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本期摘要：

壹、MEPC第61次會議所採納之決議案

MEPC.192(61):供應船舶燃料油的世界平均含硫量之監控準則。

MEPC.193(61):修正MARPOL公約附錄Ⅲ。

MEPC.194(61):修正IAPP證書的附頁。

MEPC.195(61):修正船舶防污系統之檢驗與發證準則。

貳、一、巴拿馬發佈商船海事通告第214號，IMSBC CODE在2011.1.1生效後，巴籍船舶的因應措施

二、巴拿馬發佈商船海事通告第215號，修正油料紀錄簿

參、IMO發佈通告MEPC.1/Circ.736，油料紀錄簿第 I 部分，所有船舶機器艙間操作紀錄準則

壹、MEPC 第 61 次會議所採納之決議案

IMO所屬之海上環境保護委員會(MEPC)第61次會議，於2010年9月27日至10月1日在英國倫敦召開，並採納多項決議案，茲摘錄與船舶有關之主要決議案如下：

一、MEPC.192(61)(如附件一):2010 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS, 2011年1月1日起實施，廢除MEPC.183(59)。

本決議案的主要內容是藉取樣及試驗燃料油來監控全世界所供應船舶的燃料油之含硫量，燃料油分為兩種，一為殘油(Residual fuel)動黏度在40°C時大於11.00 centistokes(mm²/s)，另一為蒸餾油(Distillate fuel)動黏度在40°C時小於或等於11.00 centistokes(mm²/s)，目前有3家公司提供取樣及試驗服務，任何新增的公司必須根據MEPC的標準，獲得MEPC的認可。

二、MEPC.193(61)(如附件二):AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

修正MARPOL附錄Ⅲ防止海上以容器載運有害物質污染規則，2014年1月1日生效，取代MEPC.156(55)。

本規則共有8條，其主要內容如下：

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第1條：適用

本規則適用所有載運有害物質船舶，除非另有說明，不適用於船上的物料及設備。

第2條：包裝容器

所有包裝容器必須足夠以減少對海洋環境的危害。

第3條：標記及標籤

承裝有害物質之容器必須依照IMDG CODE的規定，適當的予以標記或標籤。

第4條：文件

載運有害物質船舶必須依據IMDG CODE的規定備有艙單、存放圖，並提供給港口主管當局。

第5條：存放

有害物質必須適當的存放及繫固以減少危害海洋環境及不傷害船舶與人員安全。

第6條：量的限制

為了科學及技術的原因，船舶載運有害物質也許需要限量或禁止。

第7條：例外

除非為了拯救人命或船舶安全，有害物質不准拋海。對於洩漏船外的有害物質，必須依據其物理、化學及生物特性而採取適當措施清洗之。

第8條：操作要求方面的港口國管制

如果有明確理由確認船長及船員不熟悉對有害物質的操作程序，港口當局可採取行動包含更詳細的檢查以及限制船舶開航直到改善為止。

三、MEPC.194(61)(如[附件三](#)):AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

修正IAPP證書附頁，2012年2月1日生效(編註:在採納本決議案之前，IMO已於2010年4月20日發佈MEPC.1/Circ.718(如[附件四](#))，以通函的方式，修正IAPP證書附頁)本決議案的主要內容為修正IAPP證書附頁item 2.3，區分為船舶在排放管制區及非排放管制區，所使用燃油之含硫量。

2.3 Sulphur oxides (SO_x) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or .. □
- 3.50% m/m (not applicable on or after 1 January 2020); or .. □
- 0.50% m/m, and/or

..... □

- .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or .. □
 - 3.50% m/m (not applicable on or after 1 January 2020); or .. □
 - 0.50% m/m
-
-

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

- .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or .. □
 - 0.10% m/m, and/or
- □

四、MEPC.195(61)(如附件五):2010 GUIDELINES FOR SURVEY AND

CERTIFICATION OF ANTI-FOULING SYSTEMS ON SHIPS，廢除 2002 年 10 月 11 日採納的 MEPC.102(48)船舶防污系統之檢驗與發證準則。

本決議案主要的改變內容是在 2003 年 1 月 1 日及以後所使用的不合格油漆，必須移除。在 2003 年 1 月 1 日以前所使用的不合格油漆，必須移除或覆蓋。另外增加了防污系統的的檢查表(check list)

