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DEEPAK SHETTY, I.R.S.,  
Director General of Shipping &  
Additional Secretary to the Govt. of India.



भारत सरकार / Government of India,  
पोत परिवहन मंत्रालय / Ministry of Shipping,  
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मुंबई / Mumbai - 400 042,  
भारत / India.

F.No. ENG/PSC-FSI/23(64)/2010.

Dated: 28.09.16

**MESSAGE**

1. India has a coastline spanning 7,516.6 km., forming one of the biggest peninsulas in the world. Around 95 per cent of India's EXIM trade, by volume and about 70 per cent thereof, by value, is borne through maritime transport. Approximately 63 million people live on India's coastline. The latter also supports almost 30% of its human population who are dependent on the rich & exploitable coastal and marine resources. Therefore, sustainability of these fragile eco-systems ought to be our primary concern.
2. Governance of shipping is characterized by Port State and Flag State Inspections to promote safety & security of our coastline & protection of the environment, as well as harmonization of & uniformity in international maritime laws & standards. The administration of shipping, internationally, would not be complete without noting the critical role played by global standards and related 'good practices' developed by the merchant shipping industry.
3. The regulatory regime adopted by the Govt. of India aims to ease maritime trade in its ports, without losing on effectiveness of its control mechanism, so as to keep our coast secure for national & international shipping and our marine environment safe & sustainable for the future generations. In order to achieve this objective, we will continue with our endeavours & commitment to continually improve & enhance the quality & number of inspections, albeit hassle-free, with the ultimate aim of elimination of sub-standard ships from our waters.
4. India has always acknowledged the key role played by seafarers in the world economic order. Being one of the largest suppliers of seafarers to global shipping, India has ratified the Maritime Labour Convention, 2006, & this Convention will be entering into force in India on the 9<sup>th</sup> of October, 2016.


- 2-

*[Signature]*  
28/09/16


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5. The purpose of publishing this annual report will not be accomplished unless the stakeholders examine and analyze the information provided therein, sans an avowed commitment to aim for & attain a continual improvement in their safety management procedures. I hope that this report, which includes an analysis of collated data from various inspections in & outside India, is able to contribute towards our common goal of safe, secure and sustainable shipping, the world over.
6. I congratulate the team of officers & staff concerned of the Directorate General of Shipping, Govt. of India for publishing this informative report for the 7<sup>th</sup> consecutive year.



  
(Deepak Shetty, I.R.S.)  
Director General of Shipping &  
Additional Secretary, Govt. of India

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मुंबई  
Mumbai.



**Annual Report on  
Port State Control (PSC) &  
Flag State Implementation (FSI)  
2015**



**Directorate General of Shipping  
(DGS)  
Government of India**



सर्वकारेण प्रकृतं

बी. आर. सेखर

मुख्य सर्वेक्षक - सहायक - अवर निदेशिका (सहा.)

**B.R.SEKHAR**

Chief Surveyor - Cum-Addl. D.G.(Tech.)

भारत सरकार / Government of India  
पोत परिवहन विभाग / Ministry of shipping  
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मुंबई / Mumbai - 400 042.

F. No. ENG/PSC-FSI/23(64)/2010

Dated: - 06<sup>th</sup> October, 2016

**FOREWORD**

1. In order to meet our obligation under UNCLOS and expectations of people of India, the Directorate General of Shipping and its allied offices perform its enforcement function through the implementation of rigorous, professional and consistent flag state and port state control regime.
2. I am pleased to present to you the 2015 Annual Report on Port State and Flag State Control. This report describes the results and analysis of deficiencies and detentions of all Flag State and Port State Inspections of Indian Ships in India and abroad respectively and Port State Inspections of foreign ships at various ports in India.
3. This report provides a means of assessing the effective enforcement of international rules by various flags, recognized organizations and shipping companies. The areas of strength and weakness can be identified for future improvements.
4. This Annual report covers the period between 1st January and 31st December 2015. During this period Surveyors at various offices under the Directorate General of Shipping conducted a total of 660 inspections of foreign flag ships representing 0.15 per cent increase as compared with 654 Port State Control Inspections in 2014. A total of 44 detentions were warranted to ships found with serious deficiencies. This represents a detention percentage of 6.67% which is 2.27% decrease as compared with 53 detentions in 2014. During 2015 a total of 2706 deficiencies were recorded with an average number of deficiencies per inspection was 4.1; resulting in a 0.83 deficiency per ship improvement.
5. A total of 297 Flag State Inspections were conducted representing a 0.69% decrease compared to 289 inspections in 2015. A total of 18 s were detained compared to 25 in 2014. The detention ration of 6.27% represents a decrease of 2.38% when compared to detention ratio of 8.65% in 2014. During 2015, a total of 82 detainable deficiencies were recorded leading to 4.56 detainable deficiencies per ship which is about 0.4 detainable deficiencies per ship less than that in 2014.

-2-

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6. A total of 176 Indian ships were inspected by various Port States under various MOU's in 2015. This represents a 10.2% decrease in inspections. 11 Indian ships were detained increasing the detention ratio to 6.25% compared to 3.5% in 2014. The number of detainable deficiencies per detained ship increased to 2.63 compared to 1.57 in 2014. This is a matter of great concern for the Directorate.
7. An analysis of this report will provide key statistics to all stakeholders relating to the enforcement of regulations under the International Convention for the Safety of Life at Sea (SOLAS) the international Convention for the Prevention of Pollution from Ships (MARPOL) and the International Ship and Port Facility Security Code (ISPS) and other conventions. Majority of deficiencies whether in Flag State or Port State inspections are SOLAS contraventions indicating an immediate need for increasing compliance with relevant national and international legislation on maritime safety.
8. I hope that all stakeholders use this statistical report to substantiate their own findings so that significant improvements can be achieved towards our common goal of a safe and sustainable shipping.

*B. R. Sekhar*

(B. R. Sekhar)  
Chief Surveyor with the GoI



**Directorate General of Shipping  
(Indian Maritime Administration)**

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This report is available on Directorate General of Shipping, website [www.dgshipping.gov.in](http://www.dgshipping.gov.in)  
IOMOU detention data is available on Indian Ocean Memorandum of Understanding (IOMOU)  
on Port State Control website: [www.iomou.nic.in](http://www.iomou.nic.in)

## **Member States of the prominent MoUs on Port State Control**

- Paris MoU.
- Tokyo MoU.
- Indian Ocean MoU.
- Mediterranean MoU (dark green),
- Acuerdo de Vina del Mar (Latin American MoU).
- Caribbean MoU (olive),
- Abuja MoU.
- Black Sea MoU.
- Riyadh MoU.

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# Port State Control (PSC) in India

## 1. INTRODUCTION

- .1 "Port State Control" as a concept, involves the powers and concomitant obligations vested in and exercised by a national maritime authority by international convention or domestic statute or both, to board, inspect and where appropriate detain, a merchant ship flying a flag foreign to that state in order to ensure compliance by that ship with all applicable international safety at sea instruments and with any domestic legislative maritime safety requirements.
- .2 Port State Control (PSC) is a harmonized regime of such inspections for foreign ships in other national ports, implemented through regional Memoranda of Understanding (MOUs), for the purpose of verifying that the competency of the master and officers onboard and the condition of a ship and its equipment comply with the requirements of mandatory IMO Conventions, as listed below but not limited to:
  - a) International Convention for the Safety of Life at Sea, 1974 as amended, includes the 1988 Protocol, the International Safety Management (ISM) Code and the International Ship and Port Facility Security (ISPS) Code (**SOLAS 74**).
  - b) International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978, including Annexes I - VI (oil, bulk chemicals, dangerous packaged goods, sewage, garbage and atmospheric pollution) (**MARPOL 73/78**).
  - c) International Convention on Load Lines, 1966, including the 1988 Protocol (**ILLC 66/88**).
  - d) International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 as amended, includes the 2010 amendments (**STCW 78**).
  - e) International Labour Organization Merchant Shipping (Minimum Standards) Convention 1976, including the 1996 Protocol and MLC 2006 (**MLC**).
  - f) International Convention on Tonnage Measurement of Ships, 1969 (**Tonnage 69**).
  - g) International Regulations for Preventing Collisions at Sea 1972 (**COLREGS 72**).

## **2. PSC INSPECTIONS IN INDIA**

- .1 PSC inspections are regional in nature; i.e. several countries have grouped together under a Memorandum of Understanding (MOU) to ensure that ships trading in their areas are not sub-standard. India is among the 17 countries that are signatory to **Indian Ocean Memorandum of Understanding (IOMOU)**. In addition to India, Australia, Eritrea, Sudan, South Africa, Tanzania, Mauritius, Sri Lanka, Iran, Kenya, Maldives, Oman, Yemen, Comoros, Bangladesh, France and Mozambique are parties to IOMOU.
- .2 The International Maritime Organization (IMO), has adopted various resolutions to provide basic guidance on the conduct of port State control and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures, the latest being the **IMO Resolution A.1052 (27)**.

## **3. CONCENTRATED INSPECTION CAMPAIGN (CIC)**

- .1 During the year, maritime authorities of the Paris, Tokyo and Indian Ocean MoU's on Port State Control (PSC) had carried out a joint Concentrated Inspection Campaign (CIC) from 1<sup>st</sup> September 2015 until 30<sup>th</sup> November 2015 addressing compliance with Crew Familiarization for Enclosed Space Entry .
- .2 During the running of the CIC- 2015, 149 ships underwent PSC inspections and among them, 8 ships were detained. Among the detained ships, 2 ships were found with detainable deficiencies pertaining to Crew Familiarization for Enclosed Space Entry.

## **4. ANALYSIS OF INSPECTION DATA**

### **INSPECTIONS**

With a total of 660 inspections, there is a marginal increase in number of inspection compared with the figures of 2014. The drop in number of inspections which started in 2012 is still continuing. Mercantile Marine Department, Chennai, and its allied offices conducted maximum port state inspection with about 34.5% of total Port State Control Inspection. About 100 inspections, that is, 15.1% of total inspections were of high or very high risk as per IOMOU priority levels. 28% of total inspections, that is, 185 were of vessels over 15 years of age. 55.6% of all the ships inspected were less than 10 year old. Bulk Carriers accounted for about 52% of the total ships inspected followed by Chemical Tankers at about 14.4%. The maximum number of Bulk Carriers inspected were less than 10 year old with an inspection percentage of 66.6% of all the Bulk Carriers inspected. The maximum number of

inspections was of Panama Flag vessels with about 26% of total inspections followed by Hong-Kong with 13%. For about 93.3% of total inspections, the Recognized Organization was an IACS Member.

### **DETENTIONS**

With a detention percentage of 6.67%, year 2015 accounted for lowest detention rate in last 5 years, a welcome development. The detention ratio was 10.49% in 2013 followed by 8.1% in 2014. For type of ships with more than 20 inspections, the Oil Tankers accounted for the highest detention ratio of 21.74% followed by Container vessels at 19.05%. Out of 185 vessels of over 15 years of age inspected, 28 ships with a detention ratio of 17.5% were detained. None of the 120 vessels of less than 5 years of age were detained. Out of 74 Bulk Carriers of more than 15 years of age, 12 were detained with a detention rate of 16.2%. Out of a total number of 8 Oil Tankers of above 15 years of age inspected, 3 were detained. However, the number of inspections of Oil Tankers above 15 years of age are too less to make a statistical analysis.

### **FLAG PERFORMANCE**

Out of a total 660 inspections, about 26% (172 numbers) were Panama Flag vessels, followed by Hong Kong (China) Flag with an inspection rate of 13.2% (86 numbers). However, the detention ratio of Panama Flag vessels was 4.65% and is less than the average detention ratio of 6.67% in 2015. For all Flags with 20 more inspections: The Vietnam Flag had the highest detention rate of 14.8% (with a detention of 4 vessels out of a total 27 inspected), followed by Liberia Flag with a detention ratio of 8.33% (5 vessels detained out of 60 inspected). The Marshall Island was the best performing Flag in 2015 with a least detention rate of 1.61% (1 vessel detained out of a total 62 inspected).

### **THE RECOGNIZED ORGANIZATIONS PERFORMANCE**

Recognized Organizations are delegated by Flags to carry out surveys and audits on their behalf. Therefore, it is important to give a statistical analysis of their performance. Further, some of these Recognized Organizations are member of International Association of Classification Societies (IACS) and some are not. 36 nos. Out of a total of 44 detained vessels that is about 81.8% of detentions had an IACS member recognized organization? However, 16.3% of the total vessels with Non-IACS member recognized organization were detained compared to 11.4% for vessels detained with IACS member recognized

organizations. NK with 16 numbers had the highest number of detained vessels for IACS Member ROs. Among non-IACS member RO's VR had 3 detentions.

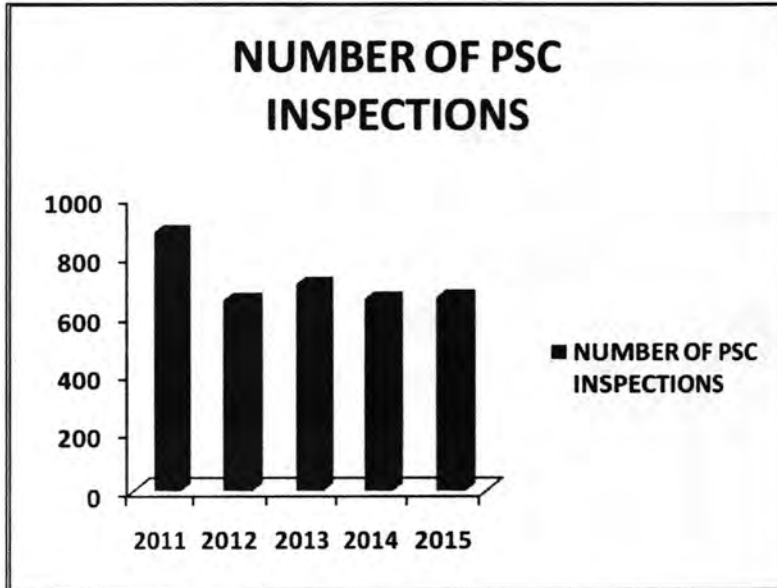
### **DETAINABLE DEFICIENCIES**

Non Compliance with SOLAS constituted the bulk of detainable deficiencies with 58.2% of total detainable deficiencies followed by MARPOL violations with 19.1%. Deficiencies pertaining to Fire Safety and Propulsion & Auxiliary Machinery constituted about 46% of SOLAS detainable deficiencies.

## STATISTICAL ANALYSIS

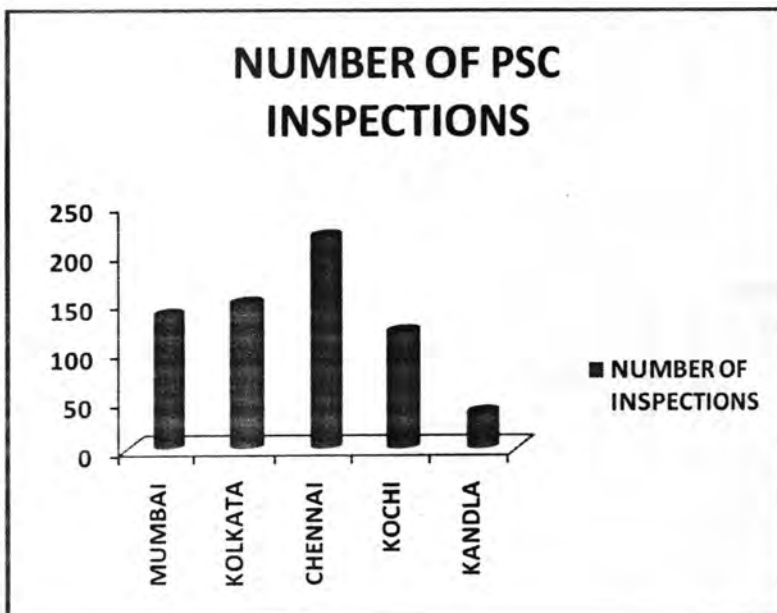
### A) THE INSEPTION ANALYSIS

#### I) YEAR ON YEAR INSPECTION



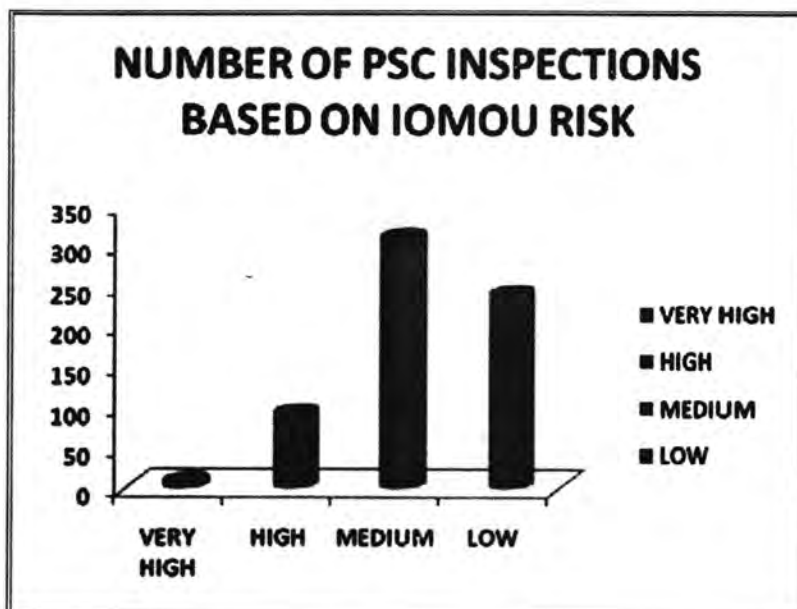
YEAR	NUMBER OF PSC INSPECTIONS
2011	880
2012	650
2013	705
2014	654
2015	660

#### II) INSPECTIONS ACROSS VARIOUS PORTS



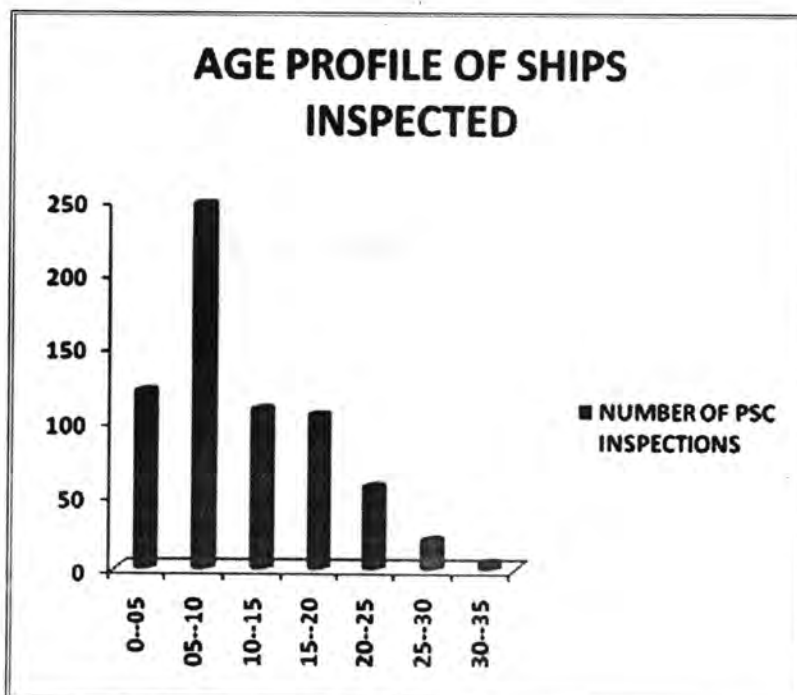
DGS ALLIED OFFICE	NUMBER OF INSPECTIONS
MUMBAI	137
KOLKATA	149
CHENNAI	217
KOCHI	120
KANDLA	37

### III) INSPECTIONS BASED ON IOMOU RISK FACTOR



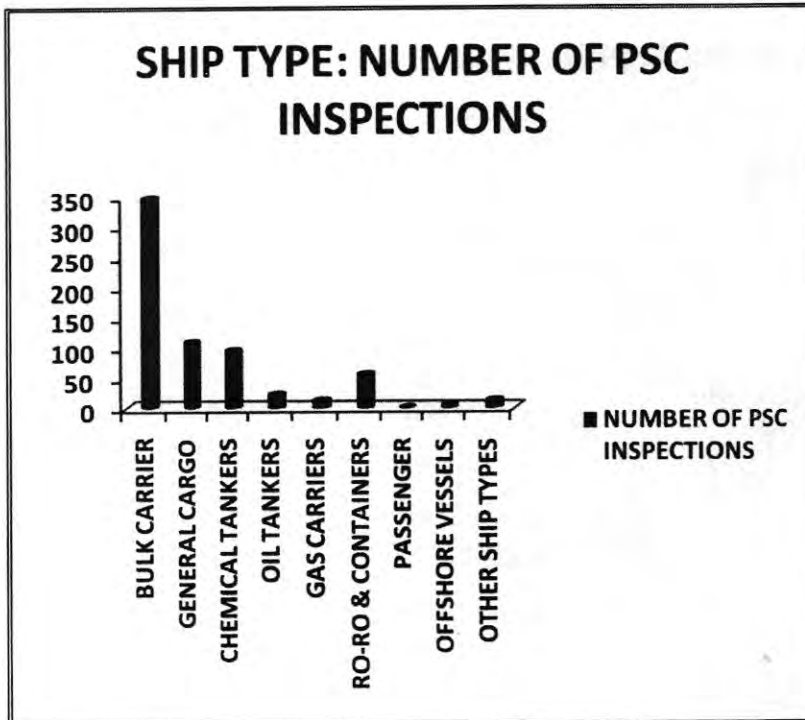
IOMOU RISK	NUMBER OF INSPECTIONS
VERY HIGH	8
HIGH	92
MEDIUM	310
LOW	240

### IV) AGE PROFILE OF SHIPS INSPECTED



AGE PROFILE	NUMBER OF SHIPS INSPECTED
0-5	120
5-10	247
10-15	108
15-20	104
20-25	56
25-30	20
30-35	5

V) TYPES OF SHIPS INSPECTED



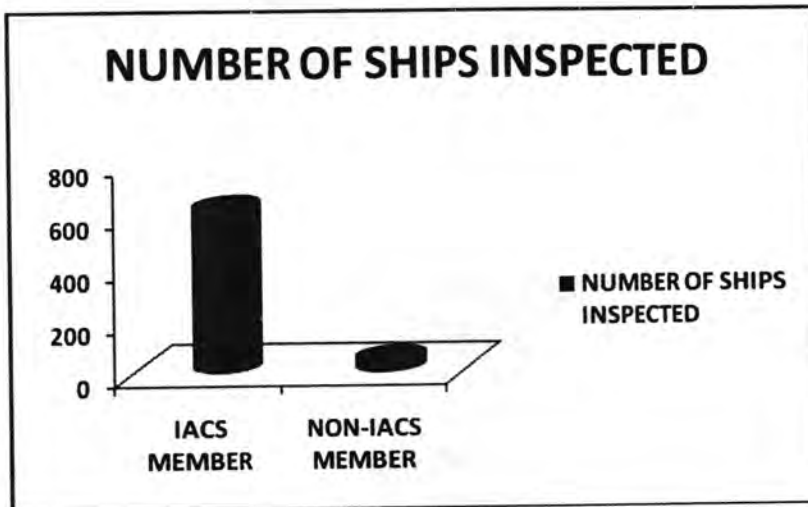
SHIP TYPE	NUMBER OF PSC INSPECTION
BULK CARRIER	346
GENERAL CARGO	109
CHEMICAL TANKERS	95
OIL TANKERS	23
GAS CARRIERS	13
RO-RO & CONTAINER	56
PASSENGER	1
OFFSHORE VESSELS	4
OTHER SHIP TYPES	13

VI) FLAGS OF SHIPS INSPECTED (>10 INSPECTIONS)

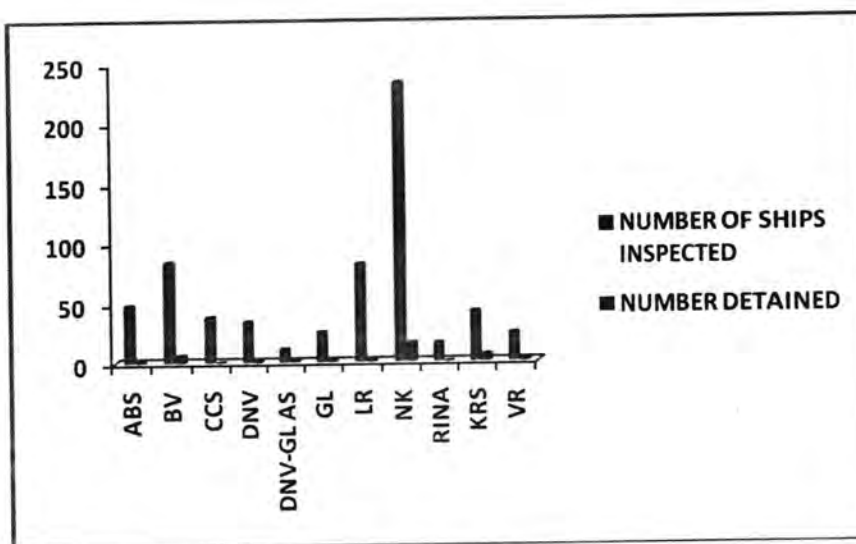


FLAG	NUMBER OF INSPECTIONS
ANTIGUA & BERMUDA	12
CHINA	19
CYPRUS	19
HONGKONG	86
KOREA	14
LIBERIA	60
MALTA	28
M I	61
PANAMA	172
SINGAPORE	56
VIETNAM	27

VII) RECOGNIZED ORGANIZATIONS OF SHIPS INSPECTED



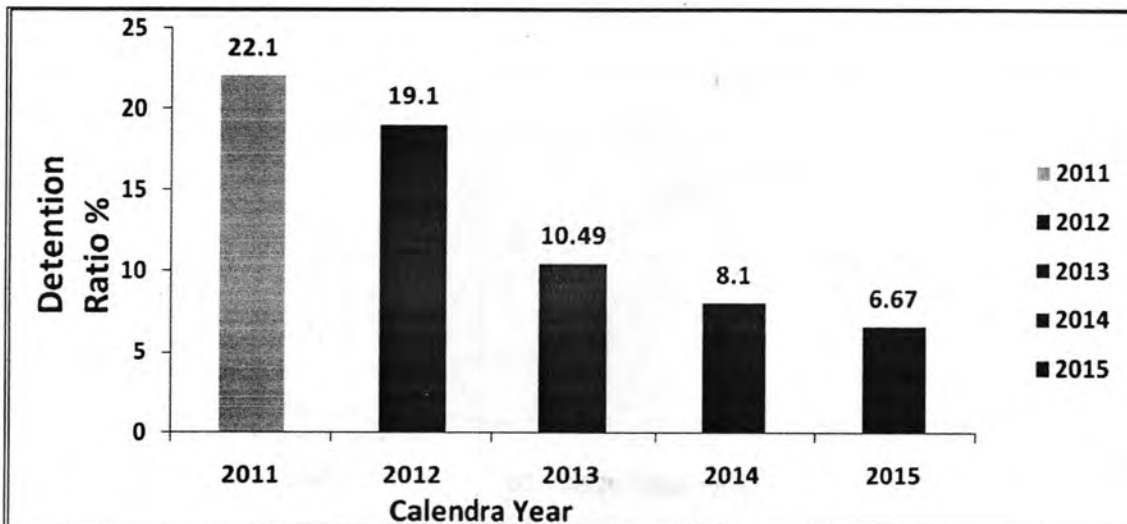
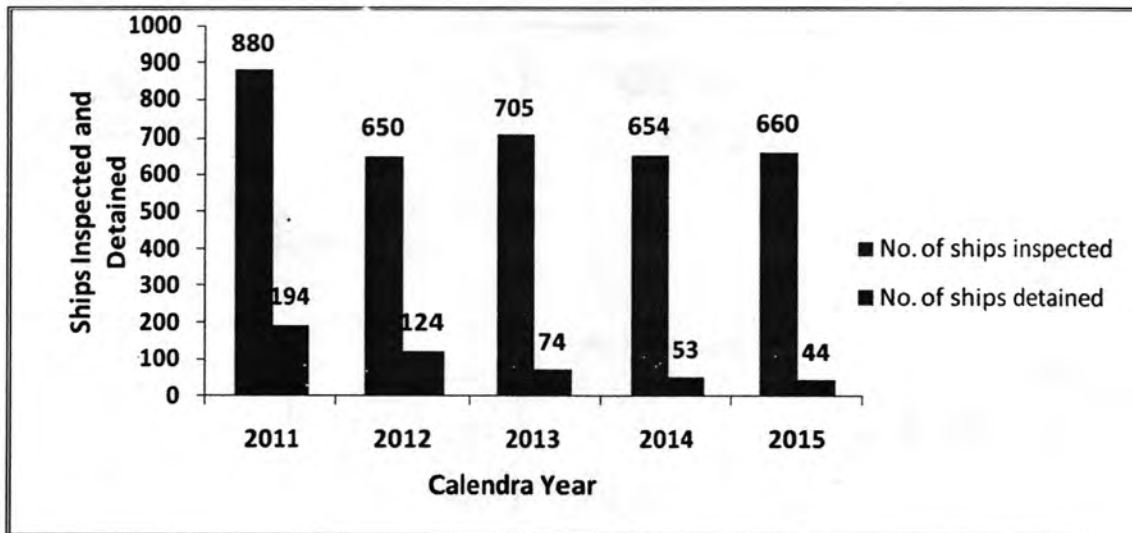
RECOGNIZED ORGANIZATION	NUMBER OF SHIPS INSPECTED
IACS MEMBER	616
NON-IACS MEMBER	43



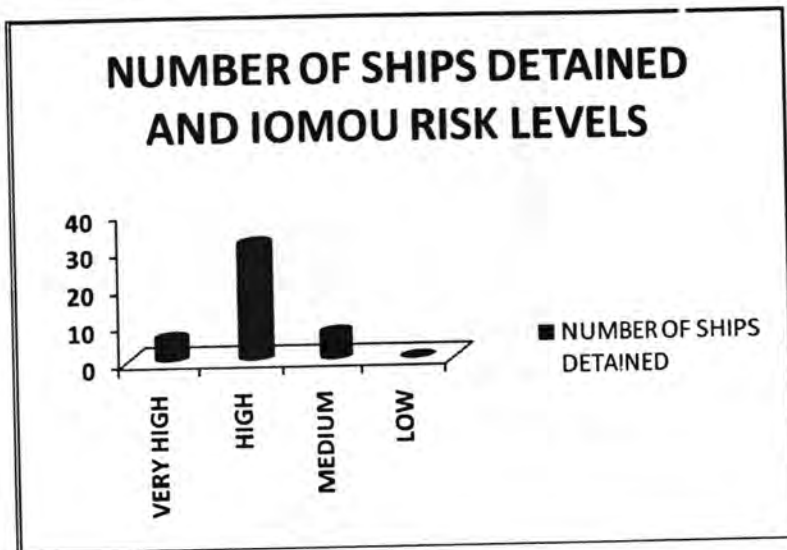
RO	NUMBER(IF>10)
ABS	48
BV	84
CCS	38
DNV	34
DNV-GL	11
GL	25
LR	82
NKK	233
RINA	16
KRS	42
VR	24

## B) THE DETENTION ANALYSIS

### I) YEAR ON YEAR ANALYSIS OF DETENTIONS

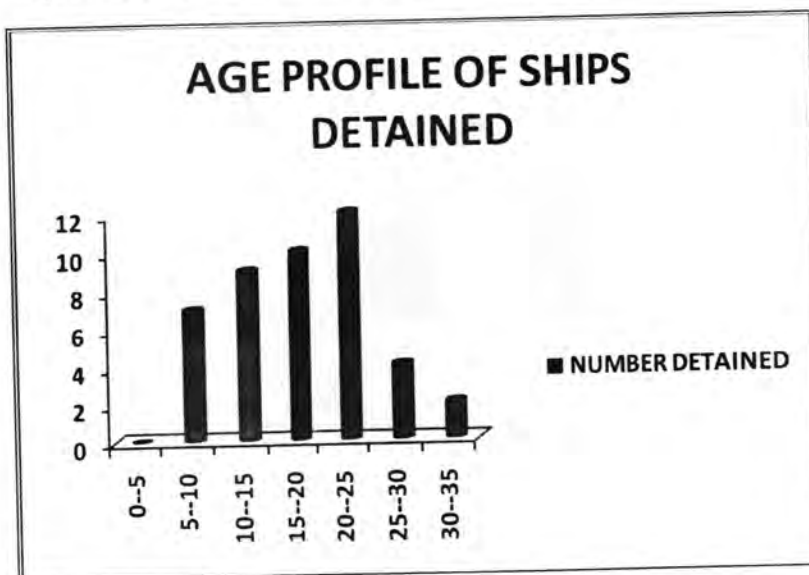


## II) DETENTIONS AND IOMOU RISK PROFILE



IOMOU RISK	NO. DETAINED
VERY HIGH	6
HIGH	31
MEDIUM	7
LOW	0

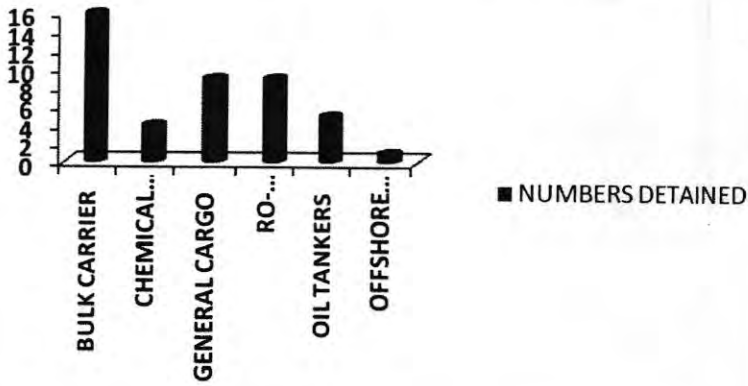
## III) VESSELS DETAINED: AGE PROFILE



AGE	NO. DETAINED
0-5	0
5-10	7
10-15	9
15-20	10
20-25	12
25-30	4
30-35	2

#### IV) VESSELS TYPE DETAINED

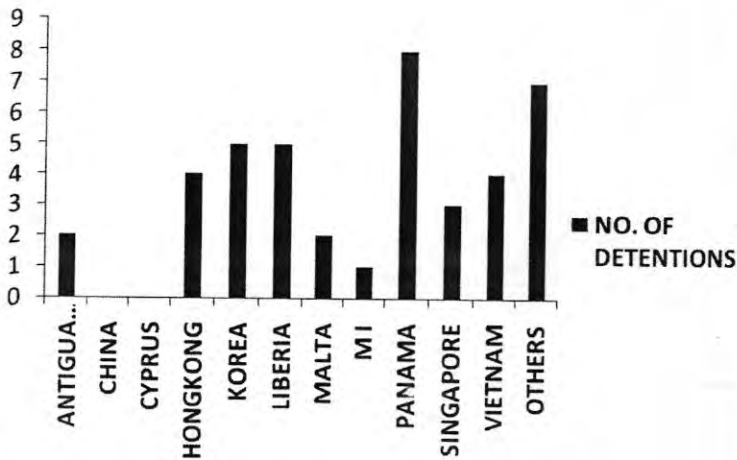
### TYPE OF VESSELS DETAINED



TYPE OF VESSEL	NO. DETAINED
BULK CARRIER	16
CHEMICAL TANKER	4
GENERAL CARGO	9
RO-RO/ CONTAINER	9
OIL TANKERS	5
OFFSHORE VESSELS	1

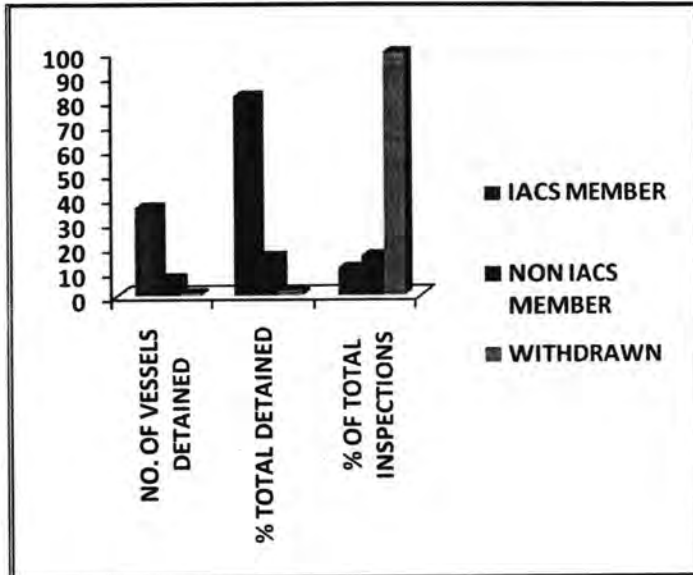
#### V) FLAGS OF DETAINED VESSELS

### NO. OF DETENTIONS

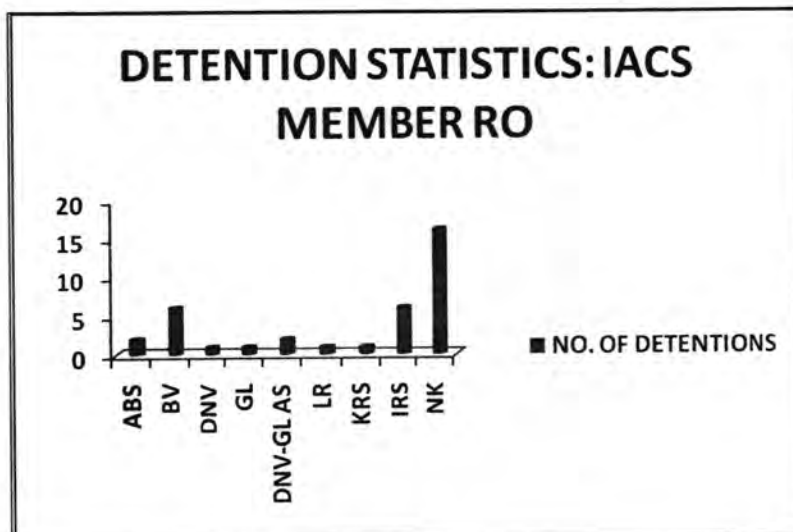


FLAG	NO. OF DETENTIONS
ANTIGUA & BERMUDA	2
CHINA	0
CYPRUS	0
HONGKONG	4
KOREA	5
LIBERIA	5
MALTA	2
MI	1
PANAMA	8
SINGAPORE	3
VIETNAM	4
OTHERS	7

