

標題

予備の貨物固縛設備の個数に関するマーシャル諸島
主管庁の要件の通知について

ClassNK

テクニカル インフォメーション

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各位

ClassNK テクニカル・インフォメーション No.TEC-1081 にてお知らせしておりました Tokyo MOU による貨物固縛設備に関する PSC 集中検査キャンペーン実施に関連し、今般マーシャル諸島主管庁より、予備の貨物固縛設備の個数に関する通知がありましたのでお知らせ致します。

本通知の概要は以下の通りです。

- 船上の貨物固縛に必要となる貨物固縛設備に加え、予備の貨物固縛設備が要求される。実際に必要となる予備の貨物固縛設備の個数は、従事する航路や、貨物の種類、個数により異なる。
- 予備の貨物固縛設備の貨物固縛マニュアルに記載されている数と本船上の数に齟齬がある場合は、貨物運送に必要な数を反映させ貨物固縛マニュアルの記載を修正する必要がある。
- 貨物固縛マニュアルに予備の貨物固縛設備の個数またはパーセンテージの記述がない場合は、同内容を含む貨物固縛マニュアルの付属書を作成し、**Recognized Organization (RO)**の承認を受ける必要がある。
- 船舶が従事する航路で要求される予備の貨物固縛設備の個数またはパーセンテージの概説を船舶の安全管理システムに含めても差し支えない。

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NOTES:

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[貨物固縛設備及び貨物固縛マニュアルの技術要件に関するお問い合わせ]

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MARINE SAFETY ADVISORY No. 33-16

To: Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations

Subject: TOKYO MOU – CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING ARRANGMENTS

Date: 23 September 2016

References: (a) **SOLAS**, *International Convention for the Safety of Life at Sea*, Regulations VI/5 & VII/5
(b) **IMO Circular** [MSC.1/Circ.1353/Rev.1](#), *Revised Guidelines for the Preparation of the Cargo Securing Manual*, issued 15 December 2014

The Tokyo Memorandum of Understanding (MoU) is in the process of carrying out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements on all ships that will continue through the month of November 2016. Since 01 September 2016, the start of the CIC, the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) has received a number of questions and requests for additional guidance on the Administrator’s position regarding (Question number 7 on the attached Tokyo MoU CIC questionnaire) Cargo Securing Arrangements and the amount of reserve securing devices required to be carried onboard a RMI flagged ship. The purpose of this Advisory is to provide that guidance and the Administrator’s interpretation of the reserve cargo securing requirements.

IMO Circular MSC.1/Circ.1353/Rev.1 states “there should be a sufficient quantity of reserve cargo securing devices on board the ship.” Although this is a Circular and the term “should” is used in the language rather than “shall”, the Administrator’s interpretation is that some amount of reserve cargo securing devices is required onboard a ship in addition to what is required to secure the existing cargo onboard. The actual amount of reserve cargo securing devices onboard a ship at any given time may vary based on the service or charter the ship is engaged, and the type and amount of cargo being carried.

In no case should the total number of cargo securing devices be less than that required for the cargo being carried and the appropriate percentage above as outlined in the ship’s Cargo Securing Manual (CSM). If the CSM does not specifically outline the amount or a percentage of reserve cargo securing devices to be carried, owners and operators should have an addendum made to the CSM and approved by the designated Recognized Organization (RO) on behalf of the Administrator. An addendum may also be incorporated into the ship’s Safety Management System

This MSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.

(SMS) outlining the specific amount or percentage of reserve cargo securing devices required for the service the vessel is engaged.

In summary, ships should be following their CSM for the stowage and securing of cargo onboard. If the actual amount of reserve cargo securing devices differ from what is outlined in the CSM, then the CSM should be updated to reflect the amount of reserve cargo securing devices required for the service intended.



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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS

The Member Authorities of the Tokyo MOU with other co-operating MOUs will carry-out a concentrated inspection campaign on Cargo Securing Arrangements on the 1st September 2016 through the 30th November 2016. The purpose or goal of this year's CIC is to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. The objectives of the Tokyo MOU member states in the performance the CIC are to:

- measure compliance with the requirements of the applicable international conventions;
- ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements; and,
- raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

During the period of the CIC, member authorities of the Tokyo MOU will inspect cargo securing arrangements during the normal port state control inspections. Port State Control actions associated with this campaign may range from the issuing of deficiencies to more severe control measures such as detaining a ship to prevent it from going to sea in an unsafe condition. However, the purpose of this campaign is not to detain ships, but rather to improve safety and compliance related to cargo securing arrangements. Ships will only be subject to one CIC inspection during the campaign. The Master of the ship will receive a copy of the CIC questionnaire from the port state control officer as evidence that the CIC was performed.

Masters and ship's crew are encouraged to review cargo securing procedures and

arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures. Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

The results of this CIC will be analyzed and findings presented to the International Maritime Organization in an effort to measure and/or improve the effectiveness of IMO instruments.

1 August 2016

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CIC on Cargo Securing Arrangements

Inspection Authority:			
Ship Name:		IMO Number:	
Date of Inspection		Inspection Port:	

No.	Question	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*			
2	Cargo Securing Manual:			
2A	<ul style="list-style-type: none"> Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?* 			
2B	<ul style="list-style-type: none"> 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". 			
3	Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?*			
4	Are the lashings/fittings as per the cargo securing manual?*			
5	Is the condition of the lashings/fittings considered satisfactory for their intended use?*			
6	Are appropriate securing points or fittings being used for cargo securing?*			
7	Is there a sufficient quantity of reserve cargo securing devices onboard?			
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*			
9	Were deficiencies recorded as a result of this CIC?			
10	Was the vessel detained as a result of deficiencies found during this CIC?			

* 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), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).