

关于 TOKYO MOU & PARIS MOU & Latin American Agreement**实施 MARPOL 附则 I 大检查的通知**

各有关公司：

根据亚太地区港口国监督备忘录（Tokyo MOU）第 15 届委员会会议决定，自 2006 年 2 月 1 日至 4 月 30 日，东京备忘录各成员国将在亚太地区开展《经 1978 年议定书修订的 1973 年国际防止船舶造成污染公约》（MARPOL 73/78 公约）附则 I 履约情况的港口国监督集中检查活动。同时，PARIS MOU 和 Latin American Agreement 各成员国也将在相关水域开展 MARPOL 附则 I 的集中大检查。

为了做好迎接即将到来的 MARPOL 73/78 公约附则 I 的集中大检查活动，我们恳请各船公司和船舶给予高度重视，按所附的检查表内容做好准备工作，确保船舶能顺利通过此次大检查。

附件：Concentrated Inspection Campaign (CIC) on MARPOL Annex I

特此通告！

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ANNEX 1

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

| | | Yes | No | N/A |
|---|---|--------------------------|--------------------------|--------------------------|
| 1 | <p>Is the oil filtering equipment (OFE) onboard type-approved according to the IOPP certificate?</p> <p><i>(Note: Type approval certificate should be onboard and the OFE labeled or stamped accordingly.)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 | <p>Is the OFE system effectively inspected, tested and maintained in accordance with the planned maintenance system (PMS) on board?</p> <p><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></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 | <p>Is the 15 ppm oil content alarm correctly adjusted and operating properly?</p> <p><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></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 | <p>Is the automatic 3-way valve or stopping device at the outlet of the OFE functioning?</p> <p><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></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5 | <p>Is the OFE system free of illegal bypasses or unauthorized modifications?</p> <p><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></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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|----|--|--------------------------|--------------------------|--------------------------|
| | | | | |
| 6 | <p>If the incinerator is designed for burning oil residues, has it been marked in the IOPP certificate?</p> <p><i>(Note: Any discrepancy should be promptly reported to the classification society which issued the IOPP supplement)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7 | <p>If the auxiliary boiler is designed for burning oil residues, has it been marked in the IOPP certificate?</p> <p><i>(Note: Any discrepancy should be promptly reported to the classification society which issued the IOPP supplement)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8 | <p>Are the sludge tanks free of illegal direct connections overboard?</p> <p><i>(Note: It is a serious offence to carry out any unauthorized modification on the sludge system.)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9 | <p>Is there a standard discharge connection to enable sludge to be discharged to shore reception facilities?</p> <p><i>(Note: The standard discharge connection shall be in accordance with Reg. 19 of Annex I of MARPOL 73/78)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10 | <p>Is there evidence that sludge and/or bilge water has been discharged to port reception facilities?</p> <p><i>(Note: Relevant receipt for discharge of sludge or oily mixture should be kept on board and appropriate entries made in the oil record book.)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11 | <p>If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?</p> <p><i>(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)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12 | <p>Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage?</p> <p><i>(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)</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |