



TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F
6-19-19, Shimbashi, Minato-ku
Tokyo 105-0004
Japan

Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org
Web site: www.tokyo-mou.org

PRESS RELEASE

Preliminary Results of the CIC on Fire Safety

The Tokyo Memorandum of Understanding (Tokyo MOU) on Port State Control (PSC) carried out a Concentrated Inspection Campaign (CIC) on Fire Safety in collaboration with the Paris MoU which took place from 1 September to 30 November 2023. During that period, member Authorities focused on compliance with areas specified by the CIC through PSC inspections.

The member Authorities of the Tokyo MOU carried out a total of 8273 PSC inspections during the CIC, where 7190 (86.91%) were directly related to CIC inspections. In addition, 2860 CIC-related deficiencies were found on 1287 ships representing 17.90% of the CIC inspections.

The highest compliance was observed from Question 5 on means of control for power ventilation of machinery spaces operable from two grouped positions with 99.69% positive result, which indicates a high level of compliance in this area. The highest levels of non-compliance were found in Question 10, when fire drills were witnessed as part of the CIC, 8.44% of those drills were unsatisfactory.

88 of the 7190 ships subject to the CIC inspection were detained as a direct result of the campaign. This represents 28.21% of all 312 detentions for all 8273 ships inspected over the period. Comparing the 1.22% CIC related detention rate and the 3.77% overall detention rate during the period, the outcome of the CIC indicates a high level of compliance with fire safety areas related to the CIC.

The highest number of CIC deficiencies relating to type of ship were conducted on Bulk carriers 1018 (35.59%), followed by General cargo/multipurpose vessels 704 (24.62%), and Container vessels 507 (17.73%). For CIC-related deficiencies recorded as grounds for detention, the results are Bulk carriers (221), representing 38.64%, followed by General cargo/multipurpose vessels with 184 (32.17%), Container ships with 57 (9.96%) and Oil tankers with 44 (7.69%).

The highest number of CIC deficiencies were noted on ships flying the flags of Panama (898) followed by Liberia (372), Marshall Islands (213) and Hong Kong, China (208).

CIC-related deficiencies recorded as grounds for detentions by the vessel's flag State were Panama (163), Liberia (110), Belize (47) and Sierra Leone (46).

Further analysis of the results of the campaign will be considered by the Port State Control Committee meeting scheduled in November 2024 and will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

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Contact

Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19, Shimbashi
Minato-ku, Tokyo
Japan 105-0004

Telephone: +81-3-3433 0621

Facsimile: +81-3-3433 0624

E-mail: secretariat@tokyo-mou.org

Web-site: www.tokyo-mou.org

Notes to editors:

* 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. At present, Tokyo MOU consists of 22 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Cambodia, the Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Abuja, the Black Sea, the Caribbean, the Indian Ocean, the Mediterranean, the Paris and the Riyadh Memoranda of Understanding on Port State Control and the Viña del Mar Agreement are associated with the Tokyo MOU as observers.

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 center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, security, marine environment protection 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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping and PSC is the second defense for ensuring safety, security, marine environment protection and seafarers living and working conditions.