

FOREWORD

The Committee is pleased to present this fourteenth annual report on the Port State Control (PSC) activities of the members of the Indian Ocean Memorandum of Understanding (IOMOU) on PSC.

Apart from general information, this report provides a compilation of the results of PSC inspections undertaken by individual members during 2012.

Member Authorities strive to ensure that the Indian Ocean region does not become a safe haven for substandard or unseaworthy shipping that could increase the risk of serious accidents including loss of life and marine pollution. To this effect they have made every effort to continuously improve the standard of PSC inspections in the region.

It is apparent that PSC has proven to be a valuable tool in addressing many of the current maritime safety problems around the world. Members realise that there are still many challenges ahead, and to face these challenges, the IOMOU is committed to enhancing the skills of the PSC officers through consultation and training.

You can find more information on the IOMOU web site, www.iomou.org.

Wilfred Kagimbi
Chairman
Port State Control Committee

Bimalesh Ganguli
Secretary
IOMOU Secretariat

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INTRODUCTION

GENERAL

The Memorandum of Understanding on Port State Control (PSC) in the Indian Ocean region (IOMOU) was finalised on the basis of the first preparatory meeting 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 vessels calling at a port of a State, comply with applicable international maritime conventions. When vessels are found not to be in substantial compliance with 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 port State control. The ultimate goal is to identify and eliminate substandard ships from the region.

LIST OF THE MEMBERS AND THE OBSERVERS

As of December 2012, there are sixteen countries, which have become parties to the Memorandum. These are: **Australia, Bangladesh, Comoros, Eritrea, France (La Reunion Island), India, Iran, Kenya, Maldives, Mauritius, Oman, Sri Lanka, South Africa, Sudan, Tanzania and Yemen.**

Black Sea MOU, Equasis, Ethiopia, West & Central Africa Memorandum of Understanding, the International Maritime Organisation, International Labour Organisation, Tokyo MOU, United States Coast Guard and Riyadh MOU participate in the Memorandum as **observers.**



Opening of the 15th Meeting at South Africa

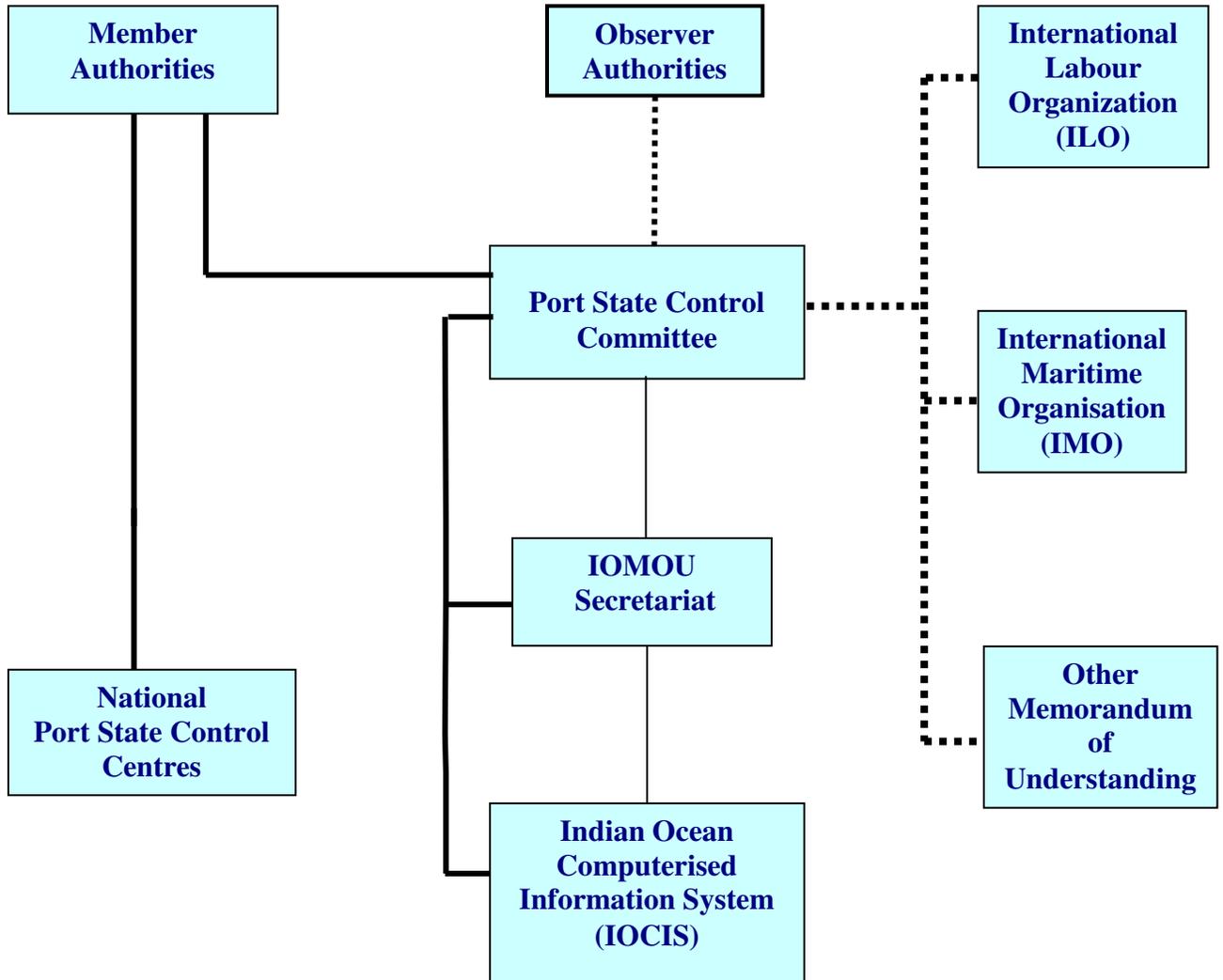


The Participants of 15th Meeting at South Africa



Meeting in Progress

ORGANISATIONAL STRUCTURE OF THE IOMOU



IOMOU SECRETARIAT

The Secretariat of the Indian Ocean Memorandum of Understanding is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMOU on Port State Control. It services the Committee meetings and assists the Committee in its activities.

The IOMOU Secretariat is headed by the Secretary, Mr. Bimalesh Ganguli and Deputy Secretary Mr. Dilip Mehrotra, assisted by Office Assistant Ms. Milan Sawant and Data Processor Mrs. Priyanka Sawant.



From L to R: Mr. Bimalesh Ganguli, Mrs. Priyanka Sawant, Ms. Milan Sawant, Mr. Dilip Mehrotra

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THE COMMITTEE

The Committee of the IOMOU held its fifteenth meeting at Port Elizabeth, South Africa between the 03rd and 6th of September 2012. South African Maritime Safety Authority (SAMSA), kindly hosted the meeting.

Representatives from the following IOMOU member States attended the meeting.

Australia, France, India, Iran, Kenya, Mauritius, Oman, South Africa, Tanzania, and IOCIS Manager from the National Informatics Centre (NIC).

Mr. Wilfred Kagimbi of Kenya presided over the Committee meeting as Chairman.

Important outcomes of the meeting included.

- a) Development of the guidelines for Flag State and RO's responsibilities for inclusion in Target Factor.
- b) Inclusion of Ro's responsibility in the PSC Manual.
- c) Participation in joint Concentrated Inspection Campaign with Tokyo MOU.
- d) Amendments in MOU
- e) Revision of PSC Manual
- f) Incorporation of Date Keel Laid and Maritime Mobile Service Identity(MMSI) number in IOCIS
- g) Changing the format of Website.
- h) Presentation of symbolic cheque for AUD 250,000/- towards AusAID.

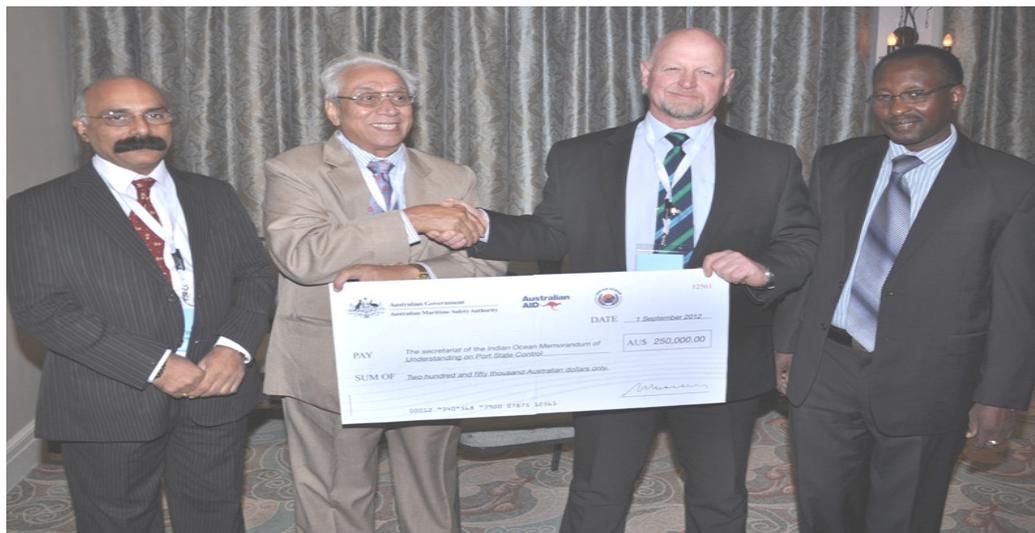
TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The Authority of South Africa hosted the fourth Expert Mission programme, offered by the Tokyo MOU in the month of March 2012. IMO extended sponsorship to all MOUs during this mission. A total of 16 participants took part in this expert mission, including 6 participants sponsored by IMO from all MOUs.

One PSCO from Yemen was nominated to attend the Paris MOU expert training on the Human Element, in The Hague, the Netherlands from 05 to 09 March 2012 and sponsored by IMO.

2nd General Training Course for PSCOs in Yokohama, Japan, sponsored by IMO was conducted by Tokyo MOU from 27 August to 21 September, 2012, which was attended by one PSCO from the Authority of Comoros.

Australia Maritime Safety Authority granted funds to the IOMOU Secretariat under AusAID Programme.



Presentation of symbolic cheque by AMSA for AusAID programme.

CO-OPERATION WITH OTHER REGIONAL MOUs

Considering the importance of inter-regional co-operation and harmonisation, IOMOU participated in the CIC on Fire Safety System jointly with Paris MOU and Tokyo MOU in 2012. All the CIC inspections were recorded in the Indian Ocean Computerised Information System (IOCIS) for the information of all interested parties. The Committee has decided to participate in other joint CIC as and when conducted by the Paris and Tokyo MOUs. The Committee also confirmed that it would consider granting observer status to other MOUs as and when such requests are received by the Committee.

The IOMOU realized the need for this co-operation right from its inception and obtained the observer status with the Tokyo 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 each other's Committee meetings depending upon their own programmes. During the year the Secretary was invited to attend the following meetings:

Mediterranean MOU
Abuja MOU
Tokyo MOU.

The Secretary could attend only the 22nd meeting of the Tokyo MOU Committee held in Viña Del Mar, Chile from 16th to 19th April 2012.

As one of the inter-governmental Organisation (IGO) member of IMO, the Secretary attended 20th Flag State Implementation (FSI) Sub-Committee in February, 2012.

VISITORS

IMO Secretary General Mr. Koji Sekimizu and the Director General of Shipping, India Mr. Deepak Shetty, visited the Secretariat on 16.10.2012. During the visit the Secretariat made a presentation on the development of the Indian Ocean MOU on port State control.



IMO Secretary General's visit to IOMOU Secretariat

IOCIS / WEBSITE

In line with other MOU, harmonized coding system implemented in IOCIS. Data exchange with Equasis, Information Handling Services Fairplay(IHS) and Lloyds List Group (LLG) is being carried out. 15th Committee meeting discussed and decided to implement many changes in IOCIS, such as time limit for reporting the PSC inspections, implementation of MMSI number etc. Technicalities are in progress for data transfer to IMO under Global Integrated Shipping Information System (GISIS).

15th Committee also decided to change the format of the web-site.

IOCIS and the website are maintained by the National Informatics Centre, Government of India. The Secretariat is in continuous contact with the Manager of IOCIS discussing further improvements to the system. The web-site <http://www.iomou.org> is being visited by many to gather information on PSC inspections in the Indian Ocean region. The yearly statistical analysis of the use of the website is as given below:

Month	Hits	Visits	Page views	Kbytes sent
Jan-2012	68,874	5338	16583	1940823
Feb-2012	81,166	5430	18140	1764416
Mar-2012	84729	5608	21315	1918620
Apr-2012	75502	5300	18073	1872976
May-2012	66477	5910	16313	1589764
Jun-2012	66313	5217	14345	1186754
Jul-2012	56193	3939	11934	1392827
Aug-2012	52183	3523	13239	1163190
Sep-2012	44577	2902	12318	900919
Oct-2012	92989	5248	20145	1496062
Nov-2012	62721	5516	19418	1219588
Dec-2012	60809	6286	20388	1778831
Total	812,533	60,217	202,211	18224770

STATISTICS

A total of 5051 inspections were carried out in 2012. Out of these 5051 inspections, 2800 inspections had deficiencies and the total numbers of deficiencies were 14950.

Serious deficiencies noted by PSCOs led to the detention of 433 ships. The detentions allow for the rectification of the serious deficiencies prior to the ships departure; the overall detention percentage for the year is 8.57%. **There is decrease in total number of inspections in 2012, compared with those in 2011; the detention percentage decreased from 10.81% recorded in 2011.**

The average number of deficiencies per inspection in 2012 (2.95) has also decreased compared to the previous year (3.46).

The information given in the following tables and charts represents the port State control activities of Australia, France, India, Iran, Kenya, Mauritius, Oman, South Africa, Tanzania & Yemen. The rest of the member Authorities are trying to develop 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 the 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 should be taken into account¹.

