



IOCM20/3.2
07 June 2017

**The Twentieth Meeting of
the Port State Control Committee**

Agenda item 3.2

**REPORTS OF THE CORRESPONDENCE
GROUPS**

Correspondence Group 2- Analysis of CIC on Cargo Securing Arrangements

Submitted by I.R.IRAN

Executive summary : This document provides the report of the Correspondence Group 2, for analysis of CIC on Cargo Securing Arrangements

Action to be taken : Paragraph 3

Related Document : None

Background

1 During the nineteenth Committee meeting, it was decided that a Concentrated Inspection Campaign (CIC) be conducted in regard to cargo securing arrangements, in the Indian Ocean Region, alongside with Tokyo MOU. It was also decided that the Islamic Republic of Iran act as the leader for the Correspondence Group 2 in this respect, and report the results of the CIC in the IOMOU to the Twentieth Committee meeting.

2 The report and analysis of the mentioned CIC is presented in the Annex to this document.

Action requested of the Committee

3 The Committee is invited to take note of the information provided and comment as appropriate.

* * *

Annex

Report and Analysis of CIC on Cargo Securing Arrangements

Section 1

Introduction

1.1 Executive Summary

1.1.1 Besides the normal inspections conducted by port State control/flag State control (PSC)/ (FSC) on the ships visiting ports, CIC focusing on various parts or areas of ships, are planned and carried out uniformly by the MOU's on port State control. The Indian Ocean MOU on port State control (IOMOU) carried out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements between 1st September to 30st November 2016.

1.1.2 A total of 862 inspections were carried out with the CIC questionnaire. The overall CIC detention rate was 0.3% (3 ships were detained).

1.1.3 Detained types of ships included 2.7% General Cargo ship(2 ships were detained) and 0.8% Container ship(one ship was detained).

1.2 Purpose of the report

1.2.1 The purpose and goal of the CIC was to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and to assess the overall safety of ships and seafarers engaged in cargo securing operations. As a result, the IOMOU Committee during its 19th annual meeting decided to conduct a CIC on Cargo Securing Arrangements at the same time with Tokyo MOU. The CIC was carried out according to the plans for a period of three months (from 1 September to 30 November 2016) on the foreign vessels entering the ports or waters of the member States. The reports and figures regarding the CIC inspections were compiled and analyzed, which are provided in Section 3.

1.3 Objective of the CIC

1.3.1 The objective of the campaign on Cargo Securing Arrangements was to get a detailed view of the compliance of the relevant regulations such as:

- ❖ SOLAS 74 as amended, regulation VI/5 and VII/5
- ❖ The Code of Safe Practice for Cargo Stowage and Securing (CSS Code) (Res. A 714(17) as amended by MSC.Circ.664,691,740,812,1026 and MSC.1 Circ.1352/Rev.1)
- ❖ MSC.1 Circular 1353, Rev.1 dated 15 December 2014
- ❖ The code of Safe Practice for Ships Carrying Timber Deck Cargoes (Res. A. 1048(27))

1.4 Scope of the CIC

1.4.1 The scope of the CIC was on Cargo Securing Arrangements, Port State Control Officers (PSCOs) applied a questionnaire listing eight selected areas to be covered during the concentrated inspection. The areas includes cargo securing manual, familiarization with the cargo securing manual, lashings/fittings, sufficient availability of cargo securing devices onboard, and follow of the Cargo Safe Access Plan. The CIC was to ensure that:

1.4.1.1 measure compliance with the requirements of the applicable international conventions;

1.4.1.2 ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements; and,

1.4.1.3 raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

1.4.2 This CIC applied to all types of ships engaged in the carriage of all cargoes other than solid or liquid bulk cargoes, and to ships carrying solid or liquid bulk cargoes that have a cargo securing manual. Special attentions was supposed to be paid to Ro-Ro passenger ships when carrying out this CIC.

1.5 General Remarks

For the purposes of this report:

1.5.1 A detention is an inspection containing the observation of at least one deficiency that is considered to be a clear ground for detention; and

1.5.2 All the tables provided in this report considers only those inspections into account that were conducted with the CIC Questionnaire.

