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# CONFERÊNCIA NACIONAL

SOBRE A PREPARAÇÃO DE  
ANGOLA PARA AUDITORIA DA  
ORGANIZAÇÃO MARÍTIMA INTERNACIONAL  
(OMI) - 2025

Dias 07 e  
08 de Julho



**WARM FELICITATION FROM:**

**The Chairman, SG of Abuja MoU**

**The Member States, Staff of secretariat**

**Memorandum of Understanding on Port State Control for West  
and Central African Region (Abuja MoU)**





## Table of Contents

1. Introduction:
  - ✓ The MoU Regime and its Mandates
  - ✓ The History of Abuja MoU
2. The Abuja MoU compass and focus:
  - ✓ Mission, Vision, and Core Values
3. WEIGHING BRIDGE
  - ✓ The Mandates
  - ✓ Key Performance Indicators (KPI) / Critical Success Factors (CSF)
4. Regional Top Performers
5. Charge to Marads
6. Challenges:
7. Your Challenges (from your lenses)
8. Way Forward
9. Conclusion



## THE MANDATE 001

- ❑ Port State Control provisions are featured in the United Nations Convention on the Law of the Sea (UNCLOS) and all major IMO and some ILO conventions
- ❑ The **United Nations Convention on the Law of the Sea (UNCLOS)** makes provision for the duties and responsibilities of Flag States, Coastal States and Port States
- ❑ Every Convention highlights the need for Enforcement and compliance
- ❑ MLC 2006 Article V covers the responsibilities of Flag and Port States to ensure compliance with the Convention, and to ensure that ships carry a Maritime Labour Certificate and Declaration of Maritime Labour Compliance.
- ❑ IMO supports enforcement measures (IMO Resolution A.1070(28) - IMO INSTRUMENTS IMPLEMENTATION CODE (III CODE)
  - ✓ “ In order to meet the objective of this Code, a State is recommended to develop an overall strategy to ensure that its international obligations and responsibilities as a flag, port and coastal State are met and to establish a methodology to monitor and assess that **the strategy ensures effective implementation and enforcement** of relevant international mandatory instruments”.



# MoU Regimes

## **REGIONAL MOUS AND ONE NATIONAL PSC REGIME**

- 1. Europe and the North Atlantic (Paris MoU)**
  - 2. Asia and the Pacific (Tokyo MoU)**
  - 3. Latin America Agreement (Acuerdo de Viña del Mar)**
  - 4. The Mediterranean Sea (Mediterranean MoU)**
  - 5. The Indian Ocean (Indian Ocean MoU)**
  - 6. Persian Gulf (The Riyadh MoU)**
  - 7. The Black Sea region (Black Sea MoU)**
  - 8. Caribbean (Caribbean MoU)**
  - 9. West and Central African Region (Abuja MoU)**
- + 1 USCG Port State Control (The United States Coast Guard maintains the tenth PSC regime)**

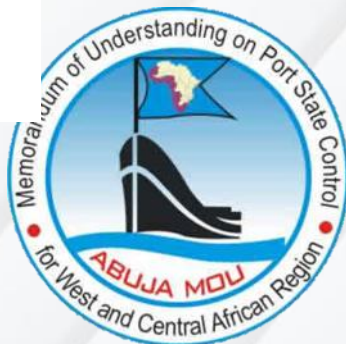


# Regional Targets: Percentage Inspections

## History of the Abuja MoU

MOU Region	Target Rate Ship Inspections
Tokyo	50% regional
Paris	25% per country
Acuerdo de Vina del Mar	15% per country
Mediterranean	15% per country
Abuja	15% per country
Black Sea	15% per country
Caribbean	10% per country
Indian Ocean	10% per country

- Abuja MoU Secretariat provides support for member States to achieve the minimum standard inspection rate and progressively increase this rate for the entire region.
- Information on number of ships call per port, number of vessels inspected per port critical.



# History of the Abuja MoU

- ❑ **Memorandum of Understanding on Port State Control for West and Central African Region (Abuja MoU) is one of the 9 Regional MoUs established pursuant to IMO Resolution A.682(17) of 1991.**
- ❑ **The Organisation operates under a Cooperative Agreement with the International Maritime Organisation (IMO).**
- ❑ **The MoU was established on the 22<sup>nd</sup> of October 1999 in Abuja, Nigeria, as an inter-governmental organization (IGO) comprising the Maritime Administrations of countries abutting the South Atlantic Ocean Coast of Africa.**





# MEMBER STATES OF ABUJA MOU



Benin



Ghana



Cote D'Ivoire



Senegal



Mauritania



Cameroon



Liberia



Togo



Nigeria



South Africa



The Gambia



Guinea Bissau



Republic of Guinea



Republic of Congo



Namibia



Sierra Leone



Equatorial Guinea



Congo DRC



Angola



Sao Tome & Principe



Gabon



Cape Verde





# THE AIM OF THE ABUJA MOU (PSC REGIME)

- The aim of the MoU is to complement the work of flag States and coastal States in eradicating the operation of sub-standard ships and ensuring safety, security, protection of the marine environment from pollution, and improvement of living and working conditions of the seafarers.
- The major goal is to develop a system of harmonized port State control inspection procedures for the region aimed at the reduction and eventual elimination of substandard shipping.
- Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules..... IMO and ILO



## Vision, Mission and Core Values

### ❑ VISION

“To facilitate the attainment of the Abuja MOU region as a leading MoU globally, in the elimination of sub-standard shipping and upholding a lasting maritime safety and environmentally friendly culture among Member States.”

### ❑ MISSION

“To ensure the effective implementation of the Port State Control regime through the establishment of an improved and harmonized standard which adopts current IMO and ILO Conventions, for the elimination of sub-standard shipping.”

### ❑ Core Values

“Professionalism, Respect, Accountability, Communication, Teamwork, Technology, Integrity, Safety, Security and Excellence.”  
(PRACTTISSE)



# The Organs of the Abuja MoU

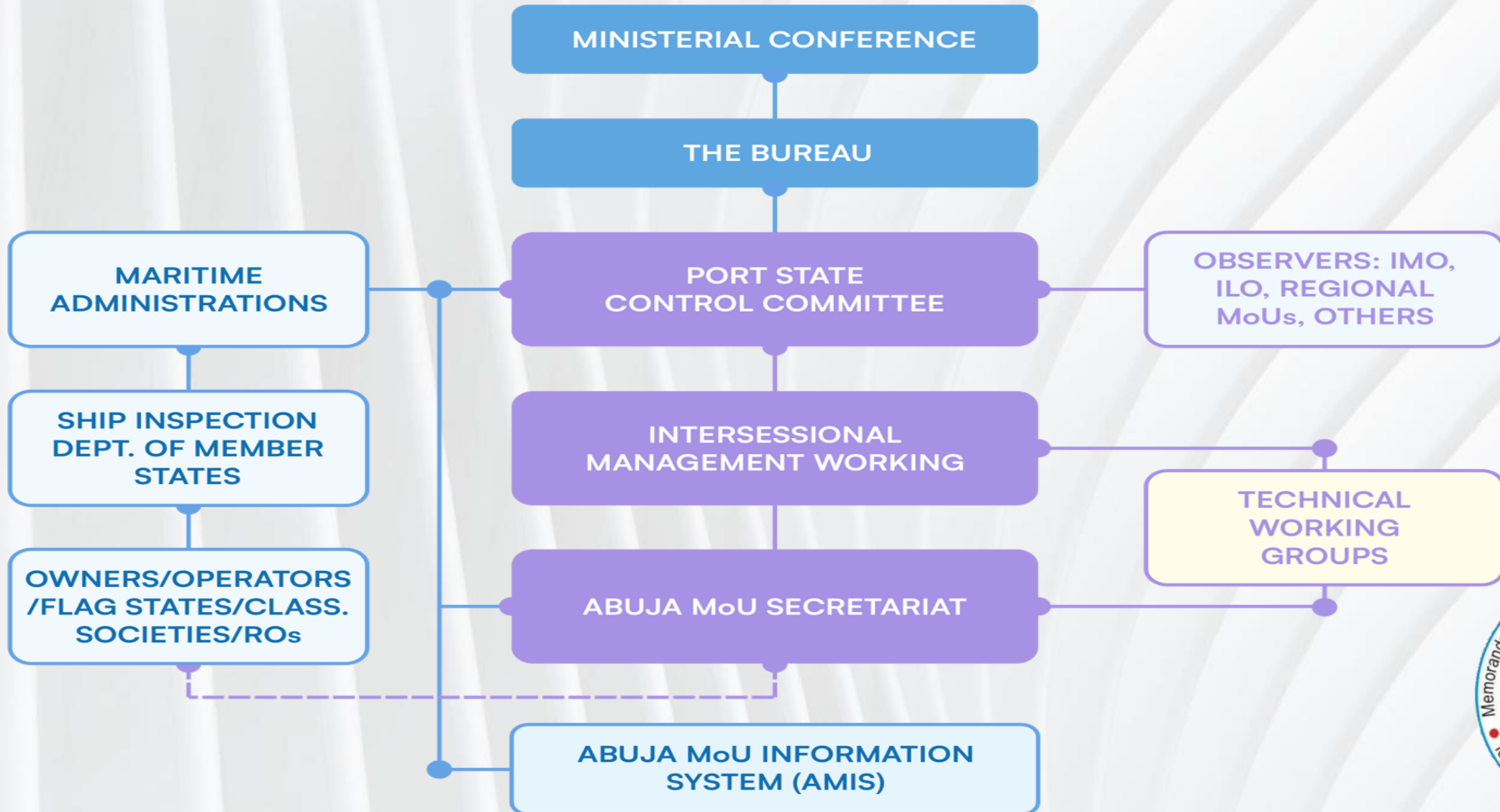
These Organs are established for the purpose of guiding the operations of the MoU, as is with other MoUs.

