



Technical Circular

No. VP **6706/2018**
DATED: 26.07.2018

Paris MoU new CIC (01/09/2018 – 30/11/2018) on MARPOL Annex VI

To: All INSB Surveyors / Representatives

Dear Sirs,

Within our scope to act proactively and preserve our quality standards and the standards of the classed by our society ships in a high level, and awaiting the starting of new Paris, Tokyo and Black Sea MoUs Concentrated Inspection Campaign (CIC) as of September 2018 on MARPOL Annex VI, we would appreciate it if you could during the upcoming surveys that you will be assigned to carry out, regardless of whether they are related to MARPOL Annex VI, to check together with competent members of the crew the following MARPOL Annex VI items:

1. Whether delivery notes, with details of oil for combustion purposes, are kept available on board for the required period of 3 years (this requirement applies on ships of 400 GT and above).

Please note that you should carry out a random check of bunker delivery notes from the past three years to verify that they have been filled in correctly and sulphur content recorded on them is below the upper limit as required by MARPOL Annex VI, Reg. 18.7.1.

Note: The sulphur content on any fuel oil used on board ships must not exceed 3.50% m/m. For ships operating within an emission control area, the fuel oil used on board ships must not exceed 0.10% m/m. You should also check that there is correspondence between the bunker delivery notes and the ship's Oil Record Book in accordance with MARPOL Annex I, regulations 17.2.5 and 17.4.

2. Whether the ship, in case operating in SO_x emission control areas and has to use fuel oil with maximum sulphur content of 0.10% m/m thereof, has a written procedure showing how fuel oil change-over is to be done when entering emission control areas (Convention reference: Annex VI, Reg. 14.6).

You should also check whether detailed information showing that the ship has completed / initiated the change over is recorded in the book prescribed by the Administration.

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3. Whether there are rechargeable systems containing ozone depleting substances on board (please refer to the supplement to the IAPP certificate, item 2.1). In such a case you have to check that the ozone – depleting substances record book is maintained (MARPOL Annex VI, Reg. VI/12.6).

Entries in the ozone – depleting substances record book are to be recorded in terms of mass (kg) of substance and must be completed without delay on every occasion of recharging full or partially, repair or maintenance of the equipment containing ozone – depleting substances, discharge to the atmosphere (deliberate or non deliberate), discharge to land based reception facilities and supply of ozone – depleting substances to the ship.

You should also check that:

- There are effectively implemented maintenance procedures for the equipment containing ozone – depleting substances.
 - The Master or crew is familiar with the procedures to prevent emissions of ozone – depleting substances and
 - There are no deliberate emissions of ozone – depleting substances.
4. Whether the ship is equipped with a shipboard incinerator.

In such a case you should check:

- Whether there is a type approval certificate onboard.
 - Whether the crew responsible for the operation of the incinerator is familiar with the guidance and instructions given by the manufacturer.
5. Whether there is on board a Ship Energy Efficiency Management Plan (SEEMP).

Trust that the importance of implementing the above guidelines is clearly understood by all.

Best Regards,

**For the Port State Control
Inspection Affairs Office
Nikos Nesteroulis
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