

	<b>GOVERNMENT OF ANTIGUA AND BARBUDA</b> <b>DEPARTMENT OF MARINE SERVICES AND</b> <b>MERCHANT SHIPPING (ADOMS)</b>  <b>Circular 03-002-05</b>  <b>Guidelines for Port State Control inspections</b> <b>under MARPOL VI</b>	Document	Circ. 03-002-05
		Revision	01
		Page	1 of 3
		Reference	1. MARPOL 73/78  2. IMO Res. 129 (53)

**Circular letter to:**

**all companies having registered their ships under the flag of Antigua and Barbuda W.I.;**  
**all ships registered under the flag of Antigua and Barbuda W.I.**

The A&B Department of Marine Services and Merchant Shipping (ADOMS) wish to draw the attention of companies, masters and officers to basic information and guidance on the conduct of Port State Control inspections for compliance with MARPOL VI, recognition of deficiencies and the application of control procedures.

**Antigua and Barbuda has acceded MARPOL VI on 15 June 2007.**

**1. PSC-inspections of ships of non-parties to MARPOL VI and other ships not required to carry an IAPP certificate**

- .1 Relevant A&B ships have been provided with a "Air Pollution Prevention Documents of Compliance". The PSC officer (PSCO) may judge whether the conditions of the A&B flagged ship and its equipment satisfies the requirements as set out in MARPOL VI.
- .2 In all other respects the PSCO should be guided by the procedures for ships referred to in the Annex to Resolution MEPC. 129(53) and should be satisfied that the ship and crew do not present a danger to those on board or an unreasonable threat of harm to the marine environment.
- .3 If the ship has a form of certification other than the IAPP certificate, the PSCO may take such documentation into account in the evaluation of the ship.
- .4 Existing "Air Pollution Prevention Documents of Compliance" remain valid as stated in the document and subject to surveys in accordance with regulation 5 of MARPOL 73/78 Annex VI.

"Engine Air Pollution Prevention Documents of Compliance" (EAPP DOC) will be substituted by "Engine International Air Pollution Prevention Certificates" (EIAPP) when the IAPP-certificate is issued after the renewal survey.

**2. Initial inspection**

- .1 The port State control officer **may examine** the following documents:
  - .1.1 the **International Air Pollution Prevention Certificate (IAPP)** or the still valid appropriate Document of Compliance (DOC),

- .1.2 the **Engine International Air Pollution Prevention Certificate (EIAPP)** or the appropriate DOC for each applicable diesel engine,
  - .1.3 the **Technical File** for each applicable diesel engine,
  - .1.4 the **record book of diesel engine parameters** for each diesel engine demonstrating compliance with Reg. VI/13 by means of the diesel engine parameter check method,
  - .1.5 approved documentation relating to **exhaust gas cleaning systems** or equivalent means to reduce SOx emissions in compliance with Reg. VI/14(4)(b) or (c),
  - .1.6 the **bunker delivery notes** and associated **samples** (Reg. VI/18)
  - .1.7 the copy of the type **approval certificate of any shipboard incinerator** installed on or after 1 January 2000, and
  - .1.8 any **notification** to the A&B maritime Administration issued by the ships command relevant to **non-compliant bunker delivery**.
- .2 If the certificates and documents are valid and appropriate and the PSCO's general impressions and visual observations on board confirm a good standard of maintenance, the PSCO should generally confine the inspection to reported deficiencies, if any.
- .3 **"Clear grounds" to conduct a more detailed PSC-inspection** are:
- .3.1 evidence that Certificates or DOCs are missing or clearly invalid
  - .3.2 the absence of principal equipment or arrangements specified in the Certificates or DOCs
  - .3.3 the presence of equipment or arrangements not specified in the Certificate or DOC
  - .3.4 information and evidence that the master and/or crew are not familiar with essential shipboard operations relating to prevention of air pollution
  - .3.5 evidence that the quality of fuel oil appears to be substandard, or
  - .3.6 receipt of a report or a complaint containing information that the ship appears to be substandard.

### 3. Detention

The following **list of deficiencies** is considered to be of such a serious nature that they may **warrant the detention** of the ship involved:

- .1 absence of a valid IAPP, EIAPP, DOC or Technical Files
- .2 a diesel engine with more than 130 kW power output which does not comply with the NOx Technical Code
- .3 the sulphur content of any fuel oil used on board exceeds 4.5%<sub>m/m</sub>
- .4 non-compliance with the relevant requirements while operating within an SOx emission control area

- .5 an incinerator installed on or after 1 January 2000 does not comply with the relevant requirements
- .6 master and/or crew are not familiar with essential procedures regarding the operation of air pollution prevention equipment.

February 2008

**Department of Marine Services  
and Merchant Shipping  
Antigua and Barbuda W.I.**

\* Am Patentbusch 4 \* D-26125 Oldenburg \* Germany \*  
\* Phone ++49 (0) 441 93959 – 0 \* Fax: ++49 (0) 441 93959 – 29 \*  
E-mail: [info@antiguamarine.com](mailto:info@antiguamarine.com)