



## INDIAN OCEAN MOU ON PORT STATE CONTROL SECRETARIAT

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### PRESS RELEASE

#### **PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING ARRANGEMENTS**

##### **3 ships detained during the CIC**

The Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements was carried out in the Indian Ocean MOU region between 1<sup>st</sup> September 2016 and 30<sup>th</sup> November 2016. This campaign was conducted in conjunction with the CIC carried out by the Tokyo MoU.

During the course of the campaign member Authorities of the IOMOU carried out inspections of 1443 individual ships with 89 detentions. Out of which 862 inspections of individual ships covering 51 flags were undertaken using the CIC questionnaire, and total of 3 ships were detained for CIC related deficiencies, resulting in a CIC topic related detention rate of 0.35%.

The highest number of CIC inspections were carried out on ships under the flag of Panama with 215 (24.94%) inspections followed by Liberia with 100 (11.60%) inspections, and Marshall Island with 89 (10.32%) inspections. A total of 3 flags had CIC-related detentions, Panama, Thailand and Tanzania. These flags covers 25.29% of the CIC inspections.

A Container Ship and 2 General cargo/multi-purpose ships were detained for CIC-related deficiencies and the detention rate for the type of ships was 0.79% and 2.67% respectively.

A total of 35 flags, covering 95.94% of the total CIC inspections, had no CIC-related deficiencies. A total of 16 flags covering 4.06% of the total CIC inspections had 39 CIC related deficiencies. A total of 48 flags, covering 99.66% of the CIC inspections, had no CIC-related detentions at all.

With regard to the ship type, the highest number of CIC inspections accounted were bulk carriers 464 (53.82%) followed by container ship 126 (14.61%), general cargo/multi-purpose ships 75 (8.70%) and chemical tankers 45 (5.22%).

532 (61.72%) of the CIC inspected vessels were required to have a cargo securing manual (CSM) and 20 (2.32%) of the total vessels inspected did not have a CSM. However, 310 (35.96%) of the CIC inspected vessels were not required to have a CSM.

The most significant deficiencies found during the campaign were related to questionnaire 2a, 5, 7 and 4 which are as follows:

- .1 the cargo securing manual were not meeting the guidelines outlined in MSC.1/Circ.1353/Rev.1 (14%).
- .2 the condition of the lashing/fittings were not satisfactory for the intended use. (2%).
3. there were no sufficient quantity of reserve cargo securing devices on board (2%).
4. the lashings/fittings were not as per the cargo securing manual (1%).

The results of the campaign will be further analyzed, including additional information gathered, and findings will be presented to the 20<sup>th</sup> meeting of the Port State Control Committee in August 2017, after which the report will be submitted to the Sub-Committee on Implementation of IMO Instrument (III).

**Contact :**

IOMOU Secretariat  
Ushakal House No. 92, Plot A-8,  
Rangavi Estate, Dabolim, Goa-403801, India.  
Email: [iomou1@dataone.in](mailto:iomou1@dataone.in) / [iomou.sec@nic.in](mailto:iomou.sec@nic.in)  
Website: [www.iomou.org](http://www.iomou.org)