

標題

キプロス政府発行の Circular No.19/2002 に対する弊会の対応について

ClassNK

テクニカル インフォメーション

No. TEC-0479

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各位

キプロス政府より Circular No.19/2002 ”Instructions to Recognized Organizations to enhance Flag State Control over Safety Standards of Cyprus Ships” が発行されました。

この Circular はキプロス籍船の安全水準を高めまた Port State Authority による拘留を減らすのを目的として発行されました。キプロス政府は弊会に2002年9月1日よりキプロス籍船に対しこの Circular に基づき検査及び審査を実施するよう要請しております。

この Circular の内容及び弊会の対応を以下に説明致します。

1. キプロス籍への船籍変更をする場合の検査

管理会社の変更の有無に関わらず本船に指定事項がある場合ではキプロス政府の判断を待つこととなります。船籍変更に伴う検査の範囲は次のとおりです。

- (1) 管理会社の変更の有無に関わらず船籍変更の検査が各条約の更新または定期的検査の期間内に実施される場合はその条約検査も実施することが要求されます。またその検査時に添付の ILO Check Sheet による点検も実施されます。この ILO Check Sheet は国際労働機関(International Labor Organization)の制定した条約(ILO 条約)に関連して、船舶の居住区、機関区等の労働環境が適正に維持されているかについて点検する目的でキプロス政府により作成されたものです。
- (2) 管理会社の変更を伴わない場合でかつ、船籍変更の検査が各条約の定期及び定期的検査の期間外で実施される場合は、実施される船籍変更のための検査は年次検査相当の検査範囲となります。また ILO Check Sheet による点検も実施されます。
- (3) 管理会社の変更を伴う場合でかつ、船籍変更の検査実施日が各条約の更新及び定期的検査の期間外の場合は、安全設備(Safety Equipment)に関する検査は更新検査相当の検査範囲となりますがそれ以外の船籍変更のための検査は年次検査相当の検査範囲となります。また ILO Check Sheet による点検も実施されます。

2. Port State Control により拘留を受けた場合の検査

キプロス籍船が Port State Control により拘留され弊会の検査員が立会するよう要請された場合、検査員はその指摘された欠陥のみに検査範囲を限定せず以下のように検査を実施致します。

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NOTES:

- ClassNK テクニカル・インフォメーションは、あくまで最新情報の提供のみを目的として発行しています。
- ClassNK 及びその役員、職員、代理もしくは委託事業者のいずれも、掲載情報の正確性及びその情報の利用あるいは依存により発生する、いかなる損失及び費用についても責任は負いかねます。
- バックナンバーは ClassNK インターネット・ホームページ(URL: www.classnk.or.jp)においてご覧いただけます。

- (1) 拘留された日が各条約の更新または定期的検査の検査指定期間内の場合、その船舶が出港する前にその各条約検査を実施することが要求されます。但しその検査が更新検査の場合は、安全設備(Safety Equipment)、安全無線(Safety Radio)については更新検査を完了し、他の各検査は可能な限りまで更新検査を実施することが要求されます。また出港前に全ての更新検査が完了しない場合、各条約証書の満了日の期限を越えない範囲で更新検査完了のための Time Schedule を設定することが要求されます。
 - (2) 拘留された日が各条約検査の検査指定期間外の場合、指摘された欠陥を修復後、検査員は ILO Check Sheet 及び添付の ISM Checklist による点検を実施致します。その際、検査員の判断により更なる検査が必要かどうかを決定します。この ISM Checklist は、IACS(国際船級協会連合)により船級・条約検査時に検査員が安全管理システムが十分機能しているかどうかを判定するために作成され 2002 年 4 月 1 日より IACS において使用されているものです。(ISM Checklist については ClassNK テクニカルインフォメーション No.TEC-0445 でお知らせしております。)
 - (3) 検査員が必要と判断した場合、更なる検査が実施されます。その検査の範囲は安全設備(Safety Equipment)の検査は更新検査相当の検査になります。また安全設備(Safety Equipment)以外の各条約検査は年次検査相当の検査となります。
3. Port State Control により拘留には至らなくても欠陥を指摘された場合
- 弊会は Port State Control によって指摘されたこれらの欠陥について寄港国政府から情報を受け取った場合、弊会がキプロス政府に報告することが要求されております。キプロス政府はその報告を基にその船舶に対し更なる調査が必要かどうかを判断します。キプロス政府は、更なる調査が必要と判断した場合はその対応策について決定することになります。
4. キプロス政府または Port State Control により指定事項を課せられた場合
- キプロス船が指定事項をキプロス政府または Port State Control により課せられた場合、管理会社から弊会に連絡して頂くようお願い致します。弊会はそれらが解除指定日までには是正されていることを確認しキプロス政府に報告致します。上記によらない場合の処置についてはキプロス政府の指示に従うこととなります。
5. Port State Control 等により拘留を受けた際の PSC Inspection Report の内容が ISM Major non-conformity と関連している場合
- (1) キプロス籍船が拘留された際の PSC Inspection Report が、ISM Major Non-Conformity と関連がある場合にはその船舶の臨時審査の実施を要求されます。この臨時審査の範囲は；
 - (i) 拘留日が初回又は更新審査後 12 ヶ月以内または更新審査前 6 ヶ月以内の場合は、初回審査相当の臨時審査
 - (ii) 上記以外の場合は、中間審査相当の臨時審査となります。

