

# *CCS Technical Information*

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To: CCS Ship Surveyors, Auditors, Ship Owners and Managers

## **Notice on CIC on MARPOL Annex I by Caribbean MOU on PSC**

Caribbean Memorandum of Understanding (CMOU) on Port State Control will launch its inaugural Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with MARPOL Annex 1, regulation 14 arrangements on board ships. The CIC is designed to investigate the operability of the oil filtering equipment (OFE) systems and to find out whether sludge has discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative arrangements. This inspection campaign will be held for three months, commencing from September 1, 2013 and ending on November 30, 2013. Please refer to the attachment of this Notice for details.

The relevant ship owners and managers should be concerned and take necessary measures.

Attachment 1: Press Release by Caribbean MOU

This Notice is published on CCS website ([www.ccs.org.cn](http://www.ccs.org.cn)) and is to be forwarded by CCS branches to shipping companies in relevance to their business area.

Hereby notify the above.

Classed Ship in Service Department  
China Classification Society

**For any questions, please contact the Classed Ship in Service Dept. of CCS Headquarters without hesitation.**

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## Caribbean MOU on PSC will hold inaugural CIC on MARPOL Annex I

April 24, 2013

### **Launch of concentrated inspection campaign on MARPOL Annex I beginning 1 September 2013 by Caribbean MOU on Port State Control**

The 15 Maritime Authorities of the Caribbean Memorandum of Understanding (CMOU) on Port State Control will launch its inaugural Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with MARPOL Annex I, regulation 14 arrangements on board ships. The CIC is designed to investigate the operability of the oil filtering equipment (OFE) systems and to find out whether sludge has discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative arrangements. This inspection campaign will be held for three months, commencing from September 1, 2013 and ending on November 30, 2013.

In practice, the CIC will mean that during a regular port State control inspection conducted under the targeting matrix criteria within the CMOU region, the oil filtering equipment, the IOPP certificate of the vessel, the Oil Record Book Part 1, maintenance records and other applicable documentation will be verified in more detail for compliance with MARPOL Annex I.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the shipboard OPE, some of which are related to documentation, equipment and crew familiarisation.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection. The questionnaire has been annexed to this press release. When 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 to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the CMOU web site will take place. It is expected that the CMOU will carry out approximately 170 inspections during the CIC.

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



# MARPOL ANNEX I

## CIC QUESTIONNAIRE

1. Does the vessel have Oil Filtering Equipment (OFE) on board?

YES                       NO                       NA                       NI

REMARK(S)

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2. Does the vessel's OFE system have an alarm and an automatic stopping device?

YES                       NO                       NA                       NI

REMARK(S)

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3. Is the OFE equipment type approved according to the IOPP certificate?

YES                       NO                       NA                       NI

REMARK(S)

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4. Is the 15 ppm alarm correctly adjusted and operable?

YES       NO       NA       NI

REMARK(S)

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5. Is the 3-way-valve or stopping device functioning?

YES       NO       NA       NI

REMARK(S)

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6. Is the OFE-system free of illegal by-passes?

YES       NO       NA       NI

REMARK(S)

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7. Is the incinerator suitable for burning oil residues been marked in the IOPP certificate?

YES       NO       NA       NI

REMARK(S)

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8. Is the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?

YES                       NO                       NA                       NI

REMARK(S)

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9. Are the sludge tanks free of illegal direct connections overboard?

YES                       NO                       NA                       NI

REMARK(S)

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10. Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?

YES                       NO                       NA                       NI

REMARK(S)

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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?

YES                       NO                       NA                       NI

REMARK(S)

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12. Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?

YES

NO

NA

NI

REMARK(S)

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Was this ship detained due to this CIC:  YES  NO

Key: NA – Not applicable

NI – Not inspected (Please state why in the remarks section)