



# Technical Circular

No.: 022/2015

Date: 31<sup>st</sup> July 2015

**To Whomsoever it may concern**

**Subject: Concentrated Inspection Campaign (CIC) by Paris & Tokyo MoU on Crew Familiarization for Enclosed Space Entry beginning 1 September 2015 and ending on 30 November 2015.**

A concentrated inspection campaign (CIC) on Crew Familiarization for Enclosed Space Entry will be initiated by the Maritime Administration of the Paris & Tokyo MoU and will be held for a period of three months which will start on 1 September 2015 and end on 30 November 2015.

The purpose of the CIC is to obtain a detailed insight of the relevant compliance with enclosed space entry, using, during routine Port State Control (PSC) inspection, a questionnaire listing amongst others, selected areas to be covered under the inspection, including but not limited to training of crew members responsible for testing the atmosphere in enclosed spaces and familiarization with the relevant equipment and identify and understand the hazards associated with the entry into enclosed space.

Deficiencies found during the inspection will be recorded by the PSC officers and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period, or to detaining the ship until serious deficiencies have been rectified.

It is the understanding that the CIC will be also conducted at the same time by the Maritime Administrations of other MoUs.

Accordingly all owners and managers of the Shipping Companies are advised to ensure that the details of the below requirements are incorporated in the Ship's SMS documentation and communicate to the ship's Master and Chief Engineers to ensure that:

- a) Drills are carried out at the stipulated intervals as required by SOLAS Chapter III, Regulation 19 and ship's crew participated in enclosed space and rescue drills as required by SOLAS Chapter III, Regulation 19.3.3.



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- b) necessary training of crew members responsible for testing the atmosphere in enclosed spaces and their familiarization with the relevant equipment is carried out;
- c) Crew Members are be made aware so that they can identify and understand the hazards associated with the entry into enclosed space;
- d) The equipment is be kept calibrated with valid calibration status and is checked for its calibration as required by manufacturer's instructions prior to use;
- e) Necessary calibrating gas required for calibration check is available on board;
- f) Records of above and that procedure required to be followed as per the SMS are retained and maintained on board; and

**Enclosure:**

- 1) Press Release by Paris & Tokyo MoU.
- 2) Questionnaire (Checklist) for CIC.

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27 July 2015

## **LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON CREW FAMILIARIZATION FOR ENCLOSED SPACE ENTRY**

**The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry. The aim of the CIC is to ensure effective procedures and measures are in place to safeguard seafarers on board ships when entering and working in enclosed spaces and to check compliance with the applicable requirements of the SOLAS Convention.**

This inspection campaign will be held for three months, commencing from 1 September 2015 and ending 30 November 2015.

The ship's procedures and measures that are in place with respect to enclosed spaces will be checked in detail for compliance with the requirements of SOLAS during a regular Port State Control inspection, conducted under the new inspection regime (NIR) within the Tokyo and Paris MoU regions.

Port State Control Officers (PSCOs) will use a list of 10 selected questions to establish that crew members with enclosed space duties are familiar with relevant equipment and have received training to carry out their duties and identify and understand the hazards associated with entry into enclosed spaces. Additionally there are questions aimed at gathering information about the existence of measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter and remains safe whilst persons are within the space.

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 serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU web sites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

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

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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 the Environment 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 19 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, 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 center 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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

## CIC on Crew Familiarization for Enclosed Space Entry

*This CIC applies to **all** ships*

<b>Inspection Authority:</b>			
<b>Ship Name:</b>		<b>IMO Number:</b>	
<b>Date of Inspection</b>		<b>Inspection Port:</b>	

No.	Item	Yes	No	N/A
Q.1 Note 1	Are there measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.2 Note 1	Are crew members responsible for testing the atmosphere in enclosed spaces trained in the use of the equipment referred to in Question 1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Item	Yes	No	N/A
Q.3 *	Are the crew members familiar with the arrangements of the ship, as well as the location and operation of any on-board safety systems or appliances that they may be called upon to use for enclosed space entry?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.4 *	Are crew members responsible for enclosed space emergency duties, familiar with those duties?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.5 *	Is the training manual available on board and its contents complete and customized to the ship?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.6 *	Is there evidence on board that enclosed space entry and rescue drills are conducted in accordance with SOLAS Chapter III, Regulation 19?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7 *	Have the ship's crew participated in an enclosed space entry and rescue drill on board the ship at least once every two months in accordance with SOLAS Chapter III, Regulation 19.3.3?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8 *	Are crew members responsible for enclosed space entry aware of the associated risks?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9 *	During the CIC, the PSCO is to observe an enclosed space entry and rescue drill. Did the drill comply with the requirements of SOLAS Chapter III, Regulation 19.3.6?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Is the ship detained as a result of a "NO" answer to any of the questions?	<input type="checkbox"/>	<input type="checkbox"/>	

Note 1 For PMoU, questions 1 & 2 are for information purposes only.

Note 2 Each question should be answered and only one box ticked for that question.

Note 3 Questions with an asterisk indicate Code 30 may be issued.

*The CIC on Crew Familiarization for Enclosed Space Entry was conducted during the period September – November 2015.*