



CR CLASSIFICATION SOCIETY

2019年重點檢查活動 及CR船級與PSC統計

Concentrated Inspection Campaign (CIC) 2019
and CR Classification & PSC Statistics

副總驗船師兼檢驗處處長 黃建樺 博士

2019年CR第二次技術研討會

報告大綱



1. 2019 CIC重點檢查活動(p.3~p.25)
2. CR船級統計(p.26~p.29)
3. PSC統計(p.30~p.39)
4. CR PSC緊急連絡方法(p.40~p.41)

Concentrated Inspection Campaign (CIC) 2019



Year	Tokyo MOU 東京備忘錄	Paris MOU 巴黎備忘錄
2019	Emergency Systems and Procedures 應急系統及程序	
2018	MARPOL ANNEX VI 防止船舶空氣污染	
2017	Safety of Navigation 航行安全	
2016	Cargo Securing Arrangements	MLC
2015	Crew Familiarization for Enclosed Space Entry	
2014	STCW Hours of Rest	
2013	Propulsion and Auxiliary Machinery	
2012	Fire Safety System	

2019 CIC主題：「應急系統及程序」



- 重點檢查期間：2019年9月1日至11月30日，共3個月
- 交通部航港局2019年8月31日宣布，台灣7大國際商港首度與東京備忘錄及巴黎備忘錄同步，上述3個月期間將針對來台靠港的外籍國際商船，展開CIC檢查。
<https://www.motcmpb.gov.tw/Information/Detail/6a5db364-9e63-49f2-9b9e-a02ab159be5f?SiteId=1&NodeId=15>
- 重點檢查期間內，船舶受到CIC檢查只會有一次
- 本次重點檢查之目的：
 - ▶ 遇緊急狀況可以立即反應，以保護人命、海洋環境，減少船舶損害。
 - ▶ 提高所有船舶關係人對船上應急系統重要性的認知。
 - ▶ 船上應急系統應能正確作動，應予有效管理。
 - ▶ 船長及船員應熟悉其緊急狀況時之角色及任務。

CIC問卷

有“*”號之問題若回答“NO”可能遭滯船



MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION

TOKYO MOU

CONCENTRATED INSPECTION CAMPAIGN
ON EMERGENCY SYSTEMS AND PROCEDURES
01/09/2019 to 30/11/2019

CIC on Emergency Systems and Procedures				
Inspection Authority				
Ship Name		IMO Number		
Date of Inspection		Inspection Port		
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.				
No.	Question	Yes	No	N/A
Documentation				
1	Is the damage control plan readily available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating of Emergency system				
2	Is the public address system capable of broadcasting emergency announcements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	For ships with water level detectors installed, is the system and alarm arrangements operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Is the steering gear system and its related emergency alarms operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7a	Where the emergency source of electrical power is a generator, is it in correct operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7b	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Is the emergency fire pump in full operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crew familiarization with emergency systems				
9	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	For the above checked emergency equipment, are the relevant crews familiar with the operation?	<input type="checkbox"/>	<input type="checkbox"/>	
11	Has the ship been detained, as a result of the Inspection Campaign?	<input type="checkbox"/>	<input type="checkbox"/>	

NOTE
1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.

Tokyo MOU
<http://www.tokyo-mou.org/doc/Press%20release%20on%202019%20CIC%20on%20Emergency%20Systems%20and%20Procedures.pdf>

Paris MOU
<https://www.parismou.org/launch-joint-concentrated-inspection-campaign-emergency-systems-and-procedures>



問卷相同，詳如附件

註：因本國船東尚無會受PSC檢查之國際線客船，以下報告原則針對貨船予以製備

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P.O. Box 10191
2500 BD The Hague
The Netherlands

Paris MoU
on Port State Control

Telephone: +31 70 456 1508
E-mail: secretariat@parismou.org
Internet: www.parismou.org

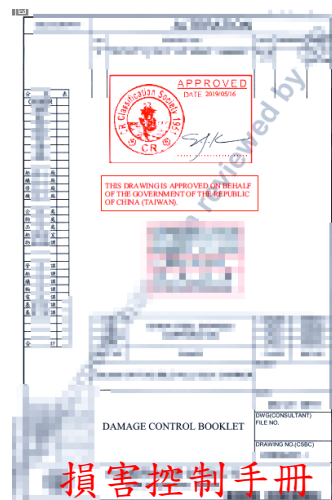
CIC on Emergency Systems and Procedures				
Inspection Authority				
Ship Name		IMO Number		
Date of Inspection		Inspection Port		
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.				
No.	Question	Yes	No	N/A
Documentation				
1	Is the damage control plan readily available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating of Emergency system				
2	Is the public address system capable of broadcasting emergency announcements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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NOTE
1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
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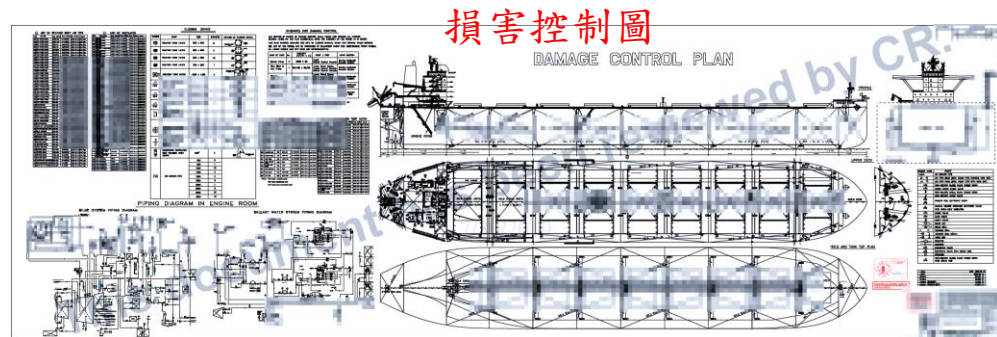
2019 CIC Question 1



- Is the damage control plan readily available on board?
船上是否有損害控制圖？
- 須備有損害控制圖及手冊(Damage control plan / booklet)的船：
 - ▶ 客船：1980.5.25以後建造 (SOLAS 1974, II-1/Reg.20)
 - ▶ 乾貨船：1992.2.1至2008.12.31期間建造，500GT以上 (SOLAS 1974經1989年修正案修正, II-1/Reg.23-1)
 - ▶ 所有貨船：2009.1.1以後建造，500GT以上 (SOLAS 1974經2005年修正案修正, II-1/Reg.19)
- 不須備有損害控制圖及手冊的船：
 - ▶ 客船：1980.5.24以前建造
 - ▶ 乾貨船：1992.1.31以前建造
 - ▶ 液貨船：2008.12.31以前建造



損害控制手冊



損害控制圖

2019 CIC Question 1



- 損害控制圖於駕駛室、辦公室、貨物控制室、安全中心(客船)應展示或隨時可用。(MSC.1/Circ.1245)
- 損害管制手冊應提供給甲級船員(made available to the officers)。(SOLAS II-1/19)
- 損害控制圖及手冊應有認可；內容應符合MSC.1/Circ.1245；應以該船之工作語言製備並至少包含SOLAS之官方語言。(MSC.1/Circ.1245)
- 船長和甲級船員應能理解並解釋損害控制圖及手冊之內容。

YES	NO !	N/A
符合	不符合	不須備有損害控制圖及手冊

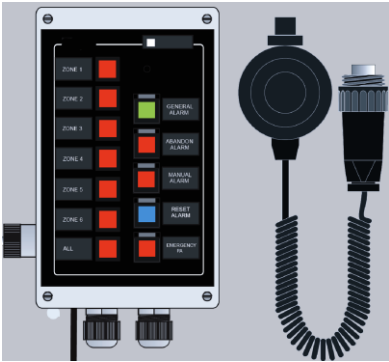
2019 CIC Question 2

回答"NO"可能遭滯船



- Is the public address system capable of broadcasting emergency announcements? 公共廣播系統(PA)能否廣播緊急通告？
- 為使船員及乘客安全撤離，應裝設通用應急警報系統(General emergency alarm system, GA)及公共廣播系統(Public address system, PA) (SOLAS II-2/12)
- GA應能召集乘客及船員至集合站；GA應以PA輔助之；GA啟動時，娛樂聲響應能自動關閉。(SOLAS III/6.4.2)
- GA應於住艙及船員工作空間能聽到，客船於所有開放甲板也要能聽到。(SOLAS III/6.4.3)
- 現多為GA與PA整合之系統。

