

標題

マーシャル諸島籍船の医療用酸素ボトルについて

ClassNK

テクニカル インフォメーション

No. TEC-1035
発行日 2015 年 7 月 1 日

各位

今般、マーシャル諸島政府から、医療用酸素ボトルについて Marine Notice No.2-011-2 Rev.1/15 により通知がありましたので、主な内容を以下のとおりお知らせ致します。

1. **Medical First Aid Guide (MFAG) Appendix14 - List of Equipment** において Column A 又は B に該当する船舶は、少なくとも 44 L/200bar の酸素を(1)及び(2)のとおり備えること。
なお、Column A とは 24 時間以内に負傷者を陸上の施設に入院させることが困難な船舶に対する要件であり、Column B とは 2 時間から 24 時間以内の間に負傷者を陸上の施設に入院させることが可能な船舶に対する要件をいう。
 - (1) 1本の40L/200barの医療用酸素ボトルを病室内に備え、2名に対して同時に酸素を供給するために2つのポートを有する1つの流量計ユニット備えた状態で、直ちに使用できる状態にされていること。
 - (2) 2L/200barの医療用酸素ボトル1本と2L/200barの予備ボトル1本を備え、直ちに使用できるよう、持運び用として一組準備しておくこと。
2. 2名に対して同時に酸素を供給するための流量計ユニットが備えられることを条件として、1本の40L/200 barの医療用酸素ボトルを2本の20L/200barのボトル又は4本の10L/200barのボトルで代用することができる。
3. 医療用酸素ボトルは、5年毎又は製造者によって指定された間隔のいずれか早い時期までに、水圧試験が実施されること。
4. 医療用酸素ボトルの酸素の容量は、製造者の要求又は3年毎のいずれか早い時期までに確認され、必要に応じて交換されること。
5. 医療用酸素ボトルを含む蘇生器一式は製造者の指示に従って、資格者により毎年確認されること。

(次頁に続く)

NOTES:

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6. MFAG は国連番号(UN Number)が付与される貨物を積載する全ての船舶に適用される。この点について、IMDG Code/IMSBC Code/the Emergency Procedure for Ships Carrying Dangerous Goods (EmS)/IBC Code/IGC Code の規定に関連して医療用酸素ボトルが用いられるべきと MFAG の前文において言及されていることに注意すること。
7. 船舶に対して有効な危険物運搬船適合証書(DG 証書)が発行されている場合であっても、実際に危険物を運送していない間は、医療用酸素ボトルの搭載は要求されない。
8. 2016 年 7 月 1 日以降に起工するガスキャリアー及びケミカルタンカーについて、医療用酸素ボトルは上記 1 から 6 の規定に適合すること。
9. 現時点において上記 1 から 6 の規定に従って医療用酸素ボトルが供給されていない既存のガスキャリアー及びケミカルタンカーについても、2016 年 7 月 1 日以降の最初の間検査又は更新検査までに当該規定に適合すること。

なお、当該ボトルが上記の規定に適合していることを 2016 年 7 月 1 日以降の定期的 SE 検査及び初回検査の際に確認致します。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Marine Notice No.2-011-2 Rev.1/15



**REPUBLIC OF
THE MARSHALL ISLANDS**
MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-2

Rev. 1/15

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: International Maritime Dangerous Goods Code and Medical Oxygen
Cylinder Requirements**

- References:**
- (a) International Convention for the Safety of Life at Sea (SOLAS) Consolidated Edition 2014
 - (b) International Maritime Dangerous Goods (IMDG) Code, 2014 Edition
 - (c) IMDG Code Supplement, 2014 Edition
 - (d) International Maritime Solid Bulk Cargoes (IMSBC) Code, 2013 Edition
 - (e) RMI Maritime Act (MI-107), Chapter 4, Part I, Section 404
 - (f) RMI Maritime Regulations (MI-108), Section 2.13.4
 - (g) IMO Resolution MSC.370(93), adopted 23 May 2014
 - (h) IMO Resolution MSC.372(93), adopted 22 May 2014
 - (i) IMO Resolution MSC.325(90), adopted 24 May 2012
 - (j) IMO Resolution MSC.328(90), adopted 26 May 2012

PURPOSE:

This Notice provides the International Maritime Dangerous Goods Code (“IMDG Code” or “Code”) requirements for Republic of the Marshall Islands (RMI) flagged vessels. It clarifies the application of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) with respect to gas carriers and chemical carriers and articulates the RMI Maritime Administrator’s (the “Administrator”) policy on medical oxygen cylinders.

