CỤC ĐĂNG KIỂM VIỆT NAM - VIETNAM REGISTER
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THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION

Ngày: 13/02/2006
Số thông báo: 005KT/06TB

Nội dung: Mẫu Biên bản kiểm tra của Tokyo-MOU sử dụng trong chiến dịch kiểm tra tăng cường liên quan đến việc chấp hành các quy định về ngăn ngừa ô nhiễm do dầu theo quy định của Phụ lục I, Công ước MARPOL 73/78.

Kính gửi: **Các chủ tàu khai thác tàu tuyến quốc tế**

Các Chi cục Đăng kiểm tàu biển

Như đã thông báo đến các Quý cơ quan (tại Thông báo kỹ thuật số 003KT/06TB ngày 20/01/2006), Tổ chức hợp tác kiểm tra nhà nước tại các cảng biển khu vực châu Á - Thái Bình Dương (Tokyo-MOU), khu vực châu Âu (Paris-MOU) và khu vực châu Mỹ La Tinh (Vina Del Mar) sẽ thực hiện chiến dịch kiểm tra tăng cường năm 2006 nhằm mục đích kiểm soát việc chấp hành các quy định về ngăn ngừa ô nhiễm do dầu theo quy định của Phụ lục I, Công ước quốc tế về ngăn ngừa ô nhiễm do tàu gây ra (MARPOL 73/78), từ ngày 01/02 đến ngày 30/04/2006.

Hiện nay Việt Nam đang nằm trong "Danh sách đen" của Tokyo-MOU vì có tỷ lệ tàu bị lưu giữ rất cao; do vậy các tàu biển treo cờ Việt Nam sẽ đối tượng ưu tiên kiểm tra trong chiến dịch kiểm tra tăng cường này.

Chúng tôi xin gửi đến các Quý cơ quan mẫu Biên bản kiểm tra của Tokyo-MOU sử dụng trong chiến dịch kiểm tra tăng cường liên quan đến việc chấp hành các quy định về ngăn ngừa ô nhiễm do dầu theo quy định của Phụ lục I, Công ước MARPOL 73/78 cùng với hướng dẫn kèm theo, và đề nghị:

1/ Các chủ tàu sao chụp mẫu biên bản nói trên cùng với hướng dẫn kèm theo gửi cho tất cả các tàu. Thuyền trưởng tàu sử dụng mẫu biên bản để kiểm tra tình trạng thực tế của tàu trước khi tàu vào cảng, có biện pháp khắc phục kịp thời các khiếm khuyết phát hiện, tránh việc tàu bị lưu giữ

2/ Tại các đợt kiểm tra tàu, các đăng kiểm viên tăng cường việc kiểm tra và hướng dẫn để giúp cho chủ tàu phát hiện và loại bỏ các khiếm khuyết có thể có trong việc thực hiện các quy định về ngăn ngừa ô nhiễm do dầu.

Thông báo kỹ thuật này được nêu trong thư mục: *Tàu biển/ Thông báo kỹ thuật* của trang tin điện tử của Cục Đăng kiểm Việt Nam: http://www.vr.org.vn.

Nếu Quý cơ quan cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

Cục Đăng kiểm Việt Nam, Phòng Tàu biển

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Xin gửi đến các Quý Cơ quan lời chào trân trọng.

TRƯỞNG PHÒNG TÀU BIỂN

Nơi nhận:
-Như trên
-QP, CTB, VRQC, MT
-Lưu TB

Nguyễn Vũ Hải

MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION

CONCENTRATED INSPECTION CAMPAIGN ON MARPOL 73/78 ANNEX I

Reporting Authority:
Place of inspection:
Date of inspection:

IMO Number:		Ship name:	
Call sign:		Ship type:	
Ship flag:		Year of build:	
Gross tonnage:		RO issued IOPP cert.:	
Last IOPP survey:	/	Particulars of company:	
	Date RO/Flag		

