categories

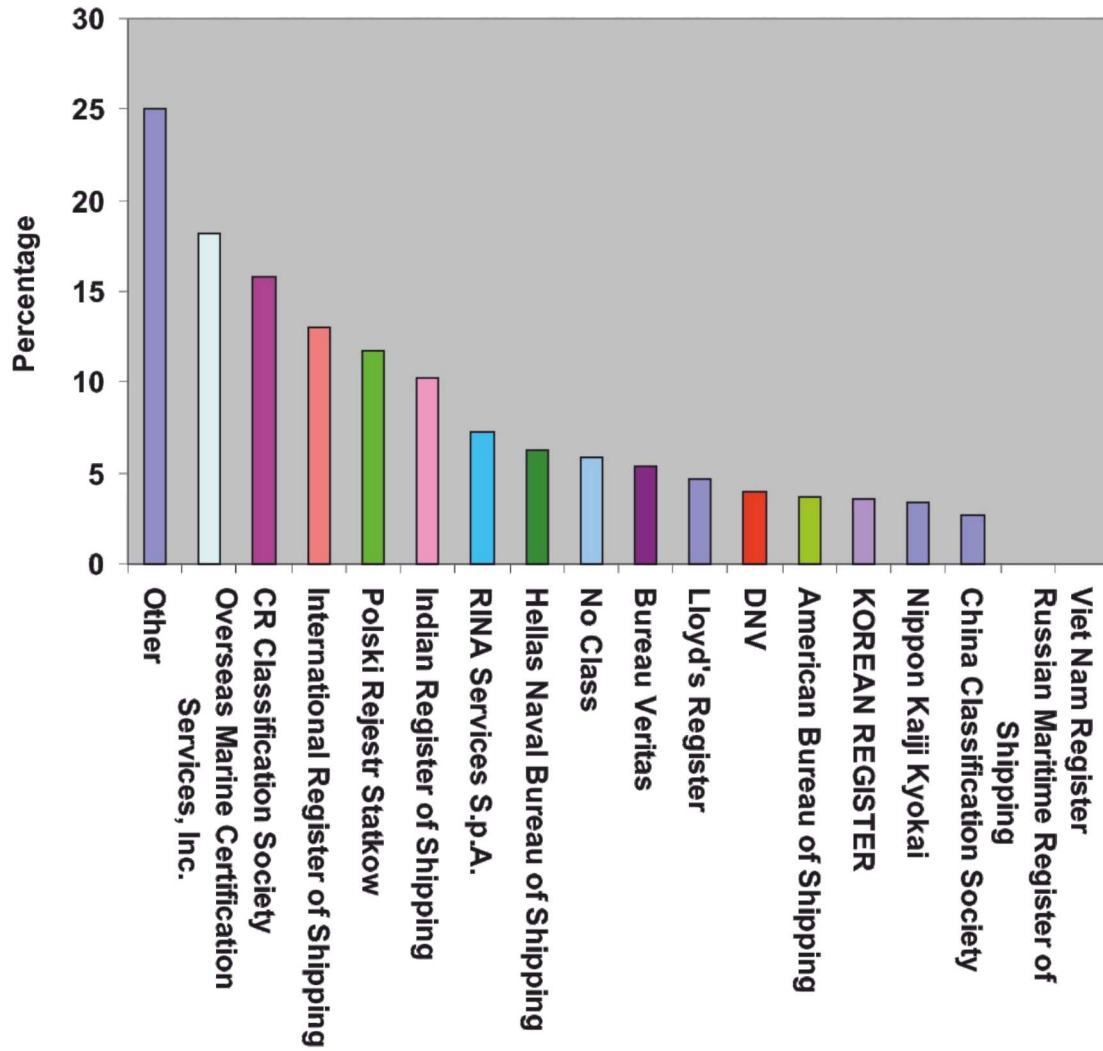
Fig. 07



THIS GRAPH DEPICTS DEFICIENCIES PERCENTAGE 1.5 AND ABOVE

Detention Percentage By Recognized Organization

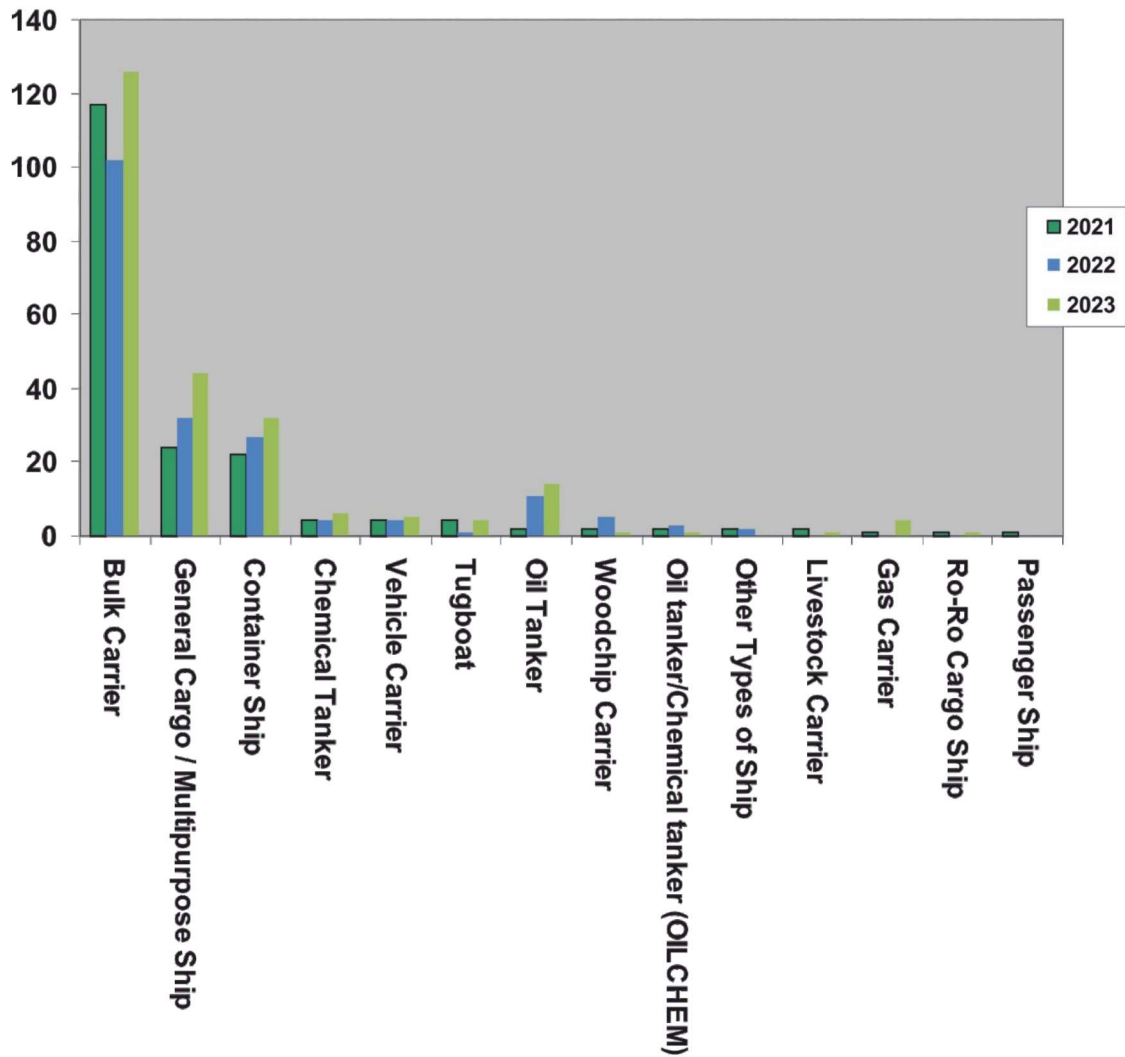
Fig. 08



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

Comparison of Detentions per Ship Type

Fig. 09



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2021, 2022 or 2023 / SHIP TYPE

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 9.

