



# MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL FOR WEST AND CENTRAL AFRICAN REGION

ANNUAL  
REPORT  
2011

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## CHAIRMAN'S REMARKS



With reference to my message of 2010, I reiterate my willingness in my position as Chairman of Abuja MoU, to strengthen the work relationship between the member States involved with this young and dynamic organization that works actively to eradicate sub-standard vessels operating ports in the Region.

**Mr. Martin Parfait Aimé  
COUSSOUD-MAVOUNGOU**  
Chairman, Abuja MoU (Minister-In-Charge  
Merchant Marine Republic of Congo)



The stakes are high for all the member States involved with this regime to accept Abuja MoU and cooperate in solving all the issues that affect the Organization.

The Acceptance of Ivory Coast last year and Angola early 2012 has reinforced the momentum to resolve the major problems that our great Organization continues to confront since its inception. This brings membership to 12 States from the 22 recognised in the regime.

Sensitization missions to the Member States that have not yet signed or joined the regional Organization will continue throughout the year 2012 until all the countries involved accept Abuja MoU. That is the challenge that Congo has given herself before the handover of the Chairmanship to another country, scheduled for 24th of October 2012 in Brazzaville during the 8th Committee Meeting.

The participation of all the States in this great gathering is of high importance to ensure that all the issues that have not been resolved to date can be clarified with acuity and determination.

The political will of the Chairman of Abuja MoU is to support Mrs. Mfon Ekong Usoro - The Secretary General of Abuja MoU to lay a solid foundation for this Sub-Regional instrument whose mission reinforces that of the International Maritime Organization in the area of Safety of Maritime Navigation and the Security of Port Installations through implementation of the ISPS code.

The Member States that have not yet satisfied the requirements of the ISPS code are expected to address its many expectations not only to Port Security but also to increase the Safety of all the vessels that visit those ports.

No country can claim to ensure the safety and security of its ports without implementing a sub-regional and international cooperation regime in Maritime Security and Safety, Maritime Research and Rescue, identification of high or low risk areas, and the organisation of offshore installations onshore and off-shore notwithstanding the inland ports.

Therefore, the creation of the following institutions within Maritime Administrations of Abuja MoU member States is necessary:

- Maritime Search and Rescue Centre;
- Marine Safety and Protection of Marine Environment Centre
- National Maritime Information and Documentation Centre;
- Marine Oceanography and Meteorological Study Centre;

If these are established, most cases involving safety, insecurity and piracy within the waters of the Region will be avoided and Member States of Abuja MoU will benefit from the same reputation and status of Paris MoU, Tokyo MoU and others...

Long Live Abuja MoU

**Mr. Martin Parfait Aimé  
COUSSOUD-MAVOUNGOU**

Chairman, Abuja MoU (Minister-In-Charge  
Merchant Marine Republic of Congo)



## SECRETARY GENERAL'S COMMENTS



Our focus in 2011 was to consolidate on the foundation laid and gains achieved last year with particular attention to institutional building, review/development of constitutive documents, training for port state control officers and demonstrating the relevance of the Organization to member States.

Corporate experience has shown that adding value opens doors generally. The secretariat has recorded improvement in all aspects of its work over the experience of 2010 and witnessed tangible recognition and support from member Administrations, member States, the IMO, other Regional MoUs, PSCOs and other stakeholders.

**Mrs. Mfon Ekong Usoro**  
Secretary General of Abuja MoU



At the end of the year, all the work we did have shown results having performed 75% of the items on our 2011 Work Plan. My colleagues in the secretariat and I are truly grateful to the Intersessional Management Working Group and the experts who serve in Abuja MoU Technical Working Groups for their work products. Our capability to generate the reports on PSI activities from our own database required all our underlying processes to be available, primed and responsive. PSCOs in several member Administrations now collaborate with the secretariat as partners having realized the criticality of their work in making our waters safe and secure from the effects of unsafe and poor quality shipping. We commend the Administrations who have cut the red tape and empowered their PSCOs to deal directly with the secretariat. This approach has resulted in immediate response and productive outcomes.

We still have a long way to go to fully discharge our mandate. Having well informed CEOs and Director Generals of maritime Administrations on the importance of their flag and port State control obligations is a sine qua non for achieving a harmonized port State control procedure for the entire region which feat can only be achieved through a committed partnership with the MoU secretariat. Against this backdrop, the MoU eagerly look forward to the planned IMO/ABUJA MoU Workshop for Heads of Maritime Administrations in Abuja MoU region scheduled to hold in Nigeria between 18 -20 June, 2012.

In the course of our work, issues raised regarding port State inspections are

regularly circulated to member Administrations in order to put everyone on the same page. It has become increasingly apparent that the region would benefit from a unified harmonised instruments for Port State inspection procedures, a formal structure to handle detention appeals, human capacity at the secretariat, steady financial contribution to the secretariat, a willingness to be email compliant and work through virtual teams to save funds and the need to leverage partnership in order to gain traction quickly.

I have benefited personally from the push and immense experience of the Chairman of Abuja MoU, His Excellency, Martin Parfait Aime Coussoud-Mavoungou, the Minister of Transport of the Republic of Congo whose expertise in the maritime industry and as a qualified port State control officer has provided the direction we need at this time. Needless to say, the secretariat remains grateful to the host country, Nigeria for all the human resources deployed to the secretariat and the additional financial support to sustain the operations of the secretariat. In general, the secretariat has enjoyed greater support by member States and received prompt attention by a greater majority and because of everyone's effort the year ends on a high note.

Thank you.

**Mrs. Mfon Ekong Usoro**  
Secretary General of Abuja MoU



Secretary Generals of Regional MoUs and Information System Managers at the 5th IMO Workshop for Sec Generals and Information System Managers of Regional MoU, held at IMO headquarters in London, June, 2010.



## ABUJA MOU IN THE YEAR 2011

The year 2011 was focused on driving incremental improvement across the board in Abuja MoU region. The focus of our activities was to ensure the delivery of tangible benefits to member States and Administrations in the region as a basis to elicit participation, financial contribution and compliance. Once galvanised, the commitment of member States was crucial to achievement of the progress recorded in 2011.

The membership of Abuja MoU increased by 1 with the submission to the secretariat of the Letter of Acceptance by the Republic of Cote D' Ivoire bringing up the number of fully signed up states from 10 in 2010 to 11 in 2011. The secretariat received port State inspection (PSI) reports from 9 member Administrations with close to 1,500 inspections conducted compared to last year where only 7 Administrations submitted PSI reports to the secretariat.

Significantly, with the exception of Liberia, the secretariat received the actual inspection forms containing field data from 8 member states as requested unlike last year where all but 2 member States submitted only summary of inspections. Abuja MoU rolled out the first phase of its Port State Control Inspection Data Portal. All the PSI reports submitted to the secretariat have been uploaded into the portal. The automated database permits capture of not only the instance of

inspections but the dates & ROs relating to certificates, details of vessels, deficiencies and details of PSCOs who conducted the respective inspections. The foundation for participating in data exchange as well as gathering historical records required for profiling vessels towards implementing targeted inspections has thus been laid.

Member States have continued to participate and contribute actively to the activities of the MoU. Their feedback has been positive, encouraging the secretariat to reach out to more States in the region irrespective of their membership status. Democratic Republic of Congo, Guinea Bissau and South Africa have all committed to completing the formalities of their membership status. South Africa has backed this commitment by once again providing details of inspections like it did last year. By the time this report would be in print, Republic of Angola would have become a full member of the organization.





From left, Fumiko Akimoto (Tokyo MoU), Mrs. Jodi Barrow (Chairman), Mrs. Mfon Ekong Usoro (Abuja MoU) and Caren Droppers (Paris MoU)

### **IMO SUPPORT AND TECHNICAL CO-OPERATION**

Abuja MoU has established itself as a responsible and effective regional MoU. The Secretariat's efforts resulted in extensive support and encouragement from the International Maritime Organization (IMO). The IMO created a link on their website to Abuja MoU website, the Intersessional Management Working Group approved the finalization of the PSC Data Exchange Protocol with the IMO at FSI 20 in March 2012. Three PSCOs from Abuja MoU region were fully sponsored by the IMO to attend PSC training programs in the Netherlands, Japan and Kenya organized by Paris MoU, Tokyo and Indian Ocean MoU respectively.

The Secretary General of Abuja MoU and

the Chief Maritime Officer at the secretariat attended an IMO sponsored training for Heads of Maritime Administrations in Africa organised jointly by the Ministry of Transport of China & Dalian Maritime University, China in 2010. The IMO upon request from the secretariat promptly intervened in resolving some port State control disputes reported to the secretariat in 2011. The IMO in recognition of the urgent need for continuous capacity development in the region made budgetary provisions under its ITCP 2012 – 2013 for 2 national workshops, one regional workshop on PSC implementation and one advisory mission on establishment of regional information centres which programmes are scheduled to hold in Gabon, Nigeria and Congo respectively.



NIMASA Port State Control Officers, Nigeria

### **RESPONSE TO VESSEL OPERATOR/OWNER COMPLAINTS AND ENQUIRIES**

Arising from the availability of the secretariat on 24hr basis by email, several vessel operators and owners submitted disputes regarding detention and charges to the secretariat for review. The secretariat after prompt internal review referred all such cases to the responsible parties for quick intervention and resolution. The intervention by the secretariat more often than not led to a rapid resolution of the issues to the satisfaction of the vessel owner/operators and the flag. 2011 witnessed a reduction in the number of cases referred to the secretariat for intervention. One notable outcome was the swift action taken by the Republic of Congo

in 2010 to promptly investigate and discipline the defaulting port State inspector upon receiving notification of a detention dispute submitted to the secretariat. The immediate benefit of the commendable intervention by Congo was increased professionalism in the conduct and reporting of inspections. The secretariat is pleased to report that, that case was the last complaint received against Congo till date - 2011 was problem free for Congo. Such interaction has contributed in demonstrating and clarifying the role of the Abuja MoU as a partner and facilitator of the work of maritime Administrations with respect to their port State obligations.

Regrettably, the secretariat continues to receive request for intervention in port State



Mr. Lebgaza Alfa, Director Maritime Admin (Congo); Mrs. Mfon Ekong Usoro, Secretary General, Abuja MoU; Mr. Fatonzoun, Secretary General, Ministry of Transport of Togo; Mr. Jean Claude Boukono, Director of Cabinet, Ministry of Merchant Marine (Congo) at the 9th ISWG Lome, Togo 2011.

inspection disputes originating from Gabon. The good news is that the Administration in Gabon has recently become more responsive in working with the secretariat to resolve these detention disputes. The IMO in response to request for assistance from the secretariat have scheduled the 1<sup>st</sup> national training for PSCOs to hold in Gabon in 2012.

Against this backdrop, Abuja MoU Technical Working Group on Port State Control Appeal Process chaired by Ghana and the Technical Working Group on Review of Code of Good Practices for PSCOs chaired by Congo have produced draft provisions for the establishment of a Abuja MoU Detention Review Panel which document will be considered at the next meeting of Abuja MoU Committee. Apart from disputes referrals, the secretariat receives several alerts from Administrations

and other MoU son the registration status of vessels flagged by their member States. These alerts are routinely circulated to all maritime Administrations across the region. In addition, shipping companies and flags outside Abuja MoU region requested information on PSI performance of specific vessels or group of vessels. The information system department responded to all such enquiries and continue to upgrade its capability to provide these services.

#### **ABUJA MoU REGISTER OF PSCOs**

Abuja MoU Register of PSCOs established in 2010 has continued to grow. There are now 67 PSCOs from 9 member States on the Register. An abridged version of the Register can be found on the organization's website. The objective is to promote professionalism and build a platform for communication and cross breeding of ideas amongst experts. The next stage in building



Port State Control Officers, Congo

this community is to establish a closed online platform where PSCOs can interact with each other directly through the Abuja MoU website. All nominations from 2010 for domestic or foreign port State control trainings are strictly selected from the Register of PSCOs. Nominations of participants for the upcoming Basic Training Course for Port State Control Officers in Abuja MoU region scheduled for May 2012 in Congo will be guided by the Register. The secretariat encourage Liberia, Cote D' Ivoire; South Africa, Angola, Gabon, Benin, Democratic Republic of Congo, Equatorial Guinea, Namibia, Guinea Bissau, Sao Tome & Principe and Cape Verde to submit the completed Form on Particulars of PSCOs circulated by the secretariat.

#### **ACTIVE ENGAGEMENT WITHIN THE COMMUNITY OF REGIONAL MoUs**

Abuja MoU has received an image boost that has gained the MoU several privileges. Notable was the election of the Secretary General of Abuja MoU by other

regional MoUs as vice chair of the 5<sup>th</sup> IMO Workshop for PSC Secretaries and Database Managers held in June 2011 at the IMO headquarters. This was the first time Abuja MoU has served at that level in any IMO meeting. The IMO is also considering Abuja MoU as one of the possible host for the 6<sup>th</sup> IMO Workshop for PSC Secretaries and Database Managers in 2013. Other Regional MoUs including the Indian Ocean and Paris MoUs have also recognised the progress made by Abuja MoU by creating links to Abuja MoU website on their respective websites. The secretariat intends to formally request their consent to provide links to their websites from Abuja MoU website. Upon invitation, the Secretary General had the privilege of attending the 14<sup>th</sup> Committee Meeting of the Indian Ocean MoU held in Goa, India.

#### **TECHNICAL CO-OPERATION WITH OTHER REGIONAL MoUs**

The secretariat through sponsorship provided by the IMO has facilitated the



NIMASA Port State Control Officers, Nigeria

attendance of registered PSCOs at training programmes organised by other regional MoUs. In 2011, PSCOs from Togo, Ghana, Nigeria and Gabon participated in the following courses respectively;

- a) 1<sup>st</sup> General Training Course for Port State Control Officers in the Asia-Pacific Region organised by the Tokyo MoU;
- b) Expert Training on the Human Element organised by the Paris MoU;
- c) Inter Regional Advanced Course on Port State Control organised by IndianMoU/TokyoMoU;
- d) PCSO training organised by Ministre Delague De La Marine Marchande and Direction Generale De La Marine Marchande of the Republic of Congo.

The secretariat's library of ready for use technical documents was enriched by Tokyo MoU, Paris MoU and Indian Ocean MoU's

provision of their own documents. The Paris MoU granted Abuja MoU access to confidential areas of its information system online to access, download and use its document/manuals/reports as precedents and benchmarks to upgrade Abuja MoUs performance and for the use of the AMoU Technical Working Groups. Paris MoU with the approval of Tokyo MoU facilitated the admission of the Secretary General of Abuja MoU to the exclusive Partners Forum Portal of Paris & Tokyo MoU where Secretary Generals deliberate on ideas for harmonising port State control procedures.

#### **WEB BASED PSI INFORMATION SYSTEM**

In 2011, Abuja MoU internally managed and successfully completed the development of its PSI reporting portal. A web based approach was adopted as it guaranteed reliable availability without investment in hi-tech equipment, power, software and highly skilled human resource given the limited finances of the secretariat.



Port State Control Officers, Senegal

The Portal is designed around the IMO approved Forms A and B for the reporting of PSI information. The new Forms A and B together with ancillary Forms have been circulated to member Administrations with Congo taking the lead in adopting them for use by its officers. The portal enables the secretariat to capture all aspects of each individual inspection. In line with the original plan, data entry for these forms for the entire region is initially undertaken centrally at Abuja MoU secretariat. Close to 1,500 PSI records have been uploaded so far and once the stability and ease of use of the portal is established, it will progressively be opened up to PSCOs in the field for direct data entry and in real time. The data entry exercise provide insight into the method and quality of work of PSCOs, the level of compliance of vessels trading in the region and underscore the need to move rapidly to electronic data capture during inspections.

The issues thrown up by this project will form critical aspects of future training programme for PSCOs. More importantly, we have begun building the profile of vessels trading in the region. This will equip the Administrations to adopt the more efficient allocation of resources through target based inspections. In the same vein, the records compiled by the system will constitute the basis for evaluation of the performance of flag State, shipping companies and recognized organizations.

#### **NATIONAL ARRANGEMENTS FOR PORT STATE CONTROL BY MEMBER ADMINISTRATIONS**

Information on National Arrangements for Port State Control in each member State is continuously updated. The secretariat periodically circulates a form to all member States to elicit the required information on their internal structure on matters related to port State control and any personnel changes thereof. While some member



NIMASA Port State Control Officers, Nigeria

States complete and return forms without much persuasion, quite a handful of members lag behind in their response to information requests from the secretariat. The following changes or updates were reported to the secretariat:

- Authority of Sierra Leone informed the secretariat that Mr Phillips Lukuley is no longer with the Authority and consequently the new contact point for MoU matters is Alhaji Wurroh Jalloh, the Acting Executive Director Sierra Leone Maritime Administration.
- The Authority of Gabon informed the secretariat that the new contact point for MoU matters is Madame Clotilde Ngingone Nguema, the new Director General, Maritime Administration of Gabon.
- The Authority of Liberia informed the secretariat that the new contact point for MoU matters is Mrs Margaret Ansumana, Senior Deputy Commissioner, Liberian Maritime Authority.
- The Authority of Mauritania informed

the Secretariat that the new contact point for MoU matters is Sidi Mohammed Ould Mohammed Cheikh, Director Adjoint De la Marchande.

- The Authority of Nigeria informed the secretariat that the new contact point for MoU matters are Mr. Ziakade P. Akpobolokemi, the new Director General of the Nigerian Maritime Administration and Engr Richard Owolabi, the Acting Director, Maritime Safety.

#### **DATA EXCHANGE AGREEMENT WITH LLOYDS' LIST INTELLIGENCE**

The Intersessional Management Working Group (ISMWG) approved the finalization of a Data Exchange Agreement with Lloyds' List Intelligence; a process which began in 2008. Upon signing of the Agreement, Abuja MoU will have access to data associated with all port calls by seagoing merchant vessels > 1000gt at ports located in the 22 member States as well as access to LLI SeaSearcher. Data from this source has already been applied to the formula for

calculation of financial contribution by each member Administrations as approved by Abuja MoU Committee.

#### **FINANCIAL ARRANGEMENTS BETWEEN ABUJA MoU SECRETARIAT AND MEMBER ADMINISTRATIONS**

Provisions to close a gap in the acceptance documentation signed and delivered by member Administrations was concluded in 2011. The provision proposed that financial arrangement be signed between member Administrations and/or Ministries of Transport, as the case may be, and Abuja MoU Secretariat. The Financial Arrangement would obligate member Administrations to budget for and pay their dues on approval of their annual budgets by their governments. Abuja MoU would also be obligated to publish its audited account within a specified period. This method has long been in use by other MoUs and has proved to be of immense benefits to both parties in scheduling their commitments. The ISMWG has accepted this proposal which will be submitted to the Committee

for approval. A key issue facilitating ISMWG approval is the adoption of a dues regime, which is pro-rated against the annual number of port calls at ports of each member State and transparency in application of funds. The definitive figures for the port-calls was obtained from Lloyds's List Intelligence as part of the benefits from Data Exchange Agreement expected to be entered into soon.

#### **WORK OF THE INTERSESSIONAL MANAGEMENT WORKING GROUP AND ABUJA MoU TECHNICAL WORKING GROUPS**

The ISMWG considers all matters relating to the proper administration, financial management and legal affairs of Abuja MoU. To execute its tasks, the ISMWG considers submissions from the secretariat and the Abuja MoU Technical Working Groups (AMoU TWG). Its findings and recommendations are forwarded to Abuja MoU Bureau and Committee for consideration and implementation approval. The 9<sup>th</sup> ISMWG meeting which held from 3-



Port State Control Officers, Congo



7 October, 2011 in Lome, Republic of Togo, was preceded by months long deliberation of five AMoU TWGs. The Technical Working Groups carried out their deliberations totally by collaborating across the internet through emails. This saved Abuja MoU significant financial resources because there was little or no travelling and neither was there other administrative costs of convening meetings. This collaboration through emails had no negative impact on the quality of work provided by the TWGs. It also allowed active participation of the highly experienced experts within the region in an inclusive consultative format which drew membership from 11 member States including Ghana, Senegal, Congo, The Gambia, South Africa, Nigeria, Gabon, Cote D' Ivoire, Togo, Benin and Sierra Leone.

#### **WORKING GROUP A: HARMONIZATION AND PRODUCTION OF PSC INSPECTION MANUAL**

Working Group A worked through the year to produce a harmonized Draft PSC Inspection Manual for Abuja MoU. The harmonized PSC inspection manual is an important tool for implementing efficient and uniform port State control procedures in the region in compliance with IMO Conventions and Guidelines. Subject to the work of the Working Group being approved by the Bureau and the Committee, the manual will constitute the foundation for training PSCOs in the region. TWGA also produced a set of universal PSI reporting Forms plus ancillary forms based on the reporting formats approved by the IMO. The ISMWG has accepted the forms and recommended them for presentation and consideration of the Bureau for adoption.



NIMASA Port State Control Officers, Nigeria

#### **WORKING GROUP B: REVIEW OF CODE OF GOOD PRACTICES FOR PSCOs**

Technical Working Group B's assignment was to produce a Code of Good Practices for PSCOs. This document is part of the overall strategy to improve the professionalism of PSCOs. Upon approval of the draft Code by the Bureau and the Committee, PSCOs will be held accountable against the standards documented in the Code. The reputation of PSI officers in the regime is of particular interest to Abuja MoU. Enlightening PSCOs on the importance of their interface in the moulding of this reputation is a message repeatedly shared with PSCOs.

#### **WORKING GROUP C: DOMESTIC RULES AND REGULATIONS FOR COMPLIANCE AND IMPLEMENTATION OF MoU REGULATIONS**

Working Group C's task took on greater



importance as States and Administrations increased their commitment to Abuja MoU. The MoU's success depend on ability to maintain a PSI framework which brings value to member States and to which member States feel obligated to comply with. It became apparent that some Administrations require some sort of domestic subsidiary legislation to trigger compliance with the Memorandum – the constitutive document of the Organization. The work of TWG C is on-going.

#### **WORKING GROUP D: REVIEW/AMENDMENT OF THE MEMORANDUM**

Since the establishment of Abuja MoU about 12 years ago, the 1999 Memorandum of Understanding has not been amended to reflect the global evolution of Port State control and the statutory requirements to attract and retain member States in the

MoU. This will be the first exercise to amend the Memorandum whereas some MoUs have amended their Memorandum 13 times and in one instance 33 times to provide for contemporary developments in port State control procedures. There are several new conventions and protocols which have become obligatory but are not among the 8 relevant instruments listed in the 1999 Memorandum. These new developments have been incorporated into the new PSI report Forms A and B produced by the secretariat together with its technical consultant. The Draft Memorandum of Understanding 2011 produced by TWG D not only regularizes MoU bodies like the ISMWG and Bureau which were established post 1999 but also reflects contemporary realities of port State inspections.

