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PRESS RELEASE

PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN ON CREW FAMILIARIZATION FOR ENCLOSED SPACE ENTRY 8 ships detained during the CIC

The Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry was carried out in the Indian Ocean MoU region between 1st September 2015 and 30th November 2015. This campaign was conducted in conjunction with the CIC carried out by the Tokyo MoU and the Paris MoU.

During the course of the campaign member Authorities of the IOMOU carried out inspections of 1454 individual ships with 83 detentions out of which 1,137 inspections of individual ships covering 58 flags were undertaken using the CIC questionnaire, and total of 8 ships were detained for the CIC related deficiencies, resulting a CIC topic related detention rate of 0.70%.

The highest number of CIC inspections were carried out on ships under the flag of Panama with 293 (25.76%) followed by Hong Kong, China with 141 (12.40%) inspections, Singapore with 108 (9.49%) and Liberia with 107 (9.41%) inspections. A total of 5 flags had CIC-related detentions, Vietnam, Panama and Republic of Korea had 2 number each of CIC related detentions followed by Japan and Saint Kitts & Nevis 1 each. These flags cover 29.81% of the CIC inspections.

Type of ships detained for CIC-related deficiencies; 4 (50%) were Bulk Carrier, 2 (25%) were General cargo/multi-purpose ship and 1 each (12.5%) of Heavy Load Carriers and Offshore service vessel.

A total of 21 flags covering 4.04% of the total CIC inspections had no CIC-related deficiencies. A total of 37 flags covering 26.82% of the total CIC inspections had 494 CIC related deficiencies. A total of 53 flags covering 70.19% 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 627 (55.14%) followed by container ship 100 (8.79%), Chemical Tankers 90 (7.91%) and General Cargo/Multi-Purpose ship 83 (7.3%), rest were of other types.

The most significant deficiencies found during the campaign were related to questionnaire 2, 4, 5, 7 and 9, are as follows:

- .1 training in the use of the equipment by the crew members responsible for testing the atmosphere in enclosed spaces (4%)
- .2 crew members responsible for enclosed space emergency duties, familiar with those duties (4%)
- .3 availability of the training manual on board and its contents complete and customized to the ship (17%)
- .4 participation of ship's crew in an enclosed space entry and rescue drill on board the ship at least once every two months in accordance with SOLAS Chapter III, Regulation 19.3.3 (4%)
- .5 outcome of the enclosed space entry and rescue drill and compliance with the requirements of SOLAS Chapter III, Regulation 19.3.6 (5%).

The results of the campaign will be further analyzed, including additional information gathered, and findings will be presented to the 19th meeting of the Port State Control Committee in September 2016, after which the report will be submitted to the International Maritime Organization.

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