



INFORMATION BULLETIN No. 278

Concentrated inspection campaign on Safety of Navigation beginning September 1st 2017 and ending November 30th 2017

Application: All shipowners, operators, masters and officers of merchant ships and authorised classification societies

The Paris Memorandum of Understanding (Paris MoU) has published a questionnaire (copy attached for guidance) for the forthcoming port state control (PSC) joint concentrated inspection campaign (CIC) on safety of navigation.

The questionnaire will be used by PSC officers for vessel inspections during the campaign, which starts on September 1, 2017, and will end on November 30, 2017.

Earlier, the Tokyo and the Paris MoU on PSC had advised plans to launch a joint CIC on safety of navigation. The CIC will also include participation by the Black Sea MoU and Indian Ocean MoU.

The aim of the CIC is to check compliance with the applicable requirements of the SOLAS Convention, the overall status of the vessel's navigation safety, and the competency of the crew involved in navigation operation. A ship will only be subject to one inspection under this CIC during the period of the campaign.

Navigation equipment has always been major inspection item for PSC inspections, according to the Paris MoU. In 2008, the Tokyo MoU and the Paris MoU conducted a joint CIC for SOLAS Chapter V concerning safety of navigation. The regulations for navigation equipment have undergone frequent changes according to a series of amendments to SOLAS Chapter V.

Electronic Chart Display and Information System (ECDIS) has assisted watch-keepers to maintain navigation safety and reduce the navigational workload since its application. Deficiencies relating to navigation equipment contribute a major proportion of the total deficiencies. According to the Paris MoU, a total of 174,559 deficiencies concerning safety of navigation were recorded between 2009 and 2016, accounting for 15.27% of all deficiencies.

Port State Control Officers (PSCOs) will use a list of 12 questions to assure that navigation equipment carried onboard complies with the relevant statutory certificates, the master and navigation officers are qualified and familiar with operation of bridge equipment, especially ECDIS, and that navigation equipment is properly maintained and functioning.

If deficiencies are found, actions by the port state may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until the serious deficiencies have been rectified.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC. 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.

August 14th 2017

QUESTIONNAIRE CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION (SOLAS CH.V) 2017

Inspection Authority:			
Ship Name:		Flag:	
IMO Number:		Classification Society:	
Date of Inspection		Inspection Port:	

No.	Item	Yes	No	N/A
Q.1*	Is ship's navigation equipment in accordance with its applicable safety certificate (SEC,PSSC, CSSC)? (S74/CI/R12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement? (S74/CV/R19.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3	Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS? (STCW/A-II/1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Can watchkeeping officers demonstrate familiarization with ECDIS? (STCW/A-VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Can ship's VDR/SVDR record data fully? (S74/CV/R18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Is second and/or third stage remote audible alarm of BNWAS recognized? (S74/CV/R19.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7	Is the ship's Automatic Identification System transmitting correct particulars? (S74/CV/R19.2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8	Does the passage plan cover the whole voyage? (S74/CV/R34,STCW/A-VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9*	Does all crew know and respect the official working language as established and recorded in the ship's logbook? (S74/CV/R14)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.10*	Is the crew familiar with the procedure of emergency operation of steering gear? (S74/CII-1/R29, S74/CV/R26)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.11*	Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72? (COLREG72/CIII: S74/CII-1/R42.2/R43.2)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.12	Is the ship detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If "No" is selected, for questions marked with an "*" PSCO should use his/her professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B.
Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.