YES	NO	N/A
符合	不符合	不應勾選本項



2019 CIC Question 2



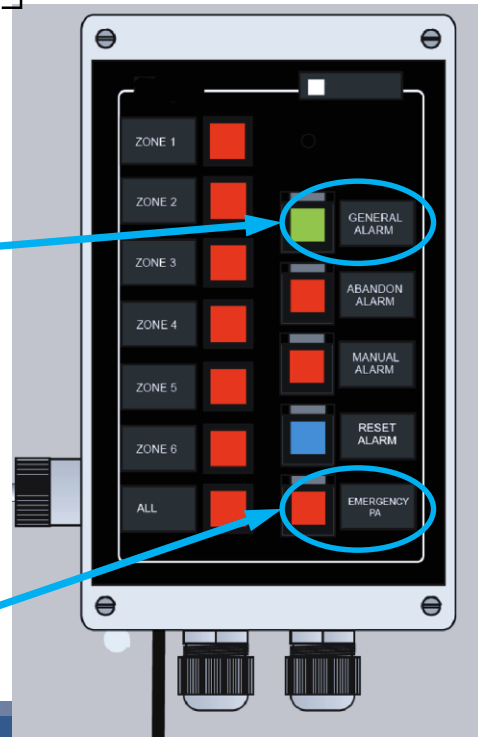
- 測試1：啟用「緊急廣播」(Emergency PA)，進行廣播測試。
- 測試2：配合GA或Fire alarm作動時，啟用「緊急廣播」，廣播時 GA或Fire alarm聲響應會暫停；廣播結束後 GA或Fire alarm則持續作動。隨機抽查各艙間，是否能聽到廣播聲音、音量是否太低。

註：緊急廣播於內部艙間最小音壓為75dB(A)並至少高於口語干擾音壓20dB(A)；於外部艙間最小音壓應為80dB(A)並至少高於口語干擾音壓15dB(A)。

(LSA VII/7.2.2.2)

GA

Emergency PA



2019 CIC Question 3

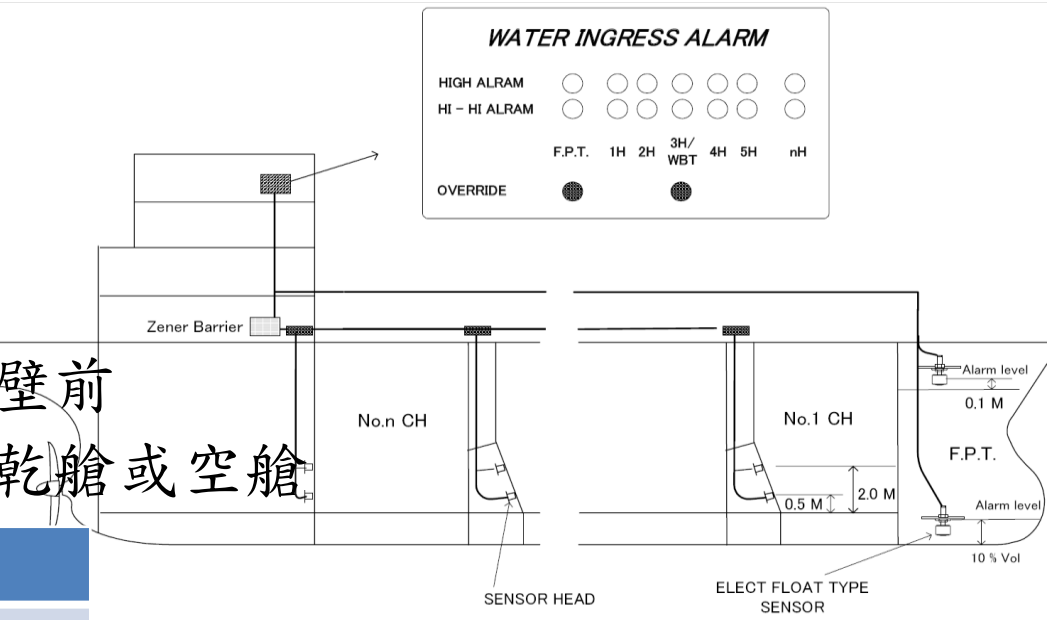


回答"NO"可能遭滯船

● For ships with water level detectors installed, is the system and alarm arrangements operational? 裝設水位偵測器的船舶，系統及警報布置是否作動正常？

- 應安裝水位偵測器船舶：
單貨艙貨船(SOLAS II-1/25)
散裝船(SOLAS XII/12)

● 安裝位置：每一貨艙後方、防碰艙壁前的壓載艙、延伸至第一貨艙前方的乾艙或空艙



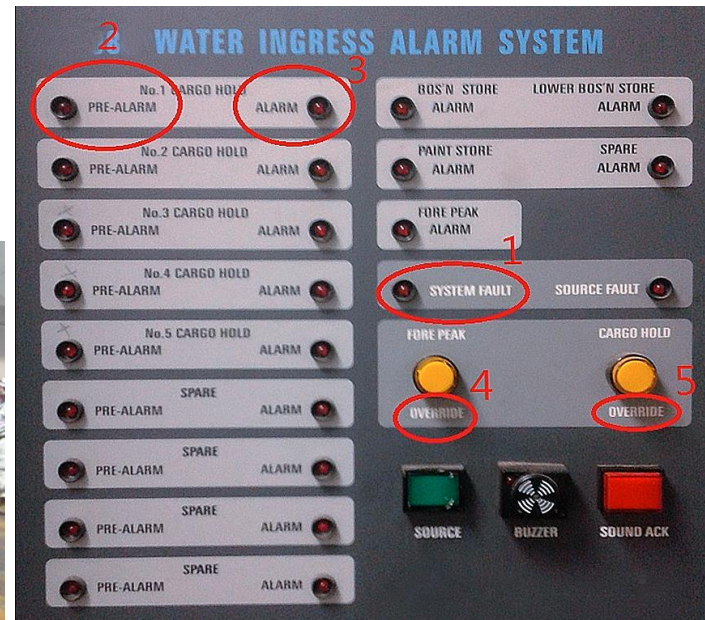
YES	NO	N/A
正常	不正常	不須安裝水位偵測器(不是散裝船)

C/H F.P.T. & BOS'N STORE WATER INGRESS ALARM SYSTEM

2019 CIC Question 3



- 檢查1：“System Fault”不應亮燈。
- 檢查2、3：隨機抽查指示盤上的艙間，測試兩階段警報：高度0.5m，以及15%貨艙高度但最高不超過2m。測試艙區與指示盤顯示艙區是否一致？是否有聲光警報？
- 檢查4、5：Override功能確認。當艙尖艙或貨艙有壓載水時，啟用Override功能則燈號應顯示正常；取消Override功能，聲光警報應作動。

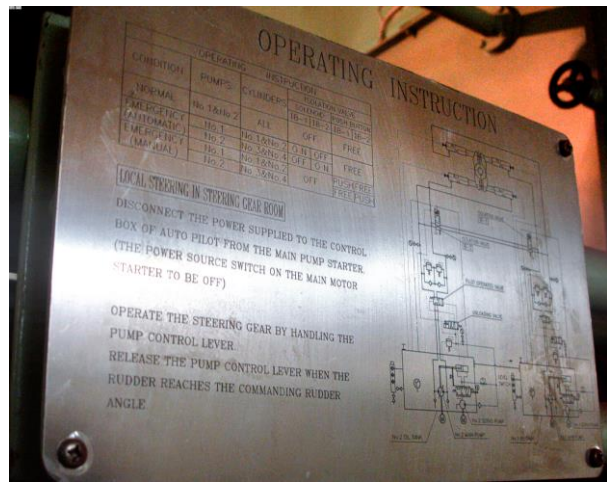


2019 CIC Question 4



回答"NO"可能遭滯船

- Is the steering gear system and its related emergency alarms operational?
操舵系統及其應急警報是否做動正常？(SOLAS V/26)
- 開航前12小時內，船員確認並測試操舵裝置。
定期或短程航行船舶每週至少一次。測試應包含：
 - ▶ 滿舵運作測試
 - ▶ 操舵裝置及其連動部件目視檢查
 - ▶ 駕駛室與舵機室之通信操作
- 駕駛室與舵機室應張貼操作說明
(遙控系統和操舵裝置動力設備之轉換程序)



