

THE ENFORCEMENT OF FLAG STATE CONTROL
IN MALAYSIA AND IT'S CHALLENGES

NOOR HANIFF BADARUDDIN

FACULTY OF MARITIME STUDIES AND
MARINE SCIENCE
UNIVERSITI MALAYSIA TERENGGANU

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**THE ENFORCEMENT OF FLAG STATE CONTROL IN MALAYSIA AND
IT'S CHALLENGES**

By

NOOR HANIFF B BADARUDDIN

UK 17345

**Department of Maritime Technology
Faculty of Maritime Studies and Marine Science
UNIVERSITI MALAYSIA TERENGGANU
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DECLARATION AND VERIFICATION REPORT
FINAL YEAR RESEARCH PROJECT

It is hereby declared and verified that this research report entitled: **The Enforcement Of Flag State Control In Malaysia And It's Challenges** by **Noor Haniff Bin Badaruddin**, Matric No. **UK 17345** have been examined and all errors identified have been corrected. This report is submitted to the Department of Maritime Technology as partial fulfillment towards obtaining the **Bachelor Degree of Applied Science (Maritime Technology)**, Faculty of Maritime Studies and Marine Science, Unitversiti Malaysia Terengganu.

Verified by:

First Supervisor

Name: **Assoc. Prof. Dr. Khalid B.**

Samo

Official stamp:

ASSOC. PROF. DR. KHALID SAMO PhD MAMarEST
 LECTURER & CO-ORDINATOR B.App.Sci (Maritime Technology)
 DEPARTMENT OF MARITIME TECHNOLOGY
 FACULTY OF MARITIME STUDIES AND MARINE SCIENCE
 UNIVERSITI MALAYSIA TERENGGANU (UMT)
 21030 KUALA TERENGGANU

Date: 24/6/2012

Head of Department of Maritime Technology

Name: **Assoc. Prof. Dr. Mohammad Fadhli bin Ahmad**

Official stamp:

ASSOC. PROF. DR. MOHAMMAD FADHLI AHMAD
 HEAD
 DEPARTMENT OF MARITIME TECHNOLOGY
 FACULTY OF MARITIME STUDIES AND MARINE SCIENCE
 UNIVERSITI MALAYSIA TERENGGANU (UMT)
 21030 KUALA TERENGGANU

Date: 24/6/2012

Second supervisor

Name: **Mr. Juhaizi B. Mohd Yusof**

Official stamp:

JUHAIZI MOHD YUSOF
 PENSYARAH
 JABATAN PENGURUSAN MARITIM
 FAKULTI PENGAJIAN MARITIM DAN SAINS
 UNIVERSITI MALAYSIA TERENGGANU (UMT)
 21030 KUALA TERENGGANU

Date: 24/6/12

DECLARATION

I declare that this project report entitled "*The Enforcement Of Flag State Control In Malaysia And It's Challenges*" is the result of my own research except as cited in the references. The report has not been accepted for any degree and is not concurrently submitted in candidature of any other degree.

Signature : 

Name : Noor Haniff B Badaruddin

Matric No. : UK17345

Date : 4 July 2012

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PENGUATKUASAAN DAN CABARAN KAWALAN BENDERA NEGARA DI MALAYSIA

ABSTRAK

Kertas kajian ini akan membincangkan mengenai penguatkuasaan kawalan bendera negara di Malaysia dan cabaran yang dihadapinya. Didalam bahagian pengenalan akan menjelaskan perbezaan diantara kawalan pelabuhan negara dan kawalan bendera negara. Selain itu, tugas, peranan, dan pelaksanaan penguatkuasaan kawalan bendera negara di Malaysia turut akan dikupas. Perbincangkan secara terperinci tentang penguatkuasaan dan cabaran yang dihadapi oleh pihak berkuasa dalam melaksanakan kawalan bendera negara dan juga mengenalpasti masalah utama spesifikasi kapal yang gagal dalam pemeriksaan kawalan bendera Negara juga akan ditekankan. Kertas kajian ini juga adalah bertujuan untuk membantu pihak berkuasa tempatan pada masa hadapan dengan matlamat untuk menjimatkan masa dengan memilih kapal yang akan dilakukan pemeriksaan dan juga bertujuan untuk membuat kaedah pemeriksaan kapal oleh pihak berkuasa lebih teratur dan berkesan. Selain daripada itu, kertas kajian ini juga diharap dapat memberikan manfaat kepada komuniti perkapalan di Malaysia tentang penguatkuasaan kawalan bendera negara di Malaysia. Apabila pemeriksaan kapal dilakukan, pegawai FSC perlu memberi perhatian kesalahan-kesalahan yang dikenalpasti setelah menyelidik data-data yang lepas seperti kesalahan berkaitan ISM, keselamatan pelayaran, keselamatan kebakaran dan lain-lain lagi. Data empiric juga jelas member beberapa pertunjuk kepada pegawai FSC Malaysia supaya member perhatian yang lebih kepada cirri-ciri kapal berikut: (1) Kapal perkhidmatan Offshore, (2) kapal-kapal antara 2000-3000 GT, dan (3) kapal-kapal telah dikendalikan di antara 11-15 tahun. Akhir sekali, kajian ini juga menyediakan cadangan kepada pihak Jabatan Laut Malaysia bagi menyelesaikan masalah yang dihadapi oleh para pegawai jabatan laut Malaysia.

THE ENFORCEMENT OF FLAG STATE CONTROL IN MALAYSIA AND IT'S CHALLENGES

Abstract

This paper will discuss about the enforcement of flag state control in Malaysia and its challenges. In the introduction chapter, it will explain about the difference between port state control and flag state control. Then, the duties, role, and the implementation of flag state control enforcement is reviewed. The enforcement of flag state control in Malaysia, the challenges faced by the Malaysia flag state authority in the enforcement of FSC and the main ships specifications that mostly failed the FSC inspection are highlighted. The significant of this research is to assist Flag State Control authorities to save their time by selecting ships to be monitored and what to be inspected in the future by FSC regime based on the guideline to that make inspections process would become more efficiently. Additionally this paper also can help the marine community understand about Malaysia Flag State Control enforcement. When inspecting vessels, FSCO should pay attention on those major deficiency items discovered over the past years' data such as ISM related deficiencies, fire safety measures and Safety of navigation, etc. Finally, the empirical data also apparently point out some indications for Malaysia's FSCO to conduct FSC inspection on those ships with the following attributes: (1) Offshore service vessel, (2) ships between 2000-3000 GT, and (3) ships have operated between 11-15 years. Finally, this paper also will be providing some recommendation to Marine department authorities to encounter the challenges faced by the Malaysia Flag State Control officer.