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巴黎备忘录第 47 次港口国检查委员会会议通告

各有关船公司：

巴黎备忘录近期发布了通告，介绍了巴黎备忘录港口国检查委员会第 47 次会议的相关情况。会上通过了 2013 年年报，包括新的白、灰和黑船旗国名单，以及被认可组织的表现清单。同时提到，巴黎备忘录与东京备忘录将于 2014 年 9 月到 11 月进行关于 STCW 公约休息时间的集中大检查。2015 年计划开展关于船员熟练操作及密闭空间进入的集中大检查。

详见本通告附件。

请船公司予以关注并采取必要措施。

本通告在本社网站 (www.ccs.org.cn) 上发布，并由各分社转发所辖区域内的有关船公司。

特此通告！

中国船级社营运入级处

本通知在实施过程中如有任何疑问，请与总部：*营运入级处* 联系。

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2014年5月23日

巴黎备忘录欢迎阿布贾备忘录和印度洋备忘录成为观察国

2014年5月19-23日,巴黎港口国检查谅解备忘录(巴黎备忘录)在立陶宛的维尔纽斯举行了第47届委员会,会议由 Brian Hogan 先生主持。所有成员代表均出席会议,包括欧盟委员会、欧洲海事局、黑山共和国以及来自国际劳工组织、美国海岸警备队、黑海备忘录、加勒比海备忘录、地中海备忘录、东京备忘录和利雅得备忘录的观察员。

自2011年1月1日起实施新的检查机制以来,有明确的迹象表明这一机制的确产生了积极的作用。委员会同意寻求进一步的改进,包括从2014年7月1日起所有缺陷的公约参考记录。

2013年进行的客船协调核查程序(HAVEP)报告已提交至港口国检查委员会第47届会议(PSCC47)。HAVEP的目的是核查自2012年1月歌诗达协和号事故后客船的应急准备情况。

HAVEP的结果显示大多数客船都符合海上人命安全公约(SOLAS)关于客船操作和安全设备要求。“客船两个重点关注的问题就是火灾和进水。如果事故逐渐发展至不可控制,那么必须保证能安全弃船”,巴黎备忘录秘书长 Richard Schiferli 先生说。HAVEP的结果表明船长和管理公司必须注意定期开展真实的火灾和弃船演习。HAVEP结果将会公布并在明年递交至国际海事组织(IMO)。

集中大检查同样受到关注(CICs)。巴黎备忘录与东京备忘录将于2014年9

月到 11 月进行关于 STCW 公约休息时间的集中大检查。2015 年计划开展关于船员熟练操作及密闭空间进入的集中大检查。此外，委员会还考虑与东京备忘录在 2016 年以及之后的多项联合集中大检查活动。

于 2013 年 9 月至 11 月进行的推进和辅助机械集中大检查报告已被提交至港口国检查委员会第 47 届会议 (PSCC47)。总的来说，大多数船舶都符合集中大检查覆盖的 SOLAS 要求。报告结果也将被公布并提交至 IMO。

委员会通过了 2013 年年报，包括新的白、灰和黑船旗国名单，以及被认可组织的表现清单。今年，哈萨克斯坦，沙特阿拉伯和瑞士从“灰名单”移至“白名单”。此名单将在今年 6 月初公布，并于 2014 年 7 月 1 日起用于评定风险。年报将于今年 7 月末发布。

会议一致通过来自爱尔兰的 Brian Hogan 先生再次当选港口国检查委员会主席，任期 4 年。同样，来自俄罗斯的 Vitaly Klyuev 再次当选为副主席，任期 3 年。Hogan 先生代表所有成员国对此次会议做了总结。他说这次会议取得了重要进展，并欢迎阿布加备忘录和印度洋备忘录作为观察国。他对每个成员国、欧洲委员会、EMSA 和巴黎备忘录秘书处所做出的杰出贡献表示由衷的感谢。Hogan 先生还特别感谢了立陶宛海事局对此次在维尔纽斯召开的会议做出的细致周到的安排。

23 May 2014

PARIS MOU WELCOMES ABUJA AND INDIAN OCEAN MOUS AS OBSERVERS

The Paris Memorandum of Understanding on Port State Control (Paris MoU) held its 47th Committee meeting in Vilnius, Lithuania, from 19 - 23 May 2014 under the chairmanship of Mr. Brian Hogan. The meeting was attended by all members, the European Commission, EMSA, Montenegro, observers from the ILO, US Coast Guard, Black Sea MoU, Caribbean MoU, Mediterranean MoU, Tokyo MoU and Viña del Mar Agreement.

Since the implementation of the new inspection regime on 1st of January, 2011, there is a clear indication that it is showing positive results. The Committee agreed to seek further improvements, including the recording of convention references for all deficiencies by the 1st of July 2014.

The report of the Harmonized Verification Programme (HAVEP) on passenger ships, carried out in 2013, was presented to PSCC47. The objective of the HAVEP was to obtain a view of emergency preparedness on passenger ships following the Costa Concordia accident in January 2012.

Whilst the results of the HAVEP indicate reasonable overall compliance with the SOLAS requirements for passenger ships, both from an operational point of view and safety equipment. "The two main areas of concern on a passenger ship are fire and flooding. If the situation escalates out of control, the ship must be able to be safely abandoned", Mr. Richard Schiferli, Secretary General of the Paris MoU said. The results of the HAVEP indicate that masters and operators must pay attention to carrying out regular realistic fire and abandon ship drills. The results of the HAVEP will be published and submitted to the IMO next year.

High importance was given to the Concentrated Inspection Campaigns (CICs). Jointly with the Tokyo MoU a CIC on hours of rest in accordance with the provisions of the STCW Convention is scheduled from September to November, this year. A CIC focussing on Crew Familiarisation and Entry of Enclosed Spaces

is planned in 2015. In addition, the Committee considered a number of options for other joint CICs with the Tokyo MoU for 2016 and beyond.

The report of the CIC on Propulsion and Auxiliary Machinery, carried out in September to November of 2013, was presented to PSCC47. Overall it was concluded that in general there was a good level of compliance with the SOLAS requirements covered by the scope of the CIC. The results will be published and submitted to the IMO.

The Committee adopted the 2013 Annual Report, including the new White, Grey and Black List and the performance list of Recognised Organisations. This year Kazakhstan, Saudi Arabia and Switzerland moved from the "Grey List" to the "White List". The lists will be published early June and used for targeting purposes starting 1st July 2014. The Annual Report will be published by the end of July this year.

Mr. Brian Hogan from Ireland was unanimously re-elected as Chairman of the Port State Control Committee for a 4th period. The Vice-Chairman, Mr. Vitaly Klyuev from Russia, was also unanimously re-elected for the next three years. On behalf of the Member States, Mr. Hogan concluded the meeting by remarking that significant progress has been made during this meeting and welcomed the Abuja MoU and Indian Ocean MoU as observers. He thanked all member States, the European Commission/EMSA and the Paris MoU Secretariat for their contribution. In particular Mr. Hogan thanked the Maritime Administration of Lithuania, for the excellent arrangements they made for this Committee meeting in Vilnius.

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Notes to editors:

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.

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.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.

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.