TECHNICAL AND REGULATORY NEWS  No. 08/2018  –  PSC

CONCENTRATED INSPECTION CAMPAIGNS FOCUSING ON MARPOL VI, AUXILIARY MACHINERY AND OPEN LIFEBOATS

Relevant for vessel owners and managers.

June 2018

Different PSC regimes have announced their concentrated inspection campaigns (CICs) for auxiliary machines starting 1 June and for MARPOL VI from 1 September. The US Coast Guard carries out a CIC from May 2018 to 2019 on open lifeboats of US-flagged ships. This PSC news summarizes DNV GL’s considerations on how to prepare for the upcoming inspections.

CICs are periodical inspections that focus on a specific topic. They are carried out during routine PSC inspections, with an additional checklist, for a period of three months. A brief summary:

1. Black Sea MoU, Indian Ocean MoU, Paris MoU, Tokyo MoU CIC on MARPOL VI starting on 1 September

The CIC will start in these PSC regimes on 1 September and last until 30 November. The additional questionnaire is expected to be published at the beginning of August to raise awareness for compliance with requirements on the prevention of air pollution from ships. Once the additional questionnaire is published, we will issue an additional news.

The goal of the CIC is to check the actual status of ships regarding conformity with air pollution prevention requirements. It also aims to enforce awareness of new maximum limits for sulphur in ship fuel oil, which will enter into force on 1 January 2020.

Usually, this additional questionnaire for the CIC focuses on the main deficiencies in the area(s) found during previous years. World statistics for the last three years show main deficiencies related to incinerator and record book of engine parameters (with deficiency code):

- (14206) Record book of engine parameters
- (14608) Incinerator including operations and operating manual
- (01124) International Air Pollution Prevention Certificate (IAPP)
- (14611) Ozone-depleting substances
- (01328) Ship Energy Efficiency Management Plan
- (14610) Operational procedures for engines or equipment
- (01138) International Energy Efficiency Certificate
- (14604) Bunker delivery notes
- (14615) Fuel changeover procedure

The majority of detainable deficiencies for DNV GL-classed vessels are related to the incinerator and sulphur content/quality of fuel used (deficiency codes 14617 and 14607).
Considering the above deficiencies, we assume the questionnaire items will mainly be related to operational questions and certificates or manuals. In particular, the ship-specific fuel changeover procedure is assumed to be targeted. In some ports, fuel samples may be taken and analyzed on short notice.

Another relevant topic is related to the cooling mediums from freezers and air condition plants and the related documentation, recorded as ozone-depleting substances (deficiency code 14611).

We would like to remind you that all these operational deficiencies are often related to the Safety Management System (SMS) and will likely trigger an ISM-related deficiency, especially in case of numerous or repeated deficiencies.

DNV GL will offer online training, the “smart-up” webinar, on 16 August to cover this topic. Registration is already possible here.

**2. Viña del Mar MoU’s CIC on auxiliary machinery starting 1 June**

The CIC aims to ensure the safety of auxiliary machinery, especially the working condition and maintenance of the auxiliary engines, auxiliary equipment and their related alarm systems. In addition, familiarity of the crew will be assessed.

A similar CIC was carried out in 2013 simultaneously by six PSC regimes. An analysis of the deficiencies recorded during this 2013 CIC by Paris MoU revealed that most deficiencies were related to propulsion main engine (20%), cleanliness of the engine room (18%), emergency source of power / emergency generator (12%) and emergency lighting/batteries/switches (12%). In 2017, the main reasons for PSC detentions for DNV GL-classed ships were related to the emergency generator and auxiliary engine.

The additional questionnaire for this campaign can be found here: [Press release and questionnaire Vina del Mar](#).

**3. United States Coast Guard (USCG) focuses on open lifeboats of US-flagged vessels during a CIC from May 2018 to 2019.**

The CIC by the USCG is limited to vessels flying the flag of the USA and evaluates the general condition of open lifeboats, as well as if required inspections and drills are carried out. The familiarization of the crew might be evaluated during a drill at time of PSC inspection. The official press release and checklist with nine items is available here: [USCG Marine Safety Information Bulletin MSIB 04-18 including checklist](#).

We consider this checklist to be very useful for all types of lifeboats during normal ship maintenance and drills.

**Recommendations**

- Join “smart-up” webinar, on 16 August to cover this topic. Registration is already possible.
- Review all necessary documentation and implement procedures as mentioned above for the CIC on MARPOL VI.
- Review news about MARPOL by DNV GL.
- Familiarize the crew with additional checklists provided for the different CICs.
- Provide crews with informative material and the necessary documentation.

**References**

- Press release Paris MoU
- Press release and questionnaire Viña del Mar MoU
- USCG Marine Safety Information Bulletin MSIB 04-18 including checklist

**CONTACT**

For customers:
DATE – Direct Access to Technical Experts via My Services on Veracity.
Otherwise:
Email us at psc@dnvgl.com