#### **WORKING GROUP E: PORT STATE CONTROL APPEAL PROCESS**

The level of interaction between Abuja MoU secretariat and member Administrations on inspection/detention disputes reported by masters/shipping companies underscores the necessity for a standing PSC Appeal Panel. Working Group E was to deliberate on and propose modalities for the operation and take off of the Panel. The Bureau and Committee will consider their draft report at its next meeting and hopefully the Panel when established will provide more comfort to all concerned regarding a fair and professional review of PSI disputes.



# PORT STATE CONTROL INSPECTIONS STATISTICS 2011

The 2011 PSI Statistics for Abuja MoU region is based on records from 9 countries compared to that of 2010 which was from 7 countries. More importantly, the quality of data for this year's statistics is much higher than that of last year. For example, in the course of data analysis for this year, we have a vessel singled out for detailed inspection because it seems to have bogus credentials - different flags, different IMO number and call signs as it moves from port to port. We will thoroughly investigate this and report to the IMO accordingly if the reported information is correct. This kind of data analysis was not possible in 2010, so we consider this year's report as a new standard for reporting.

The alignment of our records with standardised codes such as the Paris MoU codes has been of immense value. We have thus been able to align our data on flags, deficiencies, vessel types and classification societies with the current global standards. In this regard, we will submit a request for codes for some new ports not included in the codes notified and approved by the Coding Committee.

In 2010, 45% of deficiencies were reported on Tugs but in 2011 this fell drastically to 2%. General cargo and bulk carriers recorded 52% of deficiencies compared to last year's 32%. The concentration of deficiencies in these 2 categories is more consistent with global trends and reflects the attention paid to them in 2011. In 2010, only 3 countries recorded

detentions but this year, 4 countries recorded detentions. Though the detentions were fewer, they represent a higher percentage of inspections at 1% compared to 2010's 0.76%.

Another critical area of improvement is in the availability of inspection details. Following the release of our 2010 annual report, several stakeholders requested specific performance information on vessels, ROs, flags etc which unfortunately we were unable to provide because we had worked only with inspection summaries provided by member States. The 2011 statistics is fully backed with inspection details from 8 countries. This means that we will be able to provide a single year performance statistics for about 90% of the statistics presented in this Report.

It has been a rewarding experience putting this together working with our database. The secretariat has experienced significant improvement in its work process and the reward for the changes made. There is of course a lot of room for improvement. It is hoped that greater majority of member Administrations will commence use of the new inspection reporting forms which captures more information. The plan for the near future is to drive Abuja MoU through to the point where PSI records are captured live by PSCOs online and vessels risk profile are based on records of previous performance stored in Abuja MoU database.



**TABLE 1: INSPECTIONS BY MEMBER STATES**

Maritime Authorities	Inspections	Inspections with Deficiencies	Number of Deficiencies	% of Inspections with Deficiencies	Number of Detentions	Detentions %
Angola						
Benin	48					
Cameroon						
Democratic Republic of Congo						
Republic of Congo	240					
Cape Verde						
Cote d'Ivoire						
Equatorial Guinea						
Republic of Guinea	64					
Gabon						
Ghana	365	48	46	37.2	3	0.8
Guinea Bissau						
Liberia	253					
Mauritania						
Namibia						
Nigeria	223	11		8.5	2	0.9
Sao Tome & Principe						
Senegal	36	8	11	6.2	1	2.8
Sierra Leone						
South Africa	207	62	276	48.1	5	2.4
The Gambia						
Togo	47					
<b>Totals</b>	<b>1483</b>	<b>129</b>	<b>333</b>	<b>100</b>	<b>11</b>	<b>1</b>



**TABLE 2: INSPECTIONS BY FLAG**

Flags	Number of Inspections	Number of Ships with Defects	Number of Defects	Detained	Detentions %
Algeria	1				
Antigua and Barbuda	60	5	28	1	1.7
Bahamas	67	9	27		
Barbados	6	2			
Belgium	4	0	0		
Belize	14	1	6	1	7
Bermuda	2				
British Indian Ocean Territory	4				
Cambodia	1				
Cape Verde	2	2	3	1	50
Cameroun	2				
Cayman Island	4				
Chile	1				
China	13	1	4		
Comoros	19	2		1	5
Cook Island	2				
Croatia	3	1	2		
Cyprus	35	3	6		
Denmark	24	3	6		
Dominica	3				
Egypt	1				
Faroe Island	2	2	1		
France	10	10			



**TABLE 2: INSPECTIONS BY FLAG**

Flags	Number of Inspections	Number of Ships with Defects	Number of Defects	Detained	Detentions %
Georgia	2				
Germany	25	1	4		
Gibraltar	13				
Greece	23	3	4		
Guinea	1				
Hong Kong	67	3	11		
India	3	1	2		
Isle of Man	17	2	6		
Italy	19	1	2		
Kiribati	1				
Korea, DPR	6	2	2		
Korea, Republic of	1	1	1		
Liberia	183	11	17	1	0.5
Libyan Arab Jamahiriya	1				
Luxembourg	8	3	3		
Lithuania	5				
Malaysia	5				
Marshall Island	124	10	44	1	0.8
Malta	117	5	12		
Mongolia	2	1	15		
Myanmar	1	1	3		
Netherlands	27	2			
Netherlands Antilles	5	2	4		



**TABLE 2: INSPECTIONS BY FLAG**

Flags	Number of Inspections	Number of Ships with Defects	Number of Defects	Detained	Detentions %
Nigeria	5	4	8	1	20
Norway	18	3	11		
Pakistan	1				
Panama	243	29	73	1	0.4
Portugal	5				
Philippines	14				
Qatar	1				
Singapore	60	2	7	1	1.7
Sierra Leone	2	1		1	50
Slovakia	5	1			
Spain	1				
Sri Lanka	3				
St kits and Nevis	3				
ST. Vincent	20	4	7	1	5
Sweden	1				
Spain	5				
Switzerland	6				
Taiwan, China	1				
Thailand	9				
Turkey	11	1	10		
Ukraine	1				
United Kingdom	29	2	2		
United States of America	29	3	7		



Port State Control Officers, Congo

**TABLE 2: INSPECTIONS BY FLAG**

Flags	Number of Inspections	Number of Ships with Defects	Number of Defects	Detained	Detentions %
Vanuatu	27	2			
Vietnam	7				
Other	40				
<b>Total</b>	<b>1483</b>	<b>142</b>	<b>338</b>		





Port State Control Officers, Congo



Port State Control Officers, Senegal

**TABLE 3: INSPECTION BY VESSEL TYPE**

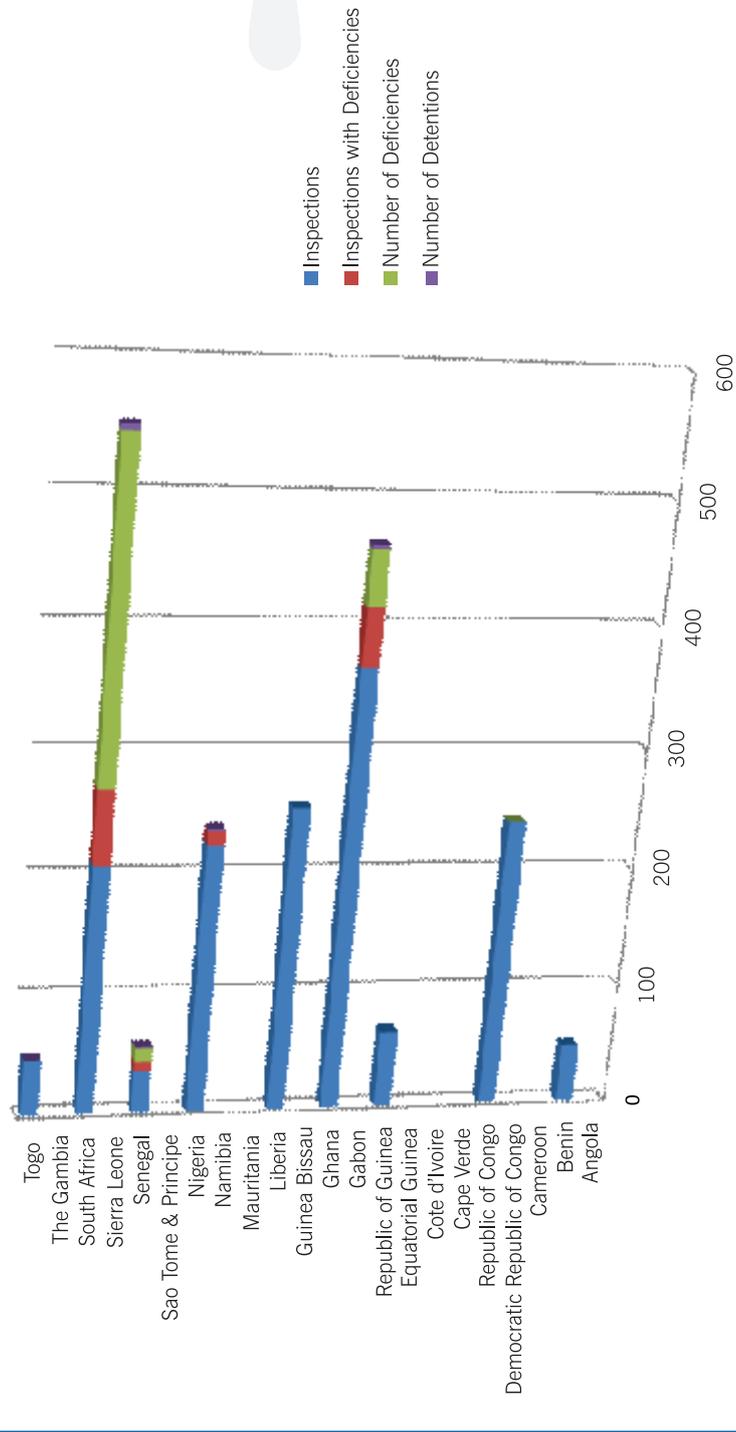
Type of Ship	Number of Inspections	Number of Ships with Deficiencies	Number of Deficiencies	Number of Detained	Detentions %	Percentage of Ships with Deficiencies
Bulk Carrier	365	41	118	2	0.5	11.2
Chemical Tanker	20	4	16			
Combination Carrier	6					
Container Ship	223	9	18			
Gas Carrier	4					
General Cargo Vessel	238	26	101	4	1.6	10.9
Heavy Lift Vessel	2					
High Speed Passenger Craft	3					
Passenger	2					
Offshore Supply	19	5	13			
Oil Tanker	169	10	14	2	1.2	5.9
Refrigerated Cargo Carrier	96	4	10			
RORO Vessel	37	3	5			
Passenger	5					
Special Purpose Ship	3					
TUG	21	2	6			
Vehicle Carrier	5					
Wood Chip Carrier	8					
Wooden Ship of a Primitive Build	2					
Work Boat	1					
Others	253	24	31	3	1	9.5
<b>Total</b>	<b>1482</b>	<b>128</b>	<b>332</b>			

