



TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F
6-19-19, Shimbashi, Minato-ku
Tokyo 105-0004
Japan

Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org
Web site: www.tokyo-mou.org

PRESS RELEASE

THE RESULT OF CONCENTRATED INSPECTION CAMPAIGN (CIC) ON STABILITY IN GENERAL

The Concentrated Inspection Campaign (CIC) on Ship's Stability in General was carried out in the Tokyo MOU region jointly with the Paris MOU from 1 September 2021 to 30 November 2021. The purpose of the campaign was to confirm crew's familiarization with, and to create awareness of, the importance of calculating the actual stability condition of the ship before departure and to verify ship's compliance with stability requirements under the relevant IMO instruments.

During the campaign period, the member Authorities of the Tokyo MOU carried out 6,260 PSC inspections, of which 4,984 (79.62%) included the CIC inspection. 356 CIC related deficiencies were found on 306 ships representing 6.14% of the CIC inspections.

Eight of the 4,984 ships subject to a CIC inspection were detained for CIC related deficiencies. This represents 6.61% of all 121 detentions for all 6,260 ships inspected over the period. This outcome appears to indicate a relatively high level of compliance with stability in general noting that:

- CIC Inspections resulted in 8 subject related detentions from 4,984 CIC inspections giving a detention rate of 0.16%
- All Inspections resulted in 121 detentions for all causes from 6,260 inspections giving a detention rate of 1.93%

The highest number of CIC related deficiencies were relating to the Loading/Ballast condition 155 (43.54%), followed by Cargo operation 67 (18.82%) and Bridge operation 45 (12.64%).

Bulk carriers were subject to the highest number of CIC inspections accounting for 2,126 (42.66%) inspections, followed by general cargo vessels 911 (18.28%) and container

vessels 893 (17.92%). This reflects the general inspection trend for all inspections by ship type.

The most CIC inspections relating to flag were carried out to the ships under the flags of Panama 1,390 (27.89%), followed by Hong Kong (China) 587 (11.78%), Liberia 564 (11.32%).

Further analysis of the results of the campaign will be considered by the Port State Control Committee scheduled in November 2022 and will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

16 February 2022

Contact

Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19, Shimbashi
Minato-ku, Tokyo
Japan 105-0004

Telephone: +81-3-3433 0621

Facsimile: +81-3-3433 0624

E-mail: secretariat@tokyo-mou.org

Web-site: www.tokyo-mou.org

Notes to editors:

* The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. At present, Tokyo MOU consists of 21 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Mexico adheres to the Tokyo MOU as a co-operating member Authority. Cambodia (accepted at the current meeting), the Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Paris, the Indian Ocean, the Black Sea, the Riyadh, the Caribbean and the Abuja Memoranda of Understanding on Port State Control and the Viña del Mar Agreement are associated with the Tokyo MOU as observers.

The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, security, marine environment protection and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping and PSC is the second defense for ensuring safety, security, marine environment protection and seafarers living and working conditions.