

## **Notice on the Concentrated Inspection Campaign of Port State Control in the Fall of 2010**

To all ship companies,

The Paris, Tokyo, Black Sea and Vina Del Mar MOUs will start a Concentrated Inspection Campaign (CIC) in the fall of 2010.

### **1. The CIC of Paris and Black Sea MOUs**

#### **1.1 Brief introduction to the CIC**

The CIC of Paris MOU from 1 September 2010 to 30 November 2010 will verify correct damage stability on oil tankers, chemical tankers and gas carriers.

The reasons for this CIC include that inspections showed tankers frequently sailing when not complying with damage stability requirements or had no means of assessing damage stability or were sailing in a loading condition not covered by the approved stability book.

In practice the CIC will mean that during every port State control inspection of a tanker within the Paris MOU region, the stability information book and other applicable documentation shall be verified in more detail for compliance with relevant regulations.

Port State Control Officers (PSCOs) shall use a list of 9 selected items (refer to attachment 2) to verify critical areas for tanker stability.

When deficiencies are found, actions by the port State may vary from recording a deficiency to detention of the ship until deficiencies have been rectified.

In case of detention, publication in the monthly list of detentions available on the Paris MOU web page will take place.

The six member Maritime Authorities (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Black Sea Memorandum of Understanding on Port State Control will start a concentrated inspection campaign on Tanker

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Damage Stability compliance as of **1st September 2010** in parallel with the Paris MOU. The inspection campaign will last 3 months ending on 30 November 2010.

The CIC inspections will be conducted in conjunction with routine port State control inspections and during every port State control inspection within the Black Sea region.

The Black Sea MOU will use the model of relevant Questionnaire developed by Paris MOU with a checklist of 9 selected areas and items of inspection.

Purpose of the questionnaire is:

- To gather information regarding the application of damage stability to tankers
- To ensure existing IMO instruments are enforced in a consistent manner
- To minimise risks to tankers and the seafarers who operate them
- To minimise risks to the environment from loss of marine pollutants
- To ensure non-compliant vessels are identified and brought into compliance

If deficiencies are found, the Port State Control Officer will conduct an in depth investigation on the tanker damage stability compliance.

The results of the CIC will be analysed and findings will be presented to the governing bodies of the Paris and Black Sea MOUs for submission to the International Maritime Organization (IMO).

Additionally , in the fall of 2011 the inspection campaign will be aimed at verifying that ships are in compliance with the requirements for structural safety and the international Convention on Load Lines.

## **1.2 Standards and application of the CIC**

**Intact Stability approval** – required by International Load Line Convention and applied to all ships constructed after 21 July 1968, among which ships constructed before 1 July 2010 should comply with the Intact Stability Standard accepted by the Flag State and those constructed on or after 1 July 2010 should at least comply with Part A, 2008 Intact Stability Code.

**Damage Stability approval for oil tanker** – required by Reg. 22, MARPOL Annex I, and applied to the oil tankers of 150GT and above delivered after 31 December 1979.

**Damage Stability approval for chemical tanker** – required by BCH or IBC Code and applied to the chemical tankers with keel laid after 12 April 1972.

**Damage Stability approval for gas carriers** – required by EGC, GC or IGC Code and applied to the gas carriers with a building contract after 31 October 1976, or with keel laid after 31 December 1976, or delivered after 30 June 1980.

### **1.3 Introduction to the typical Stability Information onboard**

#### **a Stability Information booklet (SIB) – Standard Loading Conditions**

The Stability Information booklet shall be approved by the Flag State or Class Society to verify that ship has a compliance with IMO conventions or codes with reference to intact stability, damage stability (where applicable) and strength requirements. Damage stability information may also be included in a separate booklet.

#### **b Stability Information booklet (SIB) – Allowable limit curves**

The SIB will often include ship's allowable KGmax or GMmin limit curves, however, which may be used for intact stability only. If the allowable limit curves make reference to MARPOL, BCH/IBC Code or EGC/GC/IGC Code, it will be shown that the curves are applied to the damage stability. *Herein remind owners to notice that the SIB approved by this Society normally does not include the allowable KGmax or GMmin limit curves applied to the damage stability.*

#### **c 3) Stability Loading Programme (Loading Computer)**

A programme installed onboard to undertake longitudinal strength and stability calculations for any loading condition. Presence of damage stability capability can be confirmed if the programme manual or instruction makes reference to MARPOL, BCH/IBC Code or EGC/GC/IGC Code. It should be noted that there is no mandatory statutory requirement for Loading Computer with capability of damage stability capability to be approved by the Flag State/Class Society.

### **1.4 Instructions to the ship's master for preparing an CIC inspection**

Based on the above-mentioned, we provide below guidance to the ship's master for each question listed at the released CIC Questionnaire.

#### **Q.1 Does the ship have an approved stability information booklet (SIB)?**

The answer to Q1 should be "yes", and the master should provide a SIB approved and stamped by the Flag State or this Society as evidence.

#### **Q.2 Is the SIB written in a language understood by the master?**

The answer to Q2 should be "yes". The SIB should be in the working language

of the ship or at least be in English. Master should be able to demonstrate his understanding of the SIB with the language so written.

**Q.3 Does the approved stability information cover damage conditions?**

For the applicable oil tanker, chemical tanker and gas carrier mentioned above, the answer to Q3 should be “yes”. Master can demonstrate the compliance by showing the approval page of SIB and/or approval statement of SIB issued by this Society. The approval foundation of these documents should make reference to MARPOL, BCH/IBC Code or EGC/GC/IGC Code.

**Q.4 Can the master demonstrate that the ship is normally loaded in accordance with the SIB?**

If ship’s current loading condition does not exceed the one in approved SIB, the answer to Q4 should be “yes” and in such circumstance the answer to Q.5-Q.8 should be “N/A”. PSCO may compare the current loading conditions or the historic record of loading conditions to the approved SIB to verify the compliance. Under the acceptable approved loading condition, the current filling of each cargo and ballast tank must lie within 1% of the weight in the approved condition and the current GM data must lie within 2 cm of the approved condition GM data.

**Q.5 Has the master verified an alternate loading condition by written authority from flag/class?**

Where the ship is not loaded as per an approved condition, it is acceptable if written authority from flag/class has been obtained. For such loading condition, a written approval document should be attached.

**Q.6 Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information?**

Where the ship is not loaded as per an approved condition, an alternate loading condition by assessing the current KG data whether in the scale of allowable KG in SIB would be an acceptable alternative. *However, this option is subject to the precondition that the allowable KG<sub>max</sub> or GM<sub>min</sub> limit curves for damage stability is clearly presented in the approved SIB.*

**Q.7 Is there an on-board stability computer programme that includes damage stability?**

**Q.8 Has the master verified an alternate loading condition by using the on-board stability computer programme for carrying out damage stability checks?**

Q.7 & Q.8 should be considered together. Where the ship is not loaded as per an approved condition, using the stability loading programme to verify the compliance of damage stability would be an acceptable provided that the

installed stability loading programme should include damage stability capability. In such circumstance, the printout calculation result of stability loading programme can be evidence.

**Q.9 Was the ship detained as a result of this CIC?**

The answers to any one of Q1, 2 or 3 are “No” will lead a detention.

During the inspection, where ship’s current arrival or departure sailing conditions are not covered by the approved SIB and there is no evidence show that ship has taken any alternative of Q4, 5, 6 or 8 to comply with the damage stability, it will be detained also.

**2. The CIC of Tokyo MOU**

From 1 September 2010 to 30 November 2010, the Tokyo MOU will embark on a concentrated inspection campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form in accordance with MARPOL Annex III, SOLAS Chapter VII and the IMDG Code.

During the campaign period, member Authorities of the Tokyo MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. PSC officers will check whether the ship has appropriate document of compliance (DOC) for carrying harmful substances (marine pollutants); whether the ship is provided with relevant documents and information corresponding to the harmful substances (marine pollutants) carried onboard; whether emergency procedures to be employed in the event of an incident involving harmful substances (marine pollutants) are in place and crew awareness. Finally PSC officers will ensure that harmful substances (marine pollutants) are marked, stowed and secured appropriately. A questionnaire for the CIC can be referred to attachment 4.

All deficiencies found, will be recorded by the port State. Action taken may vary from instructing the master to rectify before departure or within a certain period, to detention of the ship until deficiencies have been rectified.

All detentions will be published in the monthly list of detentions available on the Tokyo MOU web-site.

**3. The CIC of Vina Del Mar MOU**

As the Marine Safety Advisory No.65-10 of Marshall Islands noticed, the Vina Del Mar MOU will carry out a CIC related to the implementation of the requirements of the IMDG Code from 1 September 2010 to 30 December 2010.

