



# FLAG & CLASS Monthly Marketing Report



船旗国&船级社 市场月报  
2018年08月30日 30 August 2018

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## FLAG & CLASS Monthly Marketing Report 船旗国&船级社 市场月报

### 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 : Unit 201, Trade Square, No.188, Siping Road, Hongkou District, Shanghai, China  
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## PART I – CLASSNU CIRCULAR



# ClassNU

New United (Int'l) Marine Services Ltd

Circular No.:201806

**主题:东京-巴黎备忘录关于 MARPOL 附则 VI 修正案 (IAPP) 联合大检查**  
**TITLE: Tokyo and Paris MOU CIC inspection on MARPOL Annex VI (IAPP)**  
**至: 各船东及船舶管理公司, CLASSNU 各部门, 本社审核员、验船师:**  
**TO: SHIPOWNERS, MANAGERS, CLASSNU DEPARTMENTS, AUDITORS, AND SURVEYORS:**

### INTRODUCTION 介绍:

The Maritime Authorities of the Tokyo and the Paris MoU on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI with the objective of establish the level of compliance with the requirements of MARPOL Annex VI within the shipping industry.

The inspection campaign will be held for three months, commencing from 1 September 2018 and ending 30 November 2018.

东京-巴黎备忘录海事成员港口国组织将会实施针对 MARPOL 附则 VI 的联合集中检查活动 (CIC), 其目的是确立航运业符合 MARPOL Annex VI 规则的水平。  
检查活动将于 2018 年 9 月 1 日至 2018 年 11 月 30 日结束, 为期三个月。

### Main Contents

#### 主要内容:

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 harmonized enforcement of compliance with the requirements of MARPOL Annex VI, thus improving the level of compliance and ensuring a level playing field.

这次 CIC 的主要目标:

- 确保航运业符合 MARPOL 附则 VI 要求;
- 提高船舶船员和船东对船舶遵守 MARPOL 附则 VI 和第 7 条的规定的的重要性认识, 防止空气污染;
- 向业界发出防止空气污染和强制满足相应规则要求在两个备忘录组织成员国议程上有很高优先级;
- 强调港口国检查制度在联合强制满足 MARPOL 附则 VI 规则要求方面的责任, 从而提高了确保遵守的水平一个公平竞争的环境。

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## ClassNU

New United (Int'l) Marine Services Ltd

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.

港口国 PSCO 将会使用包含 11 个问题的检查表来确保船舶设施与法定证书相符合，船长和船员熟悉操作，船舶设施合理维护且功能正常。

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.

如果检查中发现缺陷，采取的措施包括记录缺陷并指示船长在限定时间内纠正或者滞留船舶直到严重缺陷被纠正。如果是滞留，滞留信息将会发布到 Tokyo 和 Paris MoU 网站。

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC. A ship will be subject to one inspection under this CIC during the period of the campaign.

预计该次 Tokyo 和 Paris MoU 集中检查 (CIC) 期间总共将会进行约 10000 次检查。每条船在该集中检查 (CIC) 期间将被检查 1 次。

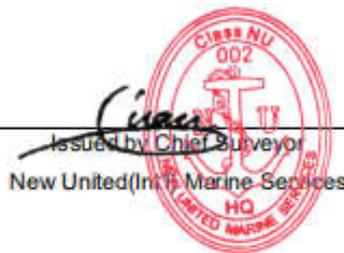
### ATTACHED(附件)

1. LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON MARPOL Annex VI /关于开展 MARPOL Annex VI 集中大检查 (CIC) 的通知
2. CIC on MARPOL ANNEX VI /关于 MARPOL Annex VI 集中大检查 (CIC) 检查表

If you have any questions, please contact us in time.

如有任何疑问，请及时与我社联系。

Date: 2018-AUG-08



截图(Alt + A)

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## Press release



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

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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.

Paris MOU	Tokyo MOU
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Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

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Questionnaire for the Inspection Campaign  
on MARPOL ANNEX VI

Ship's name				
IMO No.				
Date of inspection				
N°	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 SOx 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 SOx 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 SOx 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			

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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.*

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## PART II--- International News 国际新闻

### 中国和巴拿马全面拓展交通领域合作

交通运输部 8 月 24 日表示，8 月初，中巴双方草签了《中华人民共和国交通运输部与巴拿马共和国海事局海事合作谅解备忘录》，交通运输部将继续全面拓展在海运、海事、港口及其他交通基础设施领域的深度合作。