2019 CIC Question 4



回答"NO"可能遭滯船

● 應有試驗程序包含以下操作：

- ▶ 主、輔操舵裝置
- ▶ 操舵裝置遙控系統
- ▶ 駕駛室操舵
- ▶ 應急動力切換、舵機室操舵
- ▶ 舵角指示器(駕駛室和舵機室)，可與實際舵角比較
- ▶ 操舵裝置遙控系統電力之故障警報
- ▶ 操舵裝置動力設備之故障警報
- ▶ 自動隔離裝置及其他自動設備



- 每3個月應進行緊急操舵演習。包含舵機室內直接控制、與駕駛室之通信程序，以及轉換電力供應。
- 測試與演習應有紀錄。

YES	NO	N/A
符合	不符合	不應勾選本項



- [illegible]

YES

NO

N/A

符合

不符合

不應勾選本項

● 應急部署表內容之重點提醒：(SOLAS III/37)

- ▶ 應載明通用應急警報(GA)及公共廣播系統(PA)、聽到警報之後的行動、如何發出「棄船」指令。
- ▶ 應有每位船員所分配的任務。
(例如：關水密門與防火閘門、準備救生艇筏、集合乘客、指揮消防隊等等)
- ▶ 應載明負責維護保養救生及消防設備之甲級船員
- ▶ 應載明關鍵人員失去能力時的替代人員。
- ▶ 開航前應備妥部署表，船員更動時，船長應修訂或重新制訂該表。

[illegible]

2019 CIC Question 6

回答"NO"可能遭滯船



- Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?
應急電源是否可正常供電給應急設備？ (SOLAS II-1/42,42-1,43, III/16)
- 應有應急電源(發電機或蓄電池)，於主電源故障時能自動啟動並接通應急配電盤，從應急配電盤確認應急電源供電狀況是否正常。
- 應急電源供電設備：應急照明、航行燈、通訊設備、航行設備、火災偵測及警報、應急消防泵、操舵裝置、呆船啟動必要之裝備(如應急空壓機)、救生艇筏降落設備等。

YES	NO	N/A
符合	不符合	不應勾選本項

2019 CIC Question 6



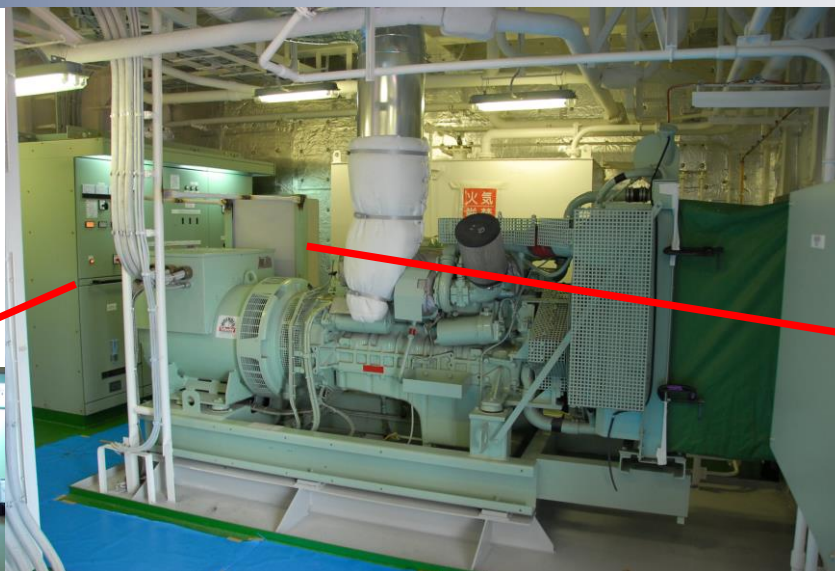
應急配電盤



應急發電機控制盤



應急發電機



2019 CIC Question 7a

回答"NO"可能遭滯船



- Where the emergency source of electrical power is a generator, is it in correct operational condition?
當緊急電源為發電機，其是否可正確作動？(SOLAS II-1/42,42-1,43,44)
- 正常情況下，應急發電機應隨時處於「自動模式」
- 「自動模式」下，模擬主電源斷電，應急發電機應自動啟動，並自動與應急配電盤接通(45秒以內)。(SOLAS II-1/43 3.1.3)
- 自動啟動的發電機組，其啟動裝置儲能應供連續啟動3次。(SOLAS II-1/44 2)
- 「手動模式」下，確認兩種獨立的啟動方式(例如手搖與電瓶)都可啟動應急發電機。
- 確認電頭的空間加熱器、燃油櫃容量(貨船18小時，客船36小時)、
應急配電盤之頻率、電壓、絕緣值是否正常。



2019 CIC Question 7b

回答"NO"可能遭滯船



- Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?
當緊急電源為蓄電池組，電池及其配電盤是否正常？(SOLAS II-1/42,42-1,43,44)
- 應能承載應急電力負荷而不須充電，並在供電期間(貨船18小時，客船36小時)，電壓保持在額定電壓 $\pm 12\%$ 以內。(SOLAS II-1/43 3.2)
- 主電源故障時，應能自動與應急配電盤接通。

Question 7a, 7b擇一勾選YES，另一勾選N/A

No.	YES	NO	N/A
7a	符合	不符合	緊急電源為蓄電池
7b	符合	不符合	緊急電源為發電機

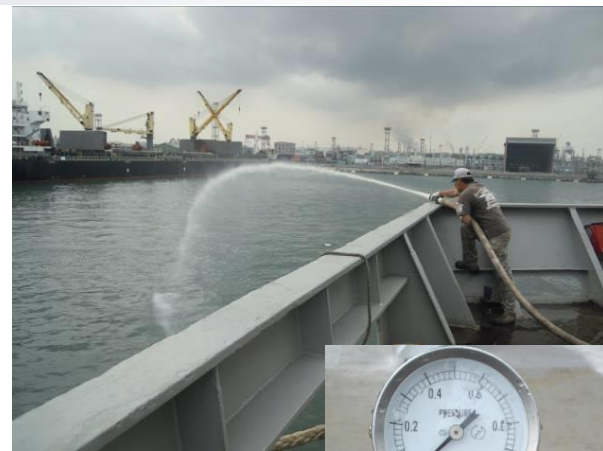


2019 CIC Question 8

回答"NO"可能遭滯船



- Is the emergency fire pump in full operational condition? 應急消防泵運轉是否正常? (SOLAS II-2/10)
- 啟動應急消防泵，確認出口壓力、消防栓、消防皮龍帶無漏水現象。