Section 2

Summary analysis, conclusions and recommendations

2.1 Summary Analysis

The analysis of the results shows the following:

2.1.1 During the course of the campaign member Authorities of the IOMOU carried out inspections of 1443 individual ships with 89 detentions out of which 862 inspections of individual ships were undertaken using the CIC questionnaire in the IOMOU member States, including Australia ,Bangladesh ,France, India, Islamic Republic of Iran ,Oman and the South Africa;

2.1.2 Of the ships inspections conducted with a CIC questionnaire, total of 3 ships were detained and were prevented from leaving the port until they rectified their detainable deficiencies;

2.1.3 The overall detention rate of ships inspected with a CIC questionnaire (percentage of detentions per inspection) was 0.3%.

2.1.4 The vessels inspected during this CIC belonged to 17 ship types and operated under 51 flag States;

2.1.5 The most frequent types were 464 bulk cargo vessels (53.82%), 126 container ships (14.61%) and 75 General Cargo (8.70%);

2.1.6 The most inspected flags were Panama with 215 vessels (24.94%), Liberia with 100 vessels (11.60%) and Marshall Islands with 89 vessels (10.32%);

2.1.7 The responses received included 32.05% positive, 15.90% negative and 52.05% not applicable responses;

2.1.8 122 responses to question no. 2A (Table 2) were no, which pointed to the lack of the cargo securing manual meet the guidelines outlined in MSC.1/circ .1353/Rev.1.

2.2 Conclusions

2.2.1 During this CIC report, it was attempted to assess the compliance of vessels entering the ports or waters of the IOMOU member States with the requirements of :

- ❖ SOLAS 74 as amended, regulation VI/5 and VII/5
- ❖ The Code of Safe Practice for Cargo Stowage and Securing (CSS Code) (Res. A 714(17) as amended by MSC.Circ.664,691,740,812,1026 and MSC.1 Circ.1352/Rev.1)
- ❖ MSC.1 Circular 1353, Rev.1 dated 15 December 2014
- ❖ The code of Safe Practice for Ships Carrying Timber Deck Cargoes (Res. A. 1048(27)).

The graphs and tables in Section 3 display the number of vessels inspected and detained by each Member State, as well as the percentage of the ship types and flag States included in the CIC. Since in the analysis, the highest number of detentions belonged to general cargo and Container Ship, it becomes evident that flag States need to focus higher attention to inspection and trainings related to these vessels. The present CIC could be considered as an effective measure towards achieving this end.

2.3 Recommendations

2.3.1 The most significant deficiencies found during the campaign were related to questions 2a, 5, 7 and 4 which are as follows:

2.3.1.1 the cargo securing manual were not meeting the guidelines outlined in MSC.1/Circ.1353/Rev.1 (14%).

2.3.1.2 the condition of the lashing/fittings were not satisfactory for the intended use. (2%).

2.3.1.3 there were no sufficient quantity of reserve cargo securing devices on board (2%).

2.3.1.4. the lashings/fittings were not as per the cargo securing manual (1%).

2.3.2 It is proposed that:

2.3.2.1 Masters and ship's crew are encouraged to review cargo securing procedures and arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures.

2.3.2.2 Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

Section 3

CIC Questionnaire Results

3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a questionnaire
Total	1443	862	581
Total number of detentions	89	3	86
Detentions with CIC-topic deficiencies	3	3	0

*Number of individual numbers.

Looking at the number of inspections performed with a CIC questionnaire (** Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0.3%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Satisfactory	Unsatisfactory	N/A	Total Inspections	%Unsatisfactory of total inspections
Q1	532	20	310	862	2%
Q2. A	384	122	356	862	14%
Q2. B	126	7	729	862	1%
Q3	496	4	362	862	0%
Q4	359	12	491	862	1%
Q5	344	13	505	862	2%
Q6	354	3	505	862	0%
Q7	339	13	510	862	2%
Q8	67	7	788	862	1%
Q9	35	625	202	862	73%
Q10	3	682	177	862	0%
Average					
Std dev					

(Report needs to include details of where the full and detailed analysis of the CIC can be found if required)

