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PRESS RELEASE

THE CONCENTRATED INSPECTION CAMPAIGN (CIC) ON STRUCTURAL SAFETY AND THE INTERNATIONAL CONVENTION ON LOAD LINES

The Concentrated Inspection Campaign (CIC) on Structural Safety and the International Convention on Load Lines was carried out in the Tokyo MOU region from 1 September 2011 to 30 November 2011.

This campaign was conducted jointly with the Paris MOU while regional PSC regimes of the Viña del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU also participated in the campaign.

The 18 member Authorities carried out a total of 7,534 PSC inspections which included 5,901 CIC inspections. During the campaign, 2,929 CIC-topic related deficiencies were found with 83 ships out of a total of 346 detentions being detained for CIC related deficiencies. The detention rate for the CIC is 1.41% while the overall detention rate for the period is 4.59%.

The highest number of inspections were carried out on ships under the flags of Panama 1,900 (32.20%), Hong Kong (China) 468 (7.93%), Liberia 366 (6.20%) and Singapore 347 (5.88%).

The flags with the highest number of CIC related detentions were Cambodia 23 (27.71%), Panama 21 (25.30%), Sierra Leone 7 (8.43%) and Viet Nam 7 (8.43%).

Bulk carriers were the ship type with the highest number of CIC inspections which accounted for 1,898 (32.16%), followed by general cargo vessels 1,565 (26.52%) and container vessels 983 (16.66%).

The most significant deficiencies found during the campaign were related to the protection of openings (Ventilators, air pipes, casings) 554 (18.91%), followed with

casing (Hatchway-, portable-, tarpaulins, etc) 273 (9.29%) and Doors 245 (8.36%).

A major concern that emerged during the CIC was the large number of recorded deficiencies relating to cargo hatch openings, with one casualty reported during this period. The deficiencies could be the result of poor design, improper cargo operations or inadequate maintenance/repair of the hatch openings.

Final analysis of the results of the campaign will be considered by the Port State Control Committee in April 2012 and will be presented to the Sub-Committee on Flag State Implementation of the IMO.

9 February 2012

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