

SINGHAI MARINE



Navigating Chinese Port Inspections

Terence Zhao
Managing Director
Singhai Marine Services
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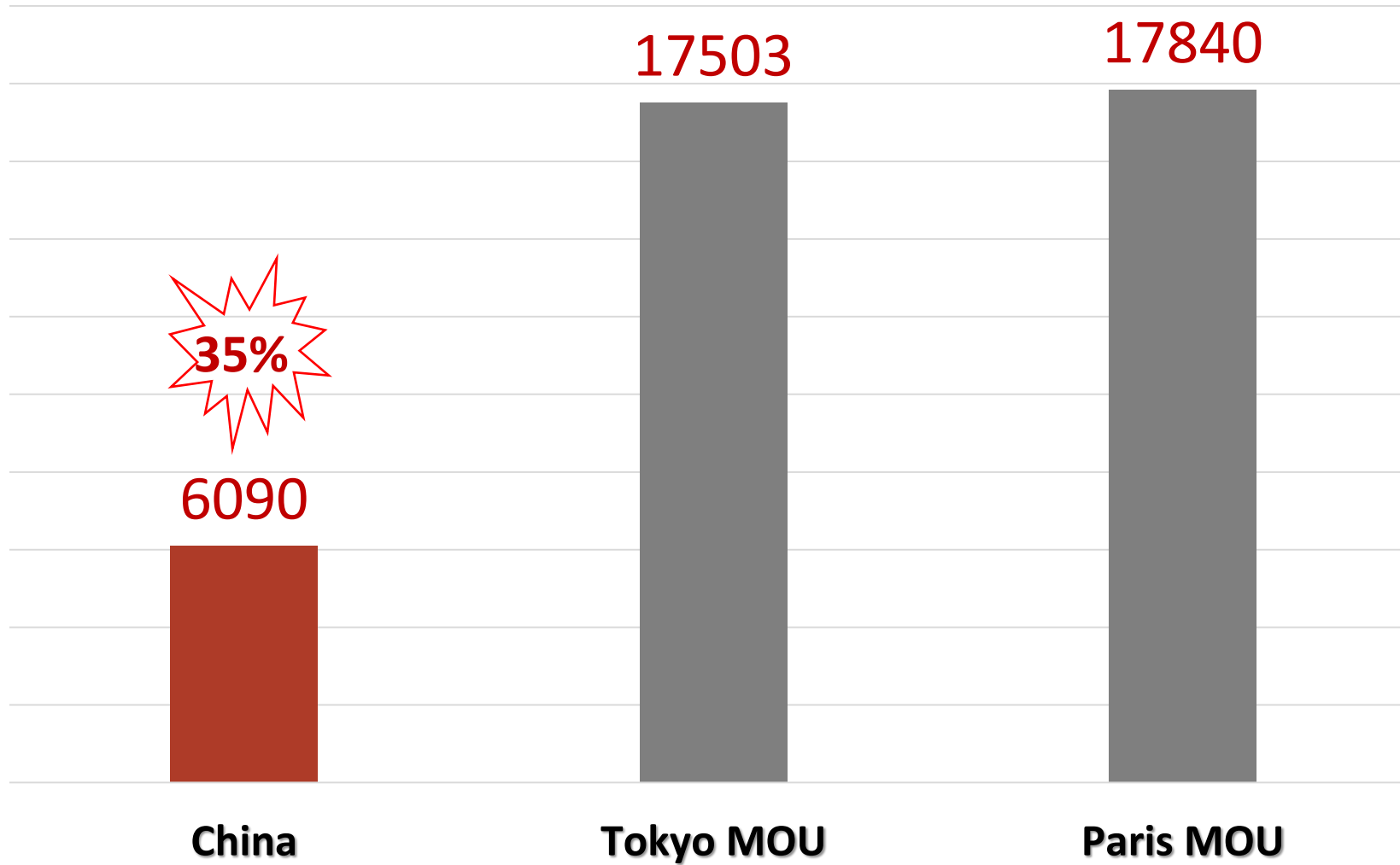
Port State Control (PSC)

