



INDIAN OCEAN MEMORANDUM OF UNDERSTANDING

ANNUAL
REPORT

2022



“The Our Lady of the Immaculate Conception Church,
Panjim, Goa, India”



CHAIR'S MESSAGE



Dear Ladies and Gentlemen

It is with great pleasure, once again, on behalf of the Committee to present the 2022 Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU) on port State control activities of the member States along with the work of 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 Iran to host the 25th Annual PSC meeting in Tehran, Iran through physical attendance by all member Authorities. Unfortunately, this did not work due to Covid-19 travel restrictions.

The 25th Annual PSCC meeting, hosted by the Authority of Iran in coordination with the IOMOU Secretariat, held virtually was a success duly attended by our distinguished member Authorities, Observers, Industry Partners, and special invitees. This effort made the interaction, deliberations and decision-making platform manageable. 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 with the previous two years of the Covid-19 Pandemic, where we experienced significant fall in the number of inspections. It is observed that for the year 2022, a marginal increase of the PSC inspections has taken place in the region and it is our hope that 2023 will report much better performance.

During the period under review, we were successful in conducting a training seminar on PSC activities hosted by the Authority of Maldives. I sincerely appreciate the Authority of Maldives and the Secretariat who coordinated with the participants to attend the seminar, and my sincere thanks to the Experts from our member Authorities and Classification Societies that shared their expertise.

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. With the support of member states, I was privileged to attend, on behalf of the IOMOU, the 5th General assembly conference of the Association of African Maritime Administration (AAMA) held in South Africa, where I showcased the activities and achievements of our PSC regime.

Further, I am delighted to share with you that the IOTC-IOMOU collaborated pilot training project on the fishing vessel inspection commenced on 1st December 2022. My sincere thanks to the Authority of Australia for providing financial support for this project.

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.

-Beatrice Nyamoita (Mrs)

FOREWORD BY THE SECRETARY



Excellencies, ladies, and gentlemen,

COVID-19 has been an exercise in exposure of all kinds. As it spread across the globe, it allowed for no hiding place for any deficiency in the multiple systems.

Along with our health systems, economic systems, education systems and of social care, it also tested our strength for the maritime transport systems, to our power and selfless willingness, towards service for humanity that enable us to live our lives to feed, educate and protect our families.

Despite all that, certainly the year 2022 has been proved to be the year to realize our strengths and it has become remarkably successful in all the activities in the shipping sectors including PSC activities in the different regions.

It is noticed that the UNCAD report has estimated the global maritime trade growth to 1.4% in 2022 and shall remain at the same level in 2023. The report also compares the estimated growth of 3.2% in 2021 and overall shipment volume of 11 billion tons, versus a 3.8% decline in 2020. We hope for the best to happen in coming years, expecting many more ships will be sailing around the oceans opening more job opportunities to the seafarers' friends, for the unsung heroes, who put food on our table by making huge personal sacrifices throughout the pandemic.

Like every year, on behalf of the IOMOU Secretariat, it is a great pleasure for me to bring out the twenty fourth Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU), 2022 before you.

Initially, the 25th Annual PSCC, face-to-face meeting was decided to be held in Iran by the Committee. Unfortunately, due to travel restrictions during the ongoing Covid-19 Pandemic, the twenty-fifth meeting of the Indian Ocean Memorandum of Understanding (IOMOU) Committee was held through Virtual Mode from 01-04 November 2022, hosted by the Authority of Iran in co-ordination with the Secretariat. The meeting was chaired by Ms. Beatrice Nyamoita, Deputy Director, Shipping & Maritime, State Department of Transport, Kenya and co-chaired by 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 and IOCIS managers. Even though it was a difficult task due to large time zone differences, everyone's input and participation have made the meeting successful. Secretariat is very much thankful to everyone attended this meeting.

It is observed that there has been a marginal increase by 1.32% in the number of PSC inspections i.e., of 2022 from 4993 of 2021. However, it remains less by almost 15% as compared to those of 2019. Similar trend is noticed, not only in the Indian ocean region, but also in the other regions. Reasons for a lesser number of inspections may be due to less ships' movements and other constraints faced by the Flags during the ongoing pandemic. Concentrated Inspection Campaign (CIC) on STCW, which was scheduled from 01 September to 30 November 2022, in conjunction with Paris MOU and Tokyo MOU, have been successfully completed with a total of 1230 CIC inspections.

Annual Report of 2022 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. In addition to that like last year, a special segment has been created to describe the analytical presentation on the inspection carried out by our member Authorities during the Pandemic crisis in most of the ports of the Indian Ocean.

IOMOU's commitment to ensure that our PSCOs are adequately trained to meet the international standard of the PSC inspections and are well aware of the IMO and ILO requirements, Secretariat, in association of Republic of Maldives, conducted our Ninth training seminar for the port State control officers (PSCOs) in the IOMOU region from 17 to 21 July 2022 at the conference hall of the Maldives Ports Limited, at Bandharu Maalan, Male, Maldives.

Revamped IOMOU website is found to be working fine satisfying the need of our distinguished member Authorities and other users. IOCIS Managers have been always helpful with their continuous support to resolve the technical issues as and when raised by users.

Secretariat conveys its sincere thanks to the Australian Maritime Safety Authority to support IOMOU with the financial assistance for the first phase of the IOTC-IOMOU Collaborated pilot training project on the inspection of the fishing vessels. Mr. Christian Nzowa, from Tanzania has been appointed as Expert for six months w.e.f. 01.12.2022 to complete the project task along with other relevant documents. Consequently, the member Authorities of the Indian Ocean MoU, during the Annual PSCC meeting, are requested by the Chair of the PSC committee to ratify 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 during ongoing Covid-19 Pandemic.

With Best wishes

- **Achintya B. Dutta**

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INTRODUCTION

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 Convention 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)

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 2022, 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 and Equasis

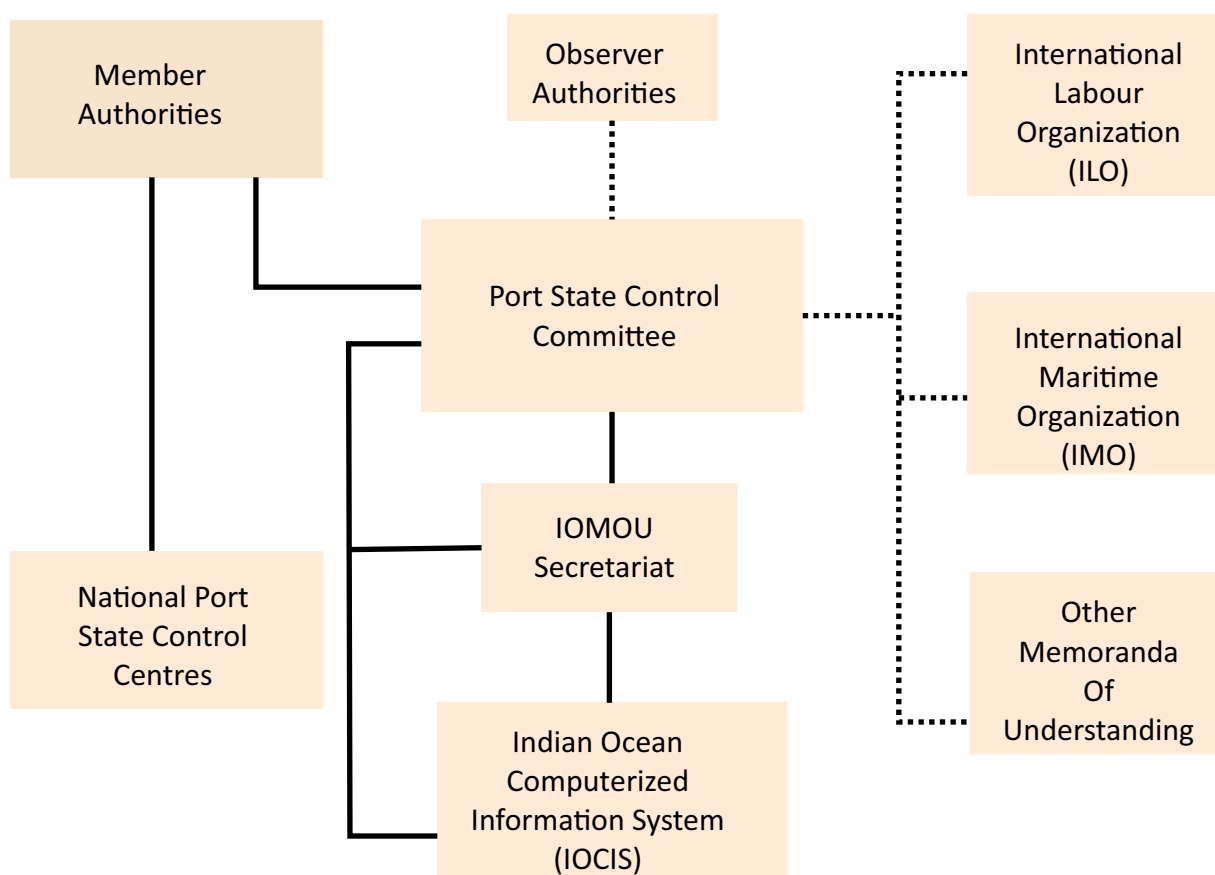
The Committee meetings are attended by the member Authorities as well as Observer States and organizations.

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.

ORGANISATIONAL STRUCTURE OF THE IOMOU



CONTACT DETAILS

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THE COMMITTEE

The Indian Ocean Memorandum of Understanding on port State control held its Twenty-fifth Committee meeting through virtual mode from 01-04 November 2022, hosted by the Authority of Iran in co-ordination with the Secretariat.

Representatives from all IOMOU member States participated in the meeting:

Australia, Bangladesh, France (Reunion Island), India, Islamic Republic of Iran, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, and Tanzania.

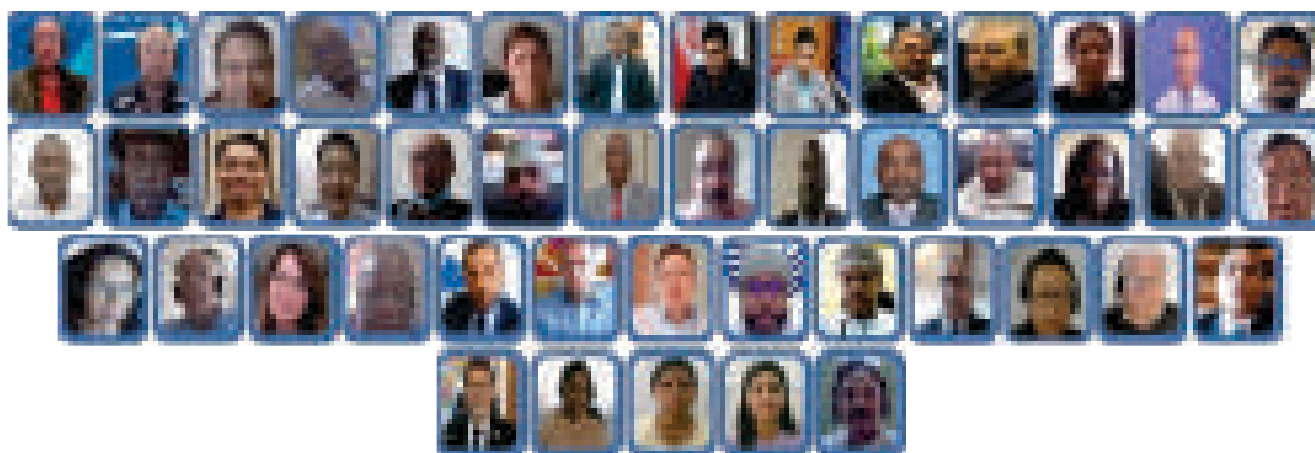
Abuja MoU, Black Sea MoU, Paris MoU and Riyadh MoU also participated in the meeting as the Observers.

International Maritime Organization (IMO) and International Labour Organization (ILO), both as Observer as special invitees attended the meeting.

Representatives from the Industry Stake holders, namely, Association of Asian Classification Society (ACS), International Association of Classification Societies Ltd. (IACS), and INTERTANKO) participated in the meeting.

The IOCIS Manager from the National Informatics Centre (NIC) also participated the meeting.

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



Participants of the 25th Meeting of the IOMOU on port State control committee held through virtual mode from 01- 04 November, 2022

THE OUTCOMES OF THE TWENTY-FIFTH COMMITTEE MEETING

1. Some of the correspondence groups formed during the twenty-fourth meeting are continued further to complete the assigned task;
2. Approved the Cape Town Agreement 2012, (CTA12) as relevant Instrument of the Indian Ocean MOU;
3. Further new correspondence groups formed for developing Guidelines for PSCO on IGF Code and Guidelines for PSCO on minimum safety standards of engine ratings in the engine room;
4. The committee agreed to conduct CIC on Fire safety in 2023 in conjunction with the Paris MoU and Tokyo MoU;
5. Approved amendments to the port State control (PSC) manual;
6. Accepted proposal from the Paris MOU on overarching database among all MoUs;
7. Correspondence group formed during twenty-third meeting for developing the guidelines to increase the level of inspection to be continued further;
8. Committee held an interactive session with the representatives from the Asian Classification Society, International Association of Classification Societies Ltd. and the INTERTANKO.

DETENTION REVIEW PANEL

If 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, either 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 ships flag State and the ISM issuing country, if they are members of the Indian Ocean MOU.

In the year 2022, the Secretariat did not receive any appeal towards any detention.

TRAINING AND SEMINARS 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 | 28 th August to 1 st 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 ON PORT STATE CONTROL OFFICERS

the Ninth seminar for the port State control officers (PSCOs) in the IOMOU region was held from 17 to 21 July 2022 at the conference hall of the Maldives Ports Limited, at Bandharu Maalan, Male, Maldives. Twenty-one participants from the Indian Ocean region attended this seminar.



Participants and experts during the ninth PSCO seminar

PORT STATE CONTROL DEFICIENCIES PHOTOS



Accommodation ladder star board side found damaged [Damaged]



life boat found not operational [Inoperative]



Emergency fire pump had water leakage from its coupling.



Fire detector in engine control room is covered by tape and not operational. [inoperative]



Fire line at STBD side adjacent to pilot station ruptured. [Not as required]



Several pipes (LT cooler / Main Sea water lines / fresh water lines) are leaking and temporarily repaired

PORT STATE CONTROL DEFICIENCIES PHOTOS



Oily water separator inoperative and not using for long time



Embarkation ladders (Port and Star board) side rope wasted [Not properly maintained]



Hatch cover cleats not properly secured



Hull corroded [corroded]



emergency generator F.O. Tank air vent mushroom head found damaged



The Sea Anchor is much corroded [corroded]

BEST DEFICIENCY PHOTO FOR THE YEAR 2021



Nature of Deficiency: Propulsion main engine

Deficiency Description: The Main Engine is out of order [missing]

PSCO: Mr. Seyed Ahmad Hashemi (Iran)

CO-OPERATION WITH OTHER REGIONAL MoUs

Considering the importance of inter-regional co-operation and harmonization, 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 2022 are recorded in the IOMOU website (Indian Ocean Computerized Information System named as “IOCIS”) for the information of all interested parties.

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

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

In this regard the Secretary attended the following meeting for the year 2022 either using written procedure, virtual mode or by physical appearance:

1. 22nd Black Sea MoU (PSCC22) virtual meeting from 12 to 13 April 2022;
2. 55th Paris MoU (PSCC55) in Bucharest, Romania from 16 to 20 May 2022;
3. 27th Caribbean MoU (CPSCC27) virtual meeting from 21 to 23 June 2022;
4. 24th Mediterranean MoU virtual meeting from 10 to 12 October 2022;
5. 12th Abuja MoU (PSCC12) virtual meeting from 10 to 11 November 2022;
6. 33rd Tokyo MoU (PSCC33) in Lima, Peru, from 14 to 17 November 2022.

In addition to the above, Mrs. B. Nyamoita Chair of the IOMOU PSC committee attended the 5th General assembly conference of the Association of African Maritime Administration (AAMA) held in South Africa, along with the senior dignitaries from the IMO, other MoUs 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 2022 updated;
2. Annual Report 2021 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

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.

STATUS OF THE RELEVANT INSTRUMENTS

STATUS OF THE RELEVANT INSTRUMENTS
(Date of Deposit of Instruments)
As on 31 December 2022

| S. 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 |

STATUS OF THE RELEVANT INSTRUMENTS

STATUS OF THE RELEVANT INSTRUMENTS
(Date of Deposit of Instruments)
As on 31 December 2022

| S.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 | - |
| 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 | - | 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 of them

STATUS OF MARPOL 73/78 (Date of Deposit of Instruments) As on 31 December 2022

| S. 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 into force date | | 02.10.1983 | 01.07.1992 | 27.09.2003 | 31.12.1988 | 19.05.2005 |

STATISTICS

A total of 5060 inspections were carried out in 2022. Out of these 5060 inspections, 2279 inspections had deficiencies and the total numbers of deficiencies were 9902.

Serious deficiencies noted by the PSCOs led to the detention of 199 ships and needed to be rectified prior to the ships' departure; the overall detention percentage for the year was 3.93%. Though there has been 1.32% increase in the total number of inspections in 2022, compared to those were inspected in 2021, the detention percentage has decreased from 3.97% recorded in 2021.

The average number of deficiencies per inspection in 2022 (1.95) has slightly increased compared to the previous year (1.82).

The information given in the following tables and charts represents the port State control activities of Australia, Bangladesh, Comoros, France, India, Iran, Kenya, Madagascar, Mauritius, Myanmar, Maldives, Oman, Seychelles, South Africa, Sri Lanka, 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 2022

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 | 2405 | 1419 | 6216 | 145 | 6.03 |
| Bangladesh | 1267 | 308 | 891 | 5 | 0.39 |
| Comoros | 21 | 7 | 13 | 0 | 0.00 |
| France | 51 | 23 | 159 | 4 | 7.84 |
| India | 73 | 59 | 572 | 18 | 24.66 |
| Iran | 259 | 177 | 876 | 12 | 4.63 |
| Kenya | 438 | 64 | 185 | 0 | 0.00 |
| Madagascar | 2 | 0 | 0 | 0 | 0.00 |
| Maldives | 1 | 0 | 0 | 0 | 0.00 |
| Mauritius | 2 | 0 | 0 | 0 | 0.00 |
| Myanmar | 168 | 85 | 162 | 2 | 1.19 |
| Oman ¹ | 131 | 38 | 173 | 9 | 6.87 |
| Seychelles | 4 | 4 | 93 | 0 | 0.00 |
| Sri Lanka | 3 | 2 | 8 | 0 | 0.00 |
| South Africa ¹ | 163 | 54 | 373 | 4 | 2.45 |
| Tanzania | 32 | 19 | 37 | 0 | 0.00 |
| Yemen | 40 | 20 | 144 | 0 | 0.00 |
| Total | 5060 | 2279 | 9902 | 199 | 3.93 |

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

DEFICIENCIES BY TYPE OF SHIP

TABLE 01

| 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 | 2474 | 1063 | 4849 | 102 | 4.12 | 42.97 |
| Chemical Tanker | 390 | 91 | 269 | 4 | 1.03 | 23.33 |
| Combination Carrier | 4 | 1 | 2 | 0 | 0 | 25.00 |
| Container Ship | 691 | 344 | 1303 | 27 | 3.91 | 49.78 |
| Gas Carrier | 69 | 33 | 68 | 0 | 0 | 47.83 |
| General Cargo / Multipurpose ship | 578 | 366 | 1586 | 31 | 5.36 | 63.32 |
| Heavy Load Carrier | 16 | 6 | 16 | 0 | 0 | 37.5 |
| High Speed Passenger Craft | 1 | 1 | 5 | 0 | 0 | 100.00 |
| Livestock Carrier | 36 | 23 | 124 | 0 | 0 | 63.89 |
| MODU or FPSO | 2 | 2 | 7 | 0 | 0 | 100.00 |
| NLS Tanker * | 19 | 11 | 63 | 1 | 5.26 | 57.89 |
| Offshore Service Vessel | 18 | 10 | 84 | 5 | 27.78 | 55.56 |
| Oil Tanker | 254 | 98 | 532 | 11 | 4.33 | 38.58 |
| Oil tanker/Chemical tanker (OILCHEM) | 72 | 26 | 97 | 3 | 4.17 | 36.11 |
| Oil tanker/NLS tanker (OILNLS) | 1 | 1 | 10 | 1 | 100 | 100.00 |
| Other Types of Ship | 24 | 17 | 98 | 2 | 8.33 | 70.83 |
| Passenger Ship | 29 | 17 | 72 | 0 | 0 | 58.62 |
| Refrigerated Cargo Vessel | 12 | 9 | 119 | 2 | 16.67 | 75.00 |
| Ro-Ro Cargo Ship | 28 | 13 | 57 | 0 | 0 | 46.43 |
| Ro-Ro Passenger Ship | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Special Purpose Ship | 13 | 10 | 53 | 0 | 0 | 76.92 |
| Tugboat | 30 | 14 | 50 | 1 | 3.33 | 46.67 |
| Vehicle Carrier | 235 | 83 | 258 | 4 | 1.7 | 35.32 |
| Wood Chips Carrier | 63 | 40 | 180 | 5 | 7.94 | 63.49 |
| Total | 5060 | 2279 | 9902 | 199 | | |

* Earlier known to be Tanker not otherwise specified.

DEFICIENCIES BY FLAG

TABLE 02

| Flag | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|---------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Algeria | 1 | 1 | 1 | 0 | 0.00 |
| Antigua and Barbuda | 73 | 40 | 194 | 9 | 12.33 |
| Azerbaijan | 2 | 2 | 13 | 0 | 0.00 |
| Bahamas | 129 | 57 | 220 | 3 | 2.33 |
| Bangladesh | 2 | 1 | 7 | 1 | 50.00 |
| Barbados | 9 | 2 | 7 | 0 | 0.00 |
| Belgium | 4 | 3 | 9 | 0 | 0.00 |
| Belize | 11 | 10 | 31 | 0 | 0.00 |
| Bermuda (UK) | 4 | 2 | 4 | 0 | 0.00 |
| Cameroon | 3 | 3 | 66 | 2 | 66.67 |
| Cayman Islands (UK) | 23 | 4 | 9 | 0 | 0.00 |
| China | 122 | 36 | 123 | 1 | 0.82 |
| Comoros | 6 | 5 | 28 | 0 | 0.00 |
| Cook Islands | 23 | 20 | 253 | 5 | 21.74 |
| Croatia | 2 | 0 | 0 | 0 | 0.00 |
| Curacao | 1 | 1 | 2 | 0 | 0.00 |
| Cyprus | 97 | 43 | 179 | 5 | 5.15 |
| Denmark | 41 | 11 | 43 | 0 | 0.00 |
| Dominica | 1 | 0 | 0 | 0 | 0.00 |
| Egypt | 2 | 1 | 4 | 0 | 0.00 |
| Ethiopia | 4 | 1 | 5 | 0 | 0.00 |
| France | 5 | 2 | 3 | 0 | 0.00 |
| Gabon | 1 | 0 | 0 | 0 | 0.00 |
| Germany | 3 | 2 | 7 | 0 | 0.00 |
| Gibraltar (UK) | 7 | 3 | 9 | 1 | 14.29 |
| Greece | 35 | 10 | 44 | 1 | 2.86 |
| Guyana | 2 | 2 | 17 | 1 | 50.00 |
| Hong Kong, China | 436 | 177 | 731 | 13 | 2.98 |
| India | 30 | 8 | 37 | 1 | 3.33 |
| Indonesia | 33 | 21 | 197 | 2 | 6.06 |
| Iran | 9 | 4 | 43 | 1 | 11.11 |
| Isle of Man (UK) | 33 | 12 | 36 | 1 | 3.03 |
| Italy | 18 | 8 | 34 | 0 | 0.00 |
| Jamaica | 3 | 3 | 11 | 0 | 0.00 |
| Japan | 56 | 16 | 34 | 1 | 1.79 |
| Kiribati | 3 | 3 | 17 | 1 | 33.33 |
| Korea, Republic of | 60 | 21 | 99 | 1 | 1.67 |
| Kuwait | 4 | 2 | 7 | 0 | 0.00 |
| Liberia | 678 | 289 | 1257 | 26 | 3.83 |
| Libya | 1 | 0 | 0 | 0 | 0.00 |
| Luxembourg | 6 | 3 | 8 | 0 | 0.00 |
| Malaysia | 9 | 4 | 23 | 1 | 11.11 |
| Malta | 244 | 90 | 334 | 6 | 2.46 |

DEFICIENCIES BY FLAG

TABLE 02 (contd.)

| Flag | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|----------------------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Madagascar | 1 | 1 | 50 | 0 | 0.00 |
| Marshall Islands | 683 | 246 | 1023 | 25 | 3.66 |
| Mongolia | 4 | 4 | 15 | 0 | 0.00 |
| Montenegro | 2 | 1 | 15 | 1 | 50.00 |
| Myanmar | 1 | 1 | 3 | 0 | 0.00 |
| Netherlands | 28 | 18 | 57 | 2 | 7.14 |
| New Zealand | 2 | 0 | 0 | 0 | 0.00 |
| Niue | 1 | 1 | 10 | 1 | 100.00 |
| Norway | 60 | 34 | 127 | 2 | 3.33 |
| Palau | 21 | 13 | 128 | 2 | 9.52 |
| Panama | 1151 | 577 | 2440 | 50 | 4.34 |
| Philippines | 20 | 6 | 24 | 0 | 0.00 |
| Portugal | 56 | 24 | 88 | 2 | 3.57 |
| Qatar | 2 | 2 | 23 | 1 | 50.00 |
| Russian Federation | 116 | 106 | 456 | 1 | 0.86 |
| Saint Kitts and Nevis | 10 | 9 | 54 | 2 | 20.00 |
| Saint Vincent and the Grenadines | 4 | 4 | 19 | 0 | 0.00 |
| Saudi Arabia | 3 | 0 | 0 | 0 | 0.00 |
| Sierra Leone | 1 | 1 | 6 | 0 | 0.00 |
| Singapore | 427 | 185 | 716 | 20 | 4.68 |
| Sri Lanka | 2 | 0 | 0 | 0 | 0.00 |
| Sweden | 10 | 4 | 7 | 0 | 0.00 |
| Switzerland | 5 | 0 | 0 | 0 | 0.00 |
| Taiwan, China | 8 | 4 | 36 | 1 | 12.5 |
| Tanzania | 8 | 5 | 72 | 2 | 25.00 |
| Thailand | 33 | 19 | 71 | 0 | 0.00 |
| Togo | 2 | 1 | 6 | 0 | 0.00 |
| Turkey | 6 | 2 | 3 | 0 | 0.00 |
| Tuvalu | 30 | 15 | 78 | 2 | 6.67 |
| United Arab Emirates | 4 | 3 | 11 | 0 | 0.00 |
| United Kingdom | 23 | 13 | 55 | 0 | 0.00 |
| United States | 13 | 5 | 12 | 0 | 0.00 |
| Vanuatu | 6 | 2 | 18 | 0 | 0.00 |
| Viet Nam | 81 | 50 | 133 | 2 | 2.47 |
| Total | 5060 | 2279 | 9902 | 199 | |

DEFICIENCIES BY CATEGORIES

TABLE 03

| Code | Nature Of Deficiencies | Number of Deficiencies | Percentage |
|------|--|------------------------|------------|
| 011 | Certificate & Documentation - Ship Certificates | 163 | 1.65 |
| 012 | Certificate & Documentation - Crew Certificates | 98 | 0.99 |
| 013 | Certificate & Documentation - Documents | 334 | 3.37 |
| 021 | Structural Conditions | 499 | 5.04 |
| 031 | Water/Weathertight conditions | 628 | 6.34 |
| 041 | Emergency Systems | 578 | 5.84 |
| 051 | Radio Communications | 234 | 2.36 |
| 061 | Cargo operations including equipment | 230 | 2.32 |
| 071 | Fire safety | 1659 | 16.75 |
| 081 | Alarms | 121 | 1.22 |
| 091 | Living Conditions | 123 | 1.24 |
| 092 | Working Conditions | 374 | 3.78 |
| 101 | Safety of Navigation | 1168 | 11.8 |
| 111 | Life saving appliances | 865 | 8.74 |
| 121 | Dangerous goods | 16 | 0.16 |
| 131 | Propulsion and auxiliary machinery | 574 | 5.8 |
| 141 | Pollution prevention - MARPOL Annex I | 194 | 1.96 |
| 142 | Pollution prevention - MARPOL Annex II | 1 | 0.01 |
| 144 | Pollution prevention - MARPOL Annex IV | 127 | 1.28 |
| 145 | Pollution prevention - MARPOL Annex V | 140 | 1.41 |
| 146 | Pollution prevention - MARPOL Annex VI | 50 | 0.5 |
| 148 | Pollution Prevention - Ballast Water | 21 | 0.21 |
| 151 | ISM | 370 | 3.74 |
| 161 | ISPS | 51 | 0.52 |
| 181 | Minimum requirements for seafarers | 10 | 0.1 |
| 182 | Labour Conditions - Conditions of employment | 116 | 1.17 |
| 183 | Accommodation recreational facilities F and C | 274 | 2.77 |
| 184 | Health protection, medical care, social security | 702 | 7.09 |
| 991 | Other | 182 | 1.84 |
| | Total | 9902 | |

DEFICIENCIES BY RECOGNIZED ORGANIZATION RELATED DETENTIONS AND DEFICIENCIES

TABLE 04

| Recognized Organization | Number of Overall Inspections | Number of Inspections with Deficiencies | Number of Overall Detentions | Overall Detention % | Number of RO Responsible detention | RO Responsible Detention % | Number of RO Related deficiencies |
|--|-------------------------------|---|------------------------------|---------------------|------------------------------------|----------------------------|-----------------------------------|
| American Bureau of Shipping | 511 | 188 | 15 | 2.94 | 0 | 0 | 0 |
| Asia Classification Society | 4 | 4 | 1 | 25 | 0 | 0 | 0 |
| Biro Klasifikasi Indonesia | 6 | 5 | 0 | 0 | 0 | 0 | 0 |
| Bureau Veritas | 519 | 247 | 24 | 4.62 | 2 | 0.39 | 9 |
| China Classification Society | 313 | 109 | 7 | 2.24 | 0 | 0 | 0 |
| CR Classification Society | 23 | 13 | 2 | 8.7 | 0 | 0 | 0 |
| Croatian Register of Shipping | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| DNV | 717 | 333 | 39 | 5.43 | 4 | 0.55 | 13 |
| Dromon Bureau of Shipping | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Hellas Naval Bureau of Shipping | 7 | 6 | 0 | 0 | 0 | 0 | 0 |
| Indian Register of Shipping | 28 | 13 | 0 | 0 | 0 | 0 | 0 |
| Intermaritime Certification Services, S.A. | 8 | 6 | 0 | 0 | 0 | 0 | 0 |
| International Naval Surveys Bureau | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| International Register of Shipping | 13 | 9 | 1 | 7.69 | 0 | 0 | 0 |
| Iranian Classification Society | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| KOREAN REGISTER | 259 | 126 | 11 | 4.25 | 0 | 0 | 0 |
| Lloyd's Register | 578 | 229 | 12 | 2.08 | 1 | 0.17 | 1 |
| Macosnar Corporation | 3 | 3 | 1 | 33.33 | 0 | 0 | 0 |
| Maritime Inspection Corporation | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Mediterranean Shipping Register | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| New United International Marine Services Ltd. | 2 | 1 | 1 | 50 | 0 | 0 | 0 |
| Nippon Kaiji Kyokai | 1618 | 702 | 61 | 3.77 | 6 | 0.37 | 24 |
| No Class | 55 | 24 | 1 | 1.82 | 0 | 0 | 0 |
| Other * | 10 | 6 | 3 | 30 | 2 | 20 | 19 |
| Overseas Marine Certification Services, Inc. | 8 | 6 | 1 | 12.5 | 0 | 0 | 0 |
| Panama Maritime Documentation Services | 5 | 5 | 1 | 20 | 0 | 0 | 0 |
| Phoenix Register of Shipping S.A. | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Polski Rejestr Statkow | 11 | 7 | 0 | 0 | 0 | 0 | 0 |
| Qualitas Register of Shipping | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Russian Maritime Register of Shipping | 109 | 99 | 1 | 0.92 | 0 | 0 | 0 |
| Russian River Register | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| RINA Services S.p.A. | 162 | 89 | 11 | 6.79 | 1 | 0.62 | 3 |
| Sing-Lloyd | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Union Bureau of Shipping | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Universal Maritime Bureau Ltd. | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| United Registration and Classification of Services | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Veritas Register of Shipping | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Viet Nam Register | 65 | 43 | 2 | 3.08 | 0 | 0 | 0 |

* Inspection classed with, ABS & VR, Eagle Classification of Shipping, Dutch Lloyd, ZANZIBAR MARITIME AUTHORITY, Maritime Certifications of Shipping, THAI GOVERNMENT, Guardian Bureau of Shipping, VR & NK are included in this RO.

Note: RO responsible statistics with respect to detentions and deficiencies are calculated on the basis of the RO which undertook the last survey and endorsed statutory certificates.

COMPARISON OF INSPECTIONS AND DETENTIONS PER SHIP TYPE

TABLE 05

| Type of Ship | Number of Inspections | | | | Number of Detention | | | | 3-year average percentage |
|--------------------------------------|-----------------------|-------------|-------------|--------------|---------------------|------------|------------|------------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Bulk Carrier | 2587 | 2675 | 2474 | 7736 | 136 | 117 | 102 | 355 | 4.59 |
| Chemical Tanker | 395 | 323 | 390 | 1108 | 11 | 4 | 4 | 19 | 1.71 |
| Combination Carrier | 2 | 6 | 4 | 12 | 1 | 0 | 0 | 1 | 8.33 |
| Commercial yacht | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Container Ship | 545 | 605 | 691 | 1841 | 19 | 22 | 27 | 68 | 3.69 |
| Gas Carrier | 92 | 64 | 69 | 225 | 2 | 1 | 0 | 3 | 1.33 |
| Gas Carrier/NLS tanker (GASNLS) | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| General Cargo / Multipurpose Ship | 441 | 528 | 578 | 1547 | 21 | 24 | 31 | 76 | 4.91 |
| Heavy Load Carrier | 36 | 28 | 16 | 80 | 3 | 4 | 0 | 7 | 8.75 |
| High Speed Passenger Craft | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Livestock Carrier | 38 | 42 | 36 | 116 | 2 | 2 | 0 | 4 | 3.45 |
| MODU or FPSO | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| NLS Tanker* | 31 | 27 | 19 | 77 | 1 | 1 | 1 | 3 | 3.9 |
| Oil Tanker | 227 | 234 | 254 | 715 | 12 | 2 | 11 | 25 | 3.5 |
| Oil tanker/Chemical tanker (OILCHEM) | 24 | 73 | 72 | 169 | 0 | 2 | 3 | 5 | 2.96 |
| Oil tanker/NLS tanker | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Offshore service Vessel | 20 | 18 | 18 | 56 | 0 | 2 | 5 | 7 | 12.5 |
| Other Types of Ship | 21 | 29 | 24 | 74 | 0 | 2 | 2 | 4 | 5.41 |
| Passenger Ship | 30 | 6 | 29 | 65 | 1 | 1 | 0 | 2 | 3.08 |
| Refrigerated Cargo Vessel | 6 | 8 | 12 | 26 | 0 | 2 | 2 | 4 | 15.38 |
| Ro-Ro Cargo Ship | 25 | 37 | 28 | 90 | 0 | 1 | 0 | 1 | 1.11 |
| Ro-Ro Passenger Ship | 7 | 4 | 1 | 12 | 0 | 0 | 0 | 0 | 0.00 |
| Special Purpose Ship | 12 | 8 | 13 | 33 | 0 | 1 | 0 | 1 | 3.03 |
| Tugboat | 30 | 21 | 30 | 81 | 3 | 4 | 1 | 8 | 9.88 |
| Vehicle Carrier | 136 | 184 | 235 | 555 | 4 | 4 | 4 | 12 | 2.16 |
| Woodchip Carrier | 55 | 66 | 63 | 184 | 2 | 2 | 5 | 9 | 4.89 |
| Total | 4762 | 4993 | 5060 | 14815 | 218 | 198 | 199 | 615 | 4.15 |

* Earlier known to be Tanker Not Otherwise Specified.

COMPARISON OF DEFICIENCIES BY CATEGORIES

TABLE 06

| Code | Nature of Deficiencies | Number of Deficiencies | | |
|------|--|------------------------|-------------|-------------|
| | | Year | | |
| | | 2020 | 2021 | 2022 |
| 011 | Certificate & Documentation - Ship Certificates | 140 | 166 | 163 |
| 012 | Certificate & Documentation - Crew Certificates | 197 | 132 | 98 |
| 013 | Certificate & Documentation - Documents | 288 | 304 | 334 |
| 021 | Structural Conditions | 421 | 422 | 499 |
| 031 | Water/Weathertight conditions | 620 | 640 | 628 |
| 041 | Emergency Systems | 599 | 551 | 578 |
| 051 | Radio Communications | 205 | 202 | 234 |
| 061 | Cargo operations including equipment | 205 | 180 | 230 |
| 071 | Fire safety | 1396 | 1332 | 1659 |
| 081 | Alarms | 104 | 117 | 121 |
| 091 | Living Conditions | 86 | 78 | 123 |
| 092 | Working Conditions | 297 | 305 | 374 |
| 101 | Safety of Navigation | 1129 | 1177 | 1168 |
| 111 | Life saving appliances | 920 | 913 | 865 |
| 121 | Dangerous goods | 7 | 7 | 16 |
| 131 | Propulsion and auxiliary machinery | 544 | 503 | 574 |
| 141 | Pollution prevention - MARPOL Annex I | 229 | 185 | 194 |
| 142 | Pollution prevention - MARPOL Annex II | 1 | 3 | 1 |
| 143 | Pollution prevention - MARPOL Annex III | 1 | 0 | 0 |
| 144 | Pollution prevention - MARPOL Annex IV | 121 | 121 | 127 |
| 145 | Pollution prevention - MARPOL Annex V | 84 | 130 | 140 |
| 146 | Pollution prevention - MARPOL Annex VI | 40 | 31 | 50 |
| 148 | Pollution Prevention - Ballast Water | 11 | 29 | 21 |
| 151 | ISM | 354 | 359 | 370 |
| 161 | ISPS | 33 | 35 | 51 |
| 181 | Minimum requirements for seafarers | 25 | 6 | 10 |
| 182 | Labour Conditions - Conditions of employment | 272 | 130 | 116 |
| 183 | Accommodation recreational facilities F and C | 222 | 250 | 274 |
| 184 | Health protection, medical care, social security | 521 | 639 | 702 |
| 991 | Other | 216 | 184 | 182 |
| | Total | 9288 | 9131 | 9902 |

COMPARISON OF INSPECTIONS AND DEFICIENCIES PER RECOGNIZED ORGANIZATION

TABLE 07

| Recognized Organization | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| American Bureau of Shipping | 554 | 554 | 511 | 1619 | 233 | 221 | 188 | 642 | 39.65 |
| Asia Classification Society | 1 | 4 | 4 | 9 | 1 | 3 | 4 | 8 | 88.89 |
| Biro Klasifikasi Indonesia | 2 | 8 | 6 | 16 | 2 | 4 | 5 | 11 | 68.75 |
| Bureau Veritas | 465 | 524 | 519 | 1508 | 223 | 241 | 247 | 711 | 47.15 |
| China Classification Society | 211 | 253 | 313 | 777 | 83 | 79 | 109 | 271 | 34.88 |
| CR Classification Society | 17 | 24 | 23 | 64 | 8 | 9 | 13 | 30 | 46.88 |
| Columbus American Register | 1 | 2 | 0 | 3 | 1 | 2 | 0 | 3 | 100.00 |
| Croatian Register of Shipping | 25 | 39 | 5 | 69 | 8 | 19 | 1 | 28 | 40.58 |
| Cosmos Marine Bureau Inc | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 5 | 100.00 |
| DNV | 793 | 866 | 717 | 2376 | 352 | 359 | 333 | 1044 | 43.93 |
| Dromon Bureau of Shipping | 3 | 11 | 2 | 16 | 3 | 9 | 2 | 14 | 87.5 |
| Emirates Classification Society TASNEEF | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Hellas Naval Bureau of Shipping | 0 | 0 | 7 | 7 | 0 | 0 | 6 | 6 | 85.71 |
| Indian Register of Shipping | 27 | 23 | 28 | 78 | 16 | 16 | 13 | 45 | 57.69 |
| Intermaritime Certification Services S.A. | 3 | 3 | 8 | 14 | 3 | 3 | 6 | 12 | 85.71 |
| International Maritime Register | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| International Naval Surveys Bureau | 8 | 3 | 2 | 13 | 6 | 2 | 1 | 9 | 69.23 |
| International Register of Shipping | 10 | 10 | 13 | 33 | 9 | 7 | 9 | 25 | 75.76 |
| International Ship Classification | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Intertek Maritime Bureau | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Iranian Classification Society | 3 | 3 | 5 | 11 | 3 | 2 | 0 | 5 | 45.45 |
| Isthmus Bureau of Shipping, S. A | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Korea Classification Society | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| KOREAN REGISTER | 216 | 197 | 259 | 672 | 111 | 79 | 126 | 316 | 47.02 |
| Lloyd's Register | 591 | 549 | 578 | 1718 | 264 | 223 | 229 | 716 | 41.68 |
| Macosnar Corporation | 0 | 1 | 3 | 4 | 0 | 1 | 3 | 4 | 100.00 |
| Maritime Bureau of Shipping | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |

COMPARISON OF INSPECTIONS AND DEFICIENCIES PER RECOGNIZED ORGANIZATION

TABLE 07(contd.)

| Recognized Organization | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|--|-----------------------|-------------|-------------|--------------|---|-------------|-------------|-------------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Maritime Inspection Corporation | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Maritime Lloyd Ltd., Georgia | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Mediterranean Shipping Register | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| National Shipping Adjusters Inc | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| New United International Marine Services Ltd. | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Nippon Kaiji Kyokai | 1488 | 1477 | 1618 | 4583 | 726 | 625 | 702 | 2053 | 44.8 |
| No Class | 16 | 72 | 55 | 143 | 11 | 32 | 24 | 67 | 46.85 |
| Overseas Marine Certification Service, Inc. | 2 | 4 | 8 | 14 | 0 | 2 | 6 | 8 | 57.14 |
| Panama Bureau of Shipping | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| Panama Classification Bureau | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Panama Maritime Documentation Services | 1 | 2 | 5 | 8 | 1 | 2 | 5 | 8 | 100.00 |
| Panama Shipping Register Inc | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Phoenix Register of Shipping S. A. | 1 | 2 | 1 | 4 | 1 | 2 | 1 | 4 | 100.00 |
| Polski Rejestr Statkow | 8 | 10 | 11 | 29 | 6 | 6 | 7 | 19 | 65.52 |
| Qualitas Register of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Russian Maritime Register of Shipping | 127 | 137 | 109 | 373 | 124 | 128 | 99 | 351 | 94.1 |
| Russian River Register | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| RINA Services S.p.A. | 141 | 142 | 162 | 445 | 81 | 62 | 89 | 232 | 52.13 |
| Sing-Lloyd | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 100.00 |
| Union Bureau of Shipping | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 3 | 100.00 |
| Universal Maritime Bureau Ltd. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| United Registration and Classification of Services | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Vega Register Inc. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Veritas Register of Shipping | 0 | 3 | 2 | 5 | 0 | 2 | 2 | 4 | 80.00 |
| Viet Nam Register | 20 | 46 | 65 | 131 | 16 | 35 | 43 | 94 | 71.76 |
| Other | 13 | 15 | 10 | 38 | 11 | 15 | 6 | 32 | 84.21 |
| Withdrawn | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Total | 4762 | 4993 | 5060 | 14815 | 2318 | 2197 | 2289 | 6804 | |

COMPARISON OF INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

TABLE 08

| Recognized Organization | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| American Bureau of Shipping | 554 | 554 | 511 | 1619 | 21 | 21 | 15 | 57 | 3.52 |
| Asia Classification Society | 1 | 4 | 4 | 9 | 0 | 0 | 1 | 1 | 11.11 |
| Biro Klasifikasi Indonesia | 2 | 8 | 6 | 16 | 0 | 0 | 0 | 0 | 0.00 |
| Bureau Veritas | 465 | 524 | 519 | 1508 | 22 | 32 | 24 | 78 | 5.17 |
| China Classification Society | 211 | 253 | 313 | 777 | 13 | 8 | 7 | 28 | 3.6 |
| CR Classification Society | 17 | 24 | 23 | 64 | 0 | 1 | 2 | 3 | 4.69 |
| Columbus American Register | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Cosmos Marine Bureau Inc | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Croatian Register of Shipping | 25 | 39 | 5 | 69 | 0 | 2 | 0 | 2 | 2.9 |
| DNV | 793 | 866 | 717 | 2376 | 34 | 31 | 39 | 104 | 4.37 |
| Dromon Bureau of Shipping | 3 | 11 | 2 | 16 | 0 | 5 | 0 | 5 | 31.25 |
| Emirates Classification Society TASNEEF | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Hellas Naval Bureau of Shipping | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| Indian Register of Shipping | 27 | 23 | 28 | 78 | 0 | 1 | 0 | 1 | 1.28 |
| Intermaritime Certification Services S.A. | 3 | 3 | 8 | 14 | 2 | 0 | 0 | 2 | 14.29 |
| International Maritime Register | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| International Naval Surveys Bureau | 8 | 3 | 2 | 13 | 1 | 0 | 0 | 1 | 7.69 |
| International Register of Shipping | 10 | 10 | 13 | 33 | 1 | 1 | 1 | 3 | 9.09 |
| International Ship Classification | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Intertek Maritime Bureau | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Iranian Classification Society | 3 | 3 | 5 | 11 | 0 | 0 | 0 | 0 | 0.00 |
| Isthmus Bureau of Shipping, S. A | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Korea Classification Society | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| KOREAN REGISTER | 216 | 197 | 259 | 672 | 12 | 13 | 11 | 36 | 5.36 |
| Lloyd's Register | 591 | 549 | 578 | 1718 | 23 | 18 | 12 | 53 | 3.08 |
| Macosnar Corporation | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 1 | 25.00 |
| Maritime Bureau of Shipping | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |

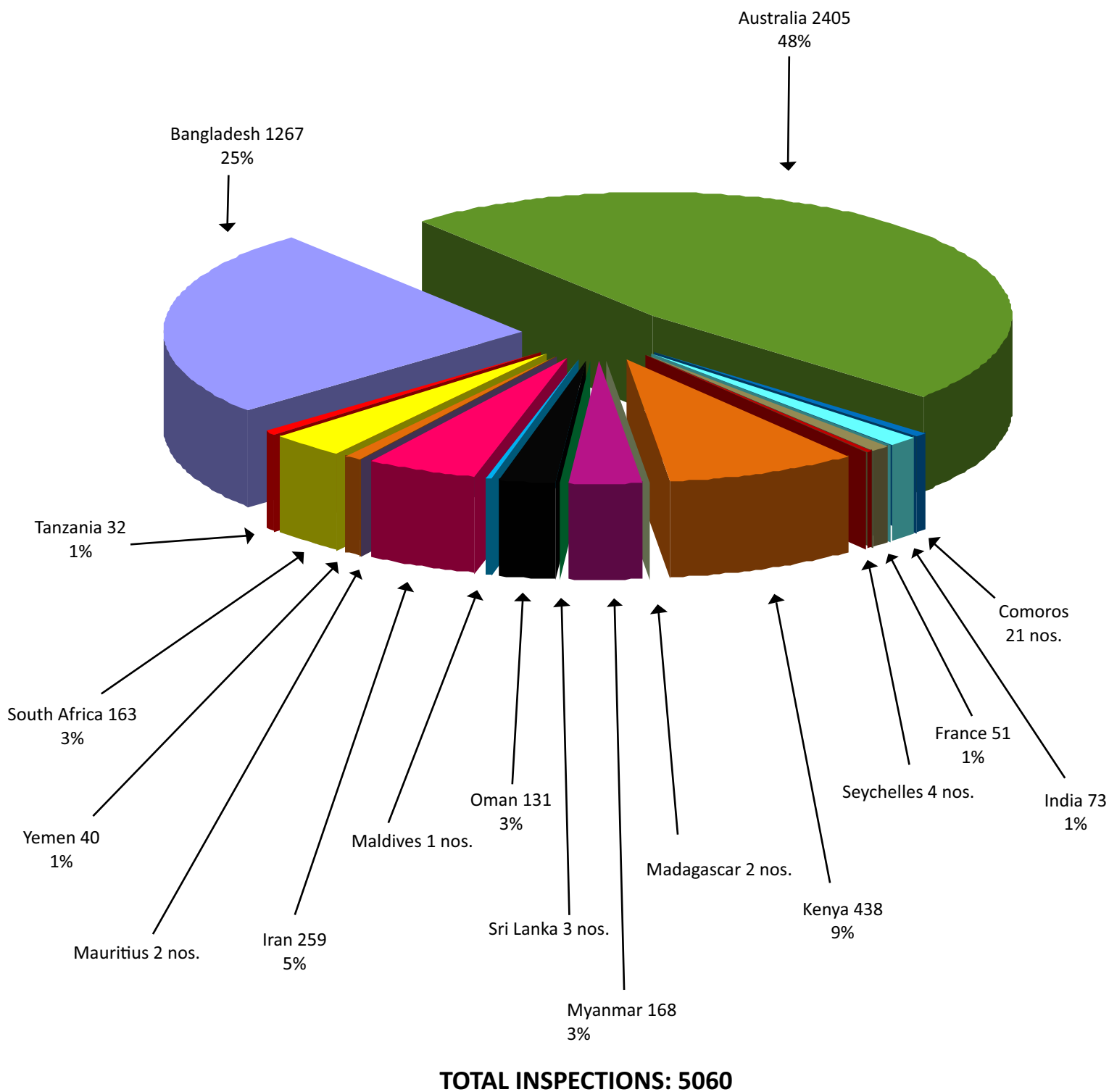
COMPARISON OF INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

TABLE 08 (contd.)

| Recognized Organization | Number of Inspections | | | | Number of Detentions | | | | 3 -year average percentage |
|--|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|------------|----------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Maritime Inspection Corporation | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Mediterranean Shipping Register | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Maritime Lloyd Ltd., Georgia | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| National Shipping Adjusters Inc | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| New United International Marine Services Ltd. | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Nippon Kaiji Kyokai | 1488 | 1477 | 1618 | 4583 | 70 | 51 | 61 | 182 | 3.97 |
| Overseas Marine Certification Service, Inc. | 2 | 4 | 8 | 14 | 0 | 0 | 1 | 1 | 7.14 |
| Panama Bureau of Shipping | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Classification Bureau | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Maritime Documentation Services | 1 | 2 | 5 | 8 | 0 | 1 | 1 | 2 | 25.00 |
| Panama Shipping Registrar Inc (PSR) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Phoenix Register of Shipping S. A. | 1 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 25.00 |
| Polski Rejestr Statkow | 8 | 10 | 11 | 29 | 1 | 0 | 0 | 1 | 3.45 |
| Qualitas Register of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Russian Maritime Register of Shipping | 127 | 137 | 109 | 373 | 0 | 1 | 1 | 2 | 0.54 |
| Russian River Register | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| RINA Services S.p.A (RINA) | 141 | 142 | 162 | 445 | 11 | 3 | 11 | 25 | 5.62 |
| Sing-Lloyd | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Union Bureau of Shipping | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Universal Maritime Bureau Ltd. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| United Registration and Classification of Services | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Vega Register Inc. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Veritas Register of Shipping | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Viet Nam Register | 20 | 46 | 65 | 131 | 1 | 0 | 2 | 3 | 2.29 |
| No Class | 16 | 72 | 55 | 143 | 1 | 1 | 1 | 3 | 2.1 |
| Other | 13 | 15 | 10 | 38 | 3 | 6 | 3 | 12 | 31.58 |
| Withdrawn | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Total | 4762 | 4993 | 5060 | 14815 | 218 | 198 | 199 | 615 | 4.15 |