3.2 CIC Questions

Questions comprised in the CIC questionnaire

CIC on Cargo Securing Arrangements

Inspection Authority			
Ship Name		IMO No.	
Date of Inspection		Inspection Port	

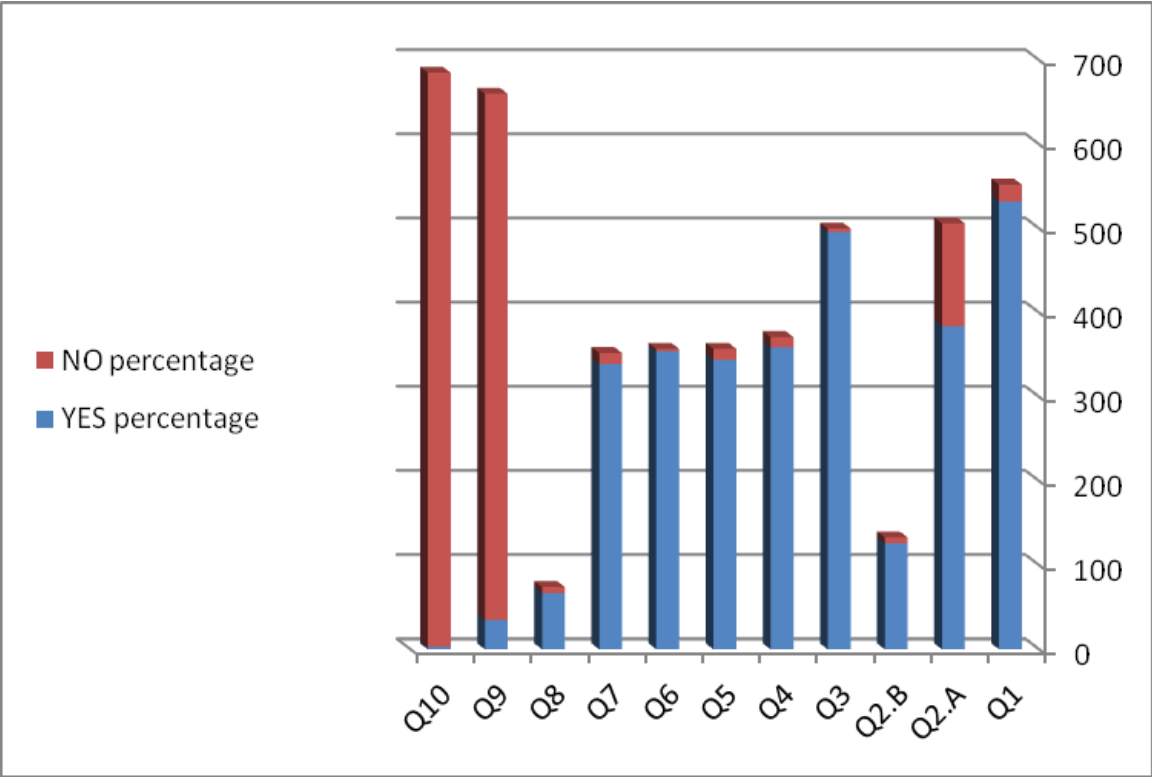
No.	QUESTION	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*	☐	☐	☐
2	Cargo Securing Manual:			
2A	Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1?*	☐	☐	☐
2B	If the answer to question 2A is "No" does the cargo securing manual meet a standard at least equivalent to the above guidelines?**. If the answer to question 2A is "Yes", question 2B should be checked "N/A"	☐	☐	☐
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*	☐	☐	☐
4	Are the lashings/fittings as per the cargo securing manual?*	☐	☐	☐
5	Is the condition of the lashing/fittings considered satisfactory for their intended use?	☐	☐	☐
6	Are appropriate securing points or fittings being used for cargo securing?*	☐	☐	☐
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	☐	☐	☐
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*	☐	☐	☐
9	Were deficiencies recorded as a result of this CIC?	☐	☐	☐
10	Was the vessel detained as a result of deficiencies found during this CIC?	☐	☐	☐

* If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

** For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).

Figure 1 shows the percentage of positive and negative responses to each question

Figure 1



Once the average of the different responses is calculated, the general number of positive, negative and not applicable responses to the CIC would look like the pie chart in Figure 2.