A joint CIC on Fire Safety System was held jointly with the Paris and the Tokyo MOUs in 2012. The consolidated report on CIC activities in the Indian Ocean region is provided in this Annual Report.

PORT STATE CONTROL INSPECTION ACTIVITIES

STATISTICS FOR 2012

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	3179	1678	7775	210	6.61
France	50	30	165	2	4.00
India	634	518	3701	119	18.77
Iran	704	413	2490	89	12.64
Kenya	123	53	328	6	4.88
Mauritius	2	0	0	0	0.00
Oman ¹	4	0	0	0	0.00
South Africa ¹	222	57	294	7	3.15
Tanzania	2	2	8	0	0.00
Yemen	131	49	189	0	0.00
Total	5051	2800	14950	433	8.57

¹ See comment on page 11 regarding Australia, South Africa, and Oman data duplication between IOMOU and Tokyo MOU, Abuja MOU and Riyadh MOU.

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
NLS Tanker *	17	8	30	1	5.88	47.06
Oil Tanker	360	130	781	31	8.61	36.11
Gas Carrier	74	22	67	2	2.70	29.73
Chemical Tanker	306	150	815	32	10.46	49.02
Bulk Carrier	2615	1493	7539	190	7.27	57.09
Vehicle Carrier	183	68	219	4	2.19	37.16
Container Ship	524	256	1269	38	7.25	48.85
Ro-Ro Cargo Ship	50	26	225	6	12.00	52.00
General Cargo / Multipurpose ship	579	425	2866	94	16.23	73.40
Refrigerated Cargo Carrier	23	10	57	2	8.70	43.48
Woodchip Carrier	54	35	151	3	5.56	64.81
Livestock Carrier	29	22	165	3	10.34	75.86
Ro-Ro Passenger Ship	4	4	44	2	50.00	100.00
Passenger Ship	47	25	128	2	4.26	53.19
Heavy Load Carrier	56	38	137	6	10.71	67.86
Offshore Service Vessel	45	28	149	9	20.00	62.22
MODU & FPSO	4	4	30	0	0.00	100.00
Special Purpose Ship	11	8	56	1	9.09	72.73
Tugboat	44	29	115	2	4.55	65.91
Other Types of Ship	26	19	107	5	19.23	73.08
Total	5051	2800	14950	433		

* Earlier known to be Tanker not otherwise specified.

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	114	81	400	20	17.54
Bahamas	161	71	313	7	4.35
Bangladesh	22	21	226	9	40.91
Barbados	9	4	15	1	11.11
Belgium	8	5	15	1	12.50
Belize	9	8	51	0	0.00
Bermuda, (GB)	18	7	18	0	0.00
Bolivia	3	2	28	1	33.33
Bulgaria	1	0	0	0	0.00
Cambodia	1	1	19	1	100.00
Cayman Islands, (GB)	26	12	30	1	3.85
China	149	69	308	7	4.70
Comoros	13	11	135	5	38.46
Cook Islands	4	3	18	0	0.00
Croatia	6	6	27	0	0.00
Curacao (NL)	5	3	13	0	0.00
Cyprus	116	69	363	10	8.62
Denmark	18	7	16	1	5.56
Dominica	10	8	54	2	20.00
Egypt	6	6	41	1	16.67
France	6	2	4	0	0.00
Germany	21	9	33	0	0.00
Gibraltar, (GB)	19	10	35	2	10.53
Greece	77	37	153	6	7.79
Hong Kong, China	480	255	1207	21	4.38
India	37	9	52	2	5.41
Indonesia	10	10	77	4	40.00
Ireland	1	0	0	0	0.00
Isle of Man, (GB)	63	29	123	3	4.76
Italy	65	30	107	2	3.08
Japan	63	15	37	3	4.76
Jordan	2	2	8	1	50.00
Kiribati	2	2	28	1	50.00
Korea, Democratic People's Republic	4	4	43	1	25.00
Korea, Republic of	94	56	320	9	9.57
Kuwait	4	3	6	0	0.00
Liberia	505	265	1279	37	7.33
Libyan Arab Jamahiriya	2	2	3	0	0.00
Luxembourg	3	2	4	1	33.33
Malaysia	17	9	30	1	5.88
Maldives	2	2	35	2	100.00
Malta	231	145	717	15	6.49
Marshall Island	303	157	764	20	6.60
Mauritius	4	3	29	0	0.00
Moldova	4	3	41	3	75.00
Mongolia	4	3	36	2	50.00
Myanmar	6	6	35	0	0.00

Table: 2 (Contd.)

Deficiencies by Flag

Flag	Number of Inspections	Number of Inspections With Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Namibia	1	1	5	0	0.00
Netherlands	47	30	108	4	8.51
New Zealand	1	1	3	0	0.00
Norway	49	23	72	0	0.00
Oman	1	1	20	1	100.00
Pakistan	3	2	22	1	33.33
Panama	1356	778	4275	119	8.78
Papua New Guinea	14	13	152	5	35.71
Philippines	43	29	156	5	11.63
Portugal	1	1	20	1	100.00
Qatar	1	0	0	0	0.00
Russian Federation	5	5	25	0	0.00
Saint Kitts and Nevis, (UK)	16	12	143	6	37.50
Saint Vincent and the Grenadines	59	47	359	14	23.73
Samoa	2	1	3	0	0.00
Saudi Arabia	5	4	28	1	20.00
Sierra Leone	16	12	78	4	25.00
Seychelles	1	0	0	0	0.00
Singapore	393	189	881	21	5.34
Sri Lanka	6	4	63	2	33.33
Sweden	13	2	16	1	7.69
Switzerland	7	5	34	1	14.29
Syrian Arab Republic	1	1	3	0	0.00
Taiwan, China	21	11	51	2	9.52
Tanzania	38	26	264	10	26.32
Thailand	18	12	76	2	11.11
Togo	7	5	51	1	14.29
Tonga	1	0	0	0	0.00
Turkey	48	28	123	5	10.42
Tuvalu	25	17	159	6	24.00
United Arab Emirates (UAE)	15	9	55	6	40.00
United Kingdom,	52	24	86	2	3.85
United States of America	8	5	17	1	12.50
Ukraine	1	1	9	1	100.00
Vanuatu	20	14	89	2	10.00
Viet Nam	28	23	208	6	21.43
Total	5051	2800	14950	433	

* Flag Netherland Antilles changed to Curacao with effect from 10.10.2010.

Table: 3

Deficiencies by Categories

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
011	Certificate & Documentation – Ship Certificates	365	2.44
012	Certificate & Documentation – Crew Certificates	275	1.84
013	Certificate & Documentation – Documents	647	4.33
021	Structural Conditions	690	4.62
031	Water/Weathertight conditions	854	5.71
041	Emergency Systems	654	4.37
051	Radio Communications	716	4.79
061	Cargo operations including equipment	217	1.45
071	Fire safety	2254	15.08
081	Alarms	146	0.98
091	Living Conditions	259	1.73
092	Working Conditions	1191	7.97
101	Safety of Navigation	2360	15.79
111	Life saving appliances	1560	10.43
121	Dangerous goods	25	0.17
131	Propulsion and auxiliary machinery	930	6.22
141	Pollution prevention – Marpol Annex I	314	2.10
142	Pollution prevention – Marpol Annex II	6	0.04
143	Pollution prevention – Marpol Annex III	2	0.01
144	Pollution prevention – Marpol Annex IV	198	1.32
145	Pollution prevention – Marpol Annex V	140	0.94
146	Pollution prevention – Marpol Annex VI	66	0.44
151	ISM	775	5.18
161	ISPS	43	0.29
171	Other	263	1.76
Total		14950	

Table: 4

Deficiencies by Recognised Organisation

Recognised Organisation	Abbreviation	Number of Inspections	Number of Inspections with Deficiencies	Number of Detentions*	Detention Percentage
American Bureau of Shipping	ABS	498	239	26	5.22
Biro Klasifikasi Indonesia	BKI	2	2	1	50.00
Bureau Veritas	BV	535	330	59	11.03
China Classification Society	CCS	306	157	16	5.23
China Corporation Register of Shipping	CCRS	13	8	2	15.38
Croatian Register of Shipping	CRS	3	3	0	0.00
Det Norske Veritas	DNV	368	186	18	4.89
Dromon Bureau Inc.	DBS	4	3	1	25.00
Germanischer Lloyd	GL	497	285	50	10.06
Global Marine Bureau Inc.	GMB	1	1	1	100.00
International Naval Surveys Bureau	INSB	7	5	3	42.86
Indian Register of Shipping	IRS	29	13	5	17.24
Inspeccion y Clasificacion Maritima	INCLAMAR	1	1	0	0.00
International Register of Shipping	IS	18	17	13	72.22
International Ship Classification	ISC	3	2	2	66.67
Isthmus Bureau of Shipping	IBS	5	5	2	40.00
Korea Classification Society	KCS	4	4	1	25.00
Korean Register of Shipping	KRS	283	156	17	6.01
Lloyd's Register	LR	659	329	42	6.37
Maritime Bureau of Shipping	MBS	4	3	3	75.00
Maritime Lloyd Ltd., Georgia	MLG	7	7	2	28.57
Nippon Kaiji Kyokai	NKK	1547	862	121	7.82
NV Unitas	UN	4	0	0	0.00
Overseas Marine Certification Services	OMCS	1	0	0	0.00
Panama Maritime Documentation Services	PMDS	1	1	1	100.00
Panama Register Corporation	PRC	3	2	1	33.33
Panama Marine Survey and Certification Services Inc.	PMSCS	2	2	1	50.00
Phoenix Register of Shipping	PHRS	3	2	1	66.67
Registro Italiano Navale	RINA	147	94	13	8.84
Russian Maritime Register of Shipping	RMRS	35	28	4	11.43
RINAVE Portuguesa	RP	1	1	1	100.00
Sing-Lloyd	SGL	1	1	1	100.00
Sing Class International Pte Ltd.	SCI	1	1	1	100.00
Turkish Lloyd	TL	4	3	0	0.00
Universal Shipping Bureau Inc.	USB	1	1	1	100.00
Ukraine Shipping Register	USR	1	1	1	100.00
Viet Nam Register of Shipping	VR	19	17	5	26.32
Other **		29	25	14	48.28
No Class		4	3	2	50.00
Total		5051	2800	433	

Note: * Deficiencies for which a ship is detained may not necessarily be related to the matters covered by the certificates issued by the Recognised Organisation.

** Inspection classed with Venezuelean Register of shipping, Intertek Martime Bureau , International Maritime Registry, Bureau ITMB, Maritime Lloyd , Union Marine Classification Society, Belgium Register of Shipping, Registrar of Shipping, American Register of Shipping, TG, etc. are included in this RO.

Table: 5

Comparison of Inspections and Deficiencies per Ship Type

Type of Ship	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
NLS Tanker *	7	12	17	36	3	3	8	14	38.89
Combination Carrier	3	1	1	4	2	1	0	3	75.00
Oil Tanker	566	494	360	1420	208	194	130	532	37.46
Gas Carrier	66	84	74	224	24	24	22	70	31.25
Chemical Tanker	334	326	306	966	136	170	150	456	47.20
Bulk Carrier	2630	2680	2615	7925	1459	1693	1493	4645	58.61
Vehicle Carrier	164	125	183	472	66	56	68	190	40.25
Container Ship	584	646	524	1754	240	316	256	812	46.29
Ro-Ro Cargo Ship	56	68	50	174	24	32	26	82	47.13
General Cargo / Multi-purpose Ship	728	766	579	2076	503	592	425	1522	73.31
Refrigerated Cargo Carrier	45	35	23	103	14	11	10	35	33.98
Woodchip Carrier	62	67	54	183	32	47	35	114	62.30
Livestock Carrier	39	34	29	102	27	28	22	77	75.49
Ro-Ro Passenger Ship	3	1	4	8	3	1	4	8	100.00
Passenger Ship	40	42	47	129	18	23	25	66	51.16
Heavy Load Carrier	23	23	56	102	19	15	38	72	70.59
Offshore Service Vessel	64	62	45	171	31	37	28	96	56.14
MODU & FPSO	7	3	4	14	5	3	4	12	85.71
Special Purpose Ship	10	7	11	28	1	6	8	15	53.57
High Speed Passenger Craft	1	0	0	1	0	0	0	0	0.00
Tugboat	33	31	44	108	18	22	29	69	63.89
Factory Ship	0	1	0	1	0	0	0	0	0.00
Other Types of Ship	48	42	26	116	36	32	19	87	75.00
Total	5513	5550	5051	16117	2869	3306	2800	8975	55.70

* Earlier known to be Tanker not otherwise specified.

Table: 6

Comparison of Inspections and Detentions per Ship Type

Type of Ship	Number of Inspections				Number of Detention				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
NLS Tanker *	7	12	17	36	0	0	1	1	2.78
Combination Carrier	3	1	0	4	0	1	0	1	25.00
Oil Tanker	566	494	360	1420	37	37	31	105	7.39
Gas Carrier	66	84	74	224	2	3	2	7	3.13
Chemical Tanker	334	326	306	966	21	29	32	82	8.49
Bulk Carrier	2630	2680	2615	7925	206	268	190	664	8.38
Vehicle Carrier	164	125	183	472	9	7	4	20	4.24
Container Ship	584	646	524	1754	39	63	38	140	7.98
Ro-Ro Cargo Ship	56	68	50	174	3	6	6	15	8.62
General Cargo/Multipurpose Ship	728	766	579	2073	124	137	94	355	17.10
Refrigerated Cargo Carrier	45	35	23	103	2	1	2	5	4.85
Woodchip Carrier	62	67	54	183	3	6	3	12	6.56
Livestock Carrier	39	34	29	102	2	7	3	12	11.76
Ro-Ro Passenger Ship	3	1	4	8	2	0	2	4	50.00
Passenger Ship	40	42	47	129	2	0	2	4	3.10
Heavy Load Carrier	23	23	56	102	3	2	6	11	10.78
Offshore Service Vessel	64	62	45	171	10	18	9	37	21.64
MODU & FPSO	7	3	4	14	1	0	0	1	7.14
Special Purpose Ship	10	7	11	28	0	1	1	2	7.14
High Speed Passenger Craft	1	0	0	1	0	0	0	0	0.00
Tugboat	33	31	44	108	1	5	2	8	7.41
Factory Ship	0	1	0	1	0	0	0	0	0.00
Other Types of Ship	48	42	26	116	4	9	5	18	15.52
Total	5513	5550	5051	16117	471	600	433	1504	9.33

* Earlier known to be Tanker Not Otherwise Specified.