		Yes	No	N/A
1	Does the vessel have an Oil Filtering Equipment (OFE) on board?	☐	☐	☐
2	Does the vessel's OFE system have an alarm and an automatic stopping device?	☐	☐	☐
3	Is the OFE-equipment type approved according to the IOPP certificate?	☐	☐	☐
4	Is the 15 ppm alarm correctly adjusted and operable?	☐	☐	☐
5	Is the 3-way-valve or the stopping device functioning?	☐	☐	☐
6	Is the OFE-system free of illegal by-passes?	☐	☐	☐
7	Has the incinerator suitable for burning oil residues been marked in the IOPP certificate?	☐	☐	☐
8	Has the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?	☐	☐	☐
9	Are the sludge tanks free of illegal direct connections overboard?	☐	☐	☐
10	Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?	☐	☐	☐
11	Is there evidence that sludge and/or bilge water has been discharged into port reception facilities?	☐	☐	☐
12	If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?	☐	☐	☐
13	Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?	☐	☐	☐
14	Was the ship detained as a result of a "No" answer to any of the above questions?	☐	☐	

This form has been issued solely for the purpose of informing that checking of the above items by the port State, mentioned in the heading, has been conducted. This form cannot be construed as a seaworthiness certificate or a proof for confirming condition of the ship.

Concentrated Inspection Campaign
MARPOL 73/78, Annex I

The purpose of the inspection campaign is to verify that the Oil Filtering Equipment (OFE) systems are installed on board ships in accordance with MARPOL 73/78, Annex I, regulations 16 and 17. The purpose is also to investigate the operability of OFE systems, 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.

Each ship should be subject to this CIC only once during the campaign period.

The following documents are needed to perform the inspection:

- The IOPP certificate of the vessel
- The Oil Record Book, Part I - Machinery Space Operations

The questions are dealing with three categories:

1.	IOPP certificate:	questions 1, 2, 3, 7 and 8;
2.	inspection on board:	questions 4, 5, 6, 9 and 10; and
3.	Oil Record Book	questions 11, 12 and 13.

NOTE: If any of the items 1, 2, 3, 4, 5, 6, 9, 10 and 13 are answered with NO the ship should be considered for detention in accordance with the guidance in Appendix 1 of Resolution A.787(19) as amended (MARPOL Annex I detainable deficiencies) as following:

1. absence, serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements;
2. remaining capacity of slop and/or sludge tank insufficient for the intended voyage;
3. oil record book not available;
4. unauthorized discharge bypass fitted;
5. survey report file missing or not in conformity with Regulation 13G(3)(b) of the MARPOL Convention.

1 Does the vessel have an Oil Filtering Equipment (OFE) on board?

This information can be found in paragraph 2.2.1 or 2.2.2 of FORM A or FORM B of the IOPP Certificate of the vessel (FORM A is for ships other than oil tankers, FORM B is for oil tankers.).

From 6 July 1998, all ships of 400 gross tonnage and above, regardless of age, must be fitted with 15 ppm oil filtering equipment. Originally some ships were able to

use 100 ppm oil filtering equipment, but this is no longer acceptable.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

2 Does the vessel's OFE system have an alarm and an automatic stopping device?

This information can be found in paragraph 2.2.2 of FORM A or FORM B of the IOPP Certificate of the vessel.

According to regulation 16(2) all ships of 10,000 GT and above must be fitted with an alarm and automatic stopping device. According to regulation 10(3)(b) of Annex I processed bilge water from machinery spaces is only allowed to be discharged into the sea through any vessel's OFE system in a Special Area of Annex I to the MARPOL 73/78 Convention, if the system has an alarm and automatic stopping device. A complete list of Special Areas is included in regulation 10 of Annex I to MARPOL 73/78 Convention.

However, since this is not a requirement of regulation 16, ships less than 10,000 gross tonnage need not be equipped with such an alarm and stopping device, if no effluent from machinery space bilges is discharged within special areas. Conversely, the discharge of effluent within special areas from ships without an automatic stopping device is a contravention of the Convention, even if the oil content of the effluent is below 15 ppm (see Unified Interpretation 3.4.1 of Annex I).

According to regulation 16(1) individual vessel carrying large quantities of oil must comply with regulation 16(2). That is the same as for vessels above 10,000 gross tonnage.

If the gross tonnage of the vessel is 10,000 or above, and the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

If the gross tonnage of the vessel is less than 10,000, and the vessel does not have an alarm and automatic stopping device, the answer to this question is N/A. In this case a holding tank must have been identified in the IOPP Certificate for the retention of oily bilge water on board. However, if the vessel has used its OFE system in a Special Area of Annex I, action should be taken to rectify the deficiency. Use of the OFE system is recorded in the Oil Record Book with Code letter D, Item number 15.1 or with Code letter E.

