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PRESS RELEASE

PRELIMINARY RESULTS OF THE CIC ON MARPOL ANNEX VI

Port State Control Officers in the BS MOU region performed a joint Concentrated Inspection Campaign (CIC) on MARPOL ANNEX VI, in the period from 1 September to 30 November 2018. The campaign was conducted under the campaign coordination of the Republic of Turkey Maritime Administration. Paris and Tokyo MOUs guidelines and questionnaire were used.

During the campaign, a total of 781 inspections were carried out with the CIC questionnaire involving 781 individual ships. Of this quantity 55 ships were detained without detentions were being within the CIC scope.

A total of 139 questionnaires had at least a non-compliance to any of the requirements, resulting 17.8 per cent of CIC inspections. The overall average per cent of non-conformities was 6.62 which means that “unsatisfactory” answer was given to a question on 6.62 % of occasions.

Inspected ships not detained for CIC-related deficiencies which comprises no CIC topic related detentions.

A total of 271 (33.80%) CIC inspections concerned bulk carriers ships, followed by general cargo/multi-purpose with 264 (33.80%) inspections, oil tankers with 122 (15.62%) inspections and chemical tankers with 52 (6.62%) inspections, which comprises 736 (94.24%) total CIC inspections.

Most inspections were carried out on board ships flying the flags of Panama with 128 (16.39%) inspections, Marshall Islands with 90 (11.52%) inspections, Malta with 80 (10.24%) inspections and Turkey with 70 (7.12%) inspections.

A total of 24 flags, covering 9.76% of the total CIC inspections, had no CIC topic non-conformities.

By ship age, ships under 15 years reported the most favourable results but the situation worsened as the age of ships increased. Older ships, particularly those 30 years and older, reported the least favourable results.

The most favourable results related to whether bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content appropriate Q2 (0.3%); whether bunker delivery notes kept available on board for the required period of 3 years Q1 (1.2%); and whether the ships which are using separate fuel oils to comply with the maximum sulphur content of 0.10% m/m in fuel oil and entering or leaving SOx emission control areas record detailed information showing that the ship has completed/initiated the change-over in the logbook prescribed by the Administration Q5 (1.2%).

The most un-favourable results are questions 4, 6 and 7, which asked; whether the ships which have rechargeable systems containing ozone-depleting substances have the ozone-depleting substances record book maintained Q4 (46.2%); whether alternative arrangements, installed on board according to regulation approved by the flag State Q6 (30.5%); and where an Approved Method in accordance with Annex VI, is installed, confirmed by a survey using the verification procedure specified in the Approved Method File, appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the Approved Method Q7 (21.16%).

The results of the campaign further analysed, and findings presented to the 20th meeting of the Port State Control Committee in Burgas, Bulgaria on 16-18 April 2019. The report will be published on MOU web-site.

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