

January 7, 2010

Paris MOU concerned by poor boat drills

Port state control inspectors of member states of the Paris MOU and the Tokyo MOU carried out a Concentrated Inspection Campaign (CIC) on lifeboat launching arrangements between September 1 and November 30, 2009.

The 27 member authorities of the Paris MoU carried out 5,749 inspections. During each inspection vital points of SOLAS Chapter III, ISM and the LSA Code requirements were verified.

Preliminary results from the Paris MoU inspections show that one out of every five inspections revealed CIC-related deficiencies.

During the three month period 246 ships were detained and 30% of these detentions were CIC related. This means that in 80 cases the lifeboat launching appliances had deficiencies which were serious enough to detain the ship.

During the campaign 2,136 CIC-related deficiencies were found.

The campaign revealed that one out of every eight drills, when conducted, was not performed satisfactorily. This is an issue of serious concern to the Paris MoU Member States, and is often caused by lack of training.

Of the procedures or instructions and identification of hazards associated with launching and recovery of lifeboats one out of 6 was found unsatisfactory. These deficiencies are related to the safety management system on board the ship.

All other items inspected showed good overall compliance.

A total of 32 flags had one or more CIC related detention. These flags account for 76 percent of the inspections. The flags, which were subject to 10 or more inspections, with the highest CIC related detention record were:

Switzerland with 12 inspections and two detentions (17 percent),

Sierra Leone with 47 inspections and five detentions (11 percent),

Togo with 10 inspections and one detention (10 percent)

Cambodia with 62 inspections and six detentions (10 percent).

A total of 67 flags, accounting for 24 percent of the inspections, had no CIC related detentions at all.

Most CIC inspections took place on general dry cargo ships (38 percent), followed by Ro-Ro containerships (15 percent) and bulk carriers (13 percent). Bulk carriers had the highest detention rate of (3 percent), followed by general dry cargo ships (2 percent) and refrigerated cargo ships (1.2 percent).

The Port State Control Committee will consider final analysis of the results of the campaign at its meeting in May 2010 and more detailed results will be presented to IMO.