



FLAG & CLASS
Monthly Marketing Report
船旗国&船级社 市场月报
2015 年 01 月 29 日 29 JAN.,2015



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PREAMBLE 序言:

The monthly report published by Register NU & Class NU is to provide all our customers with updated maritime news aim to create awareness of the new happenings and implementation of new regulation from time to time.

我们 *Register NU & Class NU* 的月报是为了给我们的客户提供最新的海事信息。

Prepared by: **NU Group**

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PART I – REGISTERNU & CLASSNU NEWS

- 2015 年 1 月 22 日，我司参加去年 10 月份举办的全国注册验船师资格考试通过率 100%.

PART II—FLAG STATE NEWS

IMO Requirements on Carriage of Publications on Board Ships

Purpose

The purpose of this Merchant Marine Circular is to set forth instructions according the publications to be carried on board of a Sierra Leonean Vessel as per the table of Paragraph 1.

Application

1. The publications explicitly required by this Administration to be carried on board to Sierra Leonean Vessels are as per the below table:

Name of publication	Required by	Applicable Vessels	Remarks
IBC Code	IBC, Par. 16.2.1	Chemical Tankers	Built after 01/07/1986
BCH Code	BCH, Par. 5.2.1	Chemical Tankers	Built before 01/07/1986
IGC Code	IGC, Par. 18.1.3	Gas Carrier	Built after 01/07/1986
International Code of Signals*	SOLAS V/21.1	All Sierra Leonean Vessels	
IAMSAR Manual* Volume III	SOLAS V/21.2	All Sierra Leonean Vessels	
Nautical Charts & Publications	SOLAS V/19.2.1 & V/27	All Sierra Leonean Vessels	
Publications required by ISM Code	ISM Code, paragraphs 1.2.3 and 11.3	All Sierra Leonean Vessels	Required publications are those specifically mentioned to be carried by the ship's SMS Manual

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2. All the publications as per the above mentioned table shall be available on board, regardless of format, should be the latest editions or duly corrected up to date. In case where copies of national regulations incorporating the provisions of the required instruments are provided on board, publications of such instruments need not be carried on board.

3. The publications may be carried in the form of electronic media such as CD-ROM in lieu of hard copies. Publications in electronic form are only accepted if issued by IMO or an Administration or a body authorized by an Administration to ensure correctness of their contents and to safeguard against illegal copying. The media shall be treated in accordance with the document control procedures in the Ship's SMS including procedures for timely update. Furthermore *publications for emergency use such as International Code of Signals and the IAMSAR Manual shall be always available in the form of Hard Copies and be ready for use without being restricted to a specific place and by the availability of a computer.

PART III—PORT STATE NEWS

Paris MoU issues preliminary results from CIC carried from September to November 2014

Unsatisfactory compliance with hours of rest

Paris MoU has issued the preliminary results from the Concentrated Inspection Campaign (CIC) on STCW Hours of Rest, carried out between 1 September 2014 and 30 November 2014 in the Paris MoU region showing that:

16 ships (14% of detentions during CIC) were detained over the 3 month period as a direct result of the CIC for deficiencies related to hours of rest.

Main areas of concern are hours of rest not being recorded properly and watchkeeping personnel without sufficient rest.

In recent years there has been a growing concern regarding hours of rest for watchkeeping personnel. Supported by PSC inspection results and a number of incidents, the Paris and Tokyo MoU, as well as other MoUs, decided to organize a joint campaign to verify a list of 10 selected items against the STCW requirements.

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The CIC questionnaire was completed during 4,041 inspections. A total of 912 CIC-related deficiencies were recorded and 16 ships (14% of the detentions) were detained as a direct result of the CIC during the 3 month period.

Secretary General Richard Schiferli expressed serious concerns: "Insufficient rest of watchkeeping personnel has already caused several incidents over the past years. It may be the cause of fatigue, which can have major consequences for safety and the environment. 2 watch systems are particularly vulnerable in this respect".

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,207 (30%) inspections, followed by bulk carriers with 948 (23%) inspections, container ships with 407 (11%) inspections, chemical tankers with 375 (9%) inspections and oil tankers with 325 (8%) inspections.

11 (70%) of the detained ships were general cargo/multipurpose ships , 3 (19%) were bulk carriers, 1 container ship and 1 other ship type.

Analysis of the recorded deficiencies shows that most deficiencies relate to hours of rest not being recorded correctly in 449 cases (11%)

watchkeeping personnel did not have sufficient rest in 203 cases (5%) and bridge lookout not maintained in 101 cases (3%)

A total of 21 inspections revealed that the manning level was not in accordance with the Minimum Safe Manning Document.

The flag with the highest number of CIC-topic related detentions was Moldova with 3 CIC-topic related detentions.

The inspections showed that a total of 1268 ships were operating with a 2 watch system for the navigational watch and 13 of these ships were detained..

Source: Paris MoU

PART IV—CLASS NEWS

SOLAS – Mandatory Enclosed Space Entry and Rescue Drills entered into force on 1 January 2015.

