
2016 PSC 集中大检查(CIC), 查什么?



东京、黑海 MOU

9月1日即将来临,今年黑海,东京备忘录的主要检查项目已经确定:货物系固(cargo securing arrangements)。检查期间2016年9月1日-2016年11月30日。

其实去年10月5-8日,东京备忘录组织在马来西亚布城召开的第26次会议上就已经确定。该项集中大检查活动旨在验证并确认船上是否遵守 SOLAS 以及相关指南(SOLAS VI/5.6 and/or VII/6.6)中关于是否按照正确的步骤采用正确的措施和设备对货物进行系固。

根据黑海 MOU 方面透露的消息,其下的保加利亚、格鲁吉亚、罗马尼亚、俄罗斯联邦、土耳其、乌克兰等六国 PSC 检查机关将结合常规的 PSC 检查尽可能多的进行该项检查,不限次数。

各个 MOU 将根据东京 MOU 编制的包含 10 个项目的调查问卷对海员是否熟悉各自的职责、相应的设备/文件、危害以及是否采用正确的程序和措施对货物进行加固进行检查。

另外,众所周知的集装箱称重规则(VGM)也与7月1日开始生效,本次 CIC 检查势必也会给予一定的关注。

其实,早在2001年3月-5月期间,巴黎备忘录就进行过类似的 CIC 检查。根据此次 CIC 检查的结果显示,主要存在以下几个方面的问题,现总结如下,方便参考并提前做好检查应对准备,(总共进行了1072艘次检查)其中:

1. 31% of vessels had moderate to poor quality **lashing materials**, particularly **twistlocks**.
2. 10% of vessels had **lashing plans** either not in accordance with the CSM and/or the cargo was not lashed as per lashing plan/CSM.

3. 2% of vessels were **not carrying an approved CSM**. Authorities (Classification Societies) approving the CSM not always control if all cargoes that can be carried are included in the CSM.

CIC 之后，检查结果将一并提交给 IMO。

另外这几个 MOU 的 2017 年的 CIC 项目为航行安全 safety of navigation。

调查问卷如下，大家请根据该表格提前做好准备：

Cargo Securing CIC Questionnaire

No	Item	YES	NO	N/A
1	Is an approved cargo securing manual onboard?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Cargo Securing Manual:			
2A	Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1?***	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2B	If the answer to question 2A is "No" does the cargo securing manual meet a standard at least equivalent to the above guidelines?*** If the answer to question 2A is "Yes", question 2B should be checked "N/A"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are the lashings/fittings as per the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the condition of the lashing/fittings considered satisfactory for their intended use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are appropriate securing points or fittings being used for cargo securing?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Were deficiencies recorded as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Notes

- *. If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.
- **. For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).

东京备忘录第 26 次会议纪要：



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PRESS RELEASE

TOKYO MOU WELCOMES PERU AND PANAMA – The 26th PSC Committee Meeting Held in Malaysia



Putrajaya, Malaysia – Representatives of the Port State Control Committee, the governing body under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU), met in Putrajaya, Malaysia, from 5 to 8 October 2015 for its Twenty-Sixth meeting. The meeting was chaired by Mr. Abdul Samad Bin Shaik Osman, Principal Assistant Director, Maritime Industry Control Division, Marine Department Malaysia. The meeting was officially opened by Dato' Sri Liow Tiong Lai, Minister of Transport of Malaysia. In his opening speech, Mr. Liow pointed out that port State control plays important role for promotion of effective implementation of international maritime conventions. Furthermore, he commended that Tokyo MOU, as one of the leading regional PSC regimes, had made great success and remarkable achievement on elimination of substandard ships in the region.

Lastly, he reconfirmed the active participation in and continuous contribution to the Tokyo MOU by Malaysia.

The Tokyo MOU was concluded in December 1993 and came into operation in April 1994. At present, the Tokyo MOU consists of 19 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands,

New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Peru adheres to the Tokyo MOU as co-operating member Authority. The Democratic People's Republic of Korea, Macao (China), the Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Paris, the Indian Ocean, the Black Sea and the Riyadh Memoranda of Understanding on Port State Control and the Vifa del Mar Agreement are associated with the Tokyo MOU as observers. The twenty-sixth meeting of the Port State Control Committee was attended by the member Authorities of Australia, Canada, Chile, China, Hong Kong (China), Japan, the Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand and Viet Nam; co-operating member Authority of Peru; and observers of DPR Korea, Macao (China), the United States Coast Guard, the Black Sea MOU, the Indian Ocean MOU, the Paris MOU, the Riyadh MOU and the Viña del Mar Agreement. Furthermore, Panama, the newly accepted co-operating member Authority, also attended the meeting. The member Authorities of Fiji, Indonesia, Vanuatu and observers of the Solomon Islands, Tonga, ILO and IMO were unable to attend.

Prior to the Committee meeting, the ninth meeting of the Technical Working Group (TWG) was convened from 2 to 3 October 2015. The TWG meeting discussed matters relating to PSC technical procedures and guidelines, the Concentrated Inspection Campaigns; information system and information exchange, evaluation of work done by intersessional technical groups and technical co-operation activities.