Table: 7

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
Algeria	4	1	0	5	0	0	0	0	0.00
Antigua and Barbuda	143	148	114	406	13	23	20	56	13.79
Argentina	1	0	0	1	0	0	0	0	0.00
Bahamas	196	192	161	549	6	16	7	29	5.28
Bahrain	1	3	0	4	0	2	0	2	50.00
Bangladesh	5	28	22	57	2	11	9	22	38.60
Barbados	9	26	9	44	2	4	1	7	15.91
Belgium	20	20	8	48	2	1	1	4	8.33
Belize	8	8	9	25	3	2	0	5	20.00
Bermuda, (GB)	27	21	18	66	0	1	0	1	1.52
Bolivia	1	2	3	6	1	0	1	2	33.33
Bulgaria	6	0	1	7	4	0	0	4	57.14
Cambodia	5	1	1	7	5	0	1	6	85.71
Cayman Islands(GB)	27	26	26	79	1	1	1	3	3.80
China	113	112	149	374	5	8	7	20	5.35
Comoros	23	22	13	58	17	13	5	35	60.34
Cook Islands	11	6	4	21	0	1	0	1	4.76
Croatia	11	11	6	28	1	0	0	1	3.57
Curacao (NL)	3	5	5	13	0	1	0	1	7.69
Cyprus	165	155	116	436	13	17	10	40	9.17
Denmark	16	14	18	48	0	0	1	1	2.08
Dominica	4	5	10	19	0	1	2	3	15.79
Egypt	4	8	6	18	0	2	1	3	16.67
Ethiopia	2	4	0	6	0	2	0	2	33.33
Fiji	0	1	0	1	0	0	0	0	0.00
France	22	9	6	37	1	0	0	1	2.70
Georgia	12	9	0	21	1	0	0	1	4.76
Germany	47	31	21	99	3	2	0	5	5.05
Gibraltar, (GB)	21	16	19	56	1	2	0	5	8.93
Greece	104	94	77	275	5	5	6	16	5.82
Hong Kong, China	463	505	480	1448	29	36	21	86	5.94
India	44	45	37	126	2	4	2	8	6.35
Indonesia	19	14	10	43	4	2	4	10	23.26
Iran	1	3	0	4	1	3	0	4	100.00
Ireland	0	1	1	2	0	0	0	0	0.00
Isle of Man (GB)	51	46	63	160	2	1	3	6	3.75
Italy	77	62	65	204	5	1	2	8	3.92
Jamaica	2	0	0	2	0	0	0	0	0.00

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
Japan	42	59	63	164	2	0	3	5	50.00
Jordan	3	1	2	6	1	1	1	3	50.00
Kiribati	4	5	2	11	1	3	1	5	45.45
Korea Democratic People's Republic	20	14	4	38	8	4	1	13	34.21
Korea Republic of	114	123	94	331	8	16	9	33	9.97
Kuwait	6	7	4	17	0	2	0	2	11.76
Lebanon	0	1	0	1	0	0	0	0	0.00
Liberia	496	546	505	1547	34	43	37	114	7.37
Libyan Arab Jamahiriya	2	2	2	6	0	0	0	0	0.00
Lithuania	2	0	0	2	1	0	0	1	50.00
Luxembourg	3	6	3	12	0	1	1	2	16.67
Malaysia	31	44	17	92	4	8	1	13	14.13
Maldives	1	3	2	6	0	2	2	4	66.67
Malta	281	261	231	773	17	21	15	53	6.86
Marshall Islands	266	304	303	873	15	20	20	55	6.30
Mauritius	3	2	4	9	1	1	0	2	22.22
Moldova	2	3	4	9	1	3	3	7	77.78
Mongolia	9	13	4	26	6	7	2	15	57.69
Myanmar	5	15	6	26	1	1	0	2	7.69
Namibia	0	0	1	1	0	0	0	0	0.00
Netherlands	45	45	47	137	6	2	4	12	8.76
New Zealand	2	2	1	5	0	0	0	0	0.00
Norway	64	57	49	170	3	6	0	9	5.29
Oman	2	0	1	3	2	0	1	3	100.00
Pakistan	1	5	3	9	0	1	1	2	22.22
Panama	1561	1478	1356	4395	138	171	119	428	9.74
Papua New Guinea	11	10	14	35	4	2	5	11	31.43
Philippines	51	48	43	142	2	2	5	9	6.34
Portugal	3	1	1	5	1	0	1	2	40.00
Qatar	4	3	1	8	0	0	0	0	0.00
Russian Federation	8	5	5	18	3	0	0	3	16.67
Saint. Kitts and Nevis	17	18	16	51	11	11	6	28	54.90
Saint Vincent and the Grenadines	100	105	59	264	15	21	14	50	18.94
Samoa	1	2	2	5	0	0	0	0	0.00
Saudi Arabia	5	11	5	21	0	1	1	2	9.52
Seychelles	0	0	1	1	0	0	0	0	0.00

Table: 7 (Contd.)

Comparison of Inspections and Detentions per Flag

Flag	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
Sierra Leone	19	8	16	43	7	4	4	15	34.88
Singapore	342	380	393	1115	18	33	21	72	6.46
Slovakia	5	0	0	5	1	0	0	1	20.00
South Africa	1	0	0	1	0	0	0	0	0.00
Spain	1	0	0	1	0	0	0	0	0.00
Sri Lanka	10	5	6	21	6	1	2	9	42.86
Sweden	10	14	13	37	0	0	1	1	2.70
Switzerland	9	11	7	27	1	1	1	3	11.11
Syrian Arab Republic	3	2	1	6	0	0	0	0	0.00
Taiwan, China	19	21	21	61	1	3	2	6	9.84
Tanzania	3	12	38	53	1	5	10	16	30.19
Thailand	34	31	18	83	1	5	2	8	9.64
Togo	1	5	7	13	0	3	1	4	30.77
Tonga	6	4	1	11	1	2	0	3	27.27
Turkey	42	49	48	139	2	5	5	12	8.63
Tuvalu	9	12	25	46	2	3	6	11	23.91
Ukraine	1	0	1	2	0	0	1	1	50.00
United Arab Emirates(UAE)	17	16	15	48	2	3	6	11	22.92
United Kingdom	71	60	52	183	2	4	2	8	4.37
United States of America	6	10	8	24	0	0	1	1	4.17
Vanuatu	31	19	20	70	1	3	2	6	8.7
Viet Nam	40	38	28	106	11	13	6	30	28.30
Total	5513	5550	5051	16114	471	600	433	1504	

Table: 8

Comparison of Deficiencies by Categories

Nature of Deficiencies	Number of Deficiencies		
	YEAR		
	2010	2011	2012
Certificate & Documentation – Ship Certificates	489	513	365
Certificate & Documentation – Crew Certificates	265	302	275
Certificate & Documentation – Documents	624	943	647
Structural Conditions	763	1394	690
Water/Weathertight conditions	1382	1394	854
Emergency Systems	619	652	654
Radio Communications	966	944	716
Cargo operations including equipment	123	111	217
Fire safety	2593	2750	2254
Alarm Signals	163	165	146
Alarms	400	424	259
Living Conditions	1167	1812	1191
Working Conditions	2463	2946	2360
Safety of Navigation	1737	1749	1560
Life saving appliances	67	60	25
Dangerous goods	1116	1444	930
Propulsion and auxiliary machinery	377	514	314
Pollution prevention – Marpol Annex I	1	3	6
Pollution prevention – Marpol Annex II	7	5	2
Pollution prevention – Marpol Annex III	112	241	198
Pollution prevention – Marpol Annex IV	111	158	140
Pollution prevention – Marpol Annex V	16	43	66
Pollution prevention – Marpol Annex VI	1	0	0
ISM	817	922	775
ISPS	57	64	43
Other.	371	285	263
Total	16807	19219	14950

Table: 9

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
American Bureau of Shipping	501	471	498	1470	209	241	239	689	46.87
Belize Register Corporation	0	1	0	1	0	0	0	0	0.00
Biro Klasifikasi Indonesia	12	10	2	24	12	10	2	24	100.00
Bulgarski Koraben Registar	2	2	0	4	2	1	0	3	75.00
Bureau Veritas	509	539	535	1583	279	368	330	977	61.72
China Classification Society	262	286	306	854	140	178	157	475	55.62
China Corporation Register of Shipping	21	16	13	50	12	10	8	30	60.00
Croatian Register of Shipping	13	8	3	24	10	3	3	16	66.67
Det Norske Veritas	486	507	368	1361	211	271	186	686	49.08
Dromon Bureau of Shipping	0	0	4	4	0	0	3	3	75.00
Germanischer Lloyd	545	589	497	1631	256	340	285	881	23.98
Global Marine Bureau	1	0	1	2	1	0	1	2	100.00
Hellenic Register of Shipping	2	0	0	2	2	0	0	2	100.00
Inspeccion y Clasificacion Maritima	0	0	1	1	0	0	1	1	100.00
Indian Register of Shipping	41	30	29	100	23	18	13	54	54.00
Intermaritime Certification Services S.A.	8	2	0	10	8	2	0	10	100.00
International Naval Surveys Bureau	9	12	7	28	7	11	5	23	82.14
International Register of Shipping	30	20	18	68	27	16	17	60	88.24
International Ship Classification	5	11	3	19	5	11	2	18	94.74
Isthmus Bureau of Shipping	7	8	5	20	7	8	5	20	100.00
Korea Classification Society	21	15	4	40	17	15	4	36	90.00
Korean Register of Shipping	267	310	283	860	134	176	156	466	54.19
Korea Ship Safety Technology Authority	1	0	0	1	1	0	0	1	100.00
Lloyd's Register	724	732	659	2115	383	423	329	1135	53.66
Maritime Bureau of Shipping	0	0	4	4	0	0	3	3	75.00
Maritime Lloyd Ltd., Georgia	0	0	7	7	0	0	7	7	100.00
National Shipping Adjuster Inc	2	1	0	3	2	1	0	3	100.00
NV Unitas	0	0	4	4	0	0	0	0	0.00
Nippon Kaiji Kyokai	1657	1607	1547	4811	834	902	862	2598	54.00
Overseas Marine Certification Services	6	1	1	8	6	1	0	7	87.50
Panama Bureau of Shipping	0	1	0	1	0	1	0	1	100.00
Panama Marine Survey and Certification Services Inc.	0	0	2	2	0	0	2	2	100.00
Panama Maritime Surveyors Bureau Inc.	1	1	0	2	1	1	0	2	100.00
Panama Maritime Documentation Service	4	5	1	10	4	5	1	10	100.00
Panama Register Corporation	0	0	3	3	0	0	2	2	66.67
Panama Shipping Registrar Inc.	2	3	0	5	2	2	0	4	80.00
Phoenix Register of Shipping	13	8	3	24	13	8	2	23	95.83

Table: 9 (Contd.)

Comparison of Inspections and Deficiencies per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
Polski Rejestr Statkow	7	4	0	11	6	2	0	8	72.73
Registro Italiano Navale	176	181	147	504	107	129	94	330	65.48
Registro Internacional Naval S.A.	1	3	0	4	1	3	0	4	100.00
RINAVE Portuguesa	0	2	1	3	0	2	1	3	100.00
Russian Maritime Register of Shipping	72	55	35	162	57	49	28	134	82.72
Shipping Register of Ukraine	1	1	1	3	1	1	1	3	100.00
Turkish Lloyd	5	7	4	16	4	6	3	13	81.25
Union Bureau of Shipping	0	1	0	1	0	1	0	1	100.00
Universal Shipping Bureau	2	0	1	3	2	0	1	3	100.00
Viet Nam Register of Shipping	39	43	19	101	39	43	17	99	98.02
No Class	2	7	4	13	1	6	3	10	76.92
Other	56	50	29	135	43	41	25	109	80.74
Total	5513	5550	5051	16114	2869	3306	2800	8975	

