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42 ships detained because of deficiencies related to structural safety and load lines

Preliminary results from the Concentrated Inspection Campaign (CIC) on Structural Safety and the International Convention on Load Lines, carried out between 1 September 2011 and 30 November 2011 in the Paris MoU region show that:

42 ships were detained as a direct result of the CIC for deficiencies related to structural safety and load lines in the Paris MoU region. Problem areas included stability, strength and loading information, ballast and fuel tanks and water and weather tight conditions.

The CIC questionnaire was completed during 4,386 inspections on 4,250 individual ships. A total of 1,589 CIC-related deficiencies were recorded and 42 ships (1%) were detained for CIC-related deficiencies.

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,563 (36%) inspections, followed by bulk carriers with 795 (18%) inspections, container ships with 495 (11%) inspections, chemical tankers with 433 (10%) inspections and oil tankers with 296 (7%) inspections.

24 (60%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships and 5 (12%) were bulk carriers. Among the other detained ships were 2 container vessels, 2 offshore supply ships, 2 passenger ships and 2 refrigerated cargo ships. 31% of the detained ships were 30 years or older.

Analysis of the recorded deficiencies shows that most deficiencies relate to the freeboard marks (12%), ventilators, air pipes and casings (7%), stability/strength/loading information and instruments (7%) and ballast, fuel and other tanks (5%).

Most inspections were carried out on ships under the flags of Panama with 493 (11%) inspections, Malta with 387 (9%) inspections, Antigua and Barbuda with 343 (8%) inspections and Liberia with 306 (7%) inspections. The flags with the highest number of CIC related detentions were Panama with 7 (17%) detentions, Saint Vincent and the Grenadines with 6 (14%) detentions and Turkey with 3 (7%) detentions.

The background for this CIC was 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. During the CIC 13% of the deficiencies recorded were related to structural safety and load lines. The CIC was a joint campaign with the Tokyo MoU. The States party of the Viña del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU have followed the same routine during the campaign.

The detailed results of the campaign will be further analysed and findings will be presented to the 45th meeting of the Port State Control Committee in May 2012, after which the report will be submitted to the International Maritime Organization.

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Notes to editors:

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.

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.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.

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.