Guidance for surveys under the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS 2001)

- (FI) 1 Initial survey (AFS 2001, annex 4, regulation 1(1)(a))
- (FI) 1.1 confirming that a Declaration and supporting information from the anti-fouling system manufacturer, specifying that the anti-fouling system and, where applicable, the sealer coat intended to be applied to the ship are in compliance with the requirements of the Convention, is provided (AFS 2001);
- (FI) 1.2 verifying that the relevant containers of the anti-fouling system show same data as the supporting information (AFS 2001);
- (FI) 1.3 confirming that the existing anti-fouling system, controlled under annex 1 of the Convention has been removed or that a sealer coat has been applied (AFS 2001);
- (FI) 1.4 verifying, where applicable, that the relevant containers of the sealer

- coat applied show same data as the supporting information (AFS 2001);
- (FI) 1.5 where supporting information from the anti-fouling system manufacturer is not available or does not provide sufficient information, sampling or testing or other checks conducted on site, of the anti-fouling system;
- (FI) 1.6 for ship of 24 m or more in length but less than 400 GT and engaged in international voyages, confirming that the owner or owner's authorized agent has completed a Declaration on Anti-fouling System (AFS 2001).
- (FR) 2 Surveys when anti-fouling systems are changed or replaced (AFS 2001, annex 4, regulation 1(1)(b))
- (FR) 2.1 confirming that a Declaration and supporting information from the anti-fouling system manufacturer, specifying that the anti-fouling system and, where applicable, the sealer coat intended to be applied to the ship are in compliance with the requirements of the Convention, is provided (AFS 2001);
- (FR) 2.2 verifying that the relevant containers of the anti-fouling system show same data as the supporting information (AFS 2001);
- (FR) 2.3 confirming that the existing anti-fouling system, controlled under annex 1 of the Convention has been removed or that a sealer coat has been applied (AFS 2001);
- (FR) 2.4 verifying, where applicable, that the relevant containers of the sealer coat applied show same data as the supporting information (AFS 2001);
- (FR) 2.5 for ship of 24 m or more in length but less than 400 GT, confirming that the owner or owner's authorized agent has completed a Declaration on Anti-fouling System (AFS 2001);
- (FR) 2.6 endorsement of the Record of Anti-fouling Systems.

貳、一、巴拿馬發佈商船海事通告第 214 號(如[附件六](#))

巴拿馬海事局於 12 月 20 日在網站上公佈商船海事通告第 214 號，內容主要為配合 IMSBC CODE 即將於 2011 年 1 月 1 日生效，巴籍船舶之因應措施。

- 1、已經領有船級協會所發原 BC CODE 證書的船舶，可在生效日以後所遇到的第 1 個檢驗時，通過檢驗後，改發 IMSBC CODE 證書。
- 2、未領有原 BC CODE 證書的船舶在 2011 年 1 月 1 日以後裝貨前，必須向船級協會申請檢驗及簽發 IMSBC CODE 證書。

二、巴拿馬發佈商船海事通告第 215 號(如[附件七](#))

本通告主要內容是新的油料紀錄簿自 2011.1.1 開始使用且改名為油料紀錄簿及

排放(OIL RECORD BOOK AND EMISSIONS)，紀錄分為三個部份，第 I 部分適用所有船舶的機器艙間，第 II 部分適用油輪的貨油及壓艙水操作，第 III 部分適用所有船舶的防止空氣污染規則，紀錄簿須按時間順序正確填寫，相關收據等必須附在紀錄簿內。巴拿馬海事局允許船舶利用修正的方式，繼續使用舊的紀錄簿。

參、IMO 發佈通告 MEPC.1/Circ.736(如[附件八](#))

IMO 於 2010 年 11 月 8 日公佈 MEPC.1/Circ.736，詳細說明了如何正確填寫油料紀錄簿的第 I 部分，並列出 27 個例子，從 Code C：Collection of oil residues (sludge), Code D：Non-automatic discharge overboard or disposal otherwise of bilge water which has accumulated in machinery space, Code E：Automatic discharge overboard or disposal otherwise of bilge water which has accumulated in machinery space, Code F：Condition of oil filtering equipment, Code G：Accidental or other exceptional discharge of oil, Code H：Bunkering of fuel or bulk lubricating oil, 到 Code I：Additional operational procedures and general remarks.提供船員參考