

Port State Control 2019

Version 1.0

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1 INTRODUCTION

The Bahamas Maritime Authority (BMA), under the objective of the International Maritime Organization (IMO) Instruments Implementation Code (III Code) to enhance global maritime safety and protection of the marine environment, is committed to meeting its international obligations and responsibilities as both a Flag State and Port State Authority.

The BMA as Flag State Authority is committed to ensuring that all Bahamian ships are always fully compliant with international Convention requirements and national regulations and fully supports the objectives of the IMO Port State Control (PSC) inspection process in eliminating sub-standard shipping.

The BMA as Port State Authority is committed to ensuring that all foreign ships calling in Bahamian ports are also fully compliant with international Convention requirements and Bahamian national laws. The Bahamas is a member of the regional PSC regime, the Caribbean MoU (CMOU).

This document is issued annually and provides an overview of The Bahamas' PSC activities as a Flag State and Port State Authority.

Chapter 3 addresses Flag State activity and provides:

- PSC inspection and detention statistics;
- Analysis of detainable deficiencies;
- Bahamas Flag 3-year detention ratio;
- Bahamas Flag 3-year ranking.

Chapter 4 addresses Port State activity and provides:

- Country geography
- BMA Port State Control Authority
- PSC inspections and detentions statistics

2 PORT STATE CONTROL REGIMES AND SCOPE

2.1 IMO standards

The IMO, recognising that in some cases it may be difficult for flag States to exercise full and continuous control over some ships entitled to fly their flag¹, adopted resolution A.682(17) on *Regional co-operation in the control of ships and discharges* in 1991 to promote the conclusion of regional agreements. This is the basis of the current PSC regime.

The general requirements for PSC are described in IMO Assembly Resolution A.1138(31) *Procedures for Port State Control, 2019*.

The primary responsibility for ships' standards always rests with the flag State; port State control provides a "safety net" to catch substandard ships.

Many of the IMO instruments contain provisions for ships to be inspected when they visit foreign ports to ensure that they meet IMO requirements.

2.2 Regional PSC Agreements

Nine (9) regional agreements on port State control (Memoranda of Understanding or MoUs) have been signed:

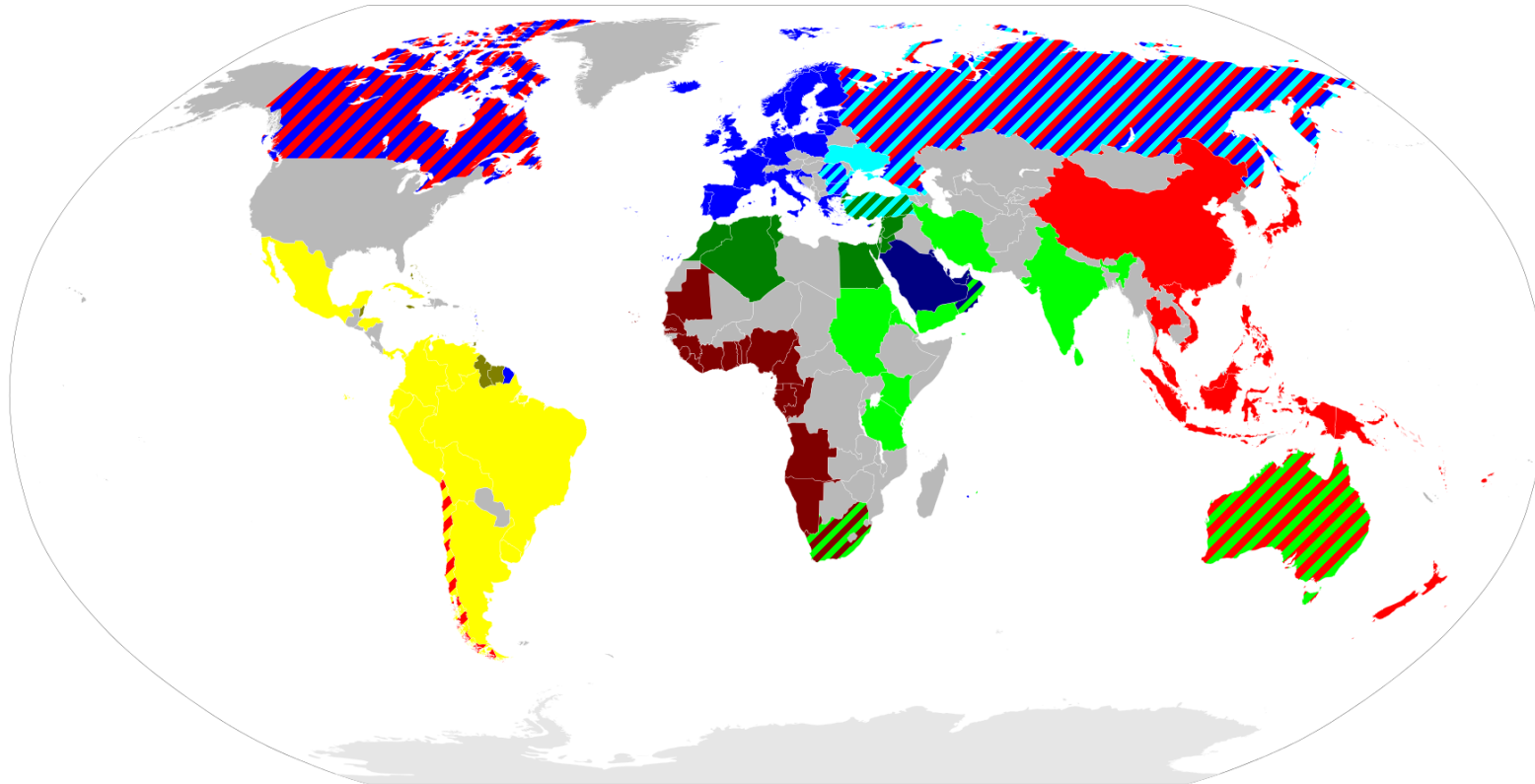
- European and North Atlantic region (Paris MoU);
- Asia-Pacific region (Tokyo MoU);
- Latin American region (Acuerdo de Viña del Mar);
- Caribbean region (Caribbean MoU);
- West and Central Africa region (Abuja MoU);
- Black Sea region (Black Sea MoU);
- Mediterranean region (Mediterranean MoU);
- Indian Ocean region (Indian Ocean MoU);
- Persian Gulf Region (Riyadh MoU).

