

İstanbul :

Sayı

Our Reference : 1972

12.05.2016

Konu

Subject : **Riyad MoU'nca Uygulanmış Olan "Seyir Güvenliği Yoğunlaştırılmış Denetim Kampanyası" Sonuçları Hk.****Sirküler No: 372 / 2016****İlgi:** Uluslararası Deniz Ticaret Odası (ICS)'nin 09.05.2016 tarih ve RN(16)10 No'lu sirküleri

Uluslararası Deniz Ticaret Odası'nın ilgi sirkülerinde **01 Ekim 2015 / 31 Aralık 2015** tarihleri arasında, **Riyad MoU tarafından "Seyir Güvenliği"** konusunda **"Yoğunlaştırılmış Denetim Kampanyası"** nın yine ICS'in MC(15) 52 sayılı sirküleri ile duyurulduğu, denetimlerde **SOLAS Bölüm V (Safety of Navigation)** de belirtilen gerekliliklere uyumluluğun dikkate alındığı bildirilmekte olup,

Söz konusu yoğunlaştırılmış denetim kampanyası kapsamında standart denetim sorgulaması ile 596 denetimin gerçekleştirildiği ve denetimler sonucunda gemilerde toplam 354 kusur bulunduğu, bu gerekçeyle 5 geminin tutulduğu bildirilmektedir.

Yoğunlaştırılmış Denetim Kampanyası sonuçlarının Uluslararası Denizcilik Örgütü (IMO) Enstrümanlarının Uygulanması Alt Komitesine iletildiği, Riyad bölgesine seyir yapan gemilerde gerçekleştirilen denetimlerde elde edilen sonuçlar göz önüne alındığında, geniş bir çoğunluğun SOLAS gerekliliklerini uyum sağladığı, denetimler neticesinde tutulan gemiler ile ilgili olarak "Sektörün gerekli askeri seviyede seyir güvenliği gereksinimlerini karşılamakta güçlük çektiği" belirtilmektedir.

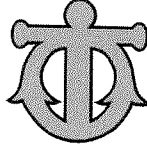
Riyad MoU'nun sunduğu; standart sorgulama listesine verilen cevapları da içeren Yoğunlaştırılmış Denetim Kampanyası Raporunda, ilgili denetimlerde ;

- 77 geminin (%13.1) seyir yardımcısı olarak Elektronik Harita Gösterim ve Bilgi Sistemi (ECDIS) 'ni kullandığı ancak uygun bir yedekleme sisteminin bulunmadığı,
- 22 geminin (% 3.7) yükleme sonrası ufuk görüşünün yüklenen yükte engellendiği,
- 21 geminin (% 3.5) seyir yaptığı bölge ile ilgili uygun ve güncel harita ve yayınları bulundurmadiğı,
- 12 geminin (%2.1) ise seyir aktiviteleri ve olaylarını kayıt altına almadığının saptandığı bildirilmektedir.



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Subject

: **Riyad MoU'na Uygulanmış Olan "Seyir Güvenliği Yoğunlaştırılmış Denetim Kampanyası" Sonuçları Hk.**

Seyir Güvenliği ile ilgili gerçekleştirilmiş Yoğunlaştırılmış Denetim Kampanyasına ilişkin sonuçlar ile standart sorgu listesine verilen cevapların analizi Ek'te sunulmuştur.

Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER
Genel Sekreter

EKLER:

EK: İlgili Yazı (11 sayfa)

DAĞITIM:

Gereği:

- Tüm Üyelerimiz (WEB)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri ve Motorlu Taş. Koop.
- 15,16,17,18,19,20, 21, 22 23, 24, 25, 27,28
29,30 No'lu Meslek Grupları
- UND
- KOSDER
- ROFED
- TURK LOYDU
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- Türk Uzakyol Gemi Kaptanları Derneği
- Tüm Gemi Sahipleri

Bilgi:

- T.C. UDHB, Deniz Ticareti Genel
Müdürlüğü
- YK Başkan ve Üyeleri



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9 May 2016

To: RADIO AND NAUTICAL SUB-COMMITTEE

RN(16)10

Copy: Marine Committee
All Full and Associate Members (for information)

RESULTS OF THE RIYADH MOU CIC ON SAFETY OF NAVIGATION

Action required: Members are invited to note the attached results of the concentrated inspection campaign (CIC) conducted by the Riyadh Memorandum of Understanding (MoU) on Port State Control, focussing on Safety of Navigation, held from October to December 2015.