根据备忘录，双方将共同着手构建海事合作框架，在港口国监督领域，互通港口国监督的信息，加强港口国事务的沟通和协调，建立港口国监督检查人员经验交流机制；在海上环境保护领域，深化防止船舶油类、有毒有害物质污染及防备与应急和船舶压载水管理方面的合作；共同促进和便利双方之间的海上运输；在航海保障领域，促进航海保障能力建设，促进电子海图、电子海图显示和信息系统的的使用；在海员培训和发证领域，加强海员管理政策的交流，建立海员证书核验的合作机制，促进海事教育和培训机构之间的合作，提高双方海员素质；在海上事故调查领域，互通船舶事故信息并提供帮助，与事故调查部门开展合作，共享海上安全管理信息及海上事故调查知识，开展海上事故调查能力建设；在通航管理领域，开展船舶交通服务、通信、搜救等方面的合作；在船舶证书互认领域，推动互认船舶国籍证书、船舶文书，同时还将开展其他领域合作。

根据《中巴海运协定》，下一步，交通运输部将继续全面拓展在海运、海事、港口及其他交通基础设施领域的深度合作，共同推进“一带一路”倡议下中巴互联互通合作，共建“21 世纪海上丝绸之路”。

交通运输部新闻发言人吴春耕表示，巴拿马是传统海运大国，其旗下注册拥有的商船船队（总吨位）规模居世界首位。中巴两国也同为国际海事组织 A 类理事国。2017 年 11 月，中巴双方在北京共同签署了《中华人民共和国政府和巴拿马共和国政府海运协定》（简称《中巴海运协定》），同意进一步加强在海运和海事领域的深度合作，并达成了签署海事合作谅解备忘录的意向。此后，经过几个月的密切沟通与磋商，双方就备忘录文本达成一致。

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此次中巴双方草签的《备忘录》，是落实《中巴海运协定》的具体行动，旨在推动双方在海上事务的互利务实合作，共同建设“21世纪海上丝绸之路”。

## PART III--- KNOWLEDGE 涨知识

### 购买我国法院扣押拍卖船舶后的注册登记

近年来，由于航运市场整体温和复苏，航运企业增加运力的需求也日益增长。为满足需求，并为抓住未来更多行情，航运企业在增加运力时更倾向于直接购买二手船。二手船一般以被动拍卖（特指法院扣押后的拍卖）或主动交易方式（买卖双方合意）进入市场。买受人在取得船舶所有权后，首先应为船舶办理注册登记，使船舶所有权清爽。主动交易方式购买的船舶的注册登记已多有实践，本文不做讨论。被动拍卖的船舶也多有实践，但如果被拍卖的船舶属外国籍，那在办理注册登记时去哪里、又需要我国相关部门出具哪些资料，确是一个问题。

此前，我国海事法院也有扣押拍卖外国籍船舶的实践，并有两则案例（“AMIN 2”轮的扣押拍卖和“密斯姆”轮的扣押拍卖）入选我国“全国海事法院船舶扣押与拍卖十大典型案例”。但以上案例仅对船舶扣押拍卖的成果进行了总结，对拍卖后船舶的注册登记并未披露。

一般而言，买受人因国籍和意向注册登记地的不同，需要准备的文件会有所差异。根据我国《船舶登记办法》第三条及《船舶登记条例》第二条的规定，如果买受人是外国籍，除非其符合我国针对船舶登记主体的设定，否则其只能前往国外注册登记；而如果买受人是我国籍，则其可以在我国登记，也应可前往国外登记。但不论如何，在以法院扣押拍卖方式取得船舶所有权后进行登记时，三类文件不可或缺：**即证明船舶所有权的文件、证明船舶技术要求的证书性文件、证明船舶原登记证书注销的文件。**

“ ”

#### 一、证明船舶所有权的文件

买受人是我国籍，国内注册登记

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我国《海事诉讼法》第二节专门规定了“船舶的扣押与拍卖”，但针对船舶拍卖并被接收后的船舶登记仅仅在第 40 条一笔带过。其规定，船舶在被买受人接收后，应当持拍卖成交确认书和有关材料，向船舶登记机关办理船舶所有权登记手续。但这里的“有关资料”到底是什么不够明确。

《船舶登记条例》第 13 条第 4 款规定：.....依法拍卖以及法院判决取得的船舶申请船舶所有权登记的，应当提供具有相应法律效力的船舶所有权取得的证明文件。进一步，《船舶登记办法》第 33 条规定，本办法第 32 条规定提交的船舶所有权取得证明材料，应当满足下列情形之一：.....（五）依法拍卖取得的船舶，提交具有法律效力的拍卖成交确认书和船舶移交完毕确认书.....。

