

PRESS RELEASE

RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN ON ISM CODE

In accordance with the decision of the Port State Control Committee, the concentrated inspection campaign (CIC) on the ISM Code in the Black Sea region was conducted from 01 September till 30 November 2007 under coordination of the Russian Federation.

Within the campaign the Black Sea MOU Authorities verified vital points of implementation of ISM Code requirements on seagoing ships, that is, effectiveness of SMS reflected in crew routine and emergency procedures, ship technical maintenance.

For the purpose of interregional harmonization of the action the Black Sea MOU used the model of relevant Questionnaire developed by Paris and Tokyo MOUs.

Totally during the campaign the Black Sea MOU Authorities conducted 922 inspections. In average, 40% of all individual ships entered ports of Black Sea MOU were inspected within the frame of the CIC. Deficiencies were found on about 15% of inspected ships, 35 vessels were detained.

The most number of inspections was conducted over the ships flying the flags of Panama (121 inspections); Turkey (109 inspections); Malta (100 inspections); Liberia (56 inspections); Georgia (46 inspections), and Cambodia (44 inspections).

The most deficiency percentages were recorded on the ships flying the flags of Syrian Arabic Republic (67%); Sierra Leone (40%); Cambodia (34%); Panama (23%); Saint Vincent and the Grenadines (23%).

In general, 45% of all inspected ships were of general dry cargo type, 23% -bulk carriers, 14% -oil tankers. Accordingly, maximum deficiency percentage was recorded on dry cargoes (67%), then bulk carriers (18%) and oil tankers (6%), ro-ro cargo ships and container ships (2.11%), gas carriers and chemical tankers (1.4%), combination carriers and passenger ships and ro-ro passenger ships (0.7). Majority between detentions belonged to general dry cargo ships (86%), and then went chemical tankers (6%), oil tankers and bulk carriers and container ships (3%).

The most problematic area at the ships inspected during the campaign was effective maintenance of the safety management system. About 40% of all deficiencies recorded applied to the issues of maintenance system and about 10% of all ships inspected had such deficiencies.

In general, 5% of inspected ships did not carry out review of SMS and at next 5% SMS routine procedures were not duly performed and recorded. At 3% of all inspected ships procedures for establishing and maintaining contacts with shore management in emergency case were not tested.

Initial analysis of the CIC confirms effectiveness of the ISM requirements and general proper understanding of the system by crews and shipowners. At the same time it should be noted that in many cases the system is still implemented just formally, continuous daily maintenance of it requires more attention from shore and ship personnel.

Detailed results of the campaign will be discussed during the next meeting of the Black Sea MOU Port State Control Committee in April 2008.

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