

26 July 2019

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON EMERGENCY SYSTEMS AND PROCEDURES

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 Emergency Systems and Procedures.

The purpose of the CIC on Emergency Systems and Procedures is to ensure that:

- ships are capable of responding appropriately and promptly to emergency situations in order to preserve human lives, protect the marine environment and minimize damages to ships;
- necessary measures are taken by responsible stakeholders, such as shipping companies and ship managers having a direct influence on the safety of ships and by raising their awareness of the importance of ship emergency systems;
- emergency systems installed on board can be properly operated and effectively managed in any emergency situations; and
- master and crew of the ship understand their assigned roles and duties in case of emergency and enhance their familiarity with the situations so that they can act immediately when circumstances arise.

This inspection campaign will be held for three months, commencing from 1 September 2019 and ending 30 November 2019. The campaign will target compliance on all vessels, regardless of type, and 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 list of 11 questions to assess that equipment provided onboard complies with the relevant convention, the master and officers are qualified and familiar with operations relating to shipboard emergency

systems and that equipment is properly maintained and functioning.

Ships often operate in isolation and are engaged in long sea voyages where shore assistance for on-board emergencies may not be available. Therefore, the preparedness of emergency equipment, such as emergency power sources and fire pumps of ships, and the ability of the crew in responding to emergency situations, are critical factors in saving human lives, protecting the marine environment and minimizing damage to ships.

Both Secretary Hideo Kubota and Secretary-General Luc Smulders stated that “For many years, the number of deficiencies of the Emergency Systems has remained in the top five categories. The joint CIC on Emergency Systems and Procedures will not only raise safety awareness among the crew on safety related issues but will also enhance crew familiarisation with the emergency safety systems and procedures, contributing to the prevention of marine accidents in the oceans.”

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.

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.

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Notes to editors:

Paris MOU	Tokyo MOU
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. 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. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	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 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam. 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.
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.	



CIC on Emergency Systems and Procedures				
Inspection Authority				
Ship Name		IMO Number		
Date of Inspection		Inspection Port		
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" <u>MUST</u> BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.				
No.	Question	Yes	No	N/A
Documentation				
1	Is the damage control plan readily available on board?	☐	☐	☐
Operating of Emergency system				
2*	Is the public address system capable of broadcasting emergency announcements?	☐	☐	☐
3*	For ships with water level detectors installed, is the system and alarm arrangements operational?	☐	☐	☐
4*	Is the steering gear system and its related emergency alarms operational?	☐	☐	☐
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?	☐	☐	☐
6*	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?	☐	☐	☐
7a*	Where the emergency source of electrical power is a generator, is it in correct operational condition?	☐	☐	☐
7b*	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?	☐	☐	☐
8*	Is the emergency fire pump in full operational condition?	☐	☐	☐
Crew familiarization with emergency systems				
9*	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	☐	☐	☐
10*	For the above checked emergency equipment, are the relevant crews familiar with the operation?	☐	☐	
11	Has the ship been detained, as a result of the Inspection Campaign?	☐	☐	

NOTE

1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.