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# PRESS RELEASE

## PRELIMINARY RESULTS OF THE CIC ON CARGO SECURING ARRANGEMENTS

From 1<sup>st</sup> September 2016 to 30<sup>th</sup> November 2016, the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) carried out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangement. This campaign was conducted in conjunction with the Tokyo MOU as well as other MOUs shows following preliminary results.

During the course of the campaign a total of 931 inspections of individual ships using the CIC questionnaire. Of this quantity 46 were detained (4.94%). The CIC inspections had no CIC-related detentions at all.

849 (91.2%) of the CIC inspected vessels were required to have cargo securing manual (CSM) and only 4 (0.5%) of them not having CSM, and out of 845 (99.5%) vessels with approved CSM; 478 (56.6%) of them having CSM meet the guidelines outlined in MSC.1/Cir.1353/Rev.1.

The requirements that reported the most favourable results related to the condition of the lashings/fittings considered satisfactory for their intended use Q5 (0.6%), whether there are sufficient quantity of reserve cargo securing devices on board Q7 (1.2%) and familiarity of the master and person in charge of cargo operations Q3 (1.7%)

The most un-favourable results are question 8, 4 and 6, which asked if during the CIC, the PSCO is to observe is the vessel following the Cargo Safe Access Plan (CSAP) (7.4%); whether the lashings/fittings as per the cargo securing manual (5.0%) and whether appropriate securing points or fittings being used for cargo securing (3.8%).

Most of the 849 of the CIC inspected vessels required CSM were general cargo/multi-purpose ships 435 (51.2%) inspections, followed by bulk carriers with 345 (40.6%) inspections, container ships with 31 (3.6%) inspections and Ro-Ro cargo with 17 (2.0%) inspections.

Most of the 849 CIC inspections were carried out on board ships flying the flags of Panama with 146 (17.2%) inspections, Malta and Turkey with 81 (9.5%) inspections and Liberia with 62 (7.3%) inspections.

This campaign involved all member Authorities of the BS MOU and was conducted under the campaign coordination of the Maritime Administration of the Republic of Turkey. The Tokyo MOU guidelines and questionnaire were used.

The results of the campaign will be further analysed, and findings will be presented to the 18<sup>th</sup> meeting of the Port State Control Committee in March 2017, after which the report will be submitted to the International Maritime Organization.

Contact :

Black Sea MOU Secretariat

Kemankes Karamustafapasa Mah. Kemankes Cad.

Beyoglu - İstanbul 34425 TURKEY

Telephone: +90 212 2491728 Faxsimile : +90 212 2925277

E-mail: [bsmousecretariat@superonline.com](mailto:bsmousecretariat@superonline.com) Web-site: [www.bsmou.org](http://www.bsmou.org)