

標題

タンカーの損傷時復原性に関する Paris MOU 集中検査キャンペーンについて

ClassNK

テクニカル インフォメーション

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各位

Paris MOU は、2010年度のPSC集中検査キャンペーンを次の通り実施する予定です。

集中検査項目：油タンカー、危険化学品ばら積船及び液化ガスばら積船の損傷時復原性

実施期間： 2010年9月1日～11月30日

今回実施される集中検査キャンペーンで、復原性資料及びその他関連書類が確認されます。

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. タンカーの損傷時復原性に関する集中検査キャンペーンの Paris MOU Press Release
2. タンカーの損傷時復原性に関する集中検査キャンペーンの質問表

NOTES:

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Press release

27 July 2010

TANKERS INSPECTED FOR DAMAGE STABILITY BY PARIS MOU.

The Paris Memorandum on Port State Control will start a Concentrated Inspection Campaign (CIC) to verify correct damage stability on oil tankers, chemical tankers and gas carriers. This inspection campaign will last for 3 months, starting on 1 September and ending on 30 November 2010.

The reasons for this CIC include that inspections showed tankers frequently sailing when not complying with damage stability requirements or had no means of assessing damage stability or were sailing in a loading condition not covered by the approved stability book.

In practice the CIC will mean that during every port State control inspection of a tanker within the Paris MoU region, the stability information book and other applicable documentation shall be verified in more detail for compliance with relevant regulations.

Port State Control Officers (PSCOs) shall use a list of 9 selected items to verify critical areas for tanker stability. The questionnaire will be published on the website of Paris MoU.

A special training programme was organized to prepare PSCOs for the campaign.

When deficiencies are found, actions by the port State may vary from recording a deficiency to detention of the ship until deficiencies have been rectified.

In case of detention, publication in the monthly list of detentions available on the Paris MoU web page will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoU for submission to the IMO.

Notes to editors:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Current membership includes 27 countries. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee.

At least once a year the inspections focus on a certain area of concern or when new requirements enter into force. In the fall of 2011 the inspection campaign will be aimed at verifying that ships are in compliance with the requirements for structural safety and the international Convention on Load Lines.

Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.

For more information on the Paris MoU on Port State Control please consult our Internet Website on the following address:

www.parismou.org

PARIS MOU CIC ON TANKER DAMAGE STABILITY

TANKER DAMAGE STABILITY QUESTIONNAIRE

| | |
|---------------------------------|--|
| Name | |
| IMO Number | |
| Type: Gas, Chemical, Oil | |

| No | Question | Yes | No | N/A |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| 1 | Does the ship have an approved stability information book (SIB)? | | | |
| 2 | Is the SIB written in a language understood by the master? | | | |
| 3 | Does the approved stability information cover damage conditions? | | | |
| 4 | Can the master demonstrate that the ship is normally loaded in accordance with the SIB? | | | |
| 5 | Has the master verified an alternate loading condition by written authority from flag/class? | | | |
| 6 | Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information? | | | |
| 7 | Is there an on-board stability computer program that includes damage stability? | | | |
| 8 | Has the master verified an alternate loading condition by using the on-board stability computer program for carrying out damage stability checks? | | | |
| 9 | Was the ship detained as a result of this CIC? | | | |