Table: 10

Comparison of Inspections and Detentions per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
American Bureau of Shipping	501	471	498	1470	23	37	26	86	5.85
Belize Register Corporation	0	1	0	1	0	0	0	0	0.00
Biro Klasifikasi Indonesia	12	10	2	24	0	1	1	2	8.33
Bulgarski Koraben Registar	2	2	0	4	2	1	0	3	75.00
Bureau Veritas	509	539	535	1585	48	73	59	180	11.36
China Classification Society	262	286	306	854	16	18	16	50	5.85
China Corporation Register of Shipping	21	16	13	50	2	3	2	7	14.00
Croatian Register of Shipping	13	8	3	24	2	0	0	2	8.33
Det Norske Veritas	486	507	368	1361	23	39	18	80	5.88
Dromon Bureau of Shipping	0	0	4	4	0	0	1	1	25.00
Germanischer Lloyd	545	589	497	1632	41	68	50	159	9.74
Global Marine Bureau	1	0	1	2	1	0	1	2	100.00
Hellenic Register of Shipping	2	0	0	2	2	0	0	2	100.00
Inspeccion y Clasificacion Maritima	0	0	1	1	0	0	0	0	0.00
Indian Register of Shipping	41	30	29	100	4	2	5	11	11.00
Intermaritime Certification Services S.A.	8	2	0	10	4	1	0	5	50.00
International Naval Surveys Bureau	9	12	7	28	3	9	3	15	53.57
International Register of Shipping	30	20	18	68	16	9	13	38	55.88
International Ship Classification	5	11	3	19	2	3	2	7	36.84
Isthmus Bureau of Shipping	7	8	5	20	3	6	2	11	55.00
Korea Classification Society	21	15	4	40	7	4	1	12	30
Korean Register of Shipping	267	310	283	860	13	29	17	59	6.86
Korea Ship Safety Technology Authority	1	0	0	1	0	0	0	0	0.00
Lloyd's Register	724	732	659	2115	51	63	42	156	7.38
Maritime Bureau of Shipping	0	0	4	4	0	0	3	3	75.00
Maritime Lloyd Ltd., Georgia	0	0	7	7	0	0	0	2	28.57
National Shipping Adjuster Inc	2	1	0	3	2	1	0	3	100.00
Nippon Kaiji Kyokai	1657	1607	1547	4811	111	135	121	367	7.63
NV Unitas (UN)	0	0	4	4	0	0	0	0	0.00
Overseas Marine Certification Services	6	1	1	8	1	0	0	1	12.50
Panama Bureau of Shipping	0	1	0	1	0	0	0	0	0.00
Panama Maritime Surveyors Bureau Inc.	1	1	0	2	0	0	0	0	0.00
Panama Maritime Documentation Services	4	5	1	10	1	4	1	6	60.00
Panama Marine Survey Certification	0	0	2	2	0	0	1	1	50.00
Panama Register Corporation	0	0	3	3	0	0	1	1	33.33
Panama Shipping Registrar Inc.	2	3	0	5	1	2	0	3	60.00
Phoenix Register of Shipping	13	8	3	24	10	5	2	17	70.83

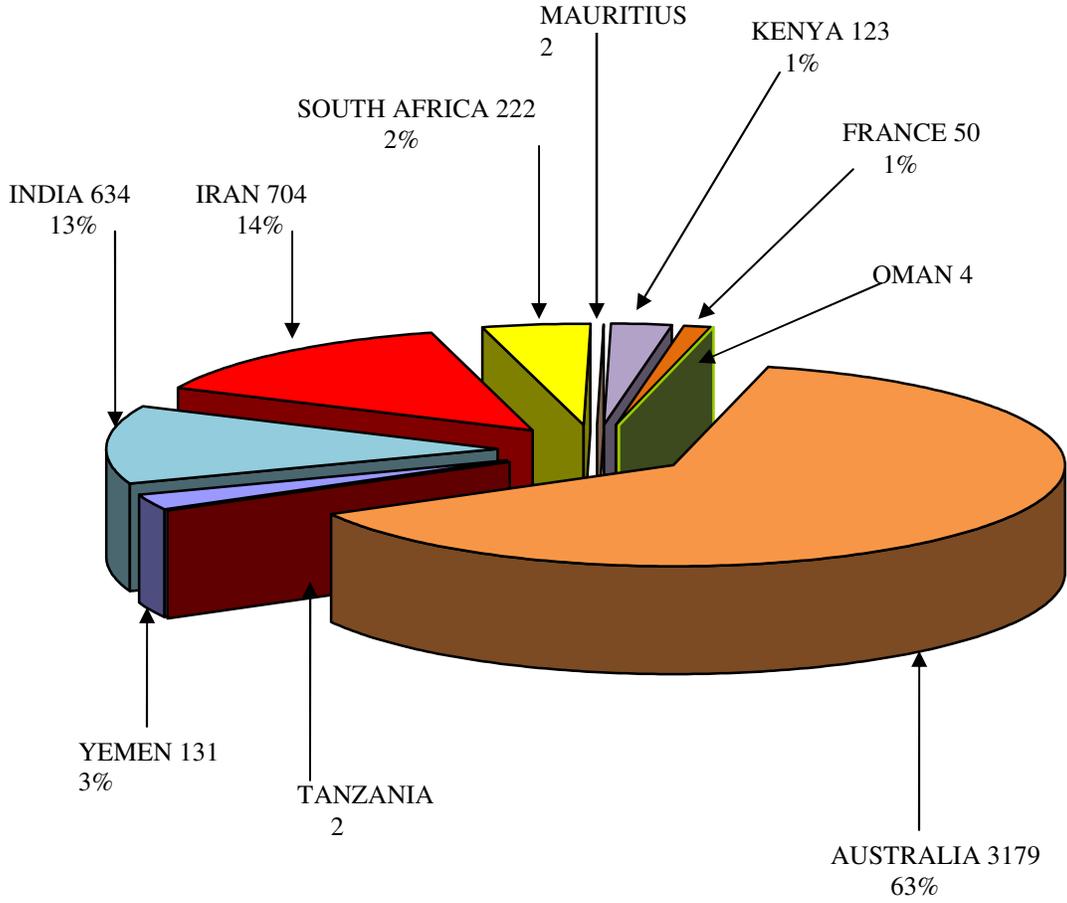
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Comparison of Inspections and Detentions per Recognised Organisation

Recognised Organisation	Number of Inspections				Number of Detentions				3-year average percentage
	YEAR				YEAR				
	2010	2011	2012	Total	2010	2011	2012	Total	
Polski Rejestr Statkow	7	4	0	11	1	1	0	2	18.18
Registro Italiano Navale	176	181	147	504	19	28	13	60	11.90
Registro Internacional Naval S.A.	1	3	0	4	0	0	0	0	0.00
RINAVE Portuguesa	0	2	1	3	0	0	1	1	33.33
Russian Maritime Register of Shipping	72	55	35	162	17	9	4	30	18.52
Shipping Register of Ukraine	1	1	1	3	1	1	1	2	66.67
Turkish Lloyd	5	7	4	16	1	4	0	5	31.25
Union Bureau of Shipping	0	1	0	1	0	0	0	0	0.00
Universal Shipping Bureau	2	0	1	3	1	0	1	2	66.67
Viet Nam Register of Shipping	39	43	19	101	17	19	5	41	40.59
No Class	2	7	4	13	0	3	2	5	38.46
Other	56	50	29	135	25	23	14	62	45.93
Total	5513	5550	5051	16114	471	600	433	1504	