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All companies are hereby advised to pay due attention to the above information and take appropriate actions.

Classed Ship In Service Department  
China Classification Society

*Attachment:*

- 1. TANKERS INSPECTED FOR DAMAGE STABILITY BY PARIS MOU.*
- 2. PARIS MOU CIC ON TANKER DAMAGE STABILITY - TANKER DAMAGE STABILITY QUESTIONNAIRE*
- 3. CONCENTRATED INSPECTION CAMPAIGN ON TANKER DAMAGE STABILITY COMPLIANCE (BS MOU )*
- 4. TOKYO MOU WILL CARRY OUT A CONCENTRATED INSPECTION CAMPAIGN (CIC) ON HARMFUL SUBSTANCES (MARPOL Annex III, SOLAS VII and the IMDG Code) FROM SEPTEMBER 1st, 2010.*
- 5. Marshall Islands Marine Safety Advisory No.65-10*

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# Press release

27 July 2010

## **TANKERS INSPECTED FOR DAMAGE STABILITY BY PARIS MOU.**

**The Paris Memorandum on Port State Control will start a Concentrated Inspection Campaign (CIC) to verify correct damage stability on oil tankers, chemical tankers and gas carriers. This inspection campaign will last for 3 months, starting on 1 September and ending on 30 November 2010.**

The reasons for this CIC include that inspections showed tankers frequently sailing when not complying with damage stability requirements or had no means of assessing damage stability or were sailing in a loading condition not covered by the approved stability book.

In practice the CIC will mean that during every port State control inspection of a tanker within the Paris MoU region, the stability information book and other applicable documentation shall be verified in more detail for compliance with relevant regulations.

Port State Control Officers (PSCOs) shall use a list of 9 selected items to verify critical areas for tanker stability. The questionnaire will be published on the website of Paris MoU.

A special training programme was organized to prepare PSCOs for the campaign.

When deficiencies are found, actions by the port State may vary from recording a deficiency to detention of the ship until deficiencies have been rectified.

In case of detention, publication in the monthly list of detentions available on the Paris MoU web page will take place.

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

### Notes to editors:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance 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.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Current membership includes 27 countries. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee.

At least once a year the inspections focus on a certain area of concern or when new requirements enter into force. In the fall of 2011 the inspection campaign will be aimed at verifying that ships are in compliance with the requirements for structural safety and the international Convention on Load Lines.

Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.

For more information on the Paris MoU on Port State Control please consult our Internet Website on the following address:

[www.parismou.org](http://www.parismou.org)

## PARIS MOU CIC ON TANKER DAMAGE STABILITY

### TANKER DAMAGE STABILITY QUESTIONNAIRE

<b>Name</b>	
<b>IMO Number</b>	
<b>Type: Gas, Chemical, Oil</b>	

No	Question	Yes	No	N/A
1	Does the ship have an approved stability information book (SIB)?			
2	Is the SIB written in a language understood by the master?			
3	Does the approved stability information cover damage conditions?			
4	Can the master demonstrate that the ship is normally loaded in accordance with the SIB?			
5	Has the master verified an alternate loading condition by written authority from flag/class?			
6	Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information?			
7	Is there an on-board stability computer program that includes damage stability?			
8	Has the master verified an alternate loading condition by using the on-board stability computer program for carrying out damage stability checks?			
9	Was the ship detained as a result of this CIC?			

## **PRESS RELEASE**

### **CONCENTRATED INSPECTION CAMPAIGN ON TANKER DAMAGE STABILITY COMPLIANCE**

The six member Maritime Authorities (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Black Sea Memorandum of Understanding on Port State Control will start a concentrated inspection campaign on Tanker Damage Stability compliance as of **1<sup>st</sup> September 2010** in parallel with the Paris MOU. The inspection campaign will last 3 months ending on 30 November 2010.

The CIC inspections will be conducted in conjunction with routine port State control inspections and during every port State control inspection within the Black Sea region.

In this context, for the purpose of interregional harmonization of the action, the Black Sea MOU will use the model of relevant Questionnaire developed by Paris MOU with a checklist of 9 selected areas and items of inspection. Purpose of the questionnaire is:

- To gather information regarding the application of damage stability to tankers
- To ensure existing IMO instruments are enforced in a consistent manner
- To minimise risks to tankers and the seafarers who operate them
- To minimise risks to the environment from loss of marine pollutants
- To ensure non-compliant vessels are indentified and brought into compliance

If deficiencies are found, the Port State Control Officer will conduct an in depth investigation on the tanker damage stability compliance.

