



CIC on Fire Safety Systems and Pilot Ladder Transfer Systems – Preliminary Results

March 26, 2024

Good Performance Observed with respect to Fire Safety Systems and Pilot Ladder Transfer Arrangements

From September 1, 2023 to November 30, 2023, the Caribbean MOU (CMOU) carried out a Concentrated Inspection Campaign (CIC) on Fire Safety Systems and Pilot Ladder Transfer Arrangements throughout the region. The campaign was designed to examine specific areas and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU and only one CIC inspection has been carried out on board an individual vessel.

CIC on Fire Safety Systems –

This campaign involved 12 Member States and one Associate Member State of the Caribbean MOU. The CIC was designed to determine if ships meet the mandatory requirements for fire safety prescribed in Chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS) and the International Code for Fire Safety Systems (FSS Code). The campaign targeted the fire safety plan, fire control measures, drills, crew awareness and other applicable documentation to verify compliance with SOLAS Chapter II-2 and the International Code for Fire Safety Systems is at an acceptable level.

During the course of the campaign, 157 port State control inspections on individual vessels were carried out. Of these PSC inspections, 124 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. The result indicate that it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited number of deficiencies identified and only one detention recorded. The only area of concern that was raised was that of the regularity of drills which had an 27.30% unfavourable response. As such the PSCOs should pay particular attention to the relevant drills as prescribed by SOLAS when carrying out inspections.

CIC on Pilot Ladder Transfer Arrangements –

The CIC sought to verify that effective procedures and measures were in place to safeguard the pilots and to get a detailed insight of the compliance with the status of SOLAS requirements for Pilot Access Arrangements. In addition, it ensured that there is compliance with the requirements for Pilot access arrangements, and that the

Master, Officers and Crew are familiar with relevant equipment and have received appropriate training in carrying out their duties.

During the course of the campaign, 157 port State control inspections on individual vessels were carried out. Of these PSC inspections, 130 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. It can be reasonably concluded from the results that the level of compliance was high as most CIC inspections reported satisfactory answers to the questions. However, the question with respect to whether there were associated equipment (Man ropes, Lifebuoy, heaving lines) and lighting available at pilot ladder position had the highest unfavourable response.

Member States are encouraged to continue to be vigilant on the inspection of Pilot Ladder Safety Systems especially with respect to the availability of associated equipment (Man ropes, Lifebuoy, heaving lines) and lighting as this matter is of concern with respect to the safe usage by Pilots.

The results of the campaign and the associated data will be presented to the governing body of the CMOU for submission to the IMO.

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Notes:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed in their responsibility to implement or ensure compliance.

The Caribbean MOU was signed in 1996 in Barbados and now has a complement of 20 Member States (Antigua and Barbuda, Aruba, the Bahamas, Barbados, Belize, Bermuda, the Cayman Islands, Cuba, Curaçao, France, Grenada, Guyana, Jamaica, the Netherlands, St. Christopher and Nevis, St. Lucia, St. Vincent & the Grenadines, Sint Maarten, Suriname and Trinidad and Tobago) and two Associate Member (Anguilla and British Virgin Islands).

The Secretariat of the CMOU is provided by the Ministry of Science, Energy, Telecommunications and Transport of Jamaica through its agency, the Maritime Authority of Jamaica. The Caribbean MOU is supported by a central database, the Caribbean Maritime Information System (CMIS), hosted by the Government of Suriname through the Maritime Authority of Suriname.