- **MINISTERIAL CONFERENCE (MC)** - Biennial meeting
- **THE BUREAU** - Yearly Meeting
- **PORT STATE CONTROL COMMITTEE (PSCC)** - Yearly meeting
- **INTERSESSIONAL MANAGEMENT WORKING GROUP (ISMWG)** - Yearly meeting
- **THE SECRETARIAT** - The Administrative Headquarters and the engine room of the Abuja MoU



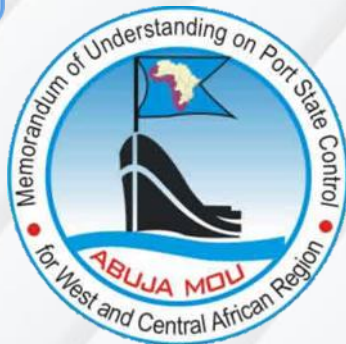
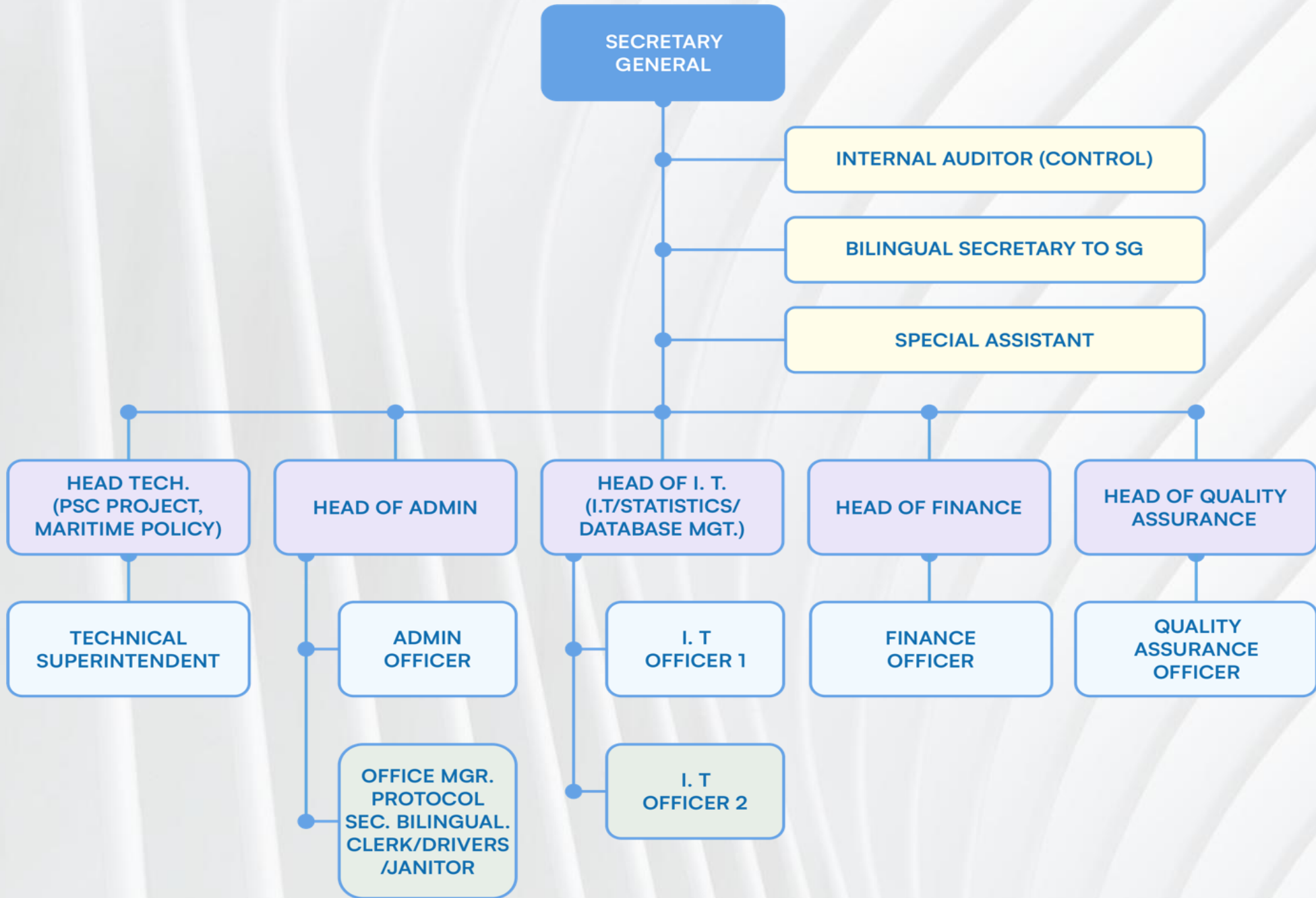


# The Organizational Chart of the Abuja MoU



# Organisation chart of Abuja MoU

## secretariat



## 1. **FLAG STATE (FSC) :**

- ✓ Enforcement on vessels flying your flags

## 2. **PORT STATE (PSC)**

- ✓ Enforcement on foreign vessels visiting your ports

## 3. **COASTAL STATE**

- ✓ Search and Rescue, Nav. Aids

## **INDEPENDENT PSC :**

- ✓ By other authorities who enforce their own PSC regimes because they have not joined any regional MoUs; for example, the USA and Taiwan

- ❑ Although the main responsibility for ensuring ships' standards rests with the flag State authorities, experience has shown that these standards are not uniformly enforced. The port State control regime has therefore been established to catch those ships that slip through the flag State's net.
- ❑ The efficiency and effectiveness of the regime are enhanced by harmonizing inspections and procedures among neighbouring port States. This allows for better identification and targeting of sub-standard ships. This co-operative arrangement is formalized by Memoranda of Understanding (MOUs) or Agreement





## WHAT IS A SUBSTANDARD SHIP?

A ship is regarded as substandard if its hull, machinery, equipment or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions, or if the crew is not in conformity with the safe manning document. .. ABS 2022

# Substandard Ship

A substandard ship is a vessel with any of these noted issues:

- i. Defective in design and construction.
- ii. Neglect of its maintenance and repair.
- iii. Prolonged working life past the age for scrapping.
- iv. Manned by poorly trained personnel.
- v. Undermanned (not manned with full compliments of crew as per her Safe Manning Certificate)
- vi. Maintains unacceptable and/or questionable safety standards.

