



REPORT OF CIC on MARPOL Annex IV

September 1, 2025 – November 30, 2025

Section 1 Introduction

1.1 Executive Summary

From September 1, 2025 to November 30, 2025, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on **MARPOL Annex IV** throughout the region. This campaign involved 11 Member States 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, 111 port State control inspections on individual vessels were carried out. Of these PSC inspections, 57 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. This CIC inspection was conducted only once on board each individual vessel during the campaign period.

1.2 Purpose of the report

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

1.3 Objective of the CIC

The CIC was designed to:

- Confirm the proper operation of sewage management arrangements on board.
- Confirm that the necessary documentation and certification for sewage management is available.
- Confirm that relevant shipboard personnel are aware and competent in sewage handling procedures.
- Confirm that shipboard sewage arrangements are functioning in accordance with the documentation and certification provided.

1.4 Scope of the CIC

The Concentrated Inspection Campaign on MARPOL Annex IV focused on verifying ships' compliance with sewage pollution prevention requirements, including applicability of the Annex, validity of the International Sewage Pollution Prevention (ISPP) Certificate, and the condition and operation of sewage treatment plants, comminuting and disinfecting systems, and holding tanks. Inspections would assess whether sewage discharges are carried out in accordance with regulatory criteria, supported by adequate procedures, records, and crew familiarity, and also

considered awareness of special area or local discharge restrictions. Particular attention was given to inoperative or bypassed equipment, improper discharge arrangements, and missing or invalid certification, with the overall objective of promoting effective enforcement and reducing the environmental impact of ship-generated sewage. 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 Applicability of CIC

The 2025 CIC applied to ships to which Annex IV is applicable under the Convention, specifically:

- All ships of 400 gross tonnage and above, engaged on international voyages; and
- Ships of less than 400 gross tonnage that are certified to carry more than 15 persons, when engaged on international voyages.

1.6 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 the period from September 1, 2025 to November 30, 2025, a total of 111 Inspections were carried out within the CMOU. Of this 57 underwent the CIC on **SEWAGE / MARPOL Annex IV** was positive to see that there were a limited number of deficiencies identified during this CIC.

2.2 Conclusions

During the CIC period, a total of 111 individual ships were inspected, with 57 inspections conducted using the CIC questionnaire and 54 without it. Only one detention was recorded overall, and this occurred during an inspection conducted without the CIC questionnaire. Importantly, no detentions were attributed to CIC-topic deficiencies, resulting in a 0% detention rate for CIC-related issues. This suggests that, while general deficiencies may still arise, compliance with MARPOL Annex IV requirements was sufficient to prevent serious enforcement action during CIC-focused inspections.

Analysis of the CIC questionnaire responses (Table 2) indicates a generally high level of compliance, with the majority of responses recorded as “Yes” across all questions. No systematic non-compliance trends were identified, as reflected by the relatively low percentage of unsatisfactory outcomes per question, ranging from 7.02% to 10.53%, and an overall average of 9.36%. The higher unsatisfactory percentages observed for Q7 and Q10 point to areas where operational practices, crew familiarity, or documentation may require further attention, though these issues were not severe enough to warrant detention.

Overall, the results demonstrate a satisfactory level of compliance with MARPOL Annex IV among inspected ships, with deficiencies largely of a minor or procedural nature. The absence of CIC-topic detentions indicates that the campaign was effective as a preventive and awareness-raising tool rather than an enforcement-driven exercise, highlighting opportunities for targeted guidance and follow-up rather than corrective enforcement action.

2.3 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of MARPOL Annex IV as this matter is of concern with respect to the environment. Member States are encouraged to enshrine the MARPOL into National Legislation to enable their PSCOs to inspect under such Convention.

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

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	111	57	54
Total number of detentions	1	0	1
Detentions with CIC-topic deficiencies	0	0	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	52	0	1	4	57	7,02%
Q2	50	0	2	5	57	8,77%
Q3	50	0	2	5	57	8,77%
Q4	47	0	5	5	57	8,77%
Q5	47	0	5	5	57	8,77%
Q6	41	0	11	5	57	8,77%
Q7	45	1	6	5	57	10,53%
Q8	50	0	2	5	57	8,77%
Q9	50	0	2	5	57	8,77%

Q10	49	1	2	5	57	10,53%
					Average	9,36%

3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A	Code of Action taken
Q.1	Does the vessel hold a valid International Sewage Pollution Prevention (ISPP) Certificate (for ships ≥400 GT or certified to carry >15 persons)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.2	Is the sewage treatment plant, comminuting/disinfection system, or holding tank type clearly indicated and compliant with the certificate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.3	Was the sewage treatment plant found in operational condition and properly maintained at time of inspection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.4	Was there an Operations Manual for the installed sewage treatment plant available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.5	Are the sewage discharge pipeline diagrams and valve systems clearly marked in conformity with the approved drawings and prevented from direct overboard discharge?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.6	If the vessel is provided with an approved comminuting or disinfecting system, was a certificate of approval sighted on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7	Were adequate records available on board to indicate that the vessel is complying with discharge standards (e.g., distance from land, rate, and treatment method)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8	Is the vessel supplied with a standard discharge connection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9	Are key shipboard personnel familiar with MARPOL Annex IV and the ship's sewage system operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.10	Is the area surrounding the sewage system free from leakage, odour, or signs of poor maintenance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member

States of the CMOU.

Member State	Number of CIC Inspection
Antigua and Barbuda	1
Belize	1
Bermuda	4
Cayman Islands	4
Curaçao	8
France	7
Jamaica	12
Saint Vincent and the Grenadines	2
Suriname	1
The Netherlands	13
Trinidad and Tobago	4
Total	57

3.4 Inspections by Ship Type

Of the 57 CIC inspections that took place, Passenger ship had the highest number of inspections which was followed by Containership and Oil tanker. These three vessel types usually are the most prevalent vessel type trading within in the CMOU region.

Ship Type	Number of CIC Inspections
Bulk carrier	2
Chemical tanker	5
Containership	10
Gas carrier	1
General cargo/multi-purpose ship	3
Heavy load carrier	1
MODU & FPSO	1
Oil tanker	10
Other types of ship	2
Passenger ship	13
Refrigerated cargo carrier	1
Ro-ro cargo ship	5
Vehicle Carrier	3
Total	57

3.5 Inspections by RO

DNV AS recorded the greater number of CIC inspections, closely followed by Lloyd's Register.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	7
Bureau Veritas	7
Det Norske Veritas	3
DNV AS	13

KOREAN REGISTER	3
Lloyd's Register	12
Nippon Kaiji Kyokai	5
No class	4
Overseas Marine Certification Service, Inc.	1
RINA Services S.p.A.	1
Unknown	1
Total	57

3.6 Number of Deficiencies per Category

Ship's Certificates and Documents recorded the greatest number of deficiencies from all the inspections during the CIC period

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		31	16,23%
SOLAS	Stability, structure and related equipment	19	9,95%
	Propulsion and auxiliary machinery	13	6,81%
	Alarm signals	3	1,57%
	Fire safety measures	24	12,57%
	Lifesaving appliances	28	14,66%
	Radiocommunications	6	3,14%
	Safety of navigation	16	8,38%
	Operational deficiencies	3	1,57%
	ISM related deficiencies	1	0,52%
	ISPS related deficiencies	3	1,57%
	Other	2	1,05%
MARPOL	Annex I	5	0,00%
	Annex II	0	0,00%
	Annex III	0	0,00%
	Annex IV	1	0,00%
	Annex V	1	0,00%
	Annex VI	0	0,00%
	Operational deficiencies	0	0,00%
STCW	Certification and Watch keeping for seafarers	2	1,05%
Load Lines		13	6,81%
AFS Convention		0	0,00%
ILO		6	3,14%
Other		14	10,99%
TOTAL		191	

3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 3 times or more)

Electrical installations in general and Propulsion main engine recorded the greatest number deficiencies from all the inspections during the CIC period.

Code	Deficiency	Number
02108	Electrical installations in general	5
13101	Propulsion main engine	5
11117	Lifebuoys incl. provision and disposition	4
11118	Lifejackets incl.provision and disposition	4
11108	Inflatable liferafts	4
04103	Emergency lighting, batteries and switches	4
07105	Fire doors/openings in fire-resisting divisions	4
07108	Ready availability of fire fighting equipment	3
07103	Division - decks, bulkheads and penetrations	3
02199	Other (structural condition)	3
03106	Windows, sidescuttles and deadlights	3
11104	Rescue boats	3
11101	Lifeboats	3
10109	Lights, shapes, sound-signals	3
10127	Voyage or passage plan	3
13104	Bilge pumping arrangements	3
16105	Access control to ship	3
99102	Other (SOLAS operational)	3