VS

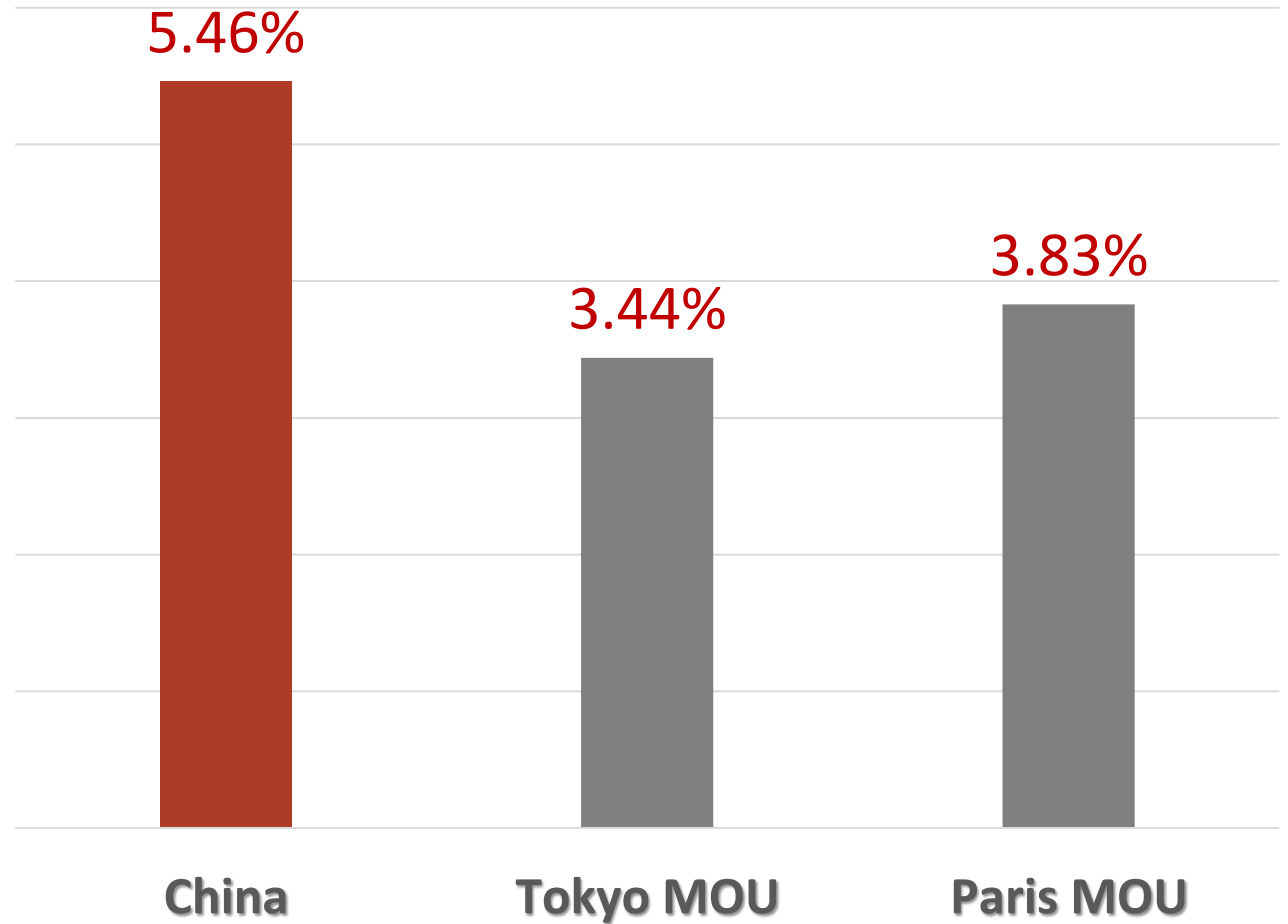
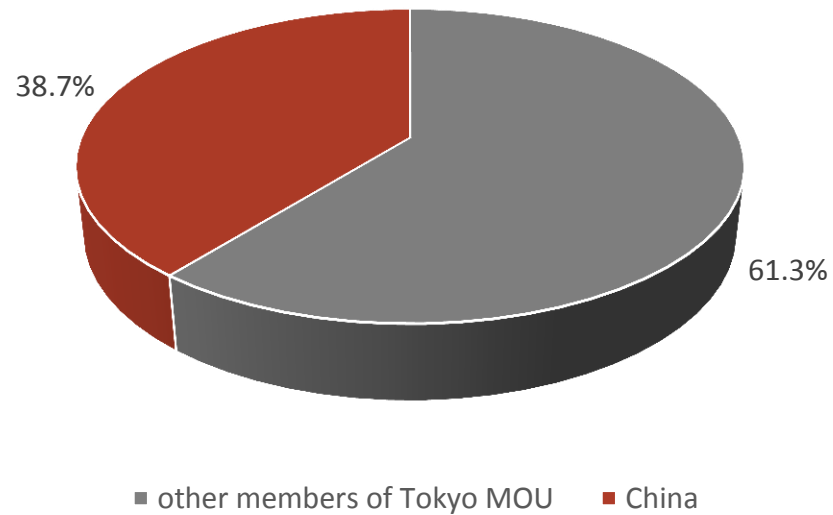
Flag State Control (FSC)

PSC, a **nightmare** for Shipowner?