The primary drivers for this delinquency could be financial/complacency/ignorance/criminally mindedness/inadequate regulation/ **weak and compromised enforcement** and many more.



# Major areas of concern

## Consequences / Impact of Sub-Standard Ships

Substandard ships - a leading cause of **Marine Incidents and Accidents;**

The risks of substandard shipping impacts 7 major areas of concern:

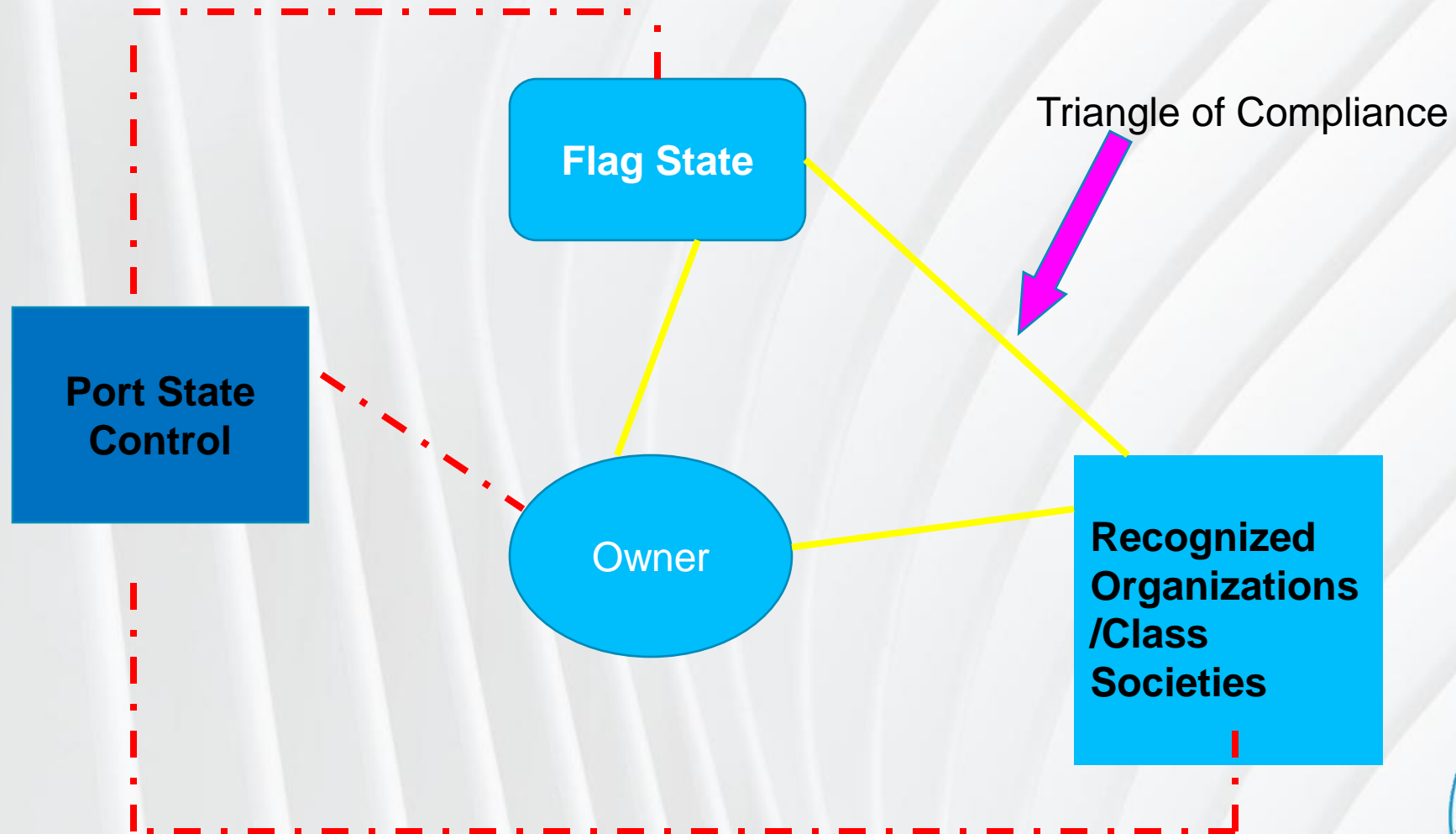
- **Threat to Human Life.**
- **Risk to the Marine Environment.**
- **Threat and Risks to means of livelihood (affecting actors in the maritime clusters)**
- **Threat and exposure of Maritime Facilities (assets and related interfaces).**
- **Risk to Cargo.**
- **Economic impact (affected revenue, negative impact on ROI / bottom line)**
- **Knock on effect (disruption of supplies**

Financial and asset related risks - limited to the ship owner with varying extents of liability for the accidents plus insurance.

Undermines IMO's initiative of "Safer Seas and Cleaner Oceans".