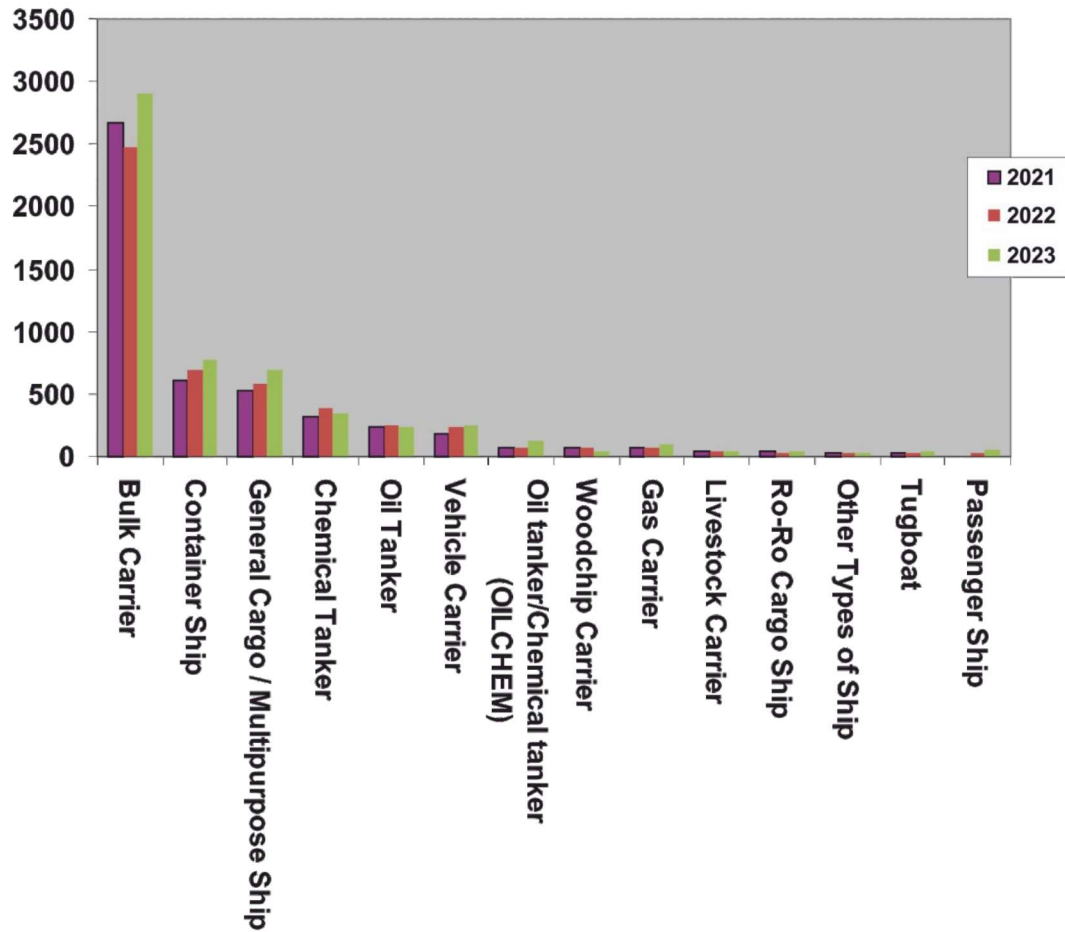
Comparison of Inspections and Deficiencies per Ship Type

Type of Ship	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Bulk Carrier	2675	2475	2908	8058	1136	1064	1428	3628	45.02
Chemical Tanker	323	390	340	1053	87	93	133	313	29.72
Combination Carrier	6	4	8	18	1	1	4	6	33.33
Container Ship	605	691	779	2075	290	348	435	1073	51.71
Commercial yacht	1	0	0	1	0	0	0	0	0.00
Gas Carrier	64	69	90	223	30	33	43	106	47.53
Gas Carrier/NLS tanker (GASNLS)	4	0	1	5	1	0	1	2	40.00
General Cargo / Multipurpose Ship	528	579	697	1804	328	368	461	1157	64.14
Heavy Load Carrier	28	16	16	60	18	6	11	35	58.33
High Speed Passenger Craft	0	1	0	1	0	1	0	1	100.00
Livestock Carrier	42	36	45	123	28	23	25	76	61.79
MODU or FPSO	1	2	1	4	1	2	0	3	75.00
NLS Tanker*	27	19	14	60	12	11	8	31	51.67
Offshore Service Vessel	18	18	20	56	10	10	18	38	67.86
Oil Tanker	234	254	230	718	70	99	132	301	41.92
Oil tanker/Chemical tanker (OILCHEM)	73	72	126	271	22	26	46	94	34.69
Oil tanker/NLS tanker (OILNLS)	1	1	0	2	1	1	0	2	100.00
Other Types of Ship	29	24	30	95	21	17	24	62	74.7
Passenger Ship	6	29	57	92	5	17	29	51	55.43
Refrigerated Cargo Vessel	8	12	21	41	6	9	11	26	63.41
Ro-Ro Cargo Ship	37	28	43	108	14	13	26	53	49.07
Ro-Ro Passenger Ship	4	1	2	7	3	0	0	3	42.86
Special Purpose Ship	8	13	11	32	3	10	8	21	65.63
Tugboat	21	30	44	95	13	14	27	54	56.84
Vehicle Carrier	184	235	255	674	58	83	123	264	39.17
Woodchip Carrier	66	63	47	176	39	40	29	108	61.36
Total	4993	5062	5785	15840	2197	2289	3022	7508	47.4

* Earlier known to be Tanker not otherwise specified.

