



Technical Circular

No.: 059/2018

Date: 3rd August 2018

To Whomsoever it may concern

Subject: Concentrated inspection campaign (CIC) by Paris MOU on MARPOL Annex VI beginning 1 September 2018 and end on 30 November 2018.

- The Paris Memorandum of Understanding (MOU) has announced that it will be conducting a Concentrated Inspection Campaign (CIC) jointly with the Tokyo MOU on “MARPOL Annex VI”. A copy of the press release by Paris MOU reg. CIC is attached herewith.
- The inspection campaign will be held for three (3) months, commencing from 1st September 2018 and ending on 30th November 2018.
- The purpose of the CIC is to verify the level of compliance with the requirements of MARPOL Annex VI during regular PSC inspections.
- The PSCO shall be using a standard questionnaire (check-list) 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.
- Deficiencies found during the inspection will be recorded by the PSC officer and actions 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.
- Accordingly all Owners and managers of the Shipping Companies are advised that the ship’s Master and Chief Engineers are communicated to ensure compliance with the questionnaire and be guided by following:
 - Bunker delivery notes are available on board for a period of at least three years after the fuel oil has been delivered on board.
 - The sulphur content of fuel oil used on board does not exceed 3.5% m/m outside SOx emission control areas and 0.1% m/m while operating in SOx emission control areas.
 - Ships using separate fuel oils to comply with the applicable maximum sulphur content requirement and entering or leaving an emission control area have a written procedure



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showing how the fuel oil change-over is done, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content prior to entry into an emission control area. The volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel-oil-change-over operation is completed prior to the entry into an emission control area or commenced after exit from such an area, is recorded in such log-book as prescribed by the Administration.

- In case the equivalent arrangement has been chosen as a method to comply with the sulphur emission requirements e.g. use of scrubber, Flag State approval for same is available onboard.
- Incinerator installed onboard is provided with a manufacturer's operating manual. Personnel responsible for the operation of an incinerator are trained to implement the guidance provided in the manufacturer's operating manual.
- Tankers carrying crude oil have on board and implement an approved VOC management plan. For tankers on international voyages, VOC management plan is written in the working language of the master and officers and, if the working language of the master and officers is not English, French, or Spanish, include a translation into one of these languages.

Enclosure:

1. Press Release by Paris MoU.

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