



İstanbul :

Sayı

17.08.2016

Our Reference : 3206

Konu

Subject : 2016 yılı “Yoğunlaştırılmış Denetim Kampanyaları (CIC)”Hk.

Sirküler: 582 /2016

- İlgi (a):** 20.07.2016 tarih ve 2838 sayılı Odamız yazısı.  
**(b):** Baltık ve Uluslararası Denizcilik Konseyi (BIMCO)’nun 16.08.2016 tarih ve bila sayılı yazısı.

**İlgi (a)** Odamız sirküleri ile, Uluslararası Deniz Ticaret Odası(ICS)’ndan alınan yazı kapsamında 2016 yılı “Yoğunlaştırılmış Denetim Kampanyaları (CIC)” Paris Memorandumu (Paris MoU) tarafından **Uluslararası Çalışma Örgütü Deniz Çalışanları Konvensiyonu (MLC 2006) ile ilgili denetim kampanyalarının 1 Eylül – 30 Kasım 2016** tarihleri arasında düzenleneceği belirtilmiştir.

**İlgi (b)** Baltık ve Uluslararası Denizcilik Konseyi (BIMCO) tarafından yayımlanan yazı ile, söz konusu 2016 yılı CIC’ ler çerçevesinde Riyad MoU tarafından **1 Eylül – 30 Kasım 2016 tarihleri arasında, “Pilot indirme/bindirme donanımları”** ile ilgili olarak CIC uygulanacağı ve bu denetlemelerin [IMO Resolution A.1045\(27\)](#). da detaylı bir şekilde belirtilen pilot transferi donanımları için gerekliliklerin karşılandığından emin olunmasının amaçlandığı bildirilmiştir.

Riyad MoU tarafından Gemi Kaptanlarına, Denizcilik Şirketlerinin Yetkilendirilmiş Kıyı Personeline (DPA) ve mürettebata, bahse konu denetimler sonucunda olası tutulmalara ve gecikmelerle maruz kalmamak adına yardımcı olacak **EK-3’de** sunulan kontrol listesinin hazırlandığı,

Pilot Transfer Donanımları için yukarıda bahsi geçen [IMO Resolution A.1045\(27\)](#) dokümanının yanı sıra [IMO circular MSC.1/Circ.1428](#) ‘nin dikkate alınmasının faydalı olacağı,

Ayrıca Tokyo, Karadeniz ve Hindistan MoU’larının **1 Eylül – 30 Kasım 2016** tarihleri arasında yük Güvenliği ve yük güvenliğinin sağlanması ile ilgilenen personel ve geminin emniyet gerekliliklerinin karşılandığından emin olunmasını hedefleyen, **EK-4’** te kontrol listesi sunulan “**Yük Güvenliği Donanımları**” konusunda CIC uygulanacağı belirtilmektedir.

Bilgilerinize arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER

Genel Sekreter

**EKLER:**

- EK-1: İlgi (a) yazı (4 sayfa)  
 EK-2: İlgi (b) yazı (1 sayfa)  
 EK-3: Pilot İndirme/Bindirme Donanımları Kontrol Listesi (1 sayfa)  
 EK-4: Yük Güvenliği Kontrol Listesi (4 sayfa)

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İstanbul

Sayı

17.08.2016

Our Reference :

Konu

Subject : 2016 yılı "Yoğunlaştırılmış Denetim Kampanyaları (CIC)"Hk.

**Dağıtım****Gereği:**

- Tüm Üyelerimiz (WEB Sayfasında)
- Türk Armatörler Birliği  
S.S. Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği  
-15,16,17,18,19,20, 21, 22 23, 24, 25, 27,28  
29,30,31,32,35,36,37,40,41,42,43 ve 44'ncü
- Meslek Komitesi Başkan ve Üyeleri
- KOSDER
- ROFED
- UND
- Gemi Yakıt İkmalcileri Derneği
- TÜRK LOYDU
- Türk Uzakyol Gemi Kaptanları Derneği
- Gemi Makineleri İşletme Mühendisleri Odası
- WISTA
- Gemi Sahibi Firmalar

**Bilgi:**

- T.C. Ulaştırma, Denizcilik ve  
Haberleşme Bakanlığı, Deniz ve İçsular  
Düzenleme Genel Müdürlüğü
- Yönetim Kurulu Bşk. ve Üyeleri
- Piri Reis Üniversitesi

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İstanbul

20.07.2016

Sayı  
Our Reference : 2.838Konu  
Subject : 2016 Yılı Liman Devleti Kontrolleri Kapsamında Yoğunlaştırılmış Denetim Kampanyaları (CIC) Hk.

