



**FLAG & CLASS**  
**Monthly Marketing Report**  
船旗国&船级社 市场月报  
2015年06月29日 29 JUNE, 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您所需要的最新的海事信息。

*Prepared by:* **NU Group**

**WE DEDICATE TO PROVIDE ONE STOP SERVICES TO MARINE INDUSTRY**

Shanghai office : Rm #8-I, No, 55 Lin Ping Road (North), Shanghai 200086, P.R. China

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**PART I—NU NEWS NU 新闻**

我公司接受西东海事研究院的邀请，于2015年6月26日下午2:00-4:30（地址：上海市虹口区杨树浦路18号33楼大会议厅），为参会的广大人士从以下角度讲解船舶注册，总经理王广宁先生为研讨会的主讲。

**船舶注册实务**  
研讨讲座

**2015年6月26日 | PM2:00-4:30**

**上海市虹口区杨树浦路18号33楼大会议厅**

**活动简介**

航运上海坛系列活动之十：“船舶注册实务研讨讲座”邀请 New United Marine Services Pte., Ltd 总经理王广宁先生，与参会者交流与探讨船舶注册实务的最新实践。

**日程安排**

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14:00—14:30	参会者签到
14:30—14:35	欢迎致辞
14:35—15:20	船舶注册种类以及相关服务 船旗国的比较与评估 船旗国与年税 光船租赁及其好处
15:20—15:45	茶歇
15:45—16:30	岸外公司注册及其好处 船旗国与港口国的关系 船旗国和船级社 船旗国和国际组织

## 演讲嘉宾



王广宁先生，现任 New United Marine Services Pte., Ltd 总经理。从事航运业多年，拥有丰富的现代企业管理经验。

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王广宁先生曾就职于新加坡 Marden Marine Management Pte Ltd , 任总验船师、质量经理及国际注册审核员。就职于 CCS 新加坡 , 任高级验船师。就职于 CCS 湛江 , 任部门经理及主任验船师。

王广宁先生毕业于武汉水运工程学院 , 获工学硕士学位。



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虽然这天下着雨，但是参加者仍然热情高涨地都到场了，下午 16: :30 这次讲座圆满结束。我们公益讲座的目的是为了给大家提供一个相互交流相互认识、相互学习的平台，望今后我们一起携手共进，共同推动航运业的发展。

## **PART II--INTERNATIONAL MARITIME NEWS 国际海事新闻**

### **Surveys, Verifications and Certification**



All ships must be surveyed and verified by officers of the flag State Administrations or recognized organizations (ROs)/recognized security organizations (RSOs)/nominated surveyors so that relevant certificates can be issued to establish that the ships are designed, constructed, maintained and managed in compliance with the requirements of IMO Conventions, Codes and other instruments.

IMO Conventions, Codes and other instruments

1. **Conventions:** SOLAS, MARPOL, Load Lines, Tonnage 69, COLREG 72, AFS 2001, etc;
2. **Codes:** ISM, ISPS, HSC 1994/2000, IBC/BHC, IGC/GC, MODU, SPS Codes, etc; and
3. **Other instruments:**
  - Global and uniform implementation of the Harmonized System of Survey and Certification (HSSC) (resolution A.883(21));
  - Survey guidelines under the Harmonized System on Survey and Certification (HSSC), 2011 (resolution A.1053(27), as amended by A.1076(28));
  - International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) (resolution A.1049(27), as amended);
  - Surveys and inspections of ro-ro passenger ships (resolution A.794(19));
  - Revised Guidelines on the implementation of the international Safety Management (ISM) Code by Administrations (resolution A.1071(28))

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- Interim Guidance on control and compliance measures to enhance maritime security (MSC.159(78)), etc.

**Certificates and documents**

Certificates and documents required to be carried on board ships are listed in FAL.2/Circ.127-MEPC.1/Circ.817-MSC.1/Circ.1462, which was issued on 1 July 2013 and is subject to updating.

They include (some depend on the type of ship):

- International Tonnage Certificate;
- International Load Line Certificate;
- Passenger Ship Safety Certificate;
- Cargo Ship Safety Construction Certificate;
- Cargo Ship Safety Equipment Certificate;
- Cargo Ship Safety Radio Certificate
- Cargo Ship Safety Certificate
- Safety Management Certificate
- International Ship Security Certificate
- Stability Information;
- Damage Control Information;
- Cargo Securing Manual
- Minimum safe manning document;
- Certificates for masters, officers or ratings;
- International Oil Pollution Prevention Certificate;
- International Certificate for the Carriage of Noxious Liquid Substances;
- International Sewage Pollution Prevention Certificate;
- International Air Pollution Prevention Certificate;
- International Anti-fouling System Certificate;
- Oil Record Book;
- Shipboard Oil Pollution Emergency Plan;
- Garbage Management Plan;
- Garbage Record Book;
- etc.

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The certificates and documents are issued by the officers of flag State Administrations or ROs/RSOs/nominated surveyors authorized for the purpose and are subject to inspection by port State control officers (PSCOs).

Reporting on exemption and equivalents under IMO mandatory instruments by flag Administrations, as well as the provision of specimen certificates, can be arranged using the GISIS module on Survey and Certification which can be accessed by Members (resolution A.1074(28) on notification and circulation through GISIS).

Source: IMO

## Only 50% of tankers use ECDIS

*Over 4,000 tankers are not yet using an ENC service.*



SOLAS regulations on the mandatory carriage of ECDIS for all tankers of 3,000 gross tonnes or more come into force on 1 July 2015. Of the 8,750+ tankers in the global fleet that are required to comply with these regulations by their first survey following this date, 54% are now using ENCs (Electronic Nautical Charts) on ECDIS.

Progress has been made in recent months, with the global 'ECDIS readiness' figure having risen from 42% in September 2014 to the current figure of 54%. However over 4,000 tankers representing the remaining 46% of the global tanker fleet are not yet using an ENC service.

The UKHO data also reveals a number of interesting disparities in the adoption of ECDIS between different elements of the global tanker fleet. 83% of LNG tankers are currently using an ENC

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service, compared to 70% of crude oil tankers and 36% of product tankers. All three categories have shown a substantial improvement in ECDIS readiness since September 2014. Mr Thomas Mellor, Head of OEM Technical Support and Digital Standards, UKHO, commented:

"The international tanker community has made significant progress towards ensuring that it is ready for the SOLAS regulations on ECDIS carriage that come into force in July. However, we also recognise that a large proportion of the fleet, comprising over 4,000 tankers, is not yet using an ENC service and therefore not yet ready to comply with the mandatory carriage of ECDIS. Even allowing for exemptions and the grace period until their first survey after 1 July 2015, which could be up to 12 months later, this is a considerable undertaking and the ECDIS supply chain can expect to come under considerable pressure in the coming months."

"Tanker owners and operators that have not yet planned for the adoption of ECDIS should address this immediately in order to make the transition in a safe, timely manner and avoid the risks of non-compliance. From an operational, commercial and reputational perspective, the consequences of failing to comply with the ECDIS regulations - and therefore the SOLAS Convention - can be severe."

"The UKHO will continue to support the industry, as it adopts digital navigation, through the free 'Living with ECDIS' global seminar programme and ECDIS-specific ADMIRALTY Publications. Further information on both is available from any ADMIRALTY Chart Agent."

*Source: UKHO*

## Paris MoU adopts new performance lists



**New lists to take effect from 1 July 2015**

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**At its 48th meeting last month, the Paris MoU Committee approved the 2014 inspection results and adopted new performance lists for flags and Recognized Organizations. These lists will take effect from 1 July 2015.**

The "White, Grey and Black (WGB) List" presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

On the "White, Grey and Black list" for 2014, a total number of 72 flags are listed: 43 on the "White List", 19 on the "Grey List" and 10 on the "Black list". In 2013 the number of flags listed totalled 75 flags, namely 46 on the "White List", 19 on the "Grey List" and 10 on the "Black List".

The "White List" represents quality flags with a consistently low detention record. Compared with 2013, the number of flags on the "White List" has decreased by 3 flags to a total number of 43 flags. New on the "White List" is India, which was on the "Grey List" last year.

France has been placed highest on the list in terms of performance for the third year in a row. The next in line of the best performing flags in 2014 are Hong Kong, Bahamas, Norway and Sweden.

Flags with an average performance are shown on the "Grey List". Their appearance on this list may act as an incentive to improve and move to the "White List". At the same time flags at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

On this year's "Grey List" a total number of 19 flags is recorded. Last year the "Grey List" also recorded 19 flags. New on the "Grey List" are Spain, Lithuania, Poland and Thailand, which last year were on the "White List".

Belize has fallen from the "Grey List" to the "Black List". The poorest performing flags are the United Republic of Tanzania, Republic of Moldova, Togo, Cook Islands and Dominica.

For several years the Committee has closely monitored the performance of classification societies acting as ROs or flags. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO are needed before the performance is taken into account for the list. In 2014 37 ROs are recorded on the performance list.

Among the best performing Recognized Organizations were:

- DNV GL AS (DNVGL)
- Det Norske Veritas (DNV)
- Lloyd's Register (LR)
- American Bureau of Shipping (ABS)
- China Classification Society (CCS)

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The lowest performing Recognized Organizations were:

- INCLAMAR
- International Register of Shipping (IS)
- Bulgarian Register of Shipping (BRS)

Compared with last year's performance level, a small shift in RO performance in 2014 can be noticed. This year fewer organisations have been placed in the very low and low performing parts of the list and more organisations have been placed in the medium part of the list.