INSPECTION EFFORTS

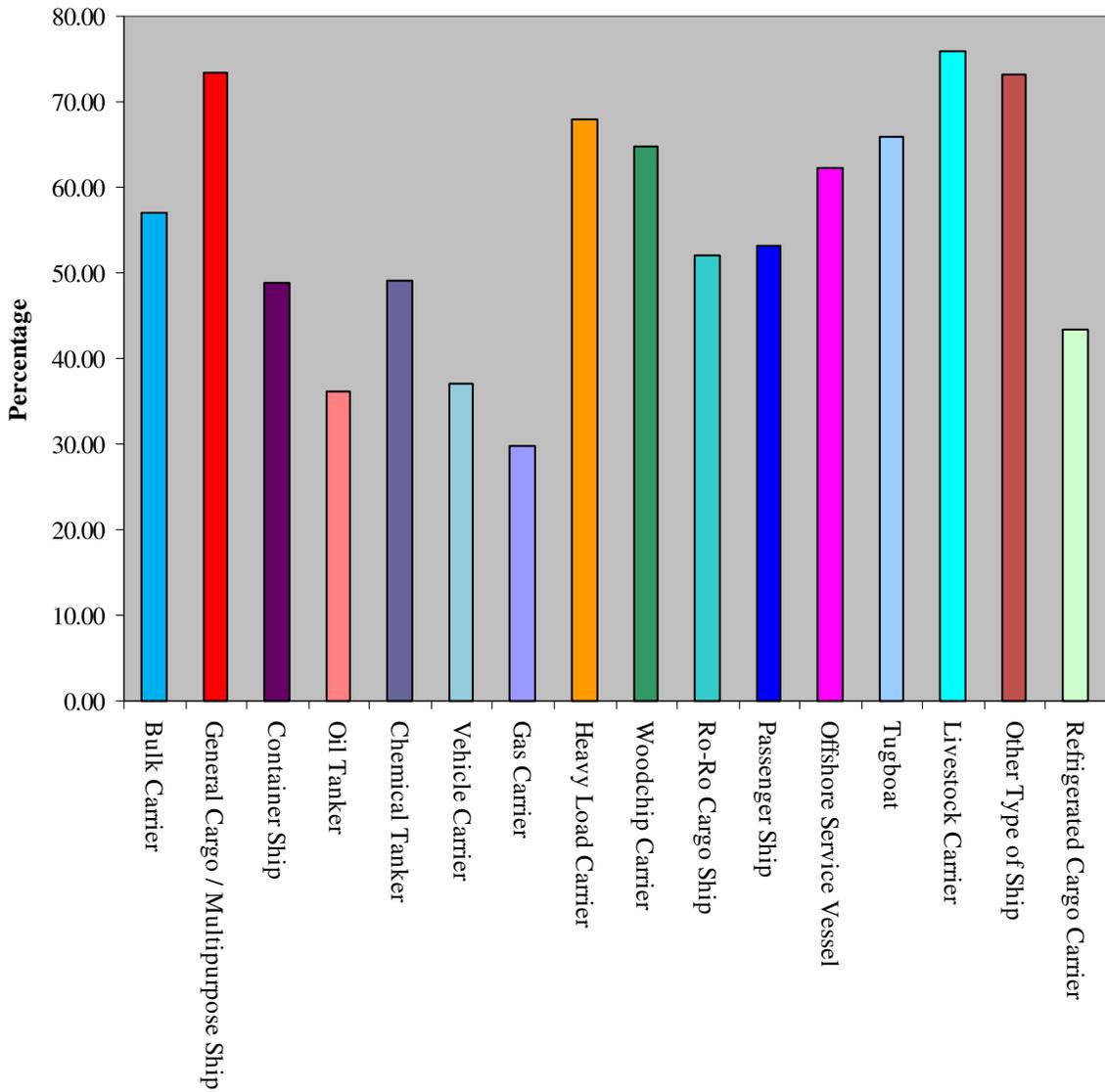
Fig. 1



TOTAL INSPECTIONS: 5051

Percentage of Ship Type with Deficiencies

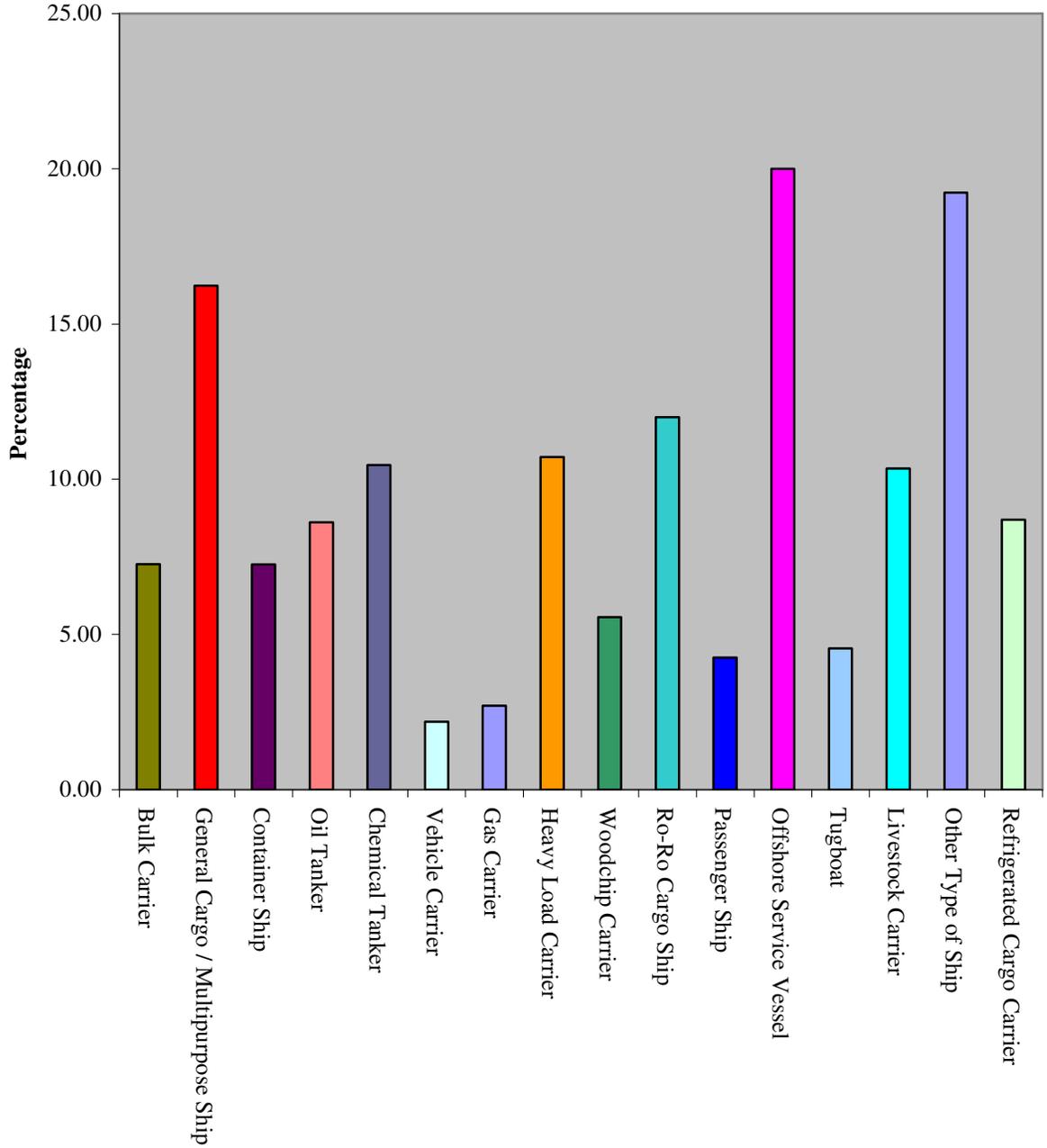
Fig. 2



This graph depicts 20 inspections and above/ Ship Type

Percentage of Detention per Ship Type

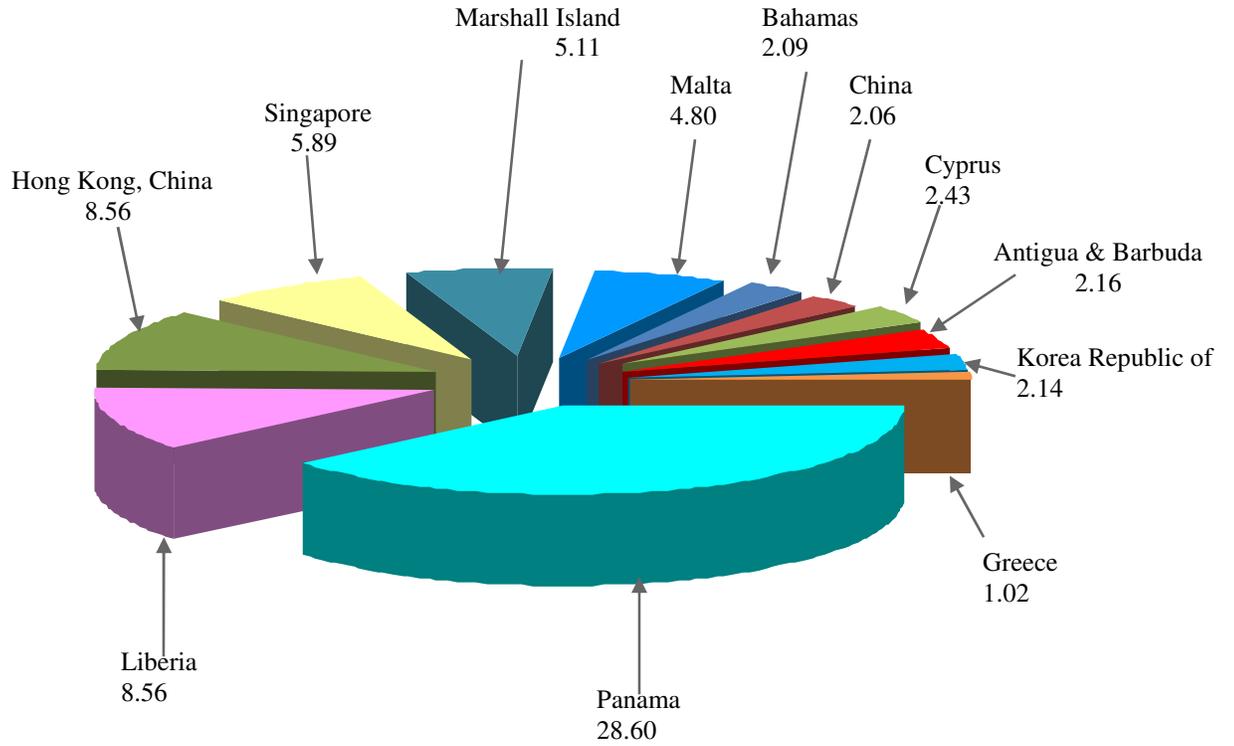
Fig. 3



This graph depicts 20 inspections and above/ Ship Type

Percentage of Deficiencies per Flag

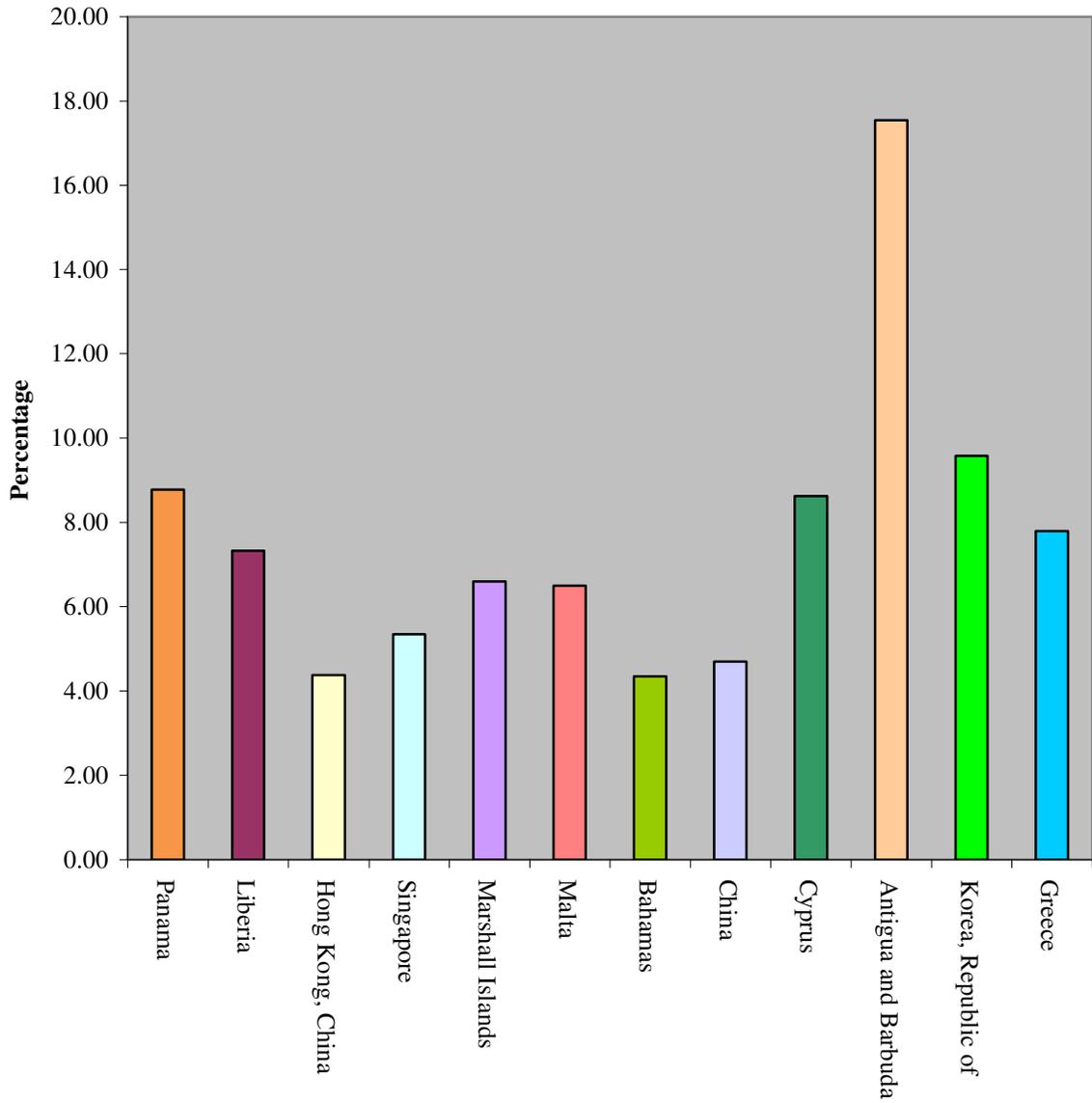
Fig. 4



This graph depicts 75 inspections and above / Flag

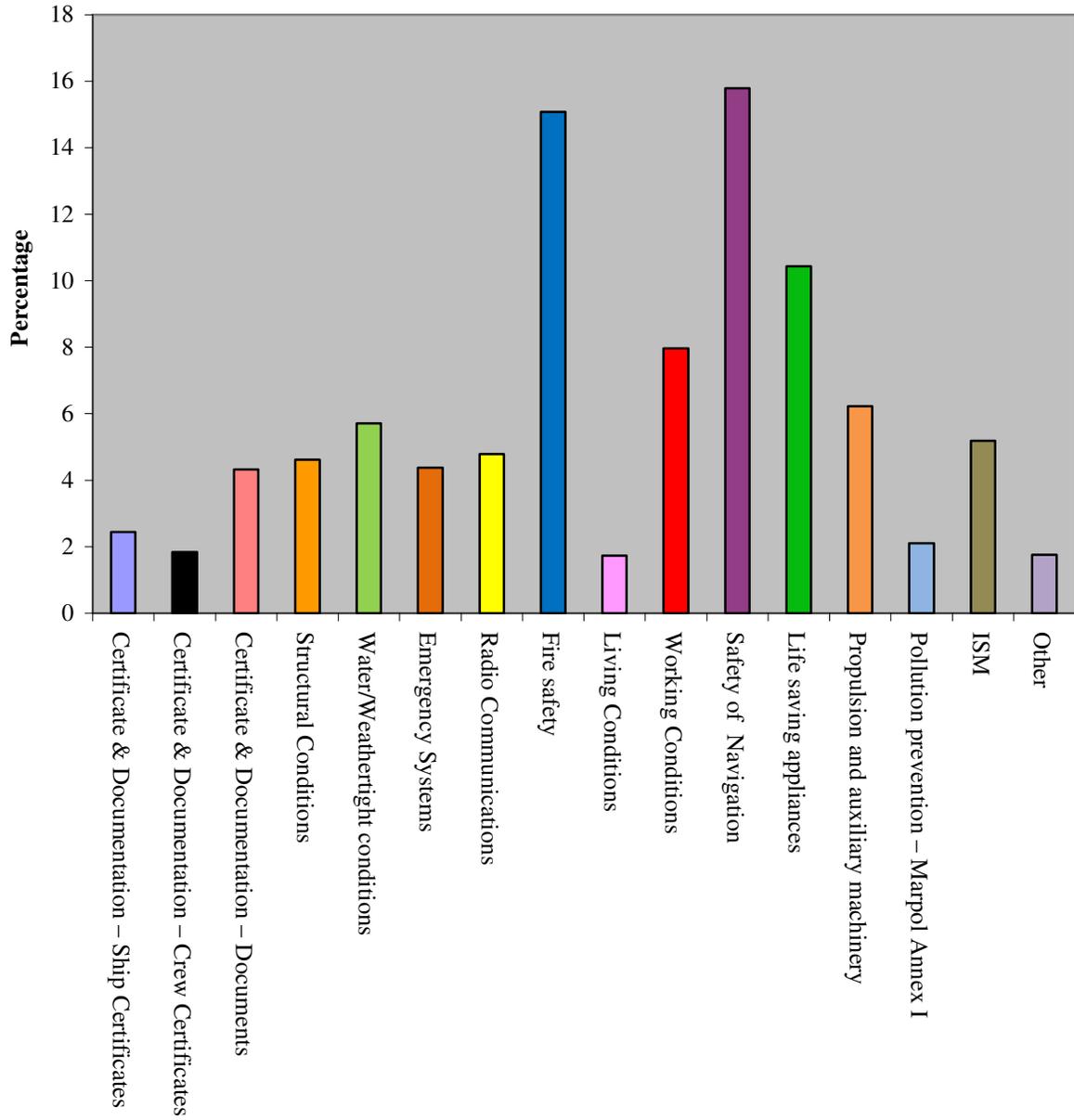
Percentage of Detentions per Flag

Fig 5



This graph depicts 75 inspections and above/Flag

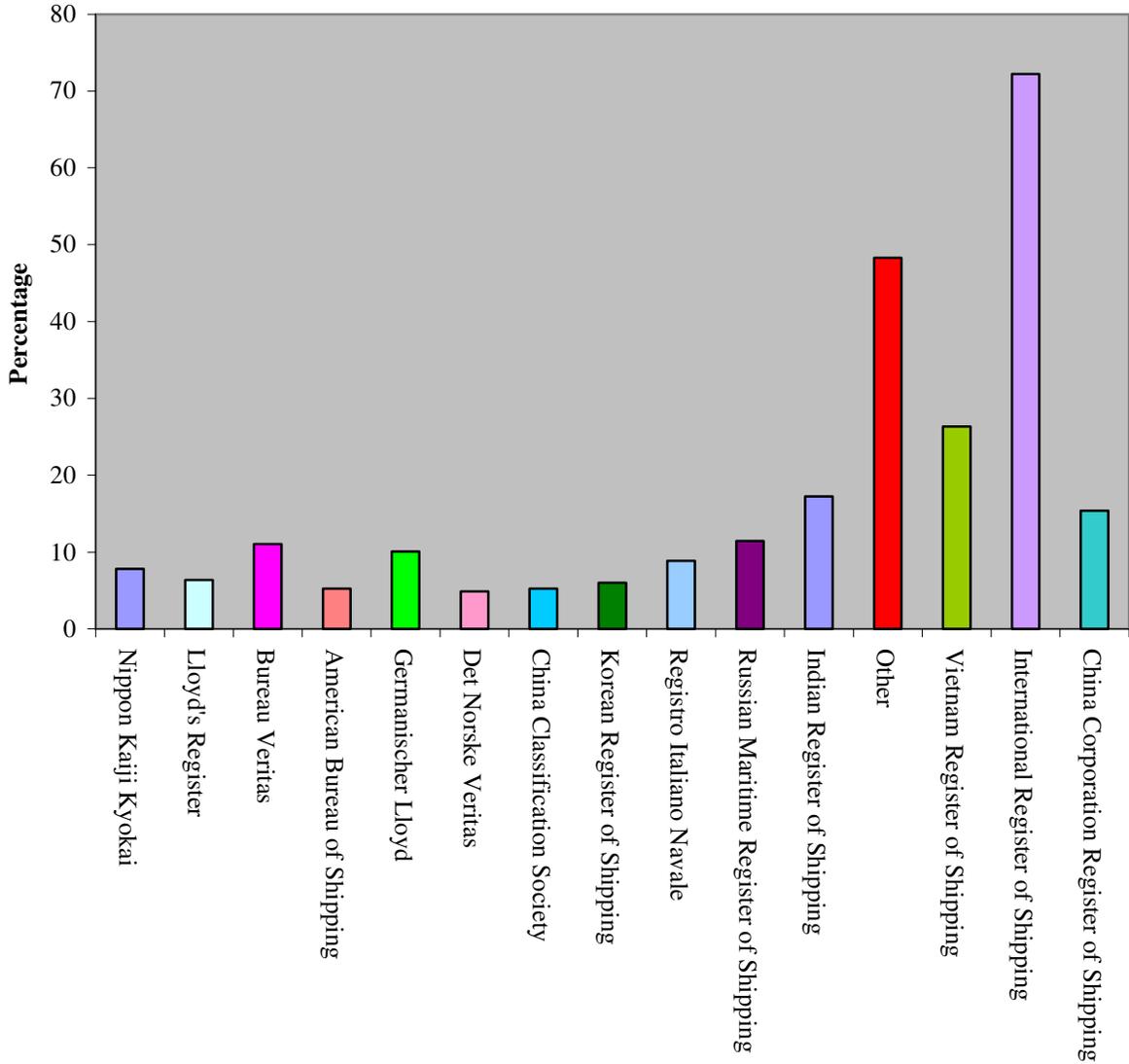
Fig. 6 **Deficiency Percentage By Categories**



