

Subject

PSC Concentrated Inspection Campaign on Fire Safety Systems Arrangements

ClassNK

Technical Information

No. TEC-0920
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To whom it may concern

Paris MOU and Tokyo MOU are planning the following PSC Joint Concentrated Inspection Campaign (CIC) in 2012.

Items of concentrated inspection : Fire Safety Systems Arrangements (SOLAS Chapter II-2)

Campaign period : From 1 September to 30 November 2012

By this campaign, fire safety systems arrangements, maintenance records, documentation, equipment, crew familiarization etc. will be verified in more detail.

Concurrently, Black Sea MOU and Indian Ocean MOU are also planning the same campaign during the same period.

During the campaign period of various MOUs, ClassNK will also enhance the survey scheme of vessels at occasion of periodical surveys for Class and Cargo Ship Safety Equipment certificate in order to ensure the compliance of these vessels with the CIC requirements.

For any questions about the above, please contact:

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Attachment:

1. Paris MOU and Tokyo MOU Press release for CIC on Fire Safety Systems Arrangements
2. Indian Ocean MOU Press release for CIC on Fire Safety Systems Arrangements
3. Black Sea MOU Press release for CIC on Fire Safety Systems Arrangements
4. Reference of SOLAS Chapter II-2 for corresponding Questionnaire of CIC

NOTES:

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Press release



1 June 2012

PARIS AND TOKYO MOUs ON PORT STATE CONTROL WILL HOLD JOINT CONCENTRATED INSPECTION CAMPAIGN ON FIRE SAFETY SYSTEMS ARRANGEMENTS

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-2/ Construction - fire protection, fire detection and fire extinction arrangements on board ships. This inspection campaign will be held for three months, commencing from 1 September 2012 and ending on 30 November 2012.

In practice, the CIC will mean that during a regular port State control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions, the fire safety arrangements, maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarisation.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection. The questionnaire has been annexed to this press release.

When 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 to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo 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 MoUs for submission to the IMO.

Other MOUs may also carry out a CIC on the same topic during this period.



Contact

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Notes to editors:

Paris MOU	Tokyo MOU
<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 the Environment 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 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, 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 center 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 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.</p>	



CIC ON FIRE SAFETY SYSTEM (FSS)

Inspection Authority			
Ship Name		Flag	
IMO number		Classification Society	
Date of inspection		Inspection port	

No.	Item	Yes	No	N/A
1	Does the Fire Control Plan meet the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	
2a	Do the fire fighters' outfits including personal equipment comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2b	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the portable extinguishers ready for use in locations as per the fire plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*4	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*5a	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?	<input type="checkbox"/>	<input type="checkbox"/>	
5b	Is there a maintenance plan onboard to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected?	<input type="checkbox"/>	<input type="checkbox"/>	
*6	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*8	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*10	Is the Emergency Fire pump, capable of producing at least two jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are the Isolating valves of the fire main marked, maintained and easily operable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*12	Where a fire drill was witnessed was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	
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Notes: If the box "No" is ticked off, for questions marked with an "*" the ship may be considered for detention. The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection -Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and" if the box "YES" is checked that means all the parts in the question are in compliance.



PRESS RELEASE

INDIAN OCEAN MOU WILL CARRY OUT A CONCENTRATED INSPECTION CAMPAIGN (CIC) ON FIRE SAFETY SYSTEM ARRANGEMENTS FROM SEPTEMBER 1st, 2012

The member Authorities of the IOMOU will embark on a concentrated inspection campaign (CIC) on Fire Safety System Arrangements. The three- month campaign will start on September 1, 2012 and end on November 30, 2012

During the campaign period, member Authorities of the IOMOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. The purpose of the campaign on Fire Safety System is to get a detailed view of the fire safety arrangements, maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2. Port State Control Officers (PSCOs) will use a list to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarisation.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection. The questionnaire has been annexed to this press release.

All deficiencies found, will be recorded by the port State. Action taken may vary from instructing the master to rectify before departure or within a certain period, to detention of the ship until serious deficiencies have been rectified.

07 June 2012

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**MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE INDIAN OCEAN REGION**



**CONCENTRATED INSPECTION CAMPAIGN
ON Fire Safety Systems(FSS)
01/09/2012 to 30/11/2012**

CIC ON FIRE SAFETY SYSTEMS (FSS).

Inspection Authority			
Ship Name		Flag	
IMO No.		Classification Society	
Date of Inspection		Inspection Port	

No.	Item	Yes	No	N/A
1	Does the Fire Control Plan meet the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	
2a	Do the fire fighters' outfits including personal equipment comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2b	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the portable extinguishers ready for use in locations as per the fire plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*4	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*5a	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?	<input type="checkbox"/>	<input type="checkbox"/>	
5b	Is there a maintenance plan onboard to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected?	<input type="checkbox"/>	<input type="checkbox"/>	
*6	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*8	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*10	Is the Emergency Fire pump, capable of producing at least two jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are the Isolating valves of the fire main marked, maintained and easily operable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*12	Where a fire drill was witnessed was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	
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Notes: If the box “No” is ticked off, for questions marked with an “*” the ship may be considered for detention. The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection -Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction “and” if the box “YES” is checked that means all the parts in the question are in compliance.



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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON FIRE SAFETY SYSTEMS ARRANGEMENTS

The six member Authorities of the (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Black Sea Memorandum of Understanding on Port State Control will start a concentrated inspection campaign on Fire Safety Systems. The three-month campaign will start on September 1, 2012 and end on November 30, 2012 under the co-ordination of the Romanian Naval Authority. The campaign shall be conducted simultaneously with the Paris MOU, Tokyo MOU and other MOUs

During the campaign period, member Authorities of the BS MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections, the fire safety arrangements; maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2 on all vessels regardless of type. Furthermore CIC is aimed to verify that the fire fighting equipment is readily available and maintained at all times, the master, officers and crew are familiar with equipment and have received training in carrying out their duties.

For the purpose of interregional harmonization of the action, the Black Sea MOU will use the model of relevant Questionnaire developed by the Paris & Tokyo MOUs with a checklist of 12 selected areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarisation.

If deficiencies are found, actions by the Port State Control Officer may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspections will be inserted in the Black Sea Information System and will be published on-line and in the monthly detention of the BS MOU.

The results of the campaign shall be analysed and finding will be presented to the Black Sea MOU Committee for submission to the IMO.

18 June 2012

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Reference of SOLAS Chapter II-2 for corresponding CIC Questionnaire

No.	Item	SOLAS Chapter II-2/
1	Does the Fire Control Plan meet the requirements?	Reg. 15.2.4 and Reg. 15.3.2
2a	Do the fire fighters' outfits including personal equipment comply with the requirements?	Reg. 10.10 and Reg. 14.2.2
2b	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	Reg. 13.3.4 and Reg. 13.4.3
3	Are the portable extinguishers ready for use in locations as per the fire plan?	Reg. 10.3.2.4
4	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	Reg. 10.5.
5a	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?	Reg. 14.2.1.
5b	Is there a maintenance plan onboard to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected?	Reg14.2.2
6	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?	Reg. 15.2.2
7	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?	Reg10.6
8	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?	Reg. 7.4.2
9	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?	Reg. 13
10	Is the Emergency Fire pump, capable of producing at least two jets of water?	Reg. 10.2.2.3.1 and Reg. 10.2.2.4.2
11	Are the Isolating valves of the fire main marked, maintained and easily operable?	Reg10.2.1.4
12	Where a fire drill was witnessed was it found to be satisfactory?	Reg. 15.2.2.5