



INDIAN OCEAN MOU ON PORT STATE CONTROL SECRETARIAT

PRESS RELEASE

PRELIMINARY RESULTS OF THE CONCENTRATED INSPECTION CAMPAIGN ON MARPOL ANNEX VI

1 ship detained during the CIC

The Concentrated Inspection Campaign (CIC) on MARPOL Annex VI was carried out in the Indian Ocean MOU region between 1 September 2018 and 30 November 2018. The CIC was aimed to establish the level of compliance with the requirements of MARPOL Annex VI within the shipping industries and to create awareness amongst the ship crews and the ship owners with regards to the importance of compliance with the provisions of MARPOL Annex VI and the prevention of air pollution. This campaign was conducted in conjunction with the CIC carried out by the Tokyo MoU, Paris MoU and other MoUs.

During the course of the campaign, 7 member Authorities of the IOMOU carried out inspections of 1219 individual ships with 48 detentions, out of which 1007 inspections of individual ships were undertaken covering 55 flags, using the CIC questionnaire and 01 General cargo/multipurpose ship was detained for the CIC related deficiencies, resulting in a detention rate of 0.1%.

The highest number of CIC inspections was carried out on ships under the flag of Panama with 229 (22.74%) inspections, followed by Marshall Island with 137 (13.60%) inspections and Liberia with 132 (13.10%) inspections.

A total of 21 flags covering 6.85% of the total CIC inspections had 101 CIC related deficiencies. A total of 54 flags, covering 99.00% of the CIC inspections, had no CIC-related detentions at all.

With regard to the ship type, the highest number of CIC inspections accounted were bulk carriers 468 (46.47%) followed by container ship 129 (12.81%), Chemical Tanker 115 (11.42%), and General Cargo Multipurpose Ship 65 (6.45%).

During the Campaign, 1001 ships' s bunker delivery notes were verified indicating that fuel oil delivered and used on board was not exceeding the maximum allowed sulphur content.

The most significant deficiencies found during the campaign were related to questionnaires 4, 6, and 7 which are as follows:

- .1 Alternative arrangements, (e.g. scrubbers) not installed on board according to regulation 4.1 approved by the flag State (3%).
- .2 Ships having rechargeable systems containing ozone- depleting substances do not have the ozone-depleting substances record book maintained (2%).
- .3 Approved Method is not in accordance with Annex VI Regulation (1%).

The results of the campaign will be further analyzed, including additional information gathered, and findings will be presented to the 22nd meeting of the Port State Control Committee, after which the report will be submitted to the Sub-Committee on Implementation of IMO Instrument (III).

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