In addition, the United States of America has its own PSC regime which is the responsibility of the United States Coast Guard (USCG).

The 10 PSC regimes are shown in Figure 1. It should be noted that some countries are members of more than 1 PSC regime:

- | | |
|---------------------|--|
| • Australia (2): | Indian Ocean and Tokyo MoUs; |
| • Bulgaria (2): | Black Sea and Paris MoUs; |
| • Canada (2): | Paris and Tokyo MoUs; |
| • Chile (2): | Acuerdo de Viña del Mar and Tokyo MoU; |
| • Romania (2): | Black Sea and Paris MoUs; |
| • Russia (3): | Black Sea, Paris, and Tokyo MoUs; |
| • South Africa (2): | Abuja and Indian Ocean MoUs; |
| • Turkey (2): | Black Sea and Mediterranean MoUs. |

¹ For instance, ships which do not regularly call at the flag States' national ports








PSC Regime - colour legend		
Paris MOU (blue)		Caribbean MOU (olive)
Tokyo MOU (red)		Abuja MOU (dark red)
Indian Ocean MOU (green)		Black Sea MOU (cyan)
Mediterranean MOU (dark green)		Riyadh MOU (navy)
Acuerdo de Vina del Mar (yellow)		USA (Indigo)

Figure 1

3 BAHAMAS FLAG STATE STATISTICS

3.1 Introduction

This chapter provides data on ships detained due to deficiencies identified during PSC inspections. The information provided is based on:

- Notifications from Port States issued in accordance with IMO Resolution A.1138(31) "Procedure for Port State Control,2019"; and
- Notifications from the Company to the BMA, in accordance with section 4 of [BMA Information Bulletin No. 120](#).

The data provided in this report may differ from those published by the regional MoU's due to differences in the way data are recorded (for example, detentions in Australia are reported in both Tokyo MoU and Indian Ocean MoU, however the BMA records these under Tokyo MoU only).

The Paris MoU "Thetis" database codes are gradually being adopted by the major MoU's, except for the USCG. The BMA also uses Thetis codes for its inspections.

3.2 PSC inspection and detention statistics

From January to December 2019, 31 PSC detentions were reported relating to 1530 ships registered with the BMA and 2660 PSC Inspections in the 5 major PSC regimes. However, 5 of the 31 PSC detentions were successfully appealed and rescinded. Therefore, after taking appeals into account, there were a total of 26 recorded PSC detentions of Bahamian ships in 2019.

In addition to the PSC detentions, there were 3 "administrative" detentions, which are not reportable to IMO.

Table 1 shows the number of detentions for each PSC regime.

Year	2019	Statistic
Total IMO Reportable PSC Detentions		26
Number of PSC Inspection		2660
Abuja MoU		0
Black Sea MoU		4
Caribbean MoU		0
Indian Ocean MoU		0
Mediterranean MoU		0
Paris MoU		8
Riyadh MoU		0
Tokyo MoU		11
USCG		2
Viña del Mar MoU		1
Other MoUs		0
Administrative - Non-Reportable		3
BMA - Flag State Detentions		0

Table 1

The Tokyo and Paris MoUs are usually the most active regional regimes with annual average of about 850 inspections of Bahamian ships each, followed by USCG with an average of 550 inspections and Vina Del Mar with an average of 460.

The PSC detentions for each Port State Authority are shown in Figure 2 and are as follows:

- Argentina (1), under Viña Del Mar MoU,
- Australia (3), under Tokyo MoU;
- Belgium (1), under Paris MoU;
- Bulgaria (1), under Paris MoU;
- China (6), under Tokyo MoU;
- Indonesia (1), under Tokyo MoU;
- Norway (3), under Paris MoU;
- Poland (1), under Paris MoU;
- Russia (6), 4 under the Black Sea MoU, 1 under the Paris MoU and 1 under Tokyo MoU;
- United Kingdom (1), under Paris MoU;
- United States (2), under USCG regime.

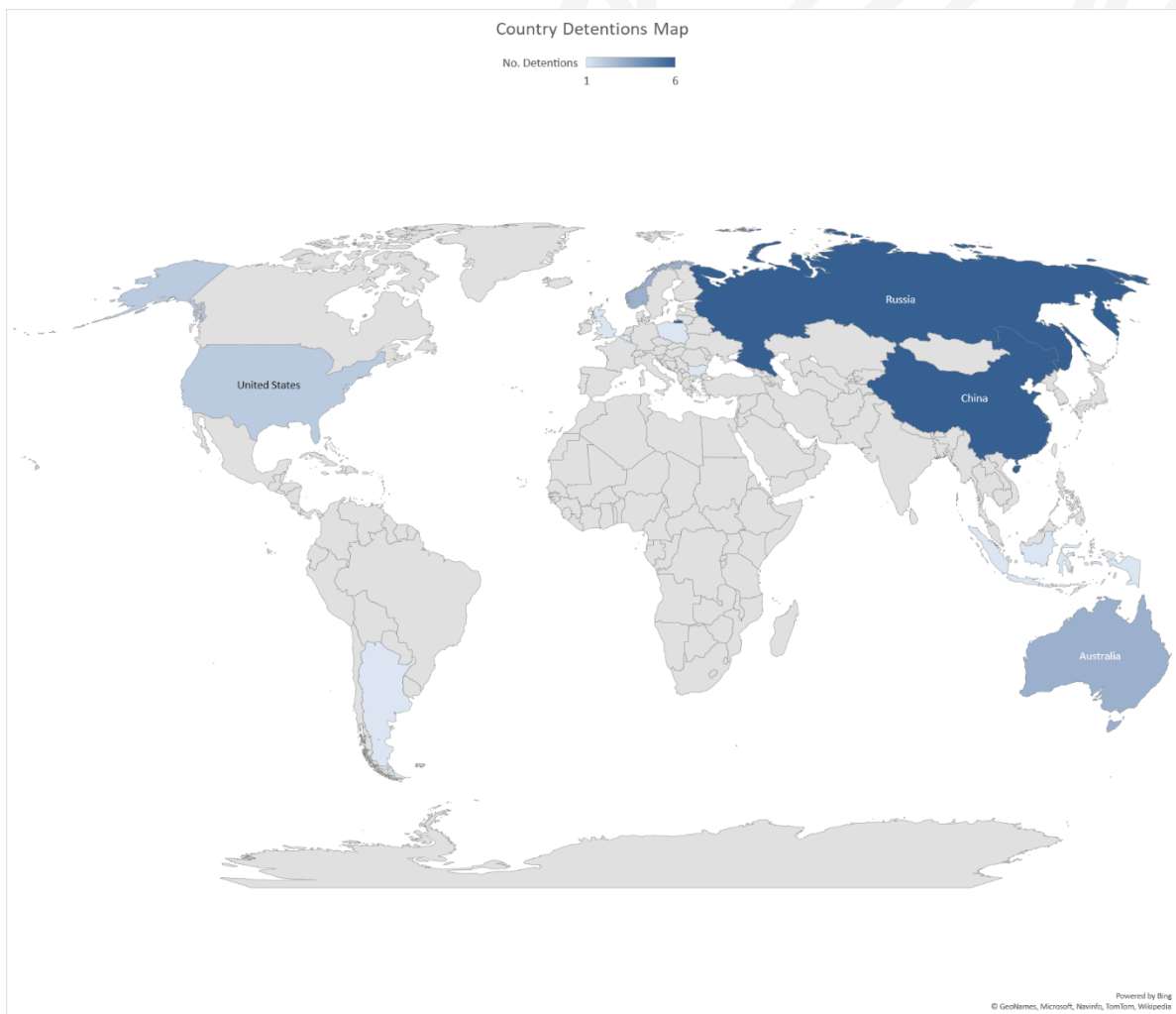


Figure 2

Figure 3 shows the number of detentions vs the number of PSC inspection for the last 10 years. The number of detentions is compared with the total number of inspections for each year under the regimes of Paris MoU, Tokyo MoU, Indian Ocean MoU, Viña del Mar MoU and USCG, which account for most PSC inspections worldwide.

There were 2 more detentions in 2019 compared with 2018. However, 2019 was still the second-lowest number of annual detentions for The Bahamas.

It can also be seen that the decrease in the number of detentions over the last 10 years has improved the ranking of The Bahamas flag, which results in Bahamian ships being less targeted and being subject to fewer inspections worldwide.

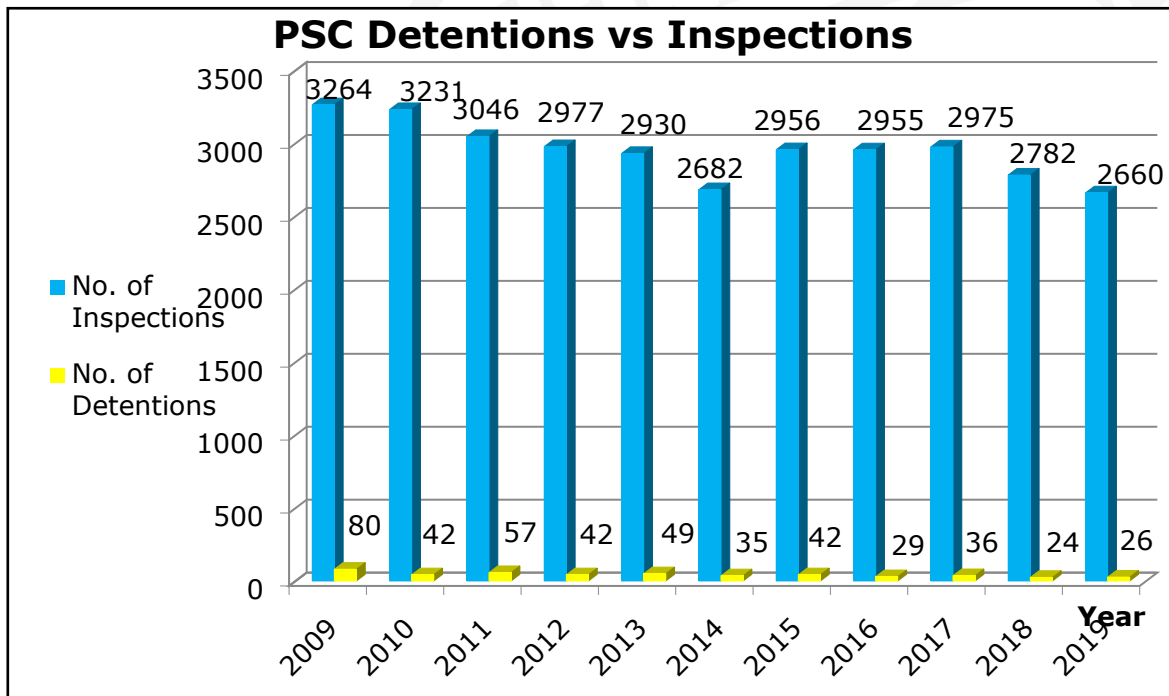


Figure 3

3.3 Analysis of detainable deficiencies

The number of detainable deficiencies per deficiency category are shown in Figure 4.

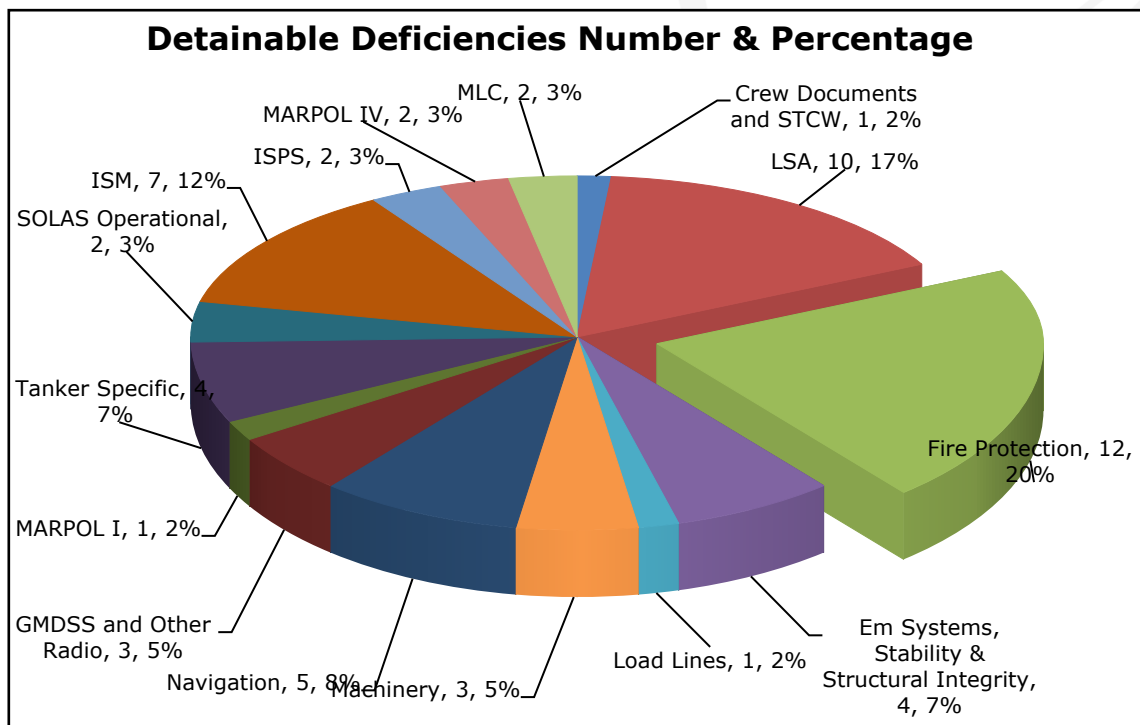


Figure 4

A full list of all deficiencies (detainable and non-detainable) by category is shown in Figure 5.

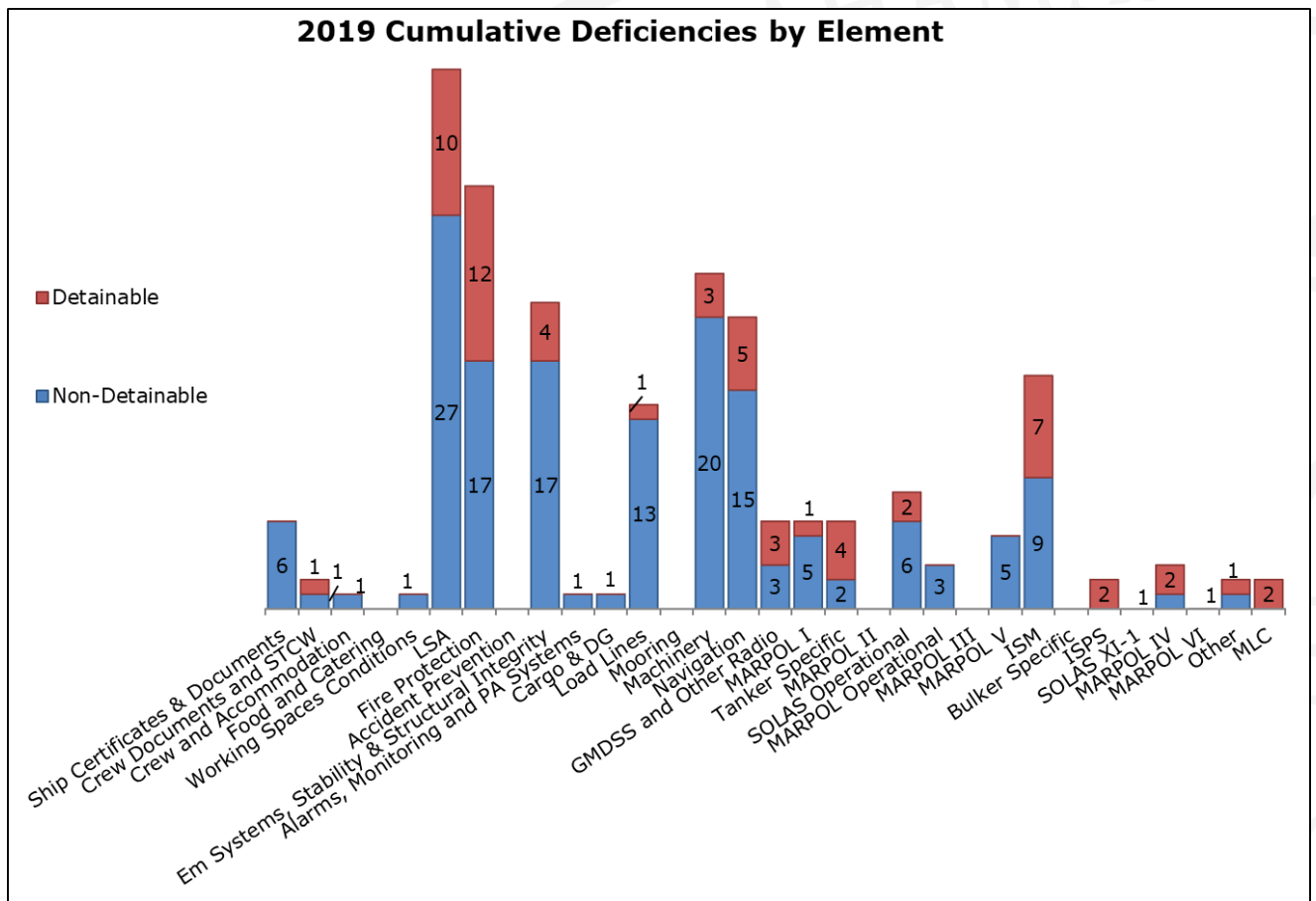


Figure 5

3.4 Bahamas "White List" performance

The Paris and Tokyo MoU New Inspection Regimes provide "White, Grey and Black (WGB) Lists", which present the full spectrum, from quality flags to flags with a poorer performance based on inspection outcomes. The WGB list is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

The Bahamas is on both white lists, ranking 3rd in the Paris MoU and 7th in the Tokyo MoU.

USCG QUALSHIP 21 is a program of the USCG that focuses on improving methods to identify poor-quality vessels (targeting schemes). All foreign-flagged vessels are examined no less than once each year, where vessels operating at a higher-quality share nearly the same examination intervals as those vessels operating at lower-quality standards. However, the high-quality vessels are recognised and rewarded for their commitment to safety and quality.

The 3-year rolling average detention ratio for 2017-2019 is 0.49%, therefore The Bahamas has retained Qualship 21 status for 2020/21.

Other PSC regimes have no lists or specific programs, but still publish a 3-years detention ratio for each flag State. Table 2 shows The Bahamas flag 3-years detention ratio and rank compared to other larger open registries for all PSC regimes. The data are based on the published PSC regime reports.

Period 2017-219	Inspection	Detention	Period detention	Period	Rank among largest flags	MoU Rank	Note
Abuja MOU	268	0	0.00%	2017-2019	1	-	N/A
Black Sea MOU	519	6	2.46%	2017-2019	5	-	N/A
Caribbean MOU	112	0	1.65%	2017-2018	1	-	2017-2018. Year 2019 report not published yet.
Indian Ocean MOU	547	9	1.65%	2017-2019	1	-	N/A
Mediterranean MOU	128	1	0.78%	2017	2	-	2017. Year 2018 and 2019 reports not published.
Paris MOU	2,124	27	1.27%	2017-2019	1	3	white list
Riyadh MOU	217	0	0.00%	2017-2018	1	-	2017-2018. Year 2019 report not published yet.
Tokyo MOU	2,233	37	1.66%	2017-2019	2	7	white list
USCG	1626	8	0.49%	2017-2019	1	-	Q21 Qualified for 2020
Vina del Mar MOU	807	1	0.12%	2018-2019	1	-	2018-2019. Year 2017 report not published.

Table 2

3.5 Bahamas 3-year ranking

Only Paris and Tokyo MoUs provide a performance flag ranking, however, to understand better The Bahamas flag performance compared to the other open registries, the following tables have been extracted from the PSC regime reports. Mediterranean

Paris MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	MoU excess factor	2017-2019 detention ratio
Bahamas	2124	27	3	1	-1.76	1.27%
Marshall Island	4481	69	6	2	-1.71	1.54%
Hong Kong	1973	31	8	3	-1.63	1.57%
Liberia	4288	88	13	4	-1.52	2.05%
Malta	4652	110	17	5	-1.49	2.36%
Panama	6232	323	36	6	-0.44	5.18%

Table 3

Tokyo MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2017-2019 detention ratio
Hong Kong	9408	72	3	1	-2.07	0.77%
Bahamas	2233	37	7	2	-1.76	1.66%
Marshall Island	8585	188	11	3	-1.51	2.19%
Liberia	8485	255	17	4	-1.23	3.01%
Panama	24624	816	20	5	-1.17	3.31%
Malta	3481	118	24	6	-1.02	3.39%

Table 4

USCG						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2017-2019 detention ratio
Bahamas	1626	8	-	1	-	0.49%
Hong Kong	1641	10	-	2	-	0.61%
Marshall Island	3810	31	-	3	-	0.81%
Panama	4616	50	-	4	-	1.08%
Malta	1698	22	-	5	-	1.30%
Liberia	2318	43	-	6	-	1.86%

Table 5

Black Sea MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2017-2019 detention ratio
Hong Kong	519	6	-	1	-	1.16%
Malta	1727	29	-	2	-	1.68%
Marshall Island	1573	30	-	3	-	1.91%
Liberia	1496	32	-	4	-	2.14%
Bahamas	325	8	-	5	-	2.46%
Panama	2519	169	-	6	-	6.71%

Table 6

Abuja MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2017-2019 detention ratio
Bahamas	268	0	-	1	-	0.00%
Marshall Island	1129	3	-	2	-	0.27%
Liberia	1087	5	-	3	-	0.46%
Malta	536	3	-	4	-	0.56%
Hong Kong	492	3	-	5	-	0.61%
Panama	1063	11	-	6	-	1.03%

Table 7

Viña del Mar MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2018-2019 detention ratio
Bahamas	807	1	-	1	-	0.12%
Marshall Island	1335	2	-	2	-	0.15%
Liberia	2430	5	-	3	-	0.21%
Malta	1005	3	-	4	-	0.30%
Hong Kong	2166	9	-	5	-	0.42%
Panama	2790	35	-	6	-	1.25%

Table 8

Caribbean MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2018-2019 detention ratio
Bahamas	112	0	-	1	-	0.00%
Hong Kong	49	0	-	2	-	0.00%
Liberia	161	1	-	3	-	0.62%
Panama	219	2	-	6	-	0.91%
Marshall Island	97	1	-	4	-	1.03%
Malta	114	2	-	5	-	1.75%

Table 9

Indian Ocean MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2018-2019 detention ratio
Bahamas	547	9	-	1	-	1.65%
Marshall Island	2080	52	-	2	-	2.50%
Hong Kong	1662	54	-	3	-	3.25%
Malta	999	35	-	6	-	3.50%
Liberia	2036	92	-	4	-	4.52%
Panama	3821	220	-	5	-	5.76%

Table 10

Mediterranean MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2018-2019 detention ratio
Marshall Island	443	2	-	1	-	0.45%
Bahamas	128	1	-	2	-	0.78%
Hong Kong	191	2	-	3	-	1.05%
Liberia	445	8	-	4	-	1.80%
Malta	473	11	-	5	-	2.33%
Panama	818	25	-	6	-	3.06%

Table 11

Riyadh MOU						
Flag	Inspections	Detentions	Rank in the MoU	Rank among largest flags	excess factor	2018-2019 detention ratio
Bahamas	217	0	-	1	-	0.00%
Liberia	704	1	-	2	-	0.14%
Panama	1339	21	-	3	-	1.57%
Marshall Island	902	2	-	4	-	0.22%
Hong Kong	439	1	-	5	-	0.23%
Malta	303	1	-	6	-	0.33%

Table 12

4 BAHAMAS PORT STATE STATISTICS

4.1 Country geography

The Commonwealth of The Bahamas is a country within the Lucayan Archipelago in the Caribbean. It takes up 97% of the Lucayan Archipelago's land area and consists of circa 700 islands, cays and islets in the Atlantic Ocean, encompassing 470,000km²(180,000sq.mi) of ocean space.



4.2 Bahamas Port State Control Authority

The BMA represents the Commonwealth of The Bahamas at the Caribbean MoU (CMOU) on Port State control, with the objective to promote safer ships and cleaner seas and eliminate the operation of sub-standard ships in the Caribbean region through a harmonised system of Port State Control.



The BMA is an active member of:

- the annual Committee Meeting of the Caribbean Port State Control Committee (CPSCC);
- the Technical Standing Working Group (TSWG); and
- the Finance and Administration Standing Working Group (FASWG).

The BMA, as per the members' commitments of the CMOU:

- gives effect to the provisions of the CMOU;

- takes all necessary steps to implement the relevant instruments signed by The Bahamas and the Caribbean Cargo Ship Safety Code (CCSS Code) and the Code for Safety of Small Commercial Vessels (SCV Code);
- has established an effective system of port State control, ensuring that foreign merchant ships visiting Bahamian ports comply with the standards laid down in the relevant instruments of the CMOU;
- is committed to achieving a minimum number of annual inspections of 15% of the foreign ship arrivals.