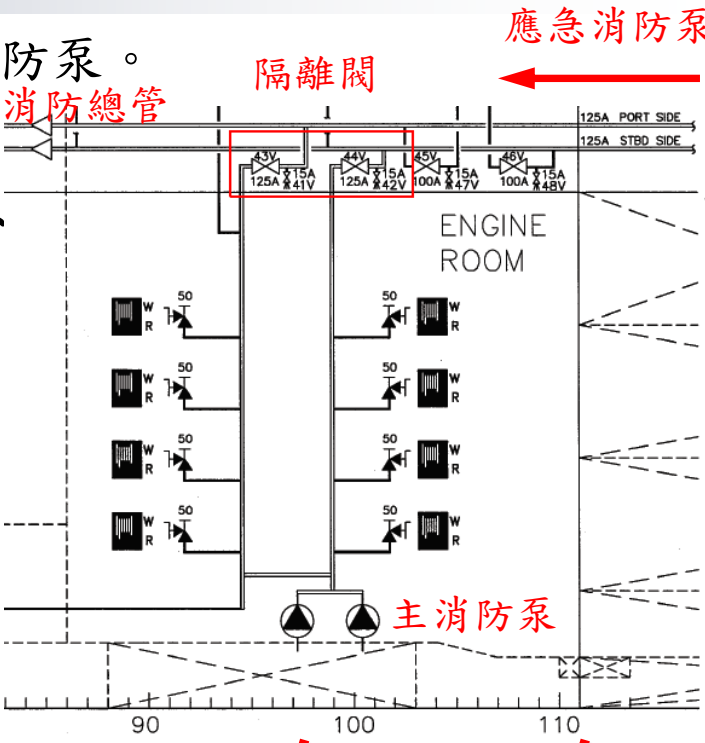


2019 CIC Question 8



回答"NO"可能遭滯船

- 機艙無人當值或僅一人當值之貨船應可遠端啟動一部主消防泵。
啟動位置：消防控制站/駕駛台。(SOLAS II-2/10 2.1.2.2.2)
- 具有機器由中央控制站操作(CAS)、無人當值機艙(CAU)、由駕駛台操作機器(CAB)等CR船級符號之船舶，可在駕駛台啟動一部主消防泵。
- 具有CR CAU符號之船舶，應可於消防控制站啟動應急消防泵。
- 消防總管隔離閥平時應保持常開，手輪無卡死，外觀無漏水。



註：貨船，若有一艙間失火會使所有消防泵失去作用，則應配備一部應急消防泵 (SOLAS II-2/10 2.2.3.1.2)

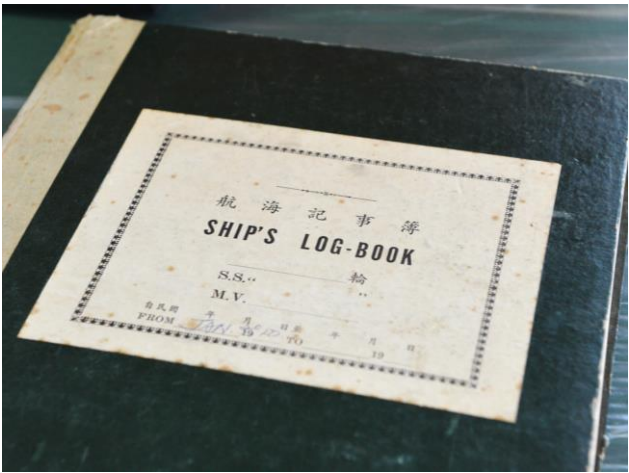
YES	NO	N/A
符合	不符合	無應急消防泵

2019 CIC Question 9



回答"NO"可能遭滯船

- Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory? 消防與棄船演習，經見證是否滿意？(SOLAS III/19)
- 演習應盡可能做到像真實發生緊急情況。
- 每名船員每個月應至少參加一次棄船演習和一次消防演習。若有超過25%船員未參與上個月的演習，應於離港後的24小時內演習。
- 演習應記載於航海日誌，若因故未執行演習，應於航海日誌內記述原因，以及已進行的演習範圍。(SOLAS III/19 5)



YES	NO	N/A
滿意	不滿意	因故未演習，須主管機關同意 (SOLAS III/19 3.2)

2019 CIC Question 9



- 應依據船型及貨物類型制訂**消防演習**計畫。
(SOLAS III/19 3.4.1)
- **每次**消防演習應包含：(SOLAS III/19 3.4.2)
 - ▶ 至集合站報到，準備執行應急部署表中指派之任務
 - ▶ 啟動一台消防泵，以兩股水柱顯示功能正常
 - ▶ 檢查消防員裝具、個人救助裝備
 - ▶ 檢查通訊裝備
 - ▶ 檢查演習區域內的水密門、防火門、防火閘門、通風系統之進口與出口
 - ▶ 檢查隨後棄船所需之各項必要布置



2019 CIC Question 9



- 每次**棄船演習**應包含：(SOLAS III/19 3.3)

- ▶ 以通用應急警報系統(GA)召集乘客和船員至集合站，再以公共廣播系統(PA)宣布進行演習
- ▶ 至集合站報到，準備執行應急部署表中指派之任務
- ▶ 檢查乘客和船員穿著是否合適
- ▶ 檢查是否正確穿上救生衣

- ▶ 至少降下一艘救生艇
- ▶ 啟動並操作救生艇引擎
- ▶ 操作救生筏吊架
- ▶ 模擬搜救困於客艙中的乘客
- ▶ 介紹無線電救生設備的用法

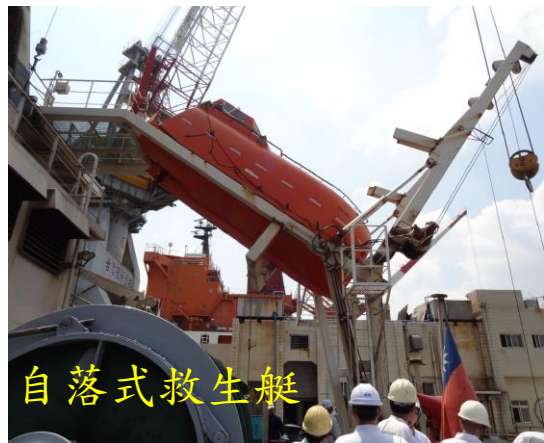
- 不同的救生艇於各次演習中輪流降下；每三個月搭載操艇船員在水中操縱。

- 應測試集合與棄船用的應急照明。

- **自落式救生艇**每三個月船員登艇，但不須真實釋放；釋放時僅有操艇船員在內，或者以第二種下水方式(例如吊掛下水)釋放至水面(有或無操艇船員皆可)，兩種方式均應在水中操縱。

- **自落式救生艇**每六個月應搭載操艇船員**自由降落下水**，或按照MSC.1/Circ.1206/Rev.1進行「**模擬下水**」(依據廠家的模擬釋放程序，並使用「限制裝置」，讓救生艇僅下滑一小段距離。)

- 救難艇(Rescue boat)盡可能每一個月下水操作，最少應每三個月一次。



2019 CIC Question 10 & 11



- For the above checked emergency equipment, are the relevant crews familiar with the operation? 船員是否熟悉應急裝備之操作？

- ▶ SOLAS II-2/15 2.2 應訓練船員熟悉消防系統
- ▶ SOLAS III/19 應急訓練與演習
- ▶ SOLAS V/26 操舵裝置訓練與演習
- ▶ SOLAS XI-1/4 PSC可要求船員熟悉船舶安全操作
- ▶ STCW A-VI/1 航海人員的安全熟悉、基本訓練之最低要求

回答"NO"可能遭滯船



YES	NO
熟悉	不熟悉

- Has the ship been detained, as a result of the Inspection Campaign?
本船是否曾因本次重點檢查活動而被滯船？

