

Type of newsletter: **STATUTORY NEWSLETTER, Concentrated inspection campaigns (CIC)**  
Number: **QC-T- 311, revision 0**

**APPLICATION:**

Type of ships: **All ships navigating on international voyages to be subjected to Paris MoU and Tokyo MoU inspections**  
Flag(s): **All flags**

**Paris MoU and Tokyo MoU joint concentrated inspection campaign (CIC) on SOLAS 74, Ch. V - Safety of navigation**

The Tokyo and the Paris MoUs have announced a joint CIC on safety of navigation commencing from 1 September and ending 30 November 2017.

The aim of the CIC is to check compliance with the applicable requirements of the SOLAS Convention, the overall status of the vessel's navigation safety, and the competency of crew involved in navigation operations.

Port State Control Officers will use a list of 12 questions to assure that navigation equipment carried onboard complies with the relevant statutory certificates, the master and navigation officers are qualified and familiar with operation of bridge equipment, especially ECDIS, and that navigation equipment is properly maintained and functioning.

CIC questionnaire is attached.

**Overview of the application requirements for certain mandatory navigation equipment covered by SOLAS 74, Ch. V - Safety of navigation**

**ECDIS – Application overview**

SOLAS 74, Ch. V/19, 2.1.4, 2.10 and 2.11 relates to the *Electronic Chart Display and Information System (ECDIS)*.

The carriage requirements shall apply to the following ships engaged on international voyages (definition of "constructed" is as per SOLAS 74, Ch. V/2, 1):

- (1) Passenger ships of 500 GT and upwards, with the following compliance dates:
  - (i) Passenger ship constructed on or after 1 July 2012, not later than the initial safety equipment survey.
  - (ii) Passenger ship constructed before 1 July 2012, not later than the first safety equipment survey on or after 1 July 2014.
- (2) Tankers of 3,000 GT and upwards, with the following compliance dates:
  - (i) Tanker constructed on or after 1 July 2012, not later than the initial safety equipment survey.
  - (ii) Tanker constructed before 1 July 2012, not later than the first safety equipment survey on or after 1 July 2015.
- (3) Cargo ship other than tanker, with the following compliance dates:
  - (i) Cargo ship, of 10,000 GT and upwards constructed on or after 1 July 2013, not later than the initial safety equipment survey.
  - (ii) Cargo ship, of 3,000 GT and upwards but less than 10,000 GT constructed on or after 1 July 2014, not later than the initial safety equipment survey.
  - (iii) Cargo ship, of 50,000 GT and upwards constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2016.
  - (iv) Cargo ship, of 20,000 GT and upwards but less than 50,000 GT constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2017.
  - (v) Cargo ship, of 10,000 GT and upwards but less than 20,000 GT constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2018.
- (4) Ship constructed under (1) (ii), (2) (ii), (3) (iii), (iv) and (v) above, but delivered after the applicable due date, not later than the initial safety equipment survey.
- (5) Newbuilding cargo ships other than tanker of 3,000 GT and upwards, and existing cargo ships other than tanker of 10,000 GT and upwards.

### **BNWAS – Application overview**

Amendments to SOLAS 74, Ch. V, Reg. 19, as adopted by IMO Res. MSC.282(86), made mandatory to have a bridge navigational watch alarm system (BNWAS) fitted to all passenger and cargo vessels, as follows:

- (1) Cargo ships of 150 GT and upwards and passenger ships irrespective of size constructed on or after 1 July 2011.
- (2) Passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey after 1 July 2012.
- (3) Cargo ships of 3,000 GT and upwards constructed before 1 July 2011, not later than the first survey after 1 July 2012.
- (4) Cargo ships of 500 GT and upwards but less than 3,000 GT constructed before 1 July 2011, not later than the first survey after 1 July 2013; and
- (5) Cargo ships of 150 GT and upwards but less than 500 GT constructed before 1 July 2011, not later than the first survey after 1 July 2014.

### **AIS – Application overview**

In 2000 IMO, as part of a revised new Ch. V of SOLAS 74, adopted a requirement for all ships making mandatory to carry automatic identification systems (AISs) capable of providing information about the ship to other ships and to coastal authorities automatically.

This regulation requires AIS to be fitted aboard all ships of 300 GT and upwards engaged on international voyages, cargo ships of 500 GT and upwards not engaged on international voyages and all passenger ships irrespective of size.

This regulation applies to ships built on or after 1 July 2002 and to ships engaged on international voyages constructed before 1 July 2002, according to the following timetable:

- (1) Passenger ships, not later than 1 July 2003.
  - (2) Tankers, not later than the first survey for safety equipment on or after 1 July 2003.
  - (3) Ships, other than passenger ships and tankers, of 50,000 GT and upwards, not later than 1 July 2004.
- An amendment states that, additionally, ships of 300 GT and upwards but less than 50,000 GT, are required to fit AIS not later than the first safety equipment survey after 1 July 2004 or by 31 December 2004, whichever occurs earlier.

### **VDR / SVDR – Application overview**

Under Reg. 20 of SOLAS 74, Ch. V on Voyage data recorders (VDR), the following ships are required to carry VDRs:

- (1) Passenger ships constructed on or after 1 July 2002.
- (2) Ro-ro passenger ships constructed before 1 July 2002 not later than the first survey on or after 1 July 2002.
- (3) Passenger ships other than ro-ro passenger ships constructed before 1 July 2002 not later than 1 January 2004; and
- (4) Ships, other than passenger ships, of 3,000 GT and upwards constructed on or after 1 July 2002.

In 2004 IMO adopted amendment to Reg. 20 of SOLAS 74, Ch. V on a phased-in carriage requirement for a shipborne simplified voyage data recorder (S-VDR), which entered into force on 1 July 2006.

This requires a VDR, which may be an S-VDR, to be fitted on existing cargo ships of 3,000 GT and upwards, phasing in the requirement for cargo ships of 20,000 GT and upwards first, to be followed by cargo ships of 3,000 GT and upwards.

- (1) In the case of cargo ships of 20,000 GT and upwards constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2006 but not later than 1 July 2009.
- (2) In the case of cargo ships of 3,000 GT and upwards but less than 20,000 GT constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2007 but not later than 1 July 2010.

## Any Inquiries?

For further information please contact:

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## QUESTIONNAIRE CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION (SOLAS CH.V) 2017

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

No.	Item	Yes	No	N/A
Q.1*	Is ship's navigation equipment in accordance with its applicable safety certificate (SEC,PSSC, CSSC)? <b>(S74/CI/R12)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement? <b>(S74/CV/R19.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3	Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS? <b>(STCW/A-II/1)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Can watchkeeping officers demonstrate familiarization with ECDIS? <b>(STCW/A-VIII/2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Can ship's VDR/SVDR record data fully? <b>(S74/CV/R18)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Is second and/or third stage remote audible alarm of BNWAS recognized? <b>(S74/CV/R19.2.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7	Is the ship's Automatic Identification System transmitting correct particulars? <b>(S74/CV/R19.2.4)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8	Does the passage plan cover the whole voyage? <b>(S74/CV/R34,STCW/A-VIII/2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9*	Does all crew know and respect the official working language as established and recorded in the ship's logbook? <b>(S74/CV/R14)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.10*	Is the crew familiar with the procedure of emergency operation of steering gear? <b>(S74/CII-1/R29, S74/CV/R26)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.11*	Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72? <b>(COLREG72/CIII: S74/CII-1/R42.2/R43.2)</b>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.12	Is the ship detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If "No" is selected, for questions marked with an "\*" PSCO should use his/her professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B.  
Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.