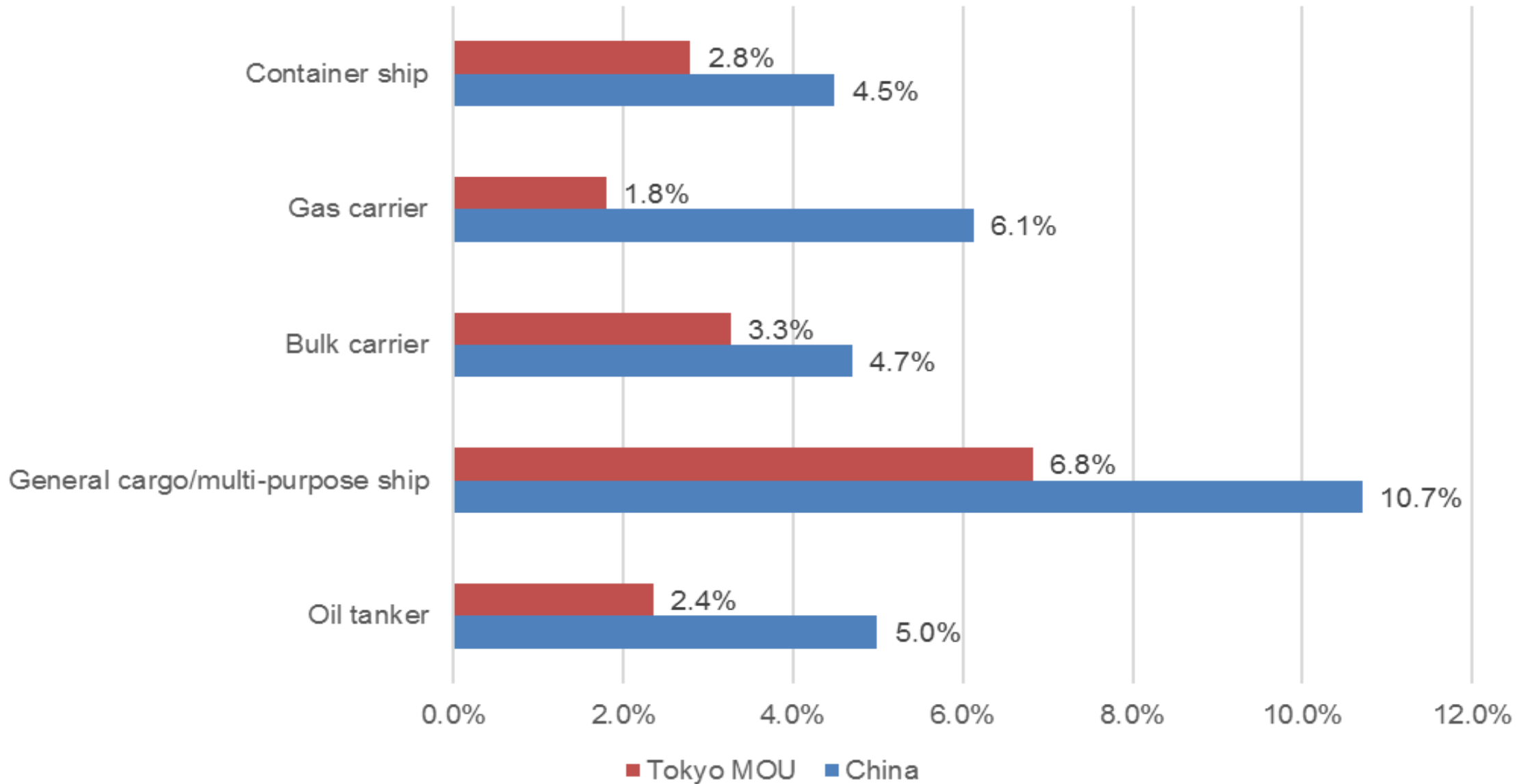
YR 2016



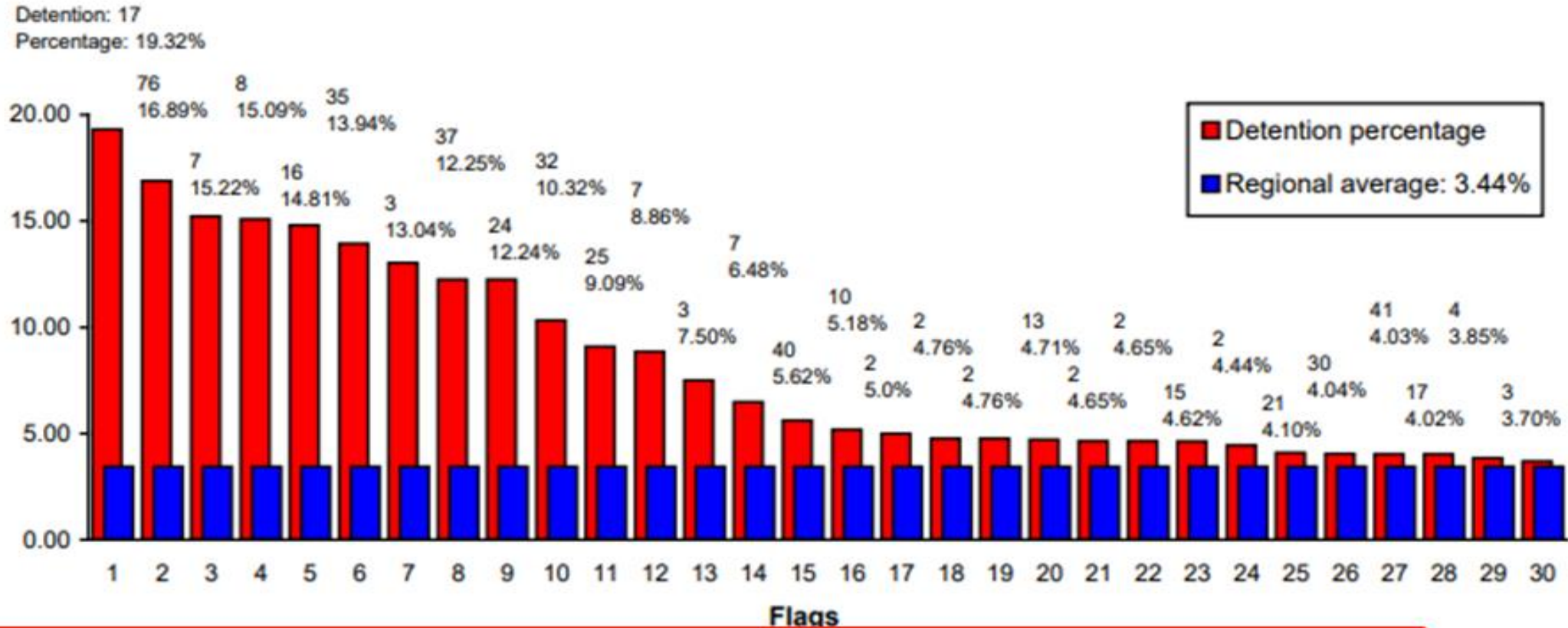
In year 2016, 422 ships detained by China, with detention rate of 5.46%