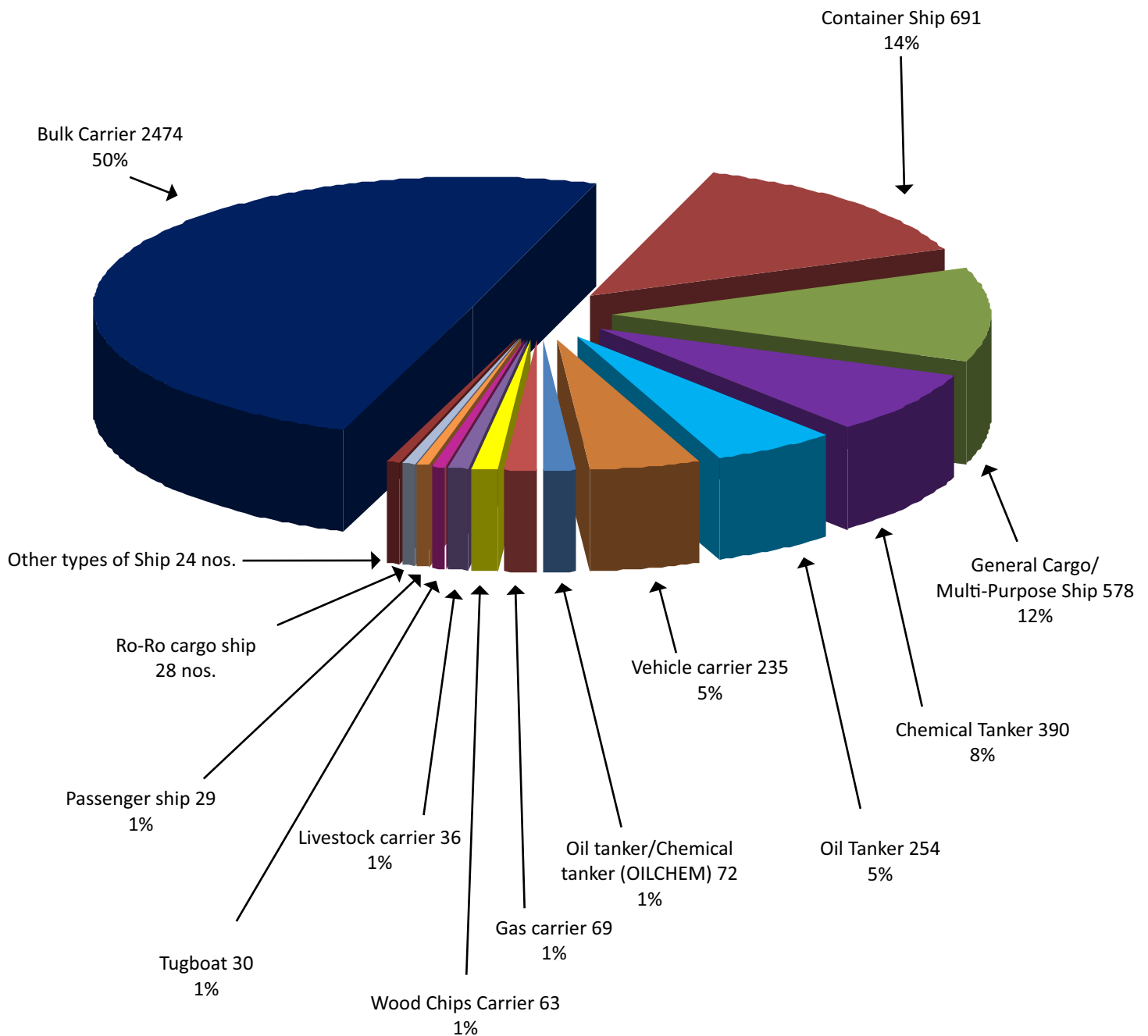
INSPECTION EFFORTS

Fig. 01



TYPE OF SHIP INSPECTED

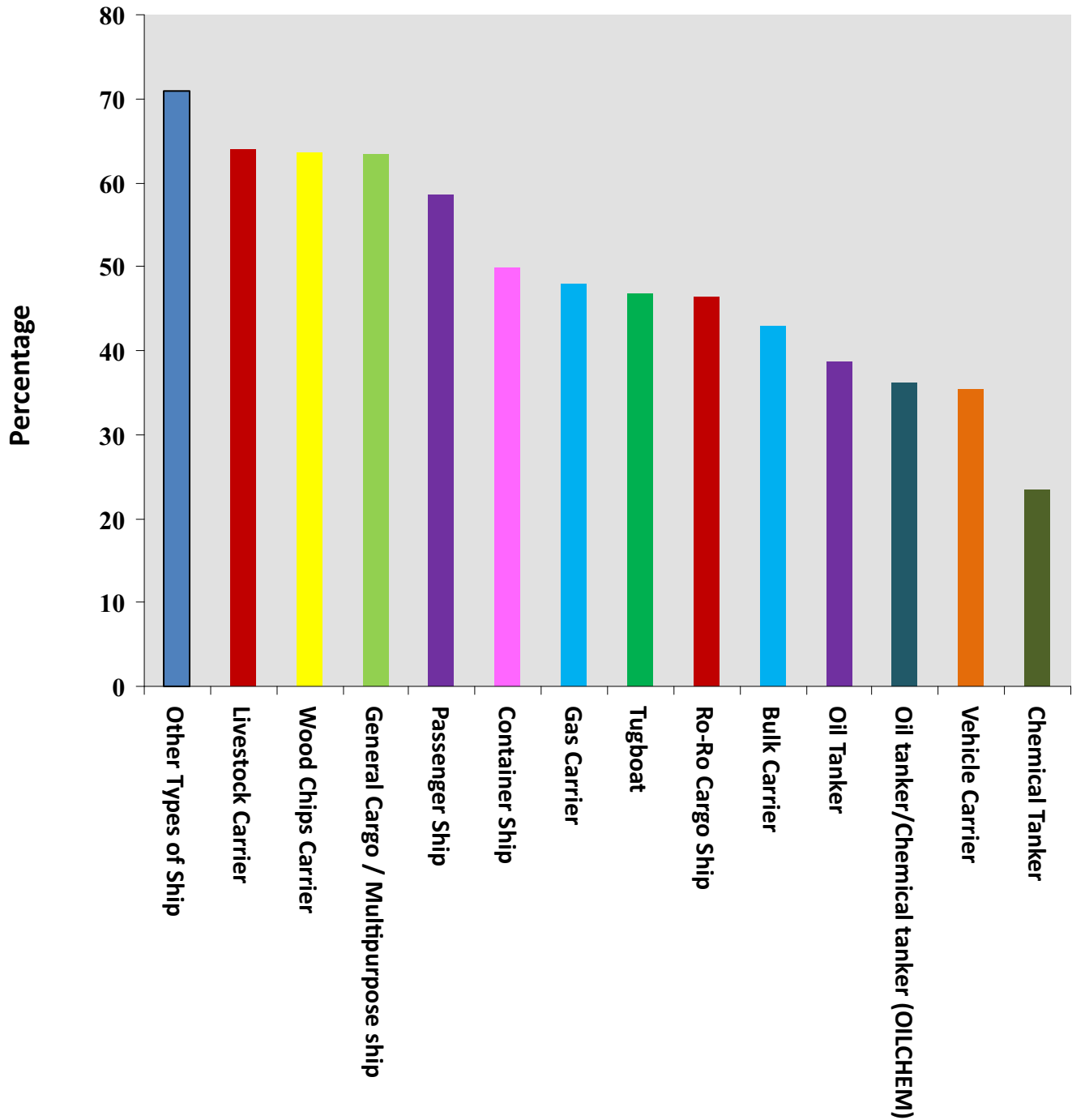
Fig. 02



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

PERCENTAGE OF SHIP TYPE WITH DEFICIENCIES

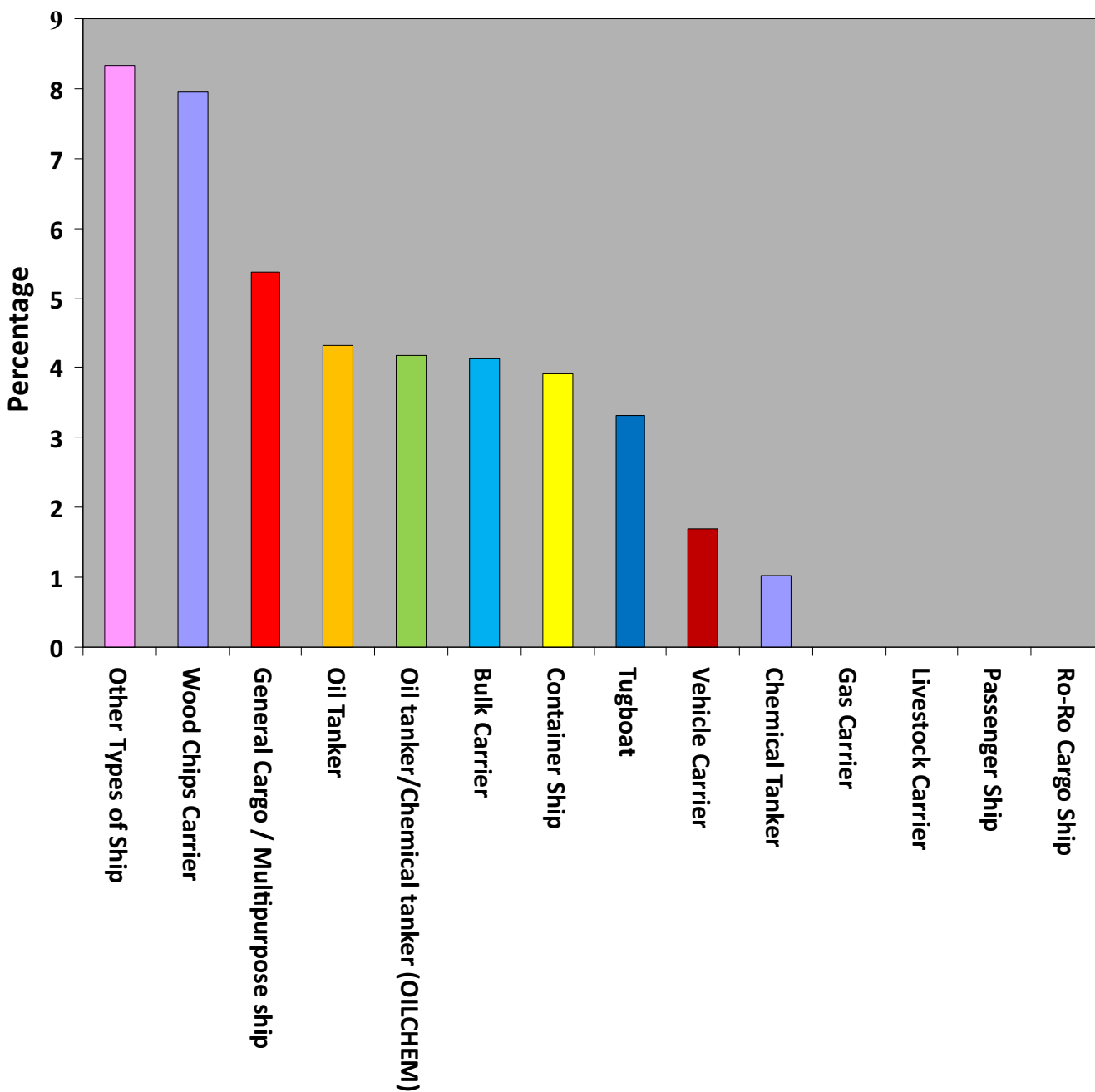
Fig. 03



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

PERCENTAGE OF DETENTION PER SHIP TYPE

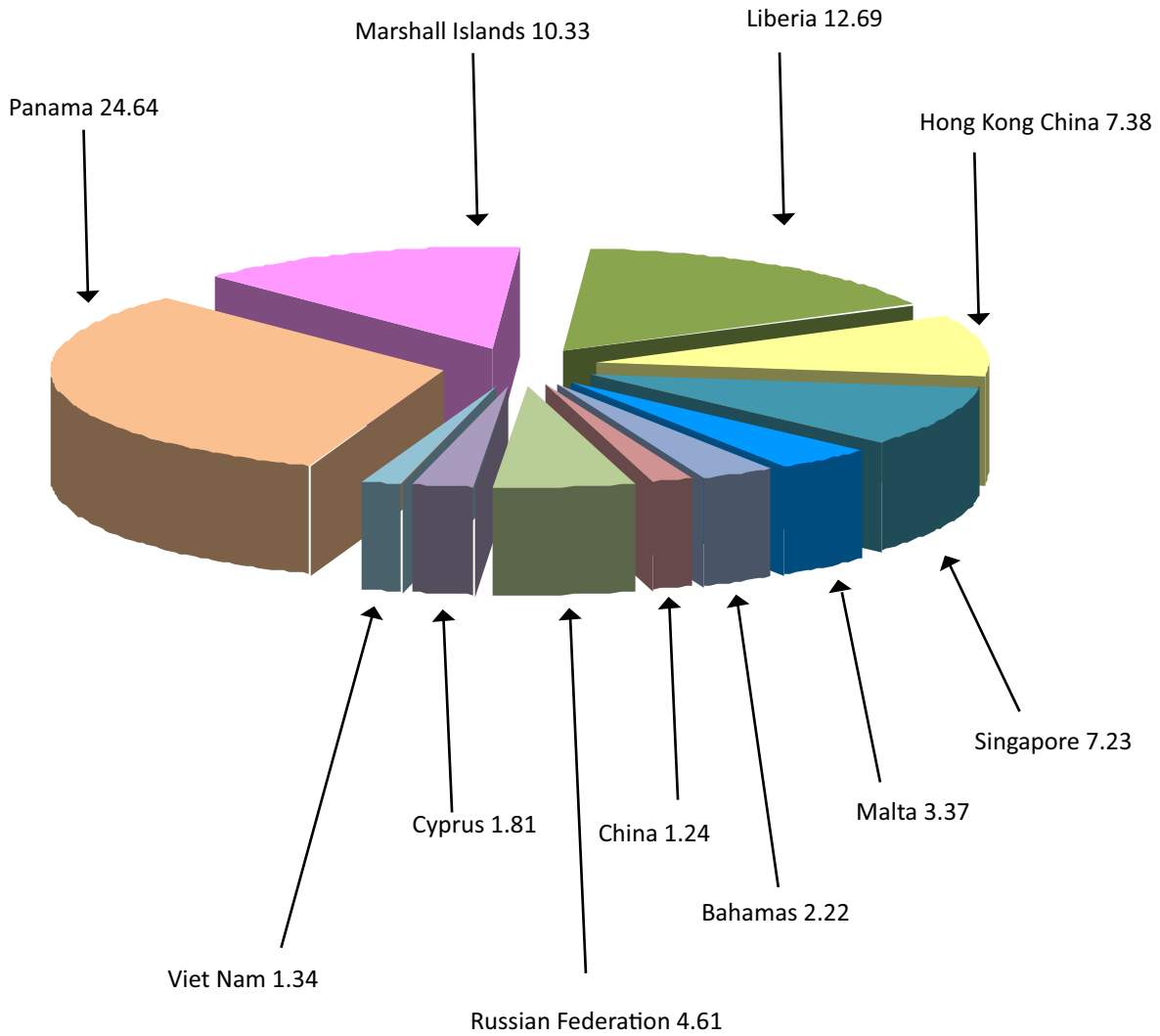
Fig. 04



THIS GRAPH DEPICTS 20 INSPECTIONS AND ABOVE/ SHIP TYPE

PERCENTAGE OF DEFICIENCIES PER FLAG

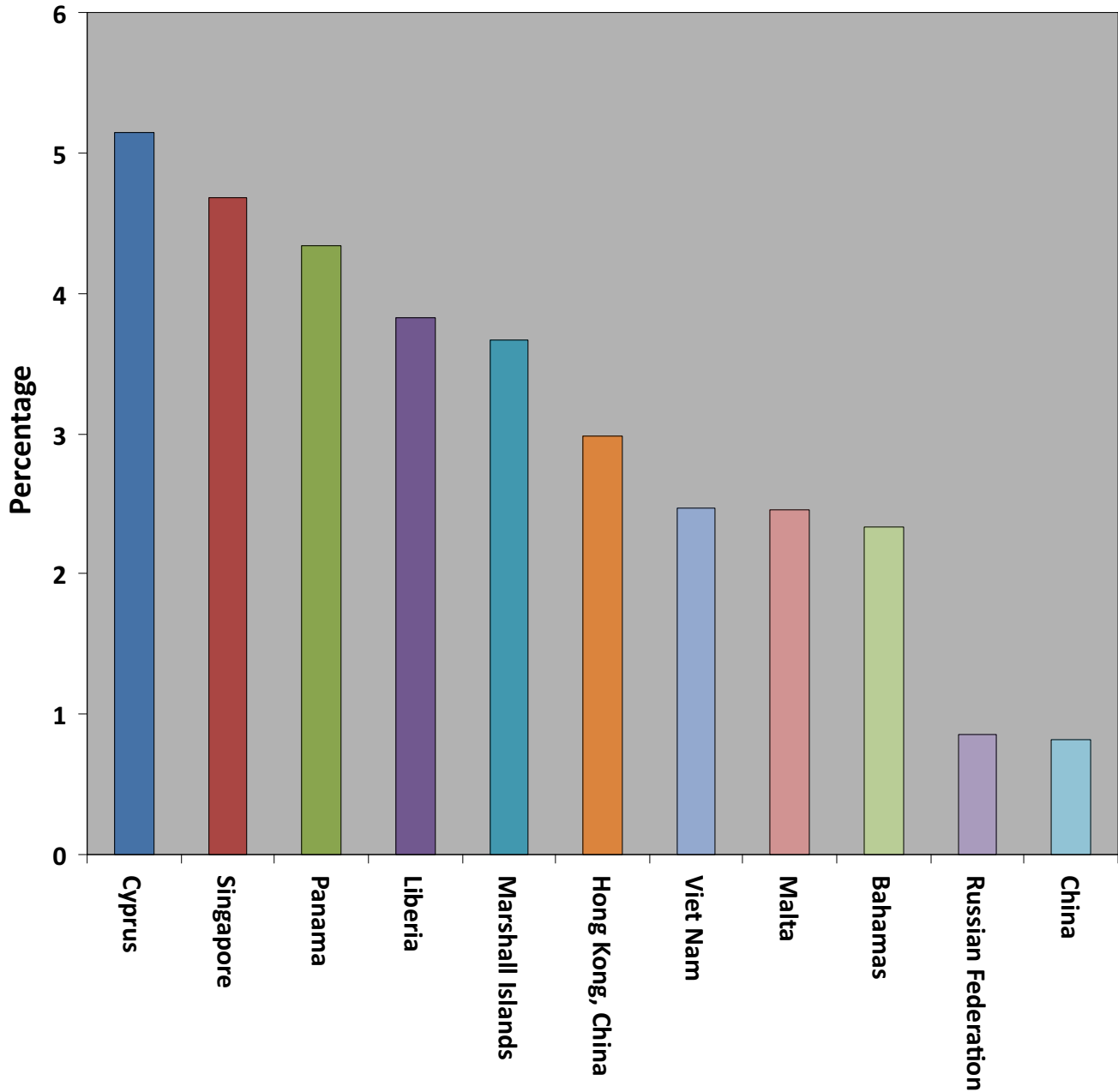
Fig. 05



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

PERCENTAGE OF DETENTIONS PER FLAG

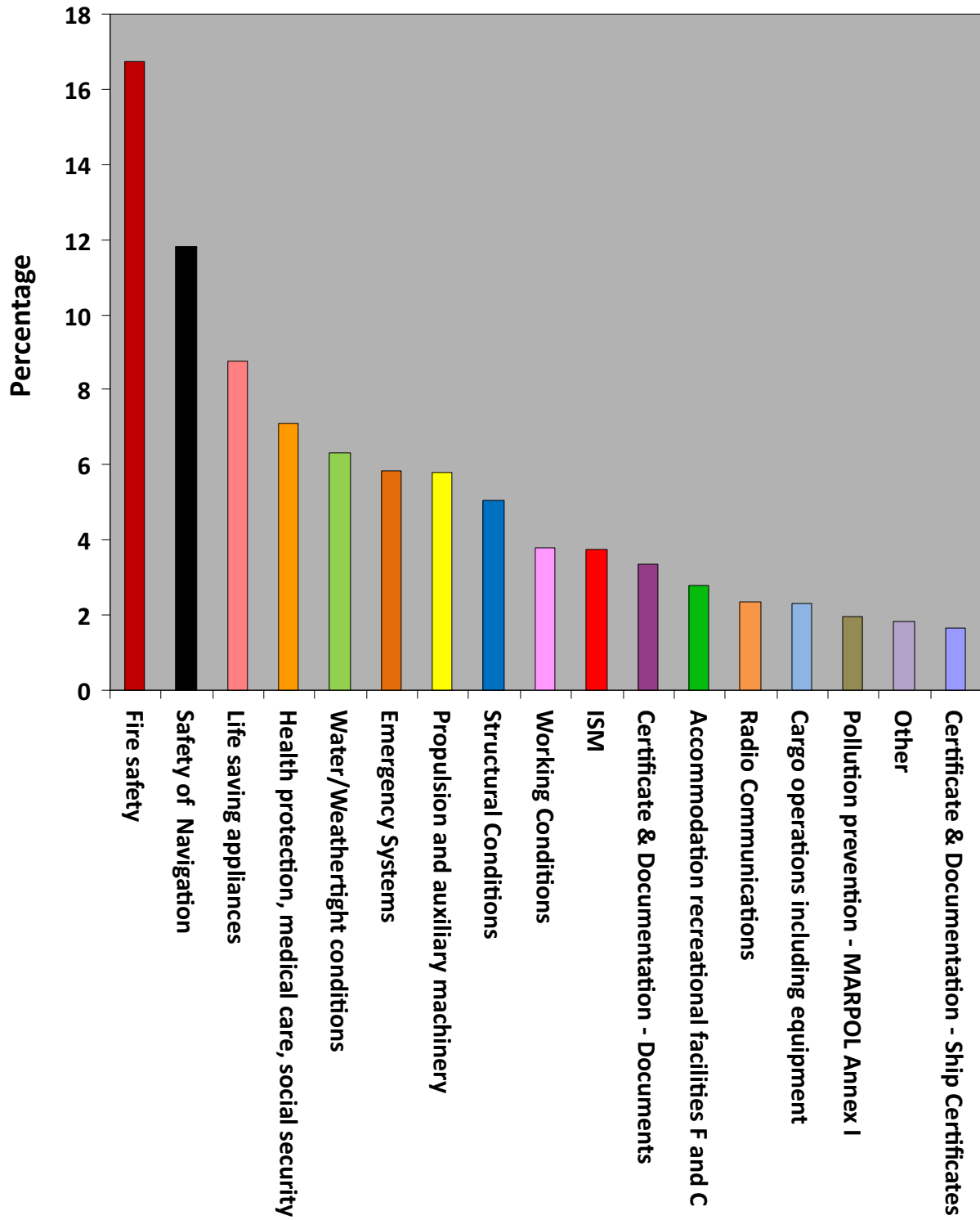
Fig. 06



THIS GRAPH DEPICTS 75 INSPECTIONS AND ABOVE / FLAG

DEFICIENCY PERCENTAGE BY CATEGORIES

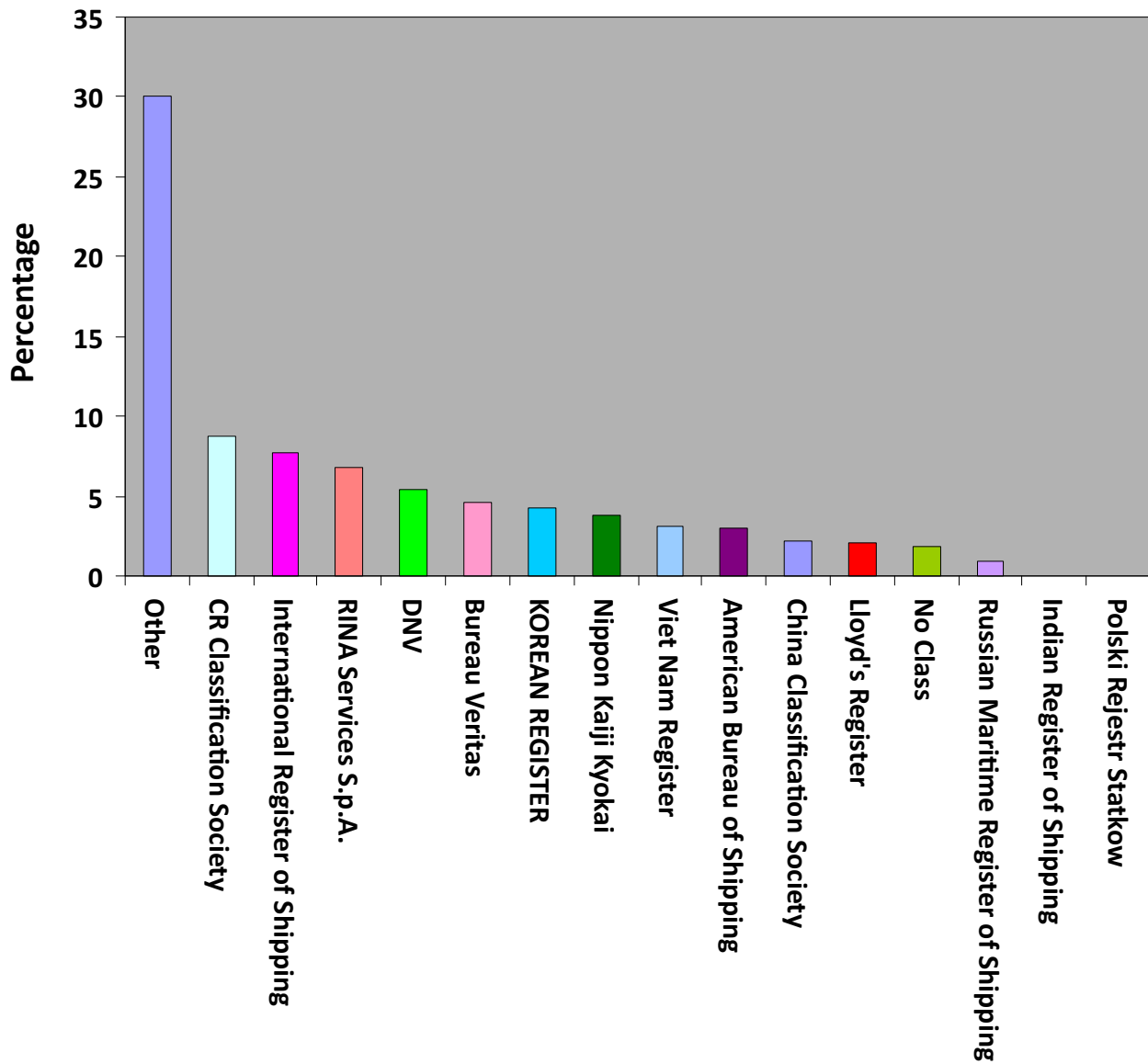
Fig. 07



THIS GRAPH DEPICTS DEFICIENCIES PERCENTAGE 1.5 AND ABOVE

DETENTION PERCENTAGE BY RECOGNIZED ORGANIZATION

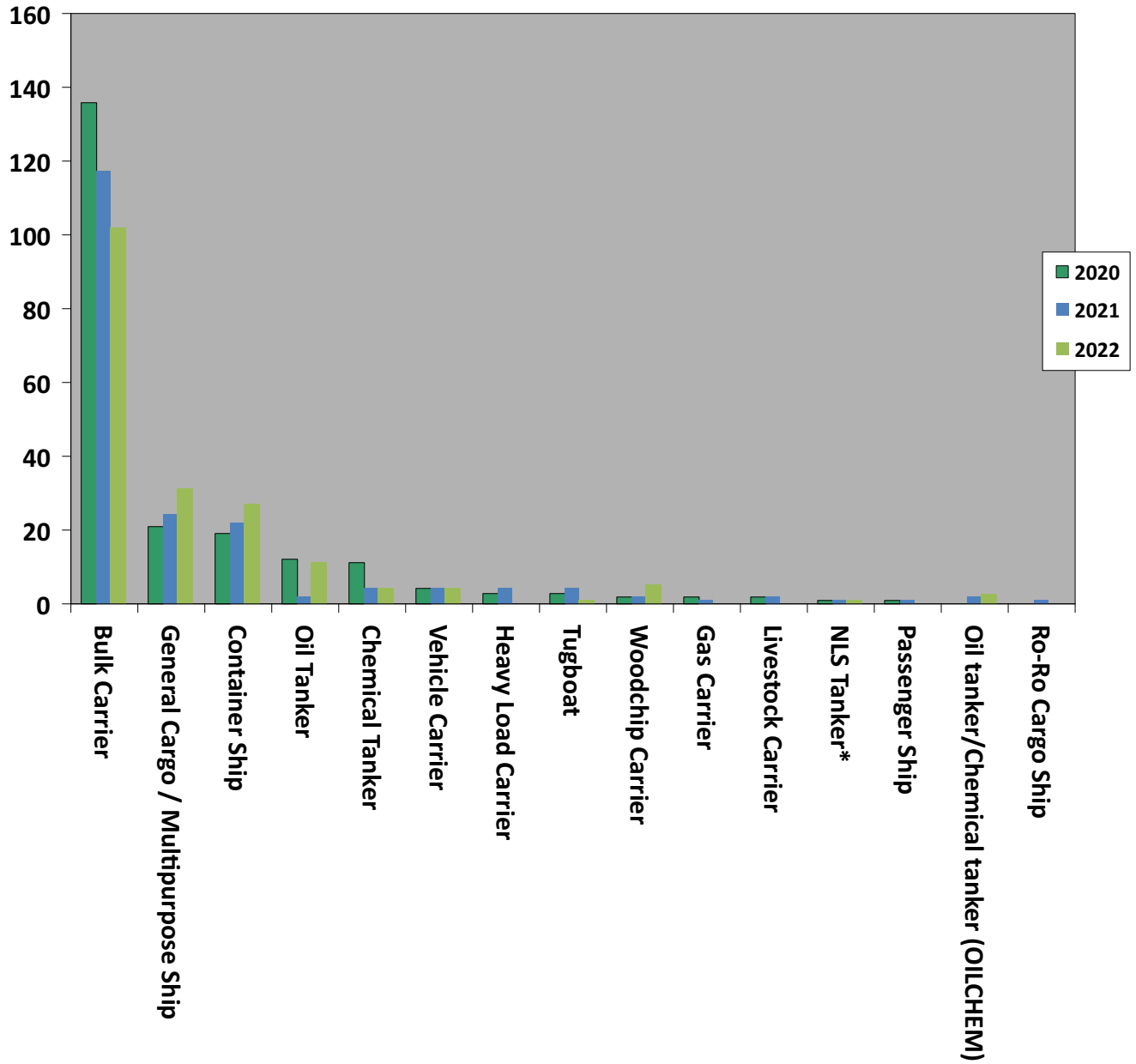
Fig. 08



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 2020, 2021 or 2022 / SHIP TYPE