All inspections will be inserted in the Black Sea Information System. The results of the campaign shall be analysed early next year and will be submitted to the Black Sea MOU Committee for submission to the IMO.

**27 July 2010**

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## PRESS RELEASE

### TOKYO MOU WILL CARRY OUT A CONCENTRATED INSPECTION CAMPAIGN (CIC) ON HARMFUL SUBSTANCES (MARPOL Annex III, SOLAS VII and the IMDG Code) FROM SEPTEMBER 1<sup>st</sup>, 2010.

The eighteen member Authorities of the Tokyo MOU will embark on a concentrated inspection campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form in accordance with MARPOL Annex III, SOLAS Chapter VII and the IMDG Code. The three-month campaign will start on September 1, 2010 and end on November 30, 2010.

During the campaign period, member Authorities of the Tokyo MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. PSC officers will check whether the ship has appropriate document of compliance (DOC) for carrying harmful substances (marine pollutants); whether the ship is provided with relevant documents and information corresponding to the harmful substances (marine pollutants) carried onboard; whether emergency procedures to be employed in the event of an incident involving harmful substances (marine pollutants) are in place and crew awareness. Finally PSC officers will ensure that harmful substances (marine pollutants) are marked, stowed and secured appropriately. A questionnaire for the CIC has been developed, which is attached hereto.

All deficiencies found, will be recorded by the port State. Action taken may vary from instructing the master to rectify before departure or within a certain period, to detention of the ship until deficiencies have been rectified.

All detentions will be published in the monthly list of detentions available on the Tokyo MOU web-site.

23 July 2010

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**CIC ON HARMFUL SUBSTANCES**  
(MARINE POLLUTANTS)  
**CARRIED IN PACKAGED FORM**  
(MARPOL Annex III, SOLAS VII and the IMDG Code)

Inspection Authority			
Ship Name			
IMO Number		Flag	
Call sign		Ship type	
Inspection Port		Inspection Date	

Questions		Yes	No	N/A
1	Is the ship carrying, or loading, MARINE POLLUTANTS (MP) in packaged form?			
<b>Documentation</b>				
2	Where the ship is carrying MP, does the vessel have a DOC complying with SOLAS II-2/19?			
3	Has the ship been provided with a transport document for each of the MP carried?			
	3a If yes for Qn3; are MP identified as such on the transport document, is the technical name included and is the order of information correct? [MARPOL III/4(1) and MARPOL III/4(2)]			
	3b If yes for Qn3; does it include a signed certificate by the shipper? [MARPOL III/4(2)]			
4a	Does the ship have emergency procedures to be employed in the event of an incident involving MP? [MARPOL III/8]			
	4b If yes for Qn4a; are the crew aware of them? [MARPOL III/8]?			
5	Where the ship is carrying MP, does the ship have a special list or manifest showing the location of these goods? [MARPOL III/4(3)].			
6	Is the information provided on the special list or manifest compliant with section 5.4.3 of the IMDG code? [MARPOL III/4(3)]			
<b>Cargo Marking, Stowage and Securing</b>				
7	Where the ship is carrying MP are they stowed in accordance with the special list or manifest? [MARPOL III/4(3)]			
8	Where the ship is carrying MP, are they stowed as permitted by Chapter 7.1 of the IMDG code? [MARPOL III/5]			
9	Is the stowage of MP in accordance with the DOC and Cargo Securing Manual? [MARPOL III/5]			
10	Are containers loaded with MP appropriately marked to indicate they are carrying MP? [MARPOL III/3]			
11	Was the vessel detained as a result of the CIC inspection?			

**Republic of the Marshall Islands**  
**Office of the**  
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**MARINE SAFETY ADVISORY NO. 65-10**

**To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents**

**Subject: VINA DEL MAR MOU CONCENTRATED INSPECTION CAMPAIGN (CIC)**

**Date: 5 August 2010**

Please be advised that, in accordance with an agreement reached at the 16th Meeting of the Committee of the South American Agreement on Port State Control, the Vina del Mar MOU Secretariat has advised that a Concentrated Inspection Campaign (CIC) will be carried out from 1 September to 30 December 2010.

This campaign is related to the implementation of the requirements of the IMDG Code.

Owners and operators of Marshall Islands flagged vessels are urged to be appropriately prepared to demonstrate compliance with SOLAS requirements when entering into Vina del Mar MOU ports.