Comparison of Inspections per Ship Type

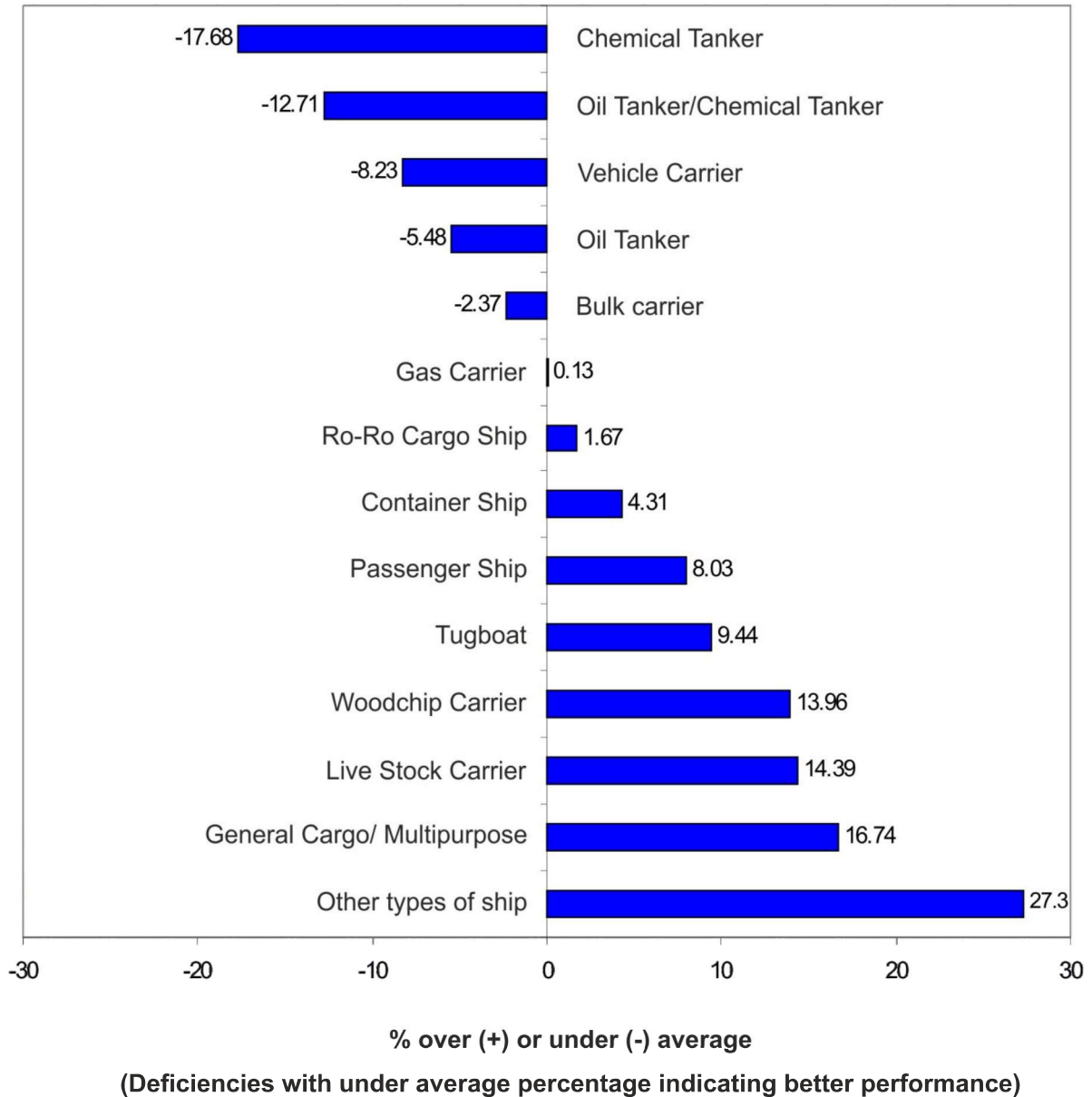
Fig. 10



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2021, 2022 or 2023 / SHIP TYPE

Summary of 3-year Inspections with Deficiencies per Ship Type

Fig. 11



INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 10.

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Algeria	1	1	0	2	0	0	0	0	0.00
Antigua and Barbuda	66	73	89	228	4	9	8	21	9.21
Azerbaijan	1	2	4	7	1	0	0	1	14.29
Bahamas	142	129	152	423	3	3	3	9	2.13
Bangladesh	2	2	11	15	0	1	1	2	13.33
Barbados	8	9	24	41	0	0	0	0	0.00
Belgium	4	4	11	19	0	0	0	0	0.00
Belize	8	11	10	29	0	0	3	3	10.34
Bermuda (UK)	5	4	10	19	0	0	0	0	0.00
Cameroon	3	3	6	12	0	2	4	6	50.00
Canada	1	0	0	1	0	0	0	0	0.00
Cayman Islands (UK)	28	23	22	73	1	0	0	1	1.37
China	65	122	130	317	2	1	1	4	1.26
Comoros	11	6	20	37	1	0	1	2	5.41
Cook Islands	22	24	31	77	1	6	5	12	15.58
Croatia	2	2	4	8	0	0	0	0	0.00
Curacao (NL)	0	1	0	1	0	0	0	0	0.00
Cyprus	82	97	98	277	3	5	6	14	5.05
Denmark	31	41	30	102	1	0	0	1	0.98
Dominica	3	1	3	7	0	0	0	0	0.00
Egypt	2	2	4	8	0	0	0	0	0.00
Ethiopia	0	4	1	5	0	0	0	0	0.00
Equatorial Guinea	0	0	1	1	0	0	0	0	0.00
France	0	5	3	8	0	0	0	0	0.00
Gabon	3	2	5	10	0	0	1	1	10.00
Germany	4	3	6	13	0	0	0	0	0.00
Gibraltar (UK)	10	7	7	24	1	1	0	2	8.33
Greece	49	35	55	139	3	1	3	7	5.04
Guyana	2	2	0	4	1	1	0	2	50.00
Hong Kong, China	489	436	443	1368	21	13	13	47	3.44
Honduras	1	0	1	2	0	0	0	0	0.00
India	20	30	19	69	0	1	1	2	2.9
Indonesia	16	33	21	70	3	2	0	5	7.14
Iran	7	9	11	27	0	1	0	1	3.7
Israel	0	0	1	1	0	0	0	0	0.00
Isle of Man (UK)	50	32	43	125	1	1	2	4	3.2
Italy	21	18	19	58	0	0	0	0	0.00
Jamaica	1	3	2	6	0	0	0	0	0.00

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Table: 10 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Japan	56	56	58	170	1	1	0	2	3.7
Jordan	1	0	1	2	0	0	0	0	0.00
Kazakhstan	0	0	2	2	0	0	0	0	0.00
Kiribati	0	3	0	3	0	1	0	1	33.33
Korea, Republic of	44	60	54	158	0	1	3	4	2.53
Kuwait	4	4	3	11	0	0	0	0	0.00
Lebanon	1	0	0	1	0	0	0	0	0.00
Liberia	677	678	916	2271	28	26	40	94	4.14
Libya	1	1	0	2	0	0	0	0	0.00
Luxembourg	9	6	10	25	0	0	1	1	4.00
Madagascar	0	1	0	1	0	0	0	0	0.00
Malaysia	14	9	14	37	0	1	1	2	5.41
Malta	268	244	243	755	7	6	9	22	2.91
Marshall Islands	680	683	768	2131	29	25	23	77	3.61
Mauritius	1	0	1	2	0	0	0	0	0.00
Mongolia	1	4	2	7	0	0	0	0	0.00
Montenegro	1	2	3	6	0	1	1	2	33.33
Myanmar	1	1	0	2	0	0	0	0	0.00
Niue	0	1	0	1	0	1	0	1	100.00
Netherlands	19	28	42	89	1	2	6	9	10.11
New Zealand	2	2	4	8	0	0	0	0	0.00
Norway	70	60	91	221	0	2	1	3	1.36
Pakistan	1	0	2	3	0	0	1	1	33.33
Palau	14	21	42	77	0	2	3	5	6.49
Panama	1094	1152	1292	3538	55	50	73	178	5.03
Papua New Guinea	0	0	2	2	0	0	1	1	50.00
Philippines	14	20	12	46	0	0	0	0	0.00
Portugal	55	56	102	213	3	2	0	5	2.35
Qatar	8	2	2	12	0	1	0	1	8.33
Russian Federation	147	116	95	358	0	1	0	1	0.28
Seychelles	0	0	1	1	0	0	0	0	0.00
Saint Kitts and Nevis	12	10	22	44	6	2	6	14	31.82
Saint Vincent and the Grenadines	11	4	18	33	0	0	0	0	0.00
Samoa	1	0	0	1	0	0	0	0	0.00
Sao Tome and Principe	1	0	3	4	0	0	0	0	0.00
Saudi Arabia	8	3	6	17	0	0	0	0	0.00
Ships registration withdrawn-ZZ	1	0	0	1	1	0	0	1	100.00
Sierra Leone	5	1	2	8	2	0	0	2	25.00

