



Luxembourg, 6 August 2018

**Circular CAM 10/2018**

O/Ref. : AH/109398

Subject: **Launch of a Concentrated Inspection Campaign on MARPOL Annex VI**

To : All Accredited Shipping Managers, ship owners, ship operators and Designated Persons Ashore of Luxembourg flagged ships.

Be advised that the Paris MOU and the Tokyo MOU on Port State Control will simultaneously carry out a Concentrated Inspection Campaign (CIC) on MARPOL Annex VI in the period from 1 September through 30 November 2018.

See attached MOU's related questionnaire to be used.

Adequate dissemination of this information within your company and to the Masters of Luxembourg flagged vessels should be ensured.



(s) Robert BIWER  
Government Commissioner  
for maritime affairs

**Questionnaire for the Inspection Campaign**  
**on MARPOL ANNEX VI**

Ship's name	
IMO No.	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1	<p>Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years?</p> <p align="right">Annex VI, regulation 18.5 and 18.6</p>			
2*	<p>Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate?</p> <p align="right">Annex VI, regulation 14.1.2 and 14.4.3</p>			
3	<p>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?</p> <p align="right">Annex VI, regulation 14.6</p>			
4*	<p>Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State?</p> <p align="right">Annex VI, regulation 4.1</p>			
5	<p>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?</p> <p align="right">Annex VI, regulation 14.6</p>			

6	Do ships which have rechargeable systems containing ozone-depleting substances (refer to the supplement to the IAPP Certificate, item 2.1), have the ozone-depleting substances record book maintained?  Annex VI, regulation 12.6			
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?  Annex VI, regulation 13.7.1.1			
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?  Annex VI, regulation 16.8			
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?  Annex VI, regulation 15. 6			
10	Does the ship keep on board a Ship Energy Efficiency Management Plan (SEEMP)?  Annex VI, regulation 22 paragraph 1			
11	Was the ship detained as a result of the Inspection Campaign?			

*Note: Questions 1 to 10 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.*

*If the box "NO" is ticked off for questions marked with an "\*\*", the ship may be considered for detention.*