This graph depicts deficiencies percentage 1.5 and above

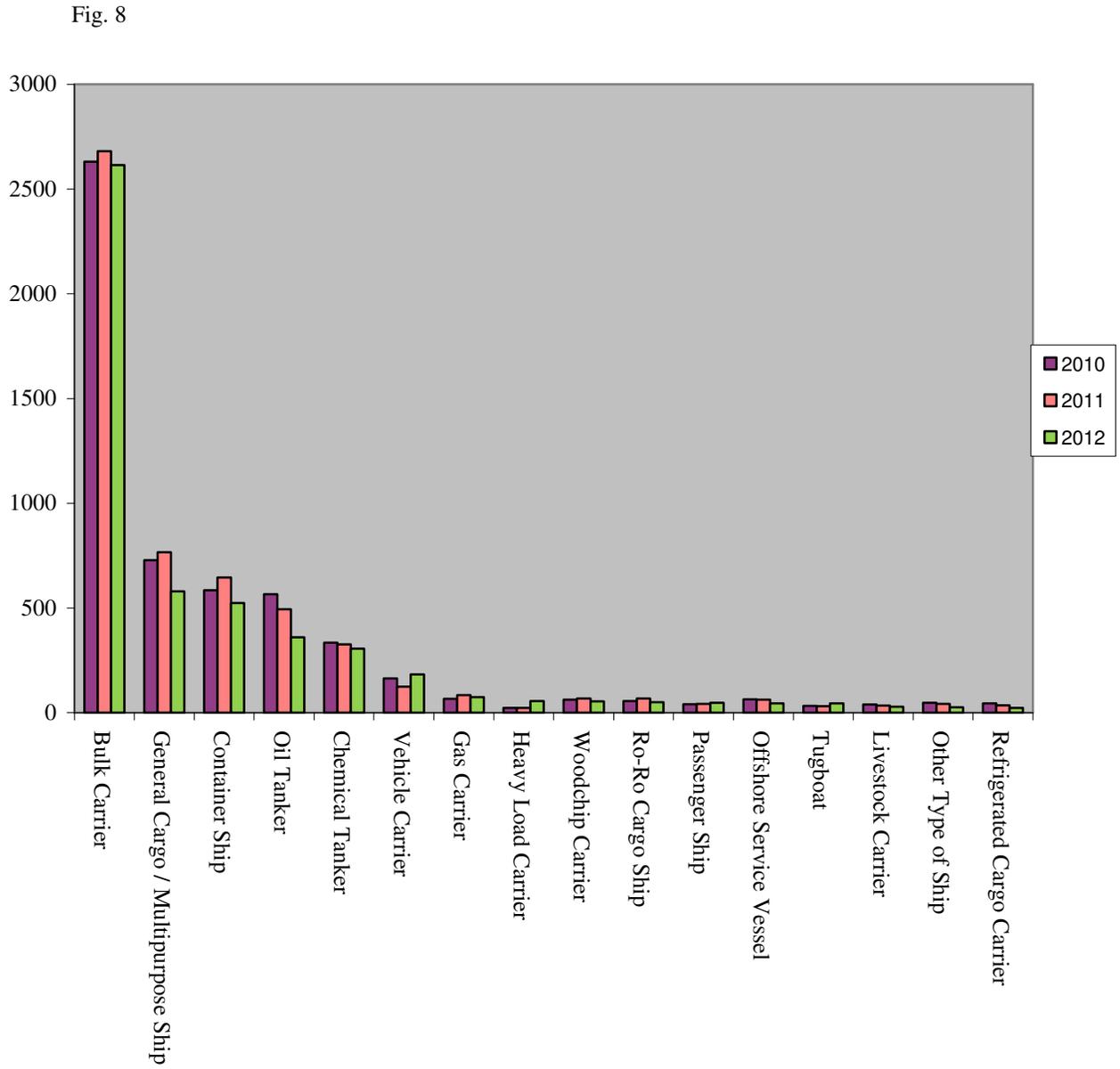
Detention Percentage By Recognised Organisation

Fig. 7



This graph depicts inspections of 10 Ships and above/Recognised Organisation

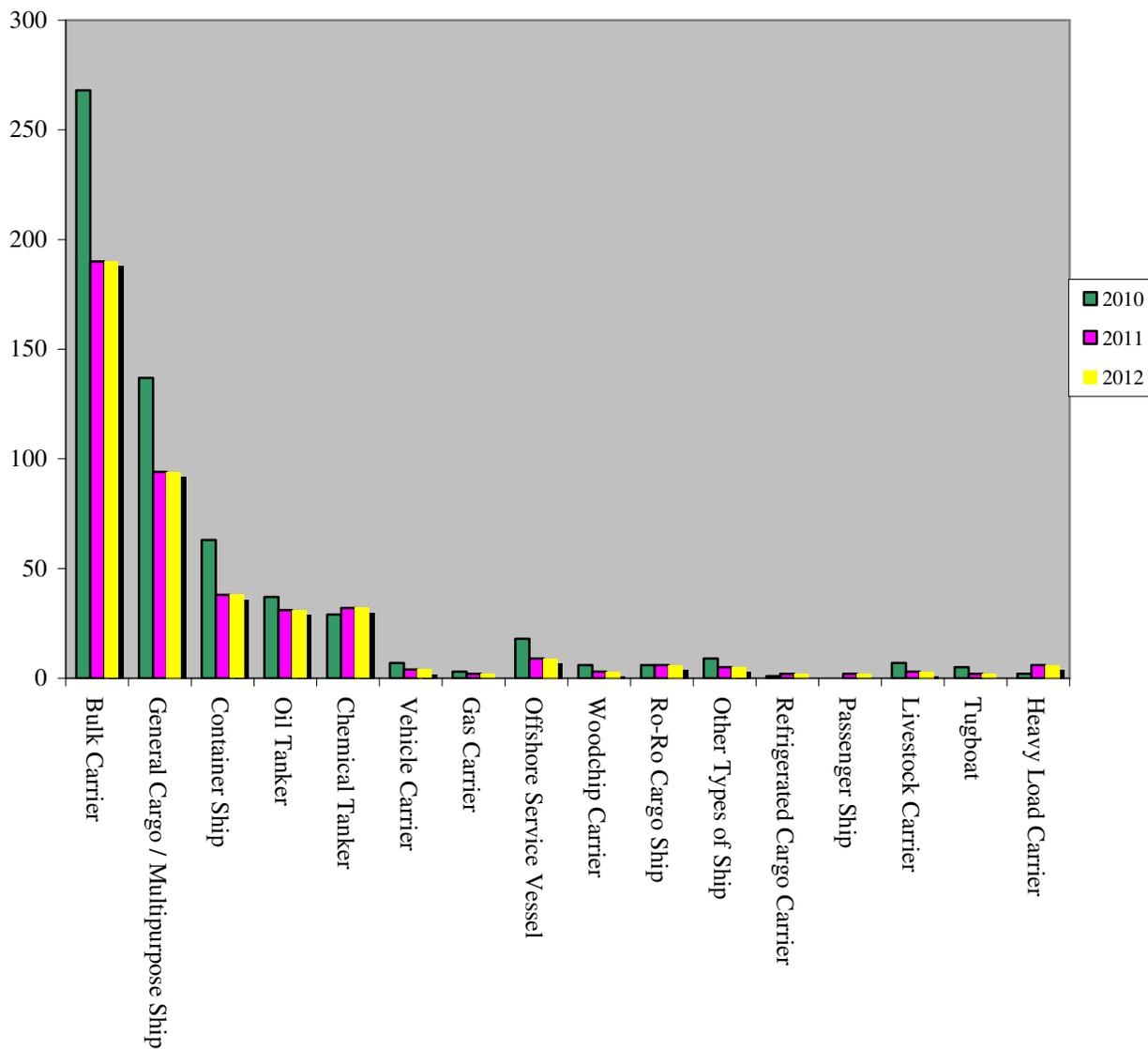
Comparison of Inspections per Ship Type



This graph depicts 30 inspections and above either for 2010, 2011 or 2012 / Ship Type

Comparison of Detentions per Ship Type

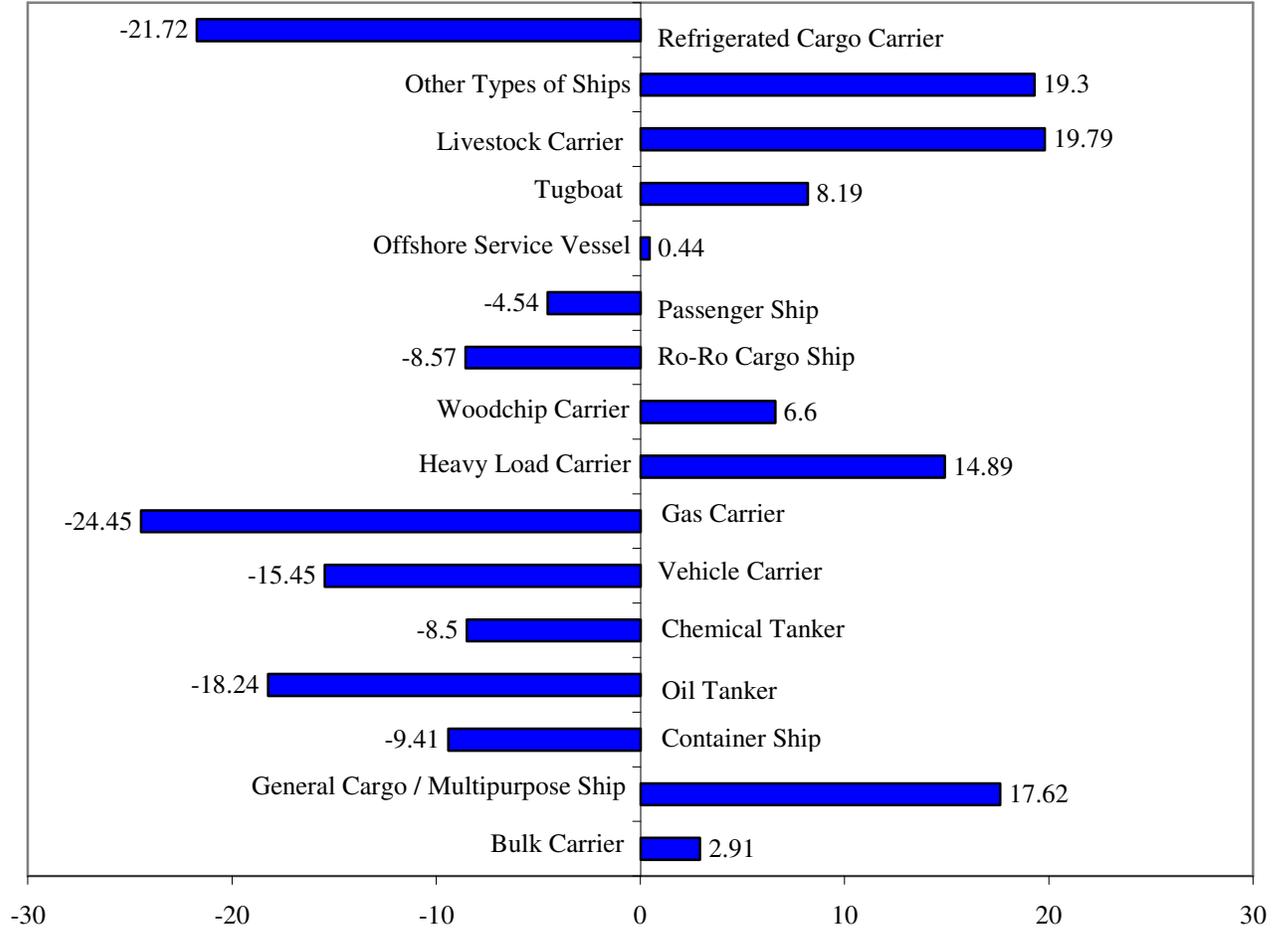
Fig. 9



This graph depicts 30 inspections and above either for 2010, 2011 or 2012 / Ship Type