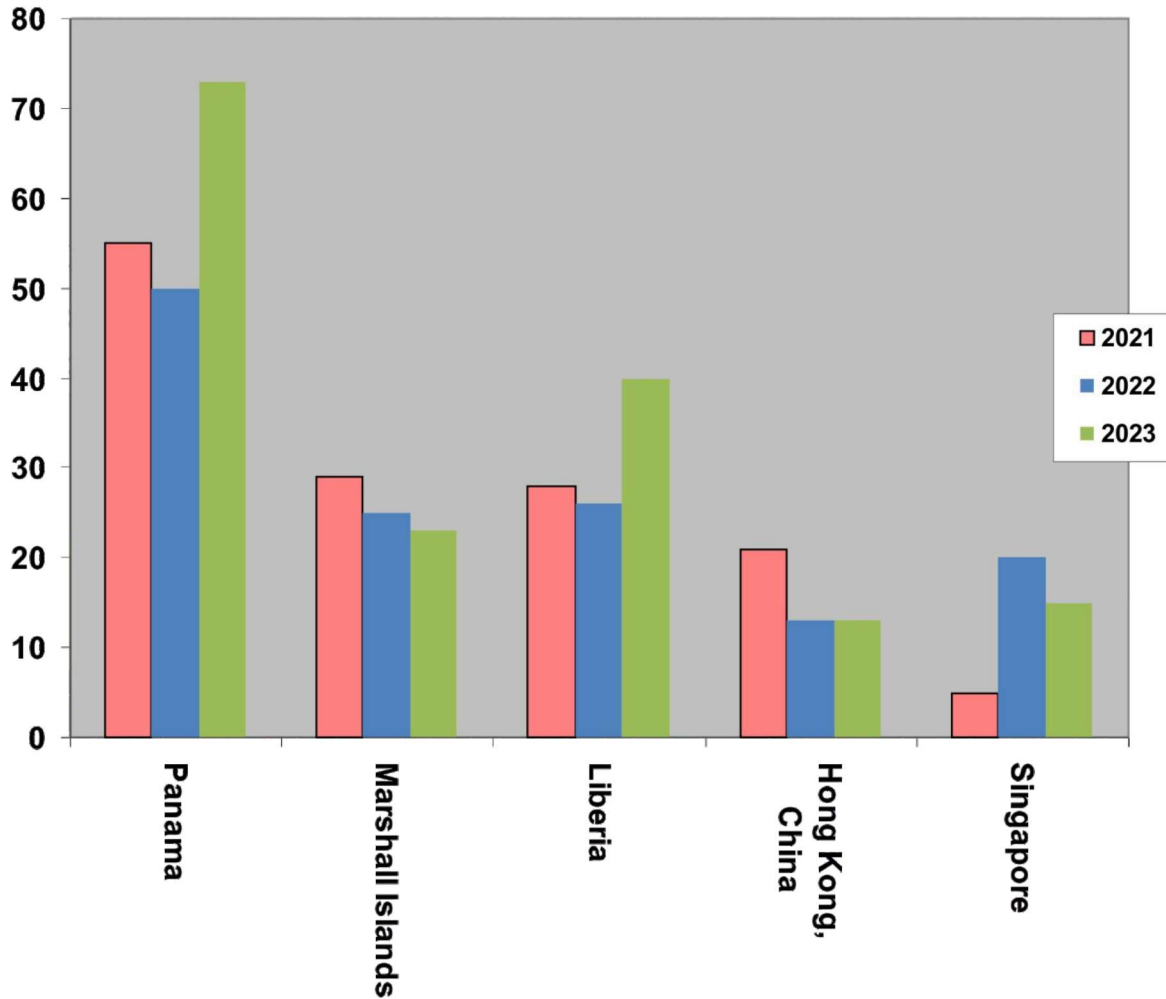
Table: 10 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	Year				Year				
	2021	2022	2023	Total	2021	2022	2023	Total	
Singapore	398	427	453	1278	5	20	15	40	3.13
South Africa	1	0	0	1	0	0	0	0	0.00
Spain	0	0	2	2	0	0	0	0	0.00
Sri Lanka	4	2	2	8	0	0	0	0	0.00
Sweden	8	10	8	26	0	0	1	1	3.85
Switzerland	4	5	4	13	0	0	1	1	7.69
Taiwan, China	13	8	13	34	1	1	1	3	8.82
Tanzania	16	8	13	37	4	2	1	7	18.92
Thailand	35	33	23	91	2	0	0	2	2.2
Togo	9	2	10	21	3	0	0	3	14.29
Turkey	9	6	7	22	0	0	1	1	4.55
Tuvalu	26	30	23	79	1	2	0	3	3.8
United Arab Emirates (UAE)	3	4	2	9	0	0	1	1	11.11
United Kingdom	19	23	25	67	1	0	2	3	4.48
United States	4	13	13	30	0	0	0	0	0.00
Vanuatu	6	6	11	23	0	0	3	3	13.04
Viet Nam	56	81	66	203	1	2	0	3	1.48
Total	4993	5062	5785	15840	198	200	247	645	4.07

