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In der Zeit vom 01.09.2018 bis 30.11.2018 wird eine Concentrated Inspection Campaign (CIC) zum Thema **MARPOL ANNEX VI (Luftverunreinigung)** innerhalb des Paris MoU und Tokyo MoU durchgeführt.

Die CIC setzt den Schwerpunkt auf die folgenden Bereiche:

1. Bunker Lieferbescheinigung (delivery notes)
2. Schriftliche Verfahren & Dokumentation zur Bunkerumstellung für SOx ECA Gebiete.
3. Genehmigungen für Ersatzmaßnahmen (z.B. scrubber)
4. Dokumentation ozonschädlicher Stoffe
5. Zugelassenes Verfahren für NOx Grenzwerte
6. Thermische Müllbehandlung/-verbrennung
7. Managementpläne (SEEMP / VOC)

Weitere Informationen zur CIC können der beigefügten Checkliste und Pressemitteilung entnommen werden.

Für denselben Zeitraum sind MARPOL VI CICs durch Black Sea Mou und Indian Ocean Mou angekündigt.

Wir empfehlen, die Schiffsführung über den Zeitraum und Ziele der anstehenden CIC zu informieren.

The Paris MoU and Tokyo MoU will carry out a Concentrated Inspection Campaign (CIC) on **MARPOL ANNEX VI (air pollution)** during the period 01.09.2018 to 30.11.2018.

The CIC focuses on the following areas:

1. Bunker delivery notes
2. Fuel change over procedures & documentation
3. Approvals for alternative arrangements (e.g. scrubbers)
4. Record book for ozone-depleting substances
5. Approved methods for NOx limitation
6. Thermal waste treatment / incinerator
7. Management plans (SEEMP / VOC)

Further details can be found in the attached checklist / press release.

Similar CICs on MARPOL VI will run at the same period in the Black Sea Mou and Indian Ocean Mou.

We recommend to inform the ship's command about the period and objectives of the upcoming CIC.



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1 August 2018

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON MARPOL Annex VI

The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI.

The main objectives of this CIC are to:

- establish the level of compliance with the requirements of MARPOL Annex VI within the shipping industry;
- create awareness amongst ships' crew and ship owners with regard to the importance of compliance with the provisions of MARPOL Annex VI and the prevention of air pollution;
- send a signal to the industry that prevention of air pollution and enforcement of compliance with applicable requirements is high on the agenda of both MoU member States; and
- underline the responsibility of the Port State Control regime with regards to harmonised enforcement of compliance with the requirements of MARPOL Annex VI, thus improving the level of compliance and ensuring a level playing field.

This inspection campaign will be held for three months, commencing from 1 September 2018 and ending 30 November 2018. A ship will be subject to one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a list of 11 questions to assure that equipment carried onboard complies with the relevant statutory certificates, the master and officers are qualified and familiar with operations and that equipment is properly maintained and functioning.

Air pollution from ships contributes to overall air quality problems in many areas

and affects the natural environment. Pollution by sulphur and nitrogen oxides contributes to acid rain, increased eutrophication and reduced air quality.

Following international co-operation in the combat against acid rain and ozone-depleting substances, the IMO, through the MEPC, included the issue of air pollution in its work programme. As a result of the work, through the Protocol of 1997, Annex VI has been included in the MARPOL Convention. MARPOL Annex VI sets limits on sulphur- and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances and volatile organic compounds.

Both Secretary Hideo Kubota and Secretary General Richard Schiferli state: “Effective and uniform enforcement is a prerequisite for ensuring cleaner air and the full environmental impact of the regulation. In practice, this requires a high priority on enforcement and strong and effective cooperation between national port State control authorities”.

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 web sites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

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Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

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="center">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="center">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="center">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="center">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="center">Annex VI, regulation 14.6</p>			

6	<p>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?</p> <p style="text-align: right;">Annex VI, regulation 12.6</p>			
7	<p>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?</p> <p style="text-align: right;">Annex VI, regulation 13.7.1.1</p>			
8	<p>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?</p> <p style="text-align: right;">Annex VI, regulation 16.8</p>			
9*	<p>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?</p> <p style="text-align: right;">Annex VI, regulation 15. 6</p>			
10	<p>Does the ship keep on board a Ship Energy Efficiency Management Plan (SEEMP)?</p> <p style="text-align: right;">Annex VI, regulation 22 paragraph 1</p>			
11	<p>Was the ship detained as a result of the Inspection Campaign?</p>			

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.*