3 Is the OFE equipment type approved according to the IOPP certificate?

The separating/filtering equipment and the oil content meter installed on ships, the keels of which were laid or which were at a similar stage of construction before 1 January 2005, shall be approved either in accordance with resolution A.393(X) or

MEPC.60(33), see paragraphs 2.4.1 and 2.4.3 of FORM A. Resolution MEPC.60(33) includes a specification of the pollution prevention equipment. It has superseded Resolution A.393(X) and applies to all equipment installed on or after 30 April 1994. It should be noted that type approval issued in accordance with resolution A.393(X) is still valid for equipment installed on the vessel before 30 April 1994.

The separating/filtering equipment and the oil content meter installed on ships, the keels of which were laid or which were at a similar stage of construction after 1 January 2005, shall be approved in accordance with resolution MEPC.107(49). This also applies to new installations fitted on or after 1 January 2005 to ships, the keels of which were laid or which were at a similar stage of construction before 1 January 2005 in so far as is reasonable and practicable.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

4 Is the 15 ppm alarm correctly adjusted and operable?

The crew is invited to demonstrate the operability of the 15 ppm alarm according to the instruction manual of the equipment.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

5 Is the 3-way-valve or stopping device functioning?

The crew is invited to demonstrate the operability of the 3-way-valve or stopping device according to the instruction manual of the equipment.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

6 Is the OFE-system free of illegal by-passes?

This can be done by visual inspection of the connections and pipelines in the machinery room of the vessel. No connections are permitted to pass the separator, the 15 ppm alarm, the 3-way-valve or the automatic stopping device, allowing bilges to be discharged directly overboard.

Bilge line from engine room spaces is permitted directly overboard in case of an emergency e.g. flooding of engine room.

If suspecting illegal discharge – check flanges/bolts/connections, on line connecters, to OFE (if bearing sign of being opened/bypassed)

If strong suspicion of illegal discharge, disconnect overboard line from OFE for inspection of inner oil film/sediments.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency; and MARPOL investigation according to Appendix 2 of Resolution A.787(19) as amended should be carried out.

7 Has the incinerator suitable for burning oil residues been marked in the IOPP certificate?

See paragraph 3.2.1 of FORM A or B.

8 Has the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?

See paragraph 3.2.2 of FORM A or B.

9 Are the sludge tanks free of illegal direct connections overboard?

According to regulation 17(3) piping to and from sludge tanks shall have no direct connection overboard, other than the standard discharge connection referred to in regulation 19. This can be verified by inspecting the drawings of the sludge piping systems, or by visual inspection in the machinery room of the vessel, if such drawings are not available for inspection.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

10 Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?

The standard discharge connection shall be in accordance with Reg. 19 of Annex I to the MARPOL 73/78 Convention.

If the answer to this question is NO, the ship should be considered for detention and action should be taken to rectify the deficiency.

11 Is there evidence that sludge and/or bilge water has been discharged into port reception facilities?

Disposal of sludge in port reception facilities can be verified by inspecting the Oil Record Book (Code letter C, Item number 12.1). The Master of the vessel may also

have obtained receipts or certificates of sludge disposal from the operators of the port reception facilities, but this is not compulsory according to the MARPOL 73/78 Convention.

12 If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?

This can be verified by inspecting the Oil Record Book (Code letter C, Item number 12.3.).

If the answer to this question is NO, the reason for this should be investigated. If the vessel uses HFO, sludge should have been generated on board the vessel, and if sludge has neither been discharged into port reception facilities nor burnt in the vessel's incinerator or in the auxiliary boiler for a long period of time, there are sufficient reasons to believe that illegal discharges into the sea may have taken place. At least an inspection at the next port should be done in this case.

However, if the vessel uses high quality oil, like gas oil, as fuel oil, it is likely that no illegal discharges have taken place.

Be aware, that there are also other alternatives e.g. mixing with fuel for burning in large steam boilers or mixing with the slop in crude oil tankers.

If sludge has been discharged into port reception facilities, the answer to this question is N/A, even if the vessel has burnt sludge in the incinerator or in the auxiliary boiler.

13 Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?

It can be estimated that the amount of sludge generated during the voyage is about 1.0 % - 1.5 % of the daily fuel consumption for ships using HFO, and about 0.5 % of the daily fuel consumption for ships using MDO.

If the answer to this question is NO, the ship should be considered for detention and a sufficient amount of sludge should be discharged into port reception facilities before the vessel leaves the port.

Bilge water quantities cannot be estimated accurately. However there must be evidence for appropriate handling of oily bilge water in the Oil Record Book. (Code letter D, Item number 13).