

RINA S.p.A.

via corsica, 12 | 16128 | genova | italy

ph. +39 010.53851 | fax +39 010.5351.369

www.rina.org



RINA | marine

MARINE INFORMATION NOTICE

May 08, 2009 | n°14

PORT STATE CONTROL

The scope of the Marine Information Notice publication is to provide the Shipping Sector with information relevant to RINA, its organization, initiatives and services as well as to disseminate information of a general nature which in RINA view may be of interest. The information provided is given for guidance only and does not intend to be exhaustive. Reference is always to be made to the relevant regulations and classification rules.

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON LIFEBOAT LAUNCHING ARRANGEMENTS (SOLAS – CHAPTER III)

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control (Paris MoU and Tokyo MoU) have issued a joint Press Release stating that they will conduct a joint Concentrated Inspection Campaign (CIC) aimed at verifying compliance of ships with the provisions of SOLAS Chapter III – Lifesaving Appliances and Arrangements.

The campaign will start on 1 September 2009 and will end on 30 November 2009.

In practice the concentrated inspection campaign will mean that during every port State control inspection within the Paris and Tokyo MoU regions, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

During the campaign Port State Control Officers shall use a list of 20 selected items to verify critical areas for the safety of lifeboat launching arrangements, some of which are related to:

- Documentation
- Equipment
- Familiarisation

For this purpose Port State Control Officers will apply a questionnaire listing a number of items to cover this concentrated inspection. The questionnaire will be published on the websites of Paris MoU and Tokyo MoU in the first week of August 2009.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until all deficiencies have been rectified.

The full text of the press release is enclosed with this Marine Information Notice.

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■ **Concentrated Inspection Campaign (CIC) on Lifeboat Launching Arrangements (SOLAS – Chapter III)**

For further information please contact:
Gianbattista CAVO
Flag and Port State Affairs – Fleet Management Function
RINA Head Office | via Corsica 12 | 16128 Genova
tel +39 010 5385 308 fax +39 010 5351289
e-mail: administrations@rina.org

Americas

Houston
P.O. box 228
8424 Highway 6 North
Houston, TX 77095
U.S.A.
ph. +1 281 7582203
fax +1 281 7582203
mob. +1 281 3098409
houston.office@rina.org

Fort Lauderdale
13450 West Sunrise Blvd
suite 350
Fort Lauderdale, FL 33323
U.S.A.
ph. +1 954 8380408
fax +1 954 8380409
fortlauderdale.office@rina.org

Rio de Janeiro
Av. Rio Branco, 50 - V Andar
20090-002 Rio de Janeiro
BRAZIL
ph. +55 21 2518 7545
fax +55 21 2263 6126
rinabrasil@rinabrasil.com.br

Buenos Aires
Av. Alicia Moreau de Justo 2030
1st floor - office 119
C1107AFP Buenos Aires
ARGENTINA
ph. +54 11 43148666
fax +54 11 43148666
buenosaires.office@rina.org

Helsinki
Myrmeentie 2b
01600 Vantaa
FINLAND
ph. +358 9 5860220
fax +358 9 58602244
helsinki.office@rina.org

Copenhagen
Algade 53, 1. th.
4000 Roskilde
DENMARK
ph. +45 46 322505
fax +45 46 320805
copenhagen.office@rina.org

Hamburg
Schellerdamm 2
21079 Hamburg
GERMANY
ph. +49 40 284193 550
fax +49 40 284193 551
hamburg.office@rina.org

North Europe

Portsmouth
4th floor, Kingston House
29-31 Kingston Crescent
Portsmouth PO2 8AA
UNITED KINGDOM
ph. +44 23 9256 6320
fax +44 23 9266 6845
portsmouth.office@rina.org

Rotterdam
Blaak 504/508
3011 TA Rotterdam
NETHERLANDS
ph. +31 10 4147444
fax +31 10 4112705
rotterdam.office@rina.org

Tonsberg
Møllegaaten, 8 3111
Tonsberg
NORWAY
ph. +47 33019010
fax +47 33019010
mob. +47 95755813
tonsberg.office@rina.org

Stockholm
Berga Nova, Rallarvagen 41
S-184 40 Akersberga
Stockholm
SWEDEN
ph. +46 8 54020652
fax +46 8 54020653
stockholm.office@rina.org

Helsinki
Myrmeentie 2b
01600 Vantaa
FINLAND
ph. +358 9 5860220
fax +358 9 58602244
helsinki.office@rina.org

