



# TOKYO MOU SECRETARIAT

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## **PRESS RELEASE**

### **SHIP'S PROPULSION AND AUXILIARY MACHINERY, A CHALLENGE TO KEEP UNDER CONTROL**

Defects related to propulsion and auxiliary machinery installations have traditionally been one of the top six categories of deficiencies recorded during port State control (PSC) inspections in previous years. An average of 7% of the total number of the deficiencies identified within the Tokyo MOU region are related to machinery installations. For the purpose of verifying compliance with the requirements of SOLAS Convention Chapter II-1, member Authorities of the Tokyo MOU undertook a Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery from 1 September to 30 November 2013.

During the three-month's period, a total of 8,257 inspections were carried out during the CIC by the Tokyo MOU member Authorities, of which 6,367 inspections were conducted with a CIC questionnaire (77.1%). A total of 282 detentions were recorded during the CIC inspections, among which 72 or 25.5% of them were detained as a direct result of the CIC. The CIC-topic related detentions rate is 1.13% while the overall CIC detention rate is 4.4%.

Preliminary results indicated that the most significant deficiencies found during the campaign were related to the emergency source of power and emergency lighting 468 (25.4%), main and auxiliary boilers and boiler feed systems 319 (17.3%), protective arrangements for machinery to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock or other hazards 278 (15.1%) and cleanliness of the engine room 276 (15%).

The highest number of CIC inspections relating to ship types were conducted on bulk carriers (34% of the inspections), followed by general cargo/multipurpose ships (23%) and container ships (16%). In contrast to the above, 35% of the CIC-topic related detentions were identified on general cargo/multipurpose ships, 24% on bulk carriers and 18% on container ships.

The highest number of CIC inspections relating to flag were carried out on ships under the flags of Panama (31% of the inspections), followed by Hong Kong (China) (9.8%), Liberia (7.2%), Singapore (7%), Marshall Island (5.2%) and Republic of Korea (5%).

The flags with the highest CIC-topic related detention rate were Comoros with 100% (1 detention out of 1 inspection), Niue and Spain each 50% (1 detention out of 2 inspections), Gibraltar 4.8% (1 out of 21 inspections) and DPR Korea 3.7% (2 out of 54 inspections).

Although the overall results of the CIC are generally satisfactory, given the fact that 25% of the detentions were CIC-topic related during the campaign period, the preliminary results highlight that propulsion and auxiliary machinery installations on board remain a challenge to keep under control.

The Campaign was carried out jointly with the Paris MOU. Other MOUs have followed the same arrangements during the campaign.

A detailed analysis of the results of the campaign will be considered by the Port State Control Committee in November 2014, after which a full report will be submitted to the International Maritime Organization.

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