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PRESS RELEASE

**CONCENTRATED INSPECTION CAMPAIGN ON LIFE-SAVING APPLIANCES
(SOLAS CH. I & CH. III)**

The Maritime Authorities of the Memorandum of Understanding on Port State Control for West and Central African region (Abuja MoU) conducted a Concentrated Inspection Campaign (CIC) on Life-Saving Appliances from 1 September 2018 to 30 November 2018.

The purpose of the Concentrated Inspection Campaign on Life-Saving Appliances was to check compliance with the applicable requirements of the SOLAS Convention, Life-Saving Appliance Code, raise safety awareness among the crew serving on board and assess the familiarity of the crew with relevant equipment and relevant trainings received in carrying responsibilities.

During the campaign, Abuja MoU member Authorities verified vital items of compliance in accordance with SOLAS Convention, Life-Saving Appliance Code and that the crew are familiar with relevant equipment and have received training in carrying out their duties.

Port State Control Officers (PSCOs) used a list of 12 questionnaires to determine whether life-saving equipment carried onboard complies with the relevant statutory certificates; whether master, officers and ratings are qualified and familiar with operation of these equipment, and whether the life-saving appliances are functional and properly maintained.

A total of 611 port State inspections were carried out during this period, 211 of these inspections using the CIC questionnaire while 400 inspected without CIC questionnaire. The following deficiencies were recorded under the corresponding number of inspections: Cargo Ship Safety Equipment (including exemption) - 1; Other (certificates) - 2; Abandon ship drills - 1; Lifebuoys incl. provision and disposition - 1; On board training and instructions – 2. No ship was detained as a direct result of the campaign.

During the campaign period, the greatest numbers of inspections (both CIC and non-CIC related inspections) were carried out on ships registered under the flag of: Marshall Islands 107 (17.51%); Panama 105 (17.18%); Liberia 78 (12.77%); Singapore 41 (6.71%); Malta 40 (6.55%); and Hong Kong, China 39 (6.38%).

The highest numbers of inspections relating to ship type were conducted on: Bulk carrier 272 (44.52%); Oil tanker 73 (11.95%); Container 72 (11.78%); General cargo/multipurpose 65 (10.64%); Refrigerated cargo 30 (4.91%); and Chemical tanker 29 (4.75%).

The final analysis and findings of the campaign will be presented to the Abuja MoU Port State Control Committee for consideration. A report of the outcome of the CIC will be submitted to the International Maritime Organization's Sub-committee on Implementation of IMO Instruments.



Abuja MOU

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Notes:

Abuja MOU

The Memorandum of Understanding on Port State Control for West and Central African region (Abuja MoU) was signed by Maritime Authorities in the region on 22 October 1999. Currently, the Memorandum has 17 full members, namely, Angola, Benin, Cape Verde, Congo, Cote D'Ivoire, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, South Africa, and Togo. The Secretariat of the MoU is provided by the Nigerian Ministry of Transportation and located in Lagos, Nigeria. The fully automated and comprehensive central data base known as Abuja MoU Information System (AMIS) captures, stores and generates inspection data.

Port State Control is a check on visiting foreign ships to verify their compliance with international instruments on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliances in cases where the owner and flag State have failed in their responsibilities 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.