Comparison of Detentions per Flag

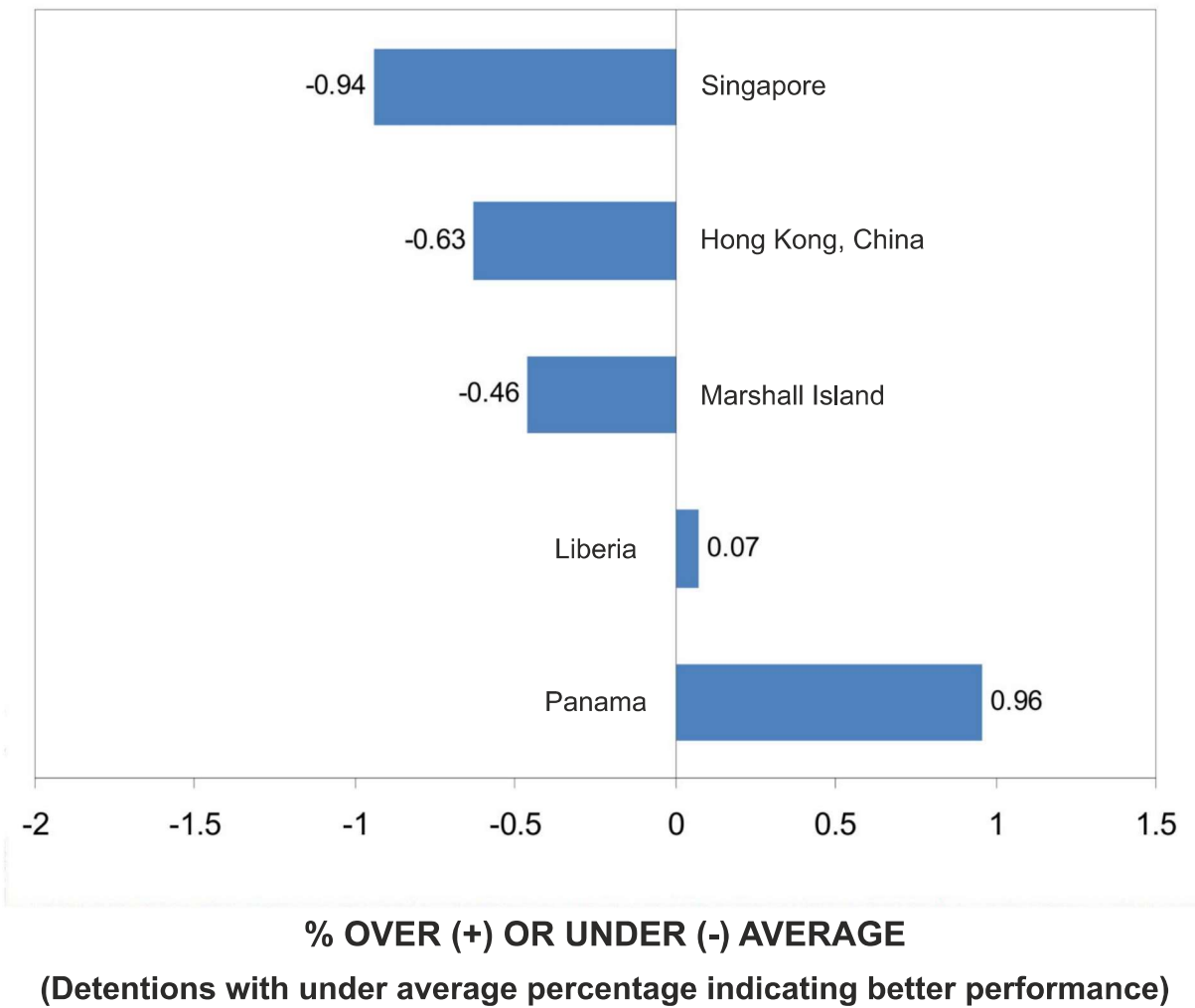
Fig. 12



THIS GRAPH DEPICTS DETENTIONS OF 10 AND ABOVE EITHER FOR 2021, 2022 or 2023 / FLAG

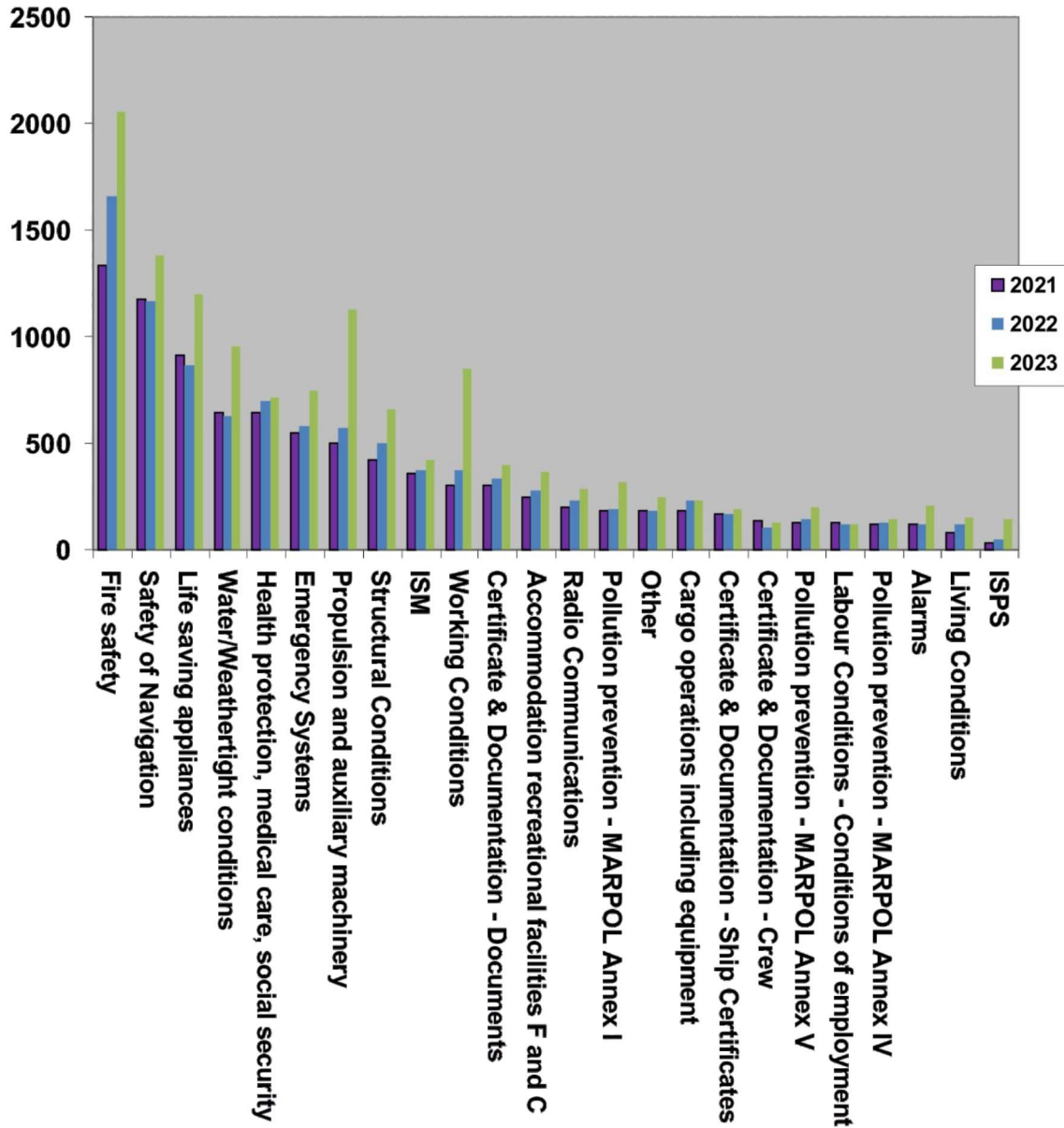
Summary of 3 Year Detention Percentage Per Flag