COMPARISON OF INSPECTIONS AND DEFICIENCIES PER SHIP TYPE

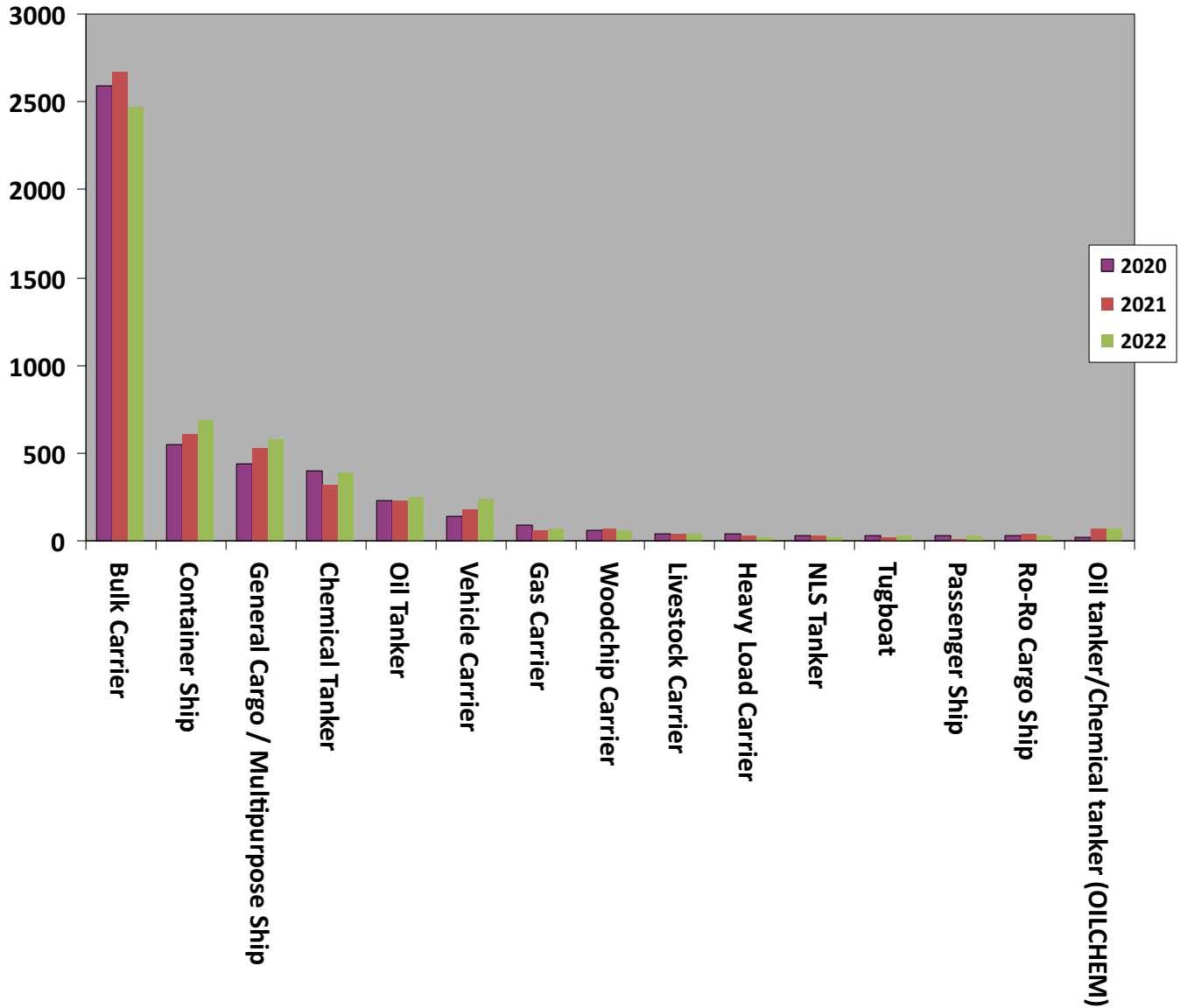
Table 09

| Type of Ship | Number of Inspections | | | | Number of Inspection with Deficiencies | | | | 3-year average percentage |
|--------------------------------------|-----------------------|-------------|-------------|--------------|--|-------------|-------------|-------------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Bulk Carrier | 2587 | 2675 | 2474 | 7736 | 1227 | 1136 | 1065 | 3428 | 44.31 |
| Chemical Tanker | 395 | 323 | 390 | 1108 | 141 | 87 | 93 | 321 | 28.97 |
| Combination Carrier | 2 | 6 | 4 | 12 | 1 | 1 | 1 | 3 | 25.00 |
| Container Ship | 545 | 605 | 691 | 1841 | 300 | 290 | 348 | 938 | 50.95 |
| Commercial yacht | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Gas Carrier | 92 | 64 | 69 | 225 | 37 | 30 | 33 | 100 | 44.44 |
| Gas Carrier/NLS tanker (GASNLS) | | 2 | 4 | 0 | 6 | 0 | 1 | 0 | 116.67 |
| General Cargo / Multipurpose Ship | 441 | 528 | 578 | 1547 | 295 | 328 | 367 | 990 | 63.99 |
| Heavy Load Carrier | 36 | 28 | 16 | 80 | 14 | 18 | 6 | 38 | 47.5 |
| High Speed Passenger Craft | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Livestock Carrier | 38 | 42 | 36 | 116 | 27 | 28 | 23 | 78 | 67.24 |
| MODU or FPSO | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 3 | 100.00 |
| NLS Tanker* | 31 | 27 | 19 | 77 | 18 | 12 | 11 | 41 | 53.25 |
| Offshore Service Vessel | 20 | 18 | 18 | 56 | 7 | 10 | 10 | 27 | 48.21 |
| Oil Tanker | 227 | 234 | 254 | 715 | 94 | 70 | 99 | 263 | 36.78 |
| Oil tanker/Chemical tanker (OILCHEM) | 24 | 73 | 72 | 169 | 8 | 22 | 26 | 56 | 33.14 |
| Oil tanker/NLS tanker (OILNLS) | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 100.00 |
| Other Types of Ship | 21 | 29 | 24 | 74 | 15 | 21 | 17 | 53 | 71.62 |
| Passenger Ship | 30 | 6 | 29 | 65 | 18 | 5 | 17 | 40 | 61.54 |
| Refrigerated Cargo Vessel | 6 | 8 | 12 | 26 | 2 | 6 | 9 | 17 | 65.38 |
| Ro-Ro Cargo Ship | 25 | 37 | 28 | 90 | 12 | 14 | 13 | 39 | 43.33 |
| Ro-Ro Passenger Ship | 7 | 4 | 1 | 12 | 5 | 3 | 0 | 8 | 66.67 |
| Special Purpose Ship | 12 | 8 | 13 | 33 | 3 | 3 | 10 | 16 | 48.48 |
| Tugboat | 30 | 21 | 30 | 81 | 11 | 13 | 14 | 38 | 46.91 |
| Vehicle Carrier | 136 | 184 | 235 | 555 | 47 | 58 | 83 | 188 | 33.87 |
| Woodchip Carrier | 55 | 66 | 63 | 184 | 36 | 39 | 40 | 115 | 62.5 |
| Total | 4762 | 4993 | 5060 | 14815 | 2318 | 2197 | 2289 | 6804 | 45.93 |

* Earlier known to be Tanker not otherwise specified.

COMPARISON OF INSPECTIONS PER SHIP TYPE

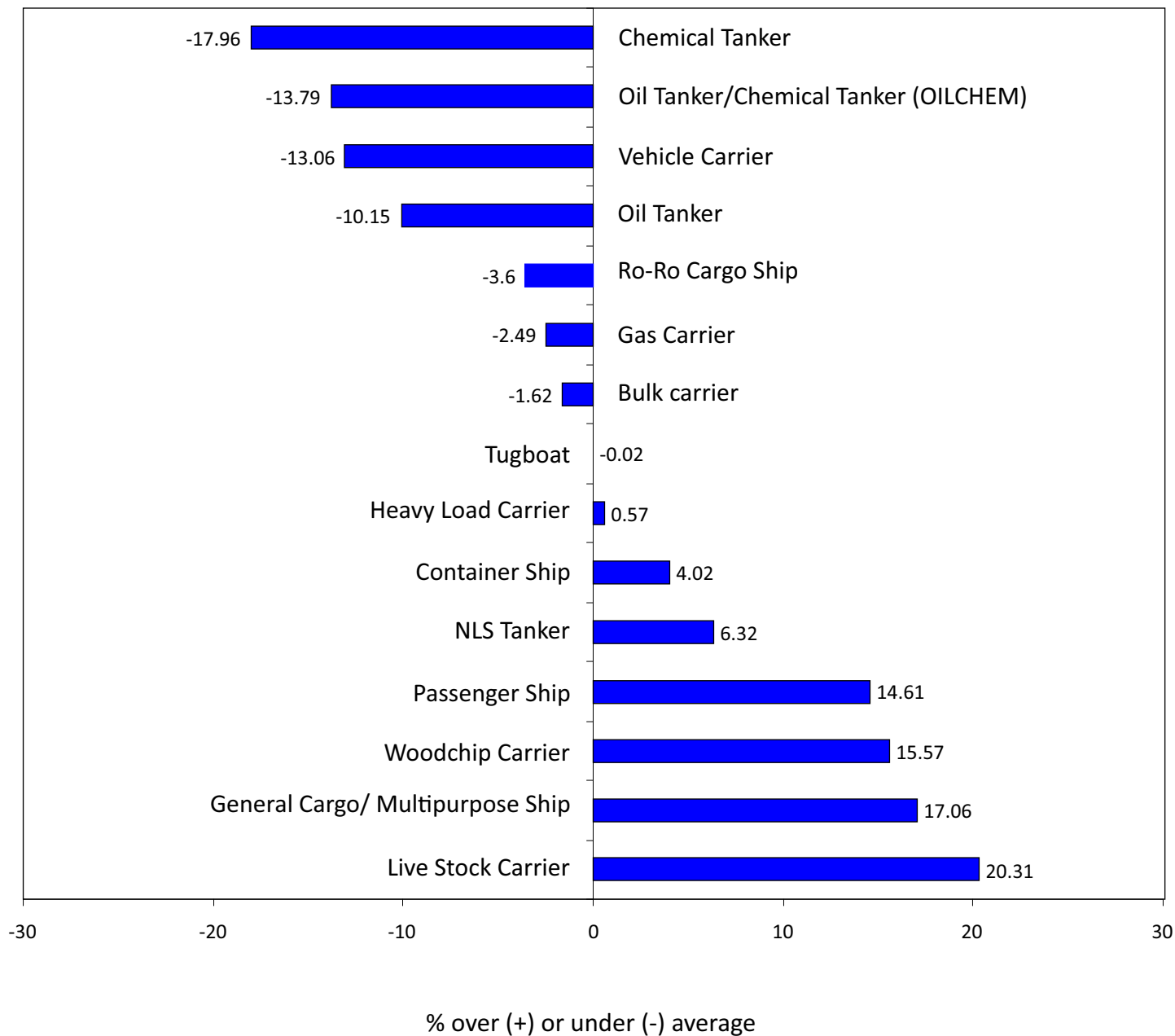
Fig. 10



THIS GRAPH DEPICTS 30 INSPECTIONS AND ABOVE EITHER FOR 2020, 2021 or 2022 / SHIP TYPE

SUMMARY OF 3-YEAR INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Fig. 11



(Deficiencies with under average percentage indicating better performance)

COMPARISON OF INSPECTIONS AND DETENTIONS PER FLAG

Table 10

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Algeria | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Antigua and Barbuda | 62 | 66 | 73 | 201 | 4 | 4 | 9 | 17 | 0.00 |
| Azerbaijan | 2 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 20.00 |
| Bahamas | 149 | 142 | 129 | 420 | 7 | 3 | 3 | 13 | 3.1 |
| Bangladesh | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 25.00 |
| Barbados | 4 | 8 | 9 | 21 | 0 | 0 | 0 | 0 | 0.00 |
| Belgium | 12 | 4 | 4 | 20 | 0 | 0 | 0 | 0 | 0.00 |
| Belize | 14 | 8 | 11 | 33 | 0 | 0 | 0 | 0 | 0.00 |
| Bermuda (UK) | 8 | 5 | 4 | 17 | 0 | 0 | 0 | 0 | 0.00 |
| Cameroon | 3 | 3 | 3 | 9 | 1 | 0 | 2 | 3 | 33.33 |
| Canada | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cayman Islands (UK) | 35 | 28 | 23 | 86 | 0 | 1 | 0 | 1 | 1.16 |
| China | 46 | 65 | 122 | 233 | 2 | 2 | 1 | 5 | 2.15 |
| Comoros | 9 | 11 | 6 | 26 | 1 | 1 | 0 | 2 | 7.69 |
| Cook Islands | 12 | 22 | 23 | 57 | 2 | 1 | 5 | 8 | 14.04 |
| Croatia | 1 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Curacao (NL) | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cyprus | 89 | 82 | 97 | 268 | 4 | 3 | 5 | 12 | 4.48 |
| Denmark | 20 | 31 | 41 | 92 | 2 | 1 | 0 | 3 | 3.26 |
| Dominica | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Egypt | 2 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Ethiopia | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| France | 3 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0.00 |
| Gabon | 5 | 3 | 1 | 9 | 2 | 0 | 0 | 2 | 22.22 |
| Germany | 2 | 4 | 3 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Gibraltar (UK) | 3 | 10 | 7 | 20 | 0 | 1 | 1 | 2 | 10.00 |
| Greece | 56 | 49 | 35 | 140 | 3 | 3 | 1 | 7 | 5.00 |
| Guyana | 0 | 2 | 2 | 4 | 0 | 1 | 1 | 2 | 50.00 |
| Hong Kong, China | 431 | 489 | 436 | 1356 | 23 | 21 | 13 | 57 | 4.2 |
| Honduras | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| India | 23 | 20 | 30 | 73 | 0 | 0 | 1 | 1 | 1.37 |
| Indonesia | 5 | 16 | 33 | 54 | 0 | 3 | 2 | 5 | 9.26 |
| Iran | 5 | 7 | 9 | 21 | 0 | 0 | 1 | 1 | 4.76 |
| Isle of Man (UK) | 47 | 50 | 33 | 130 | 1 | 1 | 1 | 3 | 2.31 |
| Italy | 29 | 21 | 18 | 68 | 0 | 0 | 0 | 0 | 0.00 |
| Jamaica | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0.00 |

COMPARISON OF INSPECTIONS AND DETENTIONS PER FLAG

Table 10 (contd.)

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|----------------------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Japan | 67 | 56 | 56 | 179 | 2 | 1 | 1 | 4 | 2.23 |
| Jordan | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Kiribati | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 33.33 |
| Korea, Republic of | 43 | 44 | 60 | 147 | 1 | 0 | 1 | 2 | 1.36 |
| Kuwait | 3 | 4 | 4 | 11 | 0 | 0 | 0 | 0 | 0.00 |
| Lebanon | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Liberia | 651 | 677 | 678 | 2006 | 34 | 28 | 26 | 88 | 4.39 |
| Libya | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Luxembourg | 6 | 9 | 6 | 21 | 0 | 0 | 0 | 0 | 0.00 |
| Madagascar | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Malaysia | 12 | 14 | 9 | 35 | 1 | 0 | 1 | 2 | 5.71 |
| Malta | 279 | 268 | 244 | 791 | 8 | 7 | 6 | 21 | 2.65 |
| Marshall Islands | 590 | 680 | 683 | 1953 | 21 | 29 | 25 | 75 | 3.84 |
| Mauritius | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Moldova | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Mongolia | 1 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Montenegro | 3 | 1 | 2 | 6 | 0 | 0 | 1 | 1 | 16.67 |
| Myanmar | 3 | 1 | 1 | 5 | 1 | 0 | 0 | 1 | 20.00 |
| Niue | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Netherlands | 29 | 19 | 28 | 76 | 2 | 1 | 2 | 5 | 6.58 |
| New Zealand | 1 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Norway | 67 | 70 | 60 | 197 | 5 | 0 | 2 | 7 | 3.55 |
| Pakistan | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Palau | 11 | 14 | 21 | 46 | 1 | 0 | 2 | 3 | 6.52 |
| Panama | 1098 | 1094 | 1151 | 3343 | 65 | 55 | 50 | 170 | 5.09 |
| Papua New Guinea | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Philippines | 18 | 14 | 20 | 52 | 0 | 0 | 0 | 0 | 0.00 |
| Portugal | 58 | 55 | 56 | 169 | 1 | 3 | 2 | 6 | 3.55 |
| Qatar | 7 | 8 | 2 | 17 | 1 | 0 | 1 | 2 | 11.76 |
| Russian Federation | 131 | 147 | 116 | 394 | 1 | 0 | 1 | 2 | 0.51 |
| Saint Kitts and Nevis | 6 | 12 | 10 | 28 | 1 | 6 | 2 | 9 | 32.14 |
| Saint Vincent and the Grenadines | 10 | 11 | 4 | 25 | 0 | 0 | 0 | 0 | 0.00 |
| Samoa | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Sao Tome and Principe | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Saudi Arabia | 8 | 8 | 3 | 19 | 0 | 0 | 0 | 0 | 0.00 |
| Ships registration withdrawn-ZZ | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Sierra Leone | 1 | 5 | 1 | 7 | 0 | 2 | 0 | 2 | 28.57 |

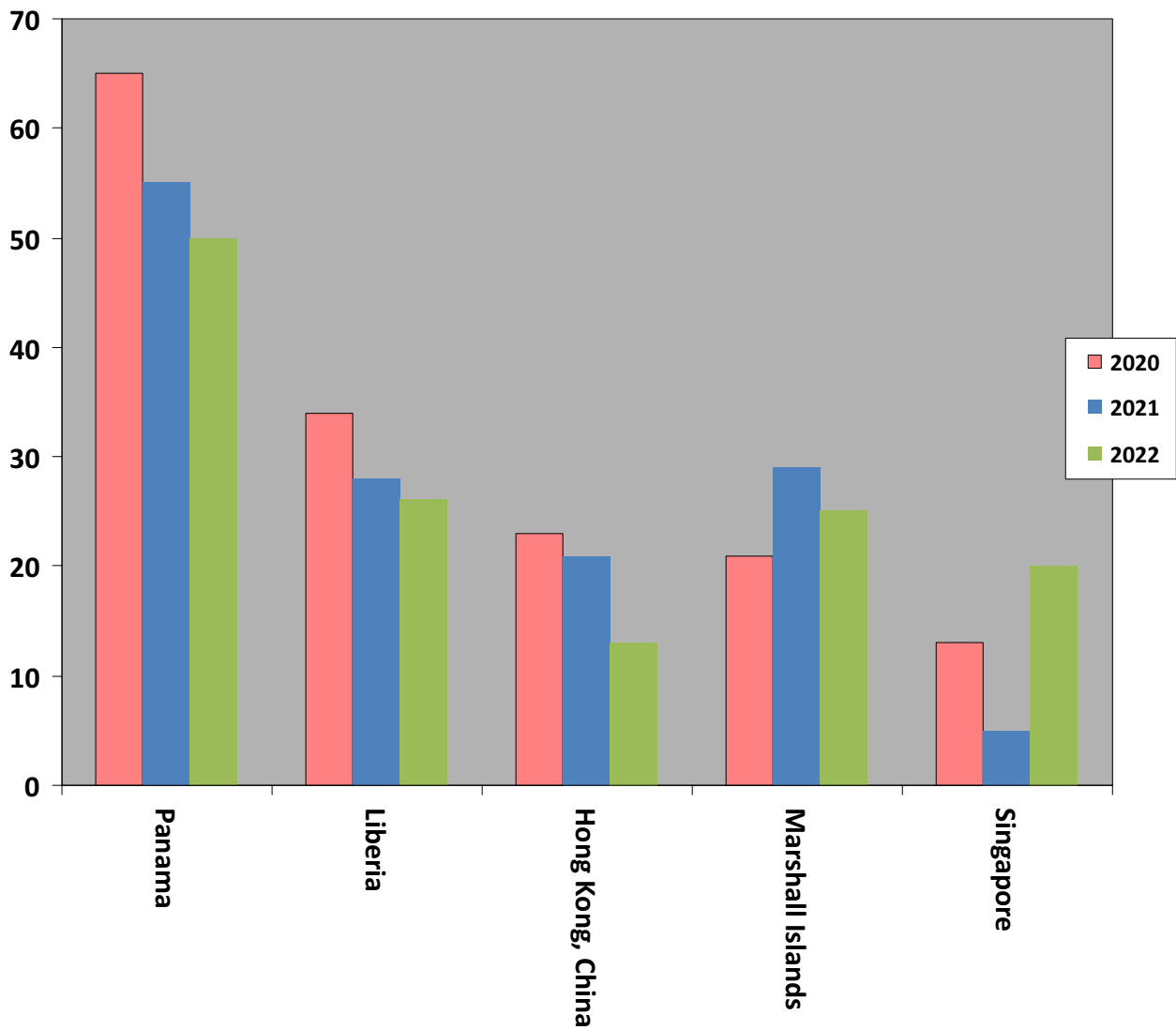
COMPARISON OF INSPECTIONS AND DETENTIONS PER FLAG

Table 10 (contd.)