Upon completion of a three-year term as a Co-operating Member Authority, Peru applied for a full membership of the Tokyo MOU. The Committee considered the application by Peru and the report of a fact finding mission, which confirmed full compliance with the qualitative membership criteria by Peru. In accordance with provision of the Memorandum, the Committee unanimously agreed to accept Peru as the 20th member Authority. The Committee also considered the application for Co-operating Member status by Panama. The Committee unanimously agreed to accept Panama as a Co-operating Member of the Tokyo MOU in accordance with the relevant provisions of the Memorandum.

The Committee reviewed and revised the Strategic Plan, Strategic Directions and the list of planned actions for five-year period from 2016 to 2020. The Committee considered and approved the amendments to the guidelines for the detention review panel, guidelines for the responsibility assessment of RO and guidelines for PSC officers on Maritime Labour Convention. The Committee approved the new version of the Port State Control Manual, which will be published internally at the beginning of December 2015.

The Committee considered and approved the final report of the CIC on STCW Hours of Rest 2014. Having considered relevant circumstance, the Committee decided to conduct the CIC on Cargo Securing Arrangements in 2016. In this connection, the Committee approved the questionnaire and guidelines for the CIC on Cargo Securing Arrangements in principle. By the agreement with the Paris MOU, the Committee confirmed to carry out a joint CIC on Safety of Navigation in 2017.

The Committee approved a revised strategic plan for technical co-operation programmes for

the period of 2016-2020. The Committee commended the effective and successful implementation of the technical co-operation programmes. The Committee expressed appreciation to the Nippon Foundation for the support provided to the technical co-operation programmes.

By the initiative of Canada, a Third Joint Ministerial Conference of the Paris and Tokyo Memoranda on Port State Control has been planned to be held in Canada April 2017. A preparatory discussion group meeting was convened in conjunction with the Committee meeting for the purpose of identifying issues to be addressed by the Ministers.

The Committee elected Mr. Carlos Fanta, Head, Port State Control Division, Directorate of Maritime Safety, Security and Operation, Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR) of Chile, as the new Chairman and Mr. Alex Schultz-Altmann, Manager, Ship Inspection and Registration, Ship Safety Division, Australian Maritime Safety Authority (AMSA), as the new Vice Chairman of the Committee for the next three meetings.

The twenty-seventh meeting of the Port State Control Committee will be held in Australia in October 2016.

13 October 2015

巴黎 MOU

巴黎 MOU 这边今年 2016 年 9 月 1 日-2016 年 11 月 30 日，CIC 将关注 MLC,2006 方面的问题。相应的也根据下方表格进行检查。全文及表格下载请复制以下网址到浏览器下载：
<https://www.parismou.org/system/files/2016%20CIC%20MLC%2C2006%20PMoU%20Questionnaire%20and%20Guidelines%20%28final%20after%20PSCC49%29.pdf>

Questionnaire for the Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006

Ship's name	
IMO Nr	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1*	Are seafarers under the age of 18 excluded from tasks that are likely to jeopardize their safety or health? Standards A 1.1. para. 4 (def code 18101)			
2*	Are all seafarers holding valid certificate(s) attesting medical fitness? Standard A 1.2. para. 1 (def code 18103)			
3**	Have all seafarers successfully completed their training for personal safety on board? Regulation 1.3. para. 2 (def code 01219)			
4.1**	Do all seafarers have a copy of their seafarers' employment agreement? Standards A 2.1. para 1 (a) (def code 01220)			
4.2**	Are the seafarers' employment agreements in compliance with minimum standard required by MLC? Standards A 2.1. para 4 (def code 01220)			
5	If private recruitment and placement service has been used, does it meet the requirements of the MLC, 2006? Standard A 1.4. para. 2 and para 9 (def code 18104)			
6	Are records of inspections of seafarer accommodations carried out by the master (or another designated person) available for review? Standard A 3.1. para. 18 (def code 18328)			
7	Are frequent inspections carried out by or under the authority of the master, with respect to supplies of food and drinking water, all spaces and equipment used for the storage and handling of food and drinking water, and galley and other equipment for the preparation and service of meals documented? Standard A 3.2 para. 7 (def code 18320)			
8	Has a ships safety committee been established on board regarding ships on which there are five or more seafarers? Standard A 4.3. para. 2d (def code 18430)			
9*	For a ship not being required to carry a medical doctor, is there on board at least one seafarer, holder of a certificate of training in medical first aid or in medical care that meets the requirements of STCW? Standard A.4.1. para. 4c (def code 18404)			
10**	Are all seafarers provided with a copy of on-board complaint procedures applicable on the ship ? Standard A 5.1.5 para.4 (def code 01330)			
11**	Have all seafarers received monthly accounts of their payments due and amounts paid? Standard A2.2. para. 2 (def code 18203)			
12	Was the ship detained as result of the CIC?			

*Note: Questions 1 to 11 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.
If the box "No" is ticked off for questions marked with an "**", and if the deficiency found is repeated (occure more than 1 time), the ship may be considered for detention.*

地中海 MOU 以及加勒比 MOU 等组织目前还未查到相关消息。