



14 September 2018

Kepada : Semua pihak yang berkepentingan  
Perihal : Kampanye Inspeksi Terkonsentrasi terkait penerapan MARPOL ANNEX VI

## Ringkasan

Informasi Teknik ini berisi Kampanye Inspeksi Terkonsentrasi atau *Concentrated Inspection Campaign (CIC)* yang akan dilaksanakan oleh Tokyo MOU dan Paris MOU terkait penerapan *MARPOL Annex VI* yang akan dimulai pada **01 September 2018** sampai dengan **30 Nopember 2018**.

## Informasi

Pada tanggal 01 Agustus 2018, Tokyo MOU telah mengeluarkan rilis pers Kampanye Inspeksi Terkonsentrasi untuk MARPOL Annex VI. Tujuannya adalah sebagai pencegahan polusi udara yang ditimbulkan oleh operasional kapal. Kampanye ini akan mulai dilaksanakan pada tanggal 1 September 2018 dan berakhir pada 30 Nopember 2018.

Kampanye ini merupakan bagian dari pemeriksaan rutin tambahan yang dilaksanakan oleh *Port State Control Officer (PSCO)* dari anggota Tokyo MOU dan Paris MOU dengan mengacu pada ketentuan dalam MARPOL Annex VI. Beberapa hal yang menjadi fokus utama dalam kampanye ini adalah meningkatkan level pemenuhan dan kesadaran crew beserta pemilik kapal terhadap standar MARPOL Annex VI serta tindakan pencegahan polusi udara.

Untuk menghindari adanya defisiensi yang dapat menyebabkan penahanan kapal, maka BKI menghimbau agar pemilik kapal/pihak yang berkepentingan yang berlayar pada daerah Tokyo MOU dan Paris MOU untuk dapat memperhatikan kondisi kapal mereka dan melakukan persiapan yang baik sebelum keberangkatan. Selanjutnya, *CIC Questionnaire* yang terdapat pada informasi teknik ini (terlampir) dapat digunakan sebagai persiapan tersebut

Informasi lebih lanjut

Pertanyaan sehubungan dengan Informasi Teknik ini dapat ditujukan ke:

BKI Survey Division

Yos Sudarso 38-40

Jakarta, 14320

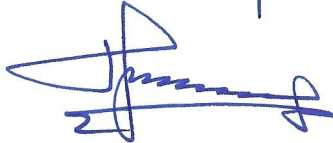
Indonesia

Phone : +6221 4301017, 4301703

Fax : +6221 43901973

Email : svy@bki.co.id

Direktur Operasi 



**MOHAMAD CHOLIL**

---

**Informasi**

Segala informasi maupun saran yang tersedia pada dokumen ini bukan merupakan tanggung jawab BKI dan BKI tidak dapat diperkarakan oleh siapapun dari kehilangan, kerusakan atau kerugian biaya akibat ketidakakuratan informasi yang disampaikan



**KEMENTERIAN PERHUBUNGAN  
DIREKTORAT JENDERAL PERHUBUNGAN LAUT  
GEDUNG KARYA LANTAI 12 S.D 17**

JL. MEDAN MERDEKA BARAT No. 8  
JAKARTA - 10110

TEL : 3811308, 3505006, 3813269, 3447017  
3842440  
PST : 4213, 4227, 4209, 4135

TLX : 3844492, 3458540

FAX : 3811786, 3845430, 3507576

Nomor : *KL-201/1/11/DN-18*  
Klasifikasi : Segera  
Lampiran : 6 (enam) Dokumen  
Perihal : Penyampaian Surat Edaran  
*Concentrated Inspection Campaign (CIC) of Tokyo MoU*

Jakarta, 3 September 2018

Kepada

Yth. Direktur Utama  
Biro Klasifikasi Indonesia (BKI)