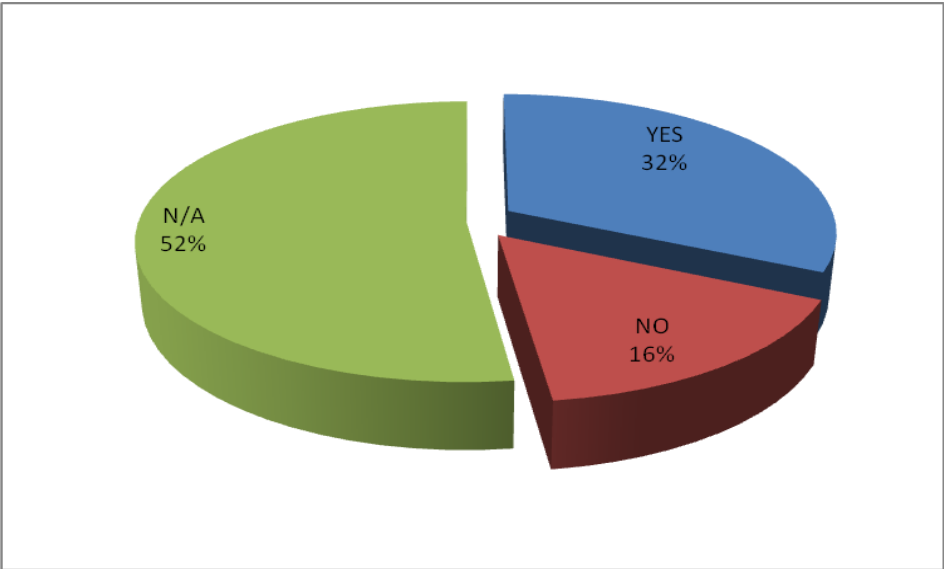


Figure 2

The results of the CIC classified in accordance with the participating IOMOU Member States are provided in Table 3 below.

Table 3

Authority	No. of CIC Inspections	% of CIC Inspections	No. of Detentions	Detention Rate (%)
Australia	553	64.2	1	0.2%
Bangladesh	22	2.6	1	4.5%
France	12	1.4	0	0%
India	132	15.3	0	0%
Iran	81	9.4	1	1.2%
Oman	11	1.3	0	0%
South Africa	51	5.9	0	0%
	862	100		

The results of the CIC classified in accordance with the ship types inspected are provided in Table 4 below.

Table 4

Ship Type	No. of CIC Inspections	No. of Detentions	Detention Rate (%)
NLS tanker	1	0	0%
oil tanker	41	0	0%
gas carrier	13	0	0%
chemical tanker	45	0	0%
bulk carrier	464	0	0%
vehicle carrier	38	0	0%
container ship	126	1	0.8%
ro-ro cargo ship	1	0	0%
general cargo/multi-purpose ship	75	2	2.7%
refrigerated cargo vessel	10	0	0%
wood-chip carrier	8	0	0%
livestock carrier	7	0	0%
passenger ship	10	0	0%
heavy load carrier	3	0	0%
offshore service vessel	11	0	0%
tugboat	3	0	0%
other types of ship	6	0	0%
	862	3	0.3%

Figure 3 shows No.of inspection per type of ships and figure 4 shows the percentage of the different ship types inspected during the CIC.