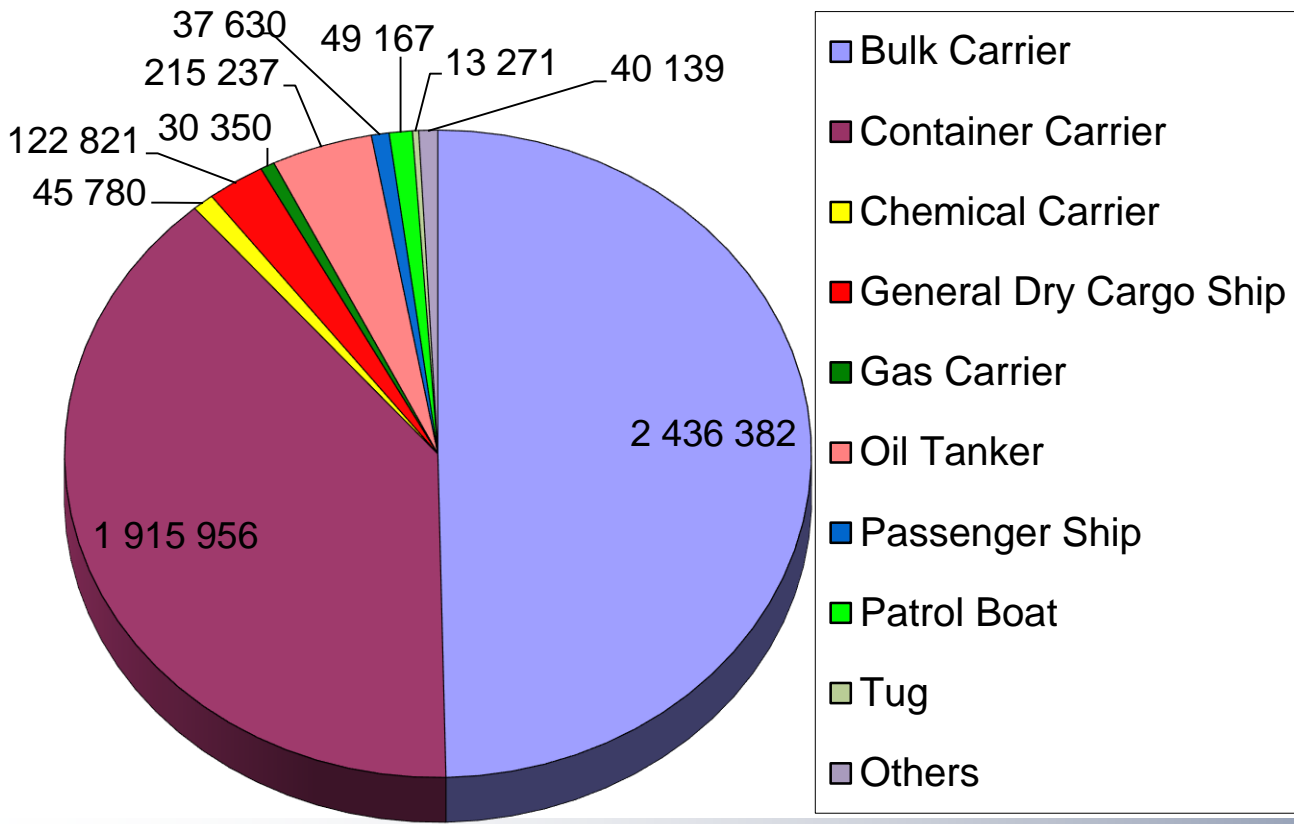
YES	NO
有滯船	無滯船

現有入級船舶概況

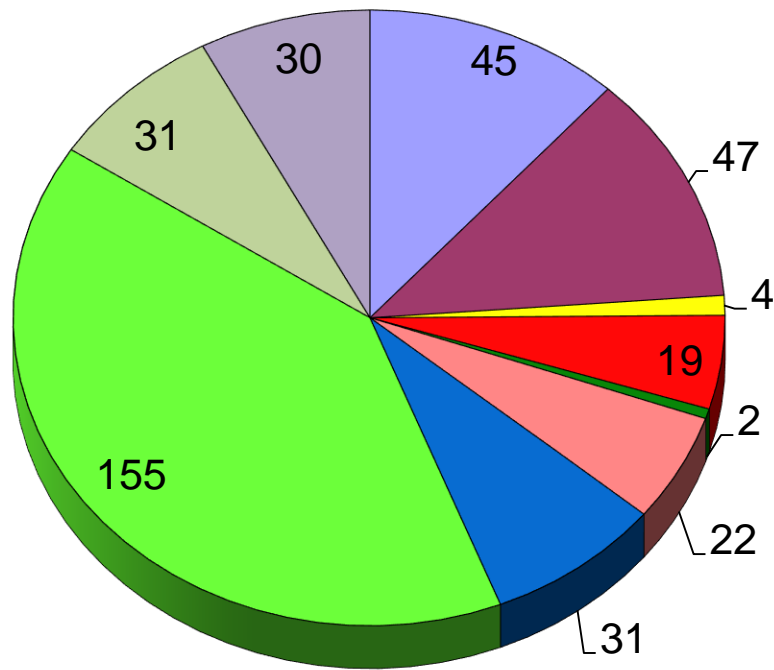
(2018年7月25日)



