

JAPAN P&I NEWS

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組合員各位

PSC 集中検査キャンペーン (パリ MOU、東京 MOU、インド洋 MOU、黒海 MOU)

題記につき、ポートステートコントロール(PSC)での集中検査キャンペーン(CIC)の通知がありましたのでお知らせいたします。

パリ MOU (欧・北大西洋地域)

<https://www.parismou.org/launch-concentrated-inspection-campaign-mlc2006>

各船での労働環境が、2006年の海上の労働に関する条約(MLC,2006)を満たしているか、2016年9月1日から11月30日までの3か月間、PSCにて集中検査を行います。同期間中の検船数は4,500隻を予定しているとのことです。

検査の詳細については別添“PARIS MOU Press release”を、また海上労働証書の確認など12の検査項目については別添“CIC questionnaire 2016 Final”をそれぞれご参照ください。

東京 MOU (アジア太平洋地域)、インド洋 MOU (インド洋地域)、黒海 MOU

東京 MOU

<http://www.tokyo-mou.org/doc/Press%20release%20on%20CIC%20on%20Cargo%20Securing%20Arrangements.pdf>

インド洋 MOU

<http://www.iomou.org/php/iomoudoc2/CIC%20PRESS%20RELEASE%20rev..pdf>

黒海 MOU

<http://www.bsmou.org/downloads/press-releases/Press%20Release%20CIC%20on%20Cargo%20Securing%20Arrangements.pdf>

本船上の貨物の固縛が、SOLAS 条約 (International Convention for the Safety of Life at Sea、海上における人命の安全のための国際条約) や関連するガイドラインを満たしているか、2016年9月1日から11月30日までの3か月間、PSCにて集中検査を行います。同検査は少なくとも上記3MOUの共同で行われます。

貨物固縛手順書、同手順書の内容や固縛機器への習熟などといった検査項目の詳細については別添“TOKYO MOU Press release”をご参照ください。

各船舶の安全航行と事故防止を祈念いたします。

以上

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LAUNCH OF CONCENTRATED INSPECTION CAMPAIGN ON MLC,2006

The Paris Memorandum of Understanding (MoU) on Port State Control will launch a Concentrated Inspection Campaign (CIC) on the Maritime Labour Convention, 2006 (MLC,2006). The aim of the CIC is to verify that the minimum standards for working and living conditions have been implemented on board. This inspection campaign will be held for a period of three months, commencing from 1 September 2016 and ending 30 November 2016.

The ship's procedures and measures that are in place with respect to MLC,2006 will be checked in detail for compliance with the requirements during a regular Port State Control inspection.

Secretary General Richard Schiferli stated: "Working and living conditions on board have always been a prime area of attention. With the introduction of the MLC enforcement opportunities have greatly improved. Three years after the entry into force, the time is right to focus on the MLC during a concentrated inspection campaign".

Port State Control Officers (PSCOs) will use a list of 12 selected questions to ensure that the required certificates and documentation are present, in particular those related to the seafarers on board. Additionally there are questions aimed at verification of records of the inspections of the accommodation, food and catering, and whether a safety committee has been established.

When 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 serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris MoU web sites will take place.

It is expected that the Paris MoU will carry out approximately 4,500 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the Port State Control Committee. The CIC questionnaire on MLC, 2006 is also published on the Paris MoU website (<http://www.parismou.org/>)

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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 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.

Questionnaire for the Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006

| | |
|--------------------|--|
| Ship's name | |
| IMO Nr | |
| Date of inspection | |

| N° | QUESTIONS | YES | NO | N/A |
|-------|---|-----|----|-----|
| 1* | Are seafarers under the age of 18 excluded from tasks that are likely to jeopardize their safety or health? Standards A 1.1. para. 4 | | | |
| 2* | Are all seafarers holding valid certificate(s) attesting medical fitness? Standard A 1.2. para. 1 | | | |
| 3** | Have all seafarers successfully completed their training for personal safety on board? Regulation 1.3. para. 2 | | | |
| 4.1** | Do all seafarers have a copy of their seafarers' employment agreement? Standards A 2.1. para 1 (a) | | | |
| 4.2** | Are the seafarers' employment agreements in compliance with minimum standard required by MLC? Standards A 2.1. para 4 | | | |
| 5 | If private recruitment and placement service has been used, does it meet the requirements of the MLC, 2006? Standard A 1.4. para. 2 and para 9 | | | |
| 6 | Are records of inspections of seafarer accommodations carried out by the master (or another designated person) available for review? Standard A 3.1. para. 18 | | | |
| 7 | Are frequent inspections carried out by or under the authority of the master, with respect to supplies of food and drinking water, all spaces and equipment used for the storage and handling of food and drinking water, and galley and other equipment for the preparation and service of meals documented? Standard A 3.2 para. 7 | | | |
| 8 | Has a ships safety committee been established on board regarding ships on which there are five or more seafarers? Standard A 4.3. para. 2d | | | |
| 9* | For a ship not being required to carry a medical doctor, is there on board at least one seafarer, holder of a certificate of training in medical first aid or in medical care that meets the requirements of STCW? Standard A.4.1. para. 4c | | | |
| 10** | Are all seafarers provided with a copy of on-board complaint procedures applicable on the ship ? Standard A 5.1.5 para.4 | | | |
| 11** | Have all seafarers received monthly accounts of their payments due and amounts paid? Standard A2.2, para. 2 | | | |
| 12 | Was the ship detained as result of the CIC? | | | |

Note: Questions 1 to 11 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
If the box "No" is ticked off for questions marked with an "**", the ship may be considered for detention.
If the box "No" is ticked off for questions marked with an "***", and if the deficiency found is repeated (occure more than 1 time), the ship may be considered for detention.



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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS

The Member Authorities of the Tokyo MOU with other co-operating MOUs will carry-out a concentrated inspection campaign on Cargo Securing Arrangements on the 1st September 2016 through the 30th November 2016. The purpose or goal of this year's CIC is to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. The objectives of the Tokyo MOU member states in the performance the CIC are to:

- measure compliance with the requirements of the applicable international conventions;
- ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements; and,
- raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

During the period of the CIC, member authorities of the Tokyo MOU will inspect cargo securing arrangements during the normal port state control inspections. Port State Control actions associated with this campaign may range from the issuing of deficiencies to more severe control measures such as detaining a ship to prevent it from going to sea in an unsafe condition. However, the purpose of this campaign is not to detain ships, but rather to improve safety and compliance related to cargo securing arrangements. Ships will only be subject to one CIC inspection during the campaign. The Master of the ship will receive a copy of the CIC questionnaire from the port state control officer as evidence that the CIC was performed.

Masters and ship's crew are encouraged to review cargo securing procedures and

arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures. Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

The results of this CIC will be analyzed and findings presented to the International Maritime Organization in an effort to measure and/or improve the effectiveness of IMO instruments.

1 August 2016

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CIC on Cargo Securing Arrangements

| | | | |
|------------------------------|--|-------------------------|--|
| Inspection Authority: | | | |
| Ship Name: | | IMO Number: | |
| Date of Inspection | | Inspection Port: | |

| No. | Question | Yes | No | N/A |
|-----|--|-----|----|-----|
| 1 | Is an approved cargo securing manual onboard?* | | | |
| 2 | Cargo Securing Manual: | | | |
| 2A | <ul style="list-style-type: none"> Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?*** | | | |
| 2B | <ul style="list-style-type: none"> If the answer to question 2A is "No", does the cargo securing manual meet a standard at least equivalent to the above guidelines?*** If the answer to question 2A is "Yes", question 2B should be checked "N/A". | | | |
| 3 | Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?* | | | |
| 4 | Are the lashings/fittings as per the cargo securing manual?* | | | |
| 5 | Is the condition of the lashings/fittings considered satisfactory for their intended use?* | | | |
| 6 | Are appropriate securing points or fittings being used for cargo securing?* | | | |
| 7 | Is there a sufficient quantity of reserve cargo securing devices onboard? | | | |
| 8 | Is the vessel following the Cargo Safe Access Plan (CSAP)?* | | | |
| 9 | Were deficiencies recorded as a result of this CIC? | | | |
| 10 | Was the vessel detained as a result of deficiencies found during this CIC? | | | |

* If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

** For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).