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## LAUNCH OF CONCENTRATED INSPECTION CAMPAIGN ON STRUCTURAL SAFETY AND THE INTERNATIONAL CONVENTION ON LOAD LINES BEGINNING 1 SEPTEMBER 2011 BY PARIS AND TOKYO MOU ON PORT STATE CONTROL

**The 45 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with structural safety and the Load Line Convention. This inspection campaign will be held for 3 months, ending on 30 November 2011. The States party of the Viña del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU will follow the same routine during the campaign.**

The background for this CIC is that, as an average for the last 8 years, deficiencies related to structural safety and load lines account, for 15% of the total number of deficiencies. Furthermore, structural safety for ship types other than bulk carrier and compliance with the Load Line Convention in general have never been addressed with the special attention typical for a CIC.

During this campaign Port State Control Officers (PSCOs) will verify applicable documents and aspects as loading instruments, the protection of hatch openings, the vessel's hull, bulkheads and deck and other features of the Load Line Convention and structural integrity in more detail.

For this purpose PSCOs will be guided by a questionnaire listing a number of items to be covered during this concentrated inspection. The questionnaires will be published on the websites of Paris MoU and Tokyo MoU in the beginning of August.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until deficiencies have been rectified.

In case of detention, publication in the monthly list of detentions available on the Paris MoU and Tokyo MoU web pages will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoUs' for submission to the IMO.

## Contact

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## Notes to editors:

<b>Paris MOU</b>	<b>Tokyo MOU</b>
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	