



**REPORT ON THE CIC ON MARPOL ANNEX I CARRIED OUT BY THE CARIBBEAN MOU
September 1, 2013 – November 30, 2013**

**Section 1
Introduction**

1.1 Executive Summary

From September 1, 2013 to November 30, 2013, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on MARPOL Annex I throughout the region. This campaign involved nine (9) member States and one (1) Associate Member State of the Caribbean MOU.

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

During the course of the campaign, nine member States and one associate member State carried out 250 port State control inspections on individual vessels. Of these PSC inspections, 182 vessels were inspected for the CIC and no vessels were detained. In addition, a total of thirty-three (33) deficiencies were recorded as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

1.2 Purpose of the Report

The report documents the results of the CIC on MARPOL Annex I and outlines an analysis of the results of this CIC.

1.3 Objective of the CIC

The objective of the CIC on MARPOL Annex I was to verify that the Oily Water Separator and Discharge Monitoring systems are installed on board ships in accordance with MARPOL Annex I. The purpose is also to investigate the operability of the OWS, completeness of records and documentation, and to find out whether sludge has been discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative arrangements.

1.4 Scope of the CIC

The campaign targeted compliance with the vital points of the requirements of Annex I (Regulations for the Prevention of Pollution by Oil) of the International Convention for the Prevention of Pollution from Ships (MARPOL) to an acceptable level. The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

1.5 General remarks

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

Section 2

Summary Analysis, Conclusions and Recommendations

2.1 Summary Analysis

During this period from September 1, 2013 to November 30, 2013, a total of 250 Inspections were carried out within the CMOU. Of this 182 underwent the CIC on Marpol Annex I. It was positive to see that there were no major deficiencies identified and no detentions took place. It is to be noted however that one ship inspected did have major non-conformities and many detainable deficiencies. The vessel however could not be detained under the CIC as the inspecting Member State did not have the requisite MARPOL legislation. The vessel however was detained under other environmental legislation of the State. This therefore illustrates the need to ensure that the relevant IMO conventions are ensconced in the national legislation of the States.

2.2 Conclusions

Reflecting on the objective of the CIC, that is to verify that the Oily Water Separator and Discharge Monitoring systems are installed on board ships in accordance with MARPOL Annex I, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and no detentions recorded.

2.3 Recommendations

Member States are encouraged to have the IMO Mandatory Instruments enacted in their domestic legislation. This will only further assist the port State control officers in executing their duties and also will further strengthen the ability of the maritime administration to fulfil its obligations.

Section 3 CIC Questionnaire Results

3.1 Summary of Results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	Number of ships inspected during CIC *	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	250	182	68
Total Number of Detentions	16	0	
Detentions with CIC –topic deficiencies	0	0	

* Number of individual IMO numbers.

Examining the number of inspections performed with a CIC questionnaire, there were no detentions during the CIC inspections. Questionnaire submission rate was good with 73% or 7 out of 10 inspections were accompanied with the CIC questionnaire. Table 1 also illustrates that all individual ships that were involved with this CIC underwent only one CIC inspection.

3.2 CIC Questions

Table 2 below outlines the questions that were posed in the CIC Questionnaire and the associated results.

Table 2

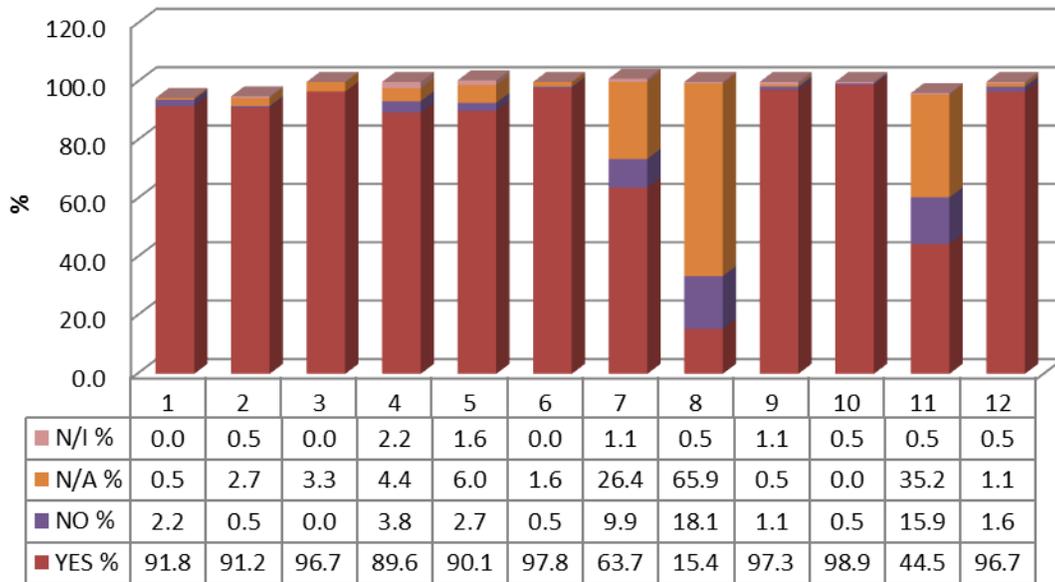
No.	Question	YES		NO		N/A		N/I		Total
		No.	%	No.	%	No.	%	No.	%	
1	Does the vessel have an Oil Filtering Equipment (OFE/OWS) on board	167	91.8	4	2.2	1	0.5	0	0.0	182
2	Does the vessel's OFE/OWS system have an alarm and an automatic stopping device?	166	91.2	1	0.5	5	2.7	1	0.5	182
3	Is the OFE/OWS equipment type approved according to the IOPP	176	96.7	0	0.0	6	3.3	0	0.0	182

	certificate?									
4	Is the 15 ppm alarm correctly adjusted and operable?	163	89.6	7	3.8	8	4.4	4	2.2	182
5	Is the 3-way-valve or stopping device functioning?	164	90.1	5	2.7	11	6.0	3	1.6	182
6	Is the OFE/OWS-system free of illegal by-passes?	178	97.8	1	0.5	3	1.6	0	0.0	182
7	Has the incinerator suitable for burning oil residues been marked in the IOPP certificate?	116	63.7	18	9.9	48	26.4	2	1.1	182
8	Has the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?	28	15.4	33	18.1	120	65.9	1	0.5	182
9	Are the sludge tanks free of illegal direct connections overboard?	177	97.3	2	1.1	1	0.5	2	1.1	182
10	Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?	180	98.9	1	0.5	0	0.0	1	0.5	182
11	Is there evidence that sludge and/or bilge water has been discharged into port reception facilities or if sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?	88	48.4	29	15.9	64	35.2	1	0.5	182
12	Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?	176	96.7	3	1.6	2	1.1	1	0.5	182

From the results above, it can be seen that the question which resulted in the most unfavourable results was Question 8 which asked whether the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate. The results indicated that 65.9% of vessels inspected under the CIC answered 'n/a' for this question.

Figure 1 MARPOL Annex I CIC questionnaire results

CIC Questionnaire Results



3.3 Analyses by Ship Type

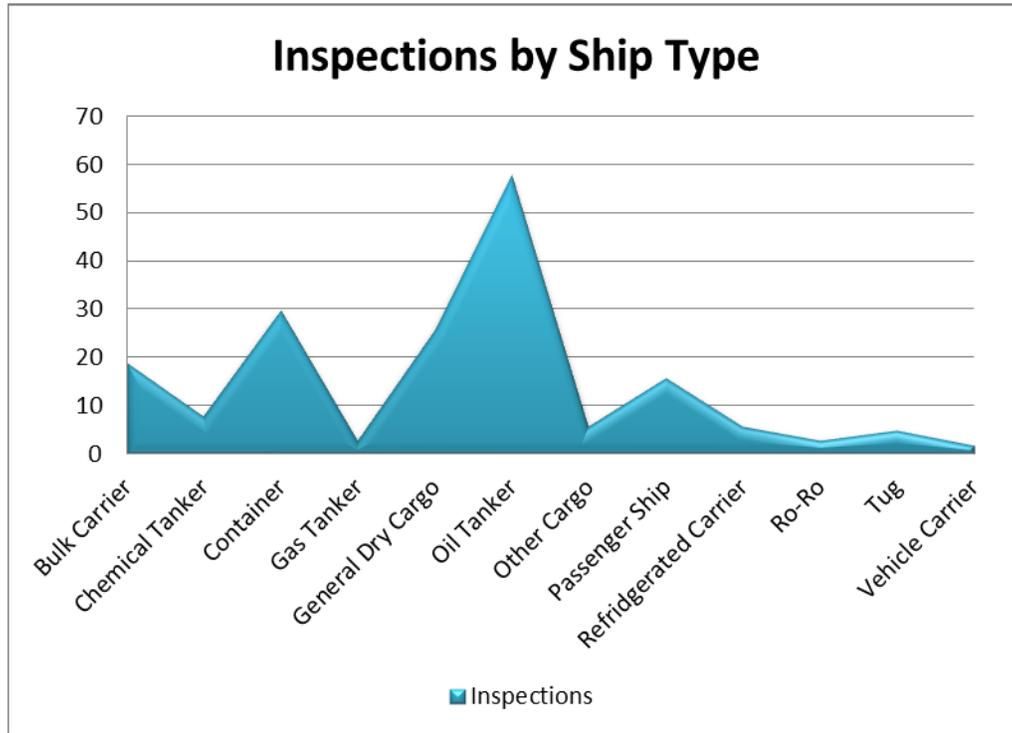
A breakdown of the ship types subject to the CIC including the number of inspections is shown in Table 3 and Figure 2 below.

Table 3 - Inspections by Ship Type

Ship Type	Inspections	% of Total	Deficiencies
Bulk Carrier	19	10.4	6
Chemical Tanker	8	4.4	3
Container	30	16.5	3
Gas Tanker	3	1.6	
General Dry Cargo	26	14.3	4
Oil Tanker	58	31.9	7
Other Cargo	6	3.3	3
Passenger Ship	16	8.8	
Refrigerated Carrier	6	3.3	3
Ro-Ro	3	1.6	3
Tug	5	2.7	
Vehicle Carrier	2	1.1	1
Total	182		33

When considering the breakdown of ships inspected by ship type, the largest groups of ships inspected during the campaign period were oil tankers with 58 inspections (31.9%) followed by container ships with 30 inspections (16.5%). Of the 182 vessels inspected, thirty-one (31) vessels were found with deficiencies. Of these 31 vessels, Oil Tankers had the highest percentage at 21% of the total deficiencies.

Figure 2 – Inspections by Ship Types



3.4 Analyses by Ship Flag

The following Table 4 presents the results of the CIC in accordance with the ship’s flag. From this it can be seen that a total of 182 vessels from 30 flag administrations were inspected during the campaign. Graphical representations of the breakdown of inspections by the flag administrations are found in Table 4 and Figure 3 below.

Table 4 – Results by Ship Flag

Flag	Amount	% of Total	Deficiencies	% of Deficiencies
Antigua & Barbuda	16	8.8	6	18.1
Bahamas	13	7.1	1	3.2
Barbados	1	0.5	1	3.2
Bermuda, UK	4	2.2		
Bolivia	1	0.5		

Cayman Islands	3	1.6	2	6.4
Cyprus	10	5.5		
Denmark	1	0.5		
France	3	1.6	3	9.6
Greece	8	4.4	1	3.2
Hong Kong, China	4	2.2		
Isle of Man, UK	4	2.2		
Italy	3	1.6		
Jamaica	1	0.5		
Liberia	24	13.2		
Malta	9	4.9	5	16.1
Marshall Islands	15	8.2	2	6.4
Netherlands, The	4	2.2		
Norway	1	0.5		
Panama	31	17.0	8	24.2
Philippines	1	0.5		
Portugal	2	1.1		
Saint Kitts and Nevis	2	1.1	1	3.2
Saint Vincent & the Grenadines	5	2.7	1	3.2
Sierra Leone	1	0.5	1	3.2
Singapore	7	3.8	1	3.2
United Kingdom	5	2.7		
Vanuatu	1	0.5		
Venezuela	1	0.5		
Vietnam	1	0.5		
Total	182		33	

From this table it can be seen that Panama had the highest number of vessels inspected at 17% followed by Liberia at 13.2%. This is also highlighted in the figure below. In addition, Panama had the highest amount of deficiencies identified with 24.2%.

The results show that 41 or 23% of the vessels inspected under the CIC had Lloyd's Register as their recognised organisation. This is closely followed by Germanischer Lloyd at 40 or 22% of the vessels inspected.
