

31 July 2017

## **LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION (SOLAS CH.V)**

**The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on SAFETY OF NAVIGATION.**

**The aim of the CIC is to check compliance with the applicable requirements of the SOLAS Convention, the overall status of the vessel's navigation safety, and the competency of crew involved in navigation operations.**

This inspection campaign will be held for three months, commencing from 1 September 2017 and ending 30 November 2017. A ship will only be subject to one inspection under this CIC during the period of the campaign.

Navigation equipment have always been major inspection items for PSC inspections. The Tokyo MoU and the Paris MoU have conducted a joint CIC for SOLAS Chapter V concerning safety of navigation in 2008. The regulations for navigation equipment have undergone frequent changes according to a series of amendments to SOLAS Chapter V (safety of navigation). Electronic Chart Display and Information System (ECDIS) have assisted watchkeepers to maintain navigation safety and reduce the navigational workload since its application. Deficiencies relating to navigation equipment contribute a major proportion of the total deficiencies. From 2009 to 2016, a total of 174,559 deficiencies concerning safety of navigation were recorded, accounting for 15.27% of all deficiencies.

Port State Control Officers (PSCOs) will use a list of 12 questions to assure that navigation equipment carried onboard complies with the relevant statutory certificates, the master and navigation officers are qualified and familiar with operation of bridge equipment, especially ECDIS, and that navigation equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to

detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU web sites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Paris MOU	Tokyo MOU
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Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.</p>	<p>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. Currently, the Memorandum has 19 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>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.</p>

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention 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 defence against visiting substandard shipping.

## QUESTIONNAIRE CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION (SOLAS CH.V) 2017

<b>Inspection Authority:</b>			
<b>Ship Name:</b>		<b>Flag:</b>	
<b>IMO Number:</b>		<b>Classification Society:</b>	
<b>Date of Inspection</b>		<b>Inspection Port:</b>	

No.	Item	Yes	No	N/A
Q.1*	Is ship's navigation equipment in accordance with its applicable safety certificate (SEC,PSSC, CSSC)? <b>(S74/CI/R12)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement? <b>(S74/CV/R19.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3	Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS? <b>(STCW/A-II/1)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Can watchkeeping officers demonstrate familiarization with ECDIS? <b>(STCW/A-VIII/2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Can ship's VDR/SVDR record data fully? <b>(S74/CV/R18)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Is second and/or third stage remote audible alarm of BNWAS recognized? <b>(S74/CV/R19.2.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7	Is the ship's Automatic Identification System transmitting correct particulars? <b>(S74/CV/R19.2.4)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8	Does the passage plan cover the whole voyage? <b>(S74/CV/R34,STCW/A-VIII/2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9*	Does all crew know and respect the official working language as established and recorded in the ship's logbook? <b>(S74/CV/R14)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.10*	Is the crew familiar with the procedure of emergency operation of steering gear? <b>(S74/CII-1/R29, S74/CV/R26)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.11*	Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72? <b>(COLREG72/CIII: S74/CII-1/R42.2/R43.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.12	Is the ship detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If "No" is selected, for questions marked with an "\*" PSCO should use his/her professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B.  
Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.