

標 題:

2002 年発効の改正条約 (その 1)

NKテクニカル インフォメーション

No.: 283

Date: 平成 10 年 9 月 16 日

関係船主・造船所各位

拝啓、貴社ますます御清栄のこととお喜び申し上げます。

本年 5 月に開催されました IMO 第 69 回海上安全委員会(MSC 69)で SOLAS 条約の改正案が採択されました。異議通告期間を経た後、2002 年 7 月 1 日に発効の見込みです。弊会での具体的取り扱い、解釈などについては今後順次お知らせすることとしております。

弊会がとりまとめました今回採択された改正条約の概要を御参考までに御紹介致します。

なお、MSC70 以降も 2002 年発効予定の条約改正が採択される見込みです。それらについても採択され次第御紹介する予定です。

第 II-1 章

II-1/14 規則 (旅客船及び貨物船の水密隔壁等の構造及び最初の試験)

(適用:2002 年 7 月 1 日以降に建造される SOLAS 適用となる客船及び 500 トン以上の貨物船)

機関、電気設備の絶縁又は取り付け物に損傷が想定される場合は、射水試験に換えて溶接部分の詳細な目視検査 (必要な場合は、浸透探傷試験法、超音波リーク試験法又は同等な試験) で置き換えることが可能となった。

第 IV 章

IV/1 規則 (適用)

第 IV 章の適用対象について、「別段の明文の規定がない限り」という記述が挿入された。

IV/2 規則 (用語及び定義)

(GMDSS 識別 = Global Maritime Distress and Safety System Identities) が定義に追加された。また、慣用語及び略号について ITU 無線通信規則の無線通信規則への参照に加え、搜索救助条約(SAR 条約)への参照が加えられた。

IV/5-1 規則（新）（GMDSS 識別）

（適用:新造/現存、国際/非国際、大きさを問わず全ての船舶）

SOLAS 条約締約国政府は IV/2 規則で定義される GMDSS 識別を救助調整センターが 24 時間いつでも活用できるよう手配しなければならない。（搜索救助活動を行なう上で、或いは誤警報に対処する為搜索救助機関が遭難信号を受信したときに直ちにその船舶の情報が手に入る様定めたもので、船舶・船主に対する要求ではありません。）

IV/13 規則（電源）

（適用:18 規則に基づき Navigation Receiver (GPS 受信装置等)の位置情報を自動的に IV 章で要求される双方向通信装置*に接続している船舶）（現存搭載機器にも適用あり）

18 規則が新たに追加されたのに伴い、位置更新装置への補助電源からの給電を規定した。

IV/15.9 規則（保守要件）

（適用:Satellite EPIRB 搭載船舶）

Satellite EPIRB の保守要件として新たなテスト項目が追加された。テスト項目としては EPIRB が発射する送信周波数の安定度、信号強度及びデジタル情報の内容となっており、船上又は主管庁の承認したサービスステーションとなっているが、実際に船上で行うことは極めて難しく、また、サービスステーションの承認要件も定まっていないことから 2002 年の実施に向け注意を要する。なお、延期要件（最大 17 ヶ月）については HSSC での延期要件（最大 18 ヶ月）と整合させることについて、今後 HSSC 発効までに FSI 小委員会で検討されることになっている。

IV/18 規則（新）（位置更新）

（適用:SOLAS IV 章適用船舶）

遭難警報を発する双方向通信装置*に自動的に位置情報を入力可能である場合、もし位置測定装置を船上に備えていればその測定装置からの位置情報を自動的に双方向通信装置*へ提供すること。（そのような装置がない手動で 4 時間毎に入力する）すでに GPS 等の機器を搭載している場合で本規則で要求する自動提供の為の接続を実施していない場合は、条約発効までに接続させる必要がある。

*IV 章で要求される双方向で通信できる能力がある機器全般をさす。（III/6.2.1 規則で要求される two-way radiotelephone apparatus ではない）

第 VI 章

VI/5(積み付け及び固縛)

(適用:SOLAS VI 章適用船舶)

Cargo Securing Manual の対象物件が「Cargo units, including containers」が「all cargoes, other than solid and liquid bulk cargoes」に修正される。

第 VII 章

VII/6(積み付け及び固縛)

(適用:SOLAS VII 章適用船)

Cargo Securing Manual の対象物件が「Cargo transport units, including freight containers」が「all cargoes, other than solid and liquid bulk cargoes」に修正される。また、VI 章同様に Roro 船の規定(berth を離れる前に終了)も追加される。

(なお SOLAS 94 年改正(MSC.42(64))では VII/6.6 規則として追加すべきところを VII/5.6 規則として追加していたので、これについても今回内容の改正に加えなおされている)

添付; MSC69 で採択された条約改正テキスト (英文)

RESOLUTION MSC.69(69)
(adopted on 18 May 1998)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention other than chapter I,

HAVING CONSIDERED, at its sixty-ninth session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2002 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1

CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

PART B - SUBDIVISION AND STABILITY

Regulation 14 - Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships

- 1 The existing text of paragraph 3 is replaced by the following:

"3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of the fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment insulation or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test. In any case a thorough inspection of the watertight bulkheads shall be carried out."

CHAPTER IV

RADIOCOMMUNICATIONS

Regulation 1 - Application

- 2 In paragraph 1, the words "Unless expressly provided otherwise," are inserted before the words "this chapter".

Regulation 2 - Terms and definitions

- 3 The following new subparagraph .16 of paragraph 1 is added after existing subparagraph .15:

".16 *Global Maritime Distress and Safety System (GMDSS) identities* means maritime mobile services identity, the ship's call sign, Inmarsat identities and serial number identity which may be transmitted by the ship's equipment and used to identify the ship."

- 4 The existing text of paragraph 2 is replaced by the following:

"2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as may be amended, shall have the meanings as defined in those Regulations and the SAR Convention."

- 5 The following new regulation 5-1 is added after existing regulation 5:

"Regulation 5-1

Global Maritime Distress and Safety System identities

- 1 This regulation applies to all ships on all voyages.
- 2 Each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue co-ordination centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Contracting Government of these assignments."

Regulation 13 - Source of energy

- 6 In paragraph 8, the words ", including the navigation receiver referred to in regulation 18," are inserted after the word "chapter".

Regulation 15 - Maintenance requirements

- 7 The following new paragraph 9 is added after existing paragraph 8:
- "9 Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months. The test may be conducted on board the ship or at an approved testing or servicing station."
- 8 The following new regulation 18 is added after existing regulation 17:

"Regulation 18

Position-updating

All two-way communication equipment carried on board a ship to which this chapter applies which is capable of automatically including the ship's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the ship's position and the time at which the position was determined shall be manually updated at intervals not exceeding four hours, while the ship is underway, so that it is always ready for transmission by the equipment."

CHAPTER VI

CARRIAGE OF CARGOES

Regulation 5 - Stowage and securing

- 9 The existing text of paragraph 6 is replaced by the following:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization".

CHAPTER VII

CARRIAGE OF DANGEROUS GOODS

Regulation 5 - Documents

- 10 The existing text of paragraph 6 is deleted.

Regulation 6 - Stowage requirements

- 11 The title of this regulation is replaced by "Stowage and securing".
- 12 The following new paragraph 6 is added after existing paragraph 5:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization".

* Refer to the Guidelines on the preparation of the Cargo Securing Manual, approved by the Maritime Safety Committee of the Organization and promulgated by circular MSC/Circ.745.