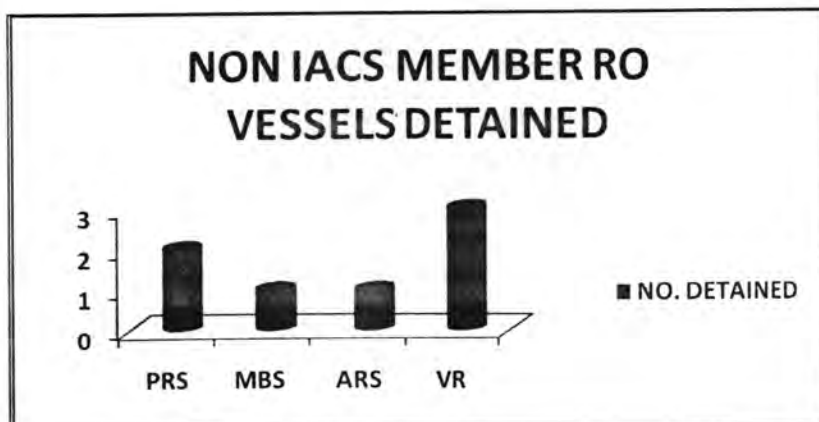
## VI) RECOGNIZED ORGANIZATIONS OF DETAINED VESSELS



RO	NO. DETND	% TOTAL DETNS	% TOTAL INSPTNS
IACS MEMBER	36	81.8	11.4
NON IACS	7	15.9	16.3
CLASS WITHDRAWN	1	2.3	100

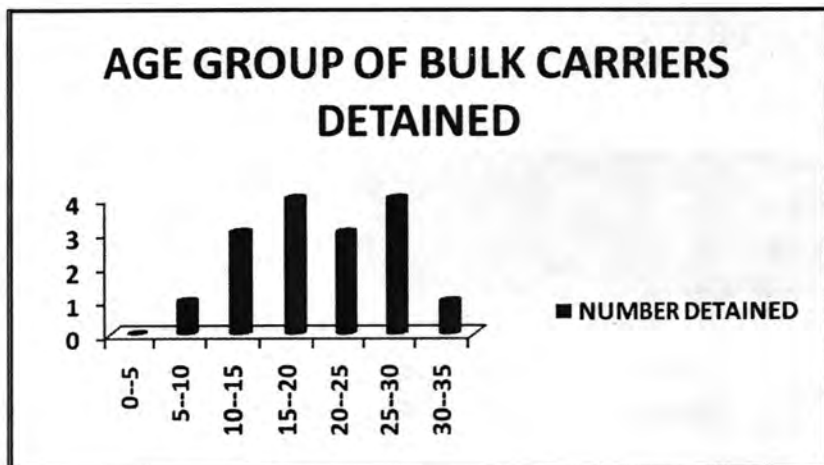


IACS MEMBER RO	NO. OF DETENTIONS
ABS	2
BV	6
DNV	1
GL	1
DNV-GL AS	2
LR	1
KRS	1
IRS	6
NK	16

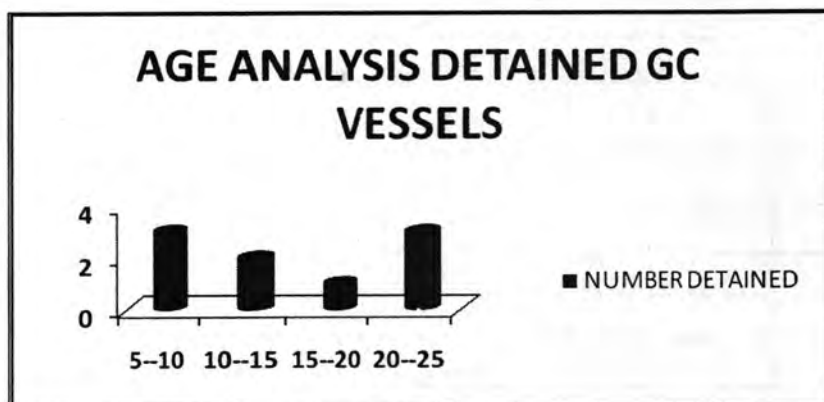


IACS MEMBER RO	NO. OF VESSELS DETAINED
PRS	2
ARS	1
MBS	1
VR	3

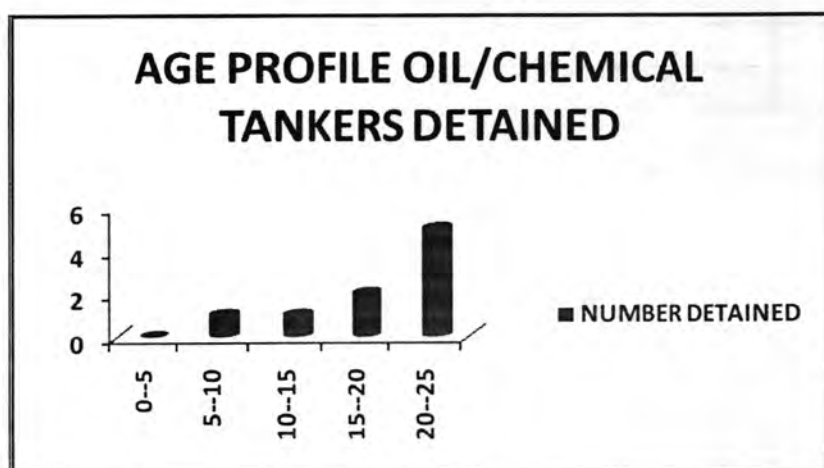
VII) VARIOUS VESSEL TYPE DETAINED WITH AGE GROUP



AGE BULK CARRIER	NUMBER DETAINED
0-5	0
5-10	1
10-15	3
15-20	4
20-25	3
25-30	4
30-35	1



AGE GROUP OF GENERAL CARGO	NUMBER DETAINED
0-5	0
5-10	3
10-15	2
15-20	1
20-25	3

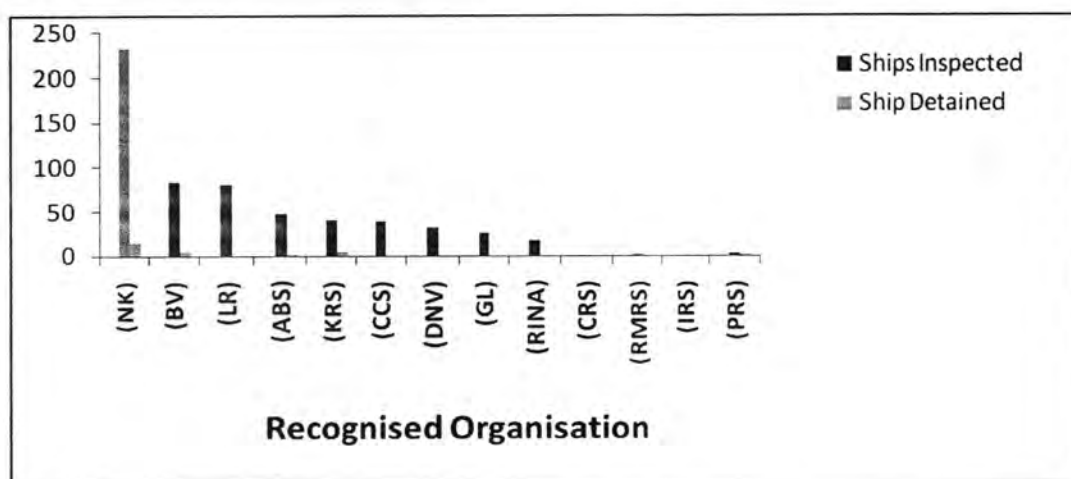


AGE OT/CHEMICAL TANKERS	NO. DETAINED
0-5	0
5-10	1
10-15	1
15-20	2
20-25	5

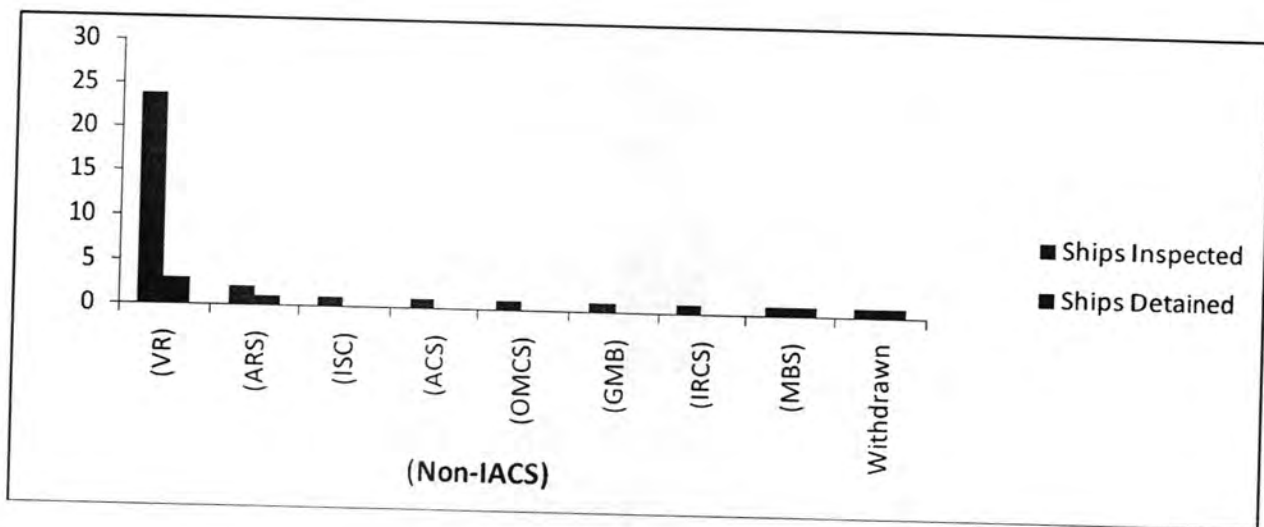
VIII) DETENTION RATIO ANALYSIS AS PER RO's

**RECOGNISED ORGANISATION**

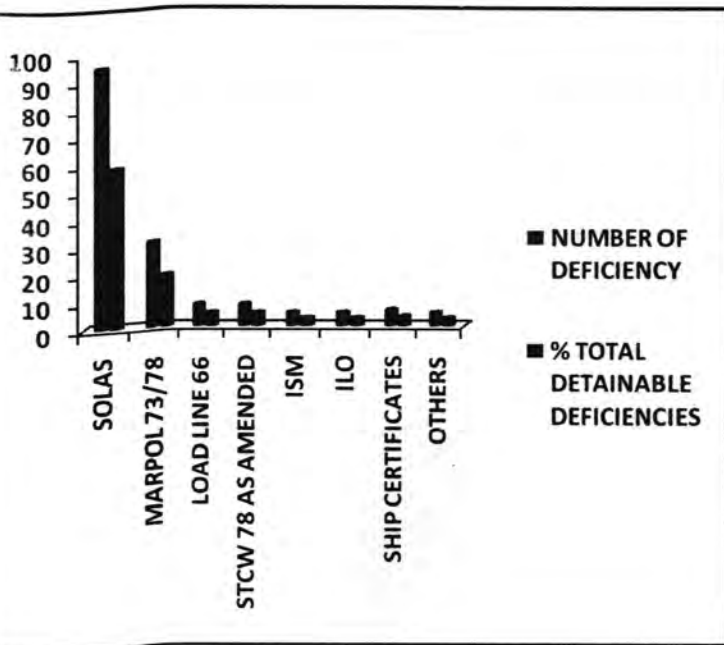
Sr. No	(Member of International Association of Classification Societies, IACS)	Ships Inspected	Ship Detained	Detention Ratio (%)
1	NKK	233	16	6.87
2	BV	85	6	7.06
3	LR	82	1	1.22
4	ABS	48	2	4.17
5	KRS	42	6	14.29
6	CCS	40	0	0.00
7	DNV	33	1	3.03
8	GL	27	1	3.70
9	RINA	18	0	0.00
10	CRS	1	0	0.00
11	RMRS	2	0	0.00
12	IRS	1	1	100.00
13	PRS	4	2	50.00
	<b>Total</b>	<b>616</b>	<b>36</b>	<b>5.84</b>



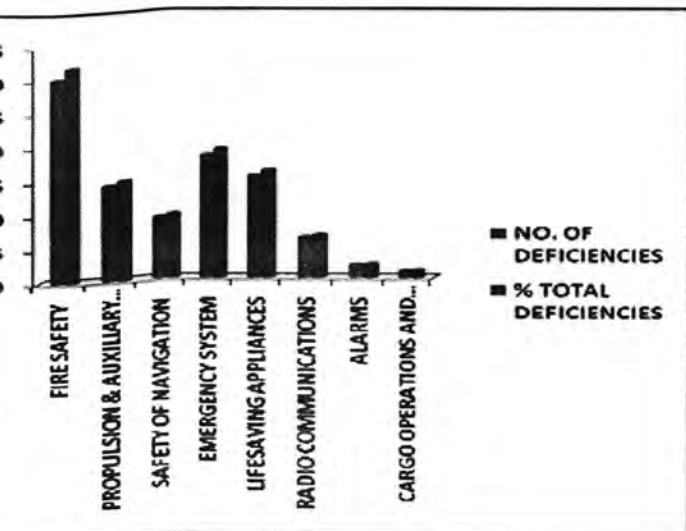
Sr. No.	Recognized Organizations (Non-IACS)	Ships Inspected	Ships Detained
1	Vietnam Register of Shipping (VR)	24	3
2	American Register of Shipping (ARS)	2	1
3	International Ship Classification (ISC)	1	0
4	Asia Classification Society (ACS)	1	0
5	Overseas Marine Certification Service, Inc. (OMCS)	1	0
6	Global Marine Bureau Inc. (GMB)	1	0
7	Iranian Classification Society (IRCS)	1	0
8	Maritime Bureau of Shipping (MBS)	1	1
9	Withdrawn	1	1
	<b>Total</b>	<b>33</b>	<b>6</b>



**THE DETAINABLE DEFICIENCY ANALYSIS:-**



CATEGORY	TOTAL NOS.	% TOTAL DEFICIENCIES
SOLAS	95	58.2
MARPOL 73/78	31	19
LOADLINE 66	8	4.9
STCW 78 AS AMENDED	8	4.9
ISM	5	3.1
ILO	5	3.1
SHIP CERTS	6	3.7
OTHERS	5	3.1
TOTAL	163	100



OLAS DEFFICIENCY	NO. OF DEF.	% TOTAL SOLAS DEF.CIES
FIRE SAFETY	30	31.6
PROP.& AUX M/C	14	14.7
SAFETY OF NAV.	9	9.5
EMGCY SYSTEM	18	18.9
LIFESAVING	15	15.8
RADIO COMMU.	6	6.3
ALARMS	2	2.1
CARGO OP & EQUIP	1	1.1
TOTAL	95	100

1	2	3	4	5	6	7	8	9
Sr. No.	IMO Number	Ship's Name	Flag	Year Built	Ship Type	Recognized Organization	Place of Detention	Date of Detention
1	9379545	Tu Son	Viet Nam	2005	Gen.Cargp/MP	VR	Kakinada	02.01.2015
2	9117844	Agatis	Panama	1996	Bulk Carrier	KRS	Mumbai	05.01.2015
3	8701521	Lr Lily	Hong Kong, China	1989	Bulk Carrier	ABS	Mumbai	09.01.2015
4	9159854	Tiger Speed	Malta	1997	Container Ship	NK	Tuticorin	20.01.2015
5	9301550	Mount Bokor	Antigua and Barbuda	2004	Container Ship	GL	Kolkata	22.01.2015
6	9137571	Romina	Saint Vincent and the Grenadines	1997	Container Ship	NK	Chennai	30.01.2015
7	9370587	Tay Son 4	Viet Nam	2004	Gen.Cargp/MP	VR	Visakhapatnam	11.02.2015
8	9255751	Hanna Marie	Antigua and Barbuda	2002	Container Ship	BV	Kolkata	24.03.2015
9	9394466	Athens 88	United Arab Emirates	2005	Oil Tanker	LR	Mangalore	15.04.2015
10	9111462	Lily Queen	Liberia	1995	Container Ship	NK	Kolkata	30.04.2015
11	9353723	Helsinki	Liberia	2004	Container Ship	BV	Kolkata	03.05.2015
12	8417601	Herald	Palau	1986	Bulk Carrier	PRS	Kandla	11.05.2015
13	9129378	Salus	Korea, Republic of	1996	Bulk Carrier	KRS	Mumbai	04.06.2015
14	9551117	Bauhinia	Panama	2008	Gen.Cargp/MP	DNV GL	Mangalore	08.06.2015
15	9135183	Water Breeze	Korea, Republic of	1995	Chem. Tanker	KRS	Tuticorin	11.06.2015
16	9183647	Marlin	Marshall Islands	1999	Oil Tanker	ABS	Haldia	18.06.2015
17	9187643	Arbor	Tanzania	2000	Oil Tanker	ABS	Mangalore	21.06.2015
18	9197222	Loreto	Indonesia	1998	Bulk Carrier	BV	Chennai	29.06.2015
19	9160504	Hc Jade	Maldives	1996	Container Ship	Withdrawn	Tuticorin	30.06.2015
20	9431434	Se Panthea	Singapore	2008	Gen.Cargp/MP	NK	Mumbai	23.07.2015
21	9111577	Mp Panamax 6	Singapore	1995	Bulk Carrier	ABS	Paradip Garh	30.07.2015
22	9530333	Han Spirit	Korea, Republic of	2008	Gen.Cargp/MP	KRS	Marmagao	30.07.2015

9108738	Rainbow Joy	Korea, Republic of	1995	Gen.Cargp/MP	KRS	Kolkata	04.08.2015
9281944	Lilja Bulker	Malta	2002	Bulk Carrier	NK	Visakhapatnam	04.08.2015
9600839	Sfi Yukon	Hong Kong, China	2010	Bulk Carrier	BV	Paradip Garh	06.08.2015
9166833	Kamo	Panama	1997	Gen.Cargp/MP	NK	Mumbai	10.08.2015
9078177	Fadl-E-Rabbi	Panama	1993	Chem. Tanker	NK	Haldia	12.08.2015
9135183	Water Breeze	Korea, Republic of	1995	Chem. Tanker	KRS	Mangalore	13.08.2015
9083316	Gemina	Panama	1995	Oil Tanker	PRS	Mangalore	14.08.2015
9307533	Ocean Fortune	Panama	1984	Bulk Carrier	NK	Kandla	31.08.2015
9443463	Seaspan Lebu	Hong Kong, China	2008	Container Ship	DNV GL AS	Mumbai	02.09.2015
9145774	Global Diamond	Panama	1996	Bulk Carrier	NK	Visakhapatnam	07.09.2015
9444352	Ma Devi	Liberia	2008	Offshore Service Vessel	DNV GL AS	Mumbai	09.09.2015
507535	Voyager K	Cambodia	1985	Bulk Carrier	NK	Kandla	06.10.2015
9293870	Vantage Key	Liberia	2004	Bulk Carrier	NK	Chennai	26.10.2015
9052329	Vinalines Star	Viet Nam	1993	Bulk Carrier	NK	Visakhapatnam	29.10.2015
9088213	Dong Phong	Viet Nam	1993	Gen.Cargp/MP	VR	Tuticorin	02.11.2015
9310616	Uni Auc One	Hong Kong, China	2004	Bulk Carrier	NK	Visakhapatnam	13.11.2015
9044009	Confidence I	Liberia	1992	Bulk Carrier	NK	Marmagao	17.11.2015
9513429	Niamul Mowla	Bangladesh	1986	Bulk Carrier	BV	Kandla	14.12.2015
9394349	Sea Harmony	Singapore	2006	Oil Tanker	NK	Tuticorin	15.12.2015
93702343	Barakat	Congo, Democratic Rep. of	1988	Ro-Ro Cargo Ship	MBS	Mumbai	17.12.2015
9124225	Stella Beauty	Panama	1995	Gen.Cargp/MP	NK	Tuticorin	23.12.2015
9017678	Ark Pioneer	Saint Kitts and Nevis	1991	Chem. Tanker	IRS	Chennai	28.12.2015

# Flag State Implementation (FSI) of Indian ships

## Flag State Implementation (FSI) of Indian ships

1. Under the United Nation Convention on the Law of the Sea (UNCLOS), a flag State has the ultimate authority over a ship flying its flag. The Flag State is ultimately responsible for the conduct, safety and environment protection of a ship flying its flag. The increased number of Port State detentions of Indian ships abroad in 2015 has put greater emphasis on Flag State Inspections.
2. **INSPECTIONS:** During the year 2015, 287 Indian flag ships were subjected to FSI and out of which more than 50% were other cargo vessels. More than 60% of all the vessels inspected were more than 15 years of age. Mercantile Marine Department Mumbai contributed to about 41% of total Flag State Inspections.
3. **DETENTIONS:** As in previous year, there is decline in detention ratio which has come down from 8.65% in 2014 to 6.27% in 2015. Out of 18 detained vessels 14 are more than 15 years of age. For all vessel types with more than 20 inspections, General Cargo vessels had the highest detention ratio of 13.04% followed by Oil Tankers with a detention ratio of 10.34%.
4. **DEFICIENCIES:** In total there were 82 detainable deficiencies with about 16% pertaining to Life Saving appliances and 15% each for non compliance with Fire Safety and Safety of Navigation. In total 2150 deficiencies were given for 287 vessels inspected making it to more than 7 deficiencies per inspected vessel.

**List of Ships Inspected / Detained during the year 2015, by Ship-Type:**

Ship Type	No. of Inspection	No. of Detention	Detention Ratio (%)
Tug (Tug)	67	4	5.97
BC (Bulk Carrier)	32	2	6.25
OT (Oil Tanker)	29	3	10.34
OSV (Offshore Vessel)	13	0	0.00
OC (Other cargo)	13	0	0.00
Other Types of Ship	73	3	4.11
GC (General Cargo)	23	3	13.04
PAX (Passenger Ship)	17	0	0.00
CNTR. (Container)	5	0	0.00
Heavy Load Carrier	1	0	0.00
Service ship	1	1	100.00
Chemical Tanker (Chem T)	1	1	100.00
Gas Carrier (Gas C)	10	0	0.00
MODU or FPSO	2	1	50.00
<b>Total</b>	<b>287</b>	<b>18</b>	<b>6.27</b>

