

Circular From GARD

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Port State CICs in 2016 - Caribbean and Riyadh MoUs

Caribbean MoU

Their CIC for 2016 focuses on **crew familiarisation for entry into enclosed spaces** and is aimed at verifying compliance with the applicable requirements of the SOLAS, STCW, MLC and ILO Conventions.

Accidents in enclosed spaces onboard ships have long been a source of serious injuries and fatalities and a requirement to carry out enclosed space entry and rescue drills became mandatory in January 2015 (SOLAS Reg.III/19). The purpose of the CIC is therefore to ensure that Masters, officers and crew members are familiar with the relevant equipment and have received training in carrying out their duties; raise safety awareness among crew serving on board; and ensure that ships have effective procedures and measures in place to safeguard seafarers when entering and working in enclosed spaces onboard.

As far as Gard is aware, no specific questionnaire has to date been released by the Caribbean MoU, however, the questionnaire used by Paris and Tokyo MoUs during their joint CIC in 2015 is available [here](#) for guidance.

Riyadh MoU

This CIC focusses on **pilot transfer arrangements** and is aimed at verifying compliance with the applicable requirements of SOLAS and related guidelines as detailed in the Annex to IMO [Resolution A.1045\(27\)](#), e.g. the condition of the ladder and ropes and the familiarity of the Master and crew with pilot transfer arrangements. Reference is also made to the IMO circular [MSC.1/Circ.1428](#) pilot boarding arrangements.

The Riyadh MOU has released a [questionnaire](#) with 12 selected items to be used by PSCOs during their regular inspections.

Source of Information: Gard P&I Club