

Circular From WOE

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Port State Control - Concentrated Inspection Campaigns 2021

The maritime authorities of the Paris and Tokyo MOUs on Port State Control (PSC) have announced that they will be running their Concentrated Inspection Campaigns (CIC) from 01 September 2021 to 30 November 2021. Furthermore, the Black Sea, Indian Ocean, Mediterranean, Riyadh and Vina del Mar MoUs have declared that they will be joining the scheme.

Additionally, the Australian Maritime Safety Authority (AMSA), Caribbean MoU, the Bahamas Maritime Authority (BMA) and United States Coast Guard (USCG) will be conducting their focused inspection campaigns for foreign-flagged and state-flagged vessels.

Paris and Tokyo MoUs

These MOUs will be operating a joint [CIC](#) focusing on a ship's stability in general.

Port State Control Officers (PSCOs) conducting routine PSC inspections during the occurrence of the CIC on all vessel types will use an additional checklist of eight items. The check items usage will evaluate compliance with the relevant International Conventions, test equipment functionality and verify that the Masters and deck officers on board are familiar with the procedures and equipment operation for stability assessment.

Full details regarding the scope of the additional inspection can be found in the [CIC on Ship's Stability \(in general\) checklist](#).

The Australian Maritime Safety Authority (AMSA)

AMSA announced through [Marine Notice 04/2021](#) that they would be running a Focused Inspection Campaign (FIC) on the safety of navigation between 01 August 2021 to 30 September 2021.

The FIC will address international regulatory compliance and Masters' and deck officers' familiarity with practices concerning the safety of navigation. The campaign will apply to all foreign-flagged and Regulated Australian vessels (RAVs) calling at Australian ports.

When PSCOs perform their routine PSC inspections during the occurrence of the CIC on applicable vessel types, they will use an additional checklist focusing on eleven areas to evaluate safety of navigation

fulfilment. Subsequently, vessels intending to proceed to an Australian port or, if already trading domestically, must ensure they are familiar with SOLAS Chapter V requirements and Australian [Marine Order 27 - Safety of Navigation and Radio Equipment](#).

Full details regarding the scope of the additional inspection can be found in the [FIC for Safety of Navigation checklist](#).

Caribbean MoU

The Caribbean MoU has indicated that they intend to conduct a concentrated inspection campaign (CIC) on Ballast Water Management. However, there is no confirmation on which vessels will be affected or when the CIC will undergo implementation. Reports on the CIC indicate that it will run over a three-month timeframe, so initiation will likely be in the last quarter of this year.

The Bahamas Maritime Authority (BMA)

The BMA has published a [Technical Alert 21-09](#) about their CIC on all Bahamian flagged ships. A thorough examination of pilot transfer arrangements will occur due to the growing number of collisions, incidents, and near misses relating to incorrect pilot transfer arrangements. The CIC will be taking place between 01 July 2021 to December 2021.

Flag Approved Nautical Inspectors (ANI) undertaking flag states' inspections during the CIC will use an additional three sectioned checklist totalling 45 items on pilot ladder construction, rigging, associated equipment and access to the ship's deck. The checks undertaken are designed to ensure regulatory compliance and that highlighted issues and requests made by the BMA have been redressed onboard their flagged vessels.

Full details regarding the scope of the additional inspection can be found in the [CIC for Pilot Transfer Arrangements checklist](#).

United States Coast Guard (USCG)

The [Government Accountability Office \(GAO\) Report](#) to Congress, following the mv EL FARO incident in 2015, raised concerns about the USCG effectiveness in the oversight of a vessels' SMS, third party's inspections and ensuring ships are compliant with international and local U.S. regulations. As a result, the USGC is conducting a CIC on all U.S. flagged commercial vessels based on existing USGC guidance on emergency procedures and cyber risks to respond to the issues raised and warrant vessel compliance.

On affected commercial vessels undergoing USGC inspections during the CIC period, reference should be made to [U.S. Flag Interpretations on the ISM Code](#), [USCG Oversight of Safety Management Systems on U.S. Flag Vessels](#) and [Vessel Cyber Risk Management Work Instruction](#).

Source of Information: The West of England P&I Club