Circular 184/ 2018

To: Vessel Owners, Managers, Deputy Registrars and Surveyors

Subject: Paris and Tokyo Joint Concentrated Inspection Campaign 2018

Implementation date: 1st September to 30th November 2018

Attachments:

1. Questionnaire CIC on Marpol Annex VI
2. Paris and Tokyo MoUs press release 1st August 2018

Date: 20th August 2018

Summary

Concentrated inspection campaign (CIC) by Tokyo MoU and Paris MoU on Prevention of Pollution of Ships (MARPOL VI), beginning 1 September 2018 and end on 30 November 2018.

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.

Inspection Details

1. Questionnaire

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.

2. Deficiencies and Detentions

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.

3. Inspections Target

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

4. Inspections Results

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.

Required actions

Owners and vessel managers are requested to:

- Circulate this circular to all Cook Islands flagged vessels in their fleets;
- Make sure masters and crew are familiar with the attached CIC questionnaire in order to ensure vessels compliance with the applicable regulations of MARPOL Annex VI;
- Note that Flag State Inspections carried out from the date of this circular till the end of the CIC window, will cover also the CIC questionnaire.

For further information or clarification please contact the Technical Department
technical@maritimecookislands.com

Paris MoU on Port State Control

ASIA-PACIFIC PSC TOKYO MOU

Questionnaire for the Inspection Campaign on MARPOL ANNEX VI

Ship's name	
IMO No.	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1	Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years? Annex VI, regulation 18.5 and 18.6			
2*	Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate? Annex VI, regulation 14.1.2 and 14.4.3			
3	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? Annex VI, regulation 14.6			
4*	Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State? Annex VI, regulation 4.1			
5	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? Annex VI, regulation 14.6			

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.*

Paris MoU on Port State Control

Press release

TOKYO MOU

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.

Paris MOU	**Tokyo MOU**
Mr. Richard W.J. Schiferli Secretary General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508 E-mail: secretariat@parismou.org Web-site: www.parismou.org	Mr. Hideo KUBOTA Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org

Notes to editors:

Paris MOU	Tokyo MOU
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. 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. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	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. 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.
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.	