

CCS 技术通告

Technical Information

(2013) Technical Information No. 10 Total No.44

Mar 29, 2013

(Total pages: 1+3)

To: CCS Ship Surveyors, Auditors, Ship Owners and Managers

Notice on preliminary figures CIC FSS by Paris MOU

Paris MOU promulgated Press Release recently. Preliminary results from the Concentrated Inspection Campaign (CIC) on Fire Safety Systems, carried out between 1 September 2012 and 30 November 2012 in the Paris MoU region show that 103 ships were detained over the 3 month period as a direct result of the CIC for deficiencies related to Fire Safety Systems. Fire safety on board ships is still serious concern. No CCS classed ships were detained as a result of CIC. Please refer to the attachment of this Notice for details.

The relevant ship owners and managers should be concerned and take necessary measures.

Attachment 1: Press Release by Paris MOU

This Notice is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to shipping companies in relevance to their business area.

Hereby notify the above.

Classed Ship In Service Department
China Classification Society

**For any questions, please contact the Ship Business Operation Dept. of
CCS Headquarters without hesitation.**

电话/Tel: (010) 58112809 传真/Fax: (010) 58112807 E-mail 地址: cd@ccs.org.cn

26 February 2013

Fire safety on board ships still serious concern

Recent events have demonstrated that a fire on board a ship can be potentially devastating and can seriously affect the safety of those on board. Preliminary results from the Concentrated Inspection Campaign (CIC) on Fire Safety Systems, carried out between 1 September 2012 and 30 November 2012 in the Paris MoU region show that:

103 ships were detained over the 3 month period as a direct result of the CIC for deficiencies related to Fire Safety Systems. 64% of all ships detained in the three month period were detained for fire safety related issues. Problem areas included fire pumps and its pipes, fire fighting equipment and appliances, and the fire control plan.

Fire safety has been in the top 5 of most frequently encountered categories of deficiencies during inspections for years. Reason enough for the Paris MoU to concentrate attention to this area during a CIC. "The outcome of the CIC shows that fire safety is clearly not top priority on every ship and that is a serious concern", says Richard Schiferli, Secretary General of the Paris MoU on PSC.

The CIC questionnaire was completed during 4,014 inspections on 3,985 individual ships. A total of 1,958 CIC-related deficiencies were recorded and 103 ships (2,6%) were detained as a direct result of the CIC. 64% of the detentions during the CIC-period were CIC-topic related.

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,347 (34%) inspections, followed by bulk carriers with 766 (19%) inspections, container ships with 422 (11%) inspections, chemical tankers with 343 (9%) inspections and oil tankers with 308 (8%) inspections.

59 (57%) of the detained ships were general cargo/multipurpose ships and 14 (14%) were bulk carriers. Among the other detained ships were 9 container ships, 4 offshore supply ships and 4 Ro-Ro cargo ships. 51% of the detained ships were 25 years or older.

Analysis of the recorded deficiencies shows that most deficiencies relate to fire pumps and its pipes (13%), fire fighting equipment and appliances (11%), and the fire control plan (9%).

Most inspections were carried out on ships under the flags of Panama with 445 (11%) inspections, Liberia with 308 (8%) inspections, Malta with 306 (8%) inspections and Antigua and Barbuda with 282 (7%) inspections. The flags with the highest CIC-topic related detention rate were Dominica with 28,6% (2 CIC-topic related detentions during 7 inspections), Sierra Leone with 21,2% (7 CIC-topic related detentions during 33 inspections) and Togo with 18,2% (4 CIC-topic related detentions during 22 inspections).

The background for this CIC was that, as an average for the last 8 years, deficiencies related to fire safety systems account for 14% of the total number of deficiencies within the Paris and Tokyo MoU. The CIC was a joint campaign with the Tokyo MoU. Other MOU's have followed the same routine during the campaign.

The detailed results of the campaign will be further analysed and findings will be presented to the 46th meeting of the Port State Control Committee in May 2013, after which the report will be submitted to the International Maritime Organization.

Contact

Mr. Richard W.J. Schiferli
Secretary General Paris MoU
on Port State Control
PO Box 90653
2509 LR The Hague
The Netherlands
Tel: +31 (0)70 456 1509
Fax: +31 (0)70 456 1599
E-mail: Richard.Schiferli@parismou.org
Web-site: www.parismou.org

Notes to editors:

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 the Environment and located in The Hague.

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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.