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PRESS RELEASE

20 SHIPS DETAINED THROUGH CIC ON CREW FAMILIARIZATION FOR ENCLOSED SPACE ENTRY

Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry carried out between 1st September 2015 and 30th November 2015 in the Black Sea MOU region shows the following preliminary results of the responses to the questions related to the verification of the ship's procedures and measures that are in place with respect to enclosed spaces for compliance with the requirements of SOLAS. Information gathered about the existence of measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter and remains safe whilst persons are within the space.

During the course of the campaign six member Authorities carried out a total of 1,022 inspections of individual ships using the CIC questionnaire. Of this quantity 49 ships were detained with 20 (40.82%) of detentions were being within the CIC scope, resulting a CIC topic related detention rate of 1.96%.

A total of 253 non-conformities have been recorded as a result of the campaign out of 1,022 questionnaires submitted.

The CIC questionnaire indicated that "unsatisfactory" answer was given to a question on 3.83% of occasions. The most un-favourable results are question 9, 5 and 4, which asked if during the CIC, the PSCO is to observe an enclosed space entry and rescue drill, did the drill comply with the requirements of SOLAS Chapter III, Regulation 19.3.6 (14.35%); whether the training manual available on board and its contents complete and customized to the ship (6.85%) and whether or not crew members responsible for enclosed space emergency duties familiar with those duties (4.31%).

373 (36.49%) inspections concerned bulk carriers followed by general cargo/multi-purpose ships with 354 (34.64%) inspections, oil tankers with 125 (12.23%) inspections and chemical tankers with 78 (7.63%) inspections.

13 (65.0%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships, 3 (15.0%) were each bulk carriers and livestock carriers and also 1 (5.0 %) of the ships detained was oil tanker.

Most inspections were carried out on board ships flying the flags of Panama with 151 (14.77%) inspections, Malta with 124 (12.13%) inspections, Marshall Islands with 100 (9.78%) inspections and Turkey with 93 (9.10 %) inspections.

A total of 14 flags had CIC-related detentions. These flags cover 55.87% of the CIC inspections.

A total of 40 flags, covering 44.13% of the CIC inspections, had no CIC-related detentions at all.

A total of 22 flags, covering 3.72% of the total CIC inspections, had no CIC-related deficiencies.

Older ships, particularly those 30 years and older, also show reason for concern with majority of detentions 14 (70.0%) and deficiencies 78 (30.83%), although subjecting minority of inspections 208 (20.35 %).

Analysis of the responses to the information questions indicates that majority of the ships (98.73%) inspected have measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter, and 97.41% of those ships crew members responsible for testing the atmosphere in enclosed spaces trained in the use of those equipment.

This campaign involved all member Authorities of the BS MOU and was conducted in conjunction with the Paris MOU and Tokyo MOU under the Campaign Coordination of the Maritime transport Agency of Georgia. The Paris MOU Guidelines and Questionnaire were used.

The results of the campaign will be further analysed, including additional information gathered, and findings will be presented to the 17th meeting of the Port State Control Committee in April 2016, after which the report will be submitted to the International Maritime Organization.

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