The Riyadh MoU on Port State Control conducted a CIC focussing on compliance with SOLAS Chapter V, Safety of Navigation from 1st October to 31st December 2015. Members were informed of the CIC in MC(15)52.

The results of the CIC have been submitted to the 3rd Session of the IMO Sub-Committee on Implementation of IMO Instruments (III 3). During the CIC, the member authorities carried out 596 inspections with a standardized CIC questionnaire. Five ships were detained with CIC-related deficiencies and a total of 354 CIC-related deficiencies were recorded.

A further summary of the results by ship type, deficiency, and flag is included in the III 3 submission attached at **Annex A**.

Whilst the detention of any ship is regrettable, the number of detentions (5) as a proportion of the total number of inspections (596) would appear to demonstrate extensive compliance with the SOLAS Chapter V requirements on ships calling at ports in the Riyadh MoU region. However, the detention rate obscures some of the concerning deficiencies identified during the CIC which have led the Riyadh MoU to conclude that *"the industry has not effectively implemented the necessary requirements of the safety of navigation to an acceptable level"*.

Table 2 of the Summary Analysis of the CIC presented by the Riyadh MoU, includes the results of responses to the CIC questionnaire. Members' attention is drawn to the following results which are of particular concern:

- 77 ships (13.1%) were using ECDIS for navigation (ie: in lieu of paper charts) but did not have a suitable back-up arrangement onboard;

- 22 ships (3.7%) were loaded so that the horizontal view of the sea surface forward of the beam was obstructed by cargo;
- 21 ships (3.5%) did not have adequate and up-to-date nautical charts and publications, necessary for the voyage; and
- 12 ships (2.1%) did not have a record of navigational activities or incidents.

Although detailed consideration of the results is not expected at III 3, it is noteworthy that the findings and conclusions of the Riyadh MoU reflect similar concerns raised by in the reports of the Paris MoU, Tokyo MoU and Black Sea MoU CIC on Safety of Navigation conducted in 2008.

The ICS Secretariat therefore highlights the concerning persistence of deficiencies relating to visibility from the wheelhouse, adequacy of nautical charts and publications, and recording of navigational activities or incidents.

Any questions should be directed to the undersigned (matthew.williams@ics-shipping.org).

Matthew Williams
Senior Marine Adviser

SUB-COMMITTEE ON IMPLEMENTATION
OF IMO INSTRUMENTS
3rd session
Agenda item 5

III 3/INF.14
13 April 2016
ENGLISH ONLY

**MEASURES TO HARMONIZE PORT STATE CONTROL (PSC) ACTIVITIES
AND PROCEDURES WORLDWIDE**

**Report of the 2015 Concentrated Inspection
Campaign (CIC) on safety of navigation**

Submitted by the Riyadh MoU

SUMMARY

Executive summary: This document presents the results of the 2015 Concentrated Inspection Campaign (CIC) on safety of navigation carried out between 1 October and 31 December 2015 by the Riyadh MoU

Strategic direction: 5.3

High-level action: 5.3.1

Output: 5.3.1.1

Action to be taken: Paragraph 2

Related documents: None

1 The Riyadh MoU is pleased to submit the results of its 2015 Concentrated Inspection Campaign (CIC) on safety of navigation.

Action requested of the Sub-Committee

2 The Sub-Committee is invited to note the information provided.

ANNEX

REPORT OF THE 2015 CONCENTRATED INSPECTION CAMPAIGN (CIC) ON SAFETY OF NAVIGATION 1 OCTOBER to 31 DECEMBER 2015

Section 1

Introduction

1.1 Executive Summary

1.1.1 The Riyadh MoU on Port State Control (RMoU) carried out a Concentrated Inspection Campaign (CIC) on safety of navigation between 1 October and 31 December 2015.

During the campaign, the focus was on compliance with the requirements of SOLAS chapter V on inspected ships. This report documents the results of the campaign conducted by the RMoU maritime Authorities.

1.1.2 A total of 596 inspections were carried out with the CIC questionnaire. The overall CIC detention rate was 0.84% (5 ships were detained).

1.1.3 Detained types of ships included one bulk carrier, one general cargo, one tanker and the remaining two were listed as other type of ships.

1.2 Purpose of the report

This report documents the results of the CIC on safety of navigation (SOLAS chapter V) which was carried out by the member Authorities of the RMoU on Port State Control (PSC) between 1 October and 31 December 2015.