● 總噸位：4,910,245 GT



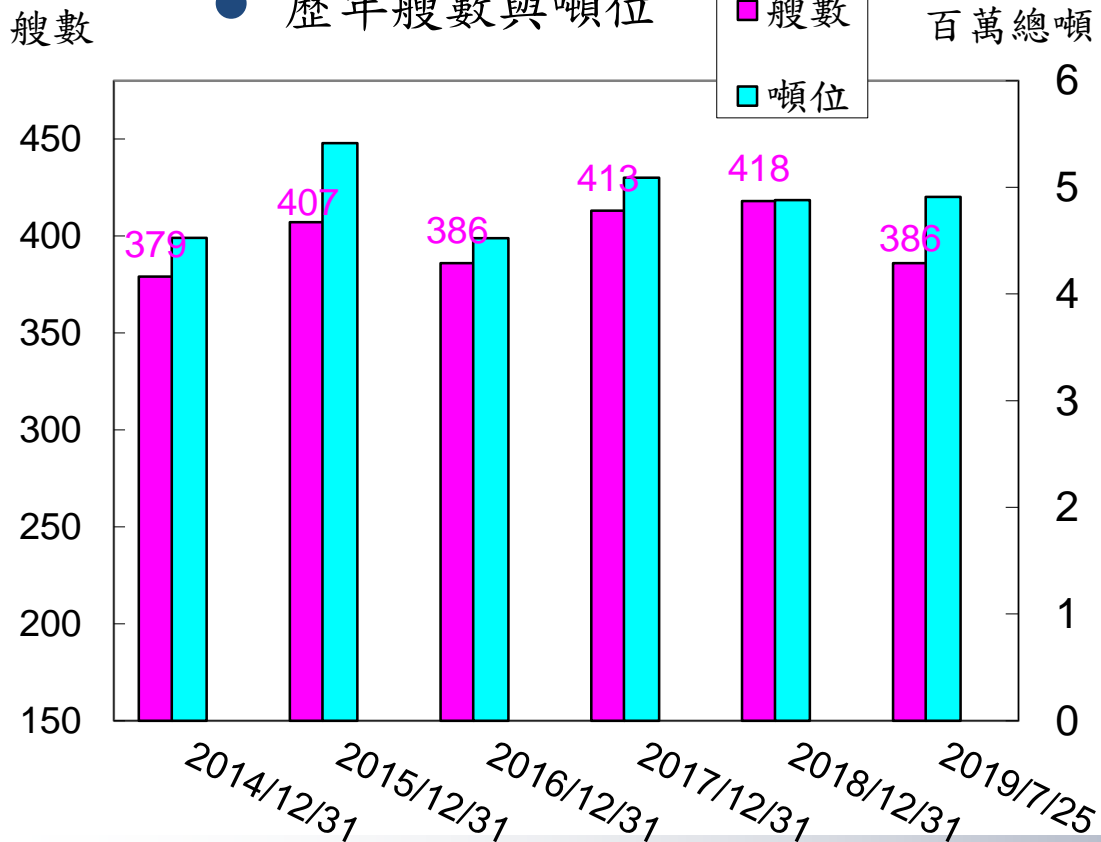
● 總數量：386艘



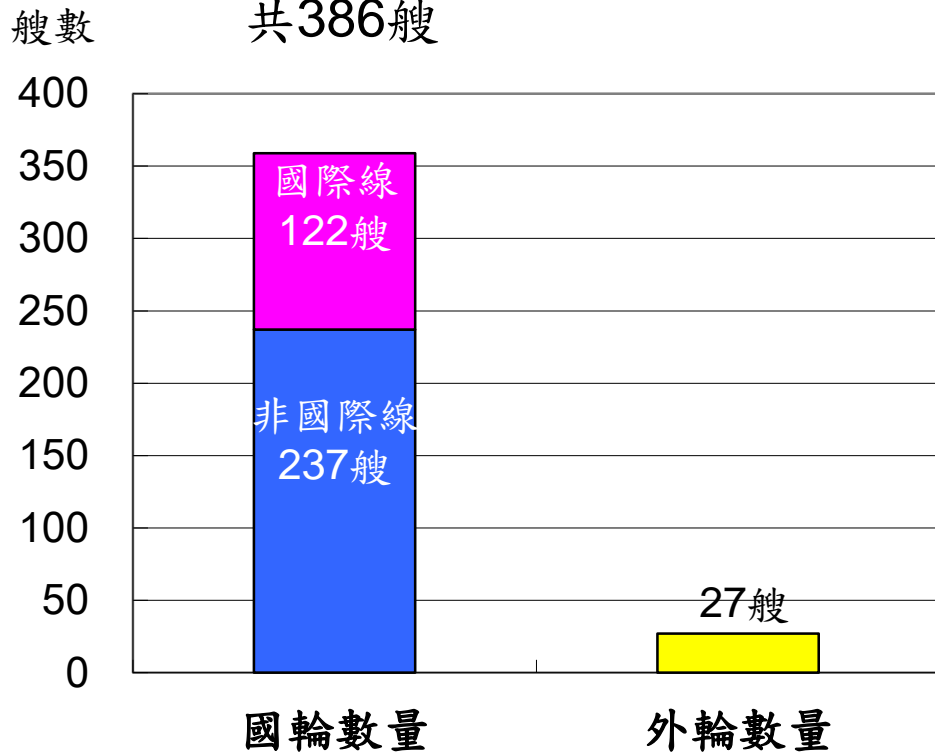


現有入級船舶概況

● 歷年艘數與噸位



● 現有國輪359艘，外輪27艘，共386艘

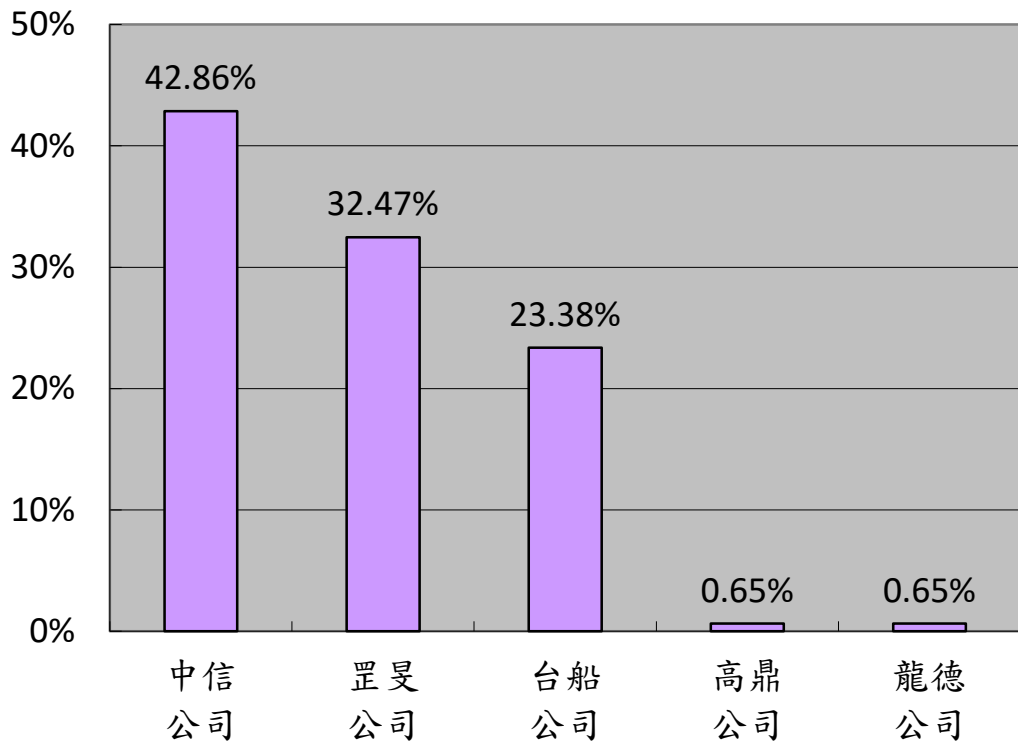


國內建造中入級船，共154艘

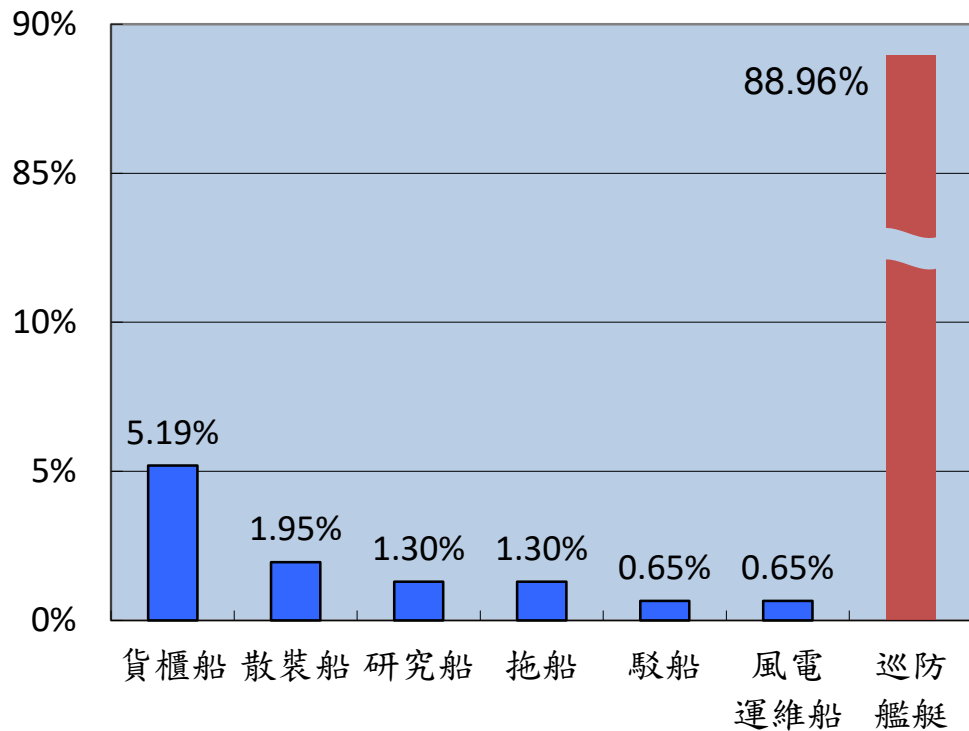
(截至2019年7月25日)



