

关于TOKYO MOU & PARIS MOU & Latin American Agreement

实施MARPOL附则I大检查的补充通知

各有关公司：

从2006年2月1日起，巴黎备忘录、东京备忘录和拉丁美洲协议的PSC将会展开一次关于MARPOL附则I的集中检查。此次有关MARPOL附则I的集中检查将会持续三个月，即从2006年2月1日开始至2006年4月30日结束。我社已在1月26日的NO.62船东通告中将此情况通报，现将此次检查重点检查范围和相关措施补充如下。

此次检查，PSCO的检查范围将不仅限于对悬挂外国旗船舶的日常检验，而且将会针对是否符合IMO的相关要求进行详细的确认。PSCO将会按照附件所示的Check List逐项进行核查。Check List主要关注船上油污和污水设备的条件和功能，其中包括相应的排放、贮存和焚烧证据是否符合MARPOL附则I的有关规定。主要的关注项目如下：

- 船上滤油设备、焚烧炉和处理油渣的辅机锅炉是否符合国际防油污证书的要求。
- 随船的滤油设备保养、试验和检验计划，包括执行这些程序的记录。
- 对15ppm滤油设备的报警和三通阀或停止装置的正确操作的控制。
- 油污/水对岸排放时岸上设备的布置和焚烧炉或辅机锅炉在不对岸排放时焚烧的记录。
- 污水水舱的剩余容积是否满足下一航次的容积要求。
- 是否有迹象或证据证明污水水排放系统存在非法的旁路排放系统

此外，一旦PSCO发现有在所附Check List中所列缺陷，PSCO将扩大范围进行更彻底更详细的检查，而一般这将最终导致船舶滞留。

我们建议各船东和管理公司可将INTERTANKO发布的《a Guide for Correct Entries in the Oil Record Book》作为准备资料，同时油类记录簿的相关要求也希望各公司给予关注。此次检查还将重点关注MARPOL附则I中刚刚采纳的欧共体颁布的船舶污染

法案和惩治规范，因此随船保存的相关原始记录 and 文件也要引起船长的足够重视。

为此，我们提醒各有关公司及船舶提前做好相关准备，以避免产生不必要的麻烦。
本通知内容以附件英文为准。

特别提示：意大利拉文纳港口国 PSC 已发出通告，航行至拉文纳港的船舶需随船携带本附件所含的 Check List。

附件：1. MARINE SAFETY ADVISORY NO. 04-06

特此通告！

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MARINE SAFETY ADVISORY NO. 04-06

To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents

**Subject: PORT STATE CONTROL CONCENTRATED INSPECTION CAMPAIGN
(CIC) ON MARPOL ANNEX I FROM FEBRUARY 1ST**

Date: 24 January 2006

Beginning 1 February 2006, the Paris and the Tokyo MoUs on Port State Control (PSC) together with the Latin American Agreement on PSC, will launch a Concentrated Inspection Campaign (CIC) on MARPOL Annex I requirements on all ships.

During the CIC, the PSC Officers (PSCO) are required, in addition to their routine controls on foreign flagged ships, to perform detailed verifications of specific items related to compliance with the IMO International Conventions. Each CIC has a limited time, and PSC Officers conduct such inspections in accordance with a standard Check List. The CIC on MARPOL Annex I requirements will last for three months and thus will be concluded on 30 April 2006.

The Check List focuses very much on the condition and functionality of onboard equipment for the treatment of sludge and bilge water, including evidence of compliant discharge, storage or incineration as appropriate per MARPOL Annex I requirements. There are 12 items to be checked, which we have provided to you in MSA 03-06 but are attached again for your action. You are advised to pay particular attention to:

- correct entries into the IOPPC of the type approval for the oil filtering equipment, the incinerator, and the auxiliary boiler for burning oil residues;
- onboard plan for maintenance, testing and inspection of the oil filtering equipment, including records of the carrying out of these procedures;
- control of proper operation of the 15ppm alarm, of the 3-way valve or the stopping device;
- the arrangements for discharge of sludge/oil waste to shore facilities and records of such use of the incinerator or the auxiliary boiler for onboard burning, if there are no discharges at shore facilities;

- the remaining capacity in the sludge and the bilge water tanks and whether these are sufficient for the intended next voyage;
- any sign/evidence of illegal arrangements to bypass the oily water discharge system or the discharge system of the onboard generated sludge.