di

JAKARTA

1. Menindaklanjuti Surat Edaran Direktur Jenderal Perhubungan Laut Nomor : KL.201/1/5/DN-18 tanggal 20 Agustus 2018 Tentang Kampanye *Tokyo MoU* Untuk Pemeriksaan Kapal Terkonsentrasi Pada *MARPOL Annex VI (Concentrated Inspection Campaign on MARPOL Annex VI)*.
2. Sehubungan butir 1 (satu) tersebut di atas, bersama ini disampaikan kepada Biro Klasifikasi Indonesia agar memperhatikan dan melaksanakan hal-hal sebagai berikut :
  - a. Bahwa *Tokyo MoU* bersama *Paris MoU* telah sepakat melaksanakan *Concentrated Inspection Campaign (CIC) on MARPOL Annex VI* mulai tanggal 01 September 2018 s.d. 30 November 2018;
  - b. Melakukan pemeriksaan yang lebih teliti dalam rangka penerbitan sertifikat khususnya terkait *MARPOL Annex VI* bagi setiap kapal berbendera Indonesia yang akan melakukan pelayaran Internasional;
  - c. Menggunakan dokumen yang terlampir dalam Surat Edaran ini sebagai panduan pemeriksaan *MARPOL Annex VI*;
  - d. Berkoordinasi dengan Direktur Jenderal Perhubungan Laut up. Direktur Kesatuan Penjagaan Laut dan Pantai dalam pelaksanaan Surat Edaran ini.
3. Demikian disampaikan, atas perhatian dan pelaksanaannya diucapkan terima kasih.

a.n. DIREKTUR JENDERAL PERHUBUNGAN LAUT  
DIREKTUR KESATUAN PENJAGAAN LAUT DAN PANTAI



I. SUNAIDI, MM

Pembina Tk. I (IV/b)

NIP. 19630814 199403 1 002

Tembusan :

1. Dirjen Perhubungan Laut;
2. Sesditjen Perhubungan Laut.





KEMENTERIAN PERHUBUNGAN  
DIREKTORAT JENDERAL PERHUBUNGAN LAUT  
GEDUNG KARYA LANTAI 12 S.D 17

JL. MEDAN MERDEKA BARAT No 8  
JAKARTA 10110

TEL 3811308 3505006 3813269 3447017  
3842440  
PST 4213 4227 4209 4135

TLX 3844492 3458540  
FAX 3811786 3845430 3507576

SURAT EDARAN

Nomor : *KL-201/115/DJ-18*

TENTANG

KAMPANYE TOKYO MOU UNTUK PEMERIKSAAN KAPAL TERKONSENTRASI  
PADA MARPOL ANNEX VI  
(CONCENTRATED INSPECTION CAMPAIGN (CIC) ON MARPOL ANNEX VI)

1. Menindaklanjuti :

- a. Press release Tokyo MOU perihal peluncuran bersama *Concentrated Inspection Campaign (CIC)* on *MARPOL Annex VI* tanggal 01 Agustus 2018;
- b. *Circular Letter Tokyo MOU Secretariat* Nomor : TMS18/115 tanggal 02 Juli 2018 perihal *Concentrated Inspection Campaign (CIC)* on *MARPOL Annex VI*;

2. Sehubungan butir 1 (satu) di atas, kepada seluruh Syahbandar Up. *Marine Inspector* dan *Port State Control Officers* pada Unit Pelaksana Teknis di Lingkungan Direktorat Jenderal Perhubungan Laut agar memperhatikan dan melaksanakan hal-hal sebagai berikut :

a. Bagi Syahbandar Up *Marine Inspector* :

- 1) Sebelum mengeluarkan Surat Persetujuan Berlayar untuk melaksanakan pemeriksaan yang terkonsentrasi pada *Marpol Annex VI* kepada setiap kapal berbendera Indonesia yang akan melakukan pelayaran Internasional;
- 2) Menggunakan *Concentrated Inspection Campaign (CIC)* on *Marpol Annex VI*, yang terlampir dalam dokumen Surat Edaran ini sebagai panduan pemeriksaan.

b. Bagi *Port State Control Officers* :

- 1) Untuk melaksanakan Pemeriksaan *CIC* bersamaan dengan pemeriksaan *PSC* normal (*initial inspection*) berdasarkan prosedur pemilihan kapal sesuai dengan periode waktu (*new inspection regime/NIR*);
- 2) Setiap kapal asing harus tunduk pada pemeriksaan *CIC* hanya untuk 1 (satu) kali selama periode kampanye;
- 3) Salinan kuesioner *CIC* harus diberikan ke kapal untuk memberitahukan Nakhoda atau Pengawas Negara di pelabuhan lainnya bahwa pemeriksaan *CIC* telah dilakukan namun demikian pedoman *CIC* tidak boleh diungkapkan kepada pihak kapal dan pihak luar;
- 4) Setelah selesai pemeriksaan, selain laporan pemeriksaan normal (seperti formulir A dan B), *PSCO* juga harus melengkapi dan menyerahkan kuesioner *CIC* ke *Asia Pacific Computerized Information System (APCIS)* untuk penilaian dan analisis selanjutnya;
- 5) Untuk tujuan mengumpulkan hasil *CIC*, Manajer *APCIS* akan membuat suatu formulir *CIC* elektronik bagi pengguna perangkat *on-line APCIS* dan menyiapkan panduan terkait, informasi mengenai pemasukan data *CIC* ke *APCIS* secara *on-line* akan diedarkan setelah formulir *electronic CIC* dan panduannya telah siap;