This Notice supersedes Rev. 8/14 and reflects the updating of the above references and the incorporation of new sections, 3.8 through 3.11 pertaining to medical oxygen cylinders.

BACKGROUND:

The IMDG Code has been published by the IMO since 1965. It describes in detail the requirements for packaging, marking, documentation, stowage, and reporting of incidents involving the carriage of dangerous goods. The IMDG Code was made mandatory 1 January 2004 through the International Convention for the Safety of Life at Sea (SOLAS) Chapter VII and has undergone a series of amendments since that time.

On 1 January 2014, amendments to SOLAS Chapter VII Regulation 4, as provided in MSC.325(90), Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended (reference (j) above), entered into force. These amendments require transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate to be in accordance with the relevant provisions of the IMDG Code, which must be made available to the person or organization designated by the port State authority. Furthermore, a ship which carries such dangerous goods must have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one (1) of these documents is to be made available before departure to the person or organization designated by the port State authority.

Also entering into force 1 January 2014 were amendments contained in IMO Resolution MSC.328(90), Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code (amendment 36-12) (reference (i) above) to harmonize the requirements of the IMDG Code with the United Nations (UN) requirements, particularly with road transportation, so that the requirements are compatible and movement of cargo is simple in all the modes of transportation.

The most recent amendments to the IMDG Code are contained in IMO Resolution MSC.372(93), Amendments to the International Maritime Dangerous Goods (IMDG) Code (reference (h) above), and are incorporated into the 2014 edition, which will enter into force 1 January 2016. Compliance with these amendments shall not be required by the Administrator until that date, but may be applied on a voluntary basis in accordance with that Resolution.

The IMDG Code may be purchased in hard copy or electronic format from the International Maritime Organization (IMO) Publications section on the IMO website (www.imo.org). The Code consists of Volume 1, Volume 2 and a Supplement¹ that must be purchased separately when in hard copy. Both the IMDG Code, 2014 Edition, and the IMDG Code Supplement, 2014 Edition, will be available in hard copy from IMO in February 2015.

APPLICABILITY:

The provisions contained in the IMDG Code are applicable to all vessels to which SOLAS, as amended, applies and which are carrying dangerous goods (as defined in regulation 1 of Part A of Chapter VII of that Convention). Dangerous goods means the substances, materials and articles covered by the IMDG Code. All vessels, irrespective of type and size, carrying substances, material or articles identified in the IMDG Code as marine pollutants are subject to the provisions of this Code. Marine pollutants mean substances which are subject to the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as amended (MARPOL 73/78) Annex III (Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form), as amended.

1 The Supplement contains the text of the Medical First Aid Guide (MFAG) and the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide), Reporting Procedures, Guidelines for Packing of Cargo Transport Units (CTUs), Guidelines for the Safe Use of Pesticides and the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships.

REQUIREMENTS:

1.0 General

- 1.1 Dangerous goods and marine pollutants shall be carried and shipped in accordance with the IMDG Code, as amended.
- 1.2 The IMDG Code is legally treated as a mandatory instrument under Chapter VII of SOLAS. However, certain provisions of the Code remain recommendatory and should be treated as such. These recommendatory provisions are contained in IMDG Code, Chapter 1.1, and are as follows:
- paragraph 1.1.1.8 (Notification of infringements);
 - paragraphs 1.3.1.4 to 1.3.1.7 (Training);
 - chapter 1.4 (Security provision) except 1.4.1.1, which is mandatory;
 - section 2.1.0 of chapter 2.1 (class 1-explosives, introductory notes);
 - section 2.3.3 of chapter 2.3 (Determination of flashpoint);
 - columns (15) and (17) of the Dangerous Goods List in chapter 3.2;
 - the segregation flow chart and example in the annex to chapter 7.2;
 - section 5.4.5 of chapter 5.4 (multimodal Dangerous Goods Form), insofar as the layout of the form is concerned;
 - chapter 7.8 (Special provisions in the event of an incident and fire precautions involving dangerous goods);
 - section 7.9.3 (Contact information for the main designated national competent authorities); and
 - appendix B.
- 1.3 Compliance with all relevant requirements of SOLAS, Chapter II-2-Construction-fire protection, fire detection and fire extinction, as amended, is required.