Sirküler No: 527 / 2016

Sayın Üyemiz,

İlgi: Uluslararası Deniz Ticaret Odası (ICS)' nın 14 Temmuz 2016 tarihli ve MC(16) 39 sayılı yazısı.

İlgi yazı ile,

Çeşitli bölgelerdeki Liman Devleti Kontrolü rejimleri kapsamında aşağıda belirlenen konularda **1 Eylül – 30 Kasım 2016 tarihleri arasında** “Yoğunlaştırılmış Denetim Kampanyaları (CIC) uygulanacağı ve ilgili Liman Devleti Kontrol (PSC) rejimi tarafından söz konusu Denetim Kampanyaları detaylarının uygun zamanlarda yayımlanmasının beklendiği,

Bölgesel PSC Rejimi	Planlanan CIC Konusu
Abuja MoU	Henüz Doğrulanmadı
Karadeniz MoU	Yük Güvenliği Uygulamaları
Karayipler MoU	Kapalı Mahallere Girişte Mürettebatın Aşinalığı
Hint Okyanusu MoU	Henüz doğrulanmadı (Yük Güvenliği Uygulamaları olarak düşünülmekte)
Akdeniz MoU	Henüz doğrulanmadı (Yük Güvenliği Uygulamaları olarak düşünülmekte)
Paris MoU	Uluslararası Çalışma Örgütü Deniz Çalışanları Konvansiyonu
Riyad MoU	Henüz doğrulanmadı (1 Ekim – 31 Aralık tarihleri arasında uygulanabilir)
Tokyo MoU	Yük Güvenliği Uygulamaları
Vina del Mar Agreement	Henüz doğrulanmadı (Yük Güvenliği Uygulamaları olarak düşünülmekte)

-Karayipler Memorendumu kapsamında söz konusu bölgede ticaret yapan gemilerin ICS'in 2015 yılında yayımlanmış olduğu bilgi ve kılavuz niteliğindeki MC(15)45 sayılı Sirkülerinden faydalanabilecekleri,

-Ek'te Karadeniz Memorandumu tarafından sunulan CIC “Yük Güvenliği Düzenlemeleri” konusundaki basın bildirisi'nin sunulduğu,

-Yoğunlaştırılmış Denetim Kampanyalarına hazırlık kapsamında ,IMO Yük İstifi ve Güvenliği için Uygulama Kodu' (CSS Kodu) ve konteynerlerle ilgili ICS ve Dünya Denizcilik Konseyi (WSC) tarafından yayımlanan Konteynerlerin Denizyoluyla Güvenli olarak Taşınması Rehberi'nin dikkate alınmasının tavsiye edildiği,

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Istanbul :

20.07.2016

Sayı  
Our Reference :

Konu

Subject : 2016 Yılı Liman Devleti Kontrolleri Kapsamında Yoğunlaştırılmış Denetim Kampanyaları (CIC) Hk.

- Uluslararası Çalışma Örgütü Deniz Çalışanları Konvansiyonu ile ilgili Paris Memorandumu kapsamında Yoğunlaştırılmış Denetim Kampanyası ile ilgili bilgi ve rehberin hazırlanması akabinde Memorandum Sekreterliğince sirküle edileceği bildirilmektedir.

Bilgilerinizi ve gereğini arz ve rica ederiz.

Saygılarımızla,

  
İsmail ASASOĞLU  
Genel Sekreter V.

**EKLER:**

EK: İlgi Yazı ve Karadeniz MoU Basın Bildirisi (2 sayfa)

**DAĞITIM:****Gereği:**

- Tüm Üyelerimiz (WEB)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri ve Motorlu Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- UND
- İMEAK DTO Şubeleri ve Temsilcilikleri
- KOSDER
- ROFED
- TÜRK LOYDU
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- İTÜ Denizcilik Fakültesi Mezunları Derneği
- Türk Uzakyol Gemi Kaptanları Derneği
- Gemi Makineleri İşletme Mühendisleri Odası
- Gemi Mühendisleri Odası
- WISTA Türkiye Derneği
- Gemi Sahibi Firmalar
- 35 ve 44 No'lu Meslek Grupları Üyeleri

**Bilgi:**

- Sn. Sefer KALKAVAN  
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- Meclis Başkanlık Divanı
- Yönetim Kurulu Bşk. ve Üyeleri
- Sn. Erol YÜCEL  
TOBB Türkiye Denizcilik Meclisi Bşk
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Bşk.
- Piri Reis Üniversitesi
- Yıldız Teknik Üniversitesi

