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CIRCULAR

## Dromon Concentrated Inspection Campaign (CIC) on MARPOL Annex VI

Dromon Port State and Flag State Inspection Department has initiated the same CIC with Paris and Tokyo MoU one month in advanced.

Notice to: Owners/ Managers/ Operators/ Surveyors  
C18033 | 01 August 2018

On May 14, 2018 the Paris MoU announced the joint Concentrated Inspection Campaign of Paris and Tokyo MoU on MARPOL Annex VI that will run from September to November 2018.

The main objectives of this CIC are to:

- establish the level of compliance with the requirements of MARPOL Annex VI within the shipping industry;
- create awareness amongst ships' crew and ship owners about the importance of compliance with the provisions of MARPOL Annex VI and the prevention of air pollution;
- send a signal to the industry that prevention of air pollution and enforcement of compliance with applicable requirements is high on the agenda of both MoU member States; and
- underline the responsibility of the Port State Control regime with regards to harmonized enforcement of compliance with the requirements of MARPOL Annex VI, thus improving the level of compliance and ensuring a level playing field.

Dromon Port State & Flag State Inspection and Survey Department initiates the same CIC one month in advanced from Paris and Tokyo MoUs for four (4) months aiming to identify possible deficiencies on board our fleet as well as potential deficiencies that may result in a detention.

As with previous CICs, in practice this CIC will be carried out in conjunction with the forthcoming surveys on all ship and Surveyors will be informed through the ISAT form (refer QSP 3.2-1/Form 01). In case a ship is not due for any statutory survey within this period, the CIC will be conducted as an Occasional Attendance on board where this is feasible and practicable at a convenient port of call.

### Act now

Dromon Surveyors shall use the CIC checklist attached to this Circular that is identical to the checklist to be used by the Paris MoU. When deficiencies are found, Surveyors shall inform Dromon Head office by imposing a Notice of Recommendation as per Dromon QSP 3.2-1/Form 02 indicating clearly the recommendation and due date of rectification. Any imposed deficiency will be shown on the survey status of the ship and our online platform "ERETES" for further actions by the Manager.

Should you require further information please contact our Port and Flag State Inspection Department at [psc@dromon.com](mailto:psc@dromon.com)

# Report of CIC on MARPOL Annex VI

01/08/2018 – 30/11/2018

Ship Name: \_\_\_\_\_  
 IMO No.: \_\_\_\_\_  
 Port of Inspection: \_\_\_\_\_  
 Date of Inspection: \_\_\_\_\_

Surveyor's Name: \_\_\_\_\_

No.	Item	YES	NO	N/A
1	Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years? <b>Annex VI, regulation 18.5 and 18.6</b>			
2	Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate? <b>Annex VI, regulation 14.1.2 and 14.4.3</b>			
3	Do ships which are using separate fuel oils to comply with the maximum sulphur content of 0.1% m/m in fuel oil while operating in SOx emission control areas, have a written procedure showing how fuel oil change-over is to be done for achieving compliance with the above requirements when entering SOx emission control areas? <b>Annex VI, regulation 14.6</b>			
4	Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State? <b>Annex VI, regulation 4.1</b>			
5	Do 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? <b>Annex VI, regulation 14.6</b>			
6	Do ships which have rechargeable systems containing ozonedepleting substances (refer to the supplement to the IAPP Certificate, item 2.1), have the ozone-depleting substances record book maintained? <b>Annex VI, regulation 12.6</b>			
7	Where an Approved Method in accordance with Annex VI, regulations 13.7.1-13.7.5 (refer to the supplement to the IAPP Certificate, item 2.2.1) is installed, has such an installation been confirmed by a survey using the verification procedure specified in the Approved Method File, including appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the Approved Method? <b>Annex VI, regulation 13.7.1.1</b>			
8	For ships equipped with a shipboard incinerator or thermal waste treatment device installed as an alternative arrangement, is the ship's crew responsible for the operation of the equipment familiar with, properly trained in, and capable of implementing the guidance provided in the manufacturer's operating manual? <b>Annex VI, regulation 16.8</b>			
9	Are the master and crew familiar with essential shipboard procedures in the approved VOC Management Plan relating to the prevention of air pollution from ships? <b>Annex VI, regulation 15. 6</b>			
10	Does the ship keep on board a Ship Energy Efficiency Management Plan (SEEMP)? <b>Annex VI, regulation 22 paragraph 1</b>			
11	Was the ship detained as a result of the Inspection Campaign?			

If the answer to any of the above mentioned statements is "NO" please inform Dromon H.O by imposing a Notice of Recommendation as per QSP 3.2.-1/ Form 02.

If the box "No" is ticked off for questions marked with an "\*", it is considered as a detainable item.

**Additional Comments:**

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Received for and on behalf of Owners

For Dromon Bureau of Shipping (DBS)

(Name, Signature and Seal)

(Name, Signature and Seal)