また、この臨時審査で更に管理会社の Safety Management System(SMS)に問題があると判断した場合は、弊会または適合証書(DOC)を発給している団体(弊会が DOC を発給していない場合)が年次審査程度の会社の臨時審査を実施することが要求されます。

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- (2) 上述「2 Port State Control 等により拘留を受けた場合の検査 2)」による拘留を受けた際に実施した ISM Checklist による点検の結果については、
- (i) 弊会が安全管理証書(SMC)を発給していない場合は SMC を発給している団体にその結果を通知します。
 - (ii) 弊会が SMC を発行している場合は、弊会において評価し、臨時審査が必要と判断した場合は、その管理会社に対し船舶臨時審査の実施を要請します。
- (3) キプロス籍船が 12 ヶ月以内に 2 回 Port State Control により拘留された場合は中間審査相当の船舶臨時審査及び年次審査相当の会社臨時審査を実施することが要求されます。
- (4) 管理会社の大きな割合の船隊が拘留された場合、キプロス政府の判断に基づき、船舶並びに会社の臨時審査を実施することが要求されます。

6. 更新検査の延期

更新検査の延期は特別な事情がある場合のみキプロス政府により承認されます。ただし要求される全ての検査が既に開始され可能な限り実施されていることが承認の条件となります。この Circular No.19/2002 に基づき所定の検査及び審査をキプロス籍船に対し行うにあたり、弊会が関係者から連絡を受けない場合、要求される検査及び審査を実施できないことが予想されます。従いまして下記の場合、情報を遅滞なく弊会に連絡頂くよう御協力お願い致します。

- (1) キプロス籍への船籍変更をする場合
- (2) Port State Control により拘留を受けた場合
- (3) Port State Control により拘留には至らなくても欠陥を指摘され、弊会検査員の立会が必要な場合
- (4) キプロス政府または Port State Control により指定事項を課せられた場合
- (5) 更新検査の延期
- (6) Port State Control 等により拘留を受けた際の PSC Inspection Report の内容が ISM Major non-conformity と関連している場合
- (7) 弊会が SMC を発行している船舶が 12 ヶ月以内に 2 回 Port State Control により拘留された場合

上記(1),(2)及び(3)の場合、検査地を所轄する弊会支部、事務所に検査申請書を提出願います。

上記(4)及び(5)の場合の連絡先 日本海事協会 本部管理センター検査技術部

Tel: 03-5226-2027/2028

Fax: 03-5226-2029

E-mail: svd@classnk.or.jp

上記(6)及び(7)の場合の連絡先 日本海事協会 本部情報センター安全管理システム部

Tel: 043-294-5999

Fax: 043-294-7206

E-mail: smd@classnk.or.jp

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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。

財団法人 日本海事協会 (ClassNK)

本部 管理センター国際室

住所: 東京都千代田区紀尾井町 4-7 (郵便番号 102-8567)

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添付:

1. Circular No.19/2002 "Instructions to Recognized Organizations to enhance Flag State Control over Safety Standards of Cyprus Ships"
2. ILO Check Sheet (ANNEX 1)
3. ISM Checklist (ANNEX 2)

REPUBLIC



OF CYPRUS

**MINISTRY OF COMMUNICATIONS AND WORKS
DEPARTMENT OF MERCHANT SHIPPING
LEMESOS**

Circular No.19 /2002

July 12, 2002

To all Owners
Managers, Representatives and Masters
of vessels flying the Cyprus flag.

**Subject: Instructions to Recognised Organisations to enhance Flag State Control
over Safety Standards of Cyprus Ships**

I wish to inform you that the Department of Merchant Shipping, in cooperation with the Recognised by the Republic of Cyprus Classification Societies, in its effort to enhance the safety standards of Cyprus ships and to eliminate unnecessary and costly delays due to the detention of the ships by Port State Control Authorities, has decided to implement a new scheme of preventive control over Cyprus flag ships based on the experience gained so far.

The new scheme is as described in Appendix 1 and implementation is scheduled to commence on September 1, 2002. Every effort will be made to avoid repeated detentions and costly delays of ships.

All Owners, Managers and Masters of Cyprus flag vessels are requested to abide by the new procedures.