综上所述，我们认为在我国法院扣押拍卖的外国籍船舶，**我国法院能够给予的所有权取得的证明材料是指拍卖成交确认书和船舶移交完毕确认书。**

## 买受人不分国籍，国外注册登记

事实上，买受人前往国外，能够证明其所有权的也仅是法院出具的拍卖成交确认书和船舶移交完毕确认书。不过，以上资料**需要完成公证认证**后，方能得到国外船舶登记机关的认可。

## “ 二、证明船舶技术要求的证书性文件 ”

这类证书性文件一般是指随船证书，比如船舶吨位证书、安全管理证书等。

## 买受人是我国籍，国内注册登记

我国《船舶登记办法》第 32 条第 1 款第 2 项规定船舶所有权的登记必须提供船舶技术资料；《老旧运输船舶管理规定》第 14 条规定船舶检验机构应当对外国籍船舶进行检验；《船舶登记规程》第 50 条第 1 款第 10 项明确了外国籍船舶登记需要的船舶技术资料表现为技术评定书。

我国针对外国籍船舶，技术评定书一般由船级社出具。船舶在由船级社检验并出具技术评定书后，提交给登记机关（海事局）审核。也即，**买受人在拍得外国籍船舶后登记前需要前往船级社检验并出具技术评定书。**

## 买受人不分国籍，国外注册登记

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买受人前往国外注册登记时，不同的外国船舶登记机关可能对此要求不一。比如巴拿马商船总局在船舶永久登记“技术要求”一栏就名列了各种证书，具体内容下文有述。

该类证书的效力首先要看证书的颁发人是否被船舶即将登记国的登记机关认可；如果不认可，看该国船舶登记机关有何具体要求，比如是否要重新出具证书、由谁出具证书等。

依此，我们认为在我国法院扣押拍卖的外国籍船舶，不同的国外登记机关对技术要求类证书的提交会有所不同，且我国船级社也不是技术要求证书类文件必须的特定出具人。换句话说，别的船级社比如 BV、ABS 等船级社也同样可以出具并得到认可。

## “ ” 三、证明船舶原登记证书注销的文件

船舶原登记证书是否注销并不影响新登记。事实上，在船舶被扣押并拍卖后，船舶的原所有权人也很少愿意配合完成注销。

### 买受人是我国籍，国内注册登记

在我国，《海事诉讼法》第 40 条规定：...原船舶所有人不办理船舶所有权注销的，不影响船舶所有权的转让。《船舶登记办法》第 37 条规定：...原船舶登记证书无法交回的，应当提交书面说明，由船舶登记机关公告作废。

也即，在我国，买受人只要符合主体要求，在以拍卖取得了船舶所有权后，甚至可以选择不去完成船舶原登记机关注销登记手续，径行向我国海事局申请注册登记。

### 买受人不分国籍，国外注册登记

在国外，以巴拿马为例，其在对船舶做永久登记时，也需要一份证明当事船舶已经注销了之前登记的注销证书，以及之前登记国同意该船舶的登记转至巴拿马的同意书，但经咨询巴拿马籍业务办理在中国的办事处工作人员，其表示法院扣押拍卖而来的船舶不需要出具注销证书，只提交所有权证明文件即可。

而事实上，针对在我国法院拍卖的外国籍船舶，其原登记证书的注销办理需要到原登记机关去，和我国登记机关无关，因此我国在事实上不能出具注销证书。

## “ ” 四、其他证明文件要求

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这里主要讲纳税要求。中国法院拍卖船舶将视为在中国境内销售货物。船舶所有人理应缴纳增值税。但买受人因为国籍的不同会有所区分。当买受人是我国籍时，根据财政部和国家税务总局《关于规范船舶进口有关税收政策问题的通知》，买方应当缴纳进口关税和进口环节增值税；当买受人是外国籍时，根据出口免税政策予以免征增值税<sup>[1]</sup>也即，买受人是我国民事主体，且在我国注册登记时，其需要提供完税证明；如果买受人前往国外注册登记，其不需要在我国纳税，但一般要在其意向注册地纳税。

“

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### 五、方便旗国家针对拍卖船舶的登记要求—以巴拿马为例

根据巴拿马商船总局披露的登记要求，结合咨询巴拿马籍证书办理机构在我国的办事处。巴拿马未严格区分船舶是拍卖而来还是新造、购买而来，仅在证明所有权提供的文件上有所差别。另外，在巴拿马注册一般都会为了船舶尽快投入运营而先进行临时登记，有效期6个月，但可以延长。在此期间，船东可为申请永久登记准备资料。

