

Circular From GARD**Date: 10 August 2017**

Port state CICs in 2017

This year's concentrated inspection campaigns by port state authorities start on 1 September 2017 and will focus on safety of navigation and ECDIS in particular.

Port state authorities have announced the following concentrated inspection campaigns (CICs), lasting three months from 1 September to 30 November 2017:

Paris, Tokyo, Black Sea and Indian Ocean MoUs

The regulations governing navigation equipment have undergone frequent changes as a result of amendments to SOLAS Chapter V (safety of navigation). Electronic Chart Display and Information Systems (ECDIS) have assisted watchkeepers to maintain navigation safety and to 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 in the Paris and Tokyo MOUs, accounting for 15.27% of all deficiencies.

The 2017 CICs are aimed at checking compliance with the applicable requirements of the SOLAS Convention, Chapter V to establish the overall status of a vessel's navigation safety, and the competence of the crew involved in navigation operations.

The CICs will check to see that equipment installed conforms with valid legal requirements, type approval certificates, and is accompanied by proper records, that the master and officers on duty are familiar with operation of bridge equipment, ECDIS in particular, and that the equipment is well maintained and is functioning properly.

The Paris and Tokyo MoUs have issued a joint press release [dated 31 July 2017](#) providing an outline of their campaign. The [questionnaire](#) developed by the Tokyo MoU containing the 12 items selected to be used by Port State Control Officers (PSCOs) during their regular inspections, will also be used by the Paris, Black Sea and Indian Ocean MoUs during their CICs.

Recommendations

Gard's Members and clients are encouraged to become familiar with the CIC criteria prior to the commencement of the campaigns. As most of the Maritime Administrations have delegated the certification of ships under IMO Conventions and Codes to the classification societies, we also recommend contacting ships' classification societies to obtain more detailed information on typical survey procedures related to the announced CICs.

A self-inspection/assessment on board is recommended and all crew members should be provided with training prior to entering the port of inspection during the CIC period.

When 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 serious deficiencies have been rectified. The results of the CICs will be analysed and findings will be presented to the governing body of the MoUs for submission to the IMO.

Related webpages and documents

The MoU organisations and their recent press releases:

- Paris MoU: www.parismou.org / [press release](#)
- Tokyo MoU: www.tokyo-mou.org / [press release](#)
- Black Sea MoU: www.bsmou.org / [press release](#)
- Indian Ocean MoU: www.iomou.org / [press release](#)

Source of Information: Gard P&I Club