

	Information Notice 2016-004
	DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)
	Port State Control Concentrated Inspection Campaigns 2016

1. Introduction

This Information Notice is to draw attention to all persons involved in operating vessels about the upcoming Port State Control Concentrated Inspection Campaigns.

It is important for all stakeholders to endeavour to further improve the position of Antigua and Barbuda on the White Lists of the Paris and Tokyo MOU's and within the other PSC regimes as well.

Information Notice 2016-002 was published earlier in the year on this subject, however since then more information with respect to the Cargo Securing CIC has been released and also the Riyadh MOU CIC on Pilot Transfer Arrangements has been announced.

2. Port State Control Concentrated Inspection Campaigns (CIC)

Vessels and their equipment should always be maintained in such a way as to ensure smooth Port State Control inspections. Various Port States target vessels in different ways, however, many issue guidance on when inspections can be expected in order to allow companies and seafarers to easily assess the likelihood of a regular Port State Control inspection, which in turn helps with planning activities during port stays.

Most Port States also hold Concentrated Inspection Campaigns, usually during the months of September, October and November. Information on these campaigns is given on the websites of the various regional Memorandum of Understandings as well as by individual Port States. It is helpful to the smooth running of the inspections if the required detailed information is readily available and seafarers are refreshed as to the requirements. The following gives some advice on the subject areas that Port State Inspectors are likely to pursue both as a direct result of the CIC and looking at related areas.

3. 2016 CIC's

At present, the following CIC subjects are proposed for later this year:

3.1 MLC (2006) – Paris MOU

- Safety Committee meeting information;
- Seafarer Complaint Procedures;
- Seafarer Employment Agreement compliance with standards;
- Appropriate use and documentation of recruitment and placement agencies;
- Personal Safety Training Records;
- Seafarer Accommodation Inspections;
- Food and Drinking Water Inspections and general food hygiene;
- Payment of Wages;
- Compliance with Seafarer age restrictions and;
- Medical care provision on board.

If there are areas of concern with the above then the MLC and ISM documentation will likely be looked at in greater depth.

3.2 Cargo Securing - Tokyo MOU, Indian Ocean MOU, Black Sea MOU.

- Approved cargo securing manual on board (ADOMS accepts cargo securing manuals approved on our behalf by any of our Recognized Organisations - ABS, BV, CCS, DNV GL, KR, LR, NK, RINA, RS);
- Current lashing plan in accordance with the cargo securing manual;
- Cargo secured in accordance with the relevant lashing plan;
- Only containers with evidence of Verified Gross Mass are loaded (Information Notice 2016-001);
- Condition of lashing equipment;

- Inventory and inspection of lashing equipment;
- Safe access for conducting lashing operations and;
- Cargo does not obstruct safe operation of vessel or wheelhouse visibility.

If there are areas of concern with the above then the ISM documentation will likely be looked at in greater depth, such as areas of stability documentation. Also, stevedore safety issues need to be in compliance with local regulations. ADOMS encourages voluntary compliance with all measures which are designed to enhance maritime safety and therefore recommend that all relevant ships comply with MSC.1/Circ.1352/rev1 and MSC.1/Circ.1353 /rev 1 as far as is practical. It should be noted that in these circulars, there is no requirement for carriage of a specific Cargo Safe Access Plan (CSAP) for ships with a keel laid prior to 1st January, 2015.

3.3 Enclosed Space Entry – Caribbean MOU

- Familiarity of Seafarers with the risks associated with enclosed space entry;
- Testing of atmosphere – SOLAS regulation XI-1/7 entered into force on 1st July 2016 covering the requirement for portable atmosphere testing Instruments, with further information contained in MSC.1/Circ.1477;
- Familiarity of Seafarers with associated equipment and its safe use;
- Familiarity with related emergency procedures;
- Ship specific training manuals available;
- Evidence of drills conducted in accordance with SOLAS Chapter III Regulations 19.3.3 and 19.3.6 and;
- A drill will probably be required to be undertaken and should be realistic, but must not expose seafarers to unnecessary hazards associated with actual entry into enclosed spaces. This drill should be conducted in accordance with the requirements of SOLAS Chapter III Regulation 19.3.6 and recommendations contained in IMO Resolution A.1050 (27).

If there are areas of concern with the above then the MLC and ISM documentation will likely be looked at in greater depth especially in relation to health and safety arrangements. Information Notice 2015-005 gives more in depth guidance.

3.4 Pilot Transfer Arrangement – Riyadh MOU

- Certified in accordance with requirements of SOLAS Chapter V reg. 23 and IMO resolution A1045(27);
- Records of dates on entry into service, inspections and any maintenance conducted on the pilot ladder;
- Safe means of access from ships deck to the pilot ladder;
- Lifebuoy with light available at pilot platform and;
- Condition of pilot ladder; side-ropes, parallel non slip steps, no more than 2 replacement steps.

If there are areas of concern with the above then the ISM documentation will likely be looked at in greater depth.

4. Further information on Port State Control

The following websites provide useful information for vessels trading in the appropriate areas:

- Paris MOU (Europe and Canada); <https://www.parismou.org/>
- Tokyo MOU (Pacific Ocean); <http://www.tokyo-mou.org/>
- USCG (United States of America); <http://www.uscg.mil/hq/cgcv/cvc2/safety.asp>
- Caribbean MOU; <http://www.caribbeanmou.org/>
- Mediterranean MOU; <http://81.192.101.140/Home.aspx>
- Vina del Mar (South and Central America); <http://www.acuerdolatino.int.ar/ciala/index.php>
- Indian Ocean MOU; <http://www.iomou.org/>
- Abuja MOU (West and Central Atlantic Africa); <http://www.abujamou.org/index.php>
- Black Sea MOU; <http://www.bsmou.org/>
- Riyadh MOU (Persian Gulf); <http://www.riyadhrou.org/>