Fig. 13



Comparison of Deficiencies by Categories

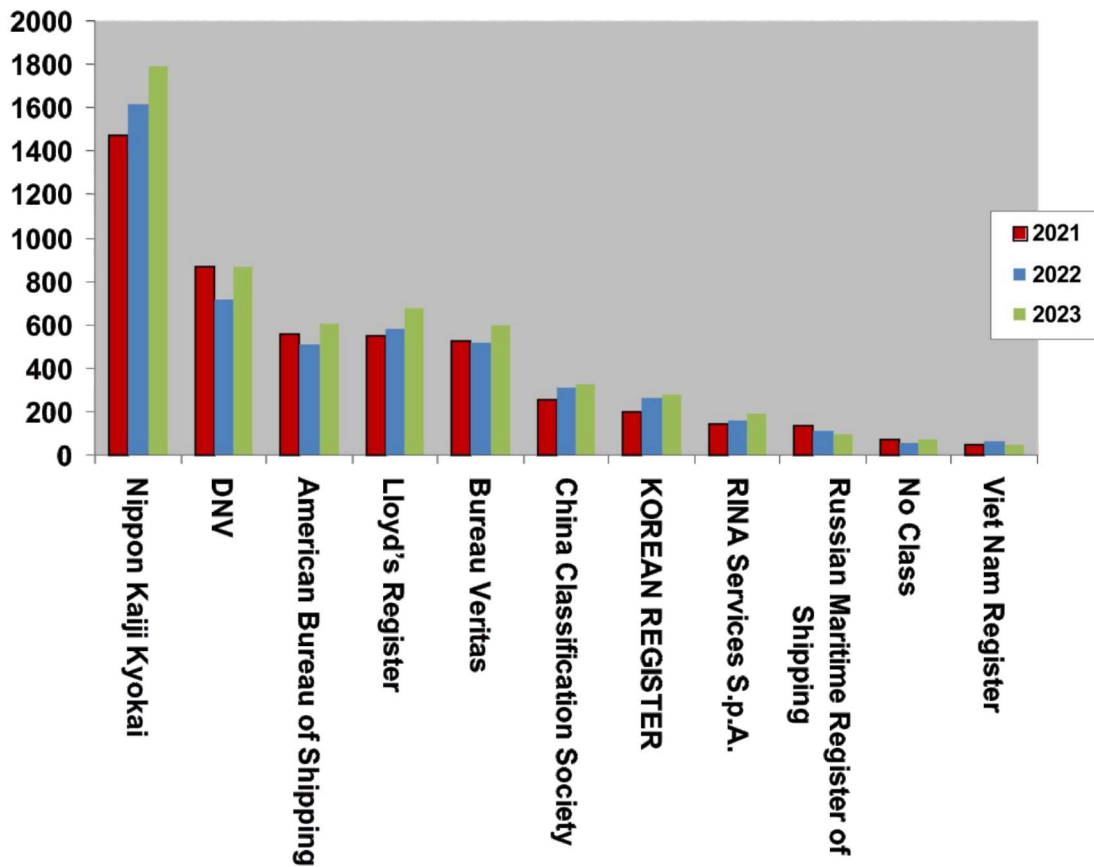
Fig. 14



THIS GRAPH DEPICTS DEFICIENCIES OF 100 AND ABOVE EITHER FOR 2021, 2022 or 2023

Comparison of Inspections per Recognized Organization

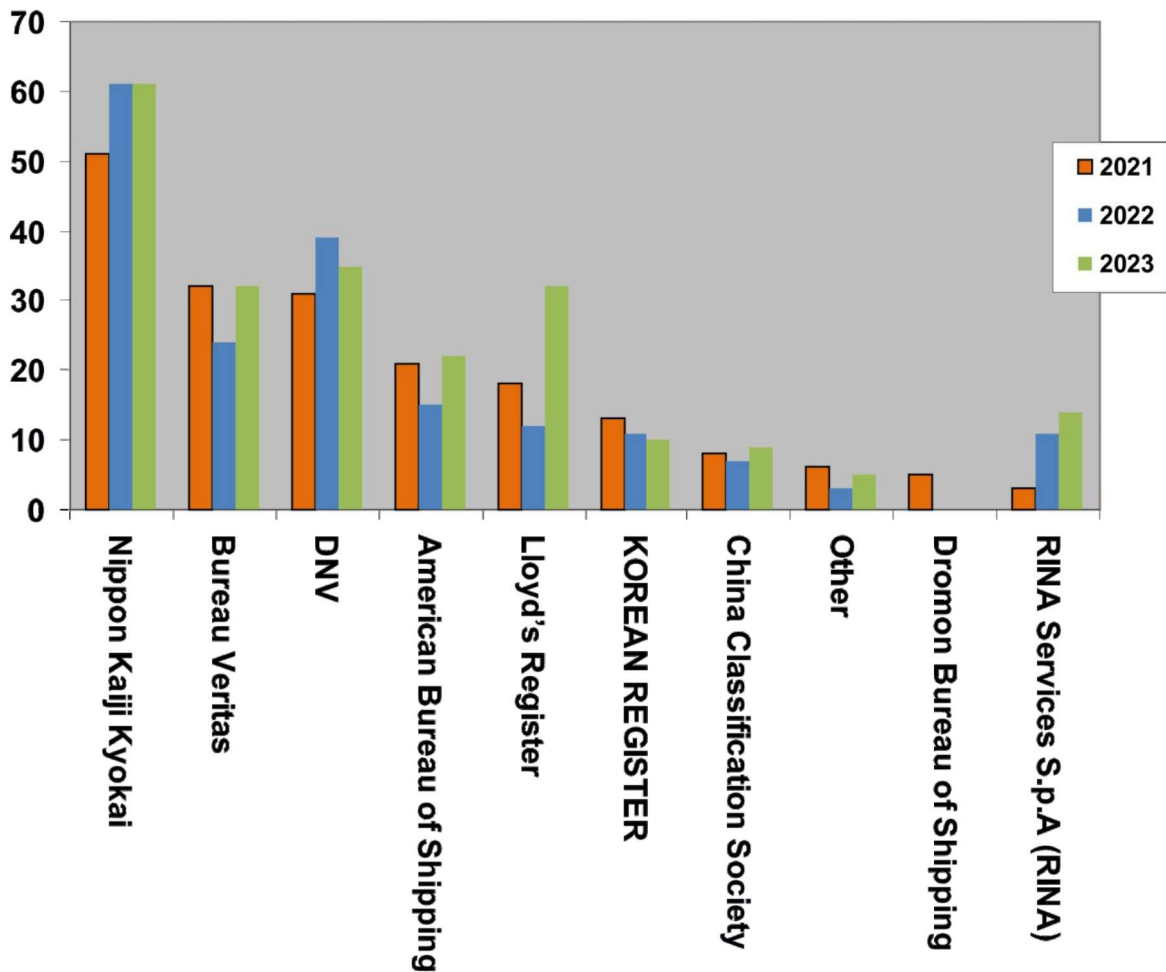
Fig. 15



THIS GRAPH DEPICTS INSPECTIONS OF 40 SHIPS AND ABOVE EITHER FOR 2021, 2022 or 2023

Comparison of Detentions per Recognized Organization

Fig. 16



THIS GRAPH DEPICTS DETENTIONS OF 5 AND ABOVE EITHER FOR 2021, 2022 or 2023

Port State Control Inspection



Maritime Labour convention (MLC) statistics for the year 2023 and 2022

Over all figures on PSC Inspections	2023	2022
Total No. of PSC inspections in general	5785	5062
Total No. of PSC inspections with deficiencies	3021	2279
Total No. of PSC deficiencies	13346	9908
Total No. of PSC detentions	247	200
PSC detentions percentage	4.27	3.95
Figures on PSC Inspections w.r.t MLC 2006 as amended		
Total No. of PSC inspections having MLC related deficiencies	798	703
Total No. of PSC deficiencies w.r.t MLC 2006 as amended	1266	1164
Total No. of PSC detentions w.r.t MLC 2006 as amended	18	19
Total No. of PSC deficiencies on detained ships w.r.t MLC 2006	21	29
Percentage of PSC inspections w.r.t to MLC 2006 as amended	13.79%	13.88%
Percentage of PSC detentions w.r.t MLC 2006 as amended	7.28%	9.54%



Cadet cabin condition

THE REPORT OF CIC ON FIRE SAFETY

Name of reporting Authority	AUSTRALIA
Total number of inspections	635
Total number of deficiencies	80
Total number of detentions	0

Name of reporting Authority	BANGLADESH
Total number of inspections	69
Total number of deficiencies	1
Total number of detentions	0

Name of reporting Authority	FRANCE
Total number of inspections	12
Total number of deficiencies	3
Total number of detentions	0

