



**INDIAN OCEAN MOU ON  
PORT STATE CONTROL SECRETARIAT**

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**PRESS RELEASE**

**PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION  
CAMPAIGN ON SAFETY OF NAVIGATION (SOLAS CH.V)**

**6 ships detained during the CIC**

The Concentrated Inspection Campaign (CIC) on Safety of Navigation including ECDIS was carried out in the Indian Ocean MOU region between 1<sup>st</sup> September 2017 and 30<sup>th</sup> November 2017. The CIC was aimed to verify that there is compliance with the applicable requirement of SOLAS Conventions, 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 CIC carried out by the Tokyo MoU, Paris MoU and other MoUs.

During the course of the campaign member Authorities of the IOMOU carried out inspections of 1290 individual ships with 81 detentions. Out of which 1076 inspections of individual ships were undertaken covering 57 flags, using the CIC questionnaire and total of 6 ships were detained for CIC related deficiencies, resulting in a CIC topic related detention rate of 0.55%.

The highest number of CIC inspections was carried out on ships under the flag of Panama with 231 (21.46%) inspections, followed by Marshall Island with 136 (12.63%) inspections and Liberia with 132 (12.26 %) inspections. A total of 5 flags had CIC-related detentions, and they are Albania, Liberia, Malta, Panama and Tanzania. These flags cover 40.24% of the CIC inspections.

2 General cargo/multipurpose ships and 1 each of Chemical tanker, Bulk carrier, Container ship and Offshore service vessels were detained for the CIC-related deficiencies.

A total of 33 flags covering 10.87% of the total CIC inspections had 152 CIC related deficiencies. A total of 52 flags, covering 59.75% of the CIC inspections, had no CIC-related detentions at all.

With regard to the ship type, the highest number of CIC inspections accounted were bulk carriers 453 (42.10%) followed by general cargo/multi-purpose ships 129 (11.98%), container ship 128 (11.89%), and oil tankers 89 (8.27%).

With regard to the transmission of the vessel's Automatic Identification System, 1068 (99.25%) vessels inspected for CIC were found transmitting correct particulars and 5 (0.46%) of the total vessels inspected were found deficient.

The most significant deficiencies found during the campaign were related to questionnaires 8, 5, 2 and 4 which are as follows:

- .1 passage plan not covering the whole voyage (3%).
- .2 ship's VDR/SVDR not recording data fully (2%).
3. ECDIS do not have the appropriate up-to-date electronic charts for the intended voyage and there was no suitable back-up arrangement (2%).
4. watchkeeping officers were not able to demonstrate familiarization with ECDIS (1%).

The results of the campaign will be further analyzed, including additional information gathered, and findings will be presented to the 21<sup>st</sup> meeting of the Port State Control Committee in August 2018, after which the report will be submitted to the Sub-Committee on Implementation of IMO Instrument (III).

23 February 2018

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