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|----------------------------|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|------------|---------------------------|
| | Year | | | | Year | | | | |
| | 2020 | 2021 | 2022 | Total | 2020 | 2021 | 2022 | Total | |
| Singapore | 413 | 398 | 427 | 1238 | 13 | 5 | 20 | 38 | 3.07 |
| South Africa | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Spain | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 3 | 4 | 2 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Sweden | 2 | 8 | 10 | 20 | 0 | 0 | 0 | 0 | 0.00 |
| Switzerland | 3 | 4 | 5 | 12 | 0 | 0 | 0 | 0 | 0.00 |
| Syrian Arab Republic | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Taiwan, China | 11 | 13 | 8 | 32 | 1 | 1 | 1 | 3 | 9.38 |
| Tanzania | 16 | 16 | 8 | 40 | 3 | 4 | 2 | 9 | 22.5 |
| Thailand | 24 | 35 | 33 | 92 | 1 | 2 | 0 | 3 | 3.26 |
| Togo | 11 | 9 | 2 | 22 | 0 | 3 | 0 | 3 | 13.64 |
| Turkey | 6 | 9 | 6 | 21 | 0 | 0 | 0 | 0 | 0.00 |
| Tuvalu | 22 | 26 | 30 | 78 | 0 | 1 | 2 | 3 | 3.85 |
| United Arab Emirates (UAE) | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| United Kingdom | 24 | 19 | 23 | 66 | 0 | 1 | 0 | 1 | 1.52 |
| United States | 2 | 4 | 13 | 19 | 0 | 0 | 0 | 0 | 0.00 |
| Vanuatu | 3 | 6 | 6 | 15 | 0 | 0 | 0 | 0 | 0.00 |
| Viet Nam | 28 | 56 | 81 | 165 | 1 | 1 | 2 | 4 | 2.42 |
| Total | 4762 | 4993 | 5060 | 14815 | 218 | 198 | 199 | 615 | 4.15 |

COMPARISON OF DETENTIONS PER FLAG

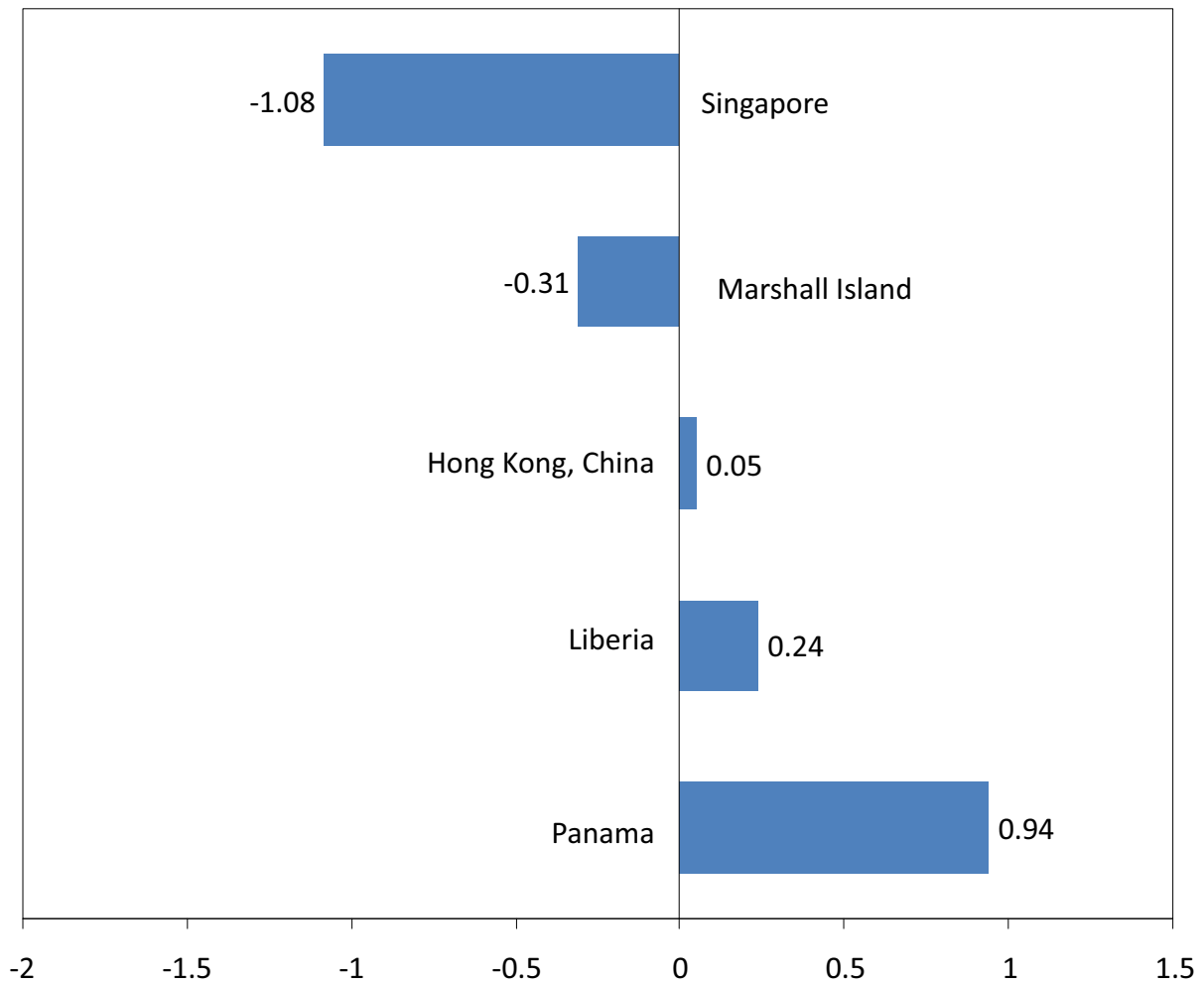
Fig. 12



THIS GRAPH DEPICTS DETENTIONS OF 10 AND ABOVE EITHER FOR 2020, 2021 or 2022 / FLAG

SUMMARY OF 3 YEAR DETENTION PERCENTAGE PER FLAG

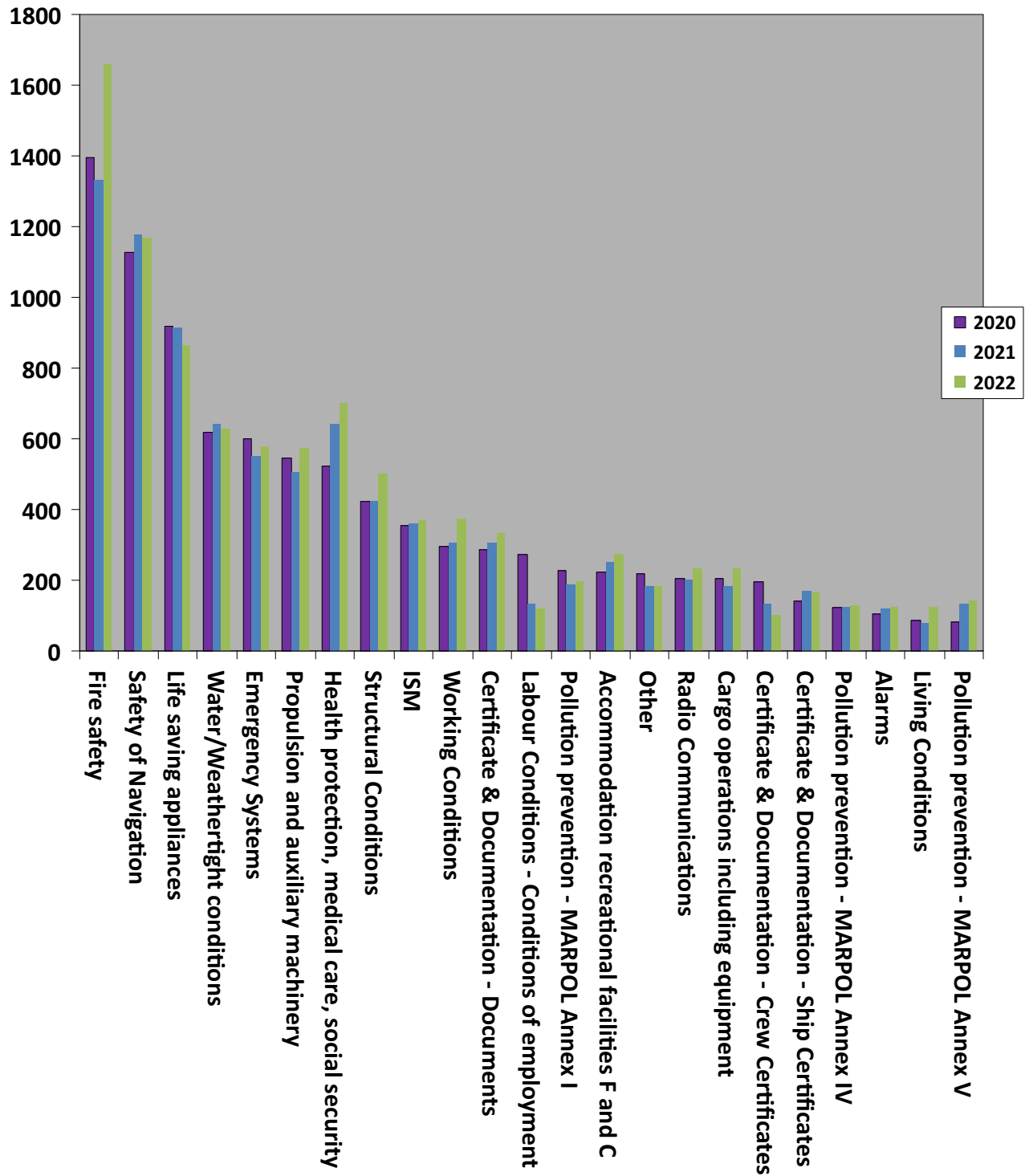
Fig. 13



% OVER (+) OR UNDER (-) AVERAGE
 (Detentions with under average percentage indicating better performance)