Name of reporting Authority	INDIA
Total number of inspections	173
Total number of deficiencies	30
Total number of detentions	3

Name of reporting Authority	IRAN
Total number of inspections	73
Total number of deficiencies	10
Total number of detentions	0

Name of reporting Authority	KENYA
Total number of inspections	1
Total number of deficiencies	0
Total number of detentions	0

Name of reporting Authority	MYANMAR
Total number of inspections	28
Total number of deficiencies	5
Total number of detentions	0



INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

Name of reporting Authority	OMAN
Total number of inspections	28
Total number of deficiencies	4
Total number of detentions	0

Name of reporting Authority	SOUTH AFRICA
Total number of inspections	25
Total number of deficiencies	16
Total number of detentions	1

Name of reporting Authority	SUDAN
Total number of inspections	4
Total number of deficiencies	0
Total number of detentions	0

Name of reporting Authority	TANZANIA
Total number of inspections	86
Total number of deficiencies	12
Total number of detentions	0

Name of reporting Authority	YEMEN
Total number of inspections	30
Total number of deficiencies	8
Total number of detentions	0

ALL REPORTING AUTHORITIES

Total number of inspections	1164
Total number of deficiencies	169
Total number of detentions	4

INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

CIC ON FIRE SAFETY RELATE DEFICIENCIES AS PER SHIP TYPE FOR THE YEAR
2023

Ship Type	No. of CIC related deficiencies	No. of CIC related deficiencies recorded as ground for detention	No. of CIC related deficiencies recorded as RO related
NLS tanker-311	0	0	0
combination carrier-312	0	0	0
oil tanker-313	1	0	0
Oil tanker/Chemical tanker (OILCHEM)-314	1	0	0
gas carrier -320	2	0	0
Gas Carrier/NLS tanker (GASNLS)-324	1	1	0
chemical tanker-330	18	0	0
bulk carrier-340	77	3	0
vehicle carrier-352	15	0	0
container ship-353	15	0	0
ro-ro cargo ship-355	4	0	0
general cargo/multi-purpose ship-360	27	0	0
refrigerated cargo vessel-361	0	0	0
wood-chip carrier-363	5	0	0
livestock carrier-367	1	0	0
passenger ship-371	0	0	0
heavy load carrier-375	0	0	0
offshore service vessel-376	1	0	0
special purpose ship-382	1	0	0
tugboat-385	0	0	0
other types of ship-399	0	0	0
Total	169	4	0

THE SEYCHELLES MARITIME SAFETY AUTHORITY (SMSA)



Vision of the Seychelles Maritime Safety Authority

A leading maritime Authority driving Seychelles' national and international maritime aspirations.

Mission of the Seychelles Maritime Safety Authority

A small Developing Island State with an International Maritime presence on par with the best international standards and practices reflected nationally

Geography of Seychelles

The Seychelles archipelago consists of 115 islands, of which 76 are coralline and the remaining are granitic. The main part of the archipelago is situated between 4- and 5-degrees South of the Equator at a longitude between 55 and 56 degrees east, allowing it to enjoy a favourable climate.

All the main islands are granitic and Mahe is the principal island (153 km with 80% of the total population). The topography is rugged with outcrops of huge boulders. Fresh water is provided by surface streams. Most islands are covered in luxuriant and verdant vegetation. White sandy beaches surrounding the islands are natural features of the Seychelles archipelago. This Indian Ocean republic occupies a land area of 455 km² and an Exclusive Economic Zone of 1.4 million km².

Seychelles Commercial Port in Victoria

Mahe Quay is the commercial port of Port Victoria with a berthing space of 370 meters. Handling (loading and unloading) of all containerized cargo is the main throughput. Over and above, Mahe Quay also handles dry and breakbulk cargo, fishing, military, tankers (cement, oil and gas), supply, mega and superyachts, cruise ships.

This terminal is International Ship and Port Facility Security Code (ISPS) compliant. However, Seychelles Port Authority (SPA) do have other facilities (domestic regulated ports) such as:

- Fishing port
- Inter-island Quay
- Baie St Anne Jetty
- La Digue Jetty
- Eve Island Cargo terminal
- Passenger Terminal
- Zone 14
- Bel Ombre Jetty

History of SMSA

The Seychelles Maritime Safety Administration (SMSA) was created when the Seychelles Port Authority (SPA), was enacted and which came into force in October 2004. Both entities originated from the Port and Marine Services Division which was later itself dissolved. The Administration became a legal entity with the enactment of the Merchant Shipping (Amendment) Act 2014 and transformed into the Seychelles Maritime Safety Authority on the 01st April 2020.

The roles and functions of the Seychelles Maritime Safety Authority (SMSA) are now governed by the Merchant Shipping Act, 1995. Another important Act which is of concern to the SMSA is the Control of Hire Craft Act which came into force in 1978 and was revised in 1991.

However, the Seychelles Maritime Safety Authority (SMSA) was officially set up in December 2019 after the enactment of the Seychelles Maritime Safety Authority-Act 2019 and the amendment of the Merchant Shipping Act 1995.

SMSA currently administers the following legislations:

- Merchant Shipping Act 1995 as amended.
- Seychelles Maritime Safety Authority Act' 2019
- Control of Hire Craft Act (currently being revised)
- Beach Control Act (currently being revised)

SMSA is a regulatory and supervisory body within the Ministry of Transport with its primary objective being to ensure that all mariners without exception, use and enjoy the seas of Seychelles and other water bodies, in a safe and lawful manner. SMSA is also responsible for ensuring maritime security and pollution prevention.

Furthermore, the Authority is the focal point of contact for Seychelles with the International Maritime Organization (IMO), hence SMSA has an international obligation to implement all the provisions of the IMO instruments that Seychelles has ratified, acceded or is a party to.

Structure of SMSA

The SMSA currently has following main departments:

- Examination and certification department.
- Survey Department
- Registration and identification department
- Legal Department
- Licensing Department
- Department of maritime safety and enforcement
- Department of corporate services

Vision of the Seychelles Maritime Safety Authority

A leading maritime Authority driving Seychelles' national and international maritime aspirations.

Mission of the Seychelles Maritime Safety Authority

A small Developing Island State with an International Maritime presence on par with the best international standards and practices reflected nationally.

Roles and Functions:

The roles and functions of SMSA are currently being governed by the Seychelles Maritime Safety Authority Act, 2019, and the Merchant Shipping Act (as amended). The functions and duties of the Authority are listed in section 4 of the Seychelles Maritime Safety Authority Act, 2019 and include, but are not limited to:

- (a) Advise the Government or any relevant agency on any matter relating to maritime affairs;
- (b) Administer and enforce the provisions of the laws relating to the marine sector specified in the Schedule;
 - Merchant Shipping Act (Cap 282)
 - Control of Hire Craft Act (Cap 46)
 - Beach Control Act (Cap 14)
- (c) Discharge Flag, Coastal and Port State responsibilities in an efficient and effective manner having regard to international maritime conventions, treaties, agreements, and other instruments to which Seychelles is a party;
- (d) Ensure the implementation of international maritime conventions, treaties, agreements, and other instruments;
- (e) Regulate, control, and administer all matters relating to maritime safety, the training and certification of seafarers and approval of maritime training institutions;
- (f) Ensure, in collaboration with relevant agencies, the protection of the marine environment and prevention of pollution from ships and response to marine environment incidents;