Detention percentage by ship type



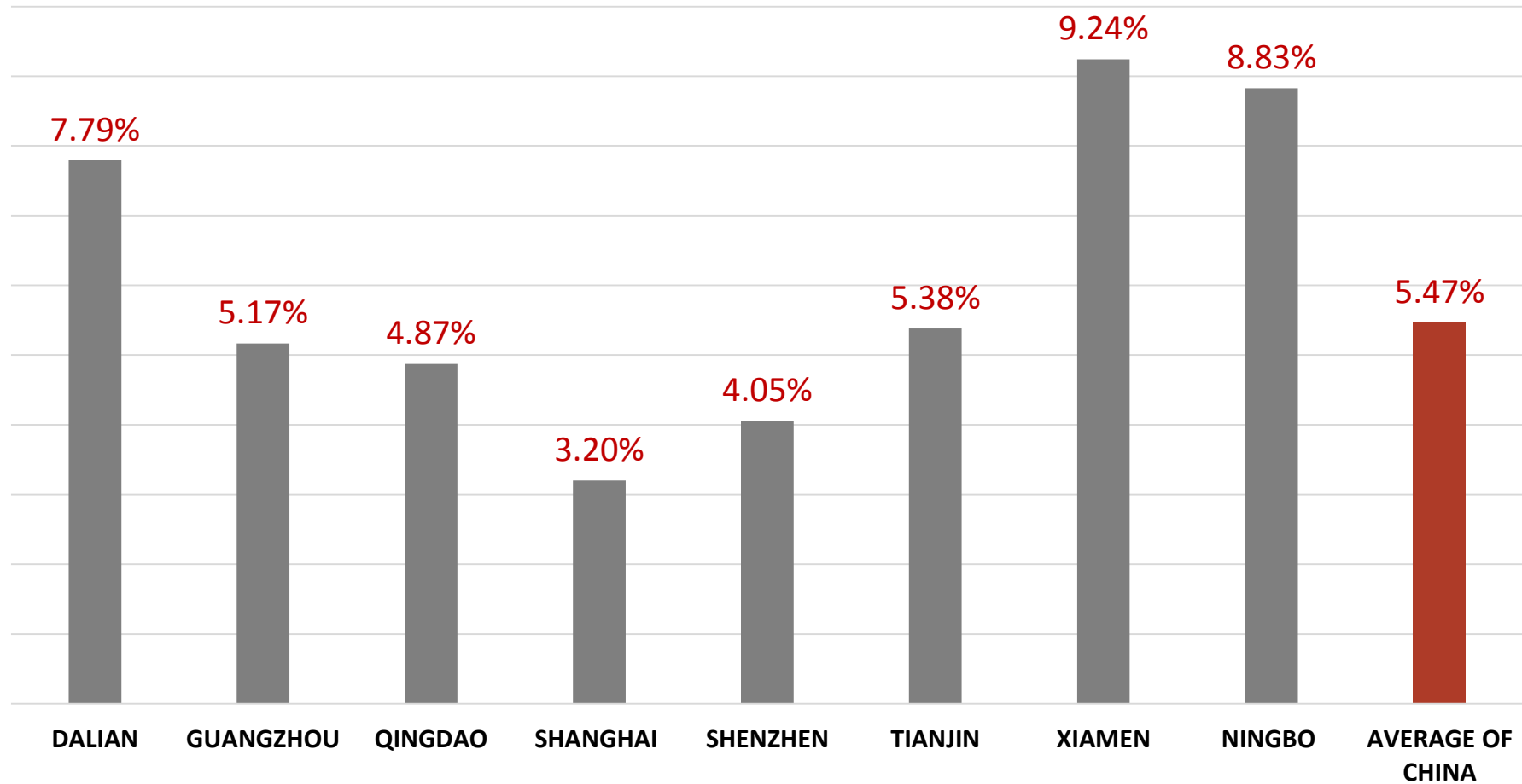
❖ Detention per Flag



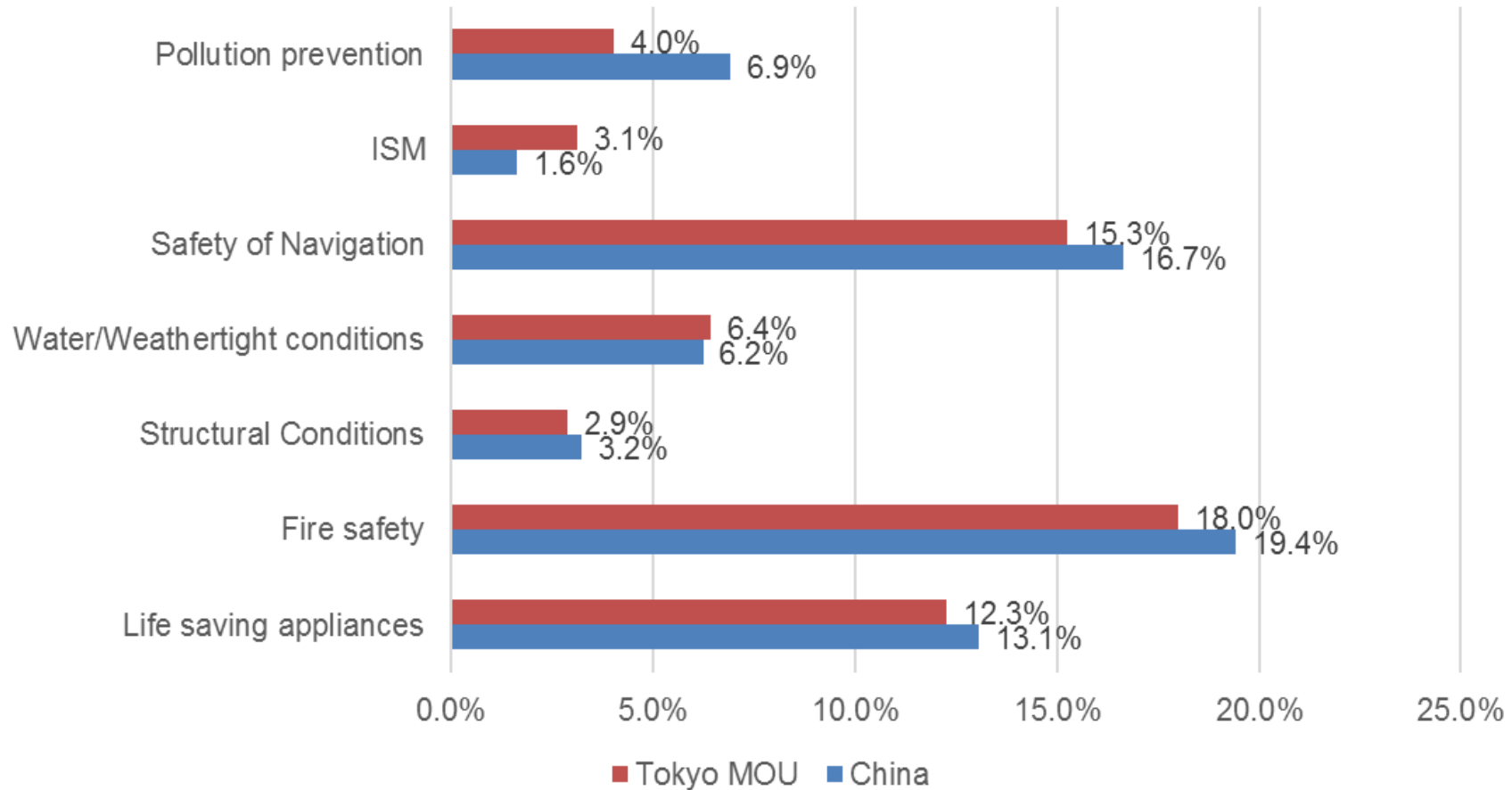
Flags:			
1. Tanzania	2. Cambodia	3. Palau	4. Niue
5. Mongolia	6. Togo	7. Croatia	8. Micronesia
9. Indonesia	10. Sierra Leone	11. Korea, Dem. People's Rep.	12. Vanuatu
13. Jamaica	14. Taiwan, China	15. Belize	16. Malaysia
17. Cook Islands	18. Saudi Arabia	19. Bangladesh	20. Thailand
21. Iran	22. France	23. Russian Federation	24. Turkey
25. Cyprus	26. Viet Nam	27. Malta	28. Antigua and Barbuda
29. Italy	30. Bermuda (UK)		

