



## INDIAN OCEAN MOU ON PORT STATE CONTROL SECRETARIAT

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### PRESS RELEASE

#### PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN ON EMERGENCY SYSTEM AND PROCEDURES

##### **9 ship detained during the CIC**

The Concentrated Inspection Campaign (CIC) on Emergency System and Procedures was carried out in the Indian Ocean MoU region between 1 September 2019 and 30 November 2019. The CIC was aimed to establish that ships are capable of responding appropriately and promptly to emergency situations so that it prevents casualties and ships' damage that are caused by marine accidents in the oceans, and maintains a clean marine environment. Also precautions are taken by the responsible individuals such as shipping companies and ship managers who have a direct influence on the safety of ships and by reminding them of the importance of ship emergency systems, a solid foundation on which the emergency management systems of ships are maintained would be laid and the emergency systems installed on board to be operated properly and managed efficiently in any emergency situations.

This campaign was conducted in conjunction with the CIC carried out by the Tokyo MoU, Paris MoU and other MoUs.

During the course of the campaign member Authorities of the IOMOU also carried out inspections of 1497 individual ships with 62 detentions. Out of which 1274 inspections of individual ships were undertaken covering 63 flags, using the CIC questionnaire and total of 9 ships were detained for CIC related deficiencies, resulting in a CIC topic related detention rate of 0.70%.

The highest number of CIC inspections was carried out on ships under the flag of Panama with 262 (20.56%) inspections, followed by Liberia with 172 (13.50%) inspections and Marshall Island with 149 (11.69%) inspections.

A total of 24 flags covering 7.06% of the total CIC inspections had 109 CIC related deficiencies.

With regard to the ship's type, the highest number of CIC inspections accounted were bulk carriers 605 (47.48%) followed by container ship 168 (13.18%), and General Cargo Multipurpose Ship 126 (9.89%).

During the Campaign, 1265 ships' steering gear system and its related emergency alarms were operational.

The most significant deficiencies found during the campaign were related to questionnaires 10, 5, 8, and 7b which are as follows:

- .1 Crew were not familiar with the operation of emergency equipment (2%);
- .2 the muster list was not specified the details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37 (1%);
- .3 Emergency fire pumps were not in full operational condition (1%);
- .4 Batteries and its switchboard are not in good condition, wherever the emergency source of electrical power is an accumulator battery (1%).

The results of the campaign will be further analyzed, including additional information gathered, and findings will be circulated among the member Authorities and thereafter, the report will be submitted to the Seventh Sub-Committee on Implementation of IMO Instrument (III 7).

04 March 2020

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