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Press release

26 January 2009

Paris MoU presents results concentrated inspection campaign on Safety of Navigation

The Paris MoU on Port State control carried out a Concentrated Inspection Campaign, CIC, on “Safety of Navigation” between the 1st of September and 30th of November 2008. During this campaign the 27 member State authorities focussed on compliance with SOLAS Chapter V requirements on inspected ships. The preliminary results from this campaign show that one out of every five inspections revealed navigation deficiencies during the CIC.

A total of 6331 inspections were carried out on 5470 ships. Several ships were inspected more than once.

In total 1872 “Safety of Navigation” related deficiencies were recorded during the inspections. 81 inspections (1,39%) resulted in a detention where one or more SOLAS Ch. V detainable deficiencies were found. The most commonly found detainable deficiencies were related to “*Charts*”, “*Nautical Publications*” and “*Voyage Data Recorder*”.

Of the flag States with more than 10 inspections during the CIC the flag States with the highest safety of navigation related detentions percentage were Albania (28,6%), Egypt (18,2%), Syrian Arabic Republic (14,29%) and Faeroe Islands (12,5%).

General dry cargo ships accounted for 39% of the inspections (8.5% of such inspections lead to a detention), followed by bulk carriers 16% of inspections (3,33% of the inspections lead to a detention) and chemical tankers 8% of inspections (2,25% lead to a detention).

The Port State Control Committee will consider a further analysis of the results of the campaign in May 2009 and more detailed results will be presented to the International Maritime Organization.

For more information on the Paris MOU on Port State Control please consult our Internet Website on the following address:

www.parismou.org

Notes to editors:

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.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate 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.

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.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.

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