



TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F
6-19-19, Shimbashi, Minato-ku
Tokyo 105-0004
Japan

Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org
Web site: www.tokyo-mou.org

PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON MARPOL ANNEX VI

The concentrated inspection campaign (CIC) on MARPOL Annex VI was carried out in the Tokyo MoU region from 1 September 2018 to 30 November 2018.

During the campaign, Tokyo MOU member Authorities verified vital points of compliance in accordance with MARPOL Annex VI on all types of foreign merchant ships.

Member Authorities inspected a total of 6,604 vessels, of which 4 (0.06%) were detained as a direct result of the campaign. In total 176 (2.14%) ships were detained during the campaign.

The greatest number of inspections were carried out on ships flying the flags of Panama 1,817 (27.51%), Hong Kong (China) 649 (9.86%), the Marshall Islands 620 (9.39%) and Liberia 620 (9.39%).

The highest number of CIC inspections relating to ship type were conducted on bulk carriers 2,402 (36.37%), followed by general cargo/multipurpose vessels 1,234 (18.69%) and container vessels 1,171 (17.73%).

CIC related detentions by flag State were as follows

- Marshall Islands 1 out of 620 inspections, 0.16% detention rate
- Netherlands 1 out of 20 inspections, 5.0% detention rate
- Panama 1 out of 1,817 inspections, 0.06% detention rate
- Vietnam 1 out of 156 inspections, 0.64% detention rate

The most notable deficiencies found during the campaign were related to;

- Whether ships with rechargeable systems containing ozone-depleting substances have maintained the ozone-depleting substances record book, 121

deficiencies (1.83%);

- whether bunker delivery notes, with details of fuel oil for combustion purposes, have been kept available on board for the required period of 3 years, 118 deficiencies (1.79%) and
- Whether the relevant ship's crew members were familiar with, properly trained in, and capable of operating a shipboard incinerator or thermal waste treatment device installed as an alternative arrangement, in accordance with the guidance provided by the manufacturer, 93 deficiencies (1.41%).

Final analysis of the results of the campaign will be considered by the Port State Control Committee in October 2019 and, a report of the CIC will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

1 March 2019

Contact

Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19, Shimbashi
Minato-ku, Tokyo
Japan 105-0004

Telephone: +81-3-3433 0621
Facsimile: +81-3-3433 0624
E-mail: secretariat@tokyo-mou.org
Web-site: www.tokyo-mou.org

Notes to editors:

* The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. At present, Tokyo MOU consists of 20 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Mexico and Panama adhere to the Tokyo MOU as co-operating member Authorities. The Democratic People's Republic of Korea, Macao (China), Samoa, the Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Paris, the Indian Ocean, the Black Sea, the Riyadh, the Caribbean and the Abuja Memoranda of Understanding on Port State Control and the Viña del Mar Agreement are associated with the Tokyo MOU as observers.

The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, security, marine environment protection and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping.