

**Report of the 2023 Concentrated Inspection Campaign (CIC)  
on Fire Safety**

# EXECUTIVE SUMMARY

From 1 September 2023 to 30 November 2023, the Black Sea MoU carried out a Concentrated Inspection Campaign (CIC) on Fire Safety throughout the region. This campaign involved all member States of the BS MoU and was conducted in conjunction with the Paris and the Tokyo Memoranda, and other Regional PSC Regimes. The campaign was conducted under the campaign coordination of the Maritime Administration of Türkiye. Guidelines and Questionnaires of the Paris and Tokyo Memoranda were used.

This CIC applied to all ships and a ship was subjected to a singular CIC inspection during the campaign period. Over the course of the campaign, a total of 1,237 inspections were carried out, covering 1,174 individual ships. Of these, 922 inspections were carried out with the CIC questionnaire. During the CIC, 41 ships were detained in total. 34 of these detentions are the result of inspections with CIC Questionnaires and 15 of them were detained under the CIC scope.

A total of 91 questionnaires had at least one non-compliance to any of the requirements, resulting in 9.87 per cent of CIC inspections. The overall average per cent of nonconformities was 1.41 which means that the “unsatisfactory” answer was given to any question under this CIC.

The least unfavourable results are questions 2, 3, 4 and 10, which inquire about the maintenance of fire doors in good working condition (36.0%), the periodic testing of fixed fire detection and fire alarm systems (21.6%), the capability of ventilation closing appliances to be closed (16.8%) and the satisfactory performance of fire drills (9.6%).

The majority of CIC inspections were general cargo/multi-purpose ships with 336 inspections (36.44%), followed by bulk carriers with 271 (29.39%) inspections, oil/chemical tankers with 114 inspections (12.36%) and oil tankers with 88 inspections (9.54%), which comprises 809 total CIC inspections with a rate of 87.74%. Mostly detained ships with CIC-related deficiencies in the Region were general cargo/multipurpose ships (7) and bulk carriers (4).

During the campaign, vessels registered under the flags of 50 different States were inspected under the CIC scope. Most CIC inspections were carried out on board ships flying the flags of Panama with 180 inspections (19.52%), Liberia with 153 inspections (16.59%) and the Marshall Islands with 89 inspections (9.65%). The majority of detained ships displaying CIC-related deficiency(s) in the region were flagged by Panama, resulting in 5 detentions, followed by Liberia with 2 detentions and Tanzania with 2 detentions.

Older ships, particularly those 25 years and older, comprised the majority of detentions (10). No detentions were observed among ships younger than 10 years old and no non-compliant CIC inspections were recorded for new ships aged 0-5.

# REPORT OF THE 2023 CONCENTRATED INSPECTION CAMPAIGN (CIC) ON FIRE SAFETY

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# 1 INTRODUCTION

## 1.1 Purpose of the report

This report documents the results of the Concentrated Inspection Campaign (CIC) on Fire Safety, which was carried out by BS MoU Member Authorities between September 1<sup>st</sup> and November 30<sup>th</sup>, 2023; which was conducted in conjunction with the Paris and Tokyo Memoranda, as well as other Regional PSC Regimes.

## 1.2 Objective of the CIC

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

## 1.3 Scope of the CIC

The campaign targeted to verify the mandatory fire safety requirements of the International Convention for the Safety of Life at Sea (SOLAS) and the International Code for Fire Safety Systems (FSS Code). The questionnaire for the CIC contains 10 questions;

- whether the emergency escape routes are maintained in a safe condition,
- whether the fire doors are maintained in good working condition,
- whether the fixed fire detection and fire alarm systems are periodically tested,
- whether the ventilation closing appliances are capable of being closed,
- whether the means of control for power ventilation of machinery spaces are operable from two grouped positions,
- whether the fire pumps deliver at least the two required jets of water,
- whether the means of control provided in position outside the machinery space for stopping ventilation and oil transfer equipment are operational,
- whether the room for the fixed gas fire extinguishing medium is used only for this purpose,
- whether the valves used in the fire main line are operational, and
- whether the witnessed fire drill is satisfactory.