● 船廠建造艘數百分比

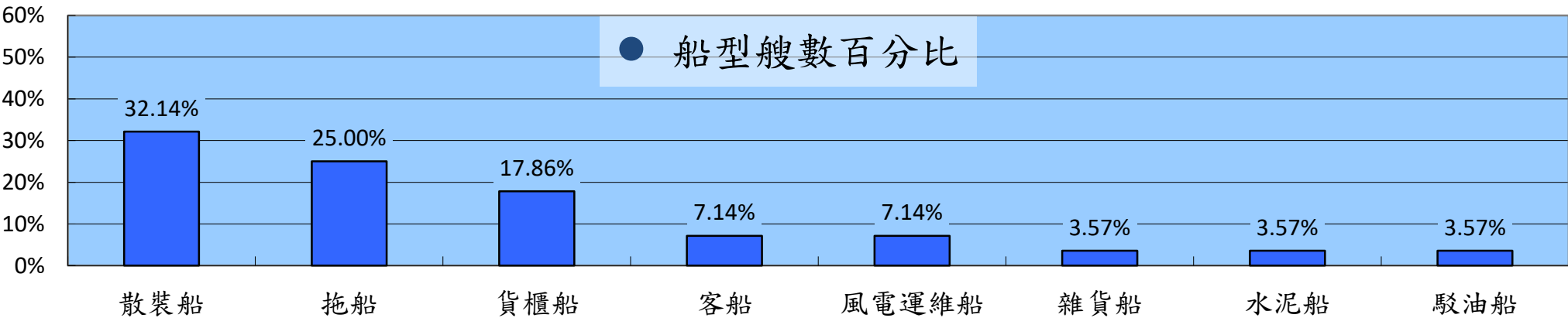
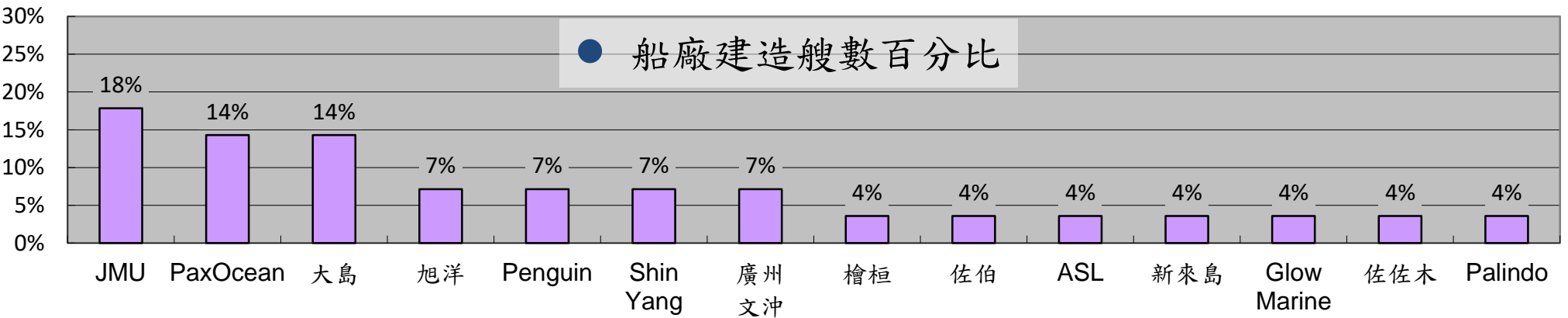


● 船型艘數百分比



國外建造中入級船，共28艘

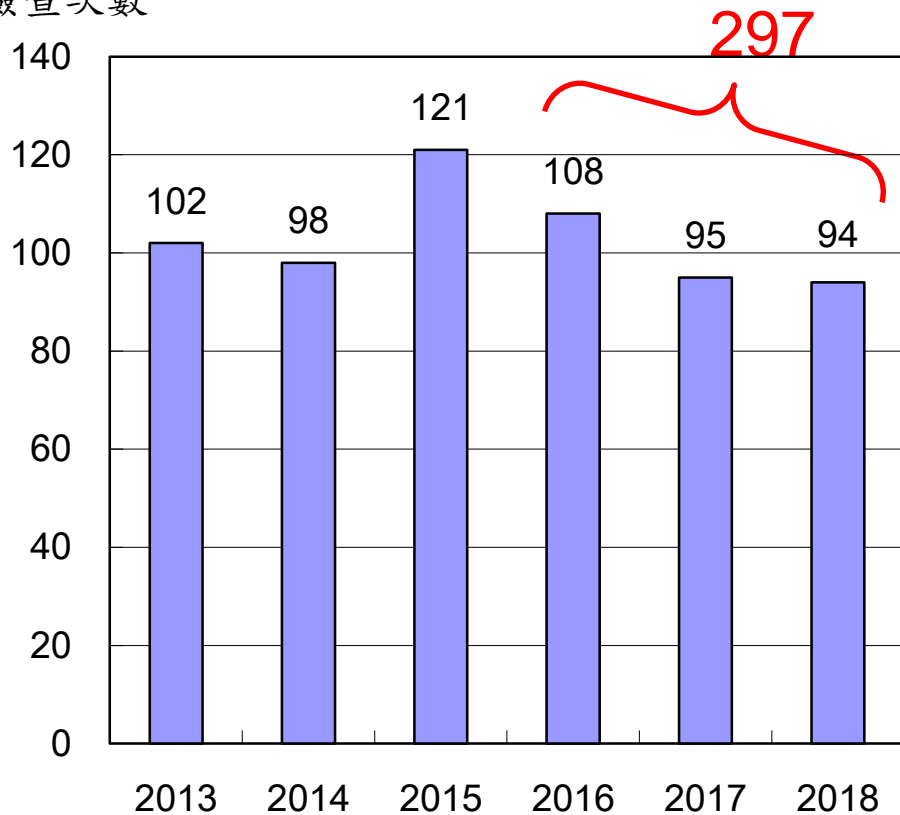
(截至2019年7月25日)