**TABLE 4: INSPECTION BY CLASS SOCIETY**

Classification Society	Abbreviation	Number of Inspections	Number of Ships with Defects	Number of Detained	Detentions %
American Bureau of Shipping	ABS	146	12		
Bureau Veritas	BV	133	24		
China Classification Society	CCS	34	2		
Croatia Register of Ship	CRS	1			
China Corp. Register of Ship	CCRS	2	1		
Det Norske Veritas	DNV	150	13		
Isthmus Bureau of Shipping	IBS	2	2	1	50
International Naval Surveys Bureau	INSB	9	3	2	22.2
International Register of Ships	IRS	3	2		
Germanischer Lloyds	GL	173	18	2	1.2
Hellenic Register of Shipping	HRS	2			
Korean Register of Ship	KRS	21	2		
Korean Ship Safety Technology Authority	KSSTA	2	1		
Lloyds Register of Ships	LR	140	12		
Polski Register Statkow	PRS	3	1		
Panama Maritime Surveyor Bureau Inc.	PMSB	1			
Panama Bureau of Shipping	PBS	1	1	1	100
Registro Cubano de Buques	RCB	1			
Registro Italiano Navale	RINA	31	4	1	3.2
Rinave Portuguesa	RPA	4			
Russian Maritime Register of Shipping	RMRS	35	3		
Russian River Register	RRR	1			
Nippon Kaiji Kyokai	NKK	199	20	1	0.5
Intermaritime Certification Services SA	ICS	1			
Universal Shipping Bureau	USB	1			
Vietnam Register of Shipping	VRS	2			
Others	Others	129	8	3	2.3
<b>TOTAL</b>		<b>1227</b>	<b>129</b>	<b>11</b>	<b>0.01%</b>

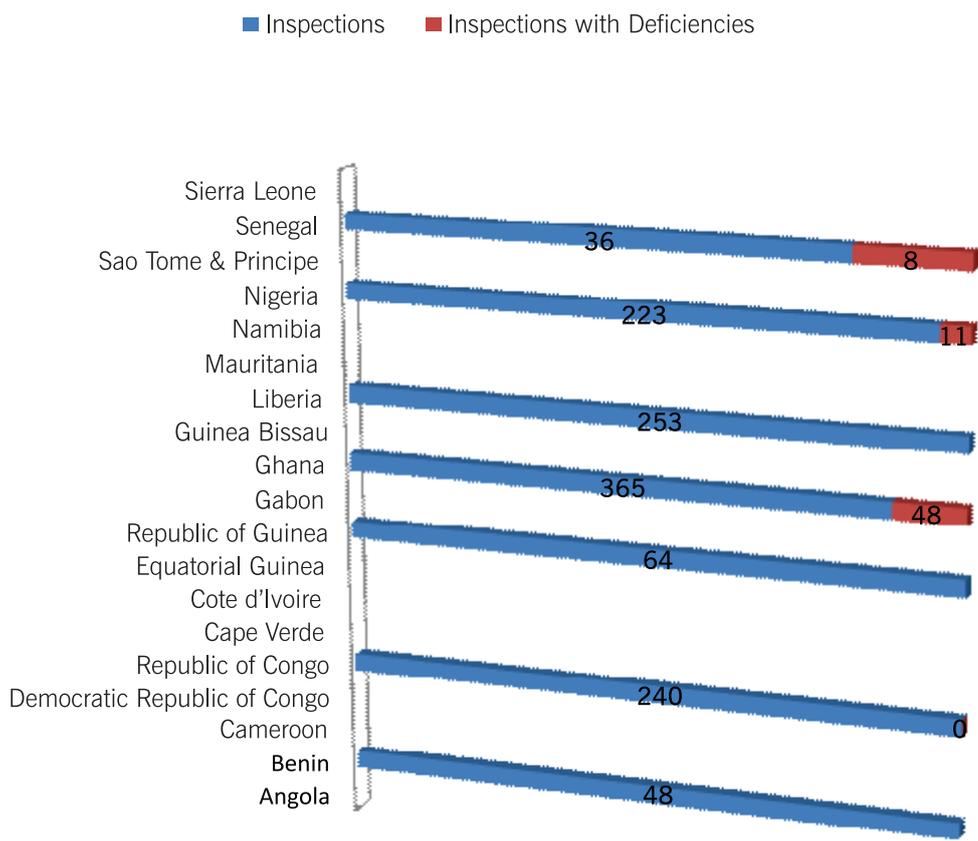


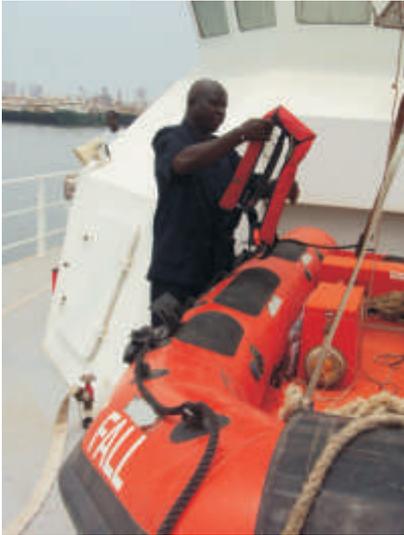
**CHART 1: COMPARISON OF INSPECTIONS, DEFICIENCIES AND  
DETENTIONS BY MEMBER STATES**





