



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

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON SAFETY OF NAVIGATION (SOLAS CH.V)

The concentrated inspection campaign (CIC) on safety of navigation was carried out in the Tokyo MoU region from 1 September 2017 to 30 November 2017.

Within the campaign, Tokyo MOU member Authorities verified vital points of compliance in accordance with SOLAS Ch. V on all types of foreign merchant ships.

During the CIC, member Authorities inspected a total of 6,720 vessels, of which 36 (0.54%) were detained as a direct result of the campaign. In total 157 (2.34%) ships were detained during the campaign.

The highest number of inspections were carried out on ships flying the flags of Panama 1,876 (27.92%), Hong Kong (China) 650 (9.67%), the Marshall Islands 610 (9.08%) and Liberia 543 (8.08%).

The highest number of CIC inspections relating to ship types were conducted on bulk carriers 2,360 (35.12%), followed by general cargo/multipurpose vessels 1,333 (19.84%) and container vessels 1,186 (17.65%).

CIC related detentions by flag States with the highest number of detentions were Panama 9 out of 1,876 inspections, Liberia 4 out of 543 inspections, and Belize 4 out of 173 inspections. Flags with the highest detention percentage during the CIC were the United Republic of Tanzania (33.33%; 1 detention out of 3 inspections), Pakistan (25.00%; 1 detention out of 4 inspections) and Cook Islands (14.29%; 1 detention out of 7 inspections).

The most notable deficiencies found during the campaign were related to the passage plan for the voyage 338 (21.82%), followed by exhibition of navigation/signal lights 304 (19.63%) and recognition of stages of remote audible alarm of BNWAS 168 (10.85%).

Final analysis of the results of the campaign will be considered by the Port State Control Committee in November 2018 and, moreover, a report of the CIC will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

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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

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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 20 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Panama adheres to the Tokyo MOU as co-operating member Authority. The Democratic People's Republic of Korea, Macao (China), Samoa, the 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 and the Caribbean 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 Tokyo MOU 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 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.