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**LAUNCH OF JOINT CONCENTRATED  
INSPECTION CAMPAIGN ON EMERGENCY  
SYSTEMS AND PROCEDURES**

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**شروع CIC مشترک در خصوص فرآیندها و  
سیستم های اضطراری**

شماره: ۳۲/۹۸/۰۰۳۲

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**All respectful ICS' Customers/ Surveyors  
With Gratitude,**

According to attached document, Tokyo MOU and Paris MOU on Port State Control will launch a joint CIC on Emergency Systems and Procedures. In this inspection campaign, will be held for three months, commencing from 1 September 2019 and ending 30 November 2019, a ship will be subject to only one inspection under this CIC during the period. The subjected document has been sent for your kind information.

The electronic file of this document could be found at the following address:

<server\ICS Organization\Convention and Legislation Department\Publications\Tech\tech.inf 2019-02>

Also this Electronic File will be sent via email to all respectful ICS Customers/Surveyors.

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**کلیه بازرسان و مشتریان محترم ICS**

با سلام و احترام

نظر به سند پیوست، TOKYO MOU و PARIS MOU در خصوص فرآیندهای کنترل و بازرسی بندری کشتی ها، یک CIC مشترک در رابطه با فرآیندها و سیستم های اضطراری آغاز نموده اند. این کمپین بازرسی که به مدت سه ماه، از ۱ سپتامبر ۲۰۱۹ تا پایان ۳۰ نوامبر ۲۰۱۹، انجام می گیرد، یک کشتی را تنها یک مرتبه در بازه زمانی مذکور تحت بازرسی CIC قرار می دهد. پیوست سند موضوعی حضورتان ایفاد می گردد.

نسخه الکترونیکی اطلاعیه فنی مذکور در شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می باشد:

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همچنین نسخه الکترونیکی این سند از طریق پست الکترونیکی به کلیه مشتریان و بازرسان محترم موسسه ارسال می گردد.

**رضوان پناه**

**مدیر واحد کنوانسیون ها و مقررات دریایی**

**موسسه رده بندی ایرانیان**

ترک دعوی: اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان، تا حد ممکن تلاش در دقت و صحت محتوا صورت گرفته است، این موسسه متحمل مسئولیتی در قبال هرگونه اشتباهات، خسارت های احتمالی و جرانی که ممکن است در ارتباط با بکار گیری مفاهیم و مطالب ارائه شده رخ دهد، نمیباشد.

**موسسه رده بندی ایرانیان**

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.

<b>Paris MOU</b>	<b>Tokyo MOU</b>
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Notes to editors:

<b>Paris MOU</b>	<b>Tokyo MOU</b>
<p>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.</p> <p>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.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>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.</p> <p>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.</p>
<p>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.</p>	