



TECHNICAL ALERT No. 18-05

Paris, Tokyo, Indian Ocean and Black Sea MoU 2018 Concentrated Inspection Campaign (CIC)

1. Introduction

- 1.1. The 2018 joint Concentrated Inspection Campaign (CIC) has been announced by Paris, Tokyo, Indian Ocean and Black Sea Port State Control (PSC) MoUs.
- 1.2. The Bahamas Maritime Authority (BMA) welcomes this initiative and urges Companies operating Bahamian ships in the Paris, Tokyo, Indian Ocean and Black Sea Port State Control (PSC) MoU regions to ensure that they are fully prepared for the CIC.
- 1.3. The Bahamas Maritime Authority wishes to bring the information referenced in Paragraph 1.1 to the attention of interested parties¹.

2. Concentrated Inspection Campaign on MARPOL Annex VI

- 2.1. The joint Concentrated Inspection Campaign (CIC) will be implemented from 1 September 2018 to 30 November 2018.
- 2.2. The aim of the campaign is to establish the level of compliance with the requirements of MARPOL Annex VI and create awareness among ships' crews and shipowners.
- 2.3. The objectives are to send a signal to shipowners and managers that the prevention of air pollution is high on the agenda of member states and to underline the responsibility of the PSC regime regarding the harmonised enforcement of compliance with the requirements of MARPOL Annex VI.
- 2.4. The goal of the CIC is also to check the actual status of ships regarding conformity with air pollution prevention requirements and to enforce

¹ This Technical Alert is provided by the Bahamas Maritime Authority with the aim of highlighting incidents, lessons learnt and to increase awareness, which may help avoid similar incidents occurring elsewhere. Any queries on the content of the information provided should be referred to the party providing the information

awareness of new maximum limits for sulphur in ship fuel oil, which will enter into force on 1 January 2020.

- 2.5. In order to assist ships staff for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).
- 2.6. Where deficiencies are found, actions by the PSCO may range from recording a deficiency to be rectified within a certain time period to detention of the ship until the deficiencies have been rectified.
- 2.7. Following are the main deficiencies observed by the PSCOs during the last three years related to the CIC –
 - 2.7.1. (14206) Record book of engine parameters
 - 2.7.2. (14608) Incinerator including operations and operating manual
 - 2.7.3. (01124) International Air Pollution Prevention Certificate (IAPP)
 - 2.7.4. (14611) Ozone-depleting substances
 - 2.7.5. (01125) Engine International Air Pollution Prev. Cert.
 - 2.7.6. (01328) Ship Energy Efficiency Management Plan
 - 2.7.7. (14610) Operational procedures for engines or equipment
 - 2.7.8. (01138) International Energy Efficiency Certificate
 - 2.7.9. (14604) Bunker delivery notes
 - 2.7.10. (14615) Fuel changeover procedure
- 2.8. The BMA may update this Technical Alert when further details on the CIC are available.

3. Validity

- 3.1. This alert is valid until 30 November 2018.

4. Revision History

Rev.0 (08 August 2018) – First issue

Questionnaire for the Inspection Campaign
on MARPOL ANNEX VI

Ship's name	
IMO No.	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1	<p>Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years?</p> <p align="right">Annex VI, regulation 18.5 and 18.6</p>			
2*	<p>Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate?</p> <p align="right">Annex VI, regulation 14.1.2 and 14.4.3</p>			
3	<p>Do ships which are using separate fuel oils to comply with the maximum sulphur content of 0.1% m/m in fuel oil while operating in SOx emission control areas, have a written procedure showing how fuel oil change-over is to be done for achieving compliance with the above requirements when entering SOx emission control areas?</p> <p align="right">Annex VI, regulation 14.6</p>			
4*	<p>Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State?</p> <p align="right">Annex VI, regulation 4.1</p>			
5	<p>Do ships which are using separate fuel oils to comply with the maximum sulphur content of 0.10% m/m in fuel oil and entering or leaving SOx emission control areas, record detailed information showing that the ship has completed/initiated the change-over in the logbook prescribed by the Administration?</p> <p align="right">Annex VI, regulation 14.6</p>			

6	Do ships which have rechargeable systems containing ozone-depleting substances (refer to the supplement to the IAPP Certificate, item 2.1), have the ozone-depleting substances record book maintained? Annex VI, regulation 12.6			
7	Where an Approved Method in accordance with Annex VI, regulations 13.7.1-13.7.5 (refer to the supplement to the IAPP Certificate, item 2.2.1) is installed, has such an installation been confirmed by a survey using the verification procedure specified in the Approved Method File, including appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the Approved Method? Annex VI, regulation 13.7.1.1			
8	For ships equipped with a shipboard incinerator or thermal waste treatment device installed as an alternative arrangement, is the ship's crew responsible for the operation of the equipment familiar with, properly trained in, and capable of implementing the guidance provided in the manufacturer's operating manual? Annex VI, regulation 16.8			
9*	Are the master and crew familiar with essential shipboard procedures in the approved VOC Management Plan relating to the prevention of air pollution from ships? Annex VI, regulation 15. 6			
10	Does the ship keep on board a Ship Energy Efficiency Management Plan (SEEMP)? Annex VI, regulation 22 paragraph 1			
11	Was the ship detained as a result of the Inspection Campaign?			

Note: Questions 1 to 10 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.

If the box "NO" is ticked off for questions marked with an "**", the ship may be considered for detention.