



**Marine Notice Nr. 02/2023, 13/09/2023**

**Subject: “Joint Concentrated Inspection Campaign (C.I.C.) on FIRE SAFETY (Sept. – Nov. 2023)”**

**Ref. :** (a) Press Release of Paris MoU & Tokyo MoU Joint Concentrated Inspection Campaign (C.I.C.) on Fire Safety, 1<sup>st</sup> Aug. 2023.

**To:** Deputy Registrars, Recognized Organizations, Shipowners, Ship Operators, Ship Managers, and Ship Masters of the Guinea-Bissau International Ships Registry.

**Summary:** The Member Authorities of the Paris and Tokyo Memoranda of Understanding (MoU) on Port State Control (PSC), as well as the Black Sea Region (BS MoU), have launched a Joint Concentrated Inspection Campaign (CIC) on fire safety, taking place from 1<sup>st</sup> September to 30<sup>th</sup> November 2023, focusing on fire safety requirements, both from a technical and operational aspect.

**Objective**

1. The Guinea-Bissau International Ships Registry (G-B I.S.R.) issues the current Marine Notice intending to avoid potential detentions during the Joint Concentrated Inspection Campaign (CIC) by Tokyo and Paris MOUs, as well as the Black Sea Region (BS MoU) and recommends to all addressed parties to ensure that ship's procedure and measures are in place concerning Fire Safety.

**Background**

2. As indicated above this inspection campaign will be held for three months, commencing from 1<sup>st</sup> September 2023 and ending 30 November 2023. The campaign will examine specific areas related to fire safety 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.

**Triggering the Campaign**

3. The 2023 Joint Concentrated Inspection Campaign (CIC) by the Tokyo, Paris MoUs as well as the Black Sea Region (BS MoU), Port State Control (PSC) regimes, have likely been triggered by the large number of fire safety-related deficiencies recorded over many years. Inspections conducted by the US Coast Guard over the past few years have yielded similar worrying results. Ships and their equipment should always be maintained in such a way as to ensure safe operations and PSC inspections. However, targeted PSC inspections announced in advance, like the annual CIC, serve as timely reminders for companies and seafarers to focus on specific areas where a higher risk of accidents and/or non-compliance with international safety regulations could exist.

**Vessel's Compliance with Fire Safety Requirements**

4. The CIC on Fire Safety, with the primary objective of enhancing safety at sea, aims to verify the ship's compliance with fire safety requirements contained in the relevant IMO instruments. Additionally, the CIC seeks to raise awareness among the ship crew and owners about the importance of implementing

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effective fire safety measures. Traditionally, deficiencies in the fire safety section are among the most common of all detainable deficiencies:

- .1 Fire dampers;
- .2 Fire doors/openings in fire-resisting divisions;
- .3 Fire detection systems;
- .4 Fixed fire-extinguishing installations;
- .5 Means of control (opening, pumps) in machinery spaces;
- .6 Evaluation of crew performance (fire drills).

### The 10 Selected Questions of the C.I.C.

5. The Port State Control Offices (PSCOs) will use a list of ten (10) selected questions developed by the Tokyo and Paris MOUs to assess that fire-fighting systems and equipment comply with the relevant requirements, that the master and crew members are familiar with operations relating to fire safety, and that equipment is properly maintained and functioning. (see attached questionnaire in electronic form).

6. 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. The results of the campaign will be analyzed and findings will be presented to the governing bodies of both MoUs for possible submission to the IMO.

### Recommendations by G-B I.S.R. on the MoU C.I.C.

7. The G-B I.S.R. strongly encourages ship operators to use this CIC as a reminder of the importance of ensuring the readiness of the shore organization, crew, and equipment in case of fire-related emergencies, with the overall aim to ensure that the integrity of fire safety measures onboard ships is maintained per applicable rules and regulations and that systems and equipment are readily available for operation at all times.

8. As this Administration has delegated the certification of ships under IMO Conventions and Codes to classification societies & ROs, we also recommend to ship owning/managing companies contact the relevant classification societies & ROs a.s.a.p. for more detailed information on typical survey procedures related to fire safety systems.

### For the Guinea-Bissau International Ships Registry

Authorized Signatory:

### Office of the General Ships Registrar



### Attached (in electronic form)

The Paris and Tokyo MOUs' official CIC questionnaire:

<https://parismou.org/system/files/2023-08/Paris%20MoU%20-%20Press%20Release%20Concentrated%20Inspection%20Campaign%20on%20Fire%20Safety%202023%20-%28including%20questionnaire%29.pdf>

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G-B International Ship Registry

Email: [gbi@gbirs.com](mailto:gbi@gbirs.com)

Tel: +30 2104529425

Address: Notara Str. 110-112,  
Piraeus, 18535, Greece

Web: [www.gbirs.com](http://www.gbirs.com)

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G-B International – LB Offshore sal

Email: [rmedawar@gbi-lb.org](mailto:rmedawar@gbi-lb.org)

Tel: +30 2104537950 / +961 -4- 710246

Address: 1<sup>st</sup> Floor, White Bldg, Zalka,  
Metn, Lebanon

Web: [www.gbi-lb.org](http://www.gbi-lb.org)