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Notice of China MSA under the Ministry of Transport on Carrying out Concentrated Inspection Campaign (CIC) on International Voyage Bulk Carriers entering Chinese Port

Dear Changjiang River Administration of Navigational Affairs, all MSAs directly under the MOT,

Recently marine accidents on international voyage bulk carriers occur one after another, meanwhile, it is found there are some aged bulk carriers with structure defects, to ensure aged bulk carriers in compliance with requirements of international conventions and regulations, reduce risk of marine accidents due to corrosion of structure, damage or fatigue of metal etc., effectively fulfill port state's responsibilities and obligations, it is decided to carry out PSC concentrated inspection campaign (CIC) on aged bulk carriers entering Chinese ports. It is hereby notified relevant work affairs as follows:

I. Duration of implementation

From 15 June to 31 December 2017

II. Objective

1. International voyage bulk carriers of 10,000GT and above, 15 years age and above, as priority targets.
2. Bulk carriers converted from oil tanker, which has never been conducted subject CIC inspection, will not be limited by due range of PSC inspection. Except for special cases, the ships at first time calling Chinese Port after CIC started will be conducted the CIC inspection and afterwards PSC inspection will be followed PSC inspection due range as required by Tokyo-MOU.

III. Inspection

The CIC inspection will be conducted combining with flag Administration inspection and PSC inspection, if necessary, relevant recognized organization (RO) will be invited for the inspection together.

IV. Inspection Content

The CIC inspection will focus on structures of bulk carriers, and includes the following in detail.

1. Agreement between ship and terminal about loading & unloading plan (IMO Res A.862(20))
2. Approved loading manual
3. ESP file onboard (IMO Res. A744(18))
4. Thickness measurement report
5. Weather tightness of hatch covers
6. Hatch corner plate and hatch coaming
7. Hold frames and structures in cargo holds
8. Bulkhead structures in cargo holds
9. Structures in ballast tanks

V. Requirements

1. All departments shall pay high attention and fully realize significance of the CIC. You are kindly requested to organize related staffs to well study the attached materials (Attachment 1 & 2) and deeply understand the requirements of Conventions, Resolutions and Circulars.
2. All departments shall actively do propaganda work, notify all shipping company in your territory and encourage them to take responsibility for

safety management and make good preparation for forthcoming CIC inspection.

3. During the period of CIC inspection, all inspectors shall conduct inspection referring to CIC Inspection on Aged Bulk Carriers (Attachment 1) and Guidelines of Safety Inspection of Bulk Carriers (Attachment 2), all findings of deficiencies shall be recorded in Record Book of Flag Administration Inspection or Record Book of PSC Inspection. A remark (CIC inspection on bulk carrier) will be put when flag Administration inspection results are recorded in system, and, as for the record method of PSC inspection results please see website of data center for details.

4. When carrying out CIC inspection, protection of personnel safety must be ensured in advance, all inspectors shall be equipped with personnel protection equipment. Before inspecting in enclosed spaces such as ballast water tanks, ventilation, oxygen measuring, and gas detection and so on must be carried out in order to avoid any possible accident.

5. All departments are requested to share information and communicate each other, during CIC inspection, please make sure to take photos, collect and analysis typical cases.

6. It is not necessary to submit final report of the CIC to MSA headquarter particularly, every department shall submit the report together with annual report.

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REMARK: Translations for Guidelines of Safety Inspection of Bulk Carriers (Attachment 2) is not necessary and omitted as the Guidelines is for PSCO's reference only.

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Attachment 1

Checklist of CIC Inspection on Bulk Carriers

Ship Name		IMO No.	
Inspection Date		Inspection Port	

No.	Inspection Item	Yes	No	N/A
1	Loading Manual (Booklet)			
	Are loading manual and stability booklet provided onboard?			
	Are loading manual or stability booklet approved by RO?			
2	Cargo Information			
	Has ship Master received cargo information from shipper?			
	Dose cargo information include the statement of cargo density?			
3	Loading/Unloading Plan			
	Has ship Master developed and hold loading/unloading plan?			
	Is loading/unloading plan with signature of ship Master and port representative that means port representative receives and agrees to the plan?			
	Dose loading/unloading plan include necessary information of loading/unloading sequence, quantity and rate?			
4	Hatch Cover Maintenance Plan			
	Has hatch cover maintenance plan been developed and provided onboard?			
	Have check rules for hatch covers been established onboard?			
5	Supporting Documents of Bulk Carrier complying with requirements of SOLAS XII			
	Are effective supporting documents that prove bulk carrier			

	in compliance with requirements of SOLAS XII, Reg. 4,5,6,7 provided onboard?			
	For a ship that is with limitation condition when loading cargo density of 1780kg/m ³ and above, is it noted in loading manual?			
6	ESP			
	Dose ship hold Enhanced Survey Program?			
	Are full ESP files properly kept onboard (survey report, condition evaluation report, thickness measurement report)?			
	Was enhanced survey carried out in accordance with enhanced survey program?			
7	Loading Instrument			
	Is loading instrument installed? Are approval documents of the loading instrument provided onboard?			
	Is the loading instrument in working condition?			
	Are C/O or relevant ship crew familiar with operation of the loading instrument?			
8	Water Level Detection and Alarm System in Cargo Hold, Forward Dry Spaces and Ballast Tanks			
	Is the system in proper working condition?			
	Is alarm system installed in wheel house?			
	Is key ship crew familiar with operation of the water level detection and alarm system?			
9	Dewatering Arrangements for Forward Dry Spaces & Ballast Tanks			
	Is de-ballasting pump system installed and in proper working condition?			
	Is key ship crew familiar with operation of the dewatering arrangement?			
10	Triangle Marking			
	Is triangle marking properly marked for a ship that is with limitation condition when loading cargo density of 1780kg/m ³ and above?			
	Is the marking of triangle marking in compliance with requirements?			
11	Condition of Deck Structure iwo Cargo Hold			

	Is deck structure in good condition?			
	Is joint between longitudinal deck and transverse deck in good condition?			
	Are structures such as hatch coming plating, deck corner plating and reinforcement in good condition?			
12	Hatch Covers			
	Are hatch cover top plates, includes side plates and reinforcement in good condition?			
	Are hatch cover cleats in good condition?			
	Are hatch sealing devices (rest pads, rubber packing, washer flange, compression bar, gutterway and non-return valve) in good condition?			
13	Structures in Cargo Hold and Ballast Tanks			
	Are side shell plates in good condition?			
	Spot internal inspections are to be carried out when necessary			

Note:

1. Please tick “√” where applicable according to the inspection, if “No” was ticked, the deficiencies found should be recorded in inspection report.
2. The above form is as reference material to CIC inspection only, it is not necessary to issue onboard and just kept by the organization who carries out the inspection.