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PRESS RELEASE

PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN (CIC) ON STCW HOURS OF REST CARRIED OUT FROM 01 SEPTEMBER TO 30 NOVEMBER 2014

35 ships detained during the CIC

The Concentrated Inspection Campaign (CIC) on STCW Hours of Rest was carried out in the Indian Ocean MOU region between 1 September and 30 November 2014. This campaign was conducted in conjunction with the CIC carried out by the Tokyo MoU and the Paris MoU.

During the campaign, member Authorities of the IOMOU carried out inspections of 1623 individual ships with 118 detentions out of which 1259 inspections of individual ships covering 63 flags were undertaken using the CIC questionnaire and total 35 ships were detained for the CIC related deficiencies. A total of 174 ships were found with 246 deficiencies as a result of the CIC campaign.

The overall detentions during the campaign were 7.27%, however detentions with respect to the CIC deficiencies were 2.78 %.

The highest number of CIC inspections were carried out on ships under the flag of Panama (284) followed by Liberia (147). The flag with the highest number of CIC related detentions was Panama (10). With regard to the ship type, the highest number of CIC inspections accounted were bulk carriers (695) followed by container ship (119).

The most significant deficiencies found during the campaign were:

- .1 lack of correctly recorded records related to hours of rest (8.34%);
- .2 non-compliance with the STCW requirements of rest periods for all watchkeeping personnel including the weekly requirements of rest (2.14%); and
- .3 with respect to the records indicating that a bridge lookout is being maintained (1.74%).

The Authority of Australia carried out the maximum number (837) of inspections representing 66.5% of the total inspections with 13 detentions (1.6%) followed by India (160) inspections representing 12.7% with 11 detentions (6.9 %)

The results of the CIC will be further analyzed and the final analysis and findings will be considered by the Indian Ocean MOU Committee and presented to the Sub-Committee of Implementation of IMO Instruments (III), to be held at IMO.

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