COMPARISON OF DEFICIENCIES BY CATEGORIES

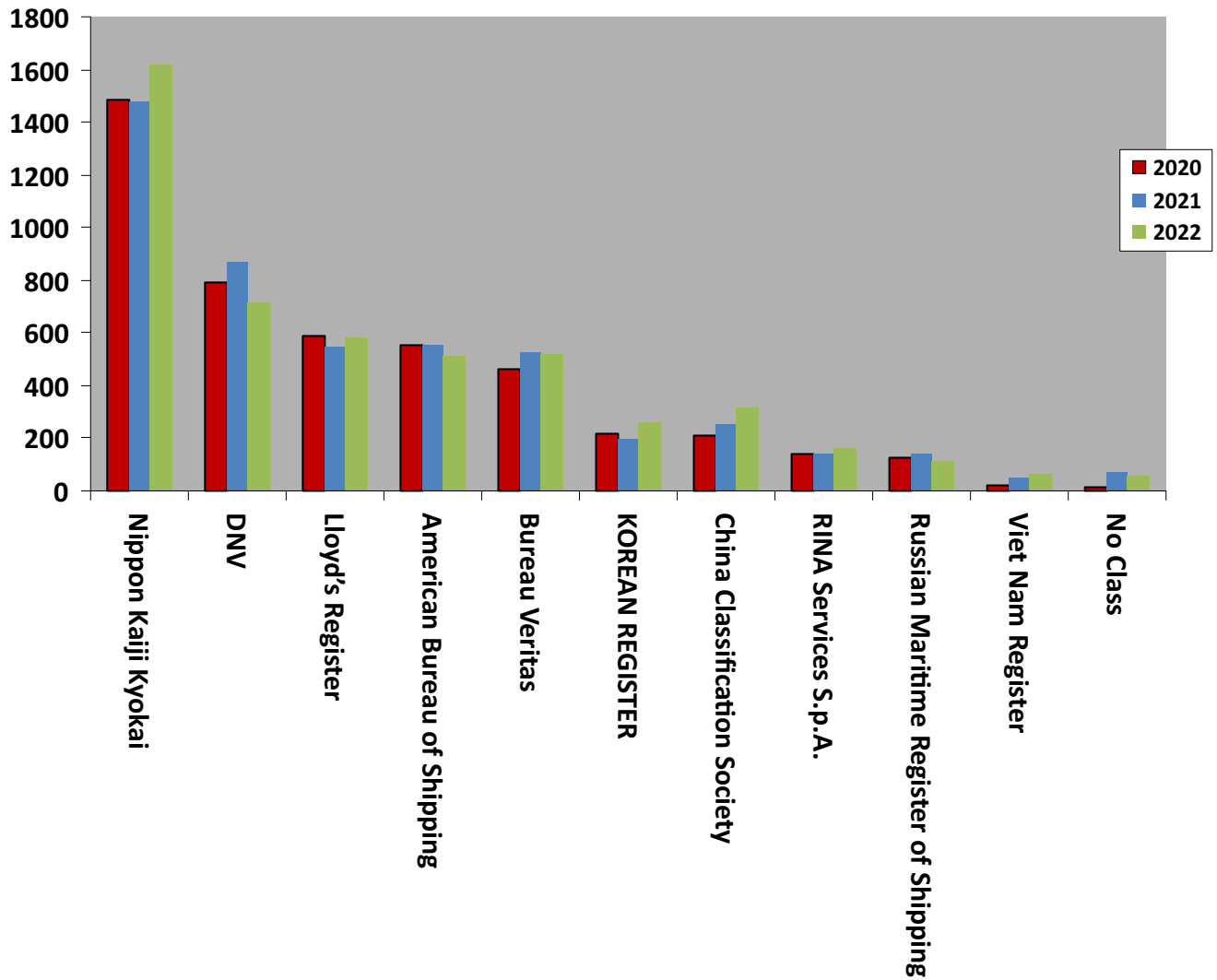
Fig. 14



THIS GRAPH DEPICTS DEFICIENCIES OF 100 AND ABOVE EITHER FOR 2020, 2021 or 2022

COMPARISON OF INSPECTIONS PER RECOGNIZED ORGANIZATION

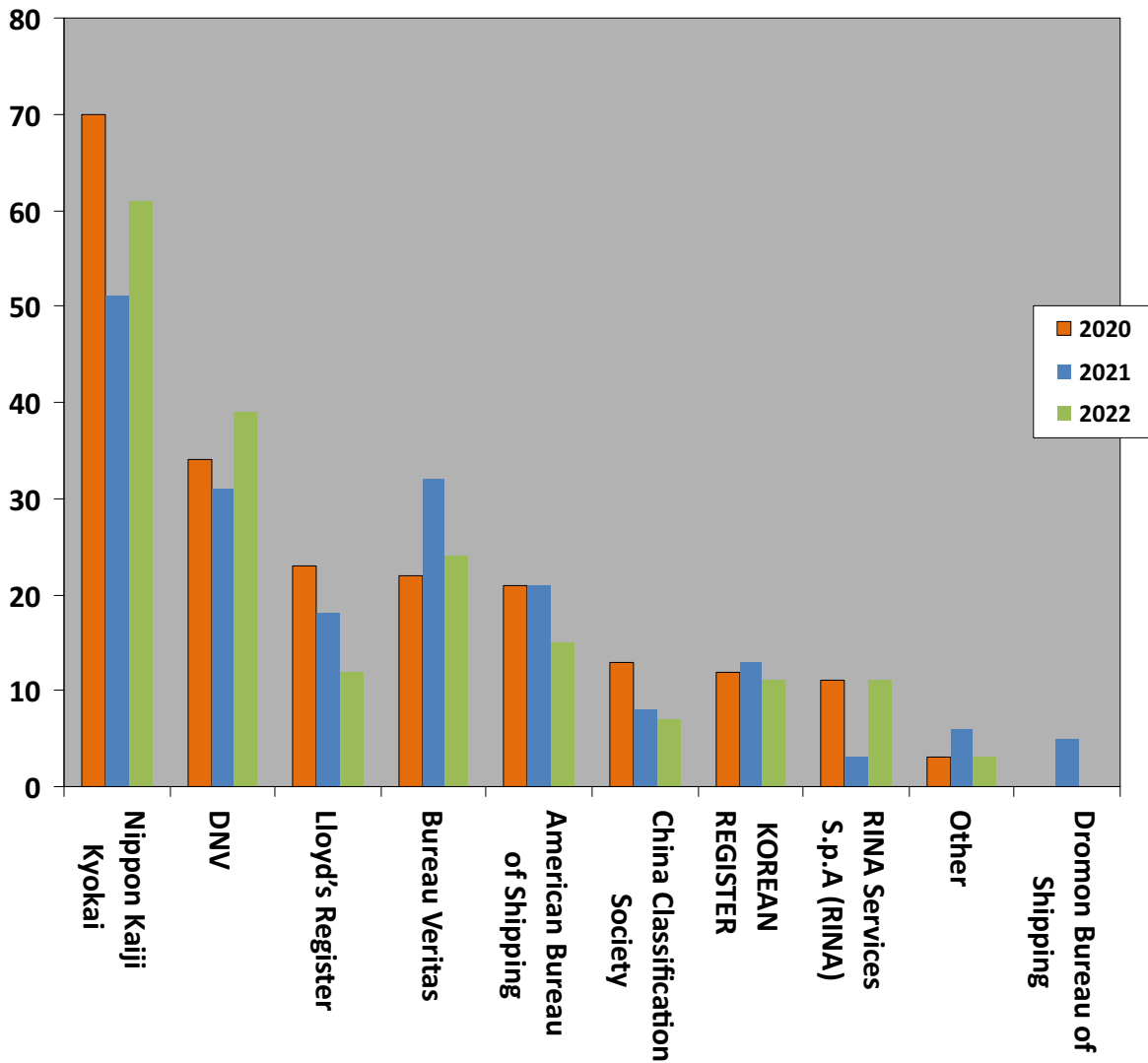
Fig. 15



THIS GRAPH DEPICTS INSPECTIONS OF 40 SHIPS AND ABOVE EITHER FOR 2020, 2021 or 2022

COMPARISON OF DETENTIONS PER RECOGNIZED ORGANIZATION

Fig. 16



THIS GRAPH DEPICTS DETENTIONS OF 5 AND ABOVE EITHER FOR 2020, 2021 or 2022

PORT STATE CONTROL INSPECTION



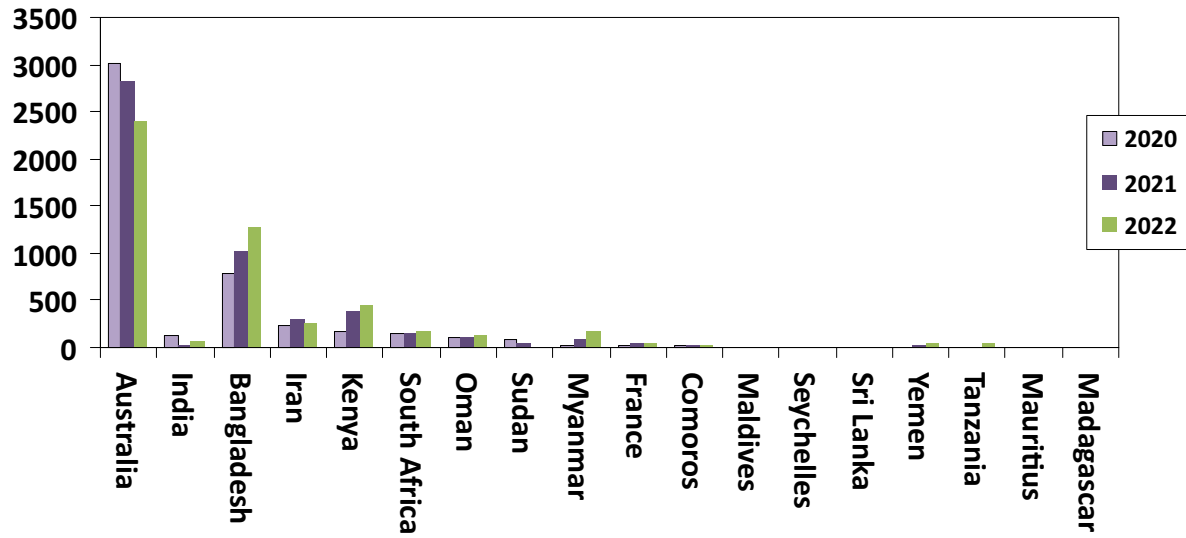
PSC STATISTIC DURING COVID-19 PANDEMIC

Table 11

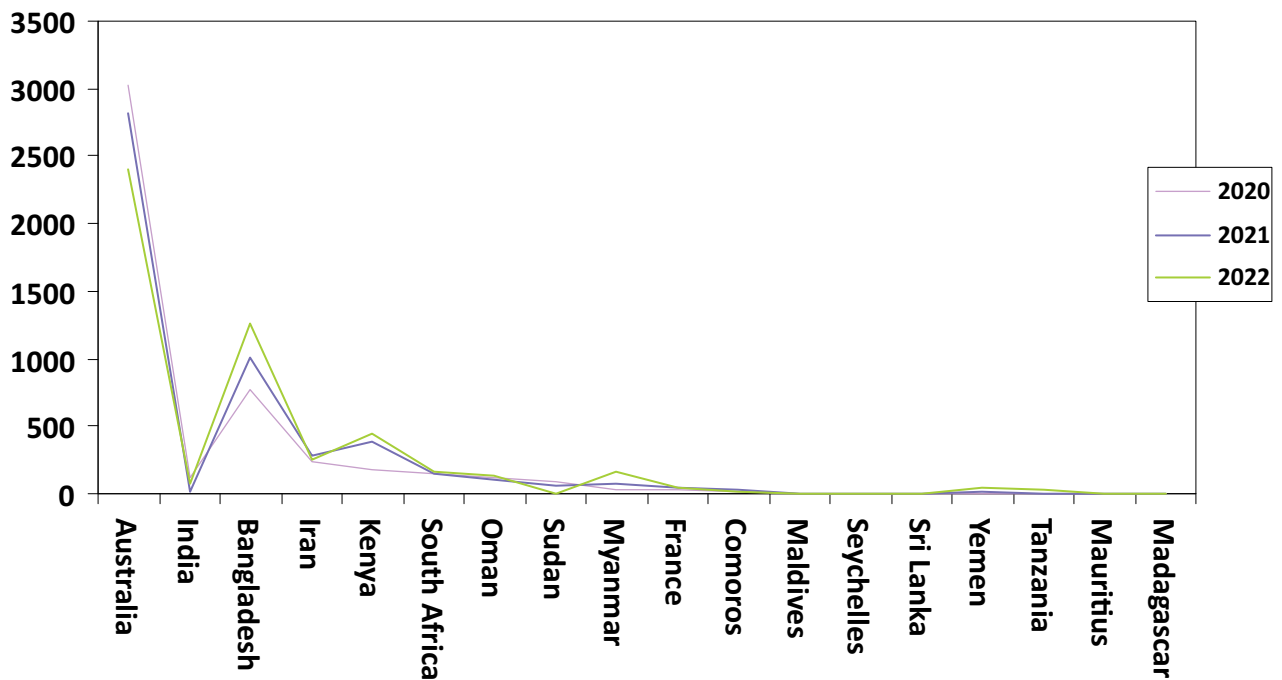
Changes noted in the port State control under IOMOU activities during the COVID-19 pandemic for the year 2022

| Authority | Number of Inspections | | | Number of Inspections with deficiencies | | | Number of Deficiencies | | | Number of Detentions | | | Detention Percentage | | |
|--------------|-----------------------|-------------|-------------|---|-------------|-------------|------------------------|-------------|-------------|----------------------|------------|------------|----------------------|-------------|-------------|
| | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 |
| Australia | 3021 | 2820 | 2405 | 1568 | 1447 | 1419 | 6387 | 6242 | 6216 | 178 | 159 | 145 | 5.89 | 5.64 | 6.03 |
| India | 123 | 17 | 73 | 99 | 17 | 59 | 667 | 176 | 572 | 16 | 3 | 18 | 13.01 | 17.65 | 24.66 |
| Bangladesh | 775 | 1009 | 1267 | 256 | 281 | 308 | 697 | 871 | 891 | 4 | 3 | 5 | 0.52 | 0.3 | 0.39 |
| Iran | 235 | 289 | 259 | 183 | 194 | 177 | 831 | 1035 | 876 | 11 | 19 | 12 | 4.68 | 6.57 | 4.63 |
| Kenya | 174 | 383 | 438 | 52 | 92 | 64 | 162 | 253 | 185 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Africa | 153 | 147 | 163 | 39 | 31 | 54 | 155 | 122 | 373 | 2 | 4 | 4 | 1.31 | 2.72 | 2.45 |
| Oman | 113 | 106 | 131 | 42 | 34 | 38 | 119 | 119 | 173 | 4 | 0 | 9 | 3.54 | 0 | 6.87 |
| Sudan | 85 | 53 | 0 | 35 | 19 | 0 | 150 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Myanmar | 27 | 76 | 168 | 20 | 45 | 85 | 41 | 76 | 162 | 1 | 4 | 2 | 3.7 | 5.26 | 1.19 |
| France | 26 | 45 | 51 | 17 | 24 | 23 | 52 | 101 | 159 | 2 | 3 | 4 | 7.69 | 6.67 | 7.84 |
| Comoros | 22 | 23 | 21 | 1 | 3 | 7 | 4 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Maldives | 3 | 1 | 1 | 3 | 1 | 0 | 15 | 15 | 0 | 0 | 1 | 0 | 0 | 100 | 0.00 |
| Seychelles | 3 | 1 | 4 | 2 | 1 | 4 | 5 | 1 | 93 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 0 | 3 | 3 | 0 | 2 | 2 | 0 | 7 | 8 | 0 | 1 | 0 | 0 | 33.33 | 0.00 |
| Yemen | 2 | 16 | 40 | 0 | 3 | 20 | 0 | 17 | 144 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Tanzania | 0 | 4 | 32 | 0 | 3 | 19 | 0 | 14 | 37 | 0 | 1 | 0 | 0 | 25 | 0.00 |
| Mauritius | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Madagascar | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Total | 4762 | 4993 | 5060 | 2317 | 2197 | 2279 | 9285 | 9131 | 9902 | 218 | 198 | 199 | 4.58 | 3.97 | 3.93 |

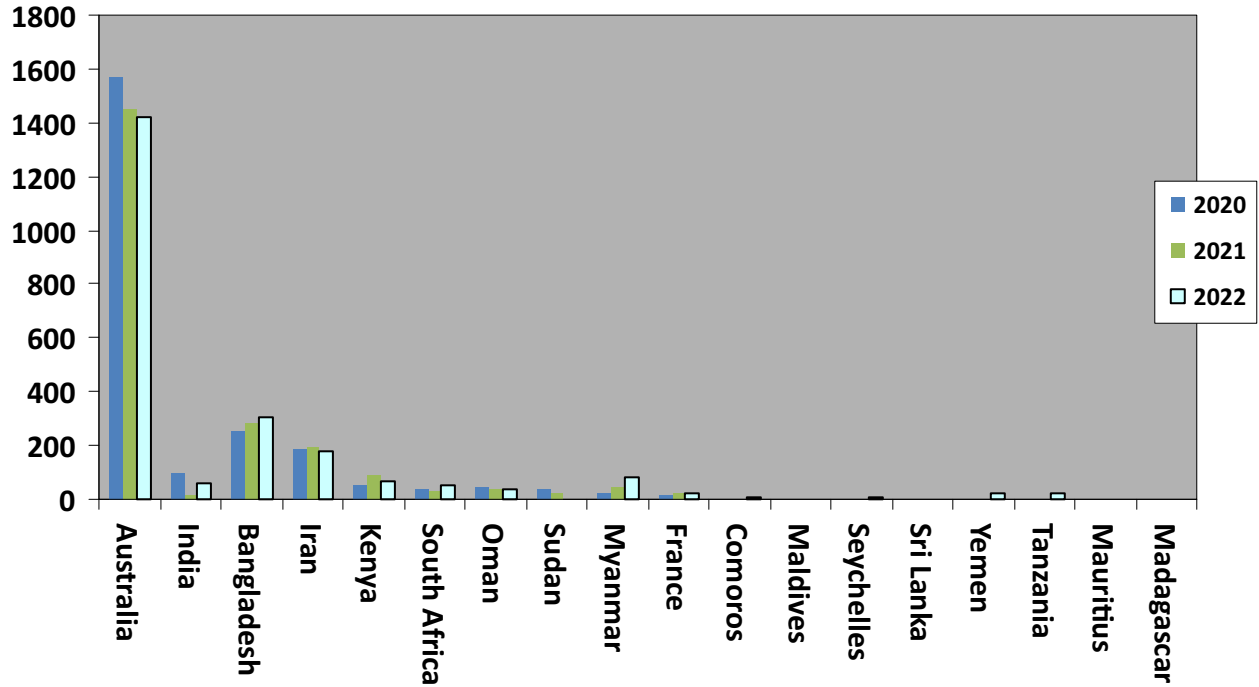
COMPARISON OF NO. INSPECTIONS FOR THE YEAR 2020, 2021 AND 2022



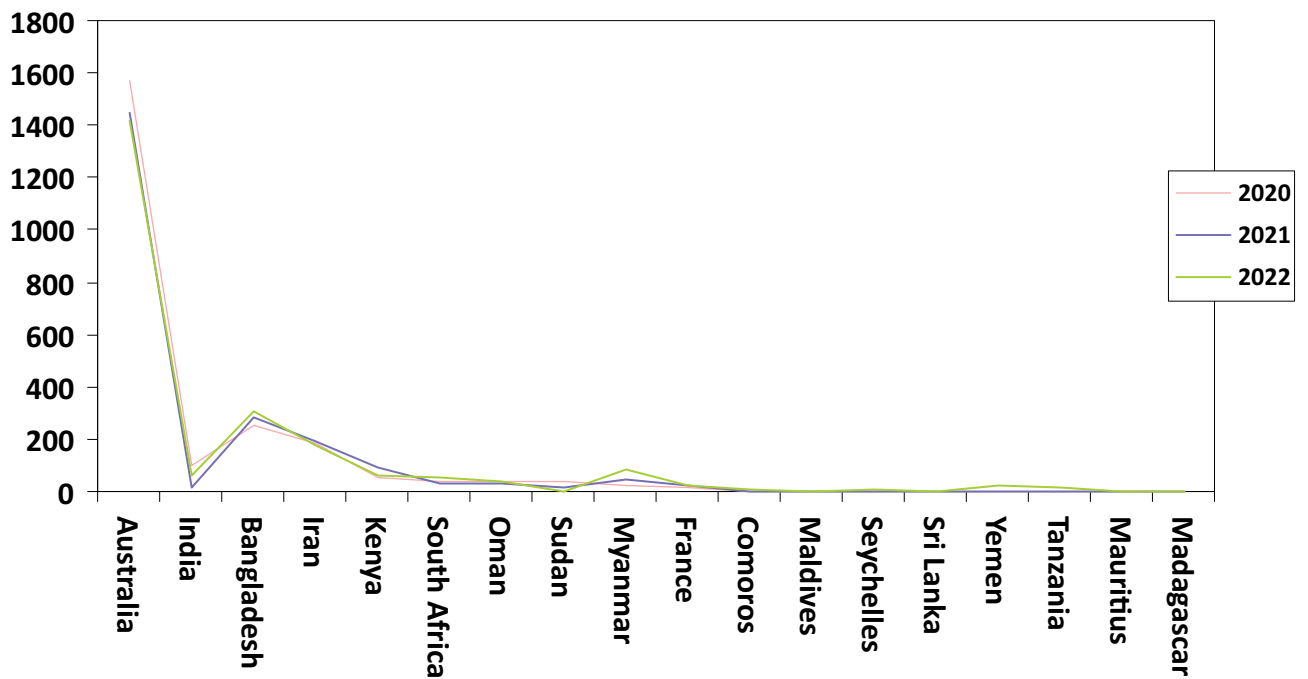
TRENDS SHOWING COMPARISON OF NO. INSPECTIONS FOR THE YEAR 2020, 2021 AND 2022



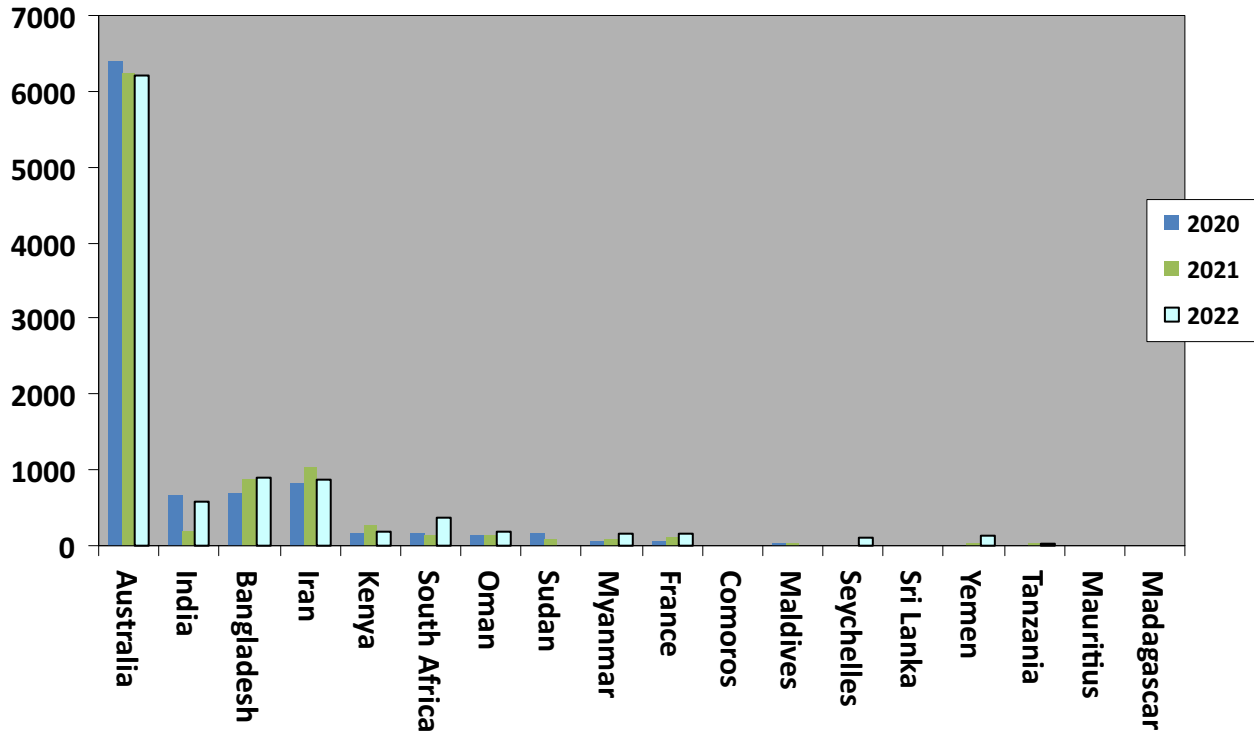
COMPARISON OF NUMBER OF INSPECTIONS WITH DEFICIENCIES FOR THE YEAR 2020, 2021 AND 2022



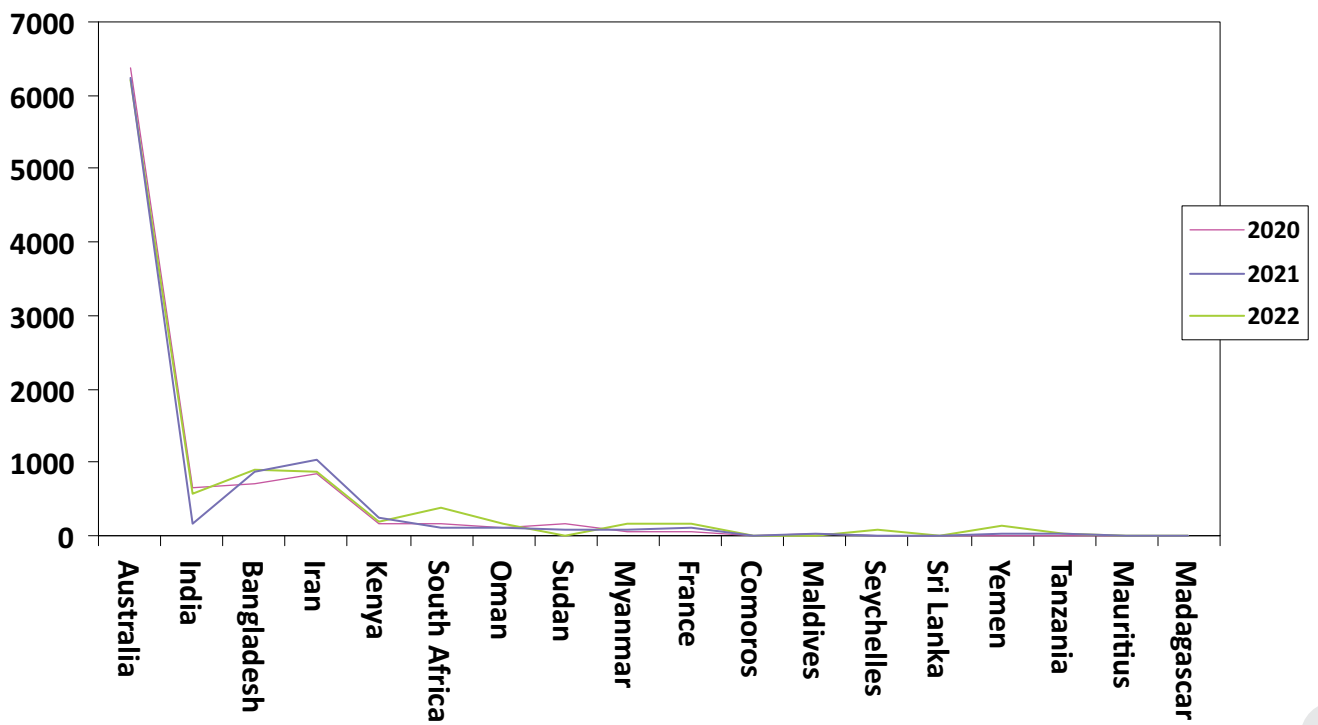
TRENDS SHOWING COMPARISON OF NUMBER OF INSPECTIONS WITH DEFICIENCIES FOR THE YEAR 2020, 2021 AND 2022



