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PRESS RELEASE

PRELIMINARY RESULTS OF THE CIC ON EMERGENCY SYSTEMS AND PROCEDURES

From 1st September 2019 to 30th November 2019, the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) carried out a Concentrated Inspection Campaign (CIC) on Emergency Systems and Procedures. This campaign was conducted in conjunction with the Tokyo and Paris MOUs as well as other MOUs shows following preliminary results.

During the CIC period a total of 1,530 inspections were carried out involving ships. Of these inspections 1,175 inspections were performed using the CIC questionnaire. The data from BSIS indicates that 17 ships were detained for issues related to the CIC (a detention rate of 1.6%).

The requirements that reported the most favourable results related to;

- Q8: Is the emergency fire pump in full operational condition? (0.17%);
- Q10: For the above checked emergency equipment, are the relevant crews familiar with the operation? (0.51%);
- Q3: For ships with water level detectors installed, is the system and alarm arrangements operational? (0.54%)

The requirements that reported most un-favourable results related to;

- Q2: Is the public address system capable of broadcasting emergency announcements? (4.19%)
- Q7a: Where the emergency source of electrical power is a generator, is it in correct operational condition? (2.73)
- Q5: Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37? (2.31)

Most of the 1,175 of the CIC inspected vessels required Emergency Systems were bulk carrier with 427 (36.3%) inspection followed by general cargo/multi-purpose ships 425 (36.2%) inspections, oil tanker with 148 (12.6%) inspections and Chemical tanker with 89 (7.6%) inspections.

Most of the 1,175 CIC inspections were carried out on board ships flying the flags of Panama with 181 (15.4%) inspections, Liberia with 132 (11.2%) inspections and Marshall Irelands with 121 (10.3%) inspections.

This campaign involved all member Authorities of the BS MOU and was conducted under the Campaign Coordination of the Maritime Administration of the Republic of Bulgaria. The Tokyo MOU Guidelines and Questionnaire were used.

The results of the campaign will be further analysed, and findings will be presented to the 21st meeting of the Port State Control Committee in 17-19 March 2020, after which the report will be submitted to the International Maritime Organization.

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