S. S. Serghiou
Director
Department of Merchant Shipping

Cc: Acting Permanent Secretary, Ministry of Communications and Works
Permanent Secretary, Ministry of Foreign Affairs
Maritime Offices of the Department of Merchant Shipping abroad
Diplomatic Missions and Honorary Consular Offices of the Republic
Recognised Classification Societies
Cyprus Shipping Council
Association of Cypriot Shipowners (Sea Rovers)
Union of Cypriot Shipowners
Cyprus Bar Association

**INSTRUCTIONS OF THE DEPARTMENT OF MERCHANT SHIPPING
OF CYPRUS TO ITS RECOGNISED ORGANIZATIONS**

The present instructions aim at enhancing the control of the flag state over safety standards of Cyprus ships. These are additional to any authorization or instruction given in the past to Recognized Organizations. All terms used are as defined in international conventions for the implementation of which relevant authorizations have been given to Recognized Organizations.

1. Change of Flag Surveys

1.1 It is noted that regardless of whether the Company remains the same as before or a change occurs, no vessel may be registered with any outstanding recommendation, in accordance with the Department of Merchant Shipping circular 20/2001. In case a deviation from this policy is requested, it should be invariably referred to this Department for consideration and relevant instructions.

1.2 In both cases, at the time of the change of flag, if the due dates for the surveys for existing certificates are within the ± 3 months' window, then renewal/intermediate/periodical/annual surveys, as the case may be, shall be carried out immediately. At the same time, an inspection of basic ILO items as indicated in the check sheet in Annex 1, shall be carried out.

1.3 In the case where the change of flag is not accompanied by a change of the Company, the surveys shall be limited in scope to the extent of the applicable annual survey with the addition of basic ILO items, unless the due dates of the statutory surveys are within the window mentioned above.

1.4 In cases where the change of flag is accompanied by a change of the Company, the extent of the surveys in respect of safety equipment shall be upgraded to that of a renewal survey with the addition of basic ILO items. The surveys for the statutory certificates other than the safety equipment, unless they fall within the windows mentioned in paragraph 1.2 above, shall be carried out to the extent of annual surveys.

1.5 The statutory survey reports for the change of flag surveys shall be made available the soonest possible to the Department of Merchant Shipping either in hard copy or by e-mail, or through access to the society's data base.

2. Survey after detention

2.1 When a Cyprus flag ship is detained and the Recognized Organization (RO) is called to attend, the surveyor of the RO shall not limit his inspection to the deficiencies noted by Port State Control.

2.2 If the date of the detention falls within the ± 3 months window for statutory surveys, they shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and radio, which shall be completed. A time schedule for the completion of surveys at the next convenient port shall be set and they shall not be delayed until the end of the window.

2.3 If the date of the detention does not fall within the ± 3 months' window the RO surveyor, after clearing the PSC deficiencies, shall carry out a general examination of the vessel including the items listed in Annex 1 and shall ask the questions listed in Annex 2. Then, using his professional judgement he shall decide whether extra surveys are required.

2.4 In cases where the surveyor deems that more thorough surveys are required, he shall proceed as agreed for the change of flag when accompanied by a change of the Company (see item 1.4). The RO shall send to the Department of Merchant Shipping copies of the reports on such cases.

3. Surveys after PSC inspection with deficiencies identified, which did not warrant detention

3.1 The RO should inform the Department of such cases which are brought to their attention by PSC authorities. The Department will decide whether the case warrants further investigation. On the basis of the results of this investigation the Department in consultation with the RO will decide on the future policy.

4. Outstanding Recommendations

4.1 In case a ship is burdened with recommendations imposed either by the Department of Merchant Shipping or PSC, these shall be communicated to the RO classing the ship and the latter shall ensure that they have been rectified according to the set schedule. Otherwise the RO shall contact the Department for a decision on the action to be taken.

5. ISM

5.1 On a PSC inspection report as a result of which the ship is detained, there may be an explicit reference to an ISM major non-conformity. In such case, an auditor of the auditing organisation shall board the vessel and perform an additional audit of the vessel's Safety Management System. The extent of this additional audit should be:

- (a) equivalent to the mandatory initial audit of the shipboard part of the SMS, in case the major non-conformity is identified within twelve months or less from the date of the initial/renewal audit or less than six months prior to the renewal audit, or
- (b) equivalent to the mandatory intermediate audit of the shipboard part of the SMS, in case the major non-conformity is identified twelve months or more from the date of the initial/renewal audit or more than six months prior to the renewal audit.

5.2 If, during the shipboard audit, it becomes apparent that problems also exist with the SMS of the company, an additional audit to the extent of the annual audit shall be performed for the Company.

5.3 If the detention order contains no explicit reference to ISM non-conformities, then the surveyor shall act as in section 2 above.