## CHART 2: COMPARISON OF INSPECTIONS AND INSPECTION WITH DEFICIENCIES BY MEMBER STATES



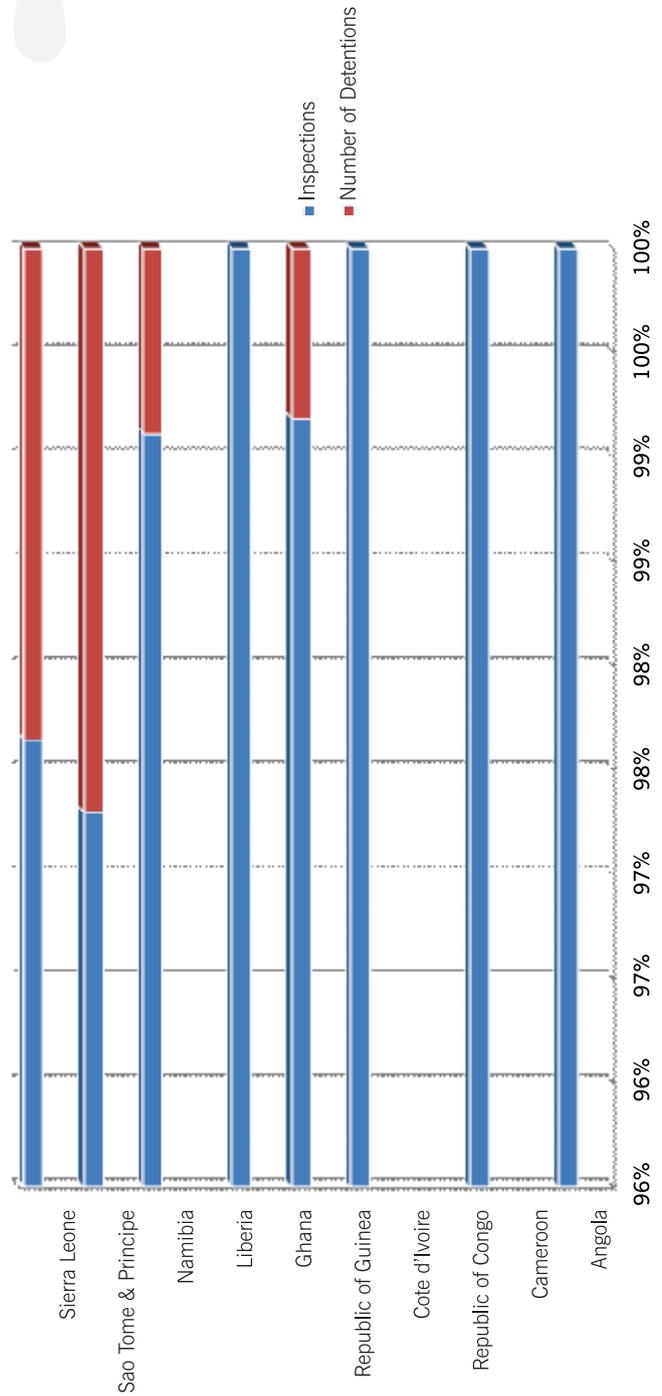


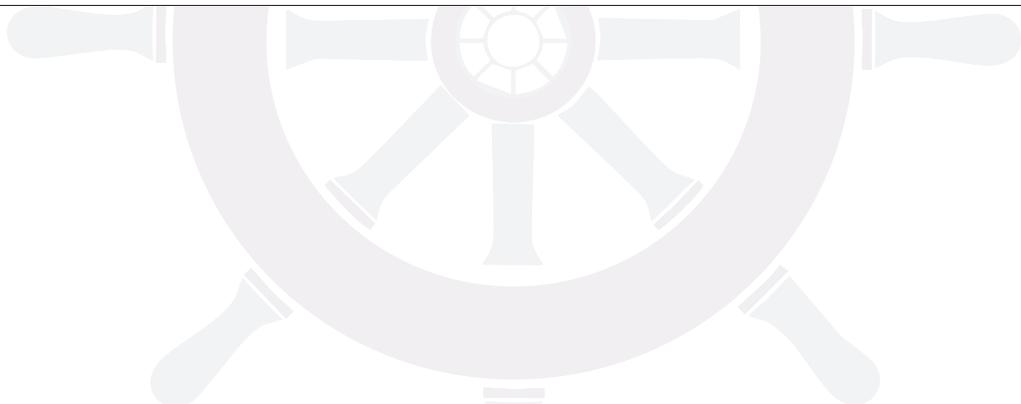
Port State Control Officers, Senegal



Port State Control Officers, Senegal

### CHART 3: PERCENTAGE OF INSPECTIONS LEADING TO DETENTIONS BY MEMBER STATES

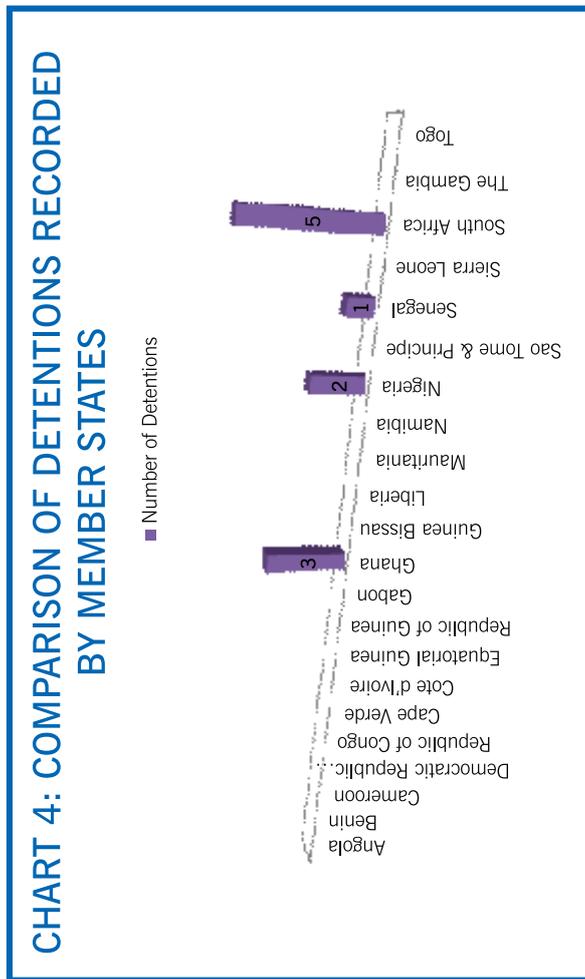


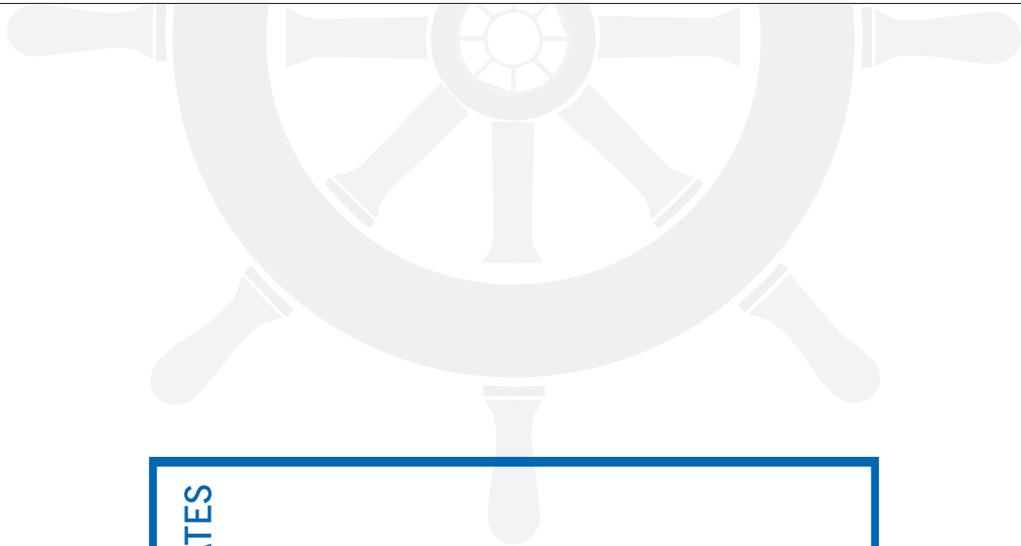


Port State Control Officers, Senegal

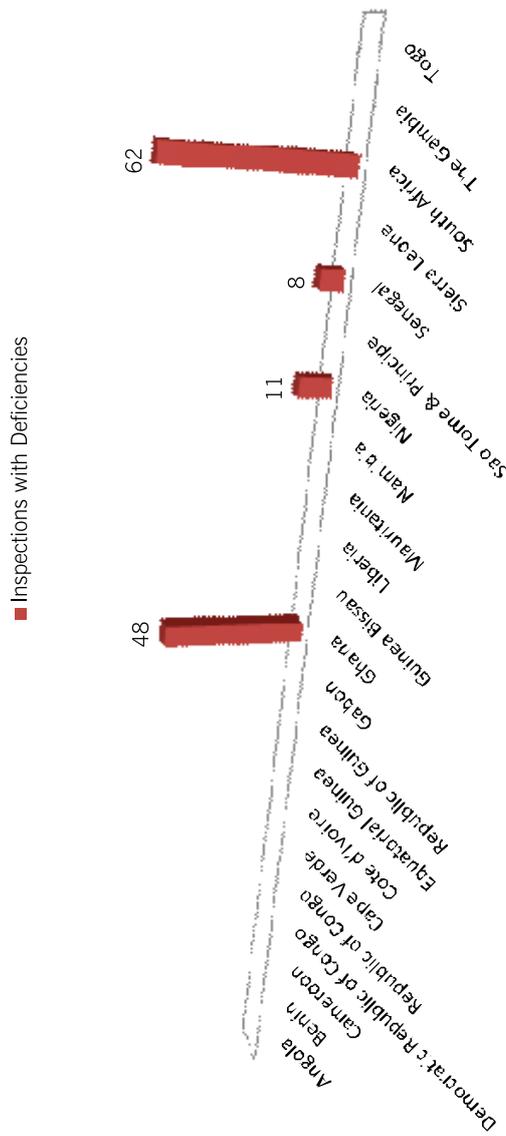


Port State Control Officers, Senegal

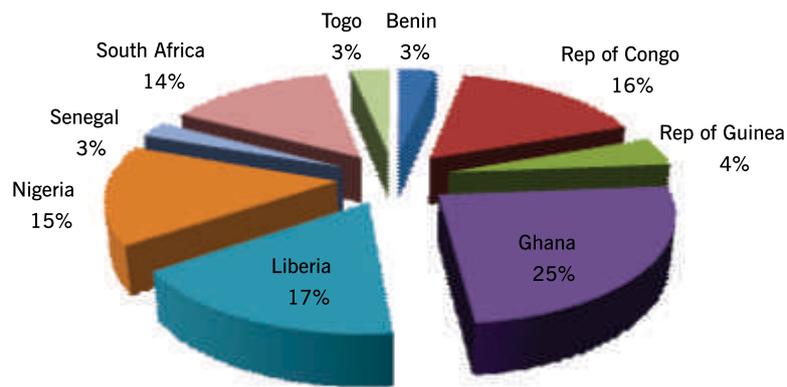




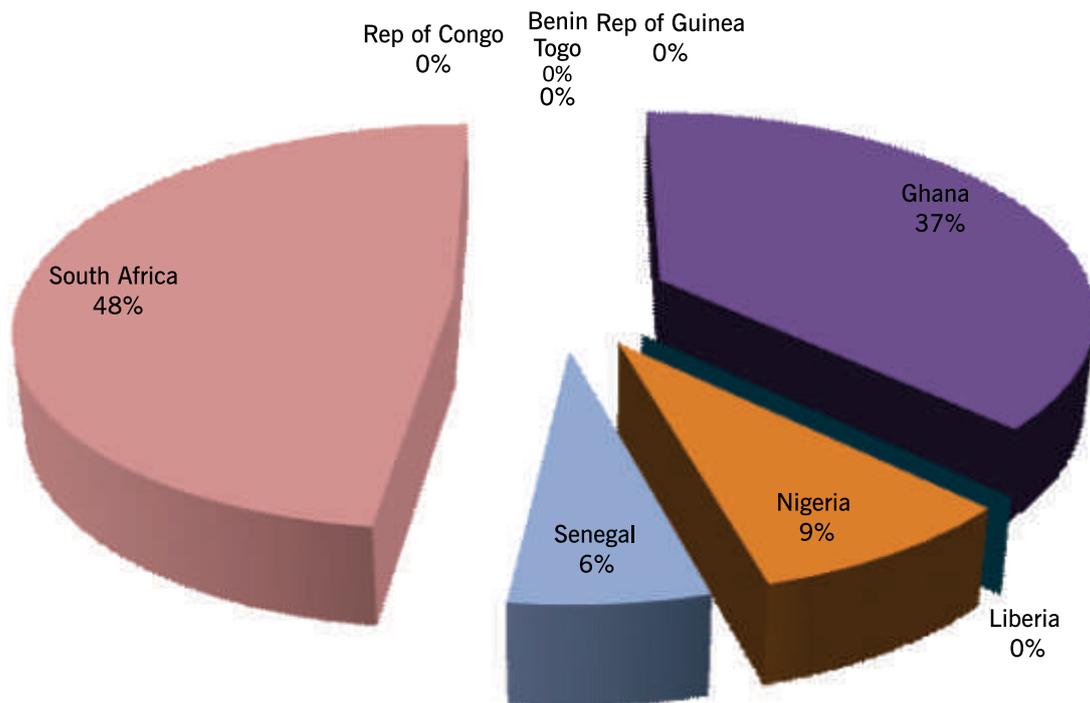
