

TECHNICAL AND REGULATORY NEWS No. 20/2015 – Port state control

CONCENTRATED INSPECTION CAMPAIGNS IN RIYADH AND CARIBBEAN MOU

September 2015

A Concentrated Inspection Campaign (CIC) on Safety of Navigation in Riyadh MoU has been announced by the Riyadh MoU (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and United Arab Emirates). The campaign will last for three months, from 1 October 2015 to 31 December 2015.



During the CIC, Port State Control Officers (PSCO) will go through a questionnaire with 12 selected items to establish if a vessel is in compliance with the requirements of the SOLAS V regulation.

Some areas of concern are AIS, VDR, and to ensure that watch keeping officers are familiar with this equipment.

Depending on the nature of the deficiencies found during the CIC, the PSCO will either register a deficiency with a given due date for rectification or detain the vessel if serious deficiencies have been identified.

The press release from Riyadh MoU with the questionnaire of 12 selected items is attached to this update for your guidance (Annex I).

Ongoing Concentrated Inspection Campaign in Caribbean MoU:

The 2015 CIC in Caribbean MoU focuses on Safety of Navigation and Hours of Rest. The campaign started on 1 September 2015 and will last until 30 November 2015. As for the Riyadh MoU, the purpose of the campaign is to ensure compliance with Chapter V: Safety of Navigation of the Annex to SOLAS and the requirements related to hours of rest as specified in the amended STCW 78 Convention.

The aim of the CIC is to establish that:

- There is compliance with the carriage requirement for all sizes and, where required, that there is valid statutory certification together with a relevant record of equipment;
- The equipment is type approved and functioning effectively;
- The master and watch keeping officers are familiar with the bridge equipment;
- The deck and engine room watchkeepers' hours of rest are recorded as per STCW 78 as amended by the Manila Conference.

To ensure compliance with SOLAS V and STCW part A C VIII part 4-1, the PSC officers will use a questionnaire listing a number of items to be covered during the CIC. Depending on the nature of the deficiencies, the actions from PSC officers may range from recording a deficiency that has to be rectified within a certain period of time to detaining a vessel with serious deficiencies until they have been rectified.

The press release from CMOU is attached (Annex II) and can also be found on the Caribbean MoU website.

CONTACT

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2nd September 2015

**Concentrated Inspection Campaign on Safety of Navigation SOLAS Chapter V
by Riyadh MoU on Port State Control**

1st October 2015 – 31st December 2015

Riyadh MoU is launching a Concentrated Inspection Campaign (CIC) based on Safety of Navigation, SOLAS Chapter V.

The purpose of this CIC is to ensure that ships comply with the requirements of equipment such as AIS, VDR as well as to ensure that the Master and Watch Keeping Officers are familiar with these equipment.

Consequently, as from 1st October 2015, all vessels may be subject to an additional check by PSCO's.

The campaign period will be commenced from 1st October 2015 and it will be held for 3 months, ending on 31st December 2015.

In order to assist ships staff for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).

The ships must comply with all applicable International Conventions at all times.

Yours faithfully,

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RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL



مذكرة تفاهم الرياض
للتفتيش و الرقابة على السفن

REPORT OF CIC ON SAFETY OF NAVIGATION
1st October 2015 – 31st December 2015

Ships Name/IMO No.:
Port of Inspection:

Date of Inspection:

#	Item	YES	NO	N/A
1	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment?			
2	Is navigational equipment operational?			
3	Can the master and watch keeping officers demonstrate familiarization of navigating equipment?			
4	Are arrangements in place to ensure performance of the equipment?			
5	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage?			
6	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangement?			
7	Is there a record of navigational activities and incidents?			
8	Is there evidence of voyage planning?			
9	Is a valid certificate of compliance (annual testing) of the VDR/SVDR on board?			
10	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS?			
11	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?			
12	Can the master and watch keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems?			
13	Is the ship detained as a result of this CIC?			



Caribbean MOU on PSC will hold Safety of Navigation and Hours of Work or Rest

July 2, 2015

Launch of Concentrated Inspection Campaign on Safety of Navigation and Hours of Work or Rest beginning 1 September 2015 by Caribbean MOU on Port State Control

The 17 Maritime Authorities of the Caribbean Memorandum of Understanding (CMOU) on Port State Control will launch its second Concentrated Inspection Campaign (CIC) with the purpose of ensuring compliance with Chapter V: Safety of Navigation, of the Annex to the International Convention for the Safety of Life at Sea (SOLAS) as well as the requirements regarding hours of rest as per STCW 78 as amended. This inspection campaign will be held for three months, commencing from September 1st, 2015 and ending on November 30th, 2015.

The CIC is designed to ensure that:

- There is compliance with the carriage requirement for all sizes and where required there is a valid statutory certification together with relevant record of equipment;
- The equipment has type approval as appropriate and is functioning effectively;
- The master and watch-keeping officers are familiar with the bridge equipment; and
- The deck and engine room watch-keepers' hours of rest are recorded as under STCW 78 as amended by the Manila Conference.

In practice, the CIC will mean that during a regular port State control inspection conducted under the targeting matrix criteria within the CMOU region will target aspects of compliance provisions of SOLAS Chapter V and STCW 78, on all vessels regardless of type. In addition, the records of the deck and engine room watch-keepers' hour of rest will be examined for accuracy under STCW 78 as amended by the Manila Conference.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the Concentrated Inspection Campaign. When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the CMOU web site will take place. It is expected that the CMOU will carry out approximately 200 inspections during the CIC.

The results of the campaign will be analysed and findings will be presented to the governing body of the CMOU for submission to the relevant IMO sub-committee.

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For more information on the Caribbean MoU on Port State Control please consult our Internet Website on the following address: www.caribbeanmou.org