## 1.4 General remarks

This report presents an analysis of the responses to the CIC Questionnaire submitted during the campaign period. Thereby, for the purpose of this report:

- *Inspection: An inspection with a completed CIC Questionnaire with an applicable response (Except Table 1);*
- *Non-compliant response:* a “NO” response to any of the questions 1-10 which indicates non-compliance to a requirement in the questionnaire;
- *CIC inspection with a non-compliant response:* Questionnaire with at least one “NO” response to any question 1-10;
- *CIC Detention:* CIC-topic related detention which is indicated by a “Detention” response to any question; and
- *Total applicable responses:* Total number of “YES - Compliant” plus “NO - Non-compliant” answers to the questions. “N/A” responses filtered out from the result.

## 2 SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

### 2.1 Summary

During the campaign, a total of 1,237 inspections were carried out for 1,174 individual ships. 922 of them were carried out with the CIC questionnaire. Only one CIC inspection has been carried out on board an individual vessel. This shows that the Regional CIC questionnaire submission rate is 78.53%.

The results of the CIC show that a total of 125 non-compliant responses are recorded. 91 of CIC inspections (9.87%) had at least one non-compliant response as a direct result of this campaign on board. 15 vessels were detained as a result of CIC inspections.

Analysis of the results of the CIC revealed the following:

- .1 A total of 91 questionnaires had at least one non-compliant response, which resulted in 9.87 per cent of CIC inspections not conforming to the requirements set out in the questionnaire. The overall average per cent of non-compliant responses to total applicable responses was 1.41.
- .2 During the campaign, a total of 41 vessels were detained. 34 of these detentions were the result of inspections with CIC Questionnaires and 15 of them were detained as a direct result of the campaign (36.59%). The overall detention rate regarding CIC topic related detentions was 1.63%.
- .3 A total of 336 (36.44%) CIC inspections concerned general cargo/multi-purpose ships, followed by bulk carriers with 271 (29.39%) inspections, oil/chemical tankers with 114 (12.36%) and oil tankers with 88 (9.54%) inspections, which comprises 809 (87.74%) total CIC inspections.
- .4 Mostly detained ships with CIC-related deficiencies in the Region were general cargo/multipurpose ships (7) and bulk carriers (4). The other detained vessels were container ships (2), a gas carrier and an oil tanker.
- .5 Vessels from 50 different States were inspected under the CIC scope. Most CIC inspections were carried out on board ships flying the "s of Panama with 180 inspections (19.52%), Liberia with 153 inspections (16.59%) and the Marshall Islands with 89 inspections (9.65%).
- .6 A total of 25 flags covering 9.92% of the total CIC inspections had no non-compliant responses.
- .7 Detained ships with CIC-related deficiencies in the Region were flying the flags of Comoros, the Republic of Korea, Liberia (2), the Marshall Islands, Palau, Panama (5), Saint Kitts and Nevis, Tanzania (2) and Vanuatu.
- .8 By ship age, there were no non-compliant CIC inspections for new ships aged 0-5 and no detentions were observed among ships younger than 10 years old.
- .9 Older ships, particularly those 25 years and older, are reported the least favourable results. They comprised the majority of the CIC related detentions (66.67%) with 10 detentions.
- .10 A very high level of compliance was observed for the majority of questions (Q1, Q5, Q6, Q7, Q8 and Q9) with over 99% 'YES' answers.

- .11 There were 13 instances (68.4%) of a failure of periodical tests of the fixed fire detection and fire alarm systems and performances of fire drills, resulting in a detainable deficiency being recorded.
- .12 The unfavourable results were recorded in responses to Questions 2, 3, 4 and 10 which asked:
- Question 2: Are the fire doors maintained in good working condition? (36.0%);
- Question 3: Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration? (21.6%);
- Question 4: Are ventilation closing appliances capable of being closed? (16.8%); and
- Question 10: Where a fire drill was witnessed, was it found to be satisfactory? (9.6%).
- .13 In addition to the noteworthy findings concerning Question 10, it is observed that a substantial percentage of inspections (33.5%) were conducted by not witnessing a fire drill.
- .14 A breakdown of major non-compliant responses as indicated by “NO” answers has been studied concerning ship flag, ship type and ship age. Findings are presented in Section 4.6 below.

## 2.2 Conclusions

The overall detention rate regarding CIC topic related detentions is 1.63%. CIC detentions, as a result of CIC-topic related detainable deficiency/deficiencies, are mostly related to periodical tests of the fixed fire detection and fire alarm systems (Q3) and performances of fire drills (Q10).

Non-compliant responses of “Maintenance of fire doors”, “Periodic testing of fixed fire detection and fire alarm systems”, “Capability of ventilation closing appliances” and “Fire drill performance” had the largest number of deficiencies.