**CHART 5: NUMBER OF VESSELS WITH DEFICIENCIES DETECTED BY MEMBER STATES**



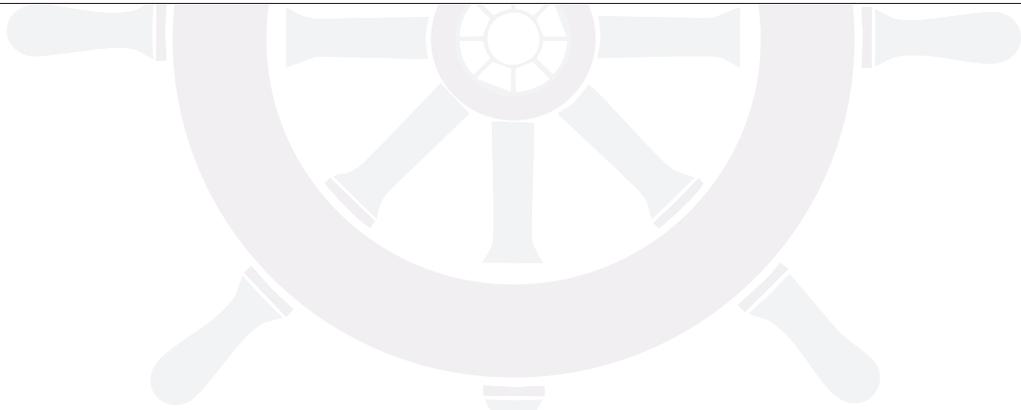
**CHART 6: RATIO OF TOTAL INSPECTIONS BY MEMBER STATES**



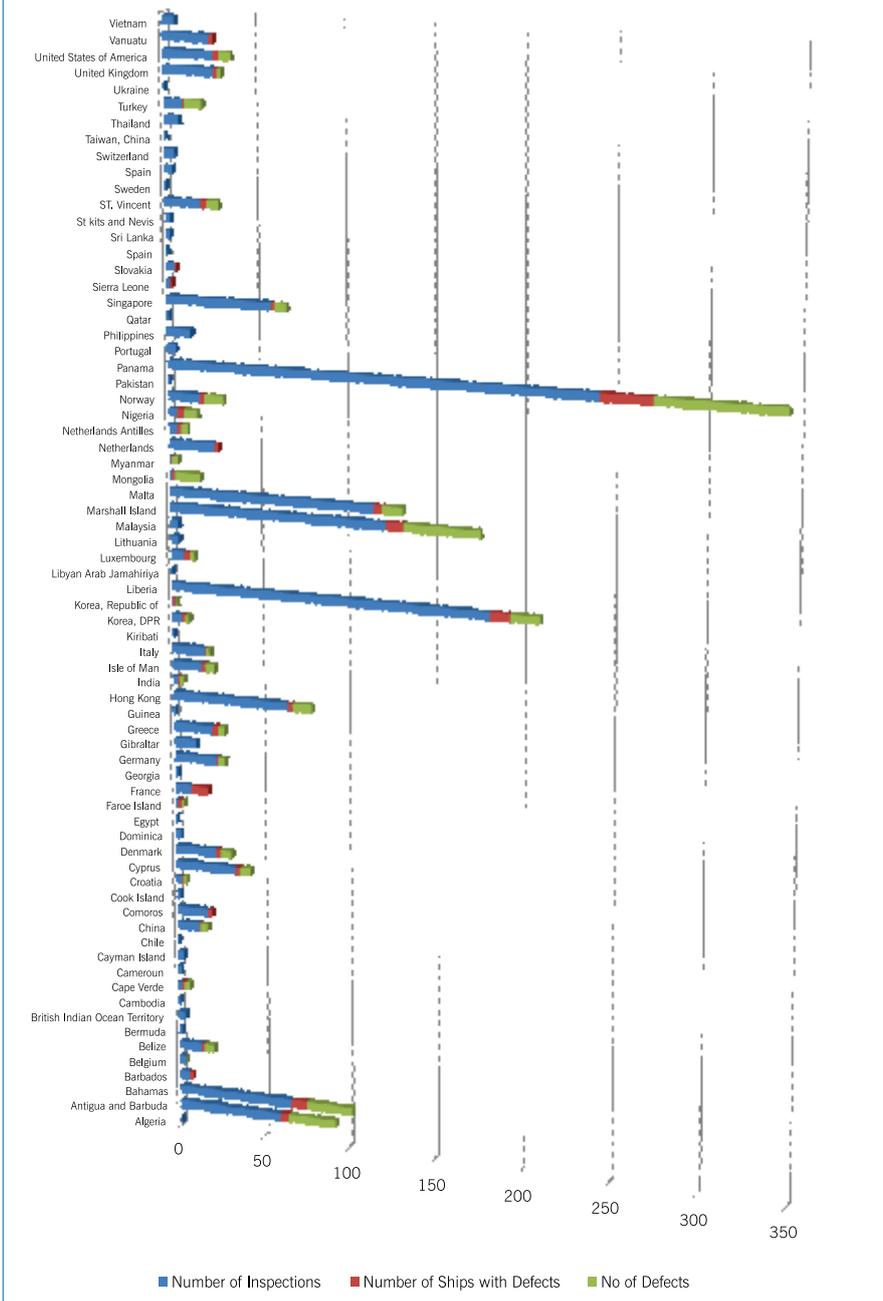
**CHART 7: RATIO OF DEFICIENT VESSELS DETECTED BY MEMBER STATES**







**CHART 8: FLAG STATE PERFORMANCE SHOWING INSPECTIONS, VESSELS WITH DEFICIENCIES AND RECORDED DEFICIENCIES**



**CHART 9: COMPARISON OF VESSELS WITH DEFICIENCIES AND TOTAL INSPECTIONS BY FLAG**

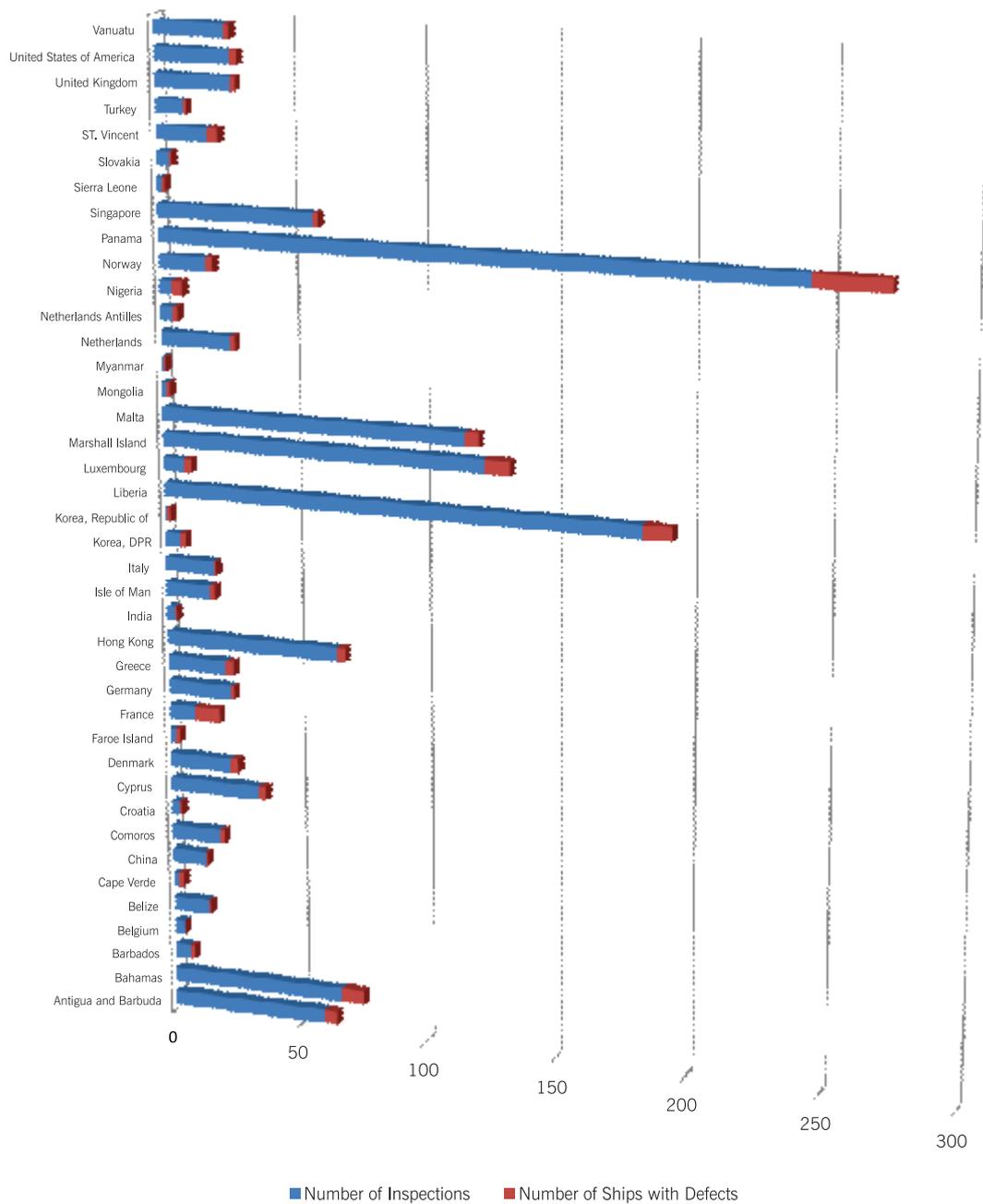
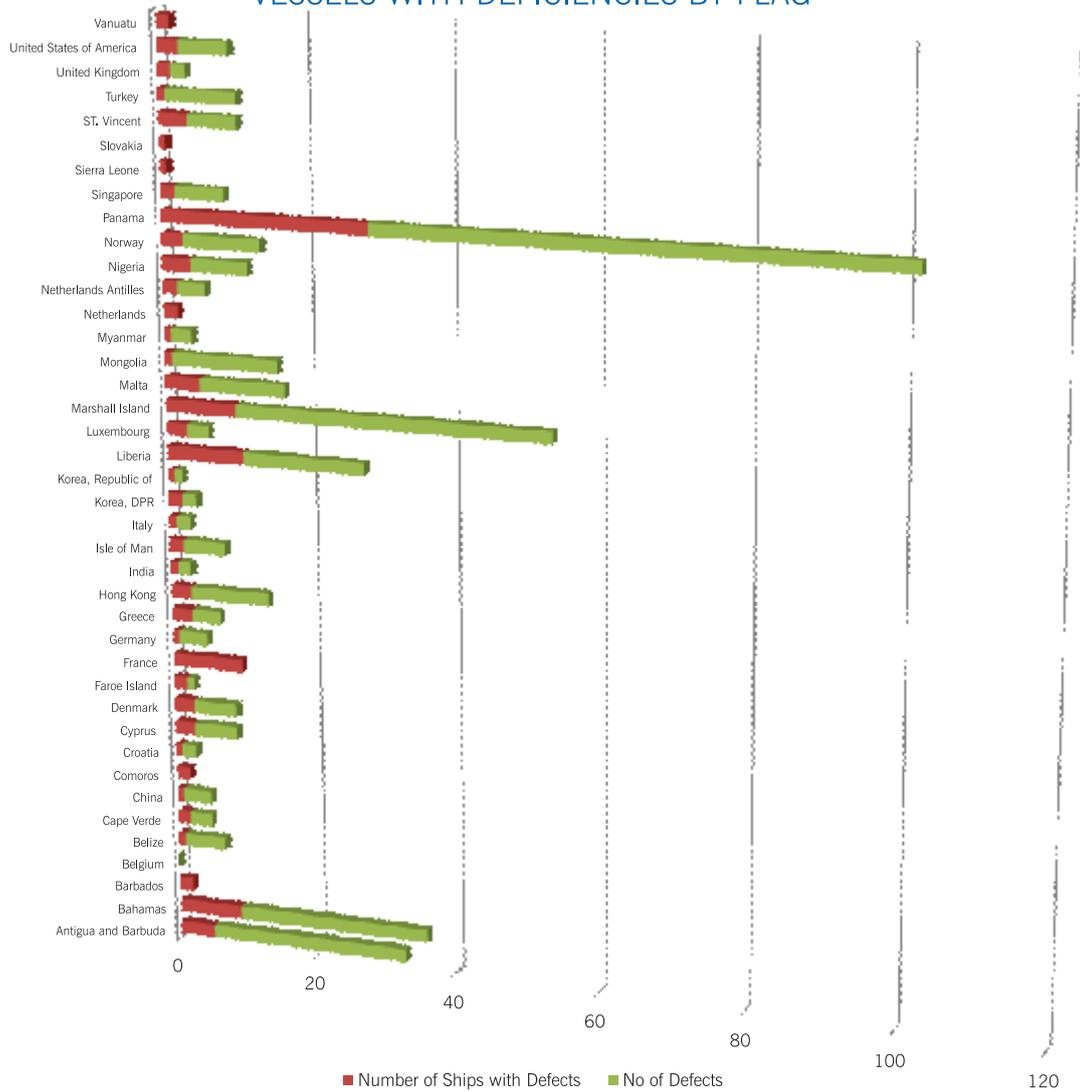
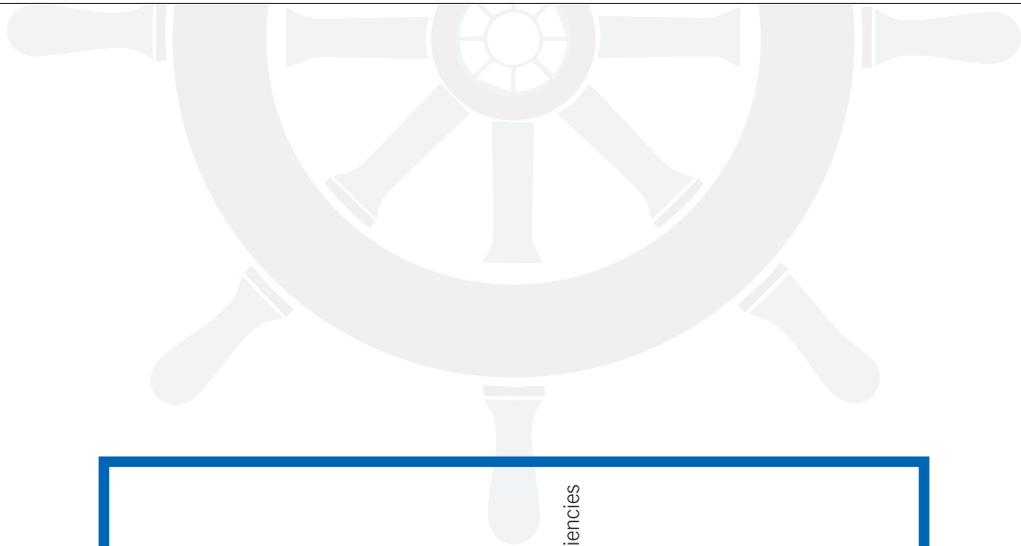
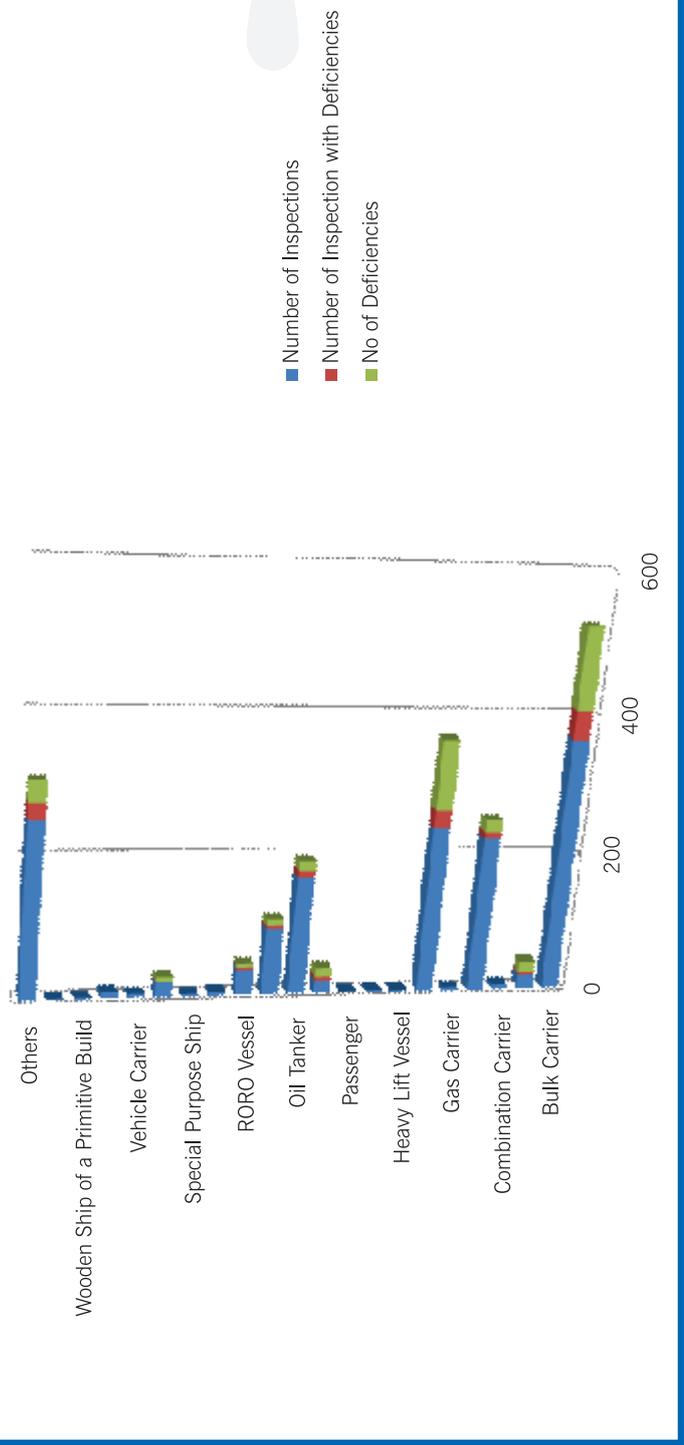