5.4 If the RO classing the ship and its auditing organisation are different entities, then the surveyor having received the answers to questions in Annex 2, should notify the ship's auditing organization of the findings. In case the auditing organization, having assessed the findings, deems that an additional audit is necessary, it shall notify the Department of Merchant Shipping and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform the Department of Merchant Shipping and the RO classing the ship of the results.

5.5 If the RO classing the ship is also its auditing organisation, then in case the RO having assessed the findings of the surveyor based on the answers to questions in Annex 2, deems an additional shipboard audit necessary, the RO shall notify immediately the Department of Merchant Shipping and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform the Department of Merchant Shipping of the results.

5.6 If a vessel is justifiably detained twice within 12 months, then an additional shipboard audit in the scope of an intermediate audit shall be performed for the vessel's SMS and an additional audit of the Company, in the scope of an annual audit.

5.7 The Department of Merchant Shipping shall be notified of any additional shipboard audit or additional audit of the Company.

5.8 The Department of Merchant Shipping shall decide the extent and scope of additional audits of the shipboard as well as the shore based SMS of a Company, when a large proportion of that Company's fleet is detained by PSC.

6. Postponement of Special Surveys

6.1 Applications for postponement of the special survey will be considered by the Department of Merchant Shipping only in cases where special circumstances warrant them.

6.2 No postponement of the special survey shall be given unless all surveys have commenced and proceeded to the extent possible. The Department may decide to deviate from this course of action only in cases of force majeure.

CHECK SHEET FOR SURVEY OF ILO ITEMS

This checklist to be completed during surveys associated with Port State Detentions of Cyprus Registered Vessels

	ILO Reference	YES	NO	N/A
1. The accommodations and spaces were generally examined in so far as practical and accessible including:				
a. Are all of the accommodation spaces being used for what they were intended for?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are all of the accommodation rooms and spaces being kept clean and tidy?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is adequate lighting is available throughout the accommodation?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. If the accommodation heating system working (for vessel's operating in cold climates only)?	ILO 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Are the officers and crew sanitary facilities clean?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Are crew bathrooms, water closets and sinks operating properly?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Is water pressure available to the bathrooms and water closets?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Are cockroaches and other insects properly dealt with?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Is hot and cold water available?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The Engine room and other machinery spaces were generally examined in so far as practical and accessible including:				
a. Are all engine room bilges clean and free of oil?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the steering gear compartment clean and free of oil and garbage?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is the engine room clean (no accumulation of oily rags or garbage)?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are acetylene and oxygen bottles stored outside of the accommodation, engine room and other machinery spaces?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Is paint and thinners stored outside of machinery spaces in designated storage rooms?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The food and catering areas were generally examined in so far as practical and accessible including:				
a. Galley found clean and suitable for preparing food?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are crew provisions in satisfactory condition with no spoilage or unsanitary conditions in stowage or galley?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Refrigerated provisions storerooms found clean, of adequate size for the provisions, and the refrigeration machinery considered capable of maintaining the provisions at adequate temperatures?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are drinking water taps in working condition?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is the machinery fitted with protective devices (guards) as considered necessary?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the windlass and mooring winches in good order?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the accommodation ladder in good working order and considered safe for use?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If any of the above was answered **NO**, contact your _____ for further guidance.

Remarks:

Surveyor

No.17
(cont'd)

Annex 1

Annual Class Survey ISM Checklist		
Ship's Name	Flag	IMO Number
Survey Record No.	Date of Survey	Survey Place
(A. Technical deficiencies)		
A-1. Class/Statutory related technical deficiencies are found ?		
- No (No action to be taken)		
- Yes (go to A-2)		
A-2. Such technical deficiencies, if not corrected, might lead to the suspension of Class and/or withdrawal of statutory certificates ?		
- No (go to A-3)		
- Yes (To be reported)		
A-3. Such technical deficiencies were reported to the Company ?		
- No (To be reported)		
- Yes (go to A-4)		
A-4. Evidence for dealing with such technical deficiencies by the Company exists ?		
- No (To be reported)		
- Yes (go to A-5)		
A-5. Possible immediate rectification for such deficiencies exists ?		
- No (To be reported)		
- Yes (No action to be taken)		
(B. Serious threat)		
Other conditions which may seriously affect the safety of the ship, personnel or the environment are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(C. Documentary deficiencies)		
Class/Statutory related documentary deficiencies are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(D. Operational failures)		
Class/Statutory related operational failures found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(E. Class/Statutory requirements)		
Other Class/Statutory requirements are not observed ?		
- No (No action to be taken)		
- Yes (To be reported)		
Conclusion		
- To be reported to Head Office together with relevant Survey Record		
- No action to be taken		
Surveyor's Comments		
Date: _____ Signature(Ship's Master/Company representative)		
Classification Society _____		Office _____
Name of Surveyor: _____		Date: _____