



INDIAN OCEAN MOU ON PORT STATE CONTROL SECRETARIAT

PRESS RELEASE

Concentrated Inspection Campaign (CIC) on Safety of Navigation (SOLAS CH.V)
01 September to 30 November 2017

The member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) will launch a Concentrated Inspection Campaign (CIC) on Safety of Navigation. The three month campaign will start on September 1, 2017 and end on November 30, 2017. The campaign is being conducted simultaneously with the Paris MoU, Tokyo MoU and other MoUs.

During the last five years from 2012 to 2016, deficiencies under the category Safety of Navigation have been the highest in the Indian Ocean Memorandum of Understanding (IOMOU) region. A total number of 11732 deficiencies, amounting to 15.57% of all deficiencies concerning Safety of Navigation were recorded by the PSCOs. Among all deficiencies concerning Safety of Navigation, 377 deficiencies i.e 3.21% were found detainable.

The purpose of this CIC is to verify that there is compliance with the applicable requirement of SOLAS Conventions, the overall status of the vessel's navigation safety, and the competency of crew involved in navigation operations. During the campaign period, member Authorities of the IOMOU will inspect within the resources available, as many ships as possible in conjunction with routine port State control inspections. A ship will only be subject to one inspection under the CIC during the period of the campaign.

Port State Control Officers (PSCOs) will apply a questionnaire developed by the Tokyo MoU and Paris MoU, listing twelve selected areas to be covered during the concentrated inspection so as to confirm that related equipment installed on board complies with the relevant statutory certificates. The Master and officers on duty are familiar with operation of bridge equipment, especially ECDIS and the navigational equipment are maintained and functioning properly.

Deficiencies found during the inspection will be recorded by the PSCOs and actions 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. The results of the campaign will be analyzed and findings will be presented to the IOMOU Committee for submission to the International Maritime Organization.

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