1.3 Objective of the CIC

1.3.1 The revised SOLAS chapter V: safety of navigation came into force from 1 July 2002 to date and under certain circumstances may require, in addition to various amendments incorporated in this chapter, the fitting of other equipment such as:

- Automatic Identification Systems (AIS);
- Electronic Chart Display and Information System (ECDIS);
- Global Navigation Satellite System (GNSS); or
- Voyage Data Recorder (VDR)/S-VDR.

1.3.2 The objective of the CIC was to provide indication to the operator's to comply with the revised SOLAS chapter V: safety of navigation requirements, in particular:

- The master and watch-keeping officers are familiar with the bridge equipment and its functionalities;
- Carriage of a valid statutory certification for all size vessels together with relevant record of equipment; and
- The navigational equipment has type approval as appropriate and is functioning effectively.

1.4 Scope of the CIC

1.4.1 The campaign targeted 12 aspects of the compliance with the provisions of SOLAS chapter V, on all vessels regardless of type. The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the normal PSC inspection activities.

1.4.2 Member Authorities were provided with a questionnaire to record and report their results against the 12 targeted compliance provisions that comprised the CIC. The questionnaire required an answer to each question with a:

- Yes (Satisfactory);
- No (Unsatisfactory); or
- N/A (Not Applicable).

1.4.3 For each "No" answer, participants were directed to document the deficiency using the appropriate deficiency code on Form B of the PSC inspection report. In some cases, a "No" answer could also be considered as grounds for a detention to be issued to the ship.

1.5 General remarks

For the purpose of this report:

- a detention is an inspection containing at least one ground for detainable deficiency;
- CIC-topic related detention is an inspection containing at least one ground for detainable deficiency related to the CIC-topic; and
- the tables do not take into account inspections where the CIC questionnaire was not recorded.

Section 2

Summary analysis

2.1 Summary analysis

The following summarizes the results of the CIC:

- 2.1.1 A total of 596 inspections were conducted with a CIC questionnaire.
- 2.1.2 Of the ship inspections conducted with a CIC questionnaire, five ships were detained for CIC topic related deficiencies.
- 2.1.3 The overall detention rate of ships inspected with a CIC questionnaire (percentage of detentions per inspection) was 0.84%.
- 2.1.4 By ship type, one bulk carrier, one general cargo, one tanker and the remaining two were listed as other type of ships for a total of five detentions.
- 2.1.5 With respect to CIC-topic related inspection and detentions, the flag Administration with the highest number of ships inspected and detained was Panama with 131 inspections and 67 deficiencies. The detailed breakup with respect to inspections and deficiencies of flag wise inspection is presented in Table 4.
- 2.1.6 Of the Riyadh MoU Member States, the Kingdom of Saudi Arabia conducted the largest number of inspections 367 (61.6%) followed by the United Arab Emirates 115 (19.3%), the State of Qatar 77 (12.9%), the Sultanate of Oman 24 (4.0%), the Kingdom of Bahrain 13 (2.2%) and finally the State of Kuwait with 0 Inspections. The results of the CIC as per RMoU member States are provided in table 5.

2.2 Conclusions

Reflecting on the objective of the CIC, to provide indication to the operator's to comply with the revised SOLAS chapter V, it can be reasonably concluded from the results according to the figures, that the industry has not effectively implemented the necessary requirements of the safety of navigation to an acceptable level.

2.3 Recommendations

As it is concluded with an unfavourable result, it is felt that more efforts and work need to be made in order to achieve a better level of compliance with SOLAS chapter V requirements. The following recommendations are for consideration:

- to continue putting emphasis on the SOLAS chapter V requirements when the PSC Officer is performing the inspections, particularly the requirements that raised the highest concern during the CIC. The officers should also give more consideration to the ship types and ages that reported the lowest results; and
- for the improvement of compliance on revised SOLAS requirements, the operators and flag Administrations need to increase education and awareness for their workforce.

Section 3

CIC Questionnaire results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in table 1 below.

Table 1

Topic	# of ships inspected during CIC	# of inspections performed with a CIC questionnaire	# of inspections performed without a questionnaire
Total Inspections	1,026	596	430
Total number of detentions	13	5	8
Detentions with CIC topic deficiencies	5	5	-

