

標題

"Stability in general"に関するPSC集中検査キャンペーンについて

# ClassNK

## テクニカル インフォメーション

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各位

Paris MoUとTokyo MOUより、2021年度のPSC集中検査共同キャンペーンを次のとおり実施するとのPress Releaseがありましたので、お知らせします。

### 集中検査の概要

集中検査項目 : Ship's Stability in General  
実施期間 : 2021年9月1日から2021年11月30日

集中検査の対象となる項目につきましては、添付の"CIC on Ship's Stability in General"をご参照下さい。

また、Black Sea MOU及びIndian Ocean MOUからも、同期間に同様の集中検査キャンペーンを実施するとのPress Releaseがありましたので、併せてお知らせいたします。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Paris MoU and Tokyo MOU Press Release
2. CIC on Ship's Stability in General
3. Black Sea MOU Press Release
4. Indian Ocean MOU Press Release





# Press release



23 July 2021

## LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON STABILITY IN GENERAL

**The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Stability (in general).**

The purpose of the campaign on ship's stability in general is:

- to confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments;

This inspection campaign will be held for three months, commencing from 1 September 2021 and ending 30 November 2021. It will examine specific areas related to the campaign in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided onboard complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If 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 the serious deficiencies have been rectified. In the case of

detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC, but this is subject to any developments during the current COVID-19 pandemic. All inspections carried out will be subject to ongoing health and safety requirements in individual port States

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



Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: <a href="mailto:secretariat@parismou.org">secretariat@parismou.org</a> Web-site: <a href="http://www.parismou.org">www.parismou.org</a></p>	<p>Mr. KUBOTA Hideo Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: <a href="mailto:secretariat@tokyo-mou.org">secretariat@tokyo-mou.org</a> Web-site: <a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 21 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

MEMORANDUM OF UNDERSTANDING  
ON PORT STATE CONTROL  
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN  
ON SHIP'S STABILITY IN GENERAL  
01/09/2021 to 30/11/2021

CIC on Ship's Stability in General			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

**QUESTIONS 1 - 6 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION**

No.	Questions	Yes	No	N/A	Detention
1*	Has the ship been provided with approved stability information which can be understood and easily used by the Master and loading officer?				
2*	Is the data used in the stability check for departure complete and correct?				
3*	Does the ship comply with the stability criteria as applicable to the ship type?				
4*	Is there evidence to show that the Master or responsible officer can determine the stability of the ship under varying conditions of service using the approved stability information provided on board?				
5*	If the ship is provided with a Stability Instrument, is it approved by the Administration?				
6	If the ship is provided with a Stability Instrument, does the type of stability software in use meet the requirements for the relevant ship type?				

No.	Questions	Yes	No	N/A
7 Note 1	[Is there evidence on board to show that the master/loading officer confirms that the "calculated" displacement and trim corresponds with the "observed" draughts?]			
8 Note 1	[If the ship is provided with a Stability Instrument, has the accuracy of the stability instrument been verified periodically by applying at least one approved test condition?]			

**If "No" is ticked for questions marked with an asterisk "\*", the ship may be considered for detention**

Note 1: Questions 7 and 8 are for information purposes only.

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**PRESS RELEASE**

**CONCENTRATED INSPECTION CAMPAIGN (CIC) ON  
STABILITY IN GENERAL**

The member Authorities of the Memorandum of Understanding on PSC in the Black Sea Region (BS MoU) will conduct a concentrated inspection campaign on Stability in General.

The three-month campaign will start on September 1<sup>st</sup>, 2021 and end on November 30<sup>th</sup>, 2021 under the co-ordination of Romanian Naval Authority. The campaign shall be conducted simultaneously with the Paris MoU and Tokyo MoU and other MoUs.

The purpose of the CIC on Stability in General is to ensure that;

- to confirm that the ship staff are assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness between ship staff and ship owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact and damage stability requirements, if applicable under the relevant IMO instruments.

During the campaign period, member Authorities of the BS MoU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. A ship will be subject to only one inspection under this CIC during the period of the campaign. All inspections will be subject to ongoing health and safety requirements in individual port States due to the ongoing Covid-19, Pandemic.

The campaign will target compliance on cargo vessels ( $\geq 500\text{GT}$  with a length  $\geq 24\text{m}$ ) and on passenger ships, and will examine specific items related to the campaign in conjunction with the regular Port State Control inspection.

Port State Control Officers (PSCOs) will use a list of 8 questions to assess that the ship complies with intact and damage stability requirements under the relevant conventions and codes, the master and officers are qualified and familiar with assessing the actual stability condition on before departure of the ship and on all stages of the voyage.

If deficiencies are found, actions by the PSCO may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspections will be inserted in the Black Sea Information System (BSIS) and will be published on-line at the MoU website.

The results of the campaign shall be analysed and finding will be presented to the Black Sea MoU Committee for submission to the IMO.

## **27 July 2021**

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## INDIAN OCEAN MOU ON PORT STATE CONTROL

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### PRESS RELEASE

#### CONCENTRATED INSPECTION CAMPAIGN ON SHIP'S STABILITY IN GENERAL 1 September 2021 to 30 November 2021

The member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) on port State control will launch a Concentrated Inspection Campaign (CIC) on “**Ship's Stability in General**”. Inspection campaign will commence from 1 September, 2021 and will continue till 30 November 2021, and will be conducted simultaneously with the Paris MoU, Tokyo MoU and other MoUs.

The purpose of the CIC on **Ship's Stability in General** is;

- to confirm that the ship staff are assessing the actual stability condition on completion of cargo operations before departure of the ship and at all stages of the voyage;
- to create awareness among the ship's staff and ship-owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with the intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments;

During the inspection campaign of three months' period, member Authorities of the IOMOU will carry out the subject inspection within the resources available, as many ships as possible regardless of the type in conjunction with the routine port State control inspections. A ship will be subjected to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will apply a questionnaire developed by the Paris and Tokyo MoU, listing 8 selected areas to assess stability condition, to create awareness among staff and also to verify stability requirement before completion of cargo operation and departure of the ship.

The CIC on **Ships' Stability in General** will raise safety awareness among the ship's staff and ship-owners and importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship, contributing to the prevention of marine accidents in the oceans.

Deficiencies found during the inspection campaign will be recorded by the PSCOs and actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time and/or to detain the ship until the serious deficiencies have been rectified.

All inspections carried out will be subject to ongoing health and safety requirements in individual port States, due to COVID-19 Pandemic situation.

The results of the campaign will be analyzed and findings will be presented to the IOMOU Committee for submission to the International Maritime Organization.

30 July 2021

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