On 1 July 2015 the performance lists will be used for calculating the ship risk profile and flags on the "Grey List" and "Black List" are subject to the more stringent banning measures in force since 1 January 2011. More information can be found in the 2014 Annual Report, which will be released in July 2015.

*Source: Paris MoU*

## **PART III—PSC STUDY PSC 分析**

### **【PSC】关于航行数据记录仪（VDR/S-VDR）的检查要点**

#### **1) 公约要求:**

SOLAS2000 修正案中提到了 VDR 的安装要求, 但未提到 S-VDR, 后来在 MSC.170(79)决议 (2006.7.1 生效) 中对该部分进行了修正, 提到了 S-VDR 的安装要求。具体内容如下:

#### **第 20 条—航程数据记录仪**

9 在现有第 1 款之后增加新的第 2 款如下:

为了协助事故调查, 货船在从事国际航行时, 应按下列要求装配一台 VDR, 它可以是一台简化的航程数据记录仪(S-VDR):

.1 2002 年 7 月 1 日之前建造的 20,000 总吨及以上的货船, 应于 2006 年 7 月 1 日后的首次计划坞修时, 但不得晚于 2009 年 7 月 1 日;

.2 2002 年 7 月 1 日之前建造的 3,000 总吨及以上但小于 20,000 总吨的货船, 应于 2007 年 7 月 1 日后的首次坞修时, 但不得晚于 2010 年 7 月 1 日;

因此关于 VDR 或 S/VDR 的安装要求在 2009 综合文本第 V 章第 20 条中予以体现, 简单概述如下: 对于 2002.7.1 及以后建造的 3000 总吨及以上的货船应安装 VDR, 在 2002.7.1 之前建造的货船可以安装 S/VDR。

VDR 和 S/VDR 的标准建议书对外接设备的要求:

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Res A.861(20)中明确了 **VDR 的外接设备要求**：

(1) GPS (用于记录时间、船位、船速) (2) 罗经 (船首向) (3) 驾驶台麦克风 (如通常驾驶指挥位置、雷达处、海图桌等) (4) VHF(用于记录通话录音) (5) 雷达 (用于记录当时雷达显示的畫面) (6) 测深仪 (7) 主要报警 (8) 自动舵 (9) 主机车钟, 侧推器 (如有) (10) 要求在驾驶台显示的水密门、引水门等开关信息 (11) 风速风向仪

Res MSC.163(78)中明确了 **S/VDR 的外接设备要求**：

(1) GPS (用于记录时间、船位、船速) (2) 罗经 (船首向) (3) 驾驶台麦克风 (如通常驾驶指挥位置、雷达处、海图桌等) (4) VHF(用于记录通话录音) (5) 雷达 (用于记录当时雷达显示的畫面) 如雷达无法接入, 则需接入 AIS, 这两者以雷达为先。(6) 其它: 除上述这些设备之外的其它设备 (见 VDR 外接设备), 如能接入 S/VDR 则也应接入。

### 2) 检查要求及注意事项:

(1) 首先检查是否按照公约要求安装了 VDR 或 S/VDR, 2002.7.1 及以后建造的 3000 总吨及以上的货船应安装 VDR;

(2) 由于外接设备的故障报警未作强制要求, 因此外接设备当故障或人为关闭时有的船上的 VDR 或 S/VDR 能在报警面板上显示报警, 有的则没有, 因此 VDR 或 S/VDR 的外接设备是否按要求已经接入只能通过其年度检测报告中获悉。如面板上能显示报警, 则可要求二副开启相应的设备看报警是否消除, 如不能消除则存在缺陷。

(3) 需有应急电供电(MSC.163(78) 5.3.1);

(4) 年度检验要求: 应进行年度检测 (MSC/Circular1222) ;

(5) 检查时应关注报警面板上显示的报警数量及每个报警代码所表示的含义, 这可从操作说明书上查得;

(6) 麦克风安装要求提到应在驾驶指挥位置安装, 但由于驾驶台两翼是否属于 conning position 尚未在 SOLAS 公约中明确, 所以在检查时发现有的船在两翼安装了麦克风, 而有的船没有安装, 这类问题至今仍存在争议, 不宜作为缺陷提出。

### 3) 常见缺陷:

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以报警面板上显示的故障报警为多见（如下图中显示故障 6033），如是设备系统上存在的缺陷，其缺陷描述可参考操作说明书上的描述，如“CFCARD 无法进行有效记录”等。

来源: *China PSC*

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