Port State Control activities in The Bahamas are conducted by PSCOs based at the BMA Nassau office for all ports handling international traffic. The busiest ports are:

- Nassau, in New Providence island;
- Freeport, in Grand Bahamas island;
- Matthew Town, in Inagua island.

In accordance with the principles of the CMOU, unseaworthy ships are detained to ensure that the ship cannot sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

4.3. PSC inspections and detentions statistics

The marine traffic in The Bahamas consists of a substantial number of ships that call at ports regularly, therefore the number of inspections is limited by the eligibility of the ships for inspection.

In 2019 a total of 38 PSC inspections, involving 37 individual ships, were carried out on ships registered under 12 flags. Fewer inspections than planned were conducted owing to the impact of Hurricane Dorian in September 2019. Table 13 shows the number of inspections carried out by the BMA under the CMOU PSC regime.

Code	Country	Inspections	Detentions	Inspection with deficiencies	Number of Deficiencies
ATG	Antigua and Barbuda	15	2	11	75
ABW	Aruba	0	0	0	0
BHS	Bahamas	38	1	10	23
BRB	Barbados	8	0	0	0
BLZ	Belize	27	0	8	13
BMU	Bermuda	16	0	6	18
VGB	British Virgin Islands	12	0	2	9
CYM	Cayman Islands	31	0	27	91
CUB	Cuba	41	0	5	7
CUW	Curaçao	6	1	4	26
FRA	France	40	3	25	173
GRD	Grenada	0	0	0	0
GUY	Guyana	2	0	2	10
JAM	Jamaica	126	2	28	54
VCT	Saint Vincent and the Grenadines	10	0	1	1
SXM	Sint Maarten	3	1	3	42
KNA	St. Kitts & Nevis	1	0	1	2
LCA	St. Lucia	12	0	3	8
SUR	Suriname	36	0	10	44
NLD	The Netherlands	215	1	139	415
TTO	Trinidad and Tobago	143	0	13	16
Total		782	11	298	1027

Table 13

Of the 38 PSC inspections carried out in The Bahamas, there were 10 inspections with deficiencies. Table 14 shows the number of inspections, detentions and inspections with deficiencies per month.

Period	Inspections	Detentions	Inspection with deficiencies
January	8	0	0
February	2	0	1
March	8	0	0
April	0	0	0
May	0	0	0
June	2	1	1
July	1	0	1
August	9	0	1
September	0	0	0
October	8	0	6
November	0	0	0
December	0	0	0
Total	38	1	10

Table 14

Most inspections were carried at Freeport (24). There were 14 carried out in Nassau and none in Matthew Town port, as show in Figure 8.

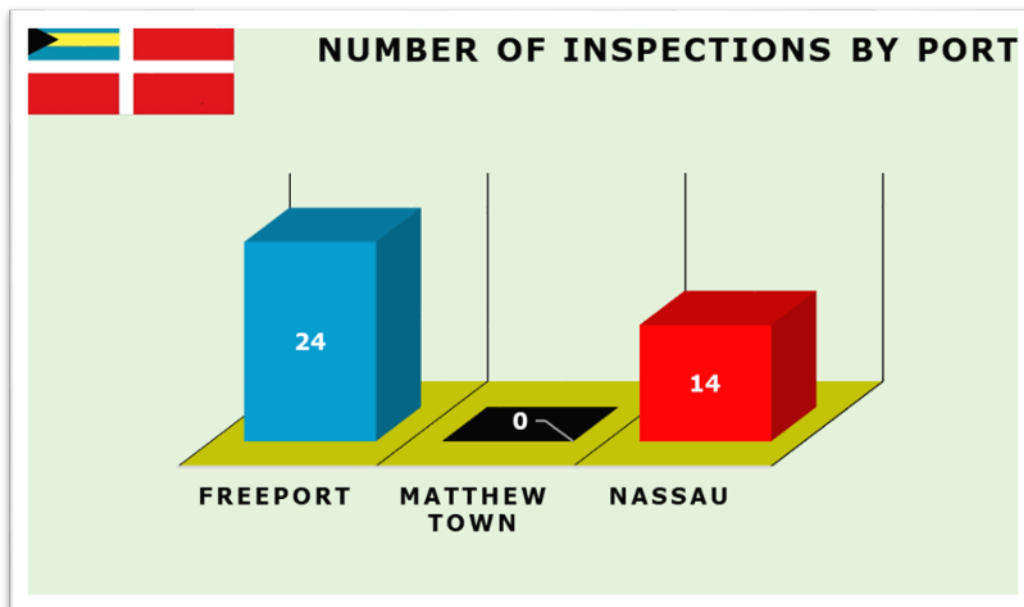


Figure 8

The single recorded detention was in Nassau, see Figure 9.

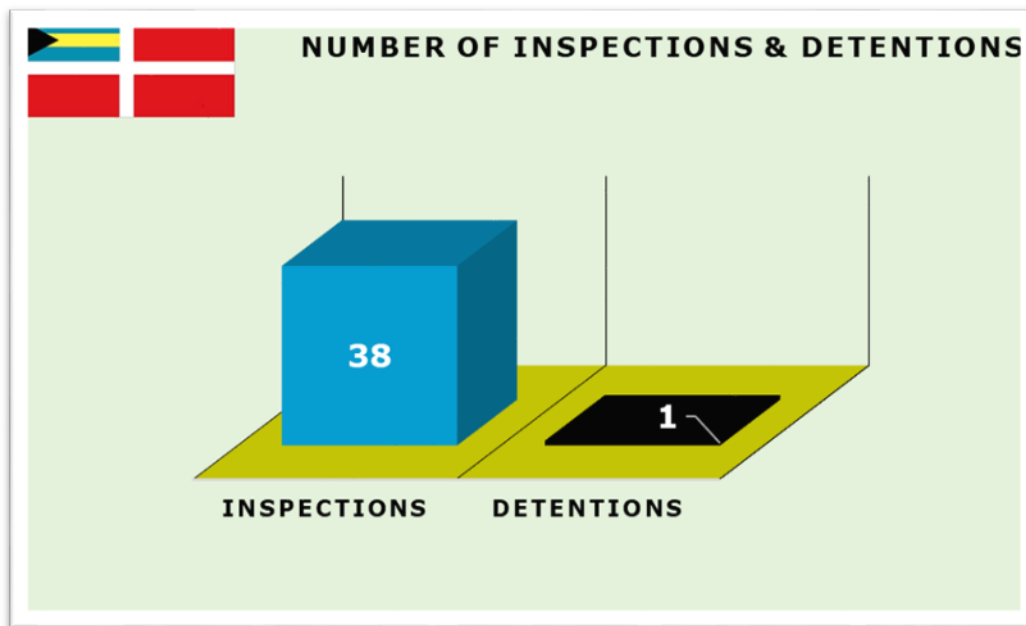


Figure 9



Figure 10

There were 3 detainable deficiencies, as shown in Figure 10: Alarms, with 1 deficiency (33%) and Ship certificates and documents with 2 deficiencies (67%).

Container ships continue to be the predominate type of ships visited account to 66% of the deficiencies raised with a total of 25 deficiencies, followed by general cargo/multi-purpose ships with 5 deficiencies (13%), passenger ships with 5 deficiencies (13%), Ro-Ro cargo ships with 3 deficiencies (8%). See Figure 11.

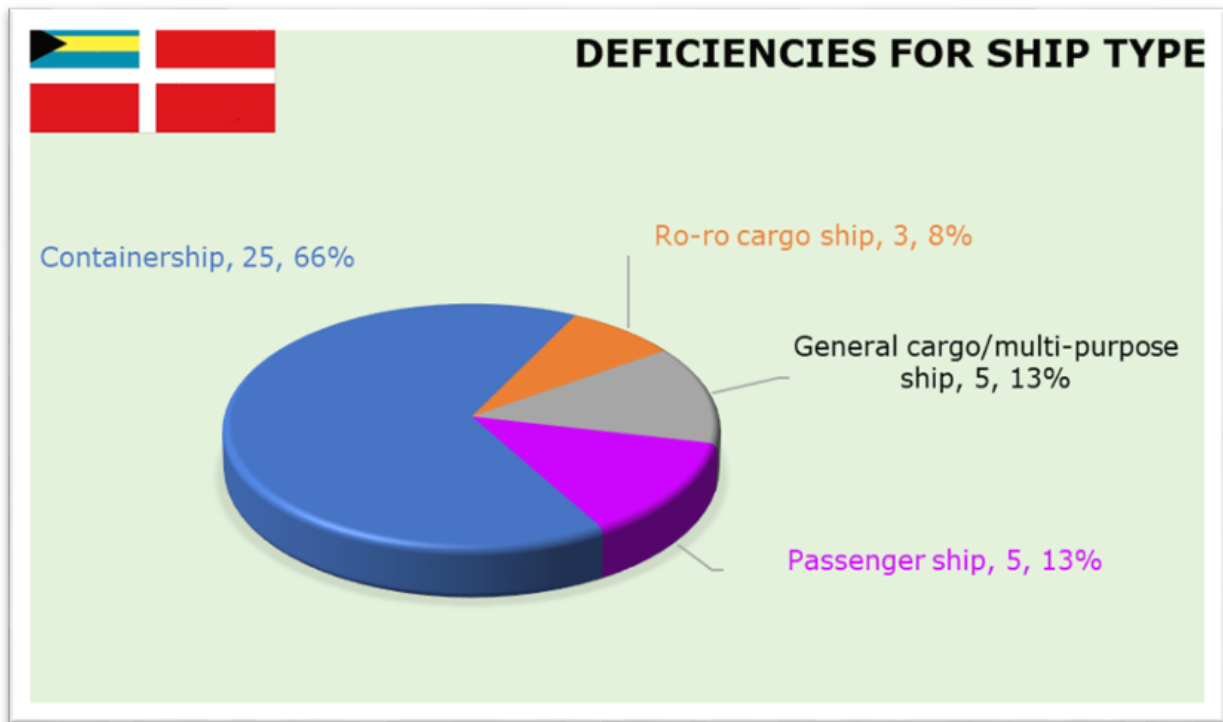


Figure 11

The flags of ships visited are shown in Figure 12. Panama flag ships made up the majority of inspections and deficiencies and the single detention in The Bahamas.

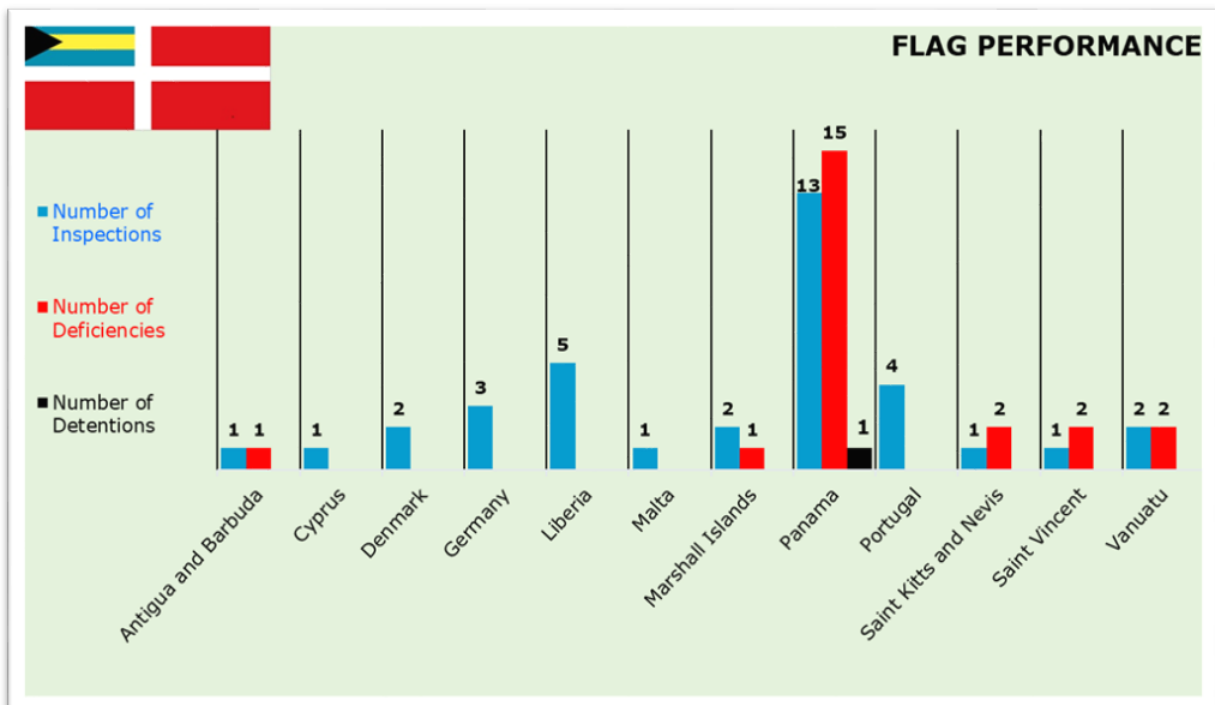


Figure 12

Ships between 11 and 20 years of age had the highest number of deficiencies, as shown in Figure 13.

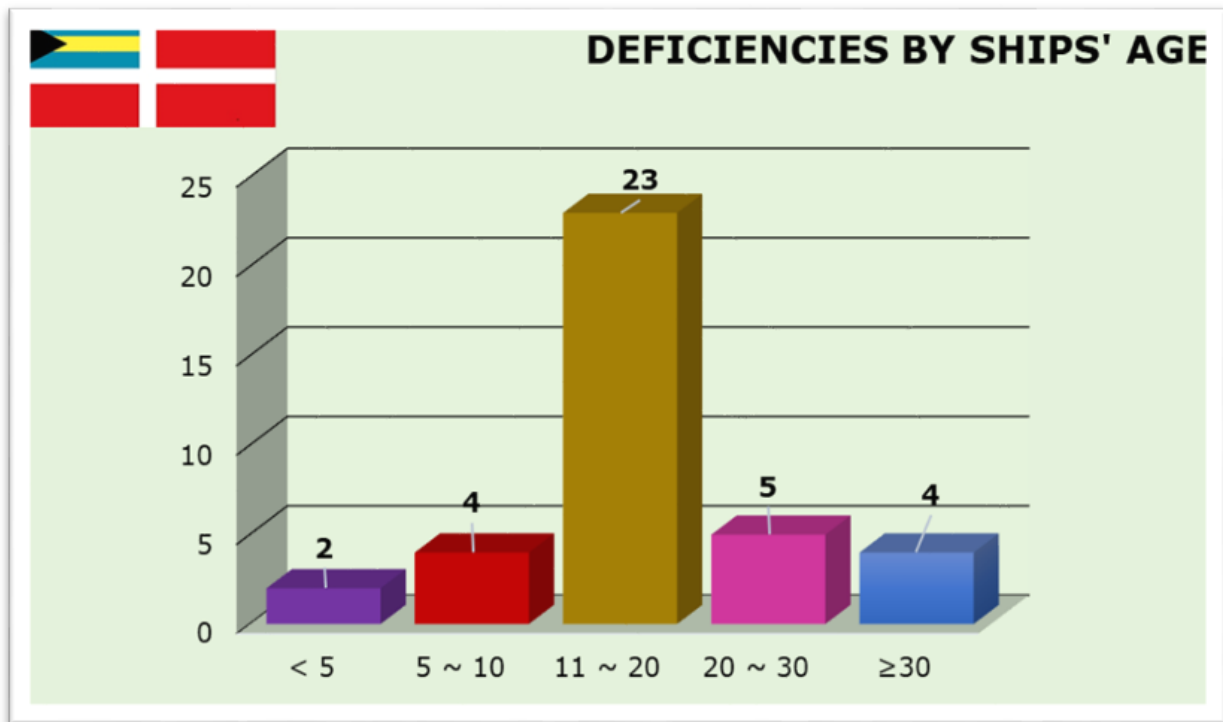


Figure 13

The Recognised Organisation for most of the ships inspected was DNVGL. The Recognised Organisation for the detained ship was IBS. See Figure 14.

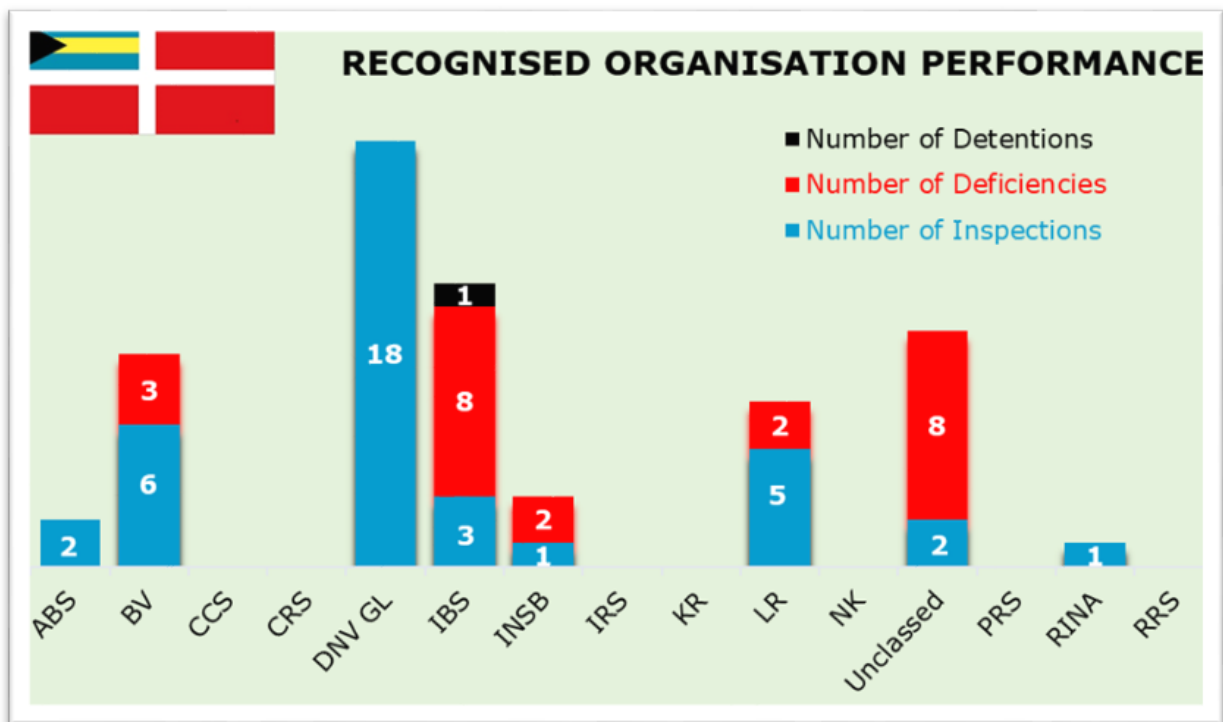


Figure 14



REVISION HISTORY

Section	Description of Revision
All	First Issue