#### 临时登记资料准备相对简单。国外拍卖来的船舶，船东需提交以下文件：

- 1、授权委托书（国外签发的授权需要做认证）；
- 2、船舶所有权归属的初步证据（从我国法院拍卖得来，需要出具拍卖成交确认书和船舶移交完毕确认书，且复印件就可以）；
- 3、支付应缴纳税收和费用的证据（这是指临时登记需要缴纳的注册费用等，与我国无关）。

永久登记资料准备相对复杂、要求也高一些。永久登记包括一般文件要求和技术要求。

#### 一般文件要求包括：

- 1、委托书（国外签发的授权需要做认证）；
- 2、船舶所有权证据（从我国法院拍卖得来，需要出具拍卖成交确认书和船舶移交完毕确认书，原件且需要办理涉外公证、认证）；
- 3、产权证书（也需要上述所有权文件，去巴拿马公共登记处取得产权证书，主要用于后续可能发生的抵押操作）；
- 4、证明当事船舶原证书注销的证书（经咨询，拍卖而来的船舶不需要）；
- 5、支付应缴纳税收和费用的收据。

#### 一般技术要求包括（针对货轮）：

- 1、船舶吨位证书（由巴拿马商船总局认可的船级社出具即可）；
- 2、连续概要记录，安全管理证书，船舶管理公司的ISM规则符合证明，国际船舶保安证书（经咨询，需要巴拿马国内相关部门出具）。

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结合巴拿马对登记的规定，在我国法院扣押拍卖外国籍船舶后，外籍拍得人前往巴拿马进行注册登记，我国相关部门出具的文件总结如下：

- 1) 船舶所有权证明类文件。此类文件必须由我国海事法院出具。具体包括拍卖成交确认书和船舶移交完毕确认书。并且在前往巴拿马注册登记时需要办理公证认证手续；
- 2) 船舶技术要求类文件。技术要求类文件并不必须中国船级社（ccs）出具，只要做出检验的船级社受巴拿马海事局认可即可；
- 3) 原船舶证书注销类文件。由于是拍卖而来的船舶，巴拿马办理注册登记不必须证明原证书已完成注销。

### “ ” 六、小结

总体上，我国法院扣押拍卖的外国籍船舶的注册登记，会因注册登记地及买受人的不同，准备的资料及要求也不尽相同。具体而言，需要在我国完成的主要文件要求总结如下：

部门	文件	内容	要求	法律依据	强制性	备注
海事法院	国内登记	船舶所有权证明类文件	拍卖成交确认书和船舶移交完毕确认书	《中华人民共和国海事诉讼特别程序法》第40条、《中华人民共和国船舶登记办法》第33条、《中华人民共和国船舶登记条例》第13条第4款《中华人民共和国船舶登记条例》实施若干问题说明第9条、《中华人民共和国海事局关于引发<船舶登记工作规程>的通知》第51条、第130条	无	强制
	国外登记		公证认证		强制，且必须公证认证	
中国船级社	国内登记	船舶检验类文件	技术评定书	《中华人民共和国船舶登记办法》第32条第2款 《老旧运输船舶管理规定》第14条	技术评定书	强制
	国外登记	吨位证书等随船证书	无		不强制	只要我国船级社被外国登记机关认可，就可签发，并不强制
海事局	国内登记	船舶所有权注销类文件	船舶注销登记	《中华人民共和国海事诉讼特别程序法》第40条、《中华人民共和国船舶登记办法》第37条	无	不强制
	国外登记					
海关国税	国内登记	完税证明	完税证明	财政部和国家税务总局《关于规范船舶进口有关税收政策问题的通知》	无	强制
	国外登记					在注册登记地可能会需要缴纳进口税等

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## 中国海域生活污水排放新要求

中国环境保护部于 2018.1.16 发布了《船舶水污染物排放控制标准》(GB3552-2018)，该标准于 2018.7.1 起实施，适用于所有在中国海域内航行的船舶。这个标准涉及到 MARPOL 公约的四个方面：①附则 I 要求的含油污水排放。②附则 II 要求的含有有毒液体物质污水排放。③附则 IV 要求的生活污水排放。④附则 V 要求的船舶垃圾排放。

对于进入中国海域的国际航行船舶，主要应注意上述第③项，即生活污水排放的要求，该标准在原来生活污水排放控制指标中，新增了下列污染物控制项目：PH 值、化学需氧量(COD<sub>Cr</sub>)、总氯(总余氯)、总氮、氨氮和总磷等几个指标。

