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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 1st, 2021 and end on November 30th, 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.

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