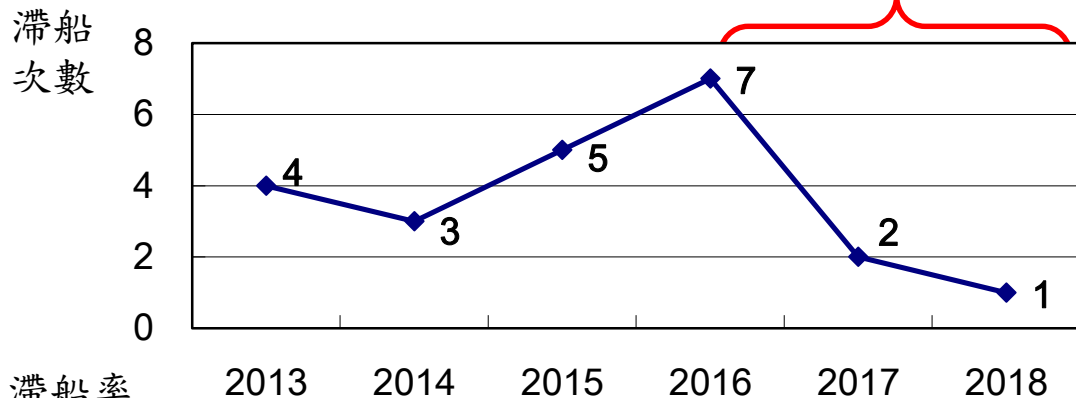
PSC統計分析—Tokyo MOU



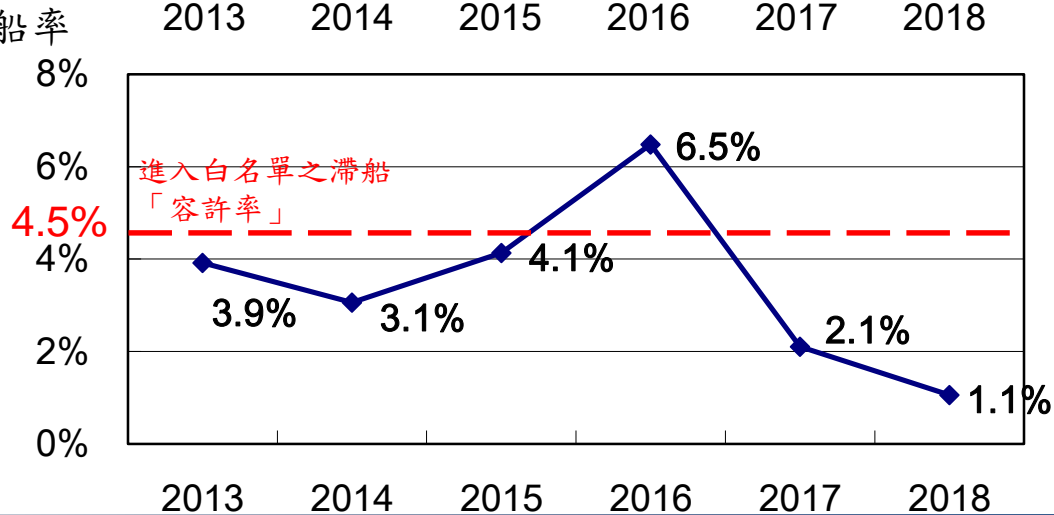
檢查次數



滯船
次數



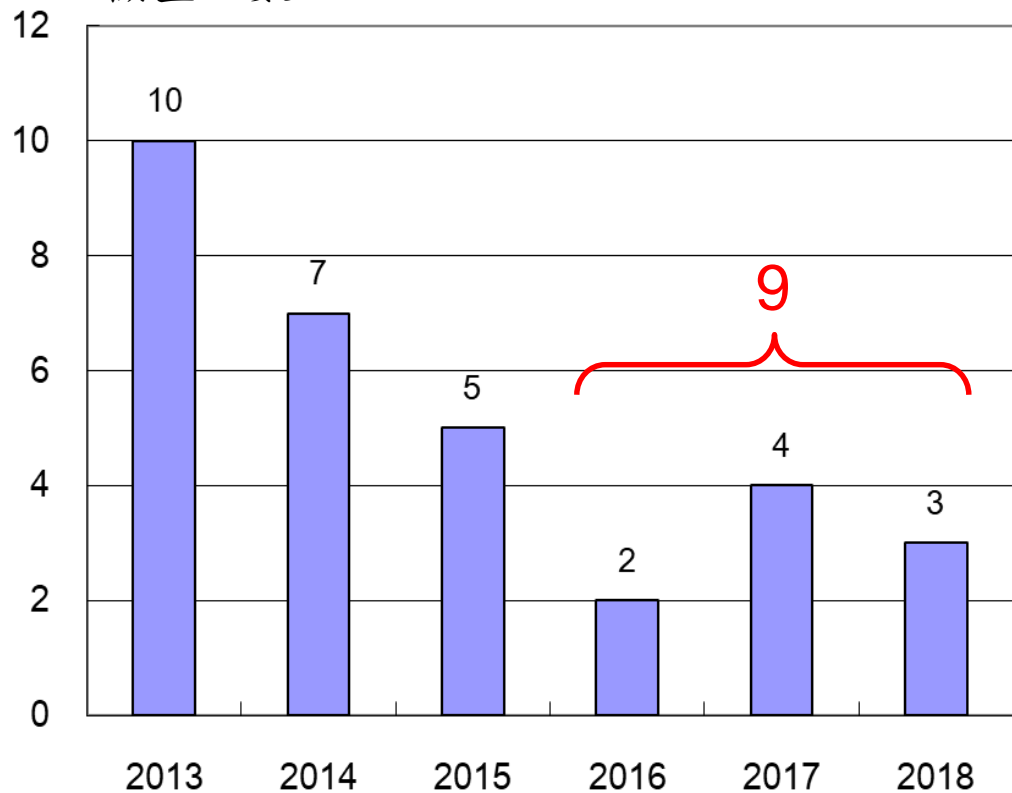
滯船率



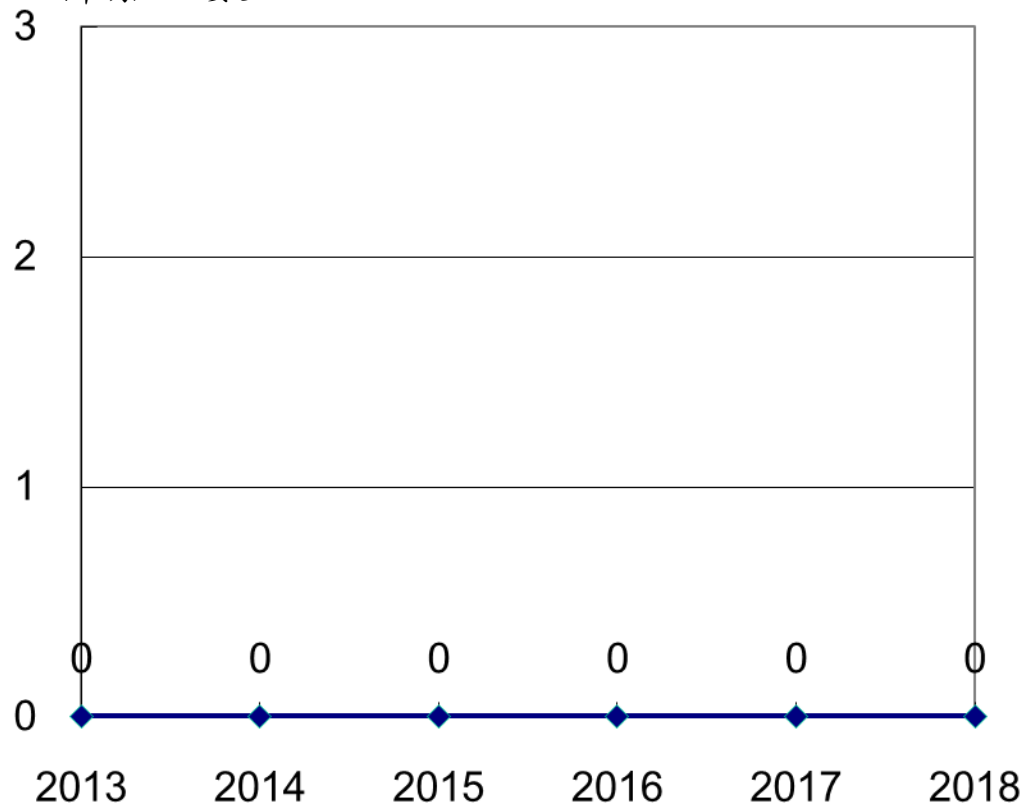
PSC統計分析—Paris MOU



檢查次數

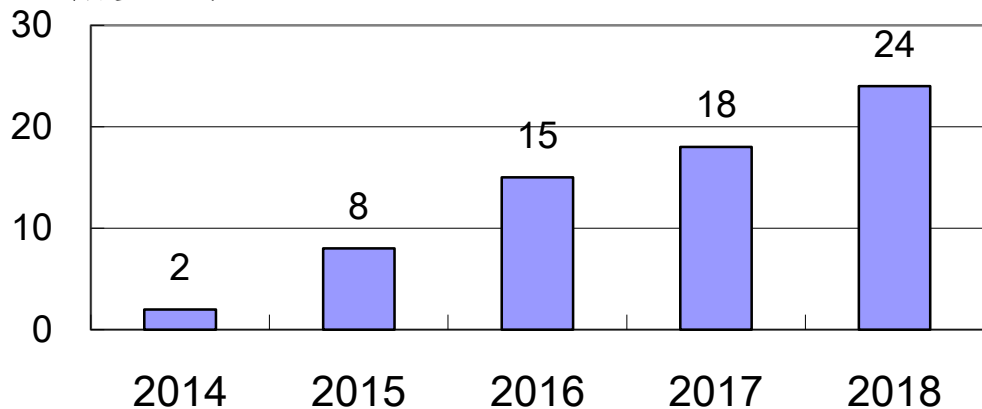


滯船次數

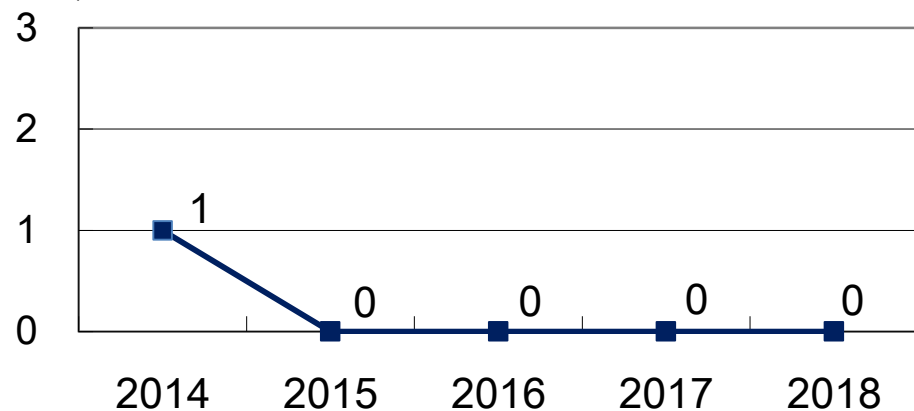