从 2018.7.1 起，在中国海域，船舶排放生活污水，应满足下面几点要求：

【1】离岸 12 海里以上的，船速大于 4 节，且不超过相应船速下的最大允许排放速率时排放。

【2】离岸在 3-12 海里之间的，要使用设备打碎固形物和消毒后，且不超过相应船速下的最大允许排放速率时排放。

【3】离岸 3 海里以内的，可以利用船上收集装置收集，排入岸上接收设施；或者利用船上的生活污水处理装置处理后排放入海（不过有些港口要求，即使处理后也不得排放）。

对于生活污水经处理装置处理后的排放标准，又分为以下三种：

a) 2012.1.1 以前安装的生活污水处理装置，其排放标准为：

序号	污染物项目	限值	污染物排放监控位置
1	五日生化需氧量 (BOD <sub>5</sub> ) (mg/L)	50	生活污水处理装置出水口 微信号: seamanhome
2	悬浮物 (SS) (mg/L)	150	
3	耐热大肠菌群数 (个/L)	2500	

b) 2012.1.1 以后安装的生活污水处理装置，其排放标准为：

序号	污染物项目	限值	污染物排放监控位置
1	五日生化需氧量 (BOD <sub>5</sub> ) (mg/L)	25	生活污水处理装置出水口 微信号: seamanhome
2	悬浮物 (SS) (mg/L)	35	
3	耐热大肠菌群数 (个/L)	1000	
4	化学需氧量 (COD <sub>Cr</sub> ) (mg/L)	125	
5	pH 值 (无量纲)	6~8.5	
6	总氯 (总余氯) (mg/L)	<0.5	

c) 2016. 1. 1 以后安装的生活污水处理装置，若生活污水处理过程中由于工艺需

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求等被稀释，则五日生化需氧量、悬浮物、化学需氧量、总氮、总磷的水污染排放浓度，应按下列公式换算(耐热大肠菌群数、PH值和总氯(总余氯)仍以实测浓度作为水污染物排放浓度)：

$$\rho = \frac{Q_e}{Q_i} \cdot \rho_{*} \quad (\text{式1})$$

$\rho$  一指水污染物排放浓度，mg/L；

$\rho_{*}$ 一指水污染物实测浓度，mg/L；

$Q_i$ 一指进入生活污水处理装置进行处理的生活污水的流量， $m^3/d$ ；

$Q_e$ 一指混入稀释水后，生活污水处理装置的出水流量， $m^3/d$ ；

**【4】对饮用水水源保护区内，不得排放生活污水，并要求按规定，对控制措施进行记录(船舶应准备相应的记录簿)。**

船舶机器处所油污水和生活污水污染物测定方法标准，见下表：

序号	污染物项目	监测方法标准名称	标准编号
1	化学需氧量(COD <sub>Cr</sub> )	水质 化学需氧量的测定 重铬酸盐法	HJ 828
2	五日生化需氧量(BOD <sub>5</sub> )	水质 五日生化需氧量(BOD <sub>5</sub> )的测定 稀释与接种法	HJ 505
3	悬浮物(SS)	水质 悬浮物的测定 重量法	GB 11901
4	耐热大肠菌群数	生活饮用水标准检测方法 微生物指标	GB/T 5750.12
		水质 粪大肠菌群的测定 多管发酵法和滤膜法(试行)	HJ/T 347
		船舶污水处理排放水水质 检验方法 第1部分：耐热大肠菌群数检验法	CB/T 3328.1
5	pH值	水质 pH值的测定 玻璃电极法	GB 6920
6	石油类	船舶污水处理排放水水质 检验方法 第5部分：水中油含量检验法	CB/T 3328.5
7	总氯(总余氯)	生活饮用水标准检验方法 消毒剂指标	GB/T 5750.11
		水质 游离氯和总氯的测定 N,N-二乙基-1,4-苯二胺滴定法	HJ 585
		水质 游离氯和总氯的测定 N,N-二乙基-1,4-苯二胺分光光度法	HJ 586
8	总氮	水质 总氮的测定 气相分子吸收光谱法	HJ/T 199
		水质 总氮的测定 碱性过硫酸钾消解紫外分光光度法	HJ 636
9	氨氮	水质 氨氮的测定 气相分子吸收光谱法	HJ/T 195
		水质 氨氮的测定 纳氏试剂分光光度法	HJ 535
		水质 氨氮的测定 水杨酸分光光度法	HJ 536
		水质 氨氮的测定 蒸馏-中和滴定法	HJ 537
		水质 氨氮的测定 连续流动-水杨酸分光光度法	HJ 665
		水质 氨氮的测定 流动注射-水杨酸分光光度法	HJ 666
10	总磷	水质 总磷的测定 钼酸铵分光光度法	GB 11893

上述

要求，适用于400总吨以上的船舶，及400总吨以下但载运15人以上的船舶。

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