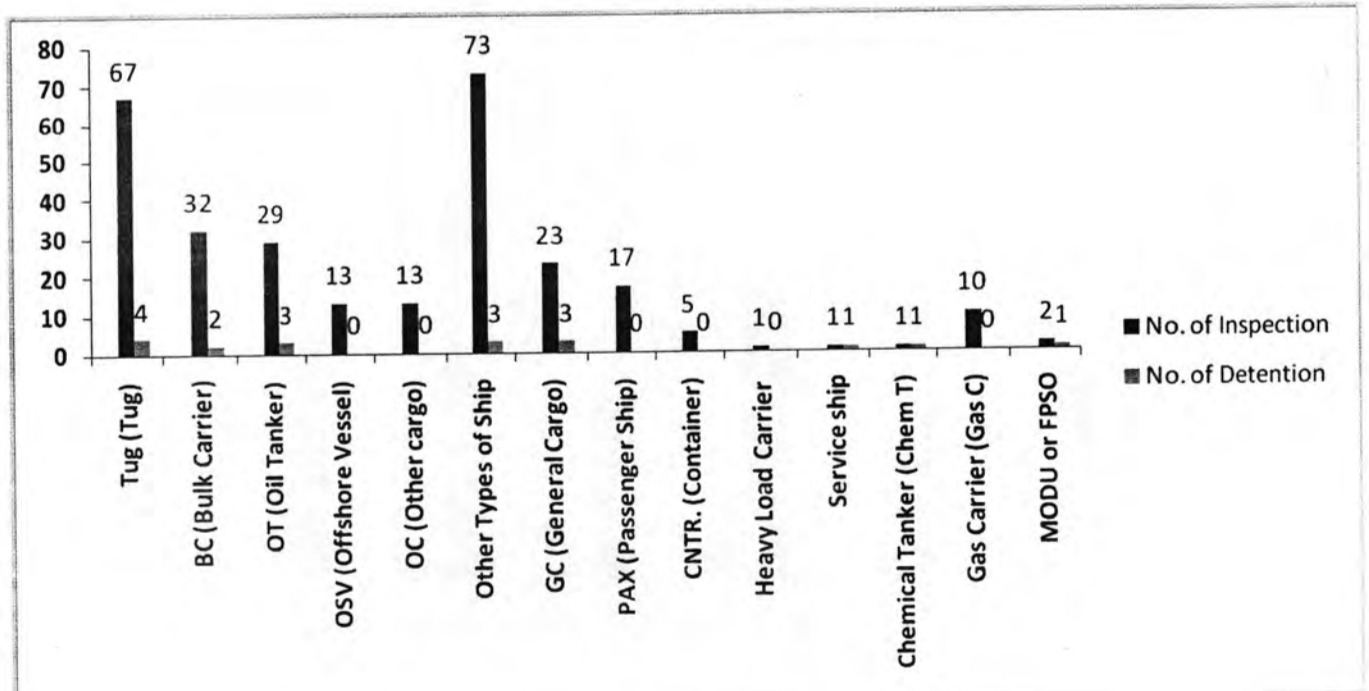
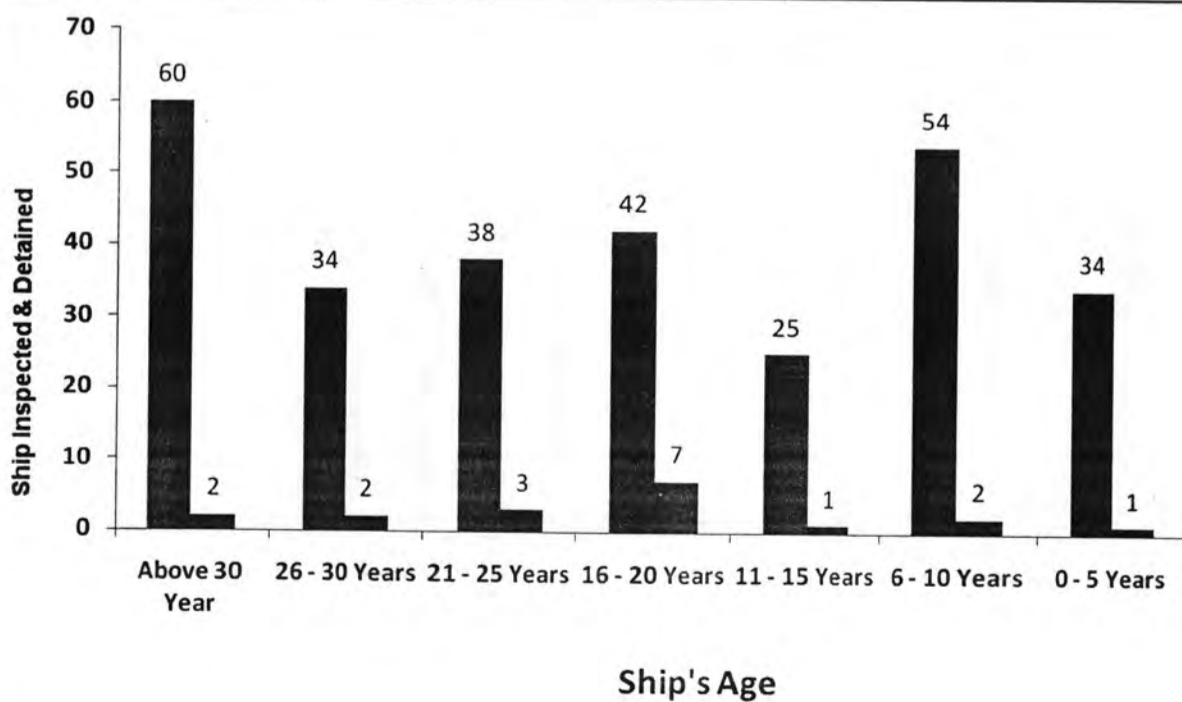


Chart depicts minimum 3 no. of Detention per Ship -Type.  
 Ship -Type with less than 3 no. of Detentions are not reflected above.

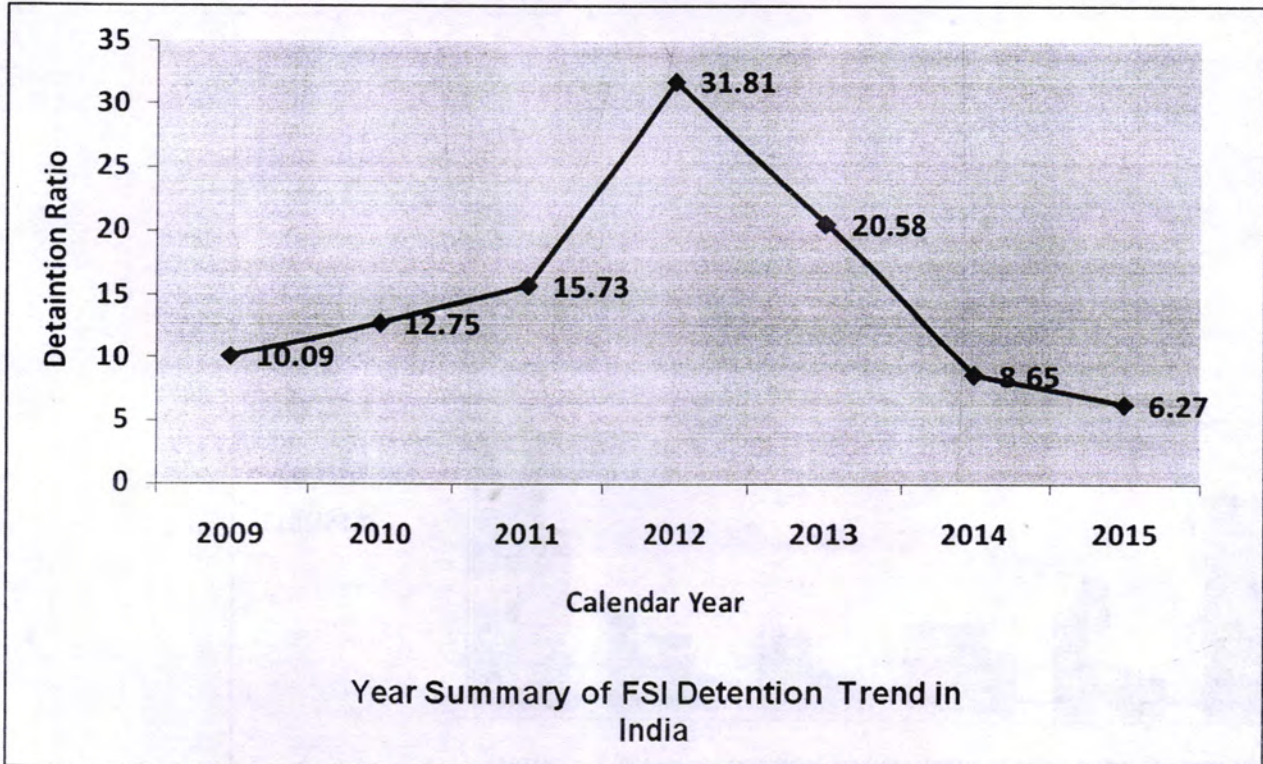
Flag State Implementation trend during the last 8 Years.

Years	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
2008	369	37	10.02
2009	307	31	10.09
2010	337	43	12.75
2011	267	42	15.73
2012	88	28	31.81
2013	170	35	20.58
2014	289	25	8.65
<b>2015</b>	<b>287</b>	<b>18</b>	<b>6.27</b>



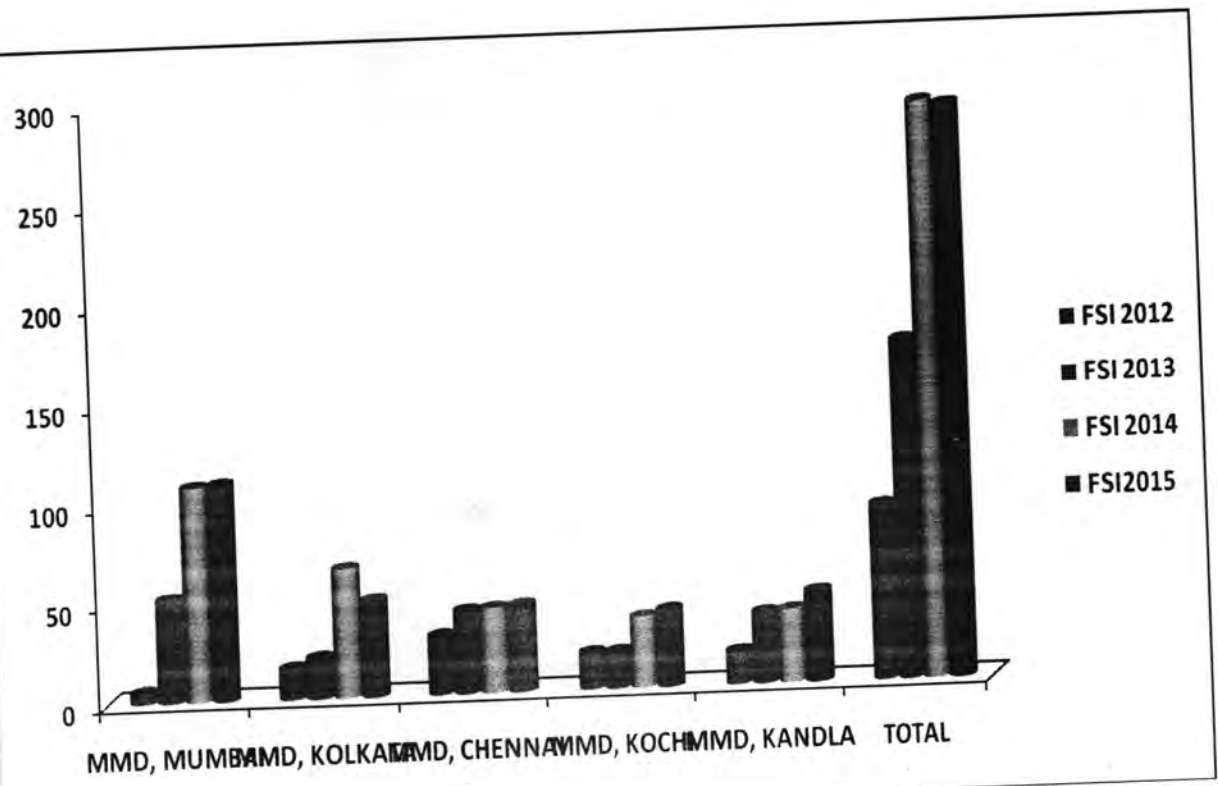
**Flag State Implementation trend during the last 8 Years:**

<b>Year</b>	<b>Detention Ratio (%)</b>
2008	10.02
2009	10.09
2010	12.75
2011	15.73
2012	31.81
2013	20.58
2014	8.65
<b>2015</b>	<b>6.27</b>



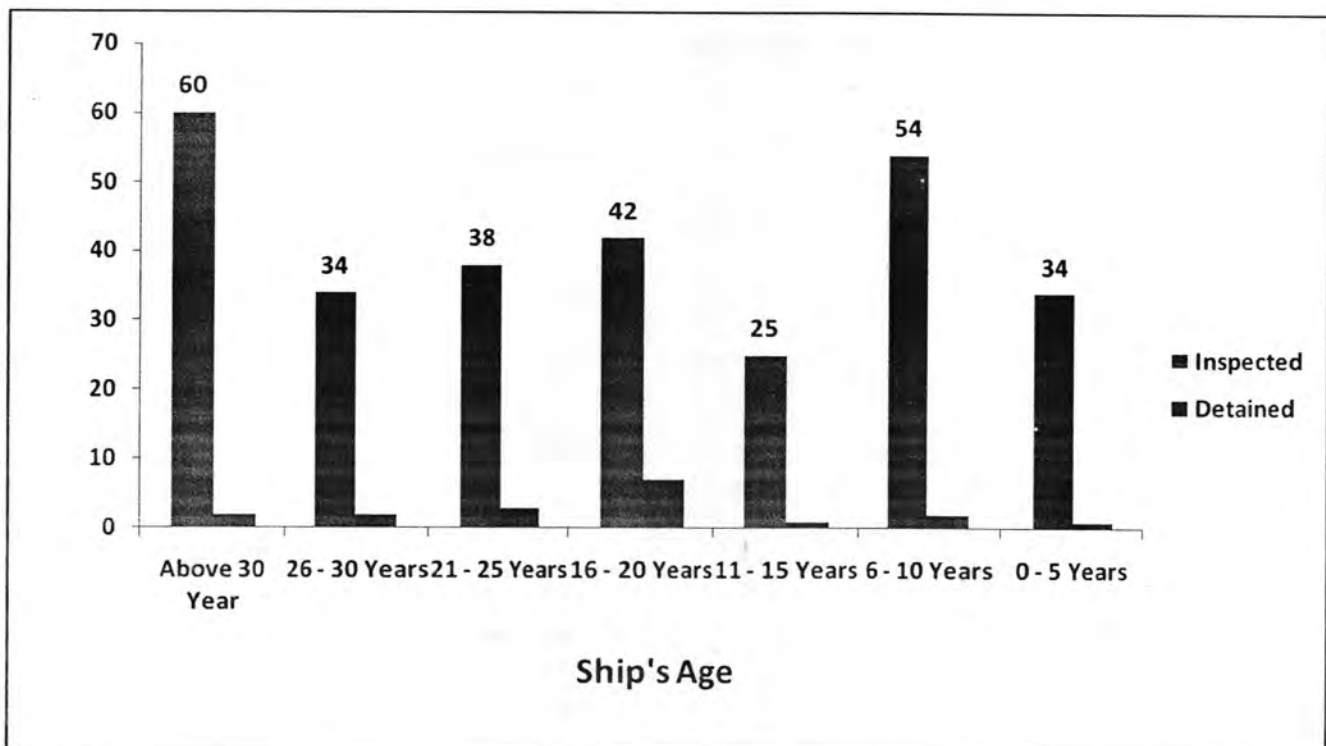
OFFICE	TOTAL FSI 2012	TOTAL FSI 2013	TOTAL FSI 2014	TOTAL FSI 2015
MMD, MUMBAI	6	52	108	109
MMD, KOLKATA	16	21	65	49
MMD, CHENNAI	30	42	43	44
MMD, KOCHI	19	19	36	39
MMD, KANDLA	17	36	37	46
<b>TOTAL</b>	<b>88</b>	<b>170</b>	<b>289</b>	<b>287</b>

Abc
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21 -
16 -
11 -
6 -
0 -



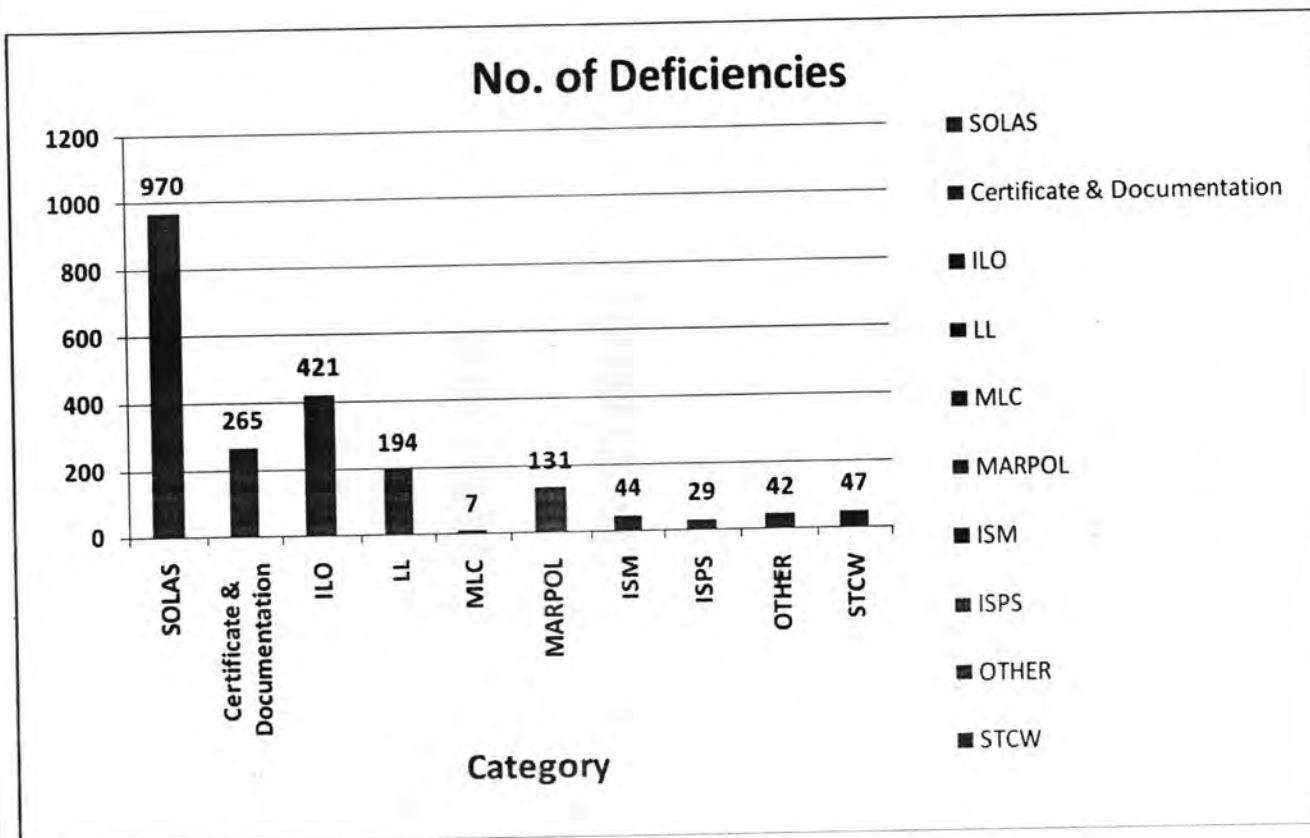
### Ships Inspected and Detained under FSI by Ships' Age

