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PRESS RELEASE

PRELIMINARY RESULTS OF THE CIC ON SAFETY OF NAVIGATION INCL. ECDIS

From 1st September 2017 to 30th November 2017, the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) carried out a Concentrated Inspection Campaign (CIC) on Safety of Navigation including ECDIS aimed at checking the conformity of safety regulations for ships, the overall status of the vessel's navigation safety, and the competency of crew involved in navigation operations. This campaign was conducted in conjunction with the Paris and Tokyo MOUs as well as other MOUs shows following preliminary results.

During the campaign, a total of 983 inspections were carried out with the CIC questionnaire involving 983 individual ships. Of this quantity 59 ships were detained with 21 (35.6%) detentions were being within the CIC scope. This means that in 21 cases the navigation systems are not meeting SOLAS requirements and had deficiencies, which were serious enough to detain the ship. The overall detention rate per CIC inspection was 6.00% with a 2.14 % CIC-topic related detention rate per CIC inspection.

A total of 245 non-conformities being recorded as a direct result of this campaign out of 983 questionnaire submitted. Of this quantity of questionnaires submitted only 803 (81.7%) questionnaire without unsatisfactory responses.

A total of 180 questionnaire had at least one unsatisfactory response to any of the Q1-Q11 requirements resulting 18.3 per cent of the total questionnaire. The overall per cent of non-conformities was 2.7.

The requirements that reported the most favourable results related to the ship's Automatic Identification System transmitting correct particulars Q7 (0.5%); demonstration of the watch keeping officers familiarization with ECDIS Q4 (0.6%); and whether the second and/or third stage remote audible alarm of BNWAS recognized: Q6 (0.9%).

The most un-favourable results are question 11, 8 and 5, which asked whether the exhibition of navigation/signal lights in accordance with the requirements of COLREG72 (7.63%); whether passage plan covering the whole voyage (6.2%) and ship's VDR/SVDR record data fully (2.9%). 159 (64.9%) non conformities out of 245 total non-conformities due to Q11 : 75 (30.6%); Q8: 61 (24.9%) and Q5 : 23 (9.4%).

High CIC topic related detention rate, unfavourable results to the questions 11, 8 and 5 raise concern industry level of compliance to the SOLAS Chapter V in particular overall status of the vessel's navigation safety.

This campaign involved all member Authorities of the BS MOU and was conducted under the campaign coordination of the Bulgarian Maritime Administration. Paris and Tokyo MOUs guidelines and questionnaire were used.

The results of the campaign will be further analysed, and findings will be presented to the 19th meeting of the Port State Control Committee in April 2018, after which the report will be published on MOU web-site and 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 Web-site: www.bsmou.org