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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON EMERGENCY SYSTEMS AND PROCEDURES

The concentrated inspection campaign (CIC) on Emergency systems and procedures was carried out in the Tokyo MoU region from 1 September 2019 to 30 November 2019. The CIC was jointly carried out with the Paris MoU.

During the campaign, Tokyo MOU member Authorities verified vital points of compliance in accordance with Emergency systems and procedures on all types of foreign merchant ships.

During the CIC, member Authorities inspected a total of 7,174 vessels, of which 55 (0.77%) were detained as a direct result of the campaign. In total, 216 (2.62%) detention, out of 8,243 inspections, were made during the campaign period.

The greatest number of inspections were carried out on ships flying the flags of Panama 1,942 (27.07%), the Marshall Islands 729 (10.16%), Liberia 720 (10.03%) and Hong Kong (China) 705 (9.83%).

The highest number of CIC inspections relating to type of ship were conducted on bulk carriers 2,773 (38.65%), followed by container vessels 1,276 (17.79%) and general cargo/multipurpose vessels 1,234 (17.20%).

CIC related detentions by flag State were as follows:

- Panama 20 out of 1,942 inspections, 1.03% detention rate
- Liberia 5 out of 720 inspections, 0.69% detention rate
- Marshall Islands 4 out of 729 inspections, 0.55% detention rate
- Vietnam 3 out of 145 inspections, 2.07% detention rate
- Togo 3 out of 65 inspections, 4.62% detention rate
- Sierra Leone 3 out of 65 inspections, 4.62% detention rate
- Other flags 17 out of 3508 inspections, 0.48% detention rate

The most notable deficiencies found during the campaign were related to:

- The muster list details in accordance with the requirements: 178 deficiencies (2.48%)
- Emergency source of the electrical power supply to essential equipment: 151 deficiencies (2.10%)
- The damage control plan readily available: 137 deficiencies (1.91%)
- The steering gear system and its related emergency alarm operation: 127 deficiencies (1.77%)
- Capability of the public address system: 112 deficiencies (1.56%)

The final report on the analysis of the campaign will be considered by the Port State Control Committee in December 2020 and, a report of the CIC will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

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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 21 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Mexico adheres to the Tokyo MOU as a co-operating member Authority. The Democratic People's Republic of Korea, Macao (China), Samoa, the Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Paris, the Indian Ocean, the Black Sea, the Riyadh, the Caribbean and the Abuja 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 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.