Summary of 3-year Inspections with Deficiencies per Ship Type

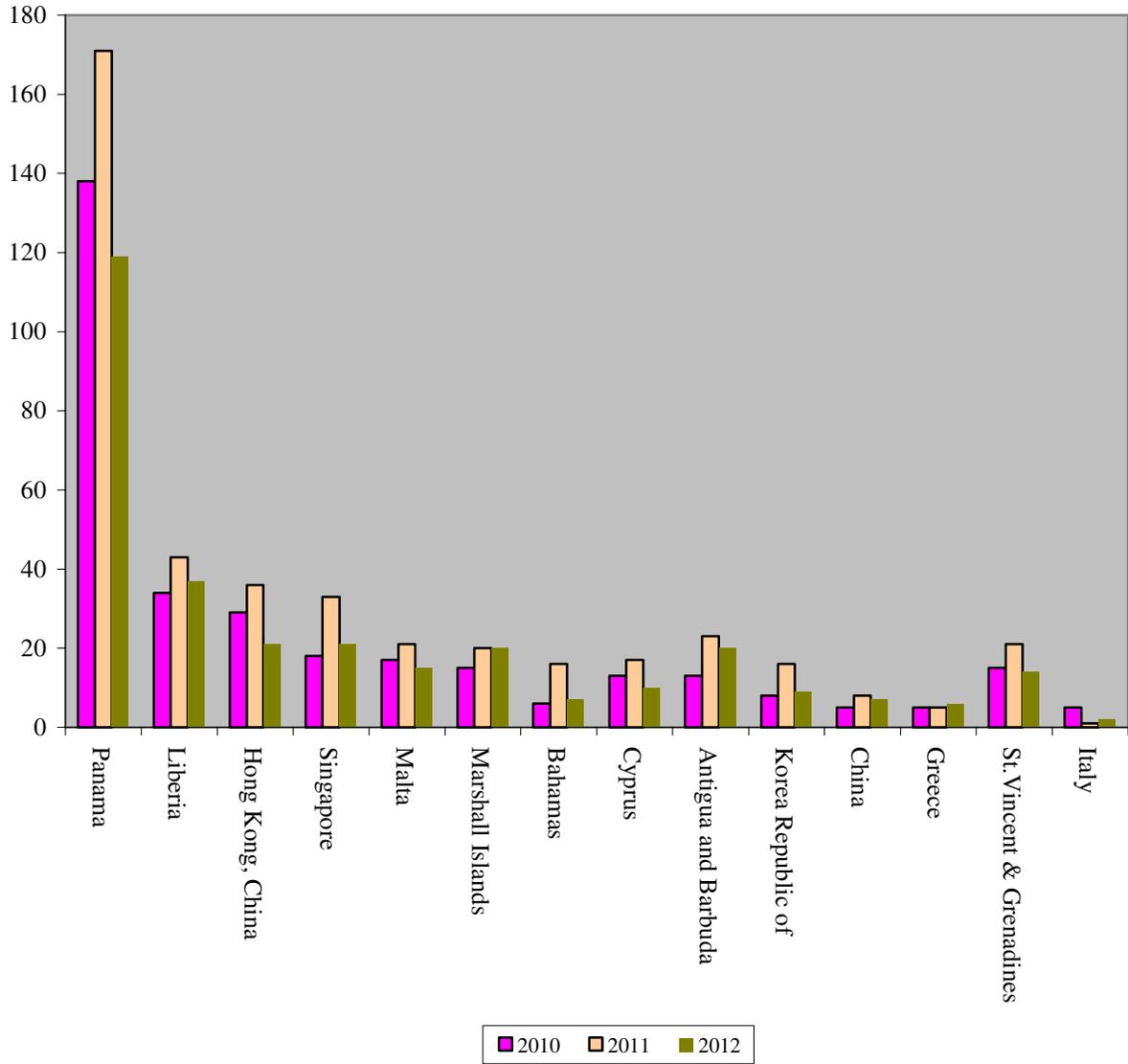
Fig. 10



% over (+) or under (-) average

Comparison of Detentions per Flag

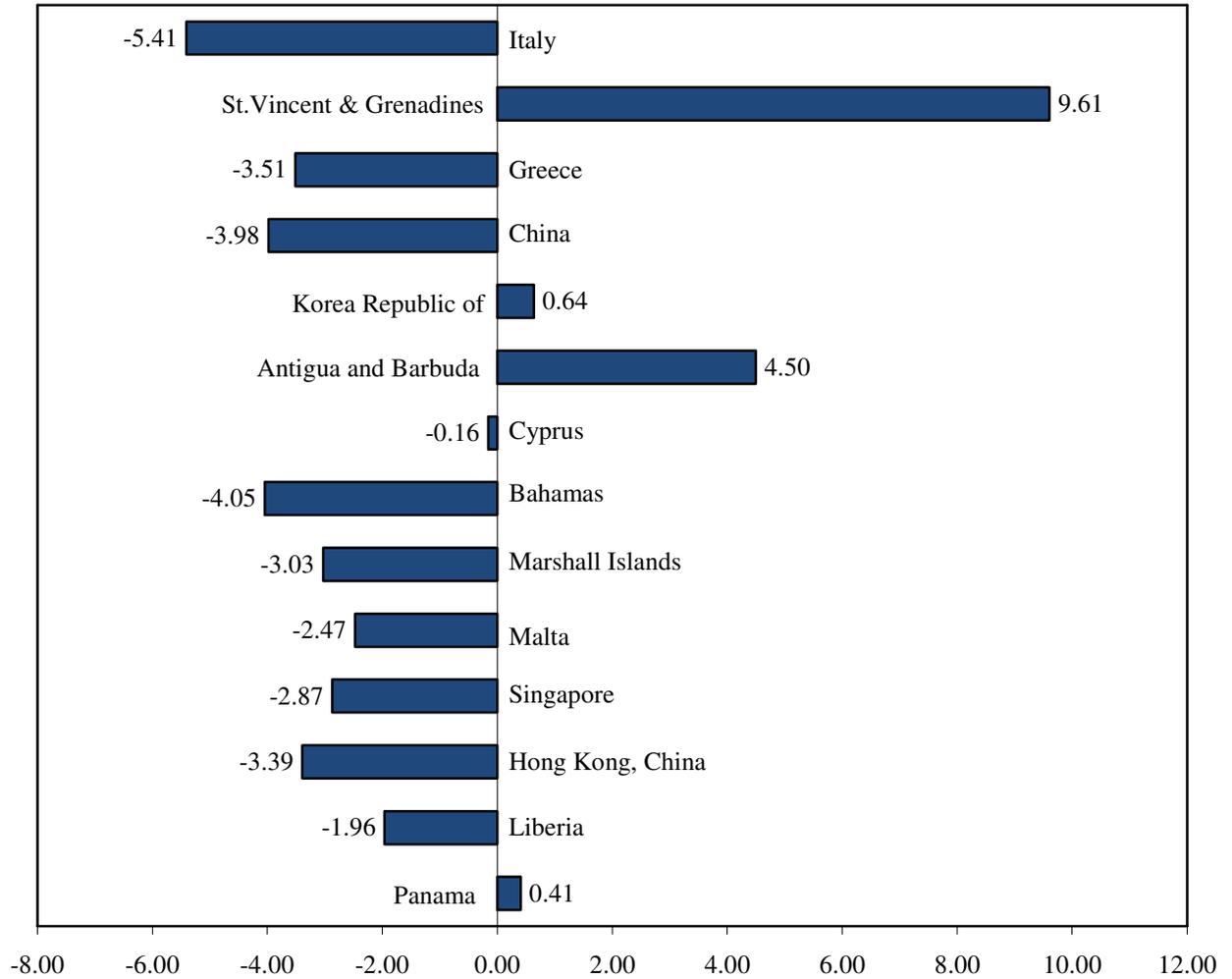
Fig. 11



This graph depicts detentions of 10 and above either for 2010, 2011 or 2012/ flag