强制性封闭处所进入和救助演习 2015 年 1 月 1 日生效。

来源：IMO

In May 2013 the Maritime Safety Committee (MSC) of the International Maritime Organisation (IMO) adopted amendments to SOLAS Regulation III/19 which added a new requirement for mandatory enclosed space entry and rescue drills.

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From 1 January 2015 all persons involved in enclosed space entries, and / or assigned enclosed space rescue duties, will be required to take part in enclosed space entry and rescue drills at intervals not exceeding two months.

The amendments to SOLAS Chapter III are detailed in IMO Resolution MSC.350(92), which requires the following in relation to enclosed space entry and rescue drills [hyperlinks added]:

“3.3 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months.

3.6 Enclosed space entry and rescue drills

3.6.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization.

3.6.2 Each enclosed space entry and rescue drill shall include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.

4.2 Every crew member shall be given instructions which shall include but not necessarily be limited to:

- .5 risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization.”

Although SOLAS requirements do not apply to vessels of less than 500 gross tonnes, or vessels which are not engaged on international voyages, some administrations may introduce national legislation extending the new regulation to vessels not covered by SOLAS.

Members are advised to ensure their Safety Management Systems are updated to reflect this development and to implement such drills in good time before the new requirement enters into force.

Portable Gas Detectors

At the next MSC meeting in November 2014, it is expected that IMO will approve amendments to SOLAS in the form of new regulation XI-1/7, making it mandatory for all vessels to carry portable gas detectors. As a minimum, portable gas detectors will need to be capable of testing for concentrations of oxygen, flammable gas, carbon monoxide and hydrogen sulphide prior to entering enclosed spaces.

This requirement is expected to enter into force on 1 July 2016. However, it is likely that IMO, following adoption, will urge early voluntary compliance with this

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regulation from 1 January 2015 to coincide with the new enclosed space entry and rescue drill requirement.

《国际安全管理规则》修正案于 2015 年 1 月 1 日生效

<http://imcrc.dlmu.edu.cn/newdetail.aspx?id=1713>

国际海事组织海上安全委员会在第 92 届会议上通过了《国际安全管理规则》修正案（MSC.353（92））。该修正案将已于 2015 年 1 月 1 日生效。

修正案主要内容如下：

经修正的规则第 6.2 款要求公司应确保每一艘船舶：

- 根据国家及国际要求配备适任、持证和健康的船员，且
- 合理配员以全方位地保持船上安全操作。

新增第 12.2 款要求公司：

- 定期检查指定人员是否在按照本规则下的公司责任行事。

ISM 规则修正案包含了各种新脚注，它们都是国际海事组织制定的指南、建议。尽管修正案中提及的脚注只是起参考和指导作用，并不构成规则下的要求，但是根据第 1.2.3.2 款的要求，所有相关指南、建议等都应当予以考虑。

ISM 规则增加了如下脚注：

- ISM 规则重大不符合项的处理程序
- 规则、建议、导则和其他安全和保安方面的强制文件清单
- 经修订的《公司实施 ISM 规则的导则》
- 关于公司指定人员资格、培训和经验指南。
- 船上应急响应计划整体系统构成导则
- 险情报告指南
- 经修订的《船舶须携带的证书、文件清单》

MEPC67 压载水议题的进展促使 ICS 改变了其原有立场

<http://imcrc.dlmu.edu.cn/newdetail.aspx?id=1709>

压载水公约从 2004 年制定到现在走过了 10 年，但由于各种原因仍未生效。

国际航运公会（ICS）原则上一贯支持 IMO 压载水公约最终生效，该公约实施的目的是保护当地生态系统免受船舶压载水排放造成的外来物种转移带来的损害。但是在过去两年，ICS 及其成员国家协会很强烈地阻止更多的政府批准压载水公约，这

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种情况直到今年 10 月召开的 MEPC 第 67 次会议，压载水公约实施的相关问题得到一定程度的解决。这些问题包括：对于新研制的昂贵处理设备目前 IMO 型式认可过程的可靠性不够、港口国监督中压载水取样所用的标准缺乏，以及对于已经过型式认可的设备或已经装上船的设备需要“不受新规定的限制（grandfathering）”。以前存在的这些问题影响了 ICS 的立场，也阻碍了压载水公约的批准进程。

ICS 立场的重大变化源于 IMO 成员国在解决这些问题上达成的实质性进展。在 10 月份召开的 MEPC 第 67 次会议一致同意立即开始讨论修改压载水管理系统认可导则（G8），以使压载水处理设备型式认可过程更加规范。同时，IMO 也原则上同意，已经购买并安装了按 G8 导则获得型式认可的第一代压载水处理设备，只要设备正确操作和维护，就不应受到惩罚。ICS 相信，MEPC 第 67 次会议上涉及压载水检查的新港口国监督指南的通过，提供了公平和实用的船舶检查方法。ICS 强调其批准压载水公约立场的改变并不意味着所关注的问题都已经解决。

如果压载水公约要平稳、公平实施的话，在 MEPC 第 67 次会议上通过的“压载水公约下的港口国监督指南”决议的细节仍需由 IMO 尽早地完善。ICS 及其成员将在新的一年继续强力敦促 IMO 成员国解决这些问题。

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