

ANAVE - Circular de Régimen Interior

Madrid, 21 de agosto de 2018
Ref. SMA 28/2018/MC

Asunto: Campaña de Inspección Concentrada del MOU de París sobre Anexo VI del Convenio MARPOL – Lista de comprobación

Muy Srs. nuestros:

En nuestra circular de fecha 15 de junio y ref. [SMA 24/2018/AB](#), les informábamos sobre la Campaña de Inspección Concentrada que, entre los meses de septiembre y noviembre, van a llevar a cabo las Autoridades Marítimas del MOU de París sobre el Control por el Estado rector del puerto (*Port State Control*, PSC) para verificar el cumplimiento de las reglas para prevenir la contaminación atmosférica del Anexo VI del MARPOL.

Esta campaña se va a centrar en los requisitos sobre los límites de azufre en los combustibles marinos utilizados a bordo de los buques y, al mismo tiempo, pretende sensibilizar a las tripulaciones sobre la ya próxima entrada en vigor del nuevo límite de azufre (0,5%) en los combustibles, a partir del 1 de enero de 2020.

Como complemento a dicha circular, les adjuntamos ahora como Anexo la **Lista de Comprobación** que van a utilizar los inspectores de PSC.

Muy cordialmente

Manuel Carlier
Director General

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Questionnaire for the Inspection Campaign
on MARPOL ANNEX VI

Ship's name	
IMO No.	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1	<p>Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years?</p> <p align="right">Annex VI, regulation 18.5 and 18.6</p>			
2*	<p>Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate?</p> <p align="right">Annex VI, regulation 14.1.2 and 14.4.3</p>			
3	<p>Do ships which are using separate fuel oils to comply with the maximum sulphur content of 0.1% m/m in fuel oil while operating in SOx emission control areas, have a written procedure showing how fuel oil change-over is to be done for achieving compliance with the above requirements when entering SOx emission control areas?</p> <p align="right">Annex VI, regulation 14.6</p>			
4*	<p>Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State?</p> <p align="right">Annex VI, regulation 4.1</p>			
5	<p>Do ships which are using separate fuel oils to comply with the maximum sulphur content of 0.10% m/m in fuel oil and entering or leaving SOx emission control areas, record detailed information showing that the ship has completed/initiated the change-over in the logbook prescribed by the Administration?</p> <p align="right">Annex VI, regulation 14.6</p>			

6	Do ships which have rechargeable systems containing ozone-depleting substances (refer to the supplement to the IAPP Certificate, item 2.1), have the ozone-depleting substances record book maintained? Annex VI, regulation 12.6			
7	Where an Approved Method in accordance with Annex VI, regulations 13.7.1-13.7.5 (refer to the supplement to the IAPP Certificate, item 2.2.1) is installed, has such an installation been confirmed by a survey using the verification procedure specified in the Approved Method File, including appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the Approved Method? Annex VI, regulation 13.7.1.1			
8	For ships equipped with a shipboard incinerator or thermal waste treatment device installed as an alternative arrangement, is the ship's crew responsible for the operation of the equipment familiar with, properly trained in, and capable of implementing the guidance provided in the manufacturer's operating manual? Annex VI, regulation 16.8			
9*	Are the master and crew familiar with essential shipboard procedures in the approved VOC Management Plan relating to the prevention of air pollution from ships? Annex VI, regulation 15. 6			
10	Does the ship keep on board a Ship Energy Efficiency Management Plan (SEEMP)? Annex VI, regulation 22 paragraph 1			
11	Was the ship detained as a result of the Inspection Campaign?			

Note: Questions 1 to 10 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.

*If the box "NO" is ticked off for questions marked with an "**", the ship may be considered for detention.*