# Triangle of Compliance





# ON-GOING INITIATIVES

## CURRENT STATUS OF PROGRAMMES/PROJECTS/INITIATIVES

	INITIATIVES	COMMENTS
1.	<b>Introduction of Quarterly Reports</b>	Updates on PSCIs and related activities
2.	<b>Mentor/Mentee Scheme</b>	Designed to assist Member States facing challenges
3.	<b>Improved Footprint of the Abuja MoU in Member States Increased Membership</b>	Increased interaction with Member States. DRC recently became the 20th full Member State of the AMoU
4.	<b>Successful and Regular Hosting of Statutory Meetings.</b>	To measure up with other MoUs.
5.	<b>WhatsApp platform for speedy and seamless communication</b>	Created to link all PSCO officers within the region
6.	<b>Technical Working Group on the production of proposed Near Coastal Voyage Code for the Abuja MoU region</b>	Designed to facilitate ease of trade within the Region.

## Key Performance Indicators (KPI) / Critical Success Factors (CSF)

- ☐ **Conduct of PSC Inspections and Meeting the 15% commitments**
- ☐ **Detention Rate / Percentage of Detention Rates**
- ☐ **Number of complaints from vessels / Owners / ROs**
- ☐ **Participation in PSC Inspections and CIC Inspections**
- ☐ **Professional, well-trained port State control officers**
  - ✓ **Qualified PSCOs**
- ☐ **Modern and functional automated information database**
  - ✓ **Proficiency in the use of AMIS / Immediate upload of PSC Inspections into AMIS**
- ☐ **Ratification and Domestication of all relevant instruments**
- ☐ **Degree of Harmonization of the processes**
  - ✓ **IMO driven global project to assist Regional PSC Regimes harmonize their procedures and collaboration among PSC Regimes**
- ☐ **Sufficient funding of the Abuja MoU Secretariat**
- ☐ **Cooperation & exchange of information between member Authorities in the Region.**
  - ✓ **Application of New Inspection Regime / Ship Risk Profile**
  - ✓ **No multiple inspections.**
  - ✓ **Advance warning and Notification to MARADS of the substandard ships trading or entering the region (use of Common WhatsApp group) .**
  - ✓ **Narrow the trading options of substandard vessels.**



## Key Performance Indicators (KPI) / Critical Success Factors (CSF)

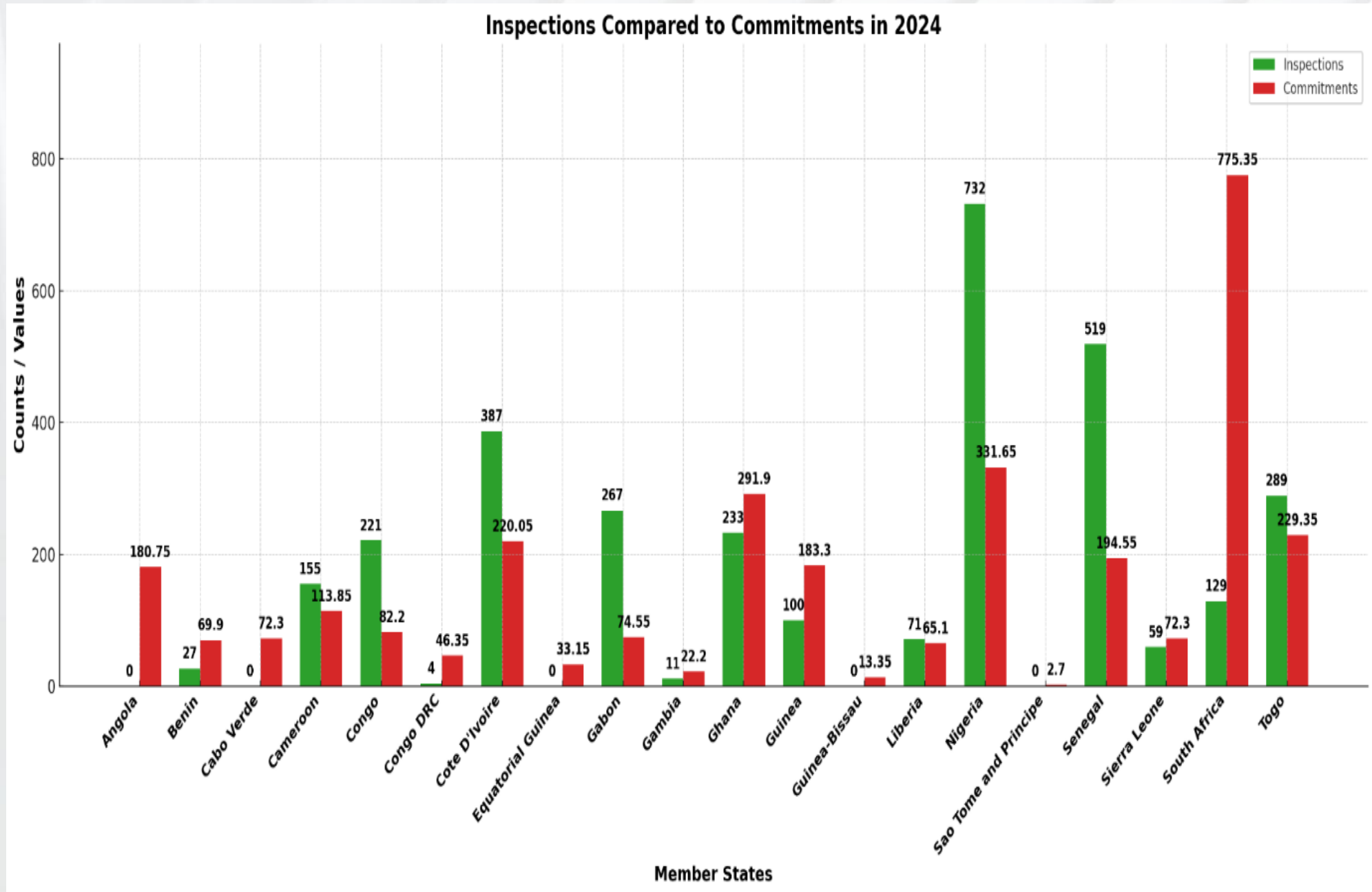
- ☐ **Number of incidents on foreign vessels in your Maritime Space**
- ☐ **Human capacity development –**
  - ✓ **PSCOs Training / Re-Training;**
  - ✓ **IT training for the development and management of national databases.**
- ☐ **Development of harmonized port State procedures in all Member States of the region;**
- ☐ **Use of the PSCOs Manual by all Member States**