## 2.3 Recommendations

The analysis of the Black Sea MoU PSC statistics reveals a persistent issue concerning deficiencies related to fire safety, consistently ranking within the top three categories of detainable deficiencies. This trend has accounted for an average share of 13.11% since 2010. In light of this, it is recommended that PSCOs continue to pay close attention to fire safety related matters when performing PSC inspections, particularly the requirements that raised the most concern in the CIC. These include the maintenance of fire doors, periodic tests of fixed fire detection and fire alarm systems, ventilation closing appliances and the satisfactory performance of fire drills.

Furthermore, it is recommended that PSCOs pay diligent attention to verifying compliance with fire safety requirements during PSC inspections on older ships, specifically those aged 25 years and above, as these ships were reported the least favourable results within the scope of CIC.

### 3 CIC QUESTIONNAIRE RESULTS

#### 3.1 General

The total number of inspected ships and the total number of inspections performed during the CIC are presented in **Table 1**.

**Table 1** Summary of inspections during the CIC

	No. of individual ships inspected during CIC	No. of inspections with a CIC questionnaire	No. of inspections without CIC questionnaire
Total	1,174	922	252
Total number of detentions	41	34	7
Detentions with CIC-topic deficiencies	15	15	-

Looking at the number of inspections performed with a CIC questionnaire (Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

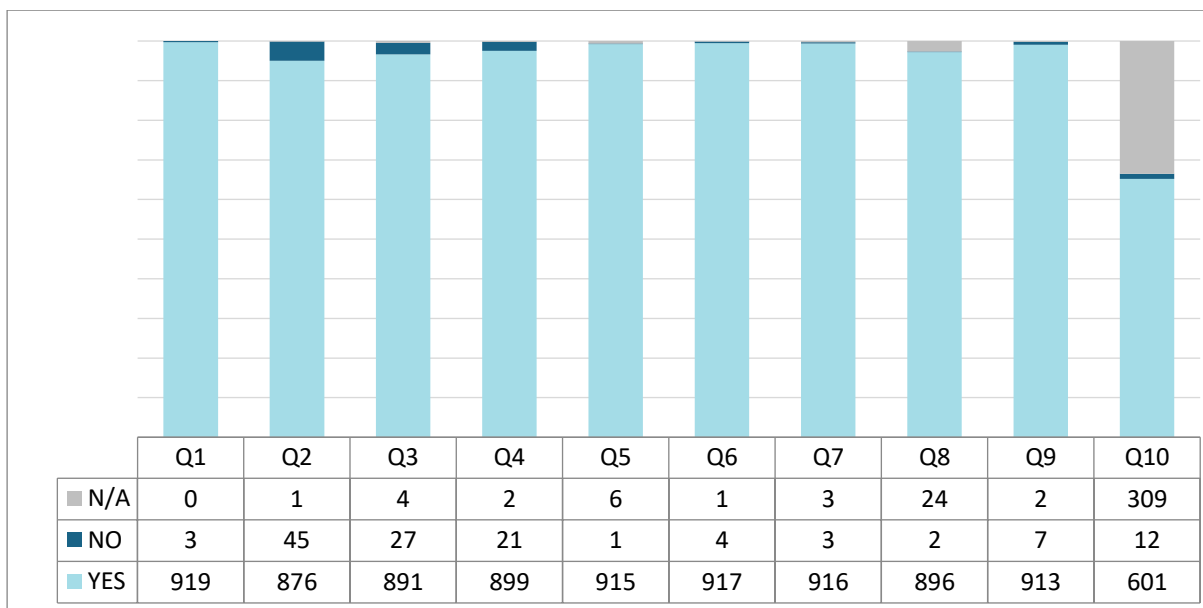
**1.63%**

#### 3.2 CIC Questions

The responses to the CIC questionnaire are summarised in **Table 2**. In order to analyse results on an individual question basis, all Not Applicable (N/A) and Blank responses are filtered for the percentage of compliance and noncompliance responses.