Copenhagen
Algade 53, 1. th.
4000 Roskilde
DENMARK
ph. +45 46 322505
fax +45 46 320805
copenhagen.office@rina.org

Hamburg
Schellerdamm 2
21079 Hamburg
GERMANY
ph. +49 40 284193 550
fax +49 40 284193 551
hamburg.office@rina.org

Constanta
Str. Remus Opresanu,
nr. 10A - bl L3 - scara A - ap. 1
Constanta
ROMANIA
ph. +40 744530090
constantina.office@rina.org

Szczecin
Ul. Malopolska 43
70-515 Szczecin
POLAND
ph. +48 91 4895581
fax +48 91 4895582
szczecin.office@rina.org

Gdansk
Ul. Pohulanka 2
80-807 Gdansk
POLAND
ph. +48 58 3025259
fax +48 58 3025259
mob. +48 58 664712559
gdansk.office@rina.org

Odesa
App. 66
127, Dnepropetrovskaya
doroga str.
65123 Odesa
UKRAINE
ph. +380 67 9278177
fax pls contact
+90 216 5715499
odessa.office@rina.org

Istanbul
Degirmen Sekak,
Nido Kule Is Merkezi
No. 12, Kat. 9
Kozyatagi 34742, Kadikoy
TURKEY
ph. +90 216 5715400
fax +90 216 5715499
istanbul.office@rina.org

Valencia
Plaza De Avila 14, 5º, 14A
46010 Valencia
SPAIN
ph. +34 96 332 93 74
fax +34 96 332 93 75
valencia.office@rina.org

Barcelona
Plaza Gala Placidia, 1-3
escala A, 14 1a
08006 Barcelona
SPAIN
ph. +34 93 2921190
fax +34 93 2921191
barcelona.office@rina.org

Piraeus
47-49 Akti Miaouli Str.
185 36 Piraeus
GREECE
ph. +30 210 4292144
fax +30 210 4292950
piraeus.office@rina.org

Constanta
Str. Remus Opresanu,
nr. 10A - bl L3 - scara A - ap. 1
Constanta
ROMANIA
ph. +40 744530090
constantina.office@rina.org

**South Europe,
MiddleEast, Africa**

Lisboa
Escritório 201
Rua da Misericórdia, 76
1200-273 Lisboa
PORTUGAL
ph. +351 21 321 0170
fax +351 21 321 0171
mob. +351 91 876 92 16
lisboa.office@rina.org

Vigo
Apartado Correos No. 2073
36028 Vigo
SPAIN
ph. +34 986 275896
fax +34 986 239842
vigo.office@rina.org

Gijón
Av.da de La Costa, 108 10c
33204 Gijón (Asturias)
SPAIN
ph. +34 985 348536
fax +34 985 348536
mob. +34 671 060800
office.gijon@rina.org

Algeciras
C/ Botavara, 26
Urbanización Campe de Golf
11207 Algeciras (Cádiz)
SPAIN
ph. +34 95 657 10 99
fax +34 95 657 10 99
algeciras.office@rina.org

Valencia
Plaza De Avila 14, 5º, 14A
46010 Valencia
SPAIN
ph. +34 96 332 93 74
fax +34 96 332 93 75
valencia.office@rina.org

Barcelona
Plaza Gala Placidia, 1-3
escala A, 14 1a
08006 Barcelona
SPAIN
ph. +34 93 2921190
fax +34 93 2921191
barcelona.office@rina.org

Piraeus
47-49 Akti Miaouli Str.
185 36 Piraeus
GREECE
ph. +30 210 4292144
fax +30 210 4292950
piraeus.office@rina.org

Constanta
Str. Remus Opresanu,
nr. 10A - bl L3 - scara A - ap. 1
Constanta
ROMANIA
ph. +40 744530090
constantina.office@rina.org

Alexandria
Pharmacist Towers
(Abraq Elsayadiah) Tower no.
3
Flat no. 802 15 May Street
Smouha Alexandria
EGYPT
ph. +20 3 9575645
fax +20 3 9575644
alexandria.office@rina.org

Cairo
19, Gamal Elifasakhany Street
Almaza Area - Heliopolis
Cairo
EGYPT
ph. +20 2 26900525
fax +20 2 26900515
cairo.office@rina.org

Suez
68 Gohar Al Kaeed St.
3rd floor
Suez
EGYPT
ph. +20 62 3195512
fax pls contact
+20 2 26900515
suez.office@rina.org

Dubai
3rd floor, Stalco Shipping Tower
Al Mina Road
Dubai
UNITED ARAB EMIRATES
P.O. box 62852
ph. +971 4 3935435
fax +971 4 3934075
dubai.office@rina.org

Pointe Noire
31 Juillet 10
Pointe Noire - Brazzaville
CONGO
P.O. box 4132
ph. pls contact
+20 2 26900525
fax pls contact
+20 2 26900515
mob. +24 26406169
pointenoire.office@rina.org

Hillcrest
91, Sienna Plantations Estate
47 Shongweni Road 3610
Hillcrest
SOUTH AFRICA
ph. +27 823464433
fax +27 866896611
hillcrest.office@rina.org

Asia

Busan
16th FL, National Pension
Corp Bldg.
1422-8, Yeonsan 2-dong,
Yeonje-gu, Busan 611-705
KOREA
ph. +82 51 4655412
fax +82 51 4655535
pusan.office@rina.org

Shanghai
20th floor, Metrobank Plaza
No. 1160 Yan'an Road West
Shanghai 200052
P.R. CHINA
EGYPT
ph. +86 21 62482604
fax +86 21 62482605
shanghai.office@rina.org

Hong Kong
Unit 1703, 17th floor
Golden Centre
188 Des Voeux Road Central
HONG KONG
ph. +852 28663433
fax +852 28612676
hongkong.office@rina.org

Guangzhou
Guangzhou Shipyard
International Co. Ltd.
40 Fang Cun Road South
Guangzhou 510382
CHINA
ph. +86 20 8189 1712 ext.
2800
fax +86 20 8156 1095
guangzhou.office@rina.org

Mumbai
607-608 B Wing,
Everest Chambers,
Marol, Andheri-Kurla Road
Andheri (East)
Mumbai 400 059
INDIA
ph. +91 22 28515862
fax +91 22 28525139
mumbai.office@rina.org

Haiphong
Unit D, 4th floor, Harbour View
Hotel & Office Tower, No. 4
Tran Phu Street, Ngo Duyen
Dist. Haiphong
VIETNAM
ph. +84 (0)31 3652180
fax +84 (0)31 3652179
mob. +84 (0)914279221
haiphong.office@rina.org

Singapore
501 Orchard Road
#09-02 Wheelock Place
SINGAPORE 238880
ph. +65 65327737
fax +65 67380813
singapore.office@rina.org

Jakarta
Midplaza 2, 17th floor
Jl. Jend. Sudirman Kav 10-11
Jakarta, 10220
INDONESIA
ph. +62 21 570 7694
fax +62 21 570 7692
jakarta.office@rina.org



Press release



30 April 2009

PARIS AND TOKYO MOU'S ON PORT STATE CONTROL HOLD JOINT CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT LAUNCHING ARRANGEMENTS – SOLAS Ch. III. BEGINNING 1 SEPTEMBER 2009.

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with SOLAS Chapter III – Life-Saving Appliances and Arrangements with regard to lifeboat launching arrangements. This inspection campaign will be held for 3 months, ending on 30 November 2009.

In practice the concentrated inspection campaign will mean that during every port State control inspection within the Paris and Tokyo MoU regions, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

Port State Control Officers (PSCOs) shall use a list of 20 selected items to verify critical areas for the safety of lifeboat launching arrangements, some of which are related to documentation, equipment and familiarisation.

For this purpose PSCOs will apply a questionnaire listing a number of items to cover this concentrated inspection. The questionnaire will be published on the websites of Paris MoU and Tokyo MoU in the first week of August 2009.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until deficiencies have been rectified.

In case of detention publication in the monthly list of detentions available on the Paris MoU and Tokyo MoU web pages will take place.

It is expected that the Paris MoU and Tokyo MoU 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 MoU's for submission to the IMO.

Contact

Paris MOU	Tokyo MOU
<p>Mr. Richard W.J. Schiferli General Secretary Paris MoU on Port State Control PO Box 90653 2509 LR The Hague The Netherlands Tel: +31 (0)70 456 1509 Fax: +31 (0)70 456 1599 E-mail: Richard.Schiferli@parismou.org Web-site: www.parismou.org</p>	<p>Mr. Mitsutoyo Okada Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>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). Current membership includes 27 countries. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance 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.</p>	