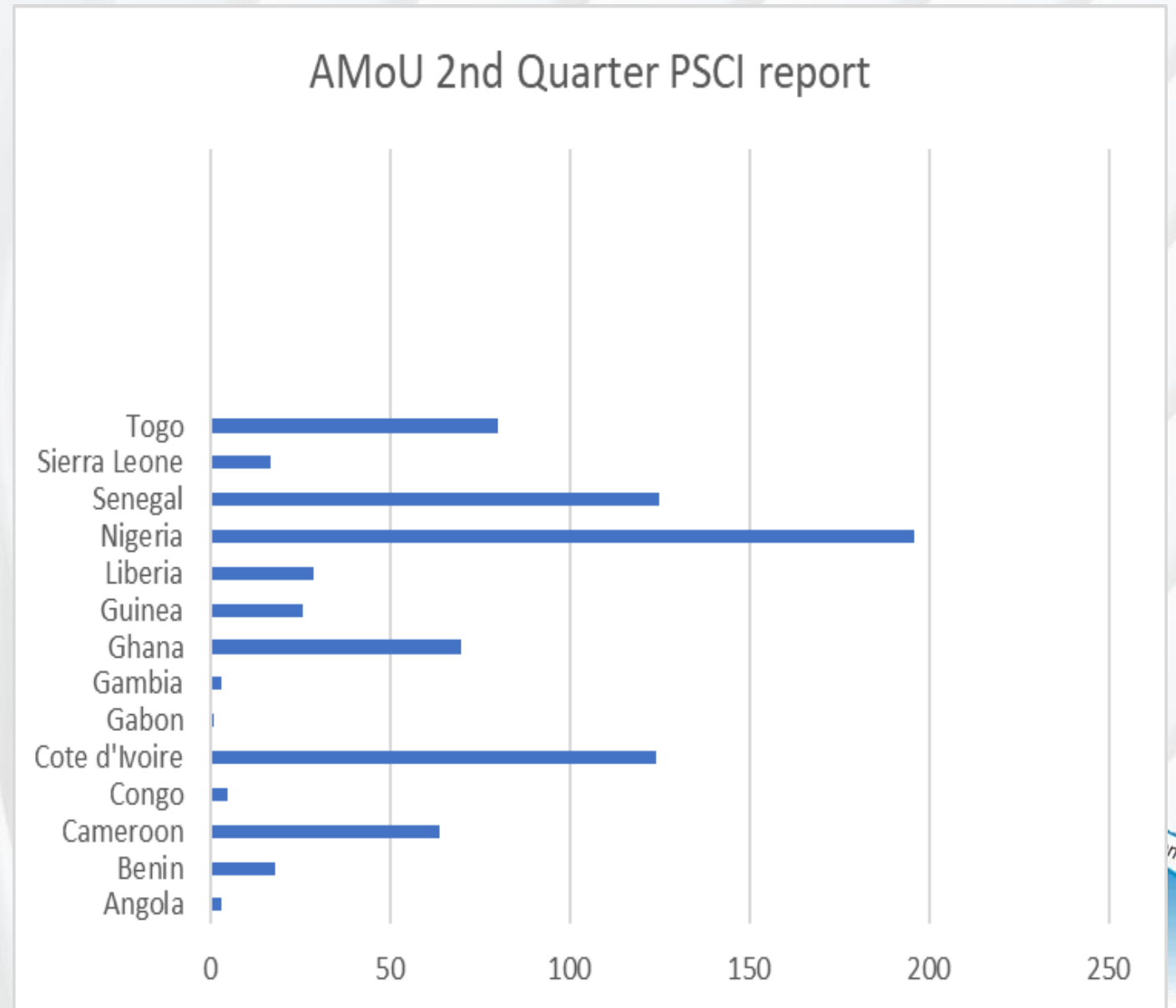


# Port State (Performance in Port State Control (PSC) Activities)

## PERCENTAGE OF INSPECTIONS BY MEMBER STATES 2024



Angola	3
Benin	18
Cameroon	64
Congo, Republic of	5
Cote d'Ivoire	124
Gabon	1
Gambia	3
Ghana	70
Guinea	26
Liberia	29
Nigeria	196
Senegal	125
Sierra Leone	17
Togo	80



## REVIEW OF THE PERFORMANCE OF ANGOLA

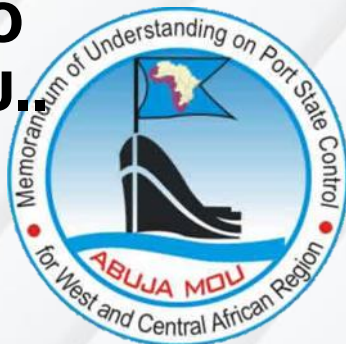
1. Number of 'relevant instruments ratified. 8/16 (NOT Ratified: Load line Prot. 88; SOLAS Prot. 88; AFS 2001; Bunkers 2001; BWM 2004; CLC 69; MLC 2006; Nairobi WRC 2007.)
2. Conduct of PSCC Inspections  
*Angola started PSC inspections this year 2025.*
3. Conduct of CIC  
*Have not conducted CIC*
4. Financial Commitment  
*Paid only in 2012*
5. Attendance of PSCC Meeting

2021	2022	2023	2024
YES	YES	YES	YES



# ACHIEVEMENTS

- **Capacity building is a necessary tool to help financially weaker Member States become more compliant and operationally efficient.**
- **The inclusive approach aligns with international best practices, particularly the IMO's principle of 'No Member State left behind'.**
- **Training courses are available at national and regional levels, as well as through internationally recognized bodies.**
- **Regarding training delivery, a strategic blend of international and local expertise is employed.**
- **There has been an increase in the number of ratified IMO instruments among the Member States of the Abuja MoU.**





# CHALLENGES

## ABUJA MoU CHALLENGES

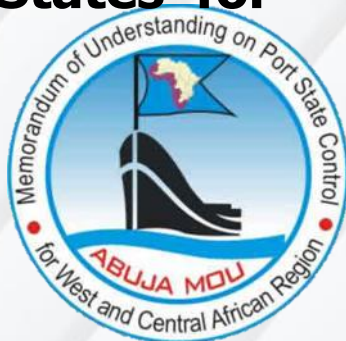
1. Conduct of Inspections by all Member States (only 70-75%)
2. Closing the net – 100% membership
3. PSCOs related issues:
  - ✓ Code of Conduct / Transparency /Integrity
  - ✓ Participation in TWG
  - ✓ Proficiency of PSCOs
4. Capacity building and development:
  - ✓ Training and re-training and improving / expanded capacity
  - ✓ Harmonization of standards within the region
5. Matching the quality and standards with sister Regional MoUs
6. Support systems – Like EMSA to Paris MoU and USCG for Caribbean MoU
7. Securing the buy-in of Stakeholder:
  - ✓ General commitment
  - ✓ Financial commitment



# CHALLENGES

## OTHER CHALLENGES

- ☐ **Lack of Financial Commitment by Member States.** Nigeria, The Gambia, Sierra Leone, Cameroon, Senegal, Ghana, and Guinea have consistently paid their financial contributions.
- ☐ **Ratification and domestication of the relevant instruments.**
- ☐ **Inexperienced PSCOs.** (knowledge of inspection procedures and detention criteria).
- ☐ **Uneven application of inspection standards throughout the region**
- ☐ **The subjectivity of PSC officers (PSCOs) in detaining vessels on the basis of their professional judgment represents a major drawback rooted in their background and training.**
- ☐ **Flexi game by shipowners in avoiding strong MoUs/Port States for those with lax application.**
- ☐ **Lack of working tools / Equipment**



# CHALLENGES

## MARAD's CHALLENGES

- 1. Mental Health**
- 2. Recruitment and Retention Policy: (In 2024, 130 PSCOs inspected only 15.6% of 20,499 ship calls to the region)**
  - ✓ **Sufficiency of PSCOs for all the Regions**
  - ✓ **Ageing and Retiring PSCOs**
  - ✓ **Career Progression**
- 3. Definition of Port regarding coverage area**
  - ✓ **Logistic Support (Weekend Operations)**
  - ✓ **Special incentives**
- 4. Computation of Port Calls**
- 5. Percentage of Inspections carried out**
- 6. National Port Authority – Destiny supporter or just a Stakeholder**
- 7. Port State Responsibilities – One-stop shop or departmentalized (Maritime Safety and Marine Pollution and Crew welfare). Best option is all in one Department to avoid different groups visiting vessels for Port State Inspections.**





# CHALLENGES

## **MARAD'S CHALLENGES 002**

- **Regulatory and Compliance Issues for Professionals**
  - **Infrastructure Deficiencies Affecting Operations**
  - **Inability to utilize the repair yards and their implications for ship repairs and maintenance.**
  - **Maritime Accidents: Analysis of recent maritime accidents, their causes, and implications for safety and regulation.**
  - **Capacity Development (Sea-farers pool and a source for future PSCOs).**
    - **Safety and Security Concerns Impacting Seafarers**
    - **Training Gaps in Maritime Skills**
  - **IMSAS Audit**
  - **Flag and Port State Surveys**
- ### **8. Environmental Challenges and Sustainability**





