

PART A

CHAPTER 17

AIR POLLUTION PREVENTION

17.1 Legal Requirements

17.1.1 The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008, with MSN 1819, implement MARPOL Annex VI in the UK. Regulations 5 - 7 set out the survey requirements for 'ships' as defined in regulation 2 and apply to international and domestic ships.

17.2 Definitions

North Sea sulphur dioxide emission control area means all sea areas within the following boundaries including the North Sea proper and the English Channel and its approaches:

- (a) the North Sea southwards of latitude 62° N and eastwards of longitude 4° W
- (b) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57°44.8' N and
- (c) the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude 48°30' N

NOx Technical Code means the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines and includes any document amending it which is considered by the Secretary of State to be relevant from time to time and is specified in a Merchant Shipping Notice.

Sulphur Oxide Emission Control Area (SECA) means

- (a) the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at latitude 57°44.8' N
- (b) the North Sea Sulphur Oxide emission control area and
- (c) any other sea area, including a port area, designated as a sulphur oxide emission control area for the purposes of the Regulations by the Secretary of State in a MSN.

17.3 Responsibility

17.3.1 Surveyors

17.3.1.1 The regulations require that surveys are conducted by an MCA surveyor or by a surveyor of a UK recognized RO.

17.3.1.2 The Convention permits UK to use other Administrations to undertake the work if necessary and the MCA may also be requested to carry out survey of ships of non UK flag. This may be permitted, subject to workload constraints, provided proper authorisation is obtained from the flag State, including other Red Ensign ships – Part B Chapter 9.

17.4 Surveys Required

17.4.1 The HSSC now applies requiring:-

- an **Initial Survey**,
- an **Annual Survey**,
- an **Intermediate Survey**,
- a **Renewal Survey**,

17.5 Pre- Survey Actions

17.5.1 The following items shall be checked prior to commencing the survey:

- SIAS
- MCA Survey Files
- Exemption Certificates
- New Legislative requirements
- Class Survey Status (via password protected websites)
- PSC Inspection history

Remarks from previous surveys and outstanding deficiencies must be resolved to the satisfaction of the surveyor before the issue of a renewal International Air Pollution Prevention Certificate, or the annual endorsement of an existing certificate.

17.5.2 The surveyor/s should ensure that sufficient time will be available for the survey and should liaise with owners beforehand, noting that various options may be available such as more time in port, sailing with the ship for suitable short voyages, providing more than one surveyor and so on.

17.5.3 Where work is to be carried out on behalf of another administration a written request must be obtained from that administration requesting the MCA to carry out the work on their behalf. For REG ships fees are charged at the wider market rate (see Part C Ch2.3).

17.5.4 Surveys should only be commenced on receipt of a completed "Application for Survey" form (MSF 5100) and after sufficient fees have been

received. Further guidance on fees is described in Part C, Chapter 2 of these instructions.

17.5.5 The relevant Business Support Unit administration team processes the application. CERS/SVD must be interrogated to ensure that the correct ship is on the system; if the vessel is not yet on the system (e.g. newbuild, flag-in), the Administrator (TST) should be contacted, who will check the details and arrange for the vessel to be added to the Single Vessel Database (SVD) if appropriate. A "job control sheet" (MSF 5108) is produced which is then tracked for charter standard purposes. This is then passed to the Manager, or other person nominated by them, who then appoints the Lead Surveyor (LS) for the survey.

17.6 Items to be surveyed

17.6.1 The survey is to be carried out using the relevant instructions, guidance notes and HQ advice, which may be found on MLD/SCMS. Surveyors should be mindful of their own health and safety during surveys and take account of all guidance provided by MCA as well as their professional judgement in relation to the prevailing circumstances

17.6.2 *Aide memoires* MSF 5554 (initial surveys) and MSF 5555 (renewal surveys) list items to be surveyed and are available on the Master List of Documents and SCMS library.

17.7 Post Survey Actions

17.7.1 Deficiencies

The lead surveyor is responsible for recording and closing out any deficiencies found during the survey/s in the SIAS database, in accordance with the requirements of Part C Chapter 4 of these instructions.

17.7.2 Declarations & Certificates

17.7.2.1 The requirements relating to the issue of certificates, i.e. type, format, extension, cancellation, issuing authority etc., are given in regulations 11 to 15 inclusive of the Merchant Shipping (Prevention of Air Pollution from ships) Regulations 2008 as amended.

17.7.2.2 On completion of a survey, the lead surveyor prepares the certificate, following the guidance in Part C Chapter 3 of these instructions.

17.7.2.3 When satisfactory surveys have been completed an **International Air Pollution Prevention Certificate** (MSF 3229) should be issued valid for a period not exceeding 5 years for vessels trading internationally and a **UK Air Pollution Prevention Certificate** (MSF 3234) to domestic vessels along with the appropriate **supplements of construction and equipment** (MSF 3236).

17.7.2.4 Annual/Intermediate Survey Endorsement

(a) On completion of the annual or intermediate survey, the certificate should be endorsed accordingly.

(b) The 2nd or 3rd annual survey must be an intermediate survey; the endorsement for the same needs to be made by deleting “annual” in the endorsement panel on the certificate. When conducting the 3rd annual survey in particular this needs to be borne in mind to ensure that one of the surveys is marked (and conducted) as “intermediate”.

(c) Any endorsements made to the owner’s copy of the certificate should also be recorded on the file copy of the certificate (or by adding a photocopy of the endorsement page to the file), and on the electronic version of the form, on return to the office.

17.7.3 Review of Exemptions

Any exemption or equivalents must be reviewed to ensure they are still current and that the qualifying conditions are complied with. Guidance on exemptions and equivalents are described in Part B Chapter 4 of these instructions.

17.7.4 Documents & Records

The table below describes the minimum documents to be completed and filed following a survey.

Item	Record
Record on SIAS?	Yes Msf 1602/3 survey & inspection deficiencies
Place copy on registered file, CM../35/10	Yes International / UK Air Pollution Prevention Certificate. Complete/ Partial MCA Declaration. Msf 1602/3 forms. Complete/ Partial Aide memoire msf 5554/ 5555. Annual/intermediate endorsement Relevant test reports/ results

	Drawings Photographs Exemptions
Minute required on registered file?	Yes
Report Class Related deficiency to Survey Operations Branch?	Yes Msf 1923

The Job Control Sheet must be closed out and sent to the Business Support Unit so that fee accounts may be balanced and relevant refunds made to the customer.

17.8 Flow Chart

None.

17.9 Special Instructions and Guidance

17.9.1 International Energy Efficiency Certificate(IEEC) and Ship Energy Efficiency Management Plan (SEEMP)

The IEEC is not a requirement of the issue of an IAPP Certificate. For the IEEC surveyors should be guided by SAN27 which will be incorporated in instructions in parallel with UK regulations. However, surveyors may note that all ships of 400gt and above and engaged in international voyages are required to keep a ship-specific SEEMP on board, developed in line with the IMO Resolution MEPC.213(63). The SEEMP is intended to be a living document that considers how a ship's energy efficiency can be maintained and improved throughout its operating life. It does not require approval but the development of a SEEMP is a minimum requirement for the issue of the IEEC. Exclusions from the requirement to keep an SEEMP onboard are platforms (including FPSOs and FSUs) and drilling rigs, regardless of their propulsion.

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