Top 8 Ports in China

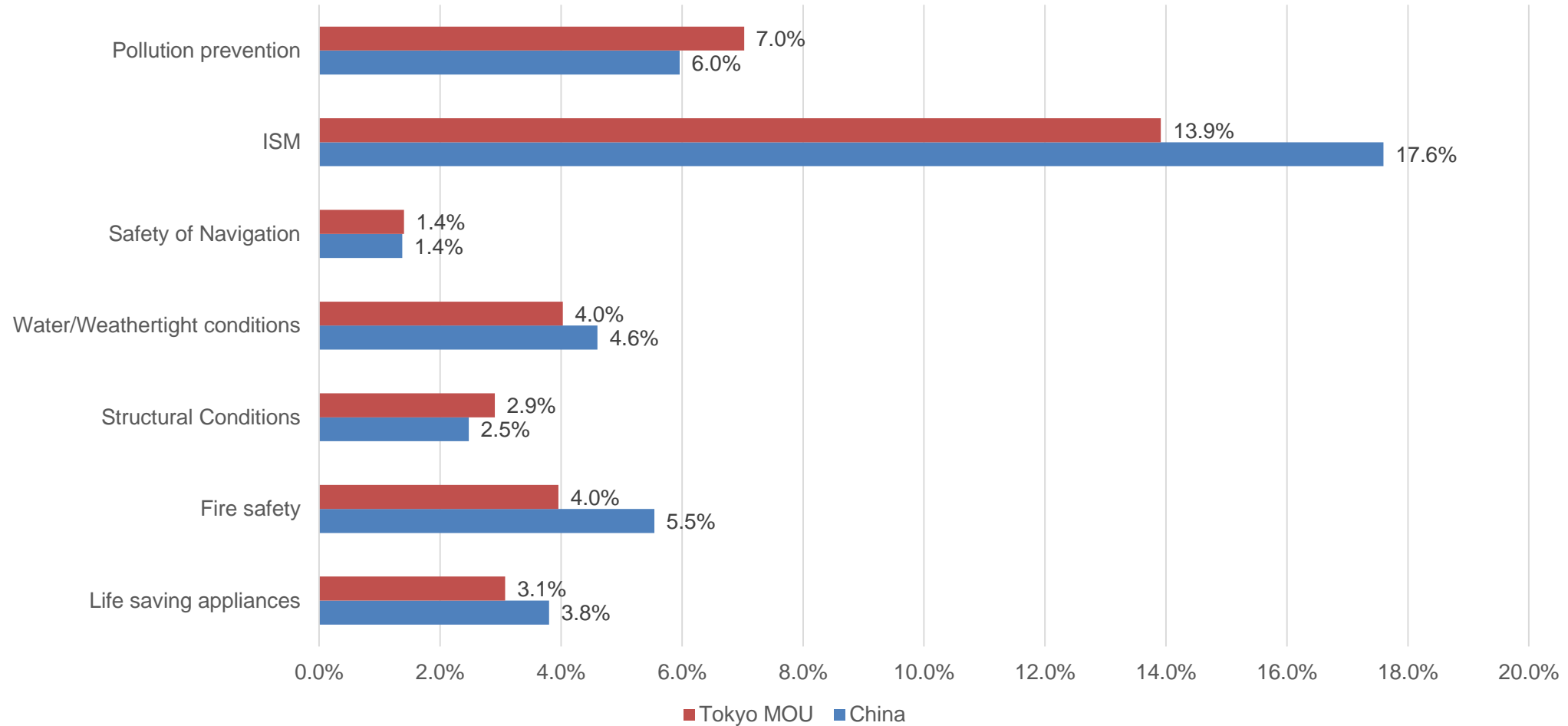
Detention Ratio



Main Deficiencies Found In China



Percentage of Detainable Deficiencies in China



China PSC Inspection Data, 2017

(Statistics of Tokyo MOU will be published soon)

- Vessels inspected: **6707**
- Vessels with deficiencies: **5771**, 84.27%
- Vessels detained: **358**, 5.23%
- Total deficiencies : **26372**, **3.85** per vessel.
- High Risk Vessel: **2503**, 36.55%

All the figures tell that you may have been facing a very **BIG CHALLENGE** when your ships call China ports.

NIR (New Inspection Regime)

working well in China?

Ship Risk Profile—SRP

General Factors

- ship type
- age
- flag (VISMAS)
- RO
- company

Historical Factors

- deficiencies
- detentions



HRS – High Risk Ship (Targeted vessel for PSC inspection)

SRS – Standard Risk Ship

LRS – Low Risk Ships

How Chinese PSCOs inspect your ship?

(Video)

Code 30 or Code 17?

Code 17 or Code 16?

Look into the CODE in a very **different** way.

Code 30, the **PRICE**

- OPEX
- LOH
- Bad Record at Tokyo MOU
- Reputation
- Charter rate
-

How foreign owners can better **manage** the possible risks?

293 PSCOs from 55 ports of China



Advice to shipowner

- 1) study the detention cases, do Specific **training** for managers and Senior Officers
- 2) understand the **cultural difference** and **communication barriers**, be prepared.
- 3) show **respect** to the PSCOs and the report given, appeal in an appropriate way

Alternatively, we at **Singhai** may help you to
solve your problems.

Singhai Protective Agency Service

- **Owner's Representative**

A **Dedicated** Professional Team

- Strong connection with more than 10 years development
- Experience and expertise
- Trust (Organise PSCOs Seminar every year)
- **Result driven**

Examples

Vessel: ISXXXXX SSXXXX. Port: Rizhao China.



Code 30 issued due to lifeboat not working properly.