Summary of 3 Year Detention Percentage Per Flag

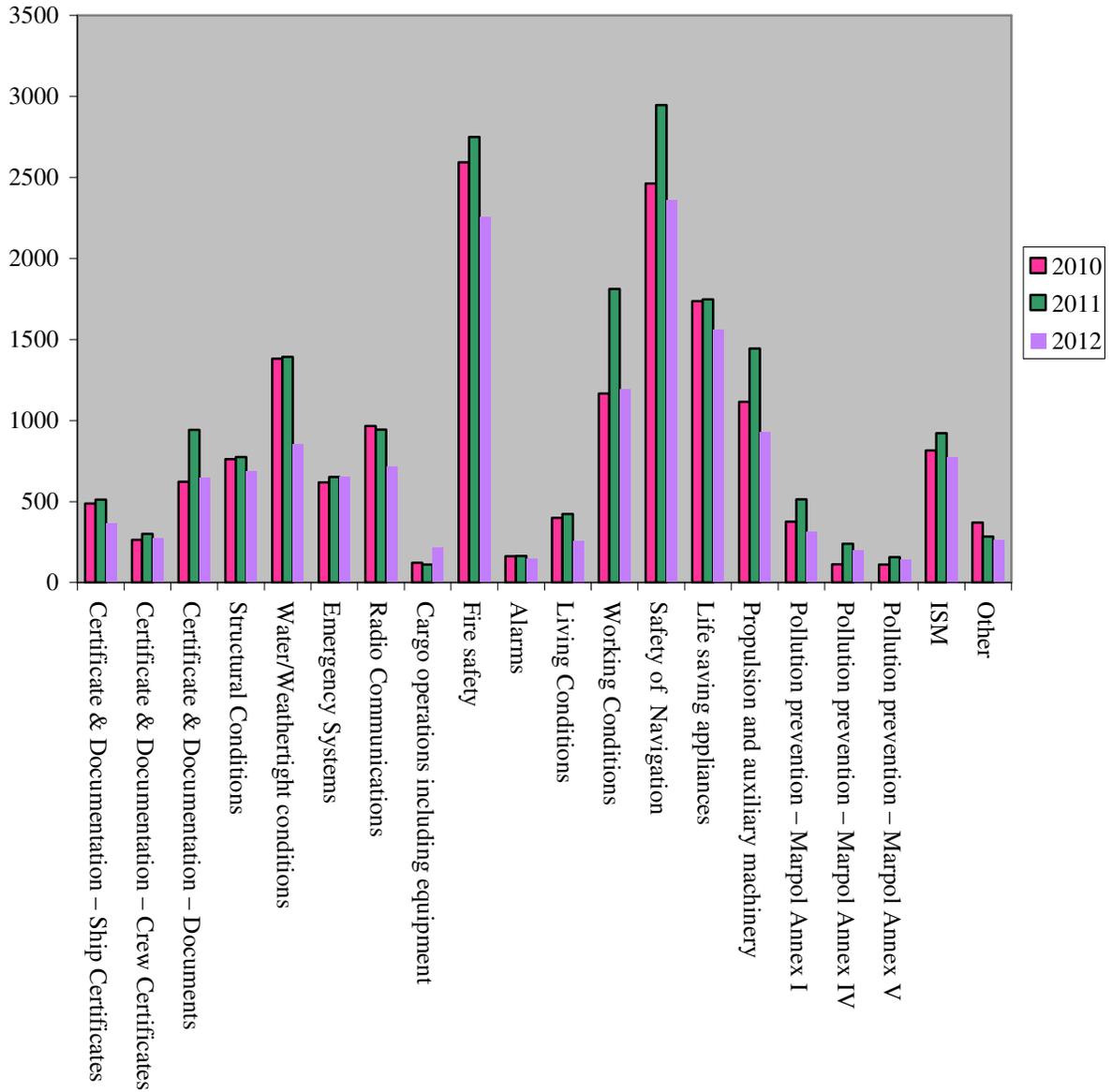
Fig. 12



% over (+) or under (-) average

Comparison of Deficiencies by Categories

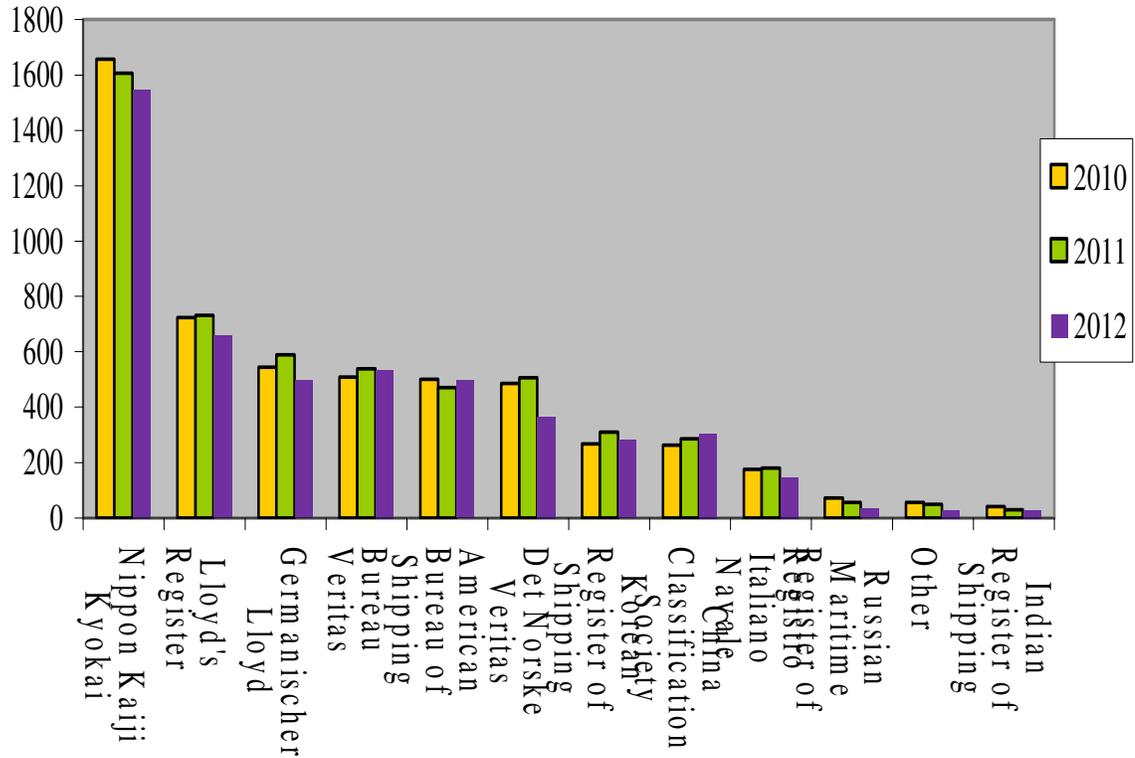
Fig. 13



This graph depicts deficiencies of 100 and above either for 2010, 2011 or 2012

Comparison of Inspections per Recognised Organisation

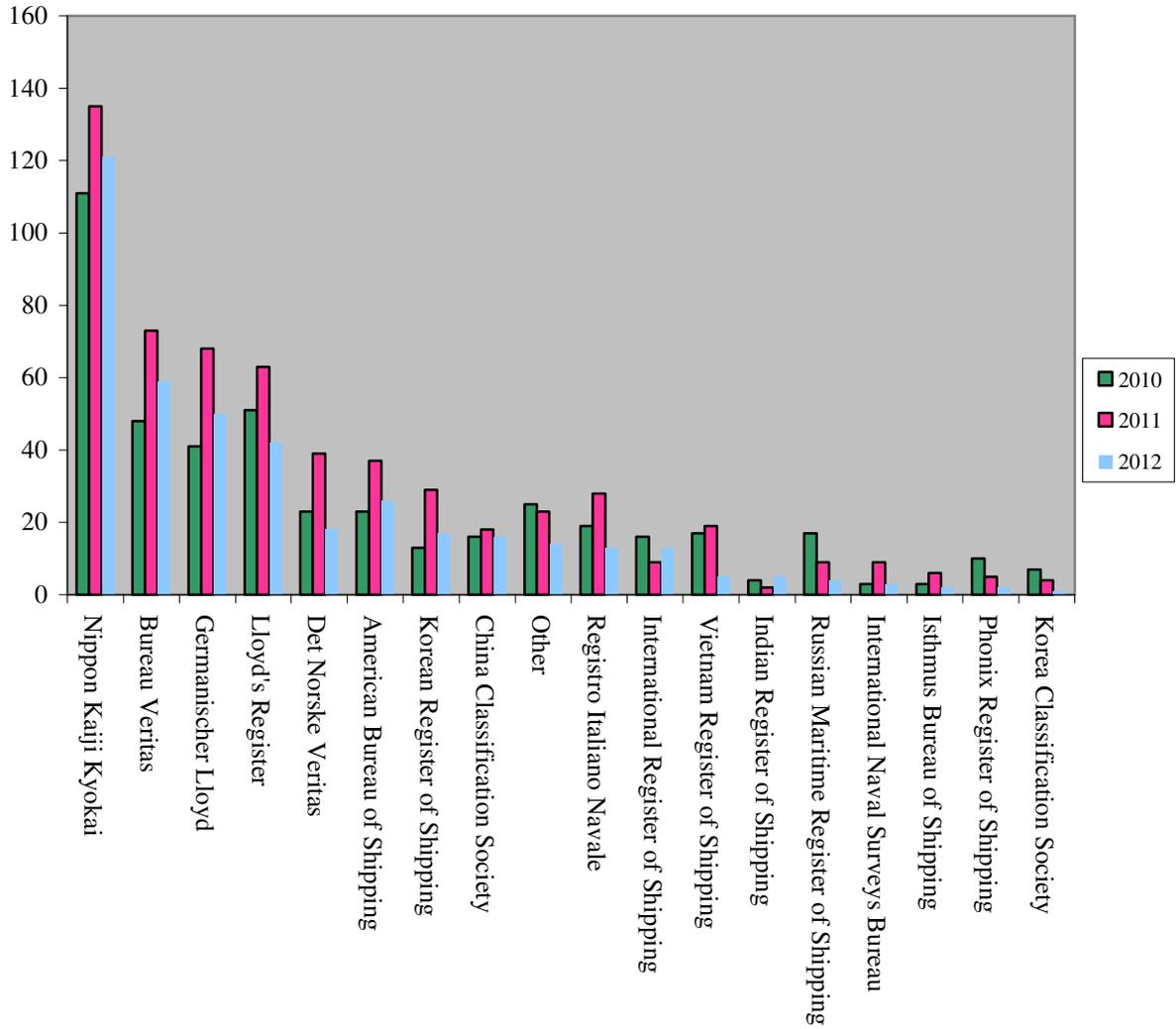
Fig. 14



This graph depicts inspections of 40 ships and above either for 2010, 2011 or 2012

Fig. 15

Comparison of Detentions per Recognised Organisation



This graph depicts detentions of 5 and above either for 2010, 2011 or 2012

THE REPORT OF CIC ON FIRE SAFETY SYSTEM (FSS)

Name of reporting Authority	AUSTRALIA
Total number of inspection	626
Total number of deficiencies	129
Total number of detention	10

Name of reporting Authority	FRANCE
Total number of inspection	9
Total number of deficiencies	14
Total number of detention	1

Name of reporting Authority	INDIA
Total number of inspection	114
Total number of deficiencies	25
Total number of Detentions	11

Name of reporting Authority	IRAN
Total number of inspection	152
Total number of deficiencies	32
Total number of detention	6

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	38
Total number of deficiencies	1
Total number of detention	0

Name of reporting Authority	YEMEN
Total number of inspection	24
Total number of deficiencies	6
Total number of detention	0

All Reporting Authorities

Total number of inspection	963
Total number of deficiencies	207
Total number of detention	28



Length of the whole French coast is approximately 4731 kilometers for mainland, 720 kilometers for West Indian Islands, 802 kilometers for Corsica and 460 kilometers for La Reunion Island. To protect and develop this areas, the President of the French Republic has created the Ministry for Ecology, Sustainable Development, Transport and Housing to take up the challenges of sustainable development, to prepare and implement decisions made at the *Grenelle Environnement*.

In order to respond effectively to these issues, Ministry was agonized around five key Directorates-General.

In terms of transport, the creation of a Directorate General for Infrastructure, Transport and the Sea (DGITM) will promote a voluntary policy of modal transfer by including the concept of sustainable development in each stage of the decision-making process.

Main objectives of DGITM are:

- inter modal planning of transport infrastructures, taking all their direct and indirect effects on the environment and the economy fully into consideration, and searching for greater interdependency between the modes available to transport users;
- implementing a suitable and modern State stewardship of public institutions and companies working in its sphere of competence;
- conducting a maritime policy that respects biodiversity and encourages development;
- maintaining a high level of reliability, security and safety in transport;
- ensuring the economic development and competitiveness of the sector, in particular by the use of regulatory tools ensuring transparency and non-discrimination;
- creating and implementing some of the most highly developed legislation and public regulations in Europe.

This new organization propose and implement an integrated transport and maritime policy serving the economy, meeting the social expectations of people working in this sector, preserving the environment and natural resources, for the benefit of every citizen.

DGITM has three departments and one service:

- The department of transport infrastructures, for multimodal planning, management, modernization and development of railways, waterways and main roads;
- The department of transport services, for the regulation, security, safety, control and social aspects of land transport, the major maritime and waterway ports, as well as projects relating to public transport;
- The department of maritime affairs, for maritime safety, training and education, monitoring of seafarers, development of the national flag, and policy for leisure yachting and nautical activities;

Tasks of the Department of Maritime Affairs:

- regulation for maritime safety, prevention of pollutions by vessels and the security of vessels. Most IMO and ILO conventions have been ratified by France. MLC 2006 will be ratified first semester 2013.
- definition of maritime signalization
- definition of guidelines for maritime training and education
- definition of working regulations, working conditions and social welfare of sailors
- development of the national flag, support to the merchant fleet and statistical monitoring of the fleet registered under the different French registers
- regulations relating to leisure boats, yachtsmen and nautical activities
- design and implementation of national and international maritime computer systems
- stewardship of ENIM (National Establishment for Maritime Invalids), National Maritime College of France and professional maritime colleges
- management of maritime affairs local departments.

Port State Control.

Port State Control activity is performed by approximately 90 PSCO. These officers after a University license or a seagoing vessels Master's course and a National concours are joining the Ministry education center in Nantes for one or two years depending of their background. Then, new inspectors are nominated in one of the 16 survey safety ship centers or one of the 2 overseas agencies located in :

Dunkerque, Boulogne sur mer, Rouen, Le Havre, Caen, Saint Malo, Brest, Concarneau, Lorient, Saint Nazaire, La Rochelle, Bordeaux, Sete, Marseille, Fort de France-Martinique-, Le Port - Reunion, Tahiti (French Polynesia) and Noumea (New Caledonia). Due to the location of these safety centers around the world, France is today full member of two Mou's – Indian Ocean Mou and ParisMOu – and observer in the Caribbean Mou. Inspections are not shared between different Mou's and are recorded separately in the information systems used by port State control officers in the relevant Mou's.

Number of inspections:

Year	Paris MOU	Indian Ocean MOU
2011	1276	85
2010	1506	46
2009	1589	14

Due to a different targeting system with the New Inspection Regime in the ParisMou area, number of inspections has seriously decreased during year 2011 .

Indian Ocean ports and safety ship center

The center of safety of the Southern ships Indian Ocean is in charge of:

- the study of the plans and documents of the ships registered with the Meeting, Mayotte and in the TAAF, or quite simply used in the Indian Ocean, and this for the delivery of the titles of safety, safety and prevention of pollution at sea.
- It ensures the control of the ships and the armaments by:
 - the inspection and the certification of the armaments and ships French, and
 - the inspection of the foreign ships making stopover in the ports of La Reunion and Mayotte under the memorandum of the Indian Ocean.
- It ensures the control of the approved technical centers.
- It leads missions of investigations after accidents and evaluations at the time of events of sea.
- It animates a mission of prevention of the maritime occupational hazards and assists in its other services of the administration as regards safety of the ships.
- It leads missions of regional co-operation in its field of competences.

The military personnel ensures, also the functions of search maritime coordinator within La Réunion MRCC or search maritime organization of Mayotte.

The center of safety of the ships is attached to the Management of the Southern Sea Indian Ocean. The director of the sea exerts clean attributions which are reserved for him by the texts relating to the human life at sea, with the habitability aboard the ships and the prevention of pollution to the title of safety of the ships, and in particular the presidency of the regional commission of safety. For the exercise of these competences, it is placed under the direct authority of the minister charged with the sea.

The chief of the ships safety center exerts clean competences which are reserved for him by the texts relating to the safeguard of the human life at sea and with the safety of the ships. For the exercise of these competences, he is under the direct authority of the director of the sea. It ensures moreover a role of animation and control of the prevention of the maritime occupational hazards.

PORT REUNION 2011 TRAFFIC

Overall Traffic

2011 traffic (4,145,624 metric tonnes [MT]) was down 2% compared with 2010 (4,233,365 MT).

Most affected trades were :

- Container traffic: 1,860,806 MT (223,990 TEU) handled in 2011, versus 1,900,663 MT (219,252 TEU) in 2010; this was mainly due to a drop in raw sugar and paper waste exports.
- Solid bulk traffic: 1,369,598 MT in 2011 versus 1,433,295 MT in 2010, due to lower bulk sugar exports (80,000 MT in 2011 versus 139,774 MT in 2010).

However liquid bulk traffic reached 832,008 MT in 2011 over 821,576 MT in 2010, in particular with heavy fuel (108,362 MT in 2011, 72,929 MT in 2010) and jet fuel (189,915 MT in 2011, 180,443 MT in 2010), in spite of a drop in petrol (95,728 MT in 2011, 106,171 in 2010).

Private car imports were slightly up with 26,203 units (22,586 in 2010), but still well below the 2008 all-time high (33,324 units).

Harbour Activity in Relation to Traffic Type

Traffic with Europe is not representative, as certain carriers retrieve goods from Europe transhipped in the Middle-East and Asia. This increases the number of regional calls.

Ship Call Variation by Service Type

Number of Calls	2007	2008	2009	2010	2011
Car Carrier	61	62	46	50	50
Line Carrier	342	361	329	345	345
of which Europe	115	162	68	56	58
of which Asia-Africa	117	124	134	158	153
Of which Regional Traders	110	75	127	131	119
Bulk Traders	113	113	102	107	102
Passenger Ship	157	148	161	163	147
Other	36	15	10	19	11
Total	709	699	652	684	640

Traffic by Area and Cargo Type

Asia's share of Port Reunion traffic was 34%, Europe's 33%, and that of regional traffic 25%. Europe accounted for 63% of in container traffic, of which 60% from mainland France.

Bulk traffic share remained high, representing:

- 74% of South-East Asia and Far East trades (mainly in oil products and clinker);
- 74% of regional trades (mainly with coal and bitumen from South Africa);
- 46% of Middle East trades (heavy fuel and gas).



La Reunion

PORT MAYOTTE FACILITIES AND ACTIVITY

Port facilities are located on 3 different areas:

Longoni harbor, with oil, gas, container and general cargo terminal,

Badamiers anchorage (oil)

Mamoudzou – Dzaoudzi, which includes anchorages (cruise boats), and an international passengers terminal.

Two surveyors are located in Mayotte maritime survey local office, which depends from La Reunion main office. French Directorate of Maritime Affairs activities, in charge of maritime survey department, cover:

Administration and survey of French ships registered,

Local contact for prevention of professionals maritime risks (health and safety),

Providing expertise in maritime emergency response (assess team) and maritime assistance,

Port State control.

One port State control officer based in Dzaoudzi takes part to the national 10% effort in the area (with La Reunion main office), with aims to promote the safety of foreign ships operating in French waters around Mayotte island.

Year	Cargo gross tonnage	Vessel traffic			Number of PSC inspection
		No of call	Including cruise ship	No of passengers	
2012	NC	NC	NC	NC	6
2011	712976	195	2	31260	4
2010	724322	230	5	57527	5
2009	647235	273	20	40750	3
2008	457923	243	38	23797	5
2007	459038	275	38	19933	5
2006	488970	290	38	16836	1
2005	466960	292	36	720	3



Mayotte - Dzaoudzi

Navigation on the Seine River



MRCC Gris Nez