Please be aware that, in case PSCO find deficiencies in the items listed on the attached CIC Check List, they would have “clear grounds for a more detailed inspection” to extend verification to additional related items. Experience has shown that this invariably leads to a detention. Should this occur, the Administration should be notified immediately.

INTERTANKO publishes a *Guide for Correct Entries in the Oil Record Book*, which is proving to be very useful. Shipowners and operators are encouraged to make use of this publication. The Administration would also advise shipowners and operators to review MSA 38-05 on oil record book entries.

While concentrated inspection campaigns have been common with both the Tokyo and Paris MOUs with the last running from 1 SEP 05 – 30 NOV 05 focusing on radio installations, a focus on MARPOL I is interesting in consideration of the recently adopted EC Directive on ship-source pollution and introduction of criminal penalties. In this regard, MSA 45-05 on the retention of original records and documents onboard ships should also be reviewed and again brought to the attention of ship’s Masters.

APPENDIX

Concentrated Inspection Campaign (CIC) on MARPOL Annex I Requirements – Check List

		Yes	No	N/A
1	Is the oil filtering equipment (OFE) onboard type-approved according to the IOPP certificate? <i>(Note: Type approval certificate should be onboard and the OFE labeled or stamped accordingly.)</i>	☐	☐	☐
2	Is the OFE system effectively inspected, tested and maintained in accordance with the planned maintenance system (PMS) on board? <i>(Note: This is a very common deficiency which has led to many ships being detained by PSC. OFE should be regularly tested, inspected and maintained to ensure their proper function. Relevant crew members must be familiar with the PMS and records of test, inspection and maintenance should be available on board. Necessary spares, e.g. coalescer filter element, should be carried on the vessel for prompt replacement when necessary.)</i>	☐	☐	☐
3	Is the 15 ppm oil content alarm correctly adjusted and operating properly? <i>(Note: This is a very common deficiency which has led to many ships being detained by PSC. Crew must be able to perform a proper test of the 15 ppm alarm in accordance with the instruction manual of the equipment. Crew must also be familiar with the procedure for calibrating the 15ppm alarm.)</i>	☐	☐	☐
4	Is the automatic 3-way valve or stopping device at the outlet of the OFE functioning? <i>(Note: This is applicable to ships of 10 000 GT and above. This is a very common deficiency which has led to many ships being detained by PSC. Crew must be able to perform a proper test of the automatic 3-way valve or stopping device functioning in accordance with the instruction manual of the equipment. Necessary spare parts should be carried on board for prompt repairs.)</i>	☐	☐	☐
5	Is the OFE system free of illegal bypasses or unauthorized modifications? <i>(Note: The actual system must correspond with the approved drawing for the OFE system on the vessel. There must not be on board any illegal bypass pipe/hose which can be used to modify the OFE system. It is a serious offence to carry out any unauthorized modification and illegal activity on the OFE system)</i>	☐	☐	☐
6	If the incinerator is designed for burning oil residues, has it been marked in the IOPP certificate? <i>(Note: Any discrepancy should be promptly reported to the classification society which issued the IOPP supplement)</i>	☐	☐	☐
7	If the auxiliary boiler is designed for burning oil residues, has it been marked in the IOPP certificate? <i>(Note: Any discrepancy should be promptly reported to the classification society which issued the IOPP supplement)</i>	☐	☐	☐
8	Are the sludge tanks free of illegal direct connections overboard? <i>(Note: It is a serious offence to carry out any unauthorized modification on the sludge system.)</i>	☐	☐	☐

		Yes	No	N/A
9	Is there a standard discharge connection to enable sludge to be discharged to shore reception facilities? (Note: The standard discharge connection shall be in accordance with Reg. 19 of Annex 1 of MARPOL 73/78)	☐	☐	☐
10	Is there evidence that sludge and/or bilge water has been discharged to port reception facilities? (Note: Relevant receipt for discharge of sludge or oily mixture should be kept on board and appropriate entries made in the oil record book.)	☐	☐	☐
11	If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board? (Note: The crew must be able to account for the sludge generated on board. It is a serious offence to dispose of sludge by illegal means other than by approved means of disposal)	☐	☐	☐
12	Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage? (Note: Regular sounding of sludge and bilge tanks should be carried out to ascertain adequate capacity for the intended voyage. A ship may be detained and required to discharge its sludge and oily mixture on board if there is insufficient capacity in the sludge tanks for the intended voyage)	☐	☐	☐