Age	Inspected	Detained	Detention Ratio (%)
Above 30 Year	60	2	3.33
26 - 30 Years	34	2	5.88
21 - 25 Years	38	3	7.89
16 - 20 Years	42	7	16.67
11 - 15 Years	25	1	4
6 - 10 Years	54	2	3.7
0 - 5 Years	34	1	2.94
<b>Total</b>	<b>287</b>	<b>18</b>	<b>6.27</b>



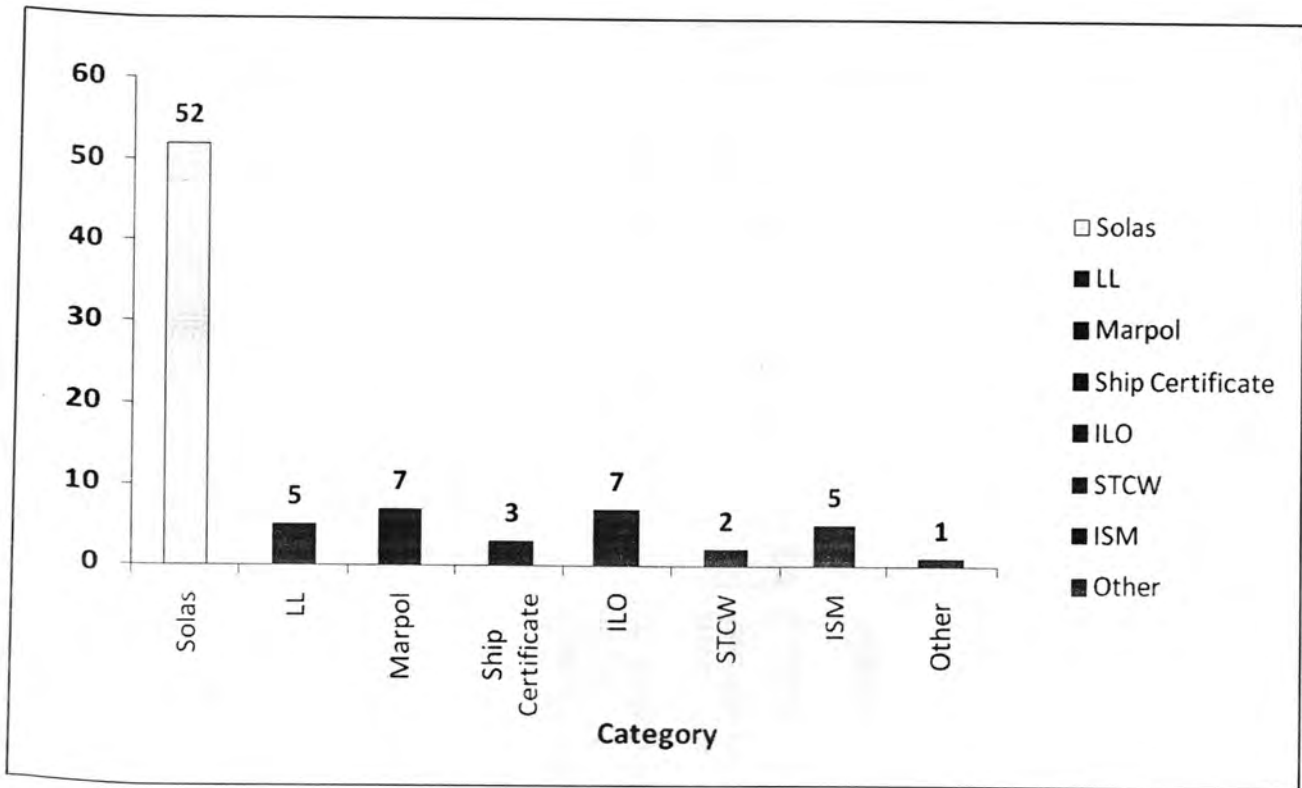
**FSI Deficiencies, in entirety, by Category:**

Category	No. of Deficiencies
SOLAS	970
Certificate & Documentation	265
ILO	421
LL	194
MLC	7
MARPOL	131
ISM	44
ISPS	29
OTHER	42
STCW	47
<b>TOTAL</b>	<b>2150</b>



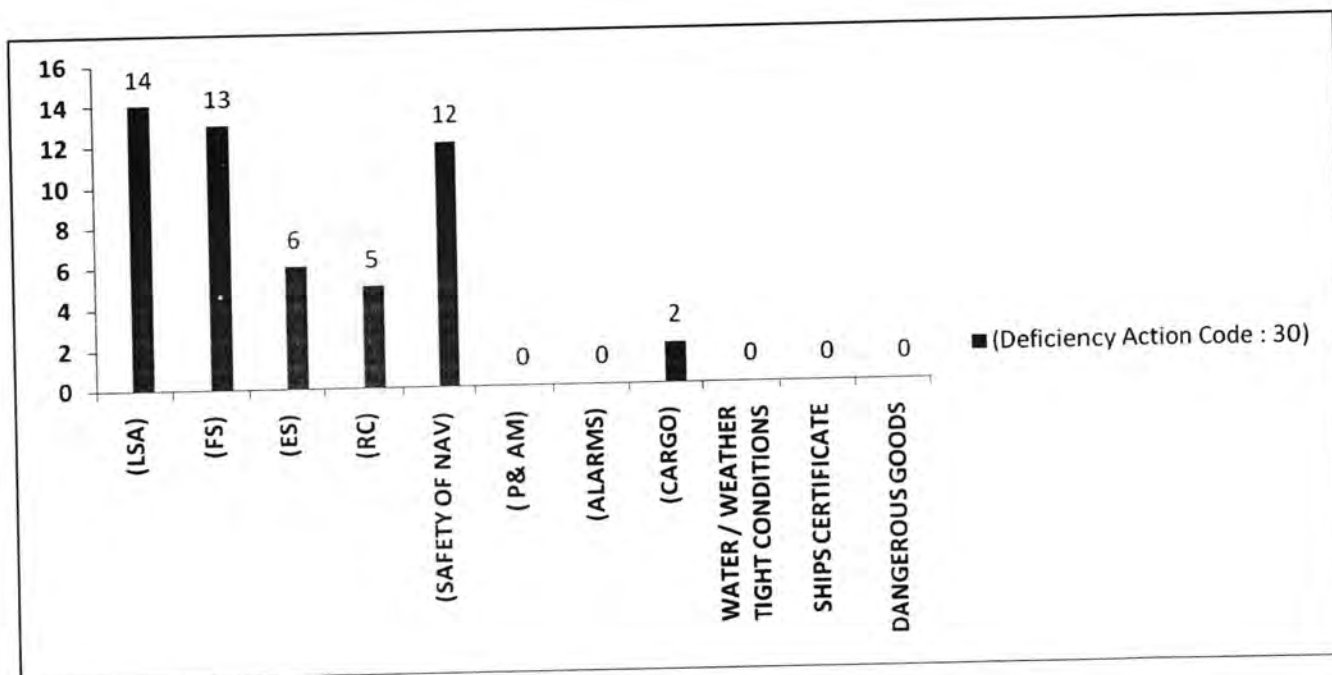
**FSI Detainable Deficiencies in entirety by Category:**

Category	No. of Deficiencies (Deficiency Action Code : 30)
Solas	52
LL	5
Marpol	7
Ship Certificate	3
ILO	7
STCW	2
ISM	5
Other	1
<b>Total</b>	<b>82</b>

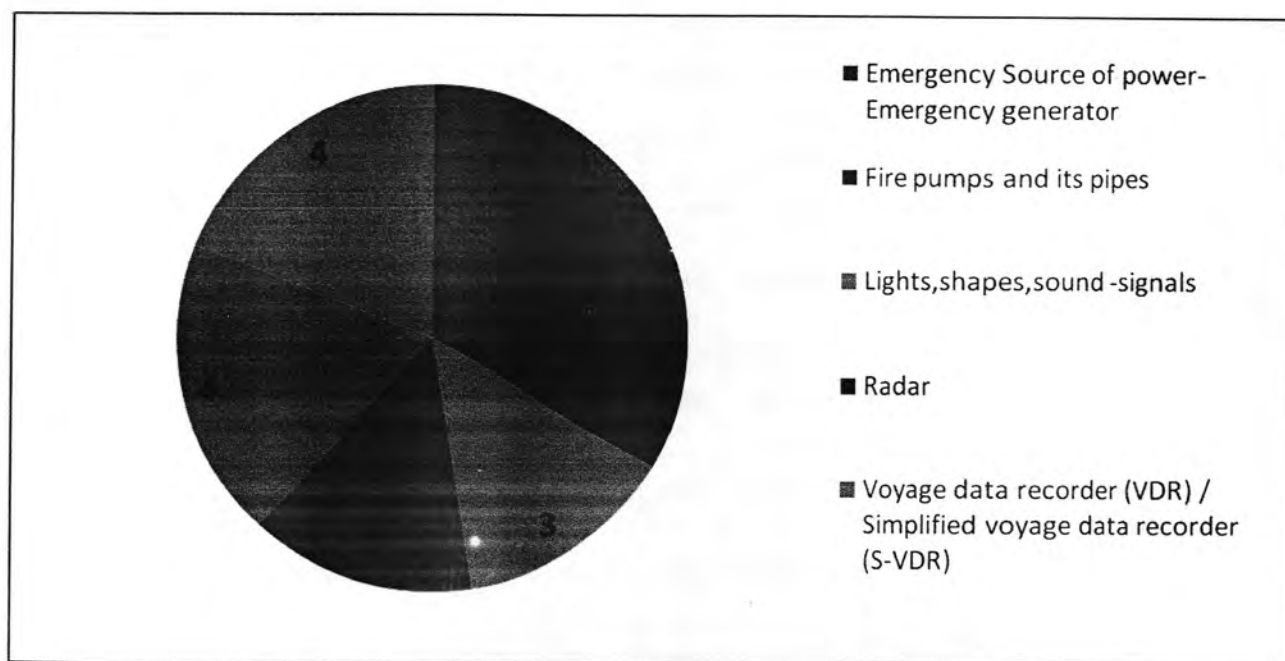


SOLAS 74, as amended related FSI Detainable Deficiencies by Category

Category	No. of Detainable Deficiencies (Deficiency Action Code : 30)
LIFE SAVING APPLIANCES (LSA)	14
FIRE SAFETY (FS)	13
EMERGENCY SYSTEMS (ES)	6
RADIO COMMUNICATIONS (RC)	5
SAFETY OF NAVIGATION (SAFETY OF NAV)	12
PROPULSION & AUX. MACHINERY ( P& AM)	0
ALARMS (ALARMS)	0
CARGO OPERATIONS (CARGO)	2
WATER / WEATHER TIGHT CONDITIONS	0
SHIPS CERTIFICATE	0
DANGEROUS GOODS	0
<b>TOTAL</b>	<b>52</b>



Def Code	Deficiency Name	Deficiency Description	Deficiency Category	No. Of times repeated
04114	Emergency Systems	Emergency Source of power-Emergency generator	SOLAS	3
07113	Fire Safety	Fire pumps and its pipes	SOLAS	4
10109	Safety of Navigation	Lights,shapes,sound - signals	SOLAS	3
10103	Safety of Navigation	Radar	SOLAS	3
10114	Safety of Navigation	Voyage data recorder (VDR) / Simplified voyage data recorder (S-VDR)	SOLAS	4
11104	Life Saving Appliances	Rescue Boats	SOLAS	4



1	2	3	4	5	6	7	8	9	10
Sr.No.	Ship Name	IMO No.	Ship Owner/Manager	Type of Ship	Year of Built	Gross Tonnage	RO	Place of Inspection	Date of Inspection
1	Dawn Madurai	9116383	Crowley Accord Marine Management Pvt. Ltd.	Oil Tnkr	1996	28414	IRS/DNV	Vishakhapatnam	20.02.2015
2	APJ Mahakali	9128817	Apeejay Shipping Ltd, Kolkata	BC	1996	36559	IRS/NK	Ennore	13.04.2015
3	Geo Gangasagar	8416970	Hind Offshore Ltd.	Service Ship (Research Vessel)	1986	2270	IRS	Mumbai	06.05.2015
4	Sakthi-II	8310217	Sushe Marine Services Pvt. Ltd	GC/MPS	1983	2653	IRS	Port Blair	26.06.2015
5	Bon Atlantico	9248203	Zen Shipping and Ports India Pvt Ltd, Mumbai	Chem. Tnkr	2001	8253	IRS	Mumbai	26.06.2015
6	Jindal Meenakshi	9528407	Crowley Accord Marine Management Pvt. Ltd.	GC/MPS	2009	7460	IRS	Mumbai	07.07.2015
7	Malaviya Twenty Three	9299082	Gol offshore limited	Other Type of Ship	2007	2072	IRS/ABS	Mumbai	10.07.2015
8	Ocean Empire	9658862	Ocean Sparkle Ltd.	Tug Boat	2012	468	IRS/ABS	Mumbai	15.07.2015
9	Ace Spirit	9156852	S.S.R Marine Services Pvt. Ltd	GC/MPS	1997	2220	IRS	Mumbai	21.07.2015
10	Jala Tarangini	9151979	Ocean Sparkle Ltd.	Tug Boat	1997	265	IRS	Kakinada	22.08.2015
11	Adinath-8	8890920	Titagarh Marine Ltd., Kolkata	Tug Boat	1995	162	IRS	Mumbai	26.08.2015
12	Allcargo Arathi	9008055	Allcargo Shipping Co. Pvt. Ltd.	GC/MPS	1992	4897	IRS	Kolkata	29.08.2015

13	Hal Supporter	8129096	HAL Offshore Limited	Supply Vessel	1982	1085	IRS	Mumbai	04.09.2015
14	Adinath One	9019286	Abs Marine Services Pvt. Ltd	Supply Vessel	1992	2145	IRS/DNV	Mumbai	07.09.2015
15	Prem Pride	9167203	Fleet Management Indial Private Ltd	Oil Tnkr	1999	61764	IRS/LR	Mumbai	01.10.2015
16	Suvarna Swarajya	9170432	Shipping Corporation of India , Mumbai	Oil Tnkr	1998	21827	IRS	Mangalore	12.11.2015
17	Sagar Bhushan	8407266	ONGC Ltd.,	MODU	1987	11103	IRS / ABS	Vishakhapatnam	28.11.2015
18	Yugalraj	9059951	Crowley Accord Marine Management Pvt. Ltd.	BC	1993	37550	IRS	Haldia	29.12.2015