Through Singhai's effort: vessel was released within one day without any delay and code 30 was removed. The new report was uploaded to Tokyo MOU

SHIP DETAILS
(according to last update)

Ship Name: [REDACTED]	IMO No: [REDACTED]	Call Sign: [REDACTED]
Ship Type: <u>313 - Oil tanker</u>	Gross Tonnage: <u>84789</u>	Deadweight: <u>165293</u>
Flag: <u>BS - Bahamas</u>	Classification Society: <u>278 - DNV GL AS</u>	Date Keel Laid: <u>20.06.2002</u>
Company Name: [REDACTED] Ltd	Company IMO Number: [REDACTED]	

▼ [Click to get details](#) ==> High Risk Ship, Priority I, Window Inspection Range: 19.09.2016 - 19.11.2016

Legend: - initial inspection - follow-up without new deficiencies recorded - follow-up with new deficiencies recorded

	Inspection Date	Inspection Place	Ship Name	Call Sign	Flag	No. of Deficiencies (total / new)	Detention
			(at the moment of inspection)				
<input type="checkbox"/>	[REDACTED]	Qingdao, China	[REDACTED]	[REDACTED]	Bahamas	4 / 4	no
<input type="checkbox"/>	[REDACTED]	Rizhao, China	[REDACTED]	[REDACTED]	Bahamas	7 / 7	no

Vessel: BXXXXX KXXXXX. Port: Yangpu, China.

Owner requested a clean report for commercial requirement

Through Singhai's effort: **zero** deficiency found, **clean** report was given.

SHIP DETAILS
(according to last update)

Ship Name: <u>BXXXXX KXXXXX</u>	IMO No.: <u>XXXXXXXXXX</u>	Call Sign: <u>9KXXXX</u>
Ship Type: <u>313 - Oil tanker</u>	Gross Tonnage: <u>157245</u>	
Flag: <u>MY - Malaysia</u>	Deadweight: <u>300325</u>	
Classification Society: <u>115 - Bureau Veritas</u>	Date Keel Laid: <u>13.12.2004</u>	
Company Name: <u>XXXXXXXXXX PTE LTD</u>	Company IMO Number: <u>XXXXXXXXXX</u>	

▼ [Click to get details](#) ==> Low Risk Ship, Priority II, Window Inspection Range: 11.05.2017 - 11.02.2018

Legend: - initial inspection - follow-up without new deficiencies recorded - follow-up with new deficiencies recorded

	Inspection Date	Inspection Place	Ship Name	Call Sign	Flag	No. of Deficiencies (total / new)	Detention
			(at the moment of inspection)				
<input type="checkbox"/>	<u>XXXXXXXXXX</u>	Yangpu Pt, China	<u>BXXXXX KXXXXX</u>	<u>XXXXXX</u>	Malaysia	0 / 0	no

Vessel: BXXXXX DXXXXX. Port: Qingdao, China.

8 deficiencies plus 1 major deficiency with Emergency Fire Pump, Code 17.

Through Singhai's effort: Eventually only one Code 16 given.

SHIP DETAILS

(according to last update)

Ship Name: <u>[redacted]</u>	IMO No.: <u>[redacted]</u>	Call Sign: <u>9[redacted]</u>
Ship Type: <u>313 - Oil tanker</u>	Gross Tonnage: <u>157098</u>	
Flag: <u>MY - Malaysia</u>	Deadweight: <u>300542</u>	
Classification Society: <u>101 - American Bureau of Shipping</u>	Date Keel Laid: <u>27.09.2004</u>	
Company Name: <u>[redacted]</u>	Company IMO Number: <u>[redacted]</u>	

▼ [Click to get details](#) ==> [Low Risk Ship, Priority II, Window Inspection Range: 17.12.2017 - 17.09.2018](#)

Inspection List

Legend: - initial inspection - follow-up without new deficiencies recorded - follow-up with new deficiencies recorded

	Inspection Date	Inspection Place	Ship Name	Call Sign	Flag	No. of Deficiencies (total / new)	Detention	Ship Risk Profile
			(at the moment of inspection)					
<input type="checkbox"/>	17.03.2017	Qingdao, China	[redacted]	[redacted]	Malaysia	1 / 1	no	Standard Risk Ship

Our capability

Make big issue smaller

Make small issue zero

Our Aim

to help foreign shipowners

- 1) reduce unnecessary Loss
- 2) maintain ships at Low Risk status
- 3) win reputation in the marketplace

Ευχαριστω

Thank you

谢谢