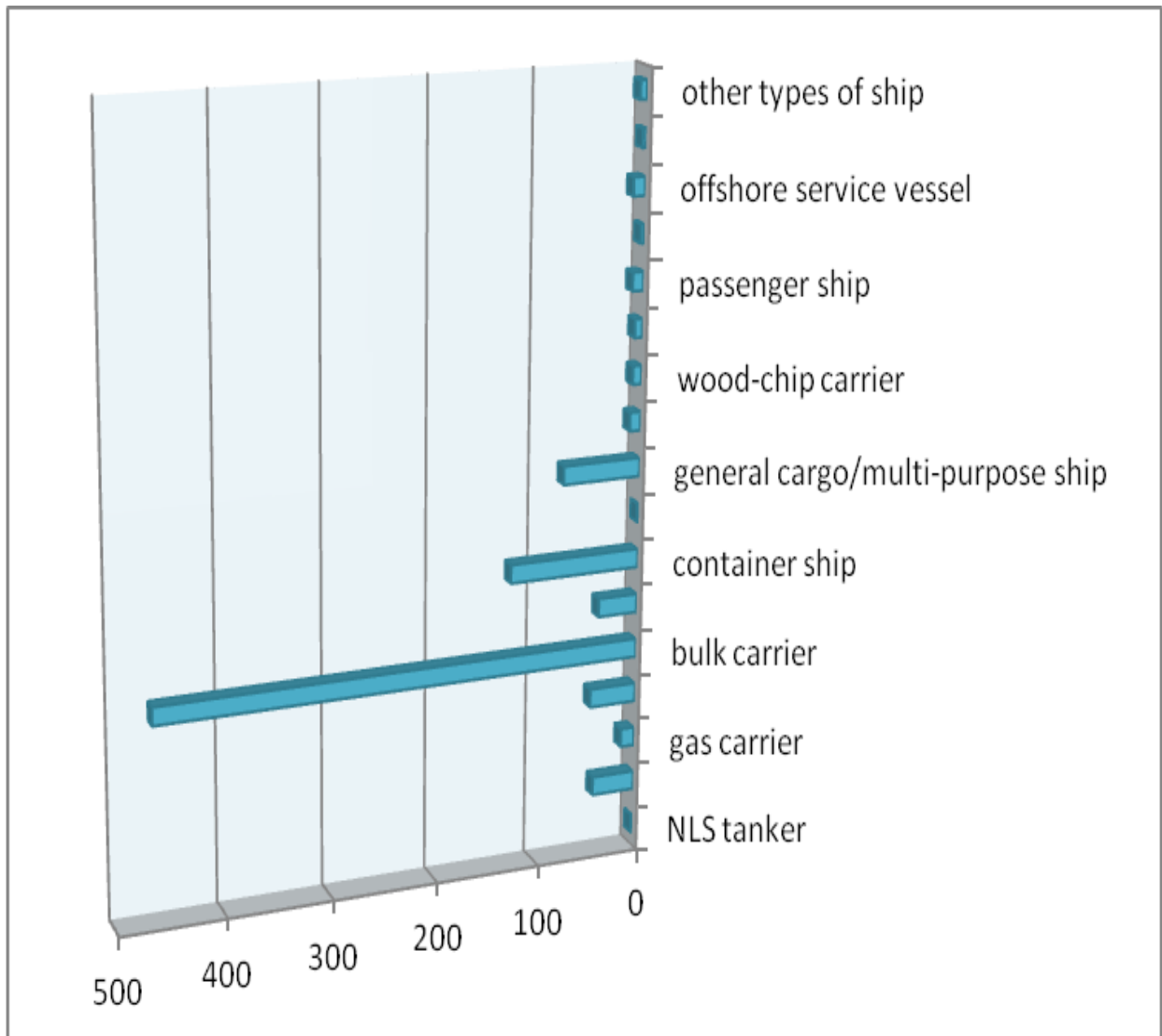


Figure 3

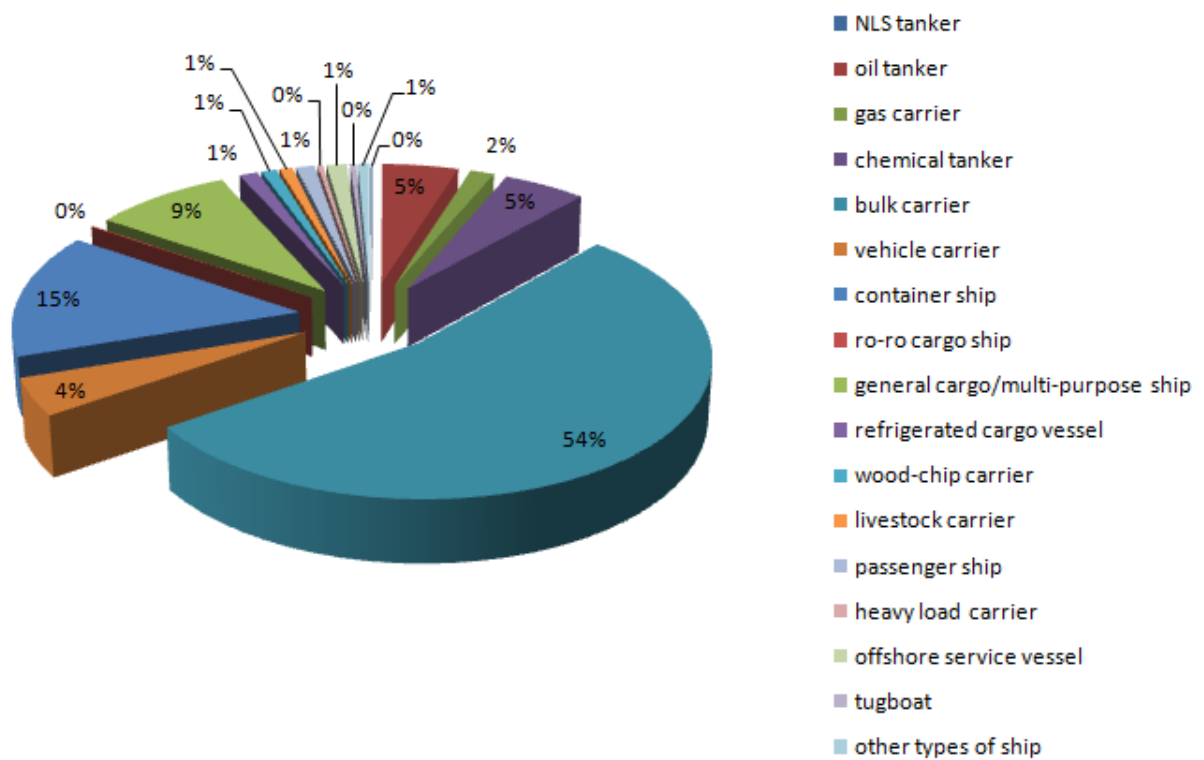


Figure 4

The results of the CIC classified in accordance with the flag States are provided in Table 5 below.

Table 5

Flag	No. of CIC Inspections	No. of Detentions	Detention Rate (%)
Antigua and Barbuda	20	0	0%
Bangladesh	1	0	0%
Bermuda (GB)	1	0	0%
Brazil	1	0	0%
Bahamas	31	0	0%
Belize	2	0	0%
Switzerland	4	0	0%
China	16	0	0%
Cyprus	16	0	0%
Germany	3	0	0%
Denmark	2	0	0%
Egypt	1	0	0%
France	3	0	0%
United Kingdom	6	0	0%
Gibraltar (GB)	2	0	0%
Greece	20	0	0%
Hong Kong, China	86	0	0%
Croatia	1	0	0%
Indonesia	1	0	0%
Ireland	1	0	0%
Isle of Man (GB)	9	0	0%
India	6	0	0%
Iran	2	0	0%
Italy	6	0	0%
Jamaica	1	0	0%
Japan	10	0	0%
Saint Kitts and Nevis	2	0	0%
Korea, Republic of	11	0	0%
Cayman Islands (GB)	4	0	0%
Sri Lanka	1	0	0%
Liberia	100	0	0%
Marshall Islands	89	0	0%
Malta	46	0	0%
Netherlands	5	0	0%
Norway	11	0	0%
Panama	215	1	0.5%
Papua New Guinea	1	0	0%
Philippines	4	0	0%
Portugal	10	0	0%
Palau	5	0	0%
Sweden	3	0	0%
Singapore	76	0	0%
Thailand	1	1	100%
Turkey	3	0	0%

Tuvalu	1	0	0%
Taiwan, China	5	0	0%
Tanzania	2	1	50%
Saint Vincent and the Grenadines	5	0	0%
VietNam	7	0	0%
Vanuatu	2	0	0%
South Africa	1	0	0%
	862	3	0.3%

Figure 5 shows the percentage of the different flag States whose ships were inspected during the mentioned CIC.

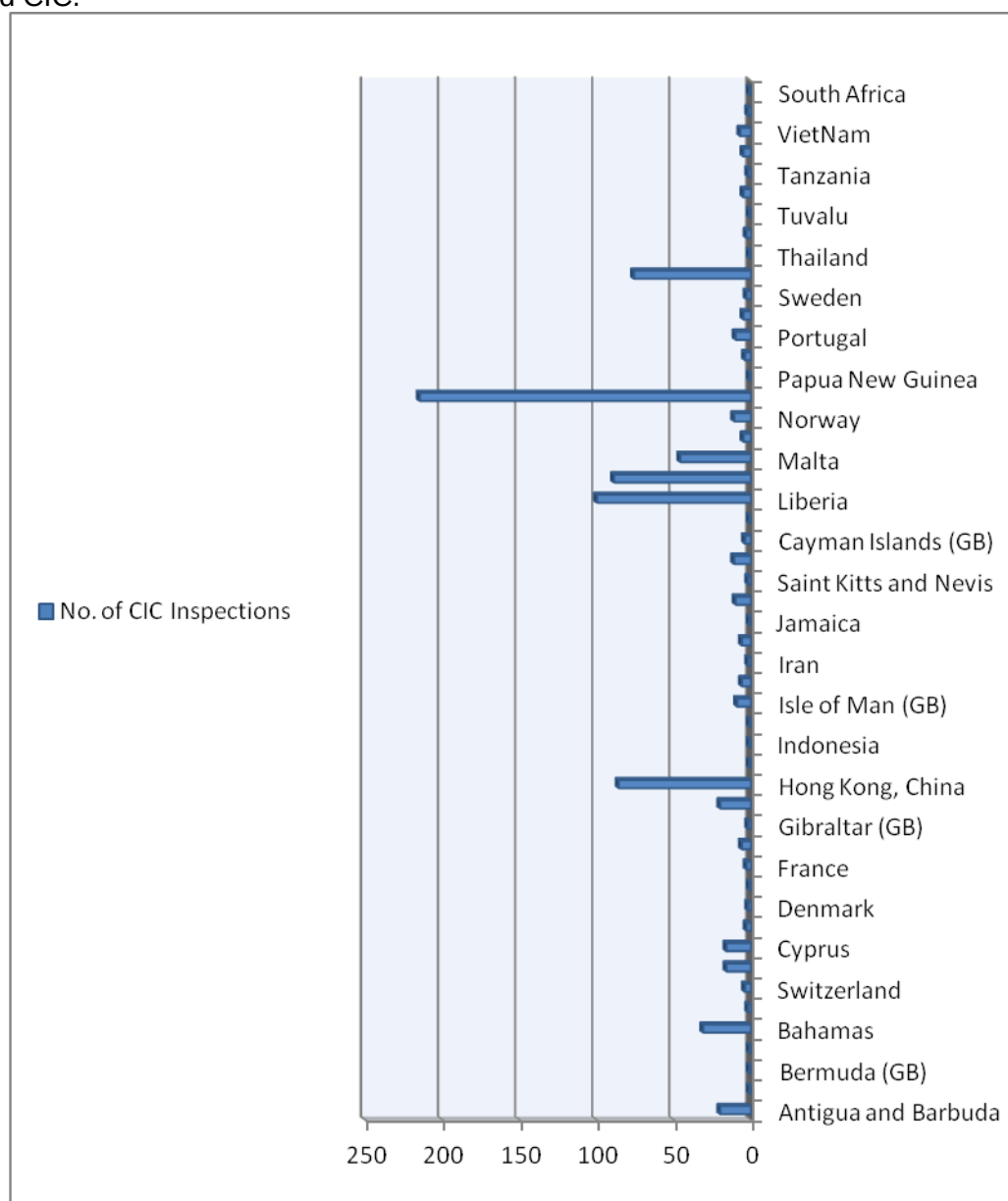


Figure 5