



Technical Circular

No.: 039/2021

Date: 28th July 2021

Subject: Concentrated inspection campaign (CIC) by Tokyo and the Paris MoU on Stability (in general) beginning 1 September 2021 and ending on 30 November 2021.

1. A concentrated inspection campaign (CIC) on Stability requirements (in general) will be initiated jointly by the member Authorities of the Tokyo and Paris Memoranda of Understanding (MoU) on Port State Control.
2. The inspection campaign will be held for three (3) months, commencing from 1st September 2021 and ending on 30th November 2021.
3. The purpose of the CIC is to;
 - a. 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;
 - b. 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;
 - c. Verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments;
4. Port State Control officer shall be using a 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.
5. Deficiencies found during the inspection will be recorded by the PSC officer and actions 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.
6. Accordingly Owners and managers of the Shipping Companies are advised that the ship's Masters are communicated to ensure that;
 - a. The ship is provided with approved stability information which can be understood and easily used by the Master and responsible officer.

*Note 1: **Stability information and loading information:** Every passenger ship regardless of size and every cargo ship of 24 m and over, the master shall be supplied*



- . This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.
- . While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

with stability information to the satisfaction of the Administration containing such information as is necessary to enable him, by rapid and simple procedures, to obtain accurate guidance as to the stability of the ship under varying conditions of service to maintain the required intact stability and stability after damage. For ships constructed from 1 January 2010, the intact and damage stability information required by SOLAS regulation II-1/5-1 shall be presented as consolidated data and encompass the full operating range of draught and trim. The stability information, and loading information related to ship strength when required under regulation 10 of LL Protocol 1988, shall also be carried on board at all times, together with evidence that the information has been approved by the Administration. For bulk carriers, the information required in a bulk carrier booklet may be contained in the stability information.

*Note 2: **Damage control plans and booklets:** On passenger and cargo ships, there shall be permanently exhibited plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding. Booklets containing the aforementioned information shall be made available to the officers of the ship.*

- b. The Master and responsible officer are familiar with the use of the stability information provided onboard and are able to determine the stability of the ship under varying conditions of service using the approved stability information provided.
- c. Stability calculations are carried out on completion of cargo operations and before departure of the ship and for all stages of the voyage and records for same are maintained onboard.
- d. During loading/ unloading, “calculated” displacement and trim are verified and confirmed against the “observed” draughts and records for same are maintained onboard.
- e. For ships provided with stability instrument, the stability software in use meets the requirements for the relevant ship type. The loading computer certificate issued by the Class and the approved test conditions are available onboard together with the user’s manual.
- f. Further, for approved stability instrument fitted on tanker (Oil & Chemical) and Gas carriers, a Document of Approval issued by the flag Administration or a RO on behalf of the Administration is available onboard.
- g. The master and responsible officer are familiar with the use of the system. The accuracy of the stability instrument is verified periodically by applying at least one approved test condition and records for same are maintained.

Enclosure: Press Release by Paris MoU, dated 23 July 2021.

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.

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. It 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 the both MoUs for submission to the IMO.

Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: secretariat@parismou.org Web-site: www.parismou.org</p>	<p>Mr. KUBOTA Hideo Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

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>	



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.