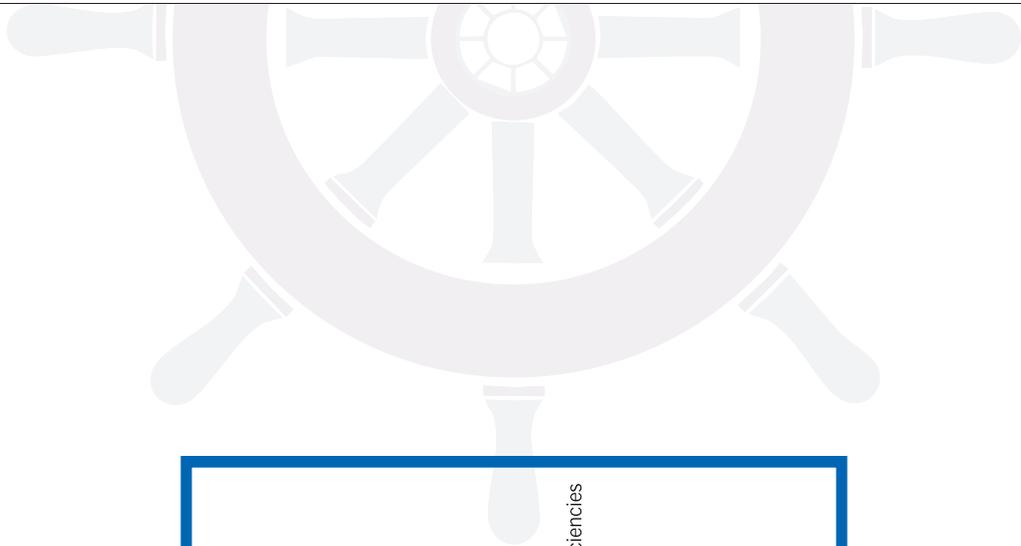
CHART 10: COMPARISON OF RECORDED DEFICIENCIES TO NUMBER OF VESSELS WITH DEFICIENCIES BY FLAG