**Table 2** Responses to CIC questionnaire

	YES		NO		N/A		Detention	
	Nr	%	Nr	%	Nr	%	Nr	%
<b>Q1</b>	919	99.7%	3	0.3%	0	0.0%	0	0.0%
<b>Q2</b>	876	95.1%	45	4.9%	1	0.1%	0	0.0%
<b>Q3</b>	891	97.1%	27	2.9%	4	0.4%	9	1.0%
<b>Q4</b>	899	97.7%	21	2.3%	2	0.2%	1	0.1%
<b>Q5</b>	915	99.9%	1	0.1%	6	0.7%	1	0.1%
<b>Q6</b>	917	99.6%	4	0.4%	1	0.1%	1	0.1%
<b>Q7</b>	916	99.7%	3	0.3%	3	0.3%	1	0.1%
<b>Q8</b>	896	99.8%	2	0.2%	24	2.6%	1	0.1%
<b>Q9</b>	913	99.2%	7	0.8%	2	0.2%	1	0.1%
<b>Q10</b>	601	98.0%	12	2.0%	309	33.5%	4	0.4%



**Figure 1** Responses for each of the 10 questions compliance to the requirements

Breakdown CIC inspections, inspections with nonconformities to the requirements set out in the questionnaire, the average percentage of nonconformities, number of unfavourable responses/nonconformities and CIC topic related detentions by ship type, ship age, ship flag and ship risk profiles presented in **Sections 4.2-4.5** of this report. The breakdowns of the major nonconformities by ship flag, ship type and ship age are presented in **Section 4.6**. The comparison of questions with non-compliant responses is set out in **Section 4.7**.

## 4 DETAILED ANALYSIS OF CIC INSPECTION DATA

### 4.1 Inspection summary during CIC Period

**Table 3** below captures “detention” resulted inspections during the campaign period. While the percentage of Detentions with CIC-topic related deficiencies to total PSC of Detentions was 36.59, the percentage of CIC-topic related Detainable deficiencies to total Detainable deficiencies was 22.29 during the campaign period.

**Table 3** Inspection summary during CIC period

Total PSC Inspections	1,237
Nr. of PSC Inspections for individual vessels	1,174
Total PSC of Detentions	41
Total PSC detainable deficiencies	175
Inspections CIC-topic related	922
Detainable deficiencies CIC-topic related	39
Detentions with CIC-topic related deficiencies	15
% of Detentions with CIC-topic related deficiencies to Inspections CIC-topic related	1.63
% of Detentions with CIC-topic related deficiencies to Total PSC of Detentions	36.59
% of Detentions with CIC-topic related deficiencies to Total PSC Inspections for individual vessels	1.28



## 4.2 Analyses by ship flag

The following **Table 4** presents the results of the CIC by the ship flag. A total of 922 individual ships from 50 flag administrations were subjected to CIC inspections during the campaign.

**Table 4** Results by ship flag

Ship Flag	Nr. of CIC inspections	Nr. of CIC inspection with non-compliant responses	% non-compliant CIC inspections	Total Nr. of applicable responses	Nr. of non-compliances	% of non-compliance	% total non-compliances	CIC topic related detentions	% CIC topic related detentions
Antigua and Barbuda	8	0	0.00	79	0	0.00	0.00	0	0.00
Azerbaijan	2	0	0.00	20	0	0.00	0.00	0	0.00
Bahamas	9	0	0.00	88	0	0.00	0.00	0	0.00
Barbados	21	2	9.52	198	2	1.01	1.60	0	0.00
Belize	29	1	3.45	278	1	0.36	0.80	0	0.00
Cameroon	26	3	11.54	245	11	4.49	8.80	0	0.00
China	2	0	0.00	19	0	0.00	0.00	0	0.00
Comoros	23	4	17.39	214	5	2.34	4.00	1	4.35
Cook Islands	16	0	0.00	153	0	0.00	0.00	0	0.00
Croatia	1	0	0.00	9	0	0.00	0.00	0	0.00
Cyprus	2	0	0.00	20	0	0.00	0.00	0	0.00
Dominica	1	0	0.00	10	0	0.00	0.00	0	0.00
Egypt	4	1	25.00	40	1	2.50	0.80	0	0.00
Gabon	7	1	14.29	65	1	1.54	0.80	0	0.00
Gambia	1	0	0.00	10	0	0.00	0.00	0	0.00
Greece	8	0	0.00	78	0	0.00	0.00	0	0.00
Guinea-Bissau	5	1	20.00	48	1	2.08	0.80	0	0.00
Honduras	1	0	0.00	9	0	0.00	0.00	0	0.00
Hong Kong, China	15	0	0.00	146	0	0.00	0.00	0	0.00
India	1	0	0.00	10	0	0.00	0.00	0	0.00
Isle of Man (GB)	2	0	0.00	20	0	0.00	0.00	0	0.00
Italy	2	0	0.00	20	0	0.00	0.00	0	0.00
Korea, Republic of	2	1	50.00	19	2	10.53	1.60	1	50.00
Latvia	1	0	0.00	10	0	0.00	0.00	0	0.00
Liberia	153	13	8.50	1,455	20	1.37	16.00	2	1.31
Lithuania	1	0	0.00	10	0	0.00	0.00	0	0.00
Malaysia	1	0	0.00	10	0	0.00	0.00	0	0.00
Malta	49	6	12.24	468	7	1.50	5.60	0	0.00
Marshall Islands	89	8	8.99	851	11	1.29	8.80	1	1.12
Mongolia	2	0	0.00	20	0	0.00	0.00	0	0.00
Netherlands	8	1	12.50	78	1	1.28	0.80	0	0.00
Niue	1	0	0.00	10	0	0.00	0.00	0	0.00
Norway	5	1	20.00	50	1	2.00	0.80	0	0.00
Palau	48	1	2.08	469	1	0.21	0.80	1	2.08

Ship Flag	Nr. of CIC inspections	Nr. of CIC inspection with non-compliant responses	% non-compliant CIC inspections	Total Nr. of applicable responses	Nr. of non-compliances	% of non-compliance	% total non-compliances	CIC topic related detentions	% CIC topic related detentions
Panama	180	24	13.33	1,732	31	1.79	24.80	5	2.78
Portugal	8	1	12.50	77	1	1.30	0.80	0	0.00
Russian Federation	41	1	2.44	408	1	0.25	0.80	0	0.00
Saint Kitts and Nevis	22	1	4.55	214	1	0.47	0.80	1	4.55
Saint Vincent and the Grenadines	4	0	0.00	37	0	0.00	0.00	0	0.00
San Marino	1	1	100.00	10	1	10.00	0.80	0	0.00
Sierra Leone	16	1	6.25	153	1	0.65	0.80	0	0.00
Singapore	9	0	0.00	88	0	0.00	0.00	0	0.00
Tanzania, United Republic of	20	6	30.00	194	10	5.15	8.00	2	10.00
Togo	10	3	30.00	96	5	5.21	4.00	0	0.00
Türkiye	40	3	7.50	387	3	0.78	2.40	0	0.00
Tuvalu	1	1	100.00	10	1	10.00	0.80	0	0.00
United Kingdom	1	0	0.00	10	0	0.00	0.00	0	0.00
United States	1	0	0.00	10	0	0.00	0.00	0	0.00
Vanuatu	18	2	11.11	173	2	1.16	1.60	1	5.56
Vietnam	4	3	75.00	40	3	7.50	2.40	0	0.00
<b>TOTAL</b>	<b>922</b>	<b>91</b>	<b>9.87</b>	<b>8,868</b>	<b>125</b>	<b>1.41</b>	<b>100.00</b>	<b>15</b>	<b>1.63</b>

Most inspections were carried out on board ships flying the flags of Panama with 180 inspections (19.52%), Liberia with 153 inspections (16.59%) and the Marshall Islands with 89 inspections (9.65%). A total of 25 flag Administrations had one or more non-compliance responses to the questionnaire, the remaining flags covering 9.92% of the total CIC inspections had no non-compliance responses. The top 5 Flags in terms of the number of nonconformities were Panama (31 non-compliances and 1.79% of non-compliances), Liberia (20 and 1.37%), the Marshall Islands (11 and 1.19%), Tanzania (10 and 5.15%) and Malta (7 and 1.50%).

During the three-month campaign, as a result of a CIC-related detainable deficiency, 15 vessels flying the flags of Comoros, the Republic of Korea, Liberia (2), the Marshall Islands, Palau, Panama (5), Saint Kitts and Nevis, Tanzania (2) and Vanuatu were detained in the Region.

When compared by ship flag, Cook Islands, Hong Kong, China, Bahamas, Singapore, Antigua and Barbuda and Greece with 16, 15, 15, 9, 9, 8 and 8 inspections, respectively showed the best results because of the CIC questionnaire recorded without any non-compliance to the CIC topic requirements.

### 4.3 Analyses by Ship types

The following **Table 5** presents the results of the CIC by ship type. A total of 336 (36.44%) CIC inspections concerned general cargo/multi-purpose ships, followed by bulk carriers with 271 (29.39%) inspections, oil/chemical tankers with 114 (12.36%) and oil tankers with 88 (9.54%) inspections, which comprises 809 (87.74%) total CIC inspections.

**Table 5** Results by ship types

Ship Type	Nr. of CIC inspections	Nr. of CIC inspection with non-compliant responses	% non-compliant CIC inspections	Total Nr. of applicable responses	Nr. of non-compliances	% of non-compliance	% total non-compliances	CIC topic related detentions	% CIC topic related detentions
Bulk carrier	271	34	12.55	2,595	42	1.62	33.60	4	1.48
Chemical tanker	1	-	-	10	-	0.00	0.00	0	0.00
Container Ship	61	3	4.92	583	4	0.69	3.20	2	3.28
Gas carrier	10	4	40.00	100	5	5.00	4.00	1	10.00
General cargo/multipurpose	336	24	7.14	3,279	29	0.88	23.20	7	2.08
Livestock carrier	10	3	30.00	93	3	3.23	2.40	0	0.00
Offshore supply	2	-	-	19	-	0.00	0.00	0	0.00
Oil tanker	88	6	6.82	822	9	1.09	7.20	1	1.14
Oil tanker/Chemical tanker (OILCHEM)	114	11	9.65	1,100	15	1.36	12.00	0	0.00
Other special activities	3	-	-	29	-	0.00	0.00	0	0.00
Passenger ship	1	-	-	10	-	0.00	0.00	0	0.00
Ro-Ro cargo	13	4	30.77	120	12	0.00	0.00	0	0.00
Ro-Ro passenger ship	5	2	40.00	46	6	10.00	9.60	0	0.00
Special purpose ship	1	-	-	9	-	13.04	4.80	0	0.00
Tug	5	-	-	44	-	0.00	0.00	0	0.00
Vehicle carrier	1	-	-	9	-	0.00	0.00	0	0.00
<b>TOTAL</b>	<b>922</b>	<b>91</b>	<b>9.87</b>	<b>8,868</b>	<b>125</b>	<b>1.41</b>	<b>100.00</b>	<b>15</b>	<b>1.63</b>

The majority of observed non-compliance responses were on bulk carriers with 42 deficiencies (1.62% of non-compliance), general cargo/multi-purpose ships with 29 deficiencies (0.88%), oil/chemical tanker with 15 deficiencies (1.36) and Ro-Ro cargo ships with 10 deficiencies (10.0%).

During the campaign period, the number of detentions with CIC-topic related deficiencies in the Region was 15, general cargo/multipurpose ships (7) and bulk carriers (4), container ships (2), gas carrier and oil tanker.

#### 4.4 Analyses by ship age

By ship age, older ships, particularly those 25 years and older, are reported the least favourable results. They comprised the majority of the CIC related detentions (66.67%) with 10 detentions. Also, it is observed that there were no non-compliant CIC inspections for new ships which are less than 5 years old and no detentions were observed among ships younger than 10 years old. Results by ship age are presented in **Table 6** below.

**Table 6** Results by ship age

Ship Age	Nr. of CIC inspections	Nr. of CIC inspection with non-compliant responses	% non-compliant CIC inspections	Total Nr. of applicable responses	Nr. of non-compliances	% of non-compliance	% total non-compliances	CIC topic related detentions	% CIC topic related detentions
0-5	15	-	-	148	-	-	-	-	-
6-10	71	3	4.23	679	3	0.44	2.40	-	-
11-15	188	13	6.91	1,809	19	1.05	15.20	2	1.06
16-20	232	24	10.34	2,230	28	1.26	22.40	2	0.86
21-24	89	16	17.98	853	22	2.58	17.60	1	1.12
25-29	123	14	11.38	1,170	16	1.37	12.80	5	4.07
30-34	67	4	5.97	655	6	0.92	4.80	1	1.49
35+	137	17	12.41	1,324	31	2.34	24.80	4	2.92
<b>TOTAL</b>	<b>922</b>	<b>91</b>	<b>9.87</b>	<b>8,868</b>	<b>125</b>	<b>1.41</b>	<b>100.00</b>	<b>15</b>	<b>1.63</b>

#### 4.5 Analyses by ship risk group

The results of the CIC classified in accordance with the Ship Risk Groups are provided in **Table 7** below.

**Table 7** CIC inspection data by ship risk groups

SHIP RISK PROFILE	Nr. of CIC inspections	Nr. of CIC inspection with non-compliant responses	% of non-compliant CIC inspections	Total Nr. of applicable responses	Nr. of non-compliances	% of non-compliance	% total non-compliances	CIC topic related detentions	% CIC topic related detentions
HRS	159	23	14.47	1,514	40	2.64	32.00	3	1.89
SRS	651	60	9.22	6,262	74	1.18	59.20	12	1.84
LRS	112	8	7.14	1,092	11	1.01	8.80	-	0.00
<b>TOTAL</b>	<b>922</b>	<b>91</b>	<b>9.87</b>	<b>8,868</b>	<b>125</b>	<b>1.41</b>	<b>100.00</b>	<b>15</b>	<b>1.63</b>

The table indicates that higher risk ships have consistently attracted more non-compliant responses percentage than standard and lower risk ships. That is considered to be validation of the BS MoU Ship Risk Profile System to identify sub-standard vessels for inspection.

#### 4.6 Analyses of the major non-compliances

In this part of the report, the breakdowns of the major non-compliances by ship flag, ship type and ship age are presented below for Questions 2, 3, 4 and 10; with 45 unsatisfactory responses and 4.9% of non-compliance responses to applicable responses, 27 unsatisfactory responses and 2.9% of non-compliance responses to applicable responses, 21 unsatisfactory responses and 2.3% of non-compliance responses to applicable responses and 12 unsatisfactory responses and 2.0% of non-compliance responses to applicable responses, respectively.

**Question 2** Are the fire doors maintained in good working condition?

Of 921 applicable inspections, 45 of them were unsatisfactory in this area. This represents 3.6% non-compliance and 36.0% of the total unsatisfactory responses. The Question raises concern and account for the highest number of unsatisfactory results under this CIC. Of these unsatisfactory responses, 12 of them (26.7%) were observed on board of ships flying Panama and 20 of them were on bulk carriers. A breakdown of the non-compliances to **Question 2** by ship flag, ship type and ship age is presented below.

SHIP FLAG	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Panama	180	12	6.67	26.67
Liberia	153	9	5.88	20.00
Marshall Islands	89	4	4.49	8.89
Cameroon	26	3	11.54	6.67
Malta	49	3	6.12	6.67
Others	425	14	3.29	31.11
<b>TOTAL</b>	<b>922</b>	<b>45</b>	<b>1.23</b>	<b>100.00</b>

Ship Type	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Bulk carrier	271	20	7.38	44.44
General cargo/multipurpose	336	7	2.08	15.56
Oil tanker/Chemical tanker (OILCHEM)	114	6	5.26	13.33
Ro-Ro cargo	13	4	30.77	8.89
Oil tanker	88	4	4.55	8.89
Others	100	4	4.00	8.89
<b>TOTAL</b>	<b>922</b>	<b>45</b>	<b>4.88</b>	<b>100.00</b>

Ship Age	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
21-24	89	13	14.61	28.89
16-20	232	12	5.17	26.67
35+	137	10	7.30	22.22
Others	464	10	2.16	22.22
<b>TOTAL</b>	<b>922</b>	<b>45</b>	<b>4.88</b>	<b>100.00</b>

**Question 3** Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration?

The second highest number of unsatisfactory results was recorded in this area. Out of 27 unsatisfactory responses, 9 of them were considered as a detainable deficiency being recorded. This represents 1.0% of applicable CIC inspections and the highest rank for CIC related detentions. A breakdown of the compliance to **Question 3** by ship flag, ship type and ship age is presented below.

SHIP FLAG	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Panama	180	9	5.00	33.33
Liberia	153	2	1.31	7.41
Marshall Islands	89	2	2.25	7.41
Tanzania, United Republic of	20	2	10.00	7.41
Comoros	23	2	8.70	7.41
Others	457	10	2.19	37.04
<b>TOTAL</b>	<b>922</b>	<b>27</b>	<b>2.93</b>	<b>100.00</b>

Ship Type	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
General cargo/multipurpose	336	10	2.98	37.04
Bulk carrier	271	7	2.58	25.93
Gas carrier	10	2	20.00	7.41
Livestock carrier	10	2	20.00	7.41
Container Ship	61	2	3.28	7.41
Others	234	4	1.71	14.81
<b>TOTAL</b>	<b>922</b>	<b>27</b>	<b>2.93</b>	<b>100.00</b>

Ship Age	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
35+	137	8	5.84	29.63
16-20	232	6	2.59	22.22
25-29	123	5	4.07	18.52
21-24	89	4	4.49	14.81
11-15	188	4	2.13	14.81
<b>TOTAL</b>	<b>922</b>	<b>27</b>	<b>2.93</b>	<b>100.00</b>

**Question 4** Are ventilation closing appliances capable of being closed?

21 vessels had non-compliance responses to this question. A breakdown of the non-compliances to **Question 4** by ship flag, ship type and ship age is presented below. Liberia and Panama flagged vessels are the least favourable with 5 non-compliance responses.

