

# CCS 技术通告

## Technical Information

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发：本社总部有关处室，本社验船师、审核员，船东和管理公司

### 巴黎备忘录第 46 次港口国监督委员会会议通告

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监督委员会第 46 次会议的相关情况。会上通过了将《海事劳工公约 2006》作为指导文件的备忘录修订案。同时提到，2013 年 9 月 1 日-11 月 30 日，东京备忘录将与巴黎备忘录共同开展关于推进和辅助机械的集中大检查；2014 年将共同开展关于工作及休息时间的集中大检查；2015 年将开展关于船员熟练操作的集中大检查。

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](http://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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2013年5月28日

## 巴黎备忘录已为海事劳工公约做好准备

2013年5月20日至24日，巴黎港口国监督谅解备忘录（巴黎备忘录）在马耳他瓦莱塔召开第46次委员会议。备忘录成员国、欧洲委员会、欧洲海事局、黑山共和国、国际劳工组织观察员、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、东京备忘录和拉丁美洲备忘录共同参加。

委员会通过了将《海事劳工公约 2006》作为相关指导文件的备忘录修订案。根据《海事劳工公约》制定的关于港口国监督检查的指南也获得通过，该指南将从2013年8月20日起为港口国监督检查官检查船舶提供实践指导。

委员会主席 Brian Hogan 指出：“巴黎备忘录一直支持国际劳工组织第147号公约对工作和生活条件的核查。随着海事劳工公约 2006 的生效，我们将进入改善船上工作和生活条件的新时代”。

会上重点关注了集中大检查（CIC）。今年9月至11月将开展的关于推进和辅助机械的集中大检查已列入日程，2014年将开展关于《1978年海员培训、发证和值班标准国际公约》规定的休息时间的集中大检查，2015年将开展关于船员熟练操作的集中大检查。2014年的集中大检查将与东京备忘录共同开展。2015年集中大检查的情况仍待与东京备忘录协商。此外，委员会讨论了2016年及以后与东京备忘录共同开展其他集中大检查项目的选择。2012年9月至11月进行的关于消防安全系统的集中大检查的报告已提交 PSCC46。委员会对集中大检查的高滞留率表示担心。大检查结果将在明年公布并提交给国际海事组织。

委员会同样通过了有关压载水管理公约的港口国监督检查指南。该指南将被提交

至国际海事组织船旗国履约分委会通讯组审议。

委员会审议了有关客船操作安全的协调核查程序（HAVEP）的初步结果。委员会秘书长 **Richard Schiferli** 称：“今年前 4 个月已进行了约 100 项检查。仅有一次与 HAVEP 有关的滞留。感谢邮轮业对这项重要检查的大力合作。初步结果很振奋人心，但我们必须等到年底才能对总体结果做出评估。”

委员会通过了 2012 年报，包括新的白、灰、黑名单以及认可组织的表现清单。今年，泰国船旗和美国船旗都从“灰名单”升至“白名单”。该清单将于 6 月初公布并于 2013 年 7 月 1 日起使用。年报将于今年 7 月末发布。

**Hogan** 先生最后代表各成员国做总结发言，他感谢欧洲委员会/欧洲海事局以及巴黎备忘录秘书处做出的贡献。**Hogan** 先生特别对马耳他海事局为本次在瓦莱塔召开的委员会会议作出的杰出安排表示感谢。

28 May 2013

## **PARIS MOU READY FOR MARITIME LABOUR CONVENTION**

The Paris Memorandum of Understanding on Port State Control (Paris MoU) held its 46<sup>th</sup> Committee meeting in Valletta, Malta, from 20 - 24 May 2013. The meeting was attended by members, the European Commission, EMSA, Montenegro, observers from the ILO, US Coast Guard, Black Sea MoU, Caribbean MoU, Mediterranean MoU, Tokyo MoU and Vina del Mar Agreement.

The Committee adopted amendments to the Memorandum to include the Maritime Labour Convention 2006 as a relevant instrument. Guidelines for Port State Control under this Convention were also agreed, providing practical guidance for Port State Control Officers to inspect ships starting 20 August 2013.

Brian Hogan, the Chairman, stated: "The Paris MoU has always been supportive of verification of working and living conditions under the ILO Convention 147. With the introduction of the MLC2006 we are entering a new era to improve these conditions on board".

High importance was given to Concentrated Inspection Campaigns (CICs). A CIC on Propulsion and Auxiliary Machinery has been scheduled from September to November this year, a CIC on hours of rest under the STCW Convention in 2014 and a CIC focussing on Crew Familiarisation in 2015. The 2014 campaign will be carried out jointly with the Tokyo MoU. For 2015 this is pending agreement by the Tokyo MoU. 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 Fire Safety Systems, carried out in September, October and November of 2012, was presented to PSCC46. Concerns were expressed on the high percentage of CIC related detentions. The results will be published and submitted to the IMO next year.

The Committee also agreed on PSC guidelines for the Ballast Water Management Convention. The proposed guidelines will be submitted to the IMO correspondence group of FSI for consideration.

The Committee also considered the first results of the Harmonised Verification Programme on operational safety of passenger ships. Richard Schiferli, the Secretary General, stated: "There have been approximately 100 of these inspections carried out in the first 4 months of this year. Only 1 inspection resulted in a HAVEP related detention. I appreciate the good cooperation with the cruise industry on this important campaign. First results are encouraging, but we have to wait until the end of the year to make an assessment of the results".

The Committee adopted the 2012 Annual Report, including the new White, Grey and Black List and the performance list of Recognised Organisations. This year Thailand and the United States of America moved from the "Grey List" to the "White List". The lists will be published early June and used for targeting purposes starting 1<sup>st</sup> July 2013. The Annual Report will be published by the end of July this year.

On behalf of the Member States, Mr Hogan concluded the meeting by thanking the European Commission/EMSA and the Paris MoU Secretariat for their contribution. In particular Mr. Hogan thanked the Maritime Administration of Malta, for the excellent arrangements they made for this Committee meeting in Valletta.

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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.