- 6) Untuk pendataan hasil *CIC* yang dilaksanakan oleh Indonesia, setiap *PSCO* wajib menyampaikan salinan kuesioner *CIC* dan dokumen pendukung lainnya kepada Direktorat Kesatuan Penjagaan Laut dan Pantai Up. Sub Direktorat Tertib Berlayar selama periode kampanye berlangsung;
  - 7) Sebagai pedoman pelaksanaan *Concentrated Inspection Campaign (CIC) on Marpol Annex VI* oleh *PSCO* Indonesia, terlampir dokumen dalam Surat Edaran ini meliputi
    - a) *Circular Letter of Tokyo MOU Secretariat with reference TMS18/115*;
    - b) *CIC Questionnaire*;
    - c) *CIC Guidance Notes*;
    - d) *Question and Answers*.
3. Direktur Jenderal Perhubungan Laut up. Direktur Kesatuan Penjagaan Laut dan Pantai melakukan pengawasan terhadap pelaksanaan Surat Edaran ini.
  4. Surat Edaran ini mulai berlaku pada tanggal ditetapkan.
  5. Demikian Surat Edaran ini diterbitkan untuk dapat dijadikan pedoman dalam pelaksanaannya.

Ditetapkan di : Jakarta

Pada Tanggal : 20 AGUSTUS 2018

dan DIREKTOR JENDERAL PERHUBUNGAN LAUT  
DIREKTOR KESATUAN PENJAGAAN LAUT DAN PANTAI



Kc. JUNAIDI, MM.

Pembina Tk. I (IV/b)  
NIP 19630814 199403 1 002

Tembusan :

1. Sekretaris Jenderal Kementerian Perhubungan;
2. Direktur Jenderal Perhubungan Laut;
3. Sekretaris Direktorat Jenderal Perhubungan Laut;
4. Para Direktur di Lingkungan Direktorat Jenderal Perhubungan Laut;
5. Para Kepala Unit Pelaksana Teknis di Lingkungan Direktorat Jenderal Perhubungan Laut





# TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F  
6-19-19, Shimbashi, Minato-ku  
Tokyo 105-0004  
Japan

Tel: +81-3-3433-0621  
Fax: +81-3-3433-0624  
E-mail: [secretariat@tokyo-mou.org](mailto:secretariat@tokyo-mou.org)  
Web site: [www.tokyo-mou.org](http://www.tokyo-mou.org)

To: Members of the Port State Control Committee of the Tokyo MOU

Date: 2 July 2018

Our reference: TMS18/115

Enclosures: 1. CIC Questionnaire  
2. CIC guidelines

**Subject: Concentrated Inspection Campaign (CIC) on MARPOL Annex VI**

Dear Sir/Madam:

In accordance with the decision of the Port State Control Committee, the concentrated inspection campaign (CIC) on MARPOL Annex VI will be conducted **from 1 September to 30 November 2018**. Attached, for your reference, are the CIC questionnaire and the guidelines approved by the MOU-SWG on behalf of the Committee.

During the CIC period, you are advised that:

- .1 CIC inspections are to be carried out in conjunction with the normal PSC inspections (initial inspection) based on the normal selection procedure in accordance with the new inspection regime (NIR);
- .2 each ship should be subject to the CIC inspection only once during the campaign period;
- .3 a copy of the CIC questionnaire is to be provided to the ship for informing the master or other port State that a CIC inspection has been conducted; however, the CIC guidelines should not be disclosed to the ship and the outside parties; and
- .4 upon completion of the inspection, in addition to the normal inspection report (i.e. forms A & B), PSC officers should also complete and submit the CIC questionnaire to the APCIS for later assessment and analysis.

For the purpose of collecting results of the CIC, the APCIS Manager will make arrangement of the electronic CIC form on the APCIS on-line user interface and prepare related guidelines. Information regarding on-line input of CIC data to APCIS will be circulated later when the electronic CIC form and the guidelines are ready.