## **MARAD'S CHALLENGES 003**

- ☐ **Data Collection and Sharing Challenges.**
- ☐ **Political and Bureaucratic Obstacles.**
- ☐ **External Pressures and Maritime Security Risks.**
- ☐ **While the Memorandum of Understanding (MoUs) provides frameworks as guided by IMO and ILO, PSC inspections remain inconsistent due to:**
  - ✓ **Individuality and personal style of PSCOs (which could be influenced by the inspector's training and judgment).**
  - ✓ **Divergent national practices and cultures.**
  - ✓ **Ambiguous interpretation of words, phrases, and statements in international conventions.**
  - ✓ **Political or economic influences.**



## MARAD'S CHALLENGES 004

- PSCO retention rate, particularly among officers who have benefited from training and capacity-building sessions.
- Lack of iPads/Tablets to access digital inspection checklists, PSCOs Manual, input data during onboard inspections, capture photographic evidence of deficiencies, and facilitate real-time reporting into information systems databases (AMIS). They also allow for immediate reference to IMO conventions and guidance materials (e.g., EMSA Rulecheck) while onboard.

**These subjectivities have the propensity to undermine the credibility, objectivity, and effectiveness of PSC efforts.**



## Challenges of Port State Regime

- ☐ Uneven application of inspection standards is a problem for PSC
- ☐ The subjectivity of PSC officers (PSCOs) in detaining vessels based on their professional judgment represents a significant drawback rooted in their background and training.
- ☐ Inspector background contributes to cross-national differences in inspection practices.
- ☐ Flexi game by shipowners in avoiding strong MoUs for those with lax application.
- ☐ Lack of Funding for some MoUs
- ☐ Lack of working tools / Equipment
- ☐ Poor access to the database (AMIS) and the general depository
- ☐ Personnel shortages/lack of teams to conduct inspections
- ☐ PSCOs' obedience and compliance with the "code of good practice" when performing inspections
- ☐ PSCOs' knowledge of inspection procedures and detention criteria
- ☐ Combined inspections (Port State and revenue departments)





## Charge to PSCOs

### Charge to PSCOs

- ☐ **PSCOs are the ambassadors / the face of the respective member State and the Region.**
- ☐ **PSCOs should be guided by the Code of Conduct**
- ☐ **Conduct of PSCOs leave a lasting impression about the region; PSCOs please:**
  - ✓ **Take every opportunity to improve your skills.**
  - ✓ **Participate in the inspection reporting format developed by the Secretariat;**
  - ✓ **Show professionalism during inspections - Do not ask for or receive bribes.**
  - ✓ **Advocate the benefits of the Regional PSC Regime and the need to support it by your MARAD.**







## **OPPORTUNITIES 001**

- ❖ **Uniformity among Member States.**
- ❖ **General principles to harmonize inspection practices, reduce variability, and ensure equal treatment of ships regardless of their flag, owners, and RO.**
- ❖ **Safeguarding Objectivity.**
- ❖ **Principles to provide inspectors with a structured ethical and procedural foundation, reducing subjective judgment and bias.**
- ❖ **Strengthened Compliance and Safety.**
- ❖ **A predictable and fair inspection process will encourage vessel operators to maintain higher safety and compliance standards.**





## **OPPORTUNITIES 002**

- ❖ **Boosting Global Cooperation and confidence.**
- ❖ **Supporting mutual recognition and trust among MoUs, flag States, and classification societies.**
- ❖ **Improve fairness and predictability in PSC enforcement.**
- ❖ **Enhance the global reputation of Port State Control authorities.**
- ❖ **Greater voluntary compliance by shipping operators.**
- ❖ **Increased trust and cooperation among maritime stakeholders.**

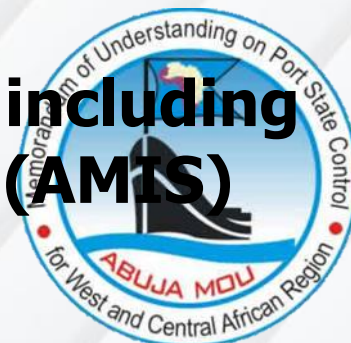




## RECOMMENDATIONS

### **RECOMMENDATIONS**

- ☐ **Importance of Engaging Maritime Professionals**
- ☐ **Attendance at Meetings and general networking**
- ☐ **Strong involvement of Angola in Abuja MoU activities, being a key Member State in the region.**
- ☐ **International cooperation - collaboration with IMO and other Organizations to improve the region and harmonize PSC activities;**
- ☐ **Provision of adequate equipment for inspections, including on-the-spot access to the ship inspection database (AMIS)**







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# WAYFORWARD

## WAYFORWARD

- **Strategic Initiatives and Policy Recommendations for the MARAD.**
- **Embracing Technology and Innovation in Maritime Practices**
- **Enhancing Capacity Building and Skills Development**
- **Fostering Collaboration among Stakeholders**
- **PSC on Fishing Vessels**
- **IMSAS Audit**

**Abuja MoU will to attend and participate in all maritime programs in your country.**







## **CONCLUSION**

**The integrity of the global maritime safety and security regime depends on the credibility, transparency, and consistency of PSC inspections.**

**Implementing the general principles can enhance the efficacy, legitimacy, and fairness of PSC, thereby benefiting all maritime stakeholders.**





**The Republic of Angola, through the Ministry, has been a Key Member State of the Abuja MoU Regime since 2012. We thank the Hon. Minister, Permanent Secretary, and Director General, as well as All Staff and people of Angola, for their continuous support...**