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- (g) implement or assist other agencies in the coordination of matters relating to the maritime security including the specification of any equipment to be carried on board ships for security purposes, including fishing vessels;
- (h) Represent Seychelles on maritime affairs at both the national and international level;
- (i) Communicate information on the text of laws, orders, decrees, regulations and other mandatory reports to the International Maritime Organisation under the applicable mandatory instruments;
- (j) Conduct, in collaboration with relevant entities, investigations into maritime casualties or incidents including wreck;
- (k) Ensure, in collaboration with relevant agencies, appropriate observance of international rules and regulations pertaining to the management of dangerous goods;
- (l) Coordinate activities of agencies and bodies involved in search and rescue operations and make policy decisions therein;
- (m) Assist, in collaboration with relevant agencies, the implementation of the national oil spill contingency plan;
- (n) Issue merchant shipping notices, guidance notes, notice to mariners and circulars for the implementation and enforcement of applicable mandatory instruments;
- (o) Register and identify ships;
- (p) Administer and maintain the register of seafarers and ships;
- (q) Undertake surveying, inspection and issuance of safety certificates for ships including fishing vessels;
- (r) Issue licence for ships, except fishing vessels;
- (s) Monitor and regulate the survey and certification activities delegated to recognised organisations;
- (t) Conduct port State control inspections;
- (u) Ensure compliance with building, alterations, maintenance, manufacture, possession, use, sale and purchase of ships including fishing vessels;
- (v) Specify markings on ships according to the type of registration or identification;
- (w) Provide for the certification, examination, revalidation, authentication, endorsements, exemptions of certificates and issuance of dispensations for seafarers;
- (x) Regulate and issue operating license for ferries, Dive Centres, Dive Operators and all other commercial water sport activities;
- (y) Issue licence and certify marine surveyors;
- (z) Provide powers for stopping, boarding, confiscation of any articles, equipment and impoundment of ships engaged in local voyages in collaboration with relevant agencies;
 - (a) Determine the range limit which the ship is allowed to sail from the point of departure;
 - (b) Designate, in collaboration with relevant agencies, mooring and anchoring areas for ships including fishing vessels;
 - (c) Specify the accepted limit of alcohol in the blood, urine and breathe of seafarer's onboard ships including fishing vessels;
 - (d) Specify the speed limits of ships including fishing vessels in Seychelles waters;
 - (e) Collaborate with relevant agencies for the demarcation of a sea passage and designation of zones in relation to the usage of sea and issue permission for any activities to be performed at sea;
 - (f) Provide and maintain navigational aids, except within port limits, where necessary;
 - (g) Prescribe forms for any services provided for by the Authority;
 - (h) Collect fees including surcharges for any services provided for by the Authority;
 - (i) Perform all such other functions which contribute to the attainment of the objects of the Authority.

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Treaties adopted by SMSA:

AFS 2001	International Convention on the Control of Harmful Anti Fouling Systems on Ships, 2001
BUNKERS 2001	International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
BWM 2004	International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
CAPE TOWN AGREEMENT 2012	Cape Town Agreement on the Implementation of the provisions of the Torremolinos Protocol of 1993 relating to the International Convention on the Safety of Fishing Vessels, 1977
CLC 1969	International Convention on Civil Liability for Oil Pollution Damage, 1969
CLC PROT 1976	Protocol to the International Convention on Civil Liability for Oil Pollution Damage, 1969
CLC PROT 1992	Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969
COLREG 1972	International Regulations for Preventing Collisions at Sea, 1960
CSC 1972	International Convention for Safe Containers (CSC), 1972, as amended
CSC AMEND-93	1993 amendments to the Convention and Annexes I and II
FAL 1965	Convention on Facilitation of International Maritime Traffic, 1965, as amended
FUND 1971	International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971
FUND PROT 1976	Protocol to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971
FUND PROT 1992	Protocol of 1992 to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971
FUND PROT 2000	Protocol of 2000 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1972
FUND PROT 2003	Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
HNS 1996	International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996
HNS PROT 2010	Protocol of 2010 to amend the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996
HONG KONG CONVENTION	International Conference on the Safe and Environmentally Sound Recycling of Ships
IMO AMEND-91	1991 amendments to the IMO Convention which were adopted by the Assembly of the Organization on 7 November 1991 by resolution A.724(17)
IMO AMEND-93	1993 amendments to the IMO Convention which were adopted by the Assembly of the Organization on 4 November 1993 by resolution A.735(18)
IMO AMEND-93	Convention on the International Maritime Organization, 1948
IMSO AMEND-06	2006 amendments to IMSO Convention

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IMSO AMEND-08	2008 amendments to IMSO Convention
IMSO AMEND-94	1994 amendments to Inmarsat Convention
IMSO AMEND-98	1998 amendments to Inmarsat Convention
IMSO C 1976	Convention on the International Mobile Satellite Organization
INMARSAT OA 1976	Operating Agreement on the International Mobile Satellite Organization
INTERVENTION 1969	International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
INTERVENTION PROT 1973	Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, as amended
LC 1972	Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended
LC AMEND-78	1978 amendments
LC PROT 1996	1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972
LL 1966	International Convention on Load Lines, 1966
LL PROT 1988	Protocol of 1988 relating to the International Convention on Load Lines, 1966
LLMC 1976	Convention on Limitation of Liability for Maritime Claims, 1976
LLMC PROT 1996	Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976
MARPOL 1973/1978	Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, as amended
MARPOL ANNEX III	Annex III of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended
MARPOL ANNEX V	Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended
MARPOL PROT 1997	Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto
NAIROBI WRC 2007	Nairobi International Convention on the Removal of Wrecks, 2007
NUCLEAR 1971	Convention relating to Civil Liability in the Field of Maritime Carriage of Nuclear Material, 1971
OPRC 1990	International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990
OPRC/HNS 2000	Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000
PAL 1974	Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974
PAL PROT 1976	Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974

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PAL PROT 1990	Protocol of 1990 to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974
PAL PROT 2002	Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974
SALVAGE 1989	International Convention on Salvage, 1989
SAR 1979	International Convention on Maritime Search and Rescue, 1979
SFV PROT 1993	Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
SOLAS 1974	International Convention for the Safety of Life at Sea, 1974, as amended
SOLAS AGR 1996	Agreement concerning specific stability requirements for ro-ro passenger ships
SOLAS PROT 1978	Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974
SOLAS PROT 1988	Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974
SPACE STP 1973	Protocol on Space Requirements for Special Trade Passenger Ships, 1973
STCW 1978	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended
STCW-F 1995	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995
STP 1971	Special Trade Passenger Ships Agreement, 1971
SUA 1988	Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation
SUA 2005	Protocol of 2005 to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation
SUA PROT 1988	Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf
SUA PROT 2005	Protocol of 2005 to the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf
TONNAGE 1969	International Convention on Tonnage Measurement of Ships, 1969

INSPECTION AND CONTROL ACTIVITIES OF SMSA IN 2023.

With the capacity of 4 Qualified Port state control officer and 2 Flag state Surveyors SMSA have carried out 5 Port State Control inspections over vessels calling into Victoria Commercial port in order to ensure safety and compliance of vessels with IMO instruments.

We work closely with the International Maritime Organization (IMO) and IOMOU secretariat and PSC partner nations across the Indian Ocean MOU region for full implementation of organizational mission and eradication of substandard shipping within the region.

*“Celebrating 25 years; recommitting
for sustainable, clean and safe shipping”*





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