# Port State Control of Indian flag ships in Foreign Ports

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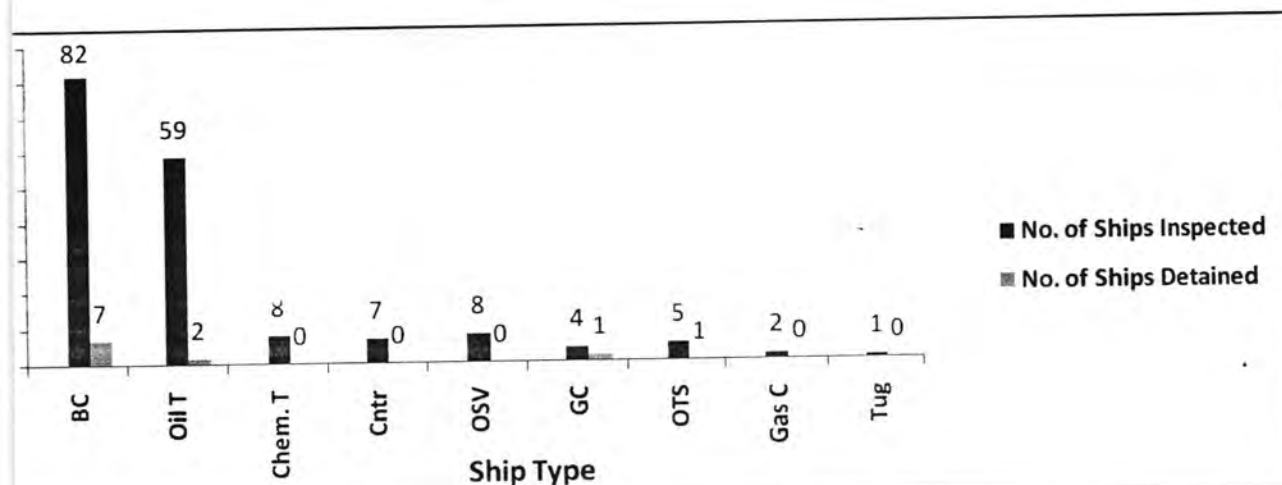
## **INTRODUCTION:**

1. The analysis of Port State Inspection is a way of measuring a Flag Performance. The statistical analysis can lead to corrective and preventive actions enhancing safety and security of ships, enhanced environmental pollution prevention performance and a content crew all of which leads to sustainable shipping.
2. **DETENTIONS:** It is noted that the number of Indian ships detained by various Port states has increased from 7 in 2014 to 11 in 2015, an increase of about 57% over 2014. Further the detention ratio, that is, number of detentions over number of inspections has increased from 3.57% in 2014 to 6.25% in 2015. It is a matter of grave concern that about 45.5% of ships detained were less than 15 years of age. The detention of 1 Bulk Carrier and 1 Oil Tanker both less than 5 years of age put greater emphasis on implementation of ISM Code on ESP vessels.
3. **MOUs:** The detention rate of 11.11% in Paris MOU region is another area of concern as degrading of Indian Flag may lead to increased number of PSC inspections of Indian ships in Paris MOU region.
4. **RECOGNIZED ORGANIZATIONS:** About 7 vessels detained, that is about 63.5% were single classed IRS vessels. 2 vessels detained were dual class IRS-DNV and one vessel each was dual classed IRS-LR & IRS-ABS
5. **DETAINABLE DEFICIENCIES:** Out of 11 detained vessels, 7 had 2 or more detainable deficiencies. 8 out of a total of 29 detainable deficiencies pertained to Radio Communications and Safety of Navigation.
6. **PSC DEFICIENCIES:** 59% of total deficiencies pertained to noncompliance with SOLAS. Out of these 59%, the bulk were related to life saving and fire safety measures on board the vessel, a trend in line with the deficiencies of PSC inspections of foreign ships in India.
7. **PSC CELL:** Port State Control Cell of the Directorate General of Shipping (DGS) monitors and analyses detention of Indian Flag ships by port State control officers (PSCO) abroad and disseminates the findings to Indian Ship Owners and Recognized Organizations (ROs), in order to take suitable corrective measures by the stake-holders.

**Port State Control (PSC) Report of Indian flag ships in Foreign Ports:**

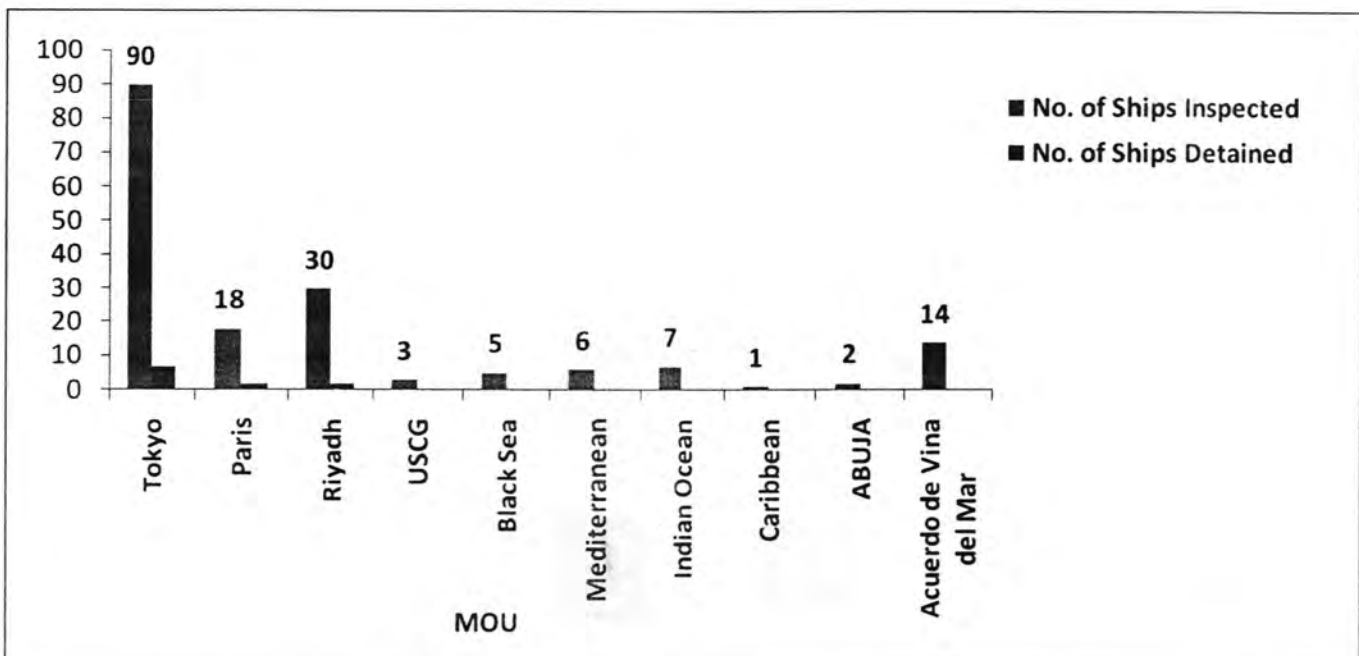
Indian flag ships Inspected and Detained under PSC in Foreign Ports during the year 2015 by ship-Type:

Ship Type	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Carrier	82	7	8.54
Oil Tanker	59	2	3.39
Chemical Tanker	8	0	0.00
Container Ship	7	0	0.00
Offshore Support Vessel	8	0	0.00
General Cargo	4	1	33.3
Other Ship Type	5	1	20
Carrier	2	0	0.00
Boat	1	0	0.00
<b>Total</b>	<b>176</b>	<b>11</b>	<b>6.25</b>



**PSC Detention of Indian flag ships by Memorandum of Understanding (MoU):**

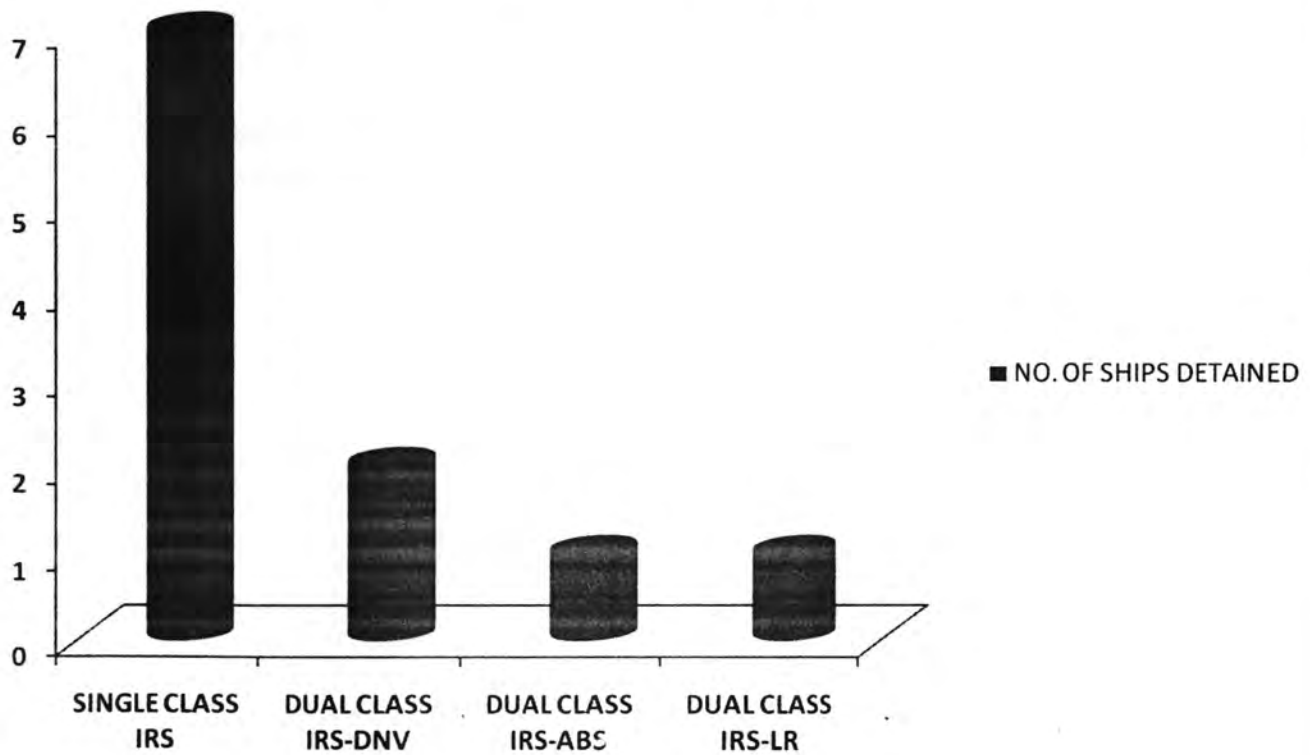
MoU	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Tokyo	90	7	7.78
Paris	18	2	11.11
Riyadh	30	2	6.67
USCG	3	0	0.00
Black Sea	5	0	0.00
Mediterranean	6	0	0.00
Indian Ocean	7	0	0.00
Caribbean	1	0	0.00
ABUJA	2	0	0.00
Acuerdo de Vina del Mar	14	0	0.00
<b>Total</b>	<b>176</b>	<b>11</b>	<b>6.25</b>



**PSC Detention of Indian flag ships related to their Recognized Organizations (ROs):**

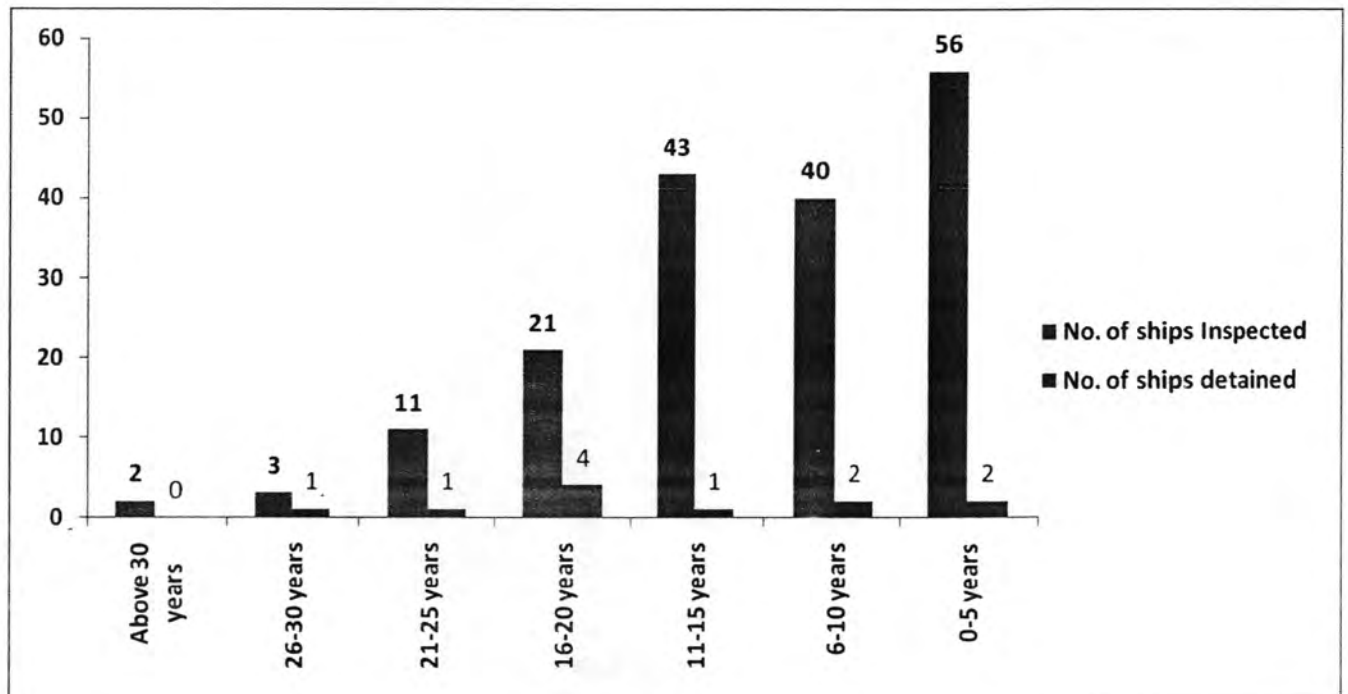
<b>ROs</b>	<b>No of Ships Detained</b>
IRS	7
IRS & LR	1
IRS-DNV	2
IRS -ABS (IRS-ABS)	1
<b>Total</b>	<b>11</b>