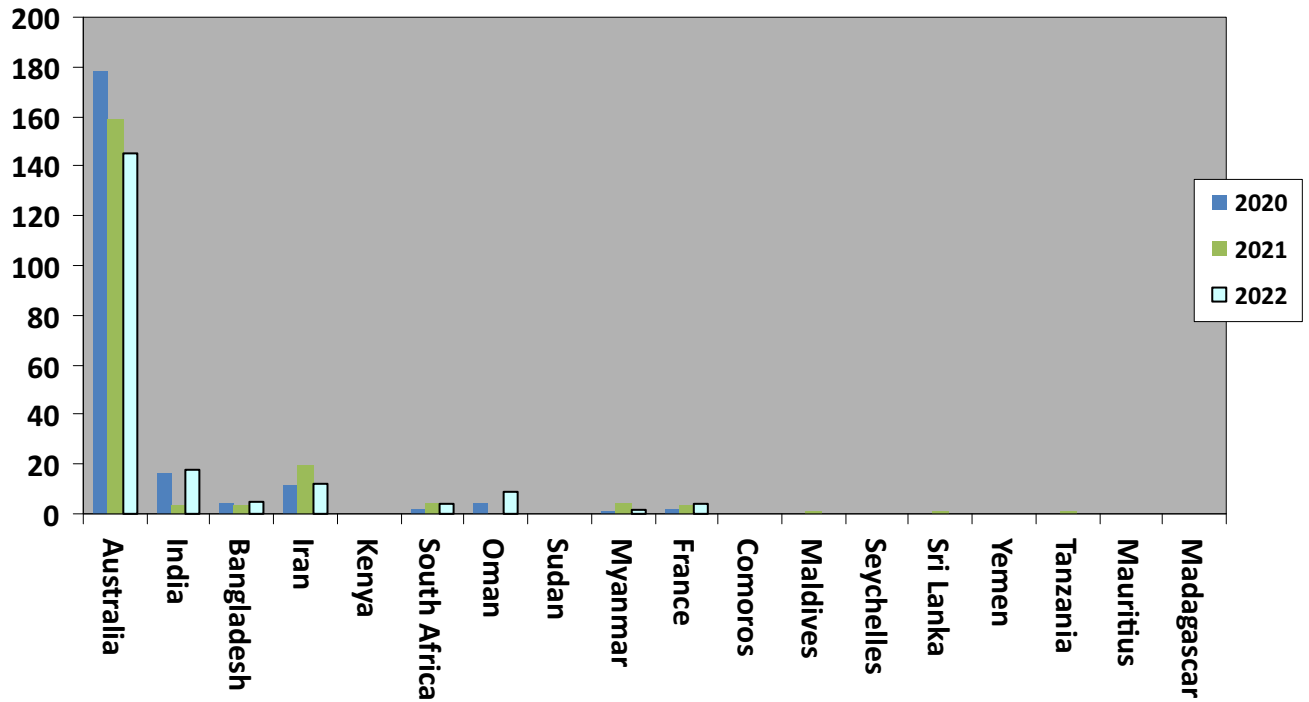
COMPARISON OF NUMBER OF DEFICIENCIES FOR THE YEAR 2020, 2021 AND 2022



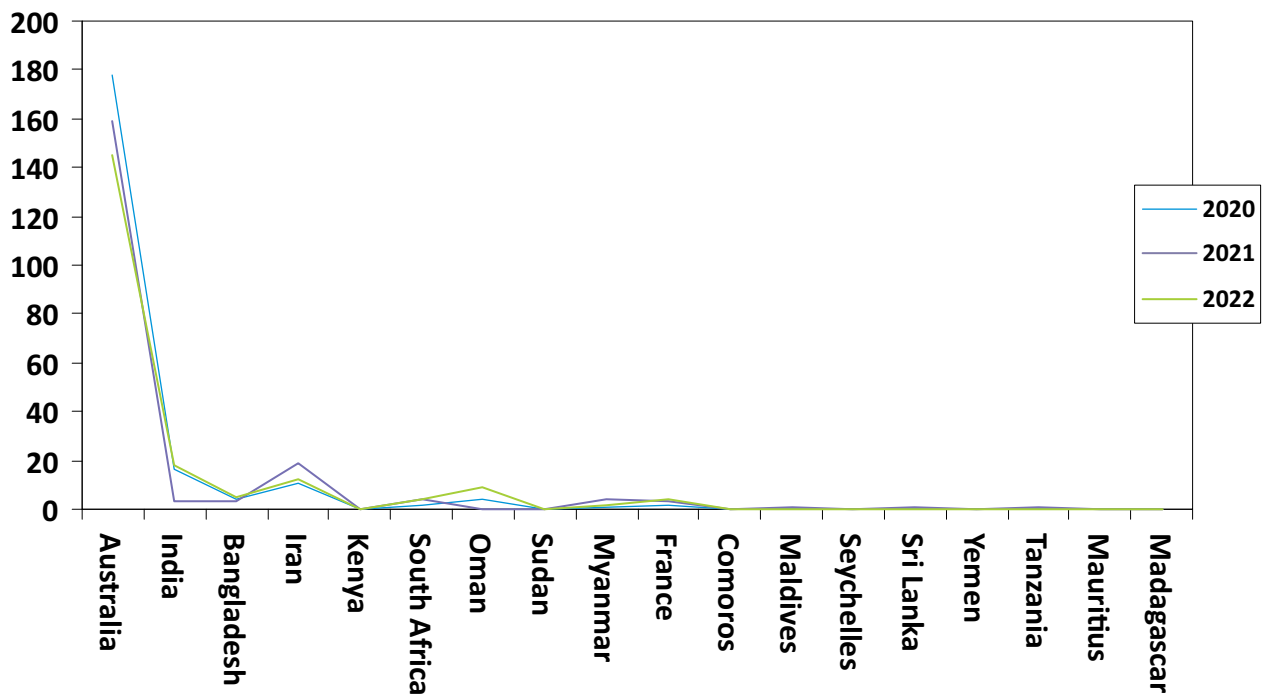
TRENDS SHOWING COMPARISON OF NUMBER OF DEFICIENCIES FOR THE YEAR 2020, 2021 AND 2022



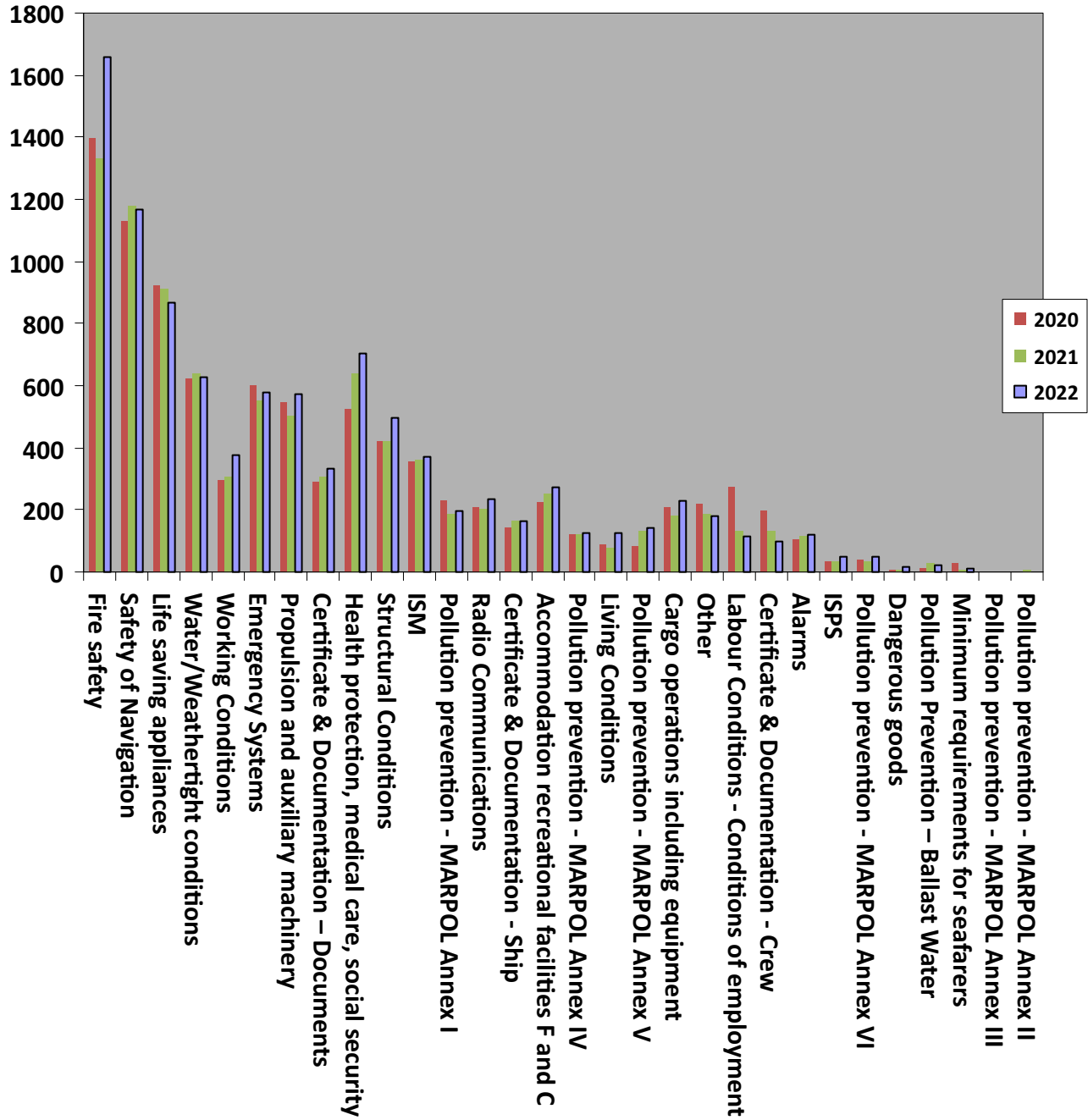
COMPARISON OF NUMBER OF DETENTIONS FOR THE YEAR 2020, 2021 AND 2022



TRENDS SHOWING COMPARISON OF NUMBER OF DETENTIONS FOR THE YEAR 2020, 2021 AND 2022

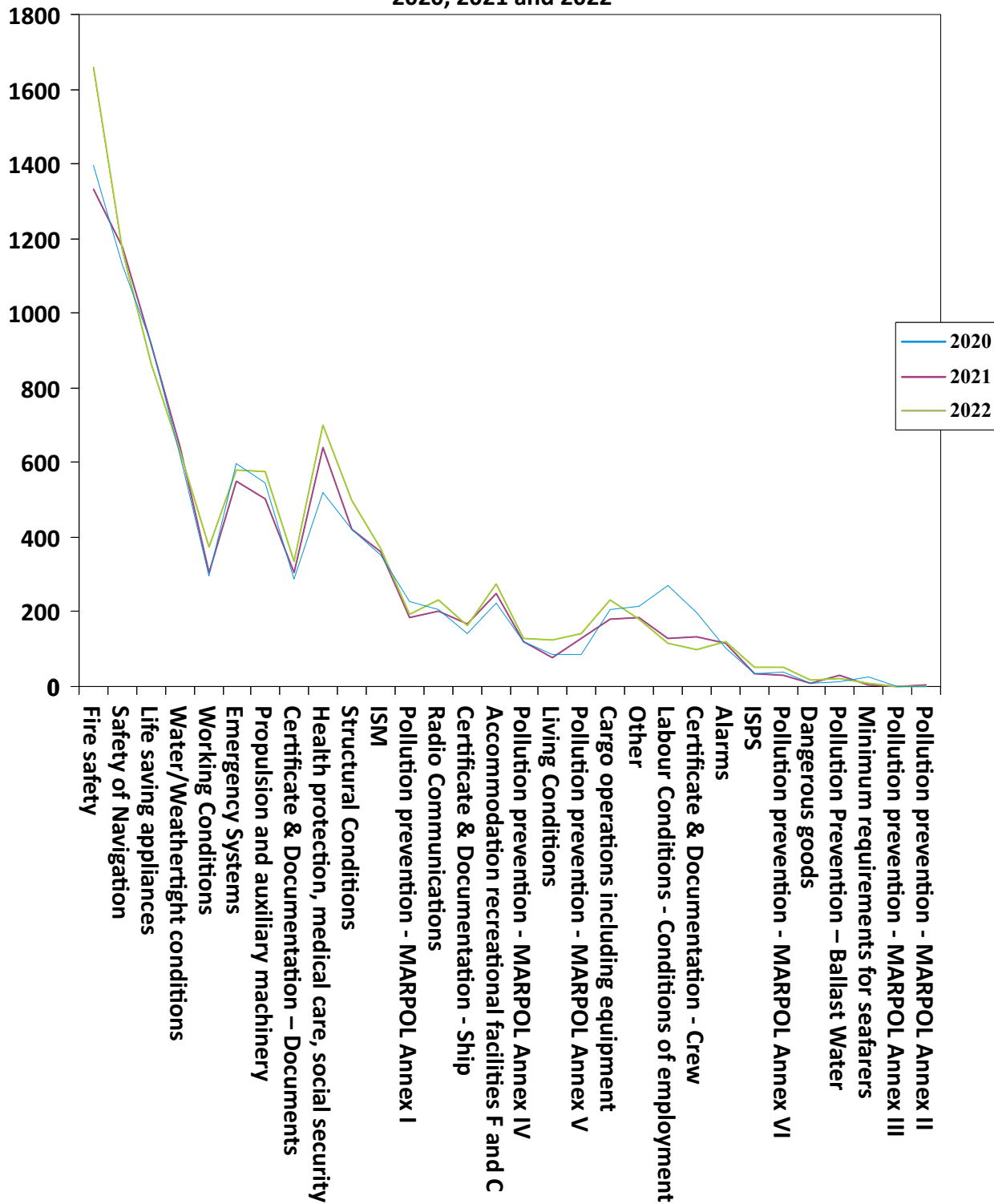


COMPARISON OF DEFICIENCY BY CATEGORIES FOR THE YEAR 2020, 2021 AND 2022



TRENDS SHOWING COMPARISON OF DEFICIENCY BY CATEGORIES FOR THE YEAR 2020, 2021 AND 2022

Trends showing Comparison of Deficiency By Categories for the year 2020, 2021 and 2022



MARITIME LABOUR CONVENTION (MLC) STATISTICS FOR THE YEAR 2022

| Over all figures on PSC Inspections | |
|--|--------|
| Total No. of PSC inspections in general | 5060 |
| Total No. of PSC inspections with deficiencies | 2279 |
| Total No. of PSC deficiencies | 9902 |
| Total No. of PSC detentions | 199 |
| PSC detentions percentage | 3.93 |
| Figures on PSC Inspections w.r.t MLC 2006 as amended | |
| Total No. of PSC inspections having MLC related deficiencies | 703 |
| Total No. of PSC deficiencies w.r.t MLC 2006 as amended | 1165 |
| Total No. of PSC detentions w.r.t MLC 2006 as amended | 19 |
| Total No. of PSC deficiencies on detained ships w.r.t MLC 2006 | 29 |
| Percentage of PSC inspections w.r.t to MLC 2006 as amended | 13.89% |
| Percentage of PSC detentions w.r.t MLC 2006 as amended | 9.54% |

The total number of deficiencies on Maritime Labour Convention (MLC) has significantly increased during the Covid-19 Pandemic in the year 2022 due to various issues identified with respect to human elements, seafarer's safety and protection, life at sea, certification, prolong service on ship.

THE REPORT OF CIC ON STCW

| | |
|-------------------------------------|------------------|
| Name of reporting Authority | AUSTRALIA |
| Total number of inspections | 545 |
| Total number of deficiencies | 44 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|-------------------|
| Name of reporting Authority | BANGLADESH |
| Total number of inspections | 324 |
| Total number of deficiencies | 53 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|---------------|
| Name of reporting Authority | FRANCE |
| Total number of inspections | 6 |
| Total number of deficiencies | 2 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|--------------|
| Name of reporting Authority | INDIA |
| Total number of inspections | 39 |
| Total number of deficiencies | 15 |
| Total number of detentions | 3 |

| | |
|-------------------------------------|-------------|
| Name of reporting Authority | IRAN |
| Total number of inspections | 60 |
| Total number of deficiencies | 11 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|--------------|
| Name of reporting Authority | KENYA |
| Total number of inspections | 137 |
| Total number of deficiencies | 1 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|----------------|
| Name of reporting Authority | MYANMAR |
| Total number of inspections | 37 |
| Total number of deficiencies | 1 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|-------------|
| Name of reporting Authority | OMAN |
| Total number of inspections | 13 |
| Total number of deficiencies | 7 |
| Total number of detentions | 1 |

| | |
|-------------------------------------|---------------------|
| Name of reporting Authority | SOUTH AFRICA |
| Total number of inspections | 45 |
| Total number of deficiencies | 7 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|-----------------|
| Name of reporting Authority | TANZANIA |
| Total number of inspections | 11 |
| Total number of deficiencies | 0 |
| Total number of detentions | 0 |

| | |
|-------------------------------------|--------------|
| Name of reporting Authority | YEMEN |
| Total number of inspections | 13 |
| Total number of deficiencies | 2 |
| Total number of detentions | 0 |

All Reporting Authorities

| | |
|-------------------------------------|-------------|
| Total number of inspections | 1230 |
| Total number of deficiencies | 143 |
| Total number of detentions | 4 |

ISLAMIC REPUBLIC OF IRAN

Geographically, Iran is in West Asia and borders the Caspian Sea, Persian Gulf, and Gulf of Oman, with more than 5,800 km of coastlines housing over 60 ports (including 49 local and 11 major ports), and more than 16 islands in the Persian Gulf with normal maritime activities. Such a geographical situation requires full control over marine safety and security and environmental activities.

Iran has been a member of the IMO since 1958, and a signatory to the most of IMO instruments.

The implementation of state sovereignty on the coasts and ports, in order to provide the necessary facilities for expansion of maritime commerce, coastal communications and collection of the prevalent charges and dues are parts of the duties of the Ports and Maritime Organization (PMO), which were set at 25 November 1814. This Organization was initially established on February 1936 in Tehran, under the title of the National Ports Office (Ports Directorate General), and was vested with the responsibility in regard with all the affairs and issues related to the sea ports located on the southern and northern coastlines of the Islamic Republic of Iran. The Organization was subsequently transferred from the organizational structure of the Ministry of Economy & Properties to the Ministry of Roads and Transportation (of the time) in 1974, and with the approval of a relevant by the Parliament of the Islamic Republic of Iran, it was renamed to Ports and Maritime Organization (PMO).

As a public organization (operating under the Ministry of Roads and Urban Development), the Ports and Maritime Organization (PMO) serves as the duly authorized maritime administration of the Islamic Republic of Iran for the sovereignty in maritime transport, and represents this country and the Iranian maritime community in different international events and fora. Establishment, development and equipment of the Iranian commercial sea ports and their management and operation, complete supervision and policy making for the commercial and coastal shipping, and providing safety of navigation for vessels, implementation of the Iranian Maritime Law and fulfillment of the obligations defined in it form the existential grounds for the organization.

MISSION AND FUNCTION

PMO organizes the affairs related to Iranian seaports and commercial shipping activities, including:

- Implementation of flag State, port State and coastal State responsibilities;
- Promoting safety and security of maritime activities;
- Enhancing the cooperation between I.R. Iran and international and regional organizations ((IMO, IOMOU, MEMAC, etc.), with the aim of improving maritime safety and environment protection;
- Preparing, adopting and implementing regulations and legislations related to port and maritime activities and commercial shipping, in accordance with the relevant national, regional and international requirements;
- Regulating the issues related to ship pilotage as per the decisions and approvals of the ports;
- Establishing, complementing, and expanding buildings, installations and repair areas designed for sea port activities and commercial shipping; and
- Organizing and installing navigation lights, signals, and other aids at seas and in rivers in order to guarantee safety of shipping in waterways.

OUR VISION

A leading maritime authority of the Islamic Republic of Iran as an irreplaceable player in international level in maritime and logistics aspects in the region and facilitator of maritime economy of the country and marine-oriented development.

OUR MISSION

Good governance in maritime activities and port operation, leading pioneer organization in national and international levels.

OUR QUALITY

While expressing the belief and commitment to continuous improvement of the quality management and information security management systems, the elements of PMO general quality policy are as follows:

- Promoting the position and role of Ports and Maritime Organization at the international levels;
- Promotion of the level of port and maritime services to be safe, secure, and clean environment protection associated with the flag State, port State and coastal State responsibilities;
- Increasing the capacity and throughput exploitable from commercial and passenger ports;
- Providing legal, administrative, and financial grounds for attracting national and foreign investments and cooperation of private sector;
- Increasing the social responsibility with an emphasis on customer orientation to enhance the level of service quality and accountability;
- Developing the capabilities of human resources through upgrading educational standards and applying the human resources competency model; and
- Facilitating laws and regulations related to port and marine activities.

INSPECTION AND CONTROL ACTIVITIES OF PMO IN 2022

With the capacity of 98 marine surveyors and inspectors, PMO has been carrying out 289 Port State Control inspections and 6,041 Flag State Control inspections over vessels visiting Iranian ports, 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.

“Green sailing with future ships”





INDIAN OCEAN MEMORANDUM OF UNDERSTANDING

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