2.0 Carriage of Publications

- 2.1 The latest version (electronic or hard copy) of the IMDG Code (Volume 1, Volume 2 and the Supplement) shall be carried on board all RMI vessels to which the IMDG Code applies.

3.0 Medical Oxygen Cylinders

- 3.1 The MFAG refers to the substances, material and articles covered by the IMDG Code, and the materials covered by Appendix 1 of the International Maritime Solid Bulk Cargoes (IMSBC) Code, for those cargoes identified as being in Group B (cargoes which possess a chemical hazard). Sections 1.7.12 through 1.7.14 of the IMSBC Code provide the full definitions for cargo groups A, B, and C. Note that the IMSBC Code replaced the Code of Safe Practice for Solid Bulk Cargoes (BC Code) on 1 January 2011.
- 3.2 Vessels that fall under Column A or B of the MFAG Appendix 14 – List of Equipment, are required to carry a minimum of 44 liters/200 bar oxygen as follows:

- one (1) 40 liter/200 bar medical oxygen cylinder located in the vessel's hospital, assembled for direct use, equipped with one (1) flowmeter unit (two (2) ports) for supplying oxygen for two (2) persons simultaneously; and
 - one (1) complete portable set, ready for use, with a 2 liter/200 bar medical oxygen cylinder and a spare cylinder (also 2 liter/200 bar).
- 3.3 The single 40 liter/200 bar medical oxygen cylinder may be substituted with either two (2) 20 liter/200 bar cylinders or four (4) 10 liter/200 bar cylinders, provided the equipment/flowmeter units are arranged to supply oxygen to two (2) persons simultaneously.
- 3.4 The cylinders are to be hydrostatically tested every five (5) years, or at an interval specified by the manufacturer, whichever occurs sooner.
- 3.5 The contents of the cylinders are to be checked and changed as required according to manufacturer's requirements, or every (3) years, whichever occurs sooner.
- 3.6 The entire system is to be inspected annually by a competent person in accordance with manufacturer's instructions.
- 3.7 It would be acceptable for a vessel which has been issued with a valid Document of Compliance for Dangerous Goods not to carry the medical oxygen cylinders while the vessel does not actually load, carry or discharge any such dangerous goods. Under these circumstances however, the shipboard SMS shall include provisions which ensure that the cylinders/system will be provided onboard before the vessel commences any of the above operations with dangerous goods.
- 3.8 The Administrator interprets MFAG as being applicable to all vessels carrying cargoes which have a UN number. In this respect, it is noted that the introduction to the MFAG states that it should be used in conjunction with the information provided in the IMDG Code, the IMSBC Code, the Emergency Procedures for Ships Carrying Dangerous Goods (EmS), IBC Code and IGC Code. The revised IGC Code, adopted by IMO Resolution MSC.370(93), Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (reference (g) above), and entering into force on 1 January 2016 for new ships, refers to MFAG in the text of para 14.2.2, effectively making it mandatory for gas carriers:

14.2 First-aid equipment

14.2.2 The ship shall have onboard medical first aid equipment, including oxygen resuscitation equipment, based on the requirements of the Medical First Aid Guide (MFAG) for the cargoes listed on the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk shown in appendix 2.

As a result of the revised text, the Administrator considers that it was the intention of IMO that the medical oxygen carriage requirements of the MFAG should be applied to gas carriers and chemical tankers.

- 3.9 In accordance with resolution MSC.370(93) (reference (g) above), the IGC Code applies to ships whose keels are laid, or which are at a similar stage of construction where:
- construction identifiable with the ship begins; and
 - assembly of that ship has commenced, comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less,
- on or after 1 July 2016.
- 3.10 Therefore, compliance with the requirements of this section 3.0 on Medical Oxygen Cylinders shall apply to new gas carriers and chemical tankers constructed on and after 1 July 2016.
- 3.11 For existing gas carriers and chemical tankers, which are not currently provided with medical oxygen, compliance shall be required at the next intermediate or renewal survey after 1 July 2016.