

MEMBER ALERT



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NEW PORT STATE CONTROL CONCENTRATED INSPECTION CAMPAIGNS TO COMMENCE ON SEPTEMBER 1, 2010

Members are advised to note the following details in regard to the above initiatives which are due to be implemented shortly.

TANKERS

Two Port State Control (PSC) regions, the PARIS MoU and the Black Sea MoU, have announced that a three month concentrated inspection campaign (CIC) will be implemented by its members for all tankers (oil, gas and chemical) from September 1 to November 30, 2010.

Full details of the CIC are expected to be released in August. Although the CIC has been announced as being in connection with tanker damage stability, PSC officers will be checking if the tanker is provided with a trim and stability booklet that has been approved under:

- MARPOL Annex I, for oil tankers; or
- IBC Code, for chemical carriers; or
- IGC Code, for gas carriers;

as such approvals include a review of the tanker's compliance with damage stability requirements under the appropriate regulations applicable to the certification provided to the tanker.

PSC officers will also check that the actual loading condition (as documented by the master for arrival and departure conditions) is found to be in compliance with the approved trim and stability information used onboard. It is anticipated that minor deviations between actual and allowable loading may be accepted (e.g. 1% variation by weight in cargo and ballast tanks and 2 cm on GM/KG). However, a tolerance for acceptable deviations has not yet been specified, as far as we are aware.

This campaign appears to be connected with ongoing discussions at IMO regarding tanker damage stability concerning the need to develop guidance for the approval of stability information/software and the verification of actual loading conditions in light of a number of reports of tankers being loaded significantly beyond the limits of the approved stability information onboard.

HARMFUL SUBSTANCES (MARPOL Annex III, SOLAS VII and the IMDG Code)

The eighteen member authorities of the Tokyo MOU will embark on a concentrated inspection campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form in accordance with MARPOL Annex III, SOLAS Chapter VII and the IMDG Code. The three-month campaign will start on September 1, 2010 and end on November 30, 2010.

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During the campaign period, member authorities of the Tokyo MOU will inspect, within the resources available, as many ships as possible in conjunction with routine PSC inspections. PSC officers will check whether the ship has appropriate document of compliance (DOC) for carrying harmful substances (marine pollutants); whether the ship is provided with relevant documents and information corresponding to the harmful substances (marine pollutants) carried onboard; whether emergency procedures to be employed in the event of an incident involving harmful substances (marine pollutants) are in place and crew awareness. Finally, PSC officers will ensure that harmful substances (marine pollutants) are marked, stowed and secured appropriately. A questionnaire for the CIC has been developed, and is attached hereto.

All deficiencies found will be recorded by the port state. Action taken may vary from instructing the master to rectify to deficiency(ies) before departure or within a certain period, to detention of the ship until deficiencies have been rectified. All detentions will be published in the monthly list of detentions available on the Tokyo MOU web-site.

Your Managers wish to thank the American Bureau of Shipping for the information upon which this Alert is based.



CIC ON HARMFUL SUBSTANCES
(MARINE POLLUTANTS)
CARRIED IN PACKAGED FORM
(MARPOL Annex III, SOLAS VII and the IMDG Code)

Inspection Authority			
Ship Name			
IMO Number		Flag	
Call sign		Ship type	
Inspection Port		Inspection Date	

Questions		Yes	No	N/A
1	Is the ship carrying, or loading, MARINE POLLUTANTS (MP) in packaged form?			
Documentation				
2	Where the ship is carrying MP, does the vessel have a DOC complying with SOLAS II-2/19?			
3	Has the ship been provided with a transport document for each of the MP carried?			
	3a If yes for Qn3; are MP identified as such on the transport document, is the technical name included and is the order of information correct? [MARPOL III/4(1) and MARPOL III/4(2)]			
	3b If yes for Qn3; does it include a signed certificate by the shipper? [MARPOL III/4(2)]			
4a	Does the ship have emergency procedures to be employed in the event of an incident involving MP? [MARPOL III/8]			
	4b If yes for Qn4a; are the crew aware of them? [MARPOL III/8]?			
5	Where the ship is carrying MP, does the ship have a special list or manifest showing the location of these goods? [MARPOL III/4(3)].			
6	Is the information provided on the special list or manifest compliant with section 5.4.3 of the IMDG code? [MARPOL III/4(3)]			
Cargo Marking, Stowage and Securing				
7	Where the ship is carrying MP are they stowed in accordance with the special list or manifest? [MARPOL III/4(3)]			
8	Where the ship is carrying MP, are they stowed as permitted by Chapter 7.1 of the IMDG code? [MARPOL III/5]			
9	Is the stowage of MP in accordance with the DOC and Cargo Securing Manual? [MARPOL III/5]			
10	Are containers loaded with MP appropriately marked to indicate they are carrying MP? [MARPOL III/3]			
11	Was the vessel detained as a result of the CIC inspection?			