Authorities are invited **to distribute the information and materials provided in this circular letter to all PSC officers** for their preparation and familiarization. This circular letter, together with the attachments, is also available on the MOU internal web-site on internet in PDF format.

Apart from the above, Authorities, which have not yet ratified MARPOL Annex VI, would be reminded **not to conduct the CIC inspections** this year.

Lastly, it is advised that **the CIC questionnaire should be kept for internal use only** until the time when the joint press release with the Paris MOU on the CIC has been issued, normally one month before the CIC.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'H. Kubota', with a stylized flourish at the end.

Hideo KUBOTA  
Secretary  
Tokyo MOU Secretariat

1 August 2018

## LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON MARPOL Annex VI

The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI.

The main objectives of this CIC are to:

- establish the level of compliance with the requirements of MARPOL Annex VI within the shipping industry;
- create awareness amongst ships' crew and ship owners with regard to the importance of compliance with the provisions of MARPOL Annex VI and the prevention of air pollution;
- send a signal to the industry that prevention of air pollution and enforcement of compliance with applicable requirements is high on the agenda of both MoU member States; and
- underline the responsibility of the Port State Control regime with regards to harmonised enforcement of compliance with the requirements of MARPOL Annex VI, thus improving the level of compliance and ensuring a level playing field.

This inspection campaign will be held for three months, commencing from 1 September 2018 and ending 30 November 2018. A ship will be subject to one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a list of 11 questions to assure that equipment carried onboard complies with the relevant statutory certificates, the master and officers are qualified and familiar with operations and that equipment is properly maintained and functioning.



Air pollution from ships contributes to overall air quality problems in many areas and affects the natural environment. Pollution by sulphur and nitrogen oxides contributes to acid rain, increased eutrophication and reduced air quality.

Following international co-operation in the combat against acid rain and ozone-depleting substances, the IMO, through the MEPC, included the issue of air pollution in its work programme. As a result of the work, through the Protocol of 1997, Annex VI has been included in the MARPOL Convention. MARPOL Annex VI sets limits on sulphur- and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances and volatile organic compounds.

Both Secretary Hideo Kubota and Secretary General Richard Schiferli state: "Effective and uniform enforcement is a prerequisite for ensuring cleaner air and the full environmental impact of the regulation. In practice, this requires a high priority on enforcement and strong and effective cooperation between national port State control authorities".

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU web sites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

<b>Paris MOU</b>	<b>Tokyo MOU</b>
<p>Mr. Richard W.J. Schiferli            Secretary General            Paris MoU on Port State Control            PO Box 16191            2500 BD The Hague            The Netherlands            Tel: +31-70-4561508</p> <p>E-mail: <a href="mailto:secretariat@parismou.org">secretariat@parismou.org</a>            Web-site: <a href="http://www.parismou.org">www.parismou.org</a></p>	<p>Mr. Hideo KUBOTA            Secretary, Tokyo MOU Secretariat            Ascend Shimbashi 8F            6-19-19, Shimbashi,            Minato-ku, Tokyo            Japan 105-0004            Tel: +81-3-3433 0621            Fax: +81-3-3433 0624            E-mail: <a href="mailto:secretariat@tokyo-mou.org">secretariat@tokyo-mou.org</a>            Web-site: <a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></p>



CIC on MARPOL ANNEX VI

Inspection Authority:			
Ship Name:		IMO Number:	
Date of Inspection:		Inspection Port:	

	Questions	Yes	No	N/A
1	Are bunker delivery notes, with details of fuel oil for combustion purposes, kept available on board for the required period of 3 years? Annex VI, regulation 18.5 and 18.6			
2*	Do bunker delivery notes indicate that fuel oils delivered and used on board is not exceeding the maximum allowed sulphur content, as appropriate? Annex VI, regulation 14.1.2 and 14.4.3			
3	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 SO <sub>x</sub> 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 SO <sub>x</sub> emission control areas? Annex VI, regulation 14.6			
4*	Are alternative arrangements, (e.g. scrubbers) installed on board according to regulation 4.1 approved by the flag State? Annex VI, regulation 4.1			
5	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 SO <sub>x</sub> emission control areas, record detailed information showing that the ship has completed/initiated the change-over in the logbook prescribed by the Administration? Annex VI, regulation 14.6			
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.