SHIP FLAG	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Panama	180	5	2.78	23.81
Liberia	153	5	3.27	23.81
Marshall Islands	89	3	3.37	14.29
Cameroon	26	3	11.54	14.29
Others	474	5	1.05	23.81
<b>TOTAL</b>	<b>922</b>	<b>21</b>	<b>2.28</b>	<b>100.00</b>

Ship Type	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Bulk carrier	271	6	2.21	28.57
Oil tanker/Chemical tanker (OILCHEM)	114	4	3.51	19.05
Ro-Ro cargo	13	3	23.08	14.29
Others	524	8	1.53	38.10
<b>TOTAL</b>	<b>922</b>	<b>21</b>	<b>2.28</b>	<b>100.00</b>

Ship Age	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
16-20	232	6	2.59	28.57
35+	137	4	2.92	19.05
11-15	188	4	2.13	19.05
21-24	89	3	3.37	14.29
25-29	123	2	1.63	9.52
Others	153	2	1.31	9.52
<b>TOTAL</b>	<b>922</b>	<b>21</b>	<b>2.28</b>	<b>100.00</b>

**Question 10** Where a fire drill was witnessed, was it found to be satisfactory?

There were 12 unsatisfactory responses to this question. This represents 9.6% of all unsatisfactory responses. It is observed that a substantial percentage of inspections (33.5%) were carried out without witnessing a fire drill and recorded as "N/A". Two thirds of these vessels (8) were older than 25 years old and more than eighty percent of them were general cargo/multipurpose vessels and bulk carriers. A breakdown of the non-compliances to **Question 10** by ship flag, ship type and ship age is presented below.

SHIP FLAG	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Panama	180	2	1.11	16.67
Tanzania, United Republic of	20	2	10.00	16.67
Malta	49	2	4.08	16.67
Others	673	6	0.89	50.00
<b>TOTAL</b>	<b>922</b>	<b>12</b>	<b>1.30</b>	<b>100.00</b>

Ship Type	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
Bulk carrier	271	5	1.85	41.67
General cargo/multipurpose	336	5	1.49	41.67
Oil tanker/Chemical tanker (OILCHEM)	114	1	0.88	8.33
Ro-Ro cargo	13	1	7.69	8.33
Others	188	0	0.00	0.00
<b>TOTAL</b>	<b>922</b>	<b>12</b>	<b>1.30</b>	<b>100.00</b>

Ship Age	Nr. of CIC inspections	Nr. of non-compliances	% of non-compliance	% total non-compliances
25-29	123	4	3.25	33.33
35+	137	3	2.19	25.00
16-20	232	2	0.86	16.67
Others	430	3	0.70	25.00
<b>TOTAL</b>	<b>922</b>	<b>12</b>	<b>1.30</b>	<b>100.00</b>

#### 4.7 Comparison of the recorded deficiencies

Difference between the non-compliant responses to the CIC topic requirement and the recorded deficiencies indicated in the CIC Guidelines presented below **Table 8**.

**Table 8** Questions non-compliant responses and recorded deficiencies, detentions

Question	Deficiency Code	Nature of Deficiency	Nr. of NO response to this question	Nr. of CIC inspection with this deficiency	Number of this CIC Deficiency	Nr. of this CIC detainable deficiency	Number of CIC inspection with detention including this detainable deficiency	Nr. of RO Related this CIC detainable deficiency
Q1	7120	Means of escape	3	5	5	0	0	0
	4103	Emergency, lighting, batteries and switches		42	48	8	6	0
Q2	7105	Fire doors/openings in fire-resisting divisions	45	56	58	1	1	0
Q3	7106	Fire detection and alarm system	27	49	52	13	12	0
Q4	7116	Ventilation	21	48	59	2	2	0
Q5	7116	Ventilation	1	48	59	2	2	0
Q6	7113	Fire pumps and its pipes	4	9	9	4	4	1
Q7	7114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces	3	10	10	1	1	0
Q8	7109	Fixed fire extinguishing installation	2	11	11	1	1	0
Q9	7110	Firefighting equipment and appliances	7	34	38	2	2	0
Q10	4109	Fire drills	12	12	13	4	4	0
	7125	Evaluation of crew performance (fire drills)		1	1	1	1	0