**ROs OF SHIPS DETAINED**



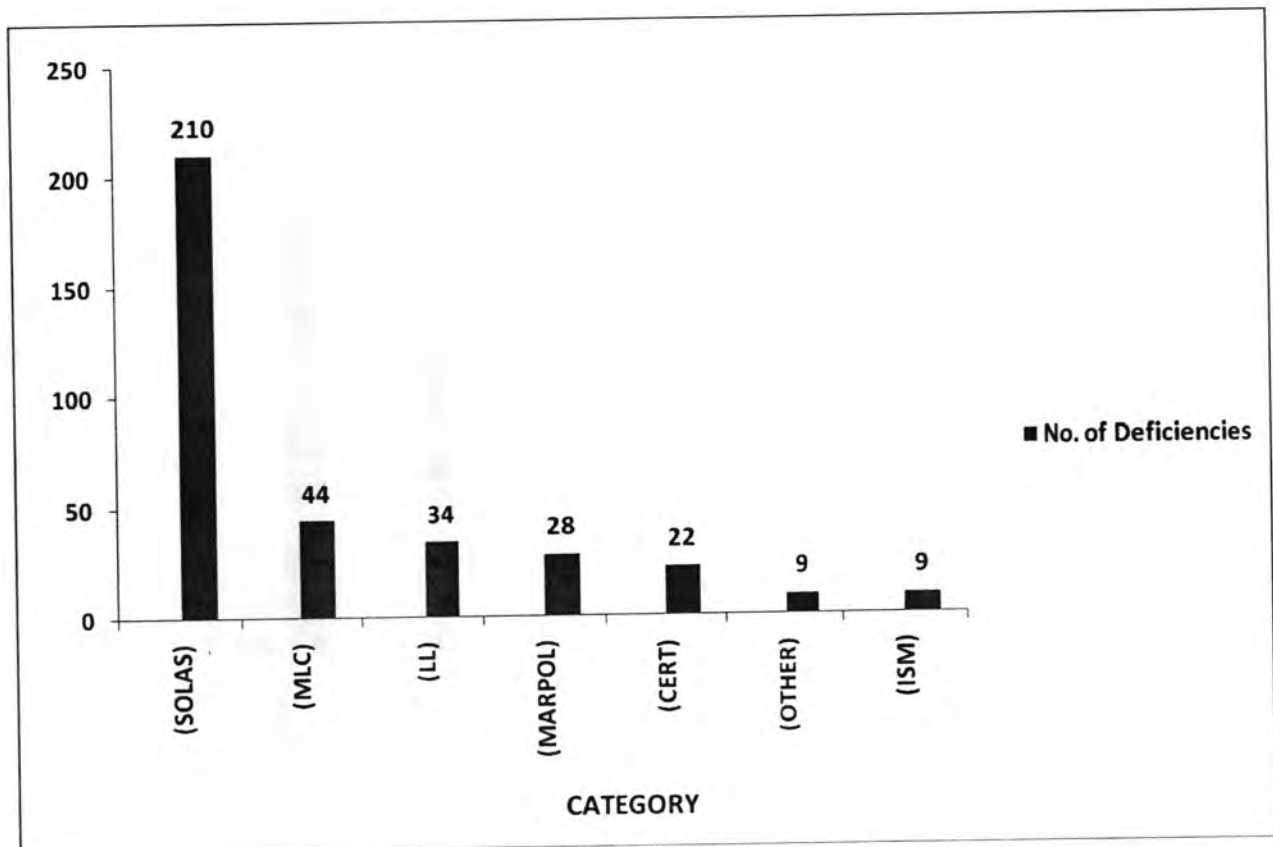
**Age profile of Indian ships inspected and detained under PSC**

<b>Age</b>	<b>No. of ships Inspected</b>	<b>No. of ships detained</b>	<b>Detained Ratio</b>
Above 30 years	2	0	0.00
26-30 years	3	1	33.33
21-25 years	11	1	9.09
16-20 years	21	4	19.05
11-15 years	43	1	2.33
6-10 years	40	2	5.00
0-5 years	56	2	3.57
<b>Total</b>	<b>176</b>	<b>11</b>	<b>6.25</b>



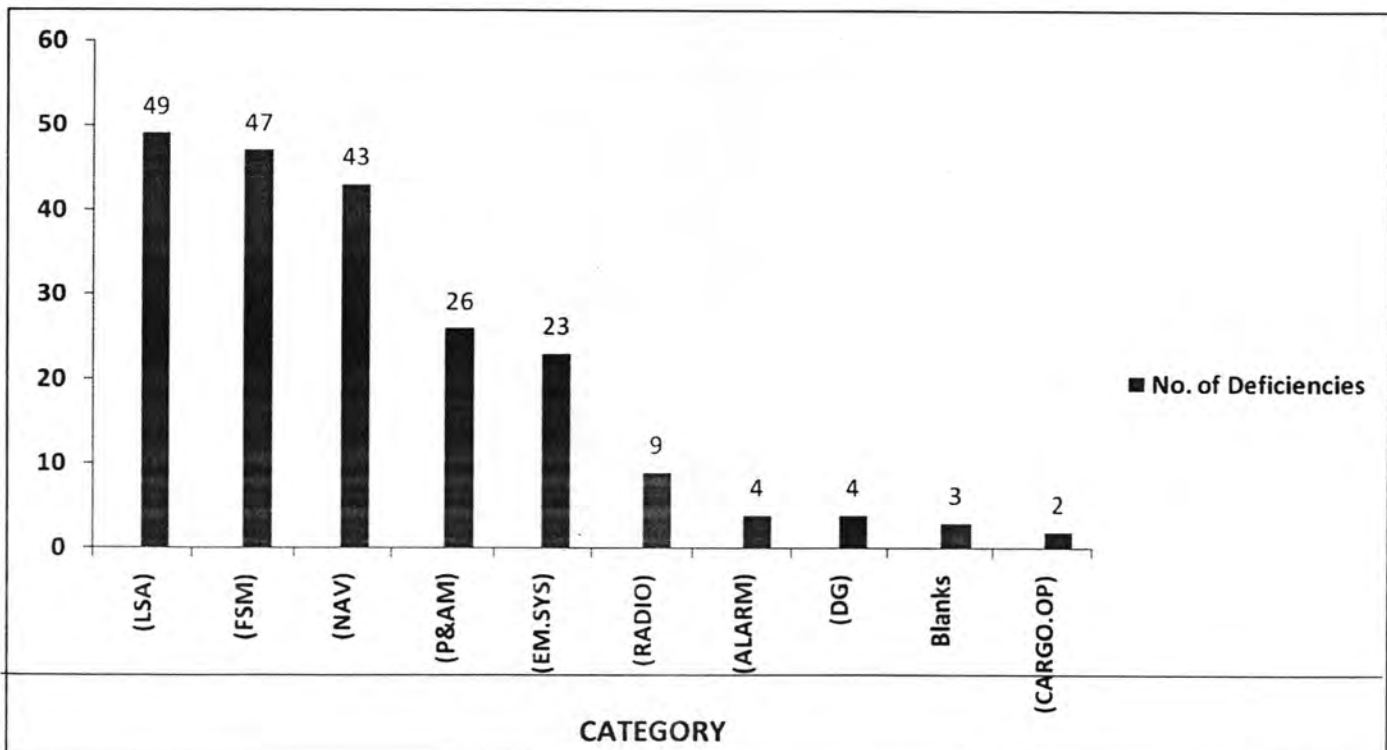
**PSC Deficiencies of Indian flag ships, in entirety by Category:**

Sr. No.	Category	No. of Deficiencies
1	(SOLAS)	210
2	(MLC)	44
3	(LL)	34
4	(MARPOL)	28
5	(CERT)	22
6	(OTHER)	9
7	(ISM)	9
	<b>Total</b>	<b>356</b>



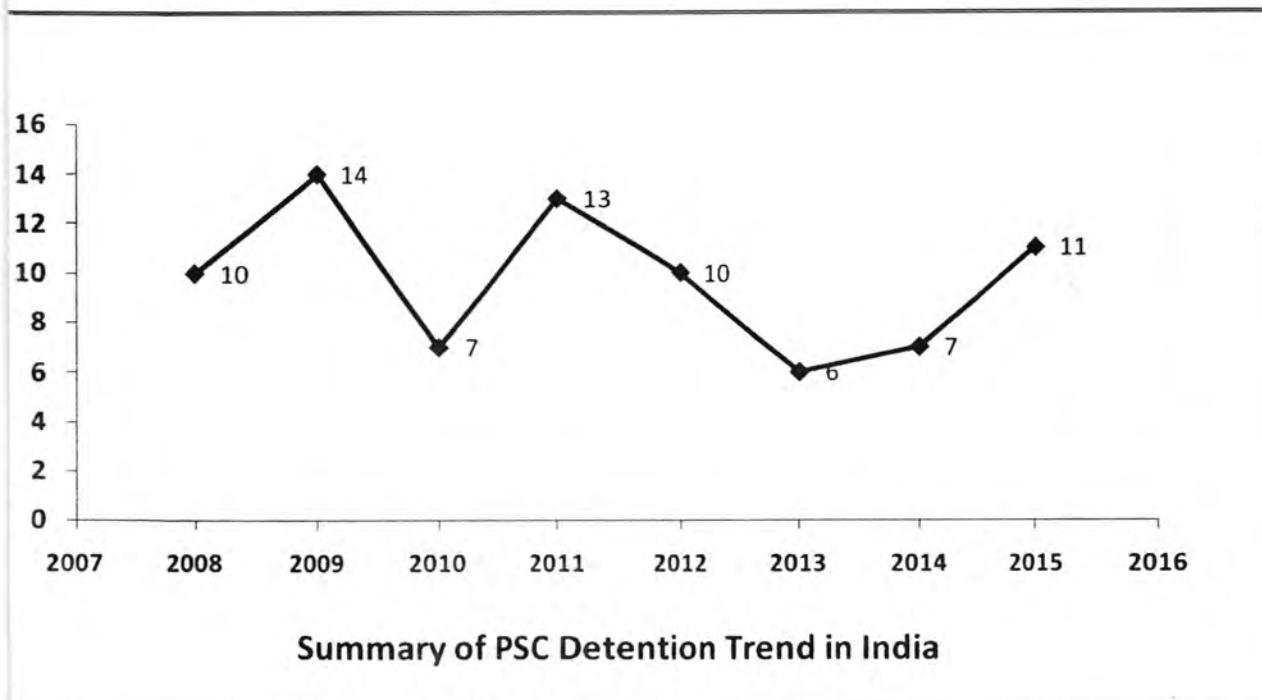
**PSC Deficiencies of Indian flag ships, related to SOLAS 74, as amended, in entirety:**

Category	No. of Deficiencies
Life Saving Appliances (LSA)	49
Fire Safety Measures (FSM)	47
Safety of Navigation (NAV)	43
Propulsion and Auxiliary Machinery (P&AM)	26
Emergency System ((EM.SYS))	23
Radio Communications (RADIO)	9
Alarms (ALARM)	4
Dangerous Goods (DG)	4
Blanks	3
Cargo Operation including Equipment (CARGO.OP)	2
<b>TOTAL</b>	<b>210</b>



**PSC Detention trend of Indian flag ships during the last 8 Years:**

Year	No. of Detention
2008	10
2009	14
2010	07
2011	13
2012	10
2013	06
2014	07
<b>2015</b>	<b>11</b>



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**List of Detainable deficiencies observed during the Port State Control Inspection of Indian Flag Ships:**

In the year 2015, 11 Indian flag vessels were detained and were found with 29 nos. detainable deficiencies. Many of the deficiencies were found to be common in nature.

List of detainable deficiencies per category:

Sr.No	Ship Name	EM SYS (041)	ISM (151)	FSM (071)	Alarm (081)	Labour Cond.- Empl (182)	Radio (051)	NAV (101)	LSA (111)	MAR POL (141)	P&AM (131)	Labour Cond. - Accom , food and catering,etc MLC-(183)	Str Cond (021)	Labour Cond. Accom ,food,etc. (181)	Total
1	Kiran	1	1	1	1										4
2	Desh Samman					1									1
3	Sanvi						1	1							2
4	Jag Arajun						1		2						3
5	Vishva Chetna							1							1
6	Prabhu Das		1	1				1		1					4
7	Tvisha										1				1
8	Jag Lok											1			1
9	Maha Aarati								2						2
10	Sanmar Paragon		1	1	2			1		2			1	1	9
11	Navdhenu Swift	1													1
	Total	2	3	3	3	1	2	4	4	3	1	1	1	1	29

Description of Detainable deficiencies per category are as mentioned below :

**1. Certificate & Documentation (011): 1no.**

- 1.Safe Manning Document (SMD) invalid due to USM alarms malfunctions

**2. Load line**

**Structural Condition (021)**

1. Additional tube oil suction from tube oil tank not fitted with remote controlled valve.

**3. SOLAS 74, as amended:**

**.1 Emergency System (Deficiency Code: 041): 2nos.**

- a) Emergency generator do not start automatically after a simulated black out
- b) Emergency generator are not operational

**4. Radio Communication (Deficiency Code: 051): 2 no.**

- .1 MF/HF Radio are not working
- .2 The NBDP cannot operate by GMDSS operator

**5. Fire Safety (Deficiency Code: 071): 3nos.**

### Fire dampers

- 1 All corridors used as means of escape in accommodation space not fitted with Handrails.
- 2 Fire prevention structural integrity

### Alarms (Deficiency Code: 081): 3nos.

- 1 Engine control room Alarm monitoring system out of order.
- 2 Machinery control alarm.
- 3 UMS-Alarms.

### Safety of Navigation (Deficiency Code: 101): 4 nos.

- 1 Nautical publications.
- 2 S-VDR Malfunction not working
- 3 VDR Break down
- 4 Voyage or passage plan

### Life Saving Appliances (Deficiency Code: 111): 4 nos.

- 1 The P/S Lifeboat only can start by one group battery
- 2 The P/S Lifeboat only can start by one group battery
- 3 Lifeboats
- 4 Storage and provision of life rafts.

### Propulsion and Auxiliary machinery (Deficiency Code: 131): 1no.

- 1 Emergency lights near Rescue boat and Free fall life boat not working.

### Maritime Labor Convention 2006 [MLC 2006] :

- 1 Labor Conditions - Conditions of employment (182)
- 2 Repeated non-conformities of minimum rest period requirement for sea-farers.
- 3 Labor conditions - Accommodation, recreational facilities, food and catering

### Pollution Prevention (PP) - MARPOL Annex (I to VI) and Anti-Fouling:

- 1 MARPOL Annex-1 (141): 2 nos.
  - 1 Oily water separators defective.
  - 2 Retention of Oil on Board
- 2 MARPOL Annex-IV (144): 1 no.
  - 1 Sewage treatment plan

### International Safety Management (ISM):

- 1 Deficiency Code: 151): 3 nos.
  - 1 Safety management audit by the administration is required.
  - 2 Safety Management system as implemented falls to ensure effective shipboard operation
  - 3 ISMS is objective evidence of a serious failure, or lack of effectiveness.

### International Ship and Port Facility Security (ISPS):

Nil

Sr No	
1	
1	K
2	E
3	E
4	J
5	V
6	F
7.	7
8.	.
9.	/
10.	;
11.	;

**List of Indian flag Ships detained under Part State Control during the year 2015**

1	2	3	4	5	6	7	8	9	10
Sr No	Ships' Name	IMO No.	Ship-Owner/ Manager	Year of Build	Type of Ship	GT	RO	Date & Place of Detention	MoU
1	Kiran	9000649	Essar Shipping Ltd.	1992	BC	91651	IRS	Piraeus Anchorage (Greece) 02.01.15	Paris
2	Desh Samman	9467770	SCI Ltd.	2011	Oil Tnkr	64397	ABS	Geelong, VIC., Australia 06.01.2015	AMSA
3	Sanvi	9207742	Synergy Oceanic Services India Pvt. Ltd	1999	BC	38530	IRS	Cnngb Ningbo 09.02.15	Tokyo
4	Jag Arjun	9117296	GESCO	1995	BC	85845	IRS & DNV	Cnngb Ningbo 09.02.15	Tokyo
5	Vishva Chetna	9603893	SCI Ltd.	2012	BC	44864	IRS	Qinhuangdao 26.02.15	Tokyo
6	Prabhu Das	9279795	Tolani Shipping Co.	2005	BC	40002	IRS	Qingdao 01.04.2015	Tokyo
7.	Tvisha	9177791	Essar Shipping Ltd.	1999	GC/MTS	7918	IRS	King Abdel Aziz Port 05.04.15	Riyadh
8.	Jag Lok	9293507	GESCO	2004	Oil T	81396	IRS	Melbourne , VIC 13.05.2015	AMSA
9.	Maha Aarati	9355484	Five Star Bulk Carrier Pvt. Lml	2006	BC	40086	IRS	Shenzhen 14.05.15	Tokyo
10.	Sanmar Paragon	9112325	Sanmar Shipping Company	1996	BC	38560	IRS & LR	Gdynia 15.06.15	Paris
11.	Navdhenu Swift	8501476	Sofitaire Marine & Offshore Pvt. Ltd.s	1988	Ro-ro	19683	IRS	Doha 13.08.15	Riyadh

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