

標 題：

MSC74 での審議結果の紹介

# NKテクニカル インフォメーション

No. : 419

Date : 平成 13 年 9 月 13 日

関係船主・造船所 各位

平成 13 年 5 月 30 日から 6 月 8 日にかけて開催された第 74 回海上安全委員会(MSC)での審議結果について次のとおりお知らせ致します。

## 1 条約等の採択に関して

以下の条約及び条約から参照され強制適用される決議の改正案が採択されました。いずれも tacit procedure により自動的に発効する見込みです。

### (i) SOLAS Chapter VII(決議 MSC.117(74))

14.2 規則における INF cargo の定義にあたっての IMDG Code への参照において、新たに C 型輸送物（航空輸送を想定した容器）を採用した I A E A 輸送規則（1996 年版）を取り入れた IMDG コード第 30 回改正の内容との整合性がとられた。2003 年 1 月 1 日発効予定。

### (ii) INF Code (決議 MSC.118(74))

上記(i)同様の改正が加えられた。同じく 2003 年 1 月 1 日発効予定。

### (iii) 1994 HSC Code(決議 MSC. 119(74))

MSC73 において採択された SOLAS 条約新 V 章で要求される現存船へ遡及適用される規則に対応する 1994HSC コード改正案（VDR、電子海図及び AIS の設置規定、並びに適用免除規定）が採択された。2003 年 1 月 1 日発効予定。

## 2 承認された条約の改正案

今回最終案が承認され、次回 MSC75(2002 年 5 月)に採択、2004 年以降に発効・実施される見込みのものは次のとおりです。1 で御紹介した採択事項と異なり来年の MSC75 で正式に採択されるまで、更なる修正が加わる可能性もありますのでご留意願います。

### (Draft revised SOLAS Resolution II-1/12-2 (means of access))

Technical Information No. 398 で紹介した DE 小委員会で作成された SOLAS 条約の改正案が検討され、修正の上承認された。2004 年 1 月 1 日以降に建造される総トン数 500 トン以上の油タンカー及び総トン数 2 万トン以上のバルクキャリアーに適用され、貨物区域、バラスタタンク等への固定式のアクセス設備（通行用足場）が要求されている。ただし、実行不可能な場合には、持ち運び式の設備も認める等の規定が設けられている。また、開口部についても、貨物区域内の区画での移動が容易にできるように、一定寸法以上にする事が要求されている。改正案は概ね合意されたが、技術的問題、安全上の問題、造船所における現場での問題（持ち運び式のアクセス設備について、現在使用されている高所作業車等も含むべき等）があり、技術的詳細を定める強制決議とともに来年 3 月の第 45 回 DE 小委員会でさらに検討されることとなった。

なお、既に設計を終えている船についての適用について問題が指摘され、DE45 でこの件もあわせて検討することになった。MARPOL 条約同様、適用の criteria に keel laid に加えて Contract date 及び delivery date を加えることが検討される見込み。（条約改正案（英文）を添付）

(amendments to SOLAS chapter IV and the 1988 SOLAS protocol)

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1999年2月1日以降 GMDSS が完全発効しているのものでそれ以前の移行期間の取り扱いに関する規定が削除される。また、1999年2月1日まで暫定的に要求されていた GMDSS 施行以前の無線機器 (2,182kHz radiotelephone 等) の要求が削除される。

なお、現行 SOLAS では 1999年2月1日までとされていた VHF 16 ch の聴取義務については 2005年2月1日まで延期される方向で議論されているが (MSC.77(69)による決議を条約中で明文化したもの) 議論がわかれ[until such other date as may be determined by the Maritime Safety Committee]が残された。MSC75 で採択時に最終決着する見込み。

**(Amendments to SOLAS regulation V/21)**

SOLAS 第 V 章 21 規則の改正案が承認された。IAMSAR マニュアル第 3 巻の搭載を義務づけられる見込み。

**(Amendments to resolution A.744(18))**

エリカ号事故を鑑みて、老朽船の更なる安全性の向上、海洋環境の保全を目的とした検査強化を規定する IACS 統一規則を取り入れた A.744(18)が承認された。次回 MSC75 で採択され 2004年1月1日より発効する見込み。

### 3 その他の決議等

(i) 性能要件

**- Resolution MSC.120(74) – Adoption of amendments to the performance standards for float-free satellite EPIRBs**

406MHz EPIRB の新チャンネルの割り当てに関連した A.810(19)の改正。

(ii) 総会決議案

以下 (を含む) の総会決議案が承認された。11月の第 22 回総会で採択される見込み。

**- Revised guideline on the implementation of ISM Code by Administrations**

MSC 73 で採択された ISM Code の改正において、同 Guideline の一部が ISM Code 本体に取り入れたのにあわせた改正。

### 4 MSC Circular

添付リスト (英文) MSC Circular が承認されました。これらは IMO の公式 web site ([www.imo.org](http://www.imo.org)) で閲覧することができます。

添付 SOLAS 条約 II-1/12-2 規則改正案 (案 - 英文)  
MSC 74 で承認された MSC Circular のリスト (英文)

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## ANNEX 16

## DRAFT AMENDMENTS TO SOLAS REGULATION II-1/12-2

## CHAPTER II-1

CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,  
MACHINERY AND ELECTRICAL INSTALLATIONS**Regulation 12-2 – Access to spaces in the cargo area of oil tankers**

- 1 The existing title and the text of the regulation is replaced by the following:

**“Access to and within spaces in the cargo area of oil tankers and bulk carriers****1 Application**

1.1 Except as provided for in paragraph 1.2, this regulation applies to oil tankers of 500 gross tonnage and over and bulk carriers, as defined in regulation IX/1, of 20,000 gross tonnage and over, constructed on or after 1 January 2004.

1.2 Oil tankers of 500 gross tonnage and over constructed on or after 1 October 1994 but before 1 January 2004 shall comply with the provisions of regulation II-1/12-2 adopted by resolution MSC.27(61).

**2 Means of access to cargo and other spaces**

2.1 Each space within the cargo area shall be provided with a permanent means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship's structures to be carried out by the Administration, the Company, as defined in regulation IX/1, and the ship's personnel and others as necessary. Such means of access shall comply with the requirements of paragraph 4 and with the Technical provisions for means of access for inspections, adopted by the Maritime Safety Committee by resolution MSC...(...), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2.2 Where a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations or where it is impracticable as specified in the Technical provisions, the Administration may allow, in lieu, the provision of portable means of access such as staging, moveable platforms and ladders, provided the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure. All portable equipment shall be capable of being readily erected by ship's personnel.

2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation XI/2.

2.4 Safe access\* to cargo holds, cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be direct from the open deck and such as to ensure their complete inspection. Safe access\* to double bottom spaces may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or similar compartment not intended for the carriage of oil or hazardous cargoes.

2.5 Tanks, and subdivisions of tanks, having a length of 35 m or more shall be fitted with at least two access hatchways and ladders, as far apart as practicable. Tanks less than 35 m in length shall be served by at least one access hatchway and ladder. When a tank is subdivided by one or more wash bulkheads or similar obstructions which do not allow ready means of access to the other parts of the tank, at least two hatchways and ladders shall be fitted.

2.6 Each cargo hold shall be provided with at least two means of access as far apart as practicable. In general, these accesses shall be arranged diagonally, e.g. one access near the forward bulkhead on the port side, the other one near the aft bulkhead on the starboard side.

### **3 Ship Structure Access Manual**

3.1 A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a Ship Structure Access Manual approved by the Administration, an updated copy of which shall be kept on board. The Ship Structure Access Manual shall include the following for each space in the cargo area:

- .1 plans showing the means of access to the space, with appropriate technical specifications and dimensions;
- .2 plans showing the means of access within each space to enable an overall inspection to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate from where each area in the space can be inspected;
- .3 plans showing the means of access within the space to enable close-up inspections to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate the positions of critical structural areas, whether the means of access is permanent or portable and from where each area can be inspected;

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\* Refer to the Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20).

- .4 instructions for inspecting and maintaining the structural strength of all means of access and means of attachment, taking into account any corrosive atmosphere that may be within the space;
- .5 instructions for the rigging of any portable means of access in a safe manner; and
- .6 an inventory of all portable means of access.

3.2 For the purpose of this regulation 'critical structural areas' are locations which have been identified from calculations to require monitoring or from the service history of similar or sister ships to be sensitive to cracking, buckling, deformation or corrosion which would impair the structural integrity of the ship.

#### **4 General technical specifications**

4.1 For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction and also provide a clear opening to facilitate the hoisting of an injured person from the bottom of the space. The minimum clear opening shall not be less than 600 mm x 600 mm. When access to a cargo hold is arranged through the cargo hatch, the top of the ladder shall be placed as close as possible to the hatch coaming. Access hatch coamings having a height greater than 900 mm shall also have steps on the outside in conjunction with the ladder.

4.2 For access through vertical openings, or manholes, in wash bulkheads, floors, girders and web frames providing passage through the length and breadth of the space, the minimum opening shall be not less than 600 mm x 800 mm at a height of not more than 600 mm from the bottom shell plating unless gratings or other foot holds are provided.

4.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 4.1 and 4.2 above, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration."

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## **MSC circulars APPROVED BY MSC 74**

- MSC/Circ.995 Advice on the dangers of flooding of forward compartments
- MSC/Circ.996 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention
- MSC/Circ.997 Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code
- MSC/Circ.998 IACS Unified Interpretation regarding timber deck cargo in the context of damage stability requirements
- MSC/Circ.999 Amendments to the IAMSAR Manual
- MSC/Circ.1000 Guidelines for the preparation of plans for co-operation between search and rescue services and passenger ships
- MSC/Circ.1001 Interim Guidelines for a simplified evaluation analysis of high-speed passenger craft
- MSC/Circ.1002 Guidelines on alternative design and arrangements for fire safety
- MSC/Circ.1003 Guidelines on a simplified calculation for the total amount of combustible materials per unit area in accommodation and service spaces
- MSC/Circ.1004 Unified interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code
- MSC/Circ.1005 Unified interpretations of vague expressions and other vague wording of SOLAS chapter II-2
- MSC/Circ.1006 Guidelines on fire test procedures for acceptance of fire-retardant materials for the construction of lifeboats
- MSC/Circ.1007 Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces
- MSC/Circ.1008 Revisions to interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code (MSC/Circ.916)
- MSC/Circ.1009 Amendments to the Revised Standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677)

- MSC/Circ.1010 Communication of information on authorization of recognized  
MEPC/Circ.382 organizations (ROs)
- MSC/Circ.1011 Measures to improve port State control procedures  
MEPC/Circ.383
- MSC/Circ.1012 Endorsement of certificates with the date of completion of the survey  
MEPC/Circ.384 on which they are based
- MSC/Circ.1013 Interim application of paragraphs 4.6.1.1, 4.6.2.2 and 15.7 of the  
Survey Guidelines under the Harmonized System of Survey and  
Certification (resolution A.746(18))
- MSC/Circ.1014 Guidance on fatigue mitigation and management
- MSC/Circ.1015 Reporting near misses
- MSC/Circ.1016 Application of SOLAS regulation III/26 concerning fast rescue boats  
and means of rescue systems on ro-ro passenger ships
- MSC/Circ.1017 Participation in the World Meteorological Organization Voluntary  
Observing Ships' (VOS) Scheme