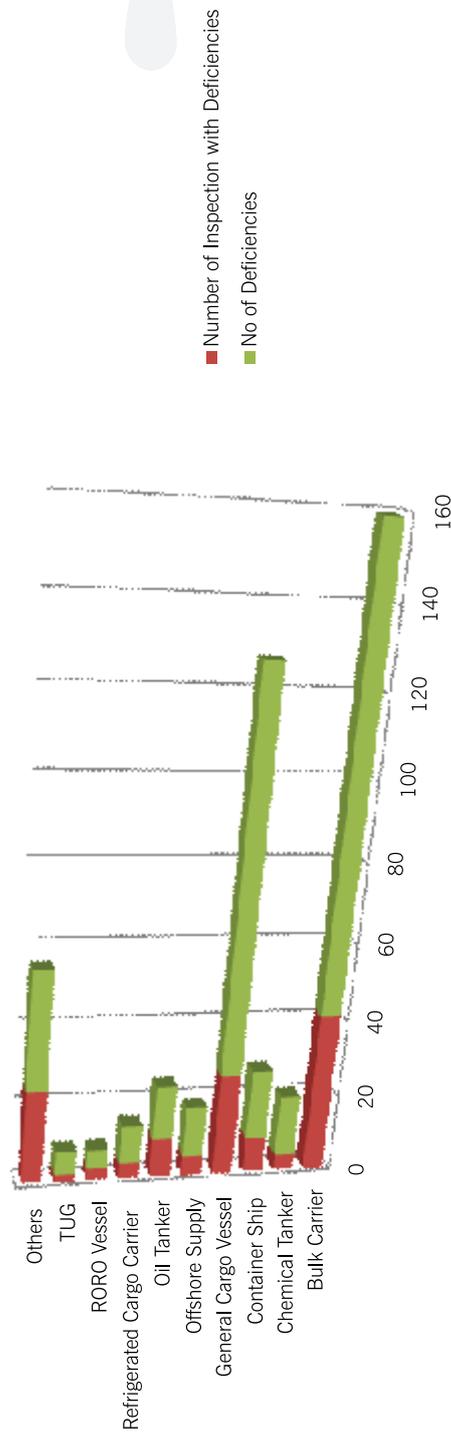


**CHART 11: PERFORMANCE BY VESSEL TYPE SHOWING INSPECTIONS, VESSEL TYPES WITH DEFECIENCIES AND RECORDED DEFICIENCIES**



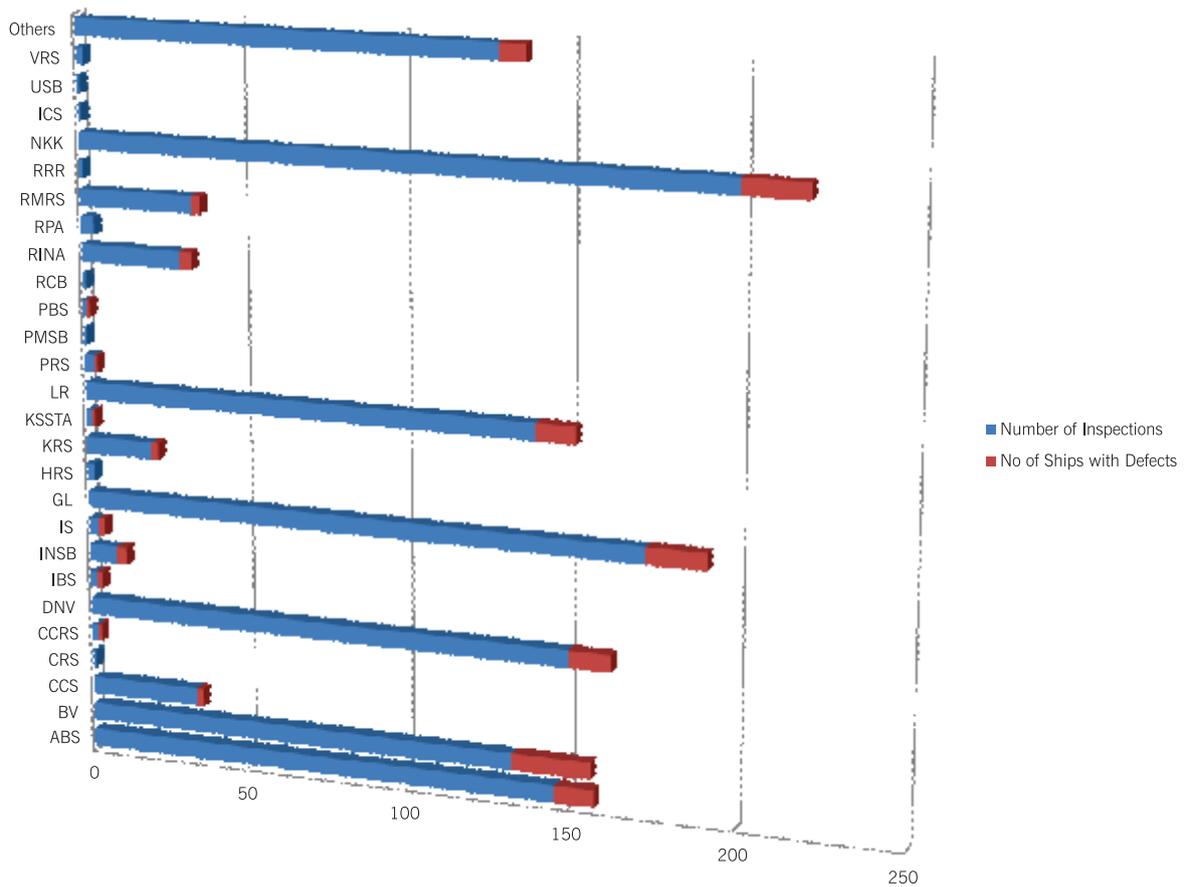


**CHART 12: COMPARISON OF RECORDED DEFICIENCIES TO VESSELS WITH DEFICIENCIES BY VESSEL TYPE**



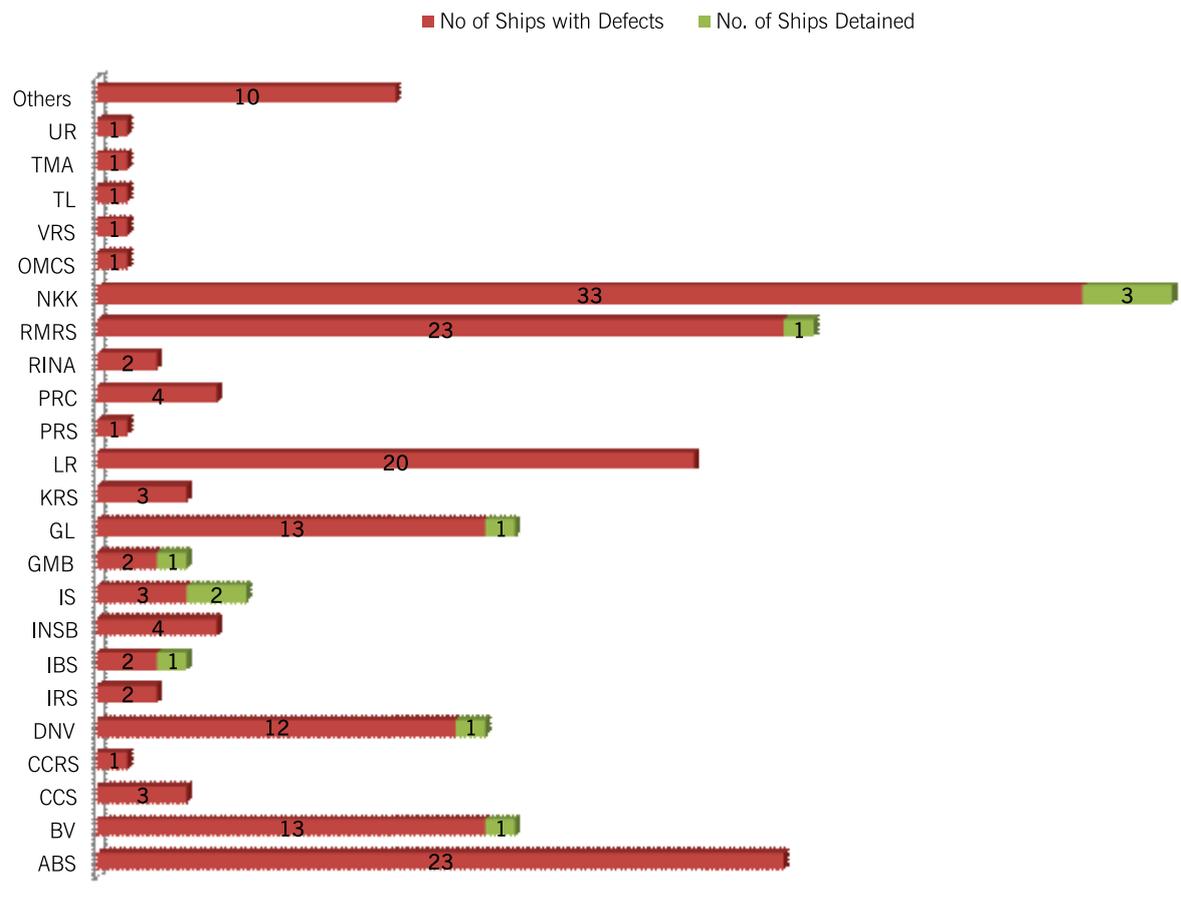


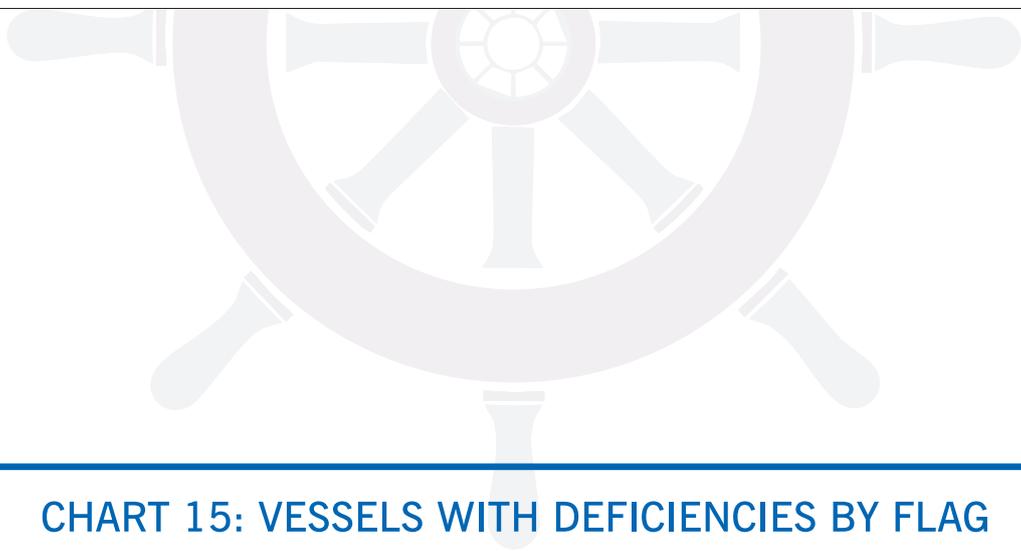
**CHART 13: COMPARISON OF VESSELS WITH DEFECTS TO TOTAL INSPECTIONS BY CLASS**



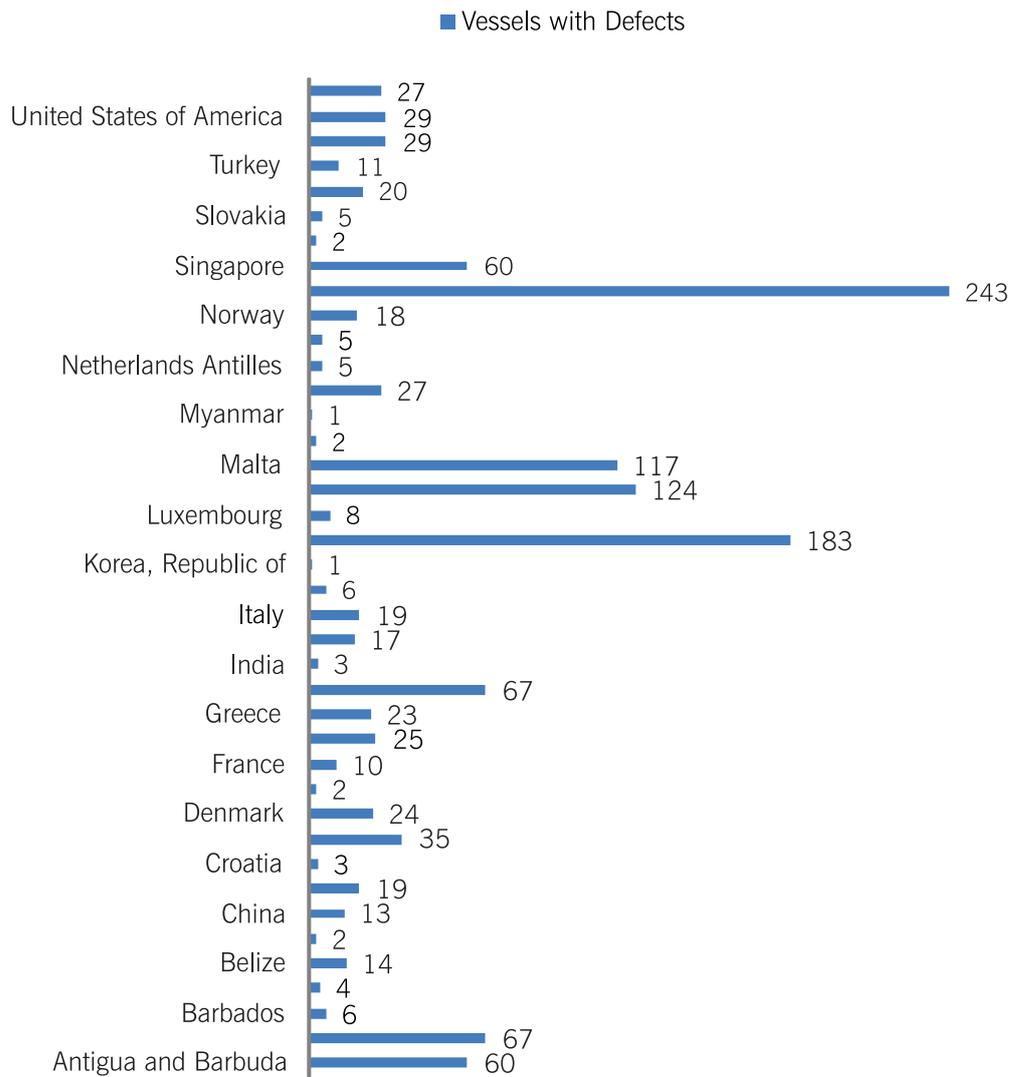


**CHART 14: COMPARISON OF DETENTIONS TO VESSELS WITH DEFICIENCIES BY CLASSIFICATION SOCIETY**





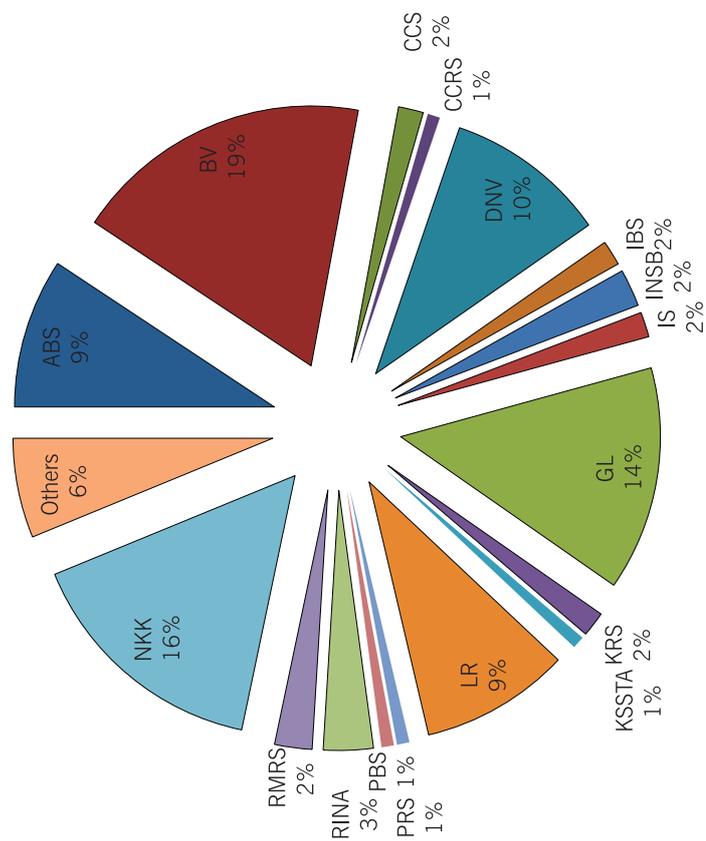
### CHART 15: VESSELS WITH DEFICIENCIES BY FLAG







**CHART 16: RATIO OF VESSELS WITH DEFICIENCIES BY CLASS**



**CHART 17: RATIO OF VESSELS WITH DEFICIENCIES BY TYPE**