The responses to the CIC Questionnaire are summarized in table 2

Table 2

SI No	QUESTIONS	YES	NO	N/A	TOTAL
1	Are arrangements in place to ensure performance of the equipment?	99.3%	0.7%	0.0%	596
2	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage?	96.1%	3.5%	0.4%	596
3	Can the master and watch keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems?	99.6%	0.1%	0.3%	596
4	Can the master and watch keeping officers demonstrate familiarization of navigating equipment?	99.9%	0.0%	0.1%	596
5	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS?	99.6%	0.3%	0.1%	596
6	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment?	99.0%	0.6%	0.4%	596
7	Is a valid certificate of compliance (annual testing) of the VDR/SVDR on board?	95.1%	0.4%	4.5%	596
8	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?	42.2%	3.7%	54.2%	596
9	Is navigational equipment operational?	99.4%	0.6%	0.0%	596
10	Is the ship detained as a result of this CIC?	1.1%	98.9%	0.0%	596
11	Is there a record of navigational activities and incidents?	93.7%	2.1%	4.2%	596
12	Is there evidence of voyage planning?	99.4%	0.4%	0.1%	596
13	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangement?	41.5%	13.1%	45.4%	596

REPORT OF CIC ON SAFETY OF NAVIGATION
1 October 2015 – 31 December 2015

Ships Name/IMO No.:
Port of Inspection:
Date of Inspection:

#	Item	YES	NO	N/A
1	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment?			
2	Is navigational equipment operational?			
3	Can the master and watch keeping officers demonstrate familiarization of navigating equipment?			
4	Are arrangements in place to ensure performance of the equipment?			
5	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage?			
6	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangement?			
7	Is there a record of navigational activities and incidents?			
8	Is there evidence of voyage planning?			
9	Is a valid certificate of compliance (annual testing) of the VDR/SVDR on board?			
10	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS?			
11	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?			
12	Can the master and watch keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems?			
13	Is the ship detained as a result of this CIC?			

The results of the CIC classified in accordance with the ship types inspected are provided in table 3.

Table 3

SI No	Ship Type	Total Deficiency	Total Inspection
1	Tanker	24	107
2	Oil tanker	16	101
3	Gas carrier	11	16
4	Chemical tanker	2	25
5	Bulk carrier	160	195
6	Containership	1	29
7	Ro-Ro cargo ship	9	38
8	General cargo/multi-purpose ship	32	45
9	Passenger ship	0	1
10	Heavy load carrier	0	1
11	Offshore service vessel	13	7
12	Special purpose ship	1	1
13	Other types of ship	82	25
14	Tug boat	3	5

The results of the CIC classified in accordance with the flag Administrations are provided in table 4.

Table 4

SI No	Flag Administrations	Total Deficiency	Total Inspection
1	Antigua and Barbuda	0	5
2	Bahamas	12	16
3	Bahrain	15	6
4	Bangladesh	0	1
5	Belize	2	4
6	Cayman Islands (UK)	2	7
7	China	6	9
8	Hong Kong, China	15	40
9	Comoros	0	1
10	Cyprus	1	13
11	Germany	0	1
12	Greece	6	13
13	India	17	7
14	Iran (Islamic Republic of)	6	2
15	Italy	1	6
16	Japan	0	1
17	Jordan	4	1
18	Korea, Republic of	2	5
19	Liberia	26	77
20	Libya	0	1
21	Luxembourg	0	1
22	Malaysia	6	4
23	Malta	19	28
24	Marshall Islands	29	78
25	Mauritius	0	1
26	Moldova, Rep. of	0	1
27	Netherlands	0	2
28	Norway	2	7
29	Palau	0	1
30	Panama	67	131
31	Philippines	5	4
32	Portugal	4	1
33	Saint Vincent and the Grenadines	19	6
34	Saudi Arabia	0	20
35	Singapore	34	56
36	Switzerland	2	4
37	United Republic of Tanzania	3	1
38	Thailand	6	2
39	Togo	2	1

SI No	Flag Administrations	Total Deficiency	Total Inspection
40	Turkey	0	2
41	United Arab Emirates (UAE)	13	2
42	Bermuda (UK)	0	1
43	Isle of Man (UK)	0	3
44	Saint Kitts and Nevis	2	1
45	Vanuatu	2	3
46	Viet Nam	0	1
47	Congo (Democratic Republic)	8	1
48	Denmark (DIS)	0	4
49	Dominica	0	1
50	Norway (NIS)	3	10
51	Portugal (MAR)	0	1
52	U.A.E. (ABU DHABI)	13	1
	Total	354	596

The results of the CIC classified in accordance with the participating RMoU Member States are provided in table 5 below.

Table 5

SI No	Country	Number of inspections conducted at a particular country	Total Percentage
1	Bahrain	13	2.2%
2	Saudi Arabia	367	61.6%
3	Oman	24	4.0%
4	Qatar	77	12.9%
5	United Arab Emirates	115	19.3%
6	Kuwait	0	0.0%
		596	100.0%