20.07.2016 Kısa Mesafe Deniz Taşımacılığı Uzmanı : Serkan İNAL 20.07.2016 Dış İlişkiler Bölüm Müdürü : Engin KÖKNEL 

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14 July 2016

To: MARINE COMMITTEE

MC(16)39

CC: All Full and Associate Members (for information)

## PORT STATE CONTROL CONCENTRATED INSPECTION CAMPAIGNS BEING HELD IN 2016

***Action required: Members are invited to note and advise member shipping companies of the Concentrated Inspection Campaigns (CICs) being held by the various regional PSC regimes from 1 September to 30 November 2016.***

Members are invited to note and advise member shipping companies of the Concentrated Inspection Campaigns (CICs) being held from 1 September to 30 November 2016. Detailed information on the CICs are expected to be issued by the various regional PSC regimes in due course.

Regional PSC Regime	Planned topics of the CICs
Abuja MoU	<i>Topic to be confirmed</i>
Black Sea MoU	Cargo securing arrangements
Caribbean MoU	Crew familiarization with enclosed space entry
Indian Ocean MoU	<i>Topic to be confirmed</i> (reportedly on "Cargo securing arrangements")
Mediterranean MoU	<i>Topic to be confirmed</i> (reportedly on "Cargo securing arrangements")
Paris MoU	ILO Maritime Labour Convention
Riyadh MoU	<i>Topic to be confirmed</i> (may be held from 1 October to 31 December 2016)
Tokyo MoU	Cargo securing arrangements
Vina del Mar Agreement	<i>Topic to be confirmed</i> (reportedly on "Cargo securing arrangements")

Regarding the CIC being held by the Caribbean MoU, Members will recall that information and guidance prepared by ICS on this topic was circulated in 2015 as **MC(15)46**. Members may wish to draw the contents of that circular to the attention of their members trading to ports in the Caribbean MoU region.

Attached at **Annex A** is the press release issued by the Black Sea MoU providing information on the CIC on "Cargo securing arrangements". In preparation for the CIC, Members are invited to note relevant guidance available, including the IMO Code of Practice for Cargo Stowage and Securing (CSS Code), and the industry guidance by ICS and WSC on the Safe Transport of Containers by Sea, relevant for containerships.

It is anticipated that further information and guidance on the Paris MoU's CIC on the "ILO Maritime Labour Convention" will be circulated by the Secretariat when available.

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Senior Adviser

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## **PRESS RELEASE**

### **CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS**

The six member Authorities of the (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Memorandum of Understanding on PSC in the Black Sea Region (BS MOU) will start a concentrated inspection campaign on Cargo Securing Arrangements. The three-month campaign will start on September 1, 2016 and end on November 30, 2016 under the co-ordination of Directorate General for Regulation of Maritime and Inland Waters, Republic of Turkey Ministry of Transport, Maritime Affairs and Communications. The campaign shall be conducted simultaneously with the Tokyo MOU.

During the campaign period, member Authorities of the BS MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. A ship should only be subject to one inspection under this CIC during the period of the campaign.

The CIC is aimed to verify that there is compliance with the procedures and measures that are in place on cargo securing arrangements on board ships meeting applicable requirements of the SOLAS and related guidelines.

For the purpose of interregional harmonization of the action, the BS MOU will use the model of relevant Questionnaire developed by the Tokyo MOU with a checklist of 10 selected questions for cargo securing arrangements to establish that crew members with cargo securing duties are familiar with relevant equipment and documents and identify and understand the hazards associated with cargo securing operations.

If deficiencies are found, actions by the Port State Control Officer may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspections will be inserted in the Black Sea Information System (BSIS) and will be published on-line at the MOU web-site.

The results of the campaign shall be analysed and finding will be presented to the Black Sea MOU Committee for submission to the IMO.

**01 July 2016**

**Contact**

BS MOU Secretariat

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**Further to the Pais MoU CIC on the MLC 2006 scheduled from 1 September to 30 November 2016 mentioned in an earlier article is the following PSC MoU CIC's planned for 2016:**

The Riyadh MOU is launching a concentrated inspection campaign (CIC) on pilot transfer arrangements, to run from 1 September, 2016, to 30 November, 2016. The purpose of the CIC is to ensure that ships comply with the requirements for pilot transfer arrangements detailed in the Annex to IMO Resolution A.1045(27). The Riyadh MOU has developed this checklist to assist masters, DPAs and crews in preparing for the CIC and to prevent delays or detentions by port state control officers.

**Owners and managers are recommended to check that pilot transfer arrangements is in accordance with Resolution A.1045(27), and relevant documentation is available and up to date. Please also refer to the IMO circular MSC.1/Circ.1428 pilot boarding arrangements.**

**The Tokyo MoU, the Black Sea MoU and Indian MoU will carry-out a concentrated inspection campaign on Cargo Securing Arrangements from 1st September 2016 to 30th November 2016. The purpose of the CIC is to gain knowledge on the level of compliance of ships with applicable Cargo Securing requirements and the safety of ships and seafarers engaged in cargo securing operations.**

For further information please refer to the CIC questionnaires below!

Contact [marine@bimco.org](mailto:marine@bimco.org)

16.08.16

RIYADH MEMORANDUM OF UNDERSTANDING  
ON PORT STATE CONTROL



مذكرة تفاهم الرياض  
نلتفتوش و الرقابة على السفن

Annex

REPORT OF CIC ON PILOT TRANSFER ARRANGEMENT  
1<sup>st</sup> September 2016 – 30<sup>th</sup> November 2016

Ships Name/IMO No.:

Port of Inspection:

Date of Inspection:

#	Item	YES	NO	N/A
1	Is the pilot ladder certified by the manufacturer as complying with the requirements of SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27)?			
2	Is there a record kept on board with the date the pilot ladder is placed into service and any repairs carried out?			
3	Is there a regular inspection carried out and recorded to ensure that the pilot ladder is safe to use?			
4	Is there a permanent marking provided at regular intervals throughout the length of the ladder in order to facilitate the rigging of the ladder to the required height?			
5	Are there means provided to Access to the ship's deck to ensure safe, convenient and unobstructed passage for any person embarking on?			
6	Is there a mechanical pilot hoists used?			
7	Is there a lifebuoy equipped with a self-igniting light in pilot landing platform?			
8	Are there suitable bulwark ladders and stanchions provided?			
9	Are the steps of the ladders made of hardwood, in one piece and non-slippery?			
10	Are pilot ladder steps parallel and the last four steps made of rubber of sufficient strength?			
11	Are the shipside doors used for pilot transfer opening inwards?			
12	Is the ship detained as a result of this CIC?			





## TOKYO MOU SECRETARIAT

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### PRESS RELEASE

## **CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS**

The Member Authorities of the Tokyo MOU with other co-operating MOUs will carry-out a concentrated inspection campaign on Cargo Securing Arrangements on the 1<sup>st</sup> September 2016 through the 30<sup>th</sup> November 2016. The purpose or goal of this year's CIC is to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. The objectives of the Tokyo MOU member states in the performance the CIC are to:

- measure compliance with the requirements of the applicable international conventions;
- ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements; and,
- raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

During the period of the CIC, member authorities of the Tokyo MOU will inspect cargo securing arrangements during the normal port state control inspections. Port State Control actions associated with this campaign may range from the issuing of deficiencies to more severe control measures such as detaining a ship to prevent it from going to sea in an unsafe condition. However, the purpose of this campaign is not to detain ships, but rather to improve safety and compliance related to cargo securing arrangements. Ships will only be subject to one CIC inspection during the campaign. The Master of the ship will receive a copy of the CIC questionnaire from the port state control officer as evidence that the CIC was performed.

Masters and ship's crew are encouraged to review cargo securing procedures and

arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures. Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

The results of this CIC will be analyzed and findings presented to the International Maritime Organization in an effort to measure and/or improve the effectiveness of IMO instruments.

1 August 2016

Contact

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## CIC on Cargo Securing Arrangements

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

No.	Question	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*			
2	Cargo Securing Manual:			
2A	<ul style="list-style-type: none"> <li>Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?***</li> </ul>			
2B	<ul style="list-style-type: none"> <li>If the answer to question 2A is "No", does the cargo securing manual meet a standard at least equivalent to the above guidelines?*** If the answer to question 2A is "Yes", question 2B should be checked "N/A".</li> </ul>			
3	Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?*			
4	Are the lashings/fittings as per the cargo securing manual?*			
5	Is the condition of the lashings/fittings considered satisfactory for their intended use?*			
6	Are appropriate securing points or fittings being used for cargo securing?*			
7	Is there a sufficient quantity of reserve cargo securing devices onboard?			
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*			
9	Were deficiencies recorded as a result of this CIC?			
10	Was the vessel detained as a result of deficiencies found during this CIC?			

\* If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

\*\* For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).