

ANAVE – Circular de Régimen Interior

Madrid, 27 de julio de 2021

Ref: SMA 24/2021/AB

Asunto: Campaña de Inspección Concentrada del MOU de París sobre estabilidad del buque – Lista de comprobación

Muy Srs. nuestros:

Entre el 1 de septiembre y 30 de noviembre, las Autoridades Marítimas del MOU de París y Tokio sobre el Control por el Estado del puerto (*Port State Control*, PSC) tienen previsto iniciar una **Campaña de Inspección Concentrada** (CIC) conjunta sobre la **estabilidad** del buque en general. Les adjuntamos en un **Anexo** la Lista de Comprobación que servirá de guía a los funcionarios de PSC para llevar a cabo las inspecciones.

La CIC examinará áreas específicas de la campaña y también otras relacionadas con las inspecciones habituales del PSC. Cada buque será objeto de **una sola inspección** durante el período que dura la campaña. Ambos MOU tienen previsto efectuar unas **10.000 inspecciones** durante la CIC, aunque esta cifra objetivo podría variar en función de cómo evolucione la situación de la pandemia debida al COVID-19. Todas las inspecciones estarán sujetas al cumplimiento de los requisitos sanitarios y de seguridad en los distintos Estados rectores del puerto.

El objetivo de esta CIC es:

- Confirmar que la **tripulación** está **familiarizada** con la evaluación de las condiciones reales de estabilidad al finalizar las operaciones de carga antes de la salida del buque de puerto y en todas las etapas del viaje.
- Comprobar que los **equipos** del buque relacionados con la estabilidad **funcionan correctamente**.
- **Sensibilizar** a la tripulación y a los armadores sobre la **importancia de calcular las condiciones reales de estabilidad** al finalizar las operaciones de carga y antes de salir de puerto.
- Verificar que el buque **cumple los requisitos de estabilidad intacta** (y en caso de avería, si procede) en virtud de los instrumentos pertinentes de la OMI.

Si se detectan **deficiencias**, los inspectores de PSC adoptarán medidas que pueden variar desde anotar la deficiencia y dar instrucciones al capitán para que la rectifique en un plazo de tiempo determinado a la inmovilización del buque hasta que rectifique posibles deficiencias graves.

Los resultados de la campaña se analizarán y se remitirán sus conclusiones a los órganos rectores de ambos MOU para presentarlos a la OMI.

Muy atentamente,

Elena Seco
Directora General

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23 July 2021

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON STABILITY IN GENERAL

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Stability (in general).

The purpose of the campaign on ship's stability in general is:

- to confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments.

This inspection campaign will be held for three months, commencing from 1 September 2021 and ending 30 November 2021. The campaign will examine specific areas related to the campaign in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided onboard complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to

detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC, but this is subject to any developments during the current COVID-19 pandemic. All inspections carried out will be subject to ongoing health and safety requirements in individual port States.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs for submission to the IMO.

| Paris MOU | Tokyo MOU |
|---|--|
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Notes to editors:

| Paris MOU | Tokyo MOU |
|--|--|
| <p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p> | <p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 21 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p> |
| <p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p> | |

Questionnaire for the 2020 CIC on Ship's Stability in general

| CIC on Ship's Stability in general | | | |
|------------------------------------|--|------------------------|--|
| Inspection Authority | | | |
| Ship name | | IMO Number | |
| Date of Inspection | | Inspection Port | |

QUESTIONS 1 - 6 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION

| No. | Questions | Yes | No | N/A | Detention |
|-----|--|-----|----|-----|-----------|
| 1* | Has the ship been provided with approved stability information which can be understood and easily used by the Master and loading officer? | | | | |
| 2* | Is the data used in the stability check for departure complete and correct? | | | | |
| 3* | Does the ship comply with the stability criteria as applicable to the ship type? | | | | |
| 4* | Is there evidence to show that the Master or responsible officer can determine the stability of the ship under varying conditions of service using the approved stability information provided on board? | | | | |
| 5* | If the ship is provided with a Stability Instrument, is it approved by the Administration? | | | | |
| 6 | If the ship is provided with a Stability Instrument, does the type of stability software in use meet the requirements for the relevant ship type? | | | | |

| No. | Questions | Yes | No | N/A |
|-------------|--|-----|----|-----|
| 7 Note 1 | [Is there evidence on board to show that the master/loading officer confirms that the "calculated" displacement and trim corresponds with the "observed" draughts?] | | | |
| 8 Note 1 | [If the ship is provided with a Stability Instrument, has the accuracy of the stability instrument been verified periodically by applying at least one approved test condition?] | | | |

If "No" is ticked for questions marked with an asterisk "", the ship may be considered for detention**

Note 1: Questions 7 and 8 are for information purposes only.