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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION(SOLAS CHAPTER V) COMPLIANCE

In accordance with the decision of the Port State Control Committee, the concentrated inspection campaign (CIC) on safety of navigation in the Black Sea region was conducted from 01 September till 30 November 2008 under coordination of the Republic of Turkey Undersecretariat for Maritime Affairs.

Within the campaign the Black Sea MOU Authorities verified vital points of implementation of SOLAS Chapter V on all vessels regardless of type.

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 with a checklist of 12 selected areas and items of inspection.

During the CIC the Black Sea MOU Authorities inspected a total of 1094 vessels of which 21(1,91%) were detained as a direct result of campaign. In total 66(6.03%) ships were detained during the campaign period and the rate of the inspections with deficiencies was 69,01%.

The highest number of inspections was conducted over the ships flying the flags of Malta(13,71%), Panama (13,62%) and Turkey (11,79).

In regard to the CIC related detentions by flag, subject to more than 10 inspections, the 4 states with the highest detention number were Sierra Leone with 6(17,65%) detentions, Cambodia with 4(7,69%) detentions, St. Kitts and Nevis with 2(15,38%) detentions and Comores with 2(9,09%) detentions.

Considering total detentions, Sierra Leone lead the way with 6 detentions out of 34 inspections (17,65%) and followed by Cambodia with 4 detentions from 52 inspections(7,69%) and Panama 4 detentions from 149 inspections(2,68%).

In general, 44% of all inspected ships were of general cargo/multi-purpose ship type, 30% - bulk carriers and 12% -oil tankers. Accordingly, maximum deficiency percentage recorded on general cargo/multi purpose ships was (54,47%), then bulk curriers (27,57%) and oil tankers (6,21%).

Total detentions belonged to general cargo/multi-purpose ships with 20(95,24%) detentions, and bulk carriers with 1(4,76%) detention.

The most problematic area at the ships inspected during the campaign was; lack of adequate and up-to-date nautical charts and publications, necessary for the voyage(34,75%) and obstruction of the horizontal view with cargo loaded on deck(19,94%).

Detalied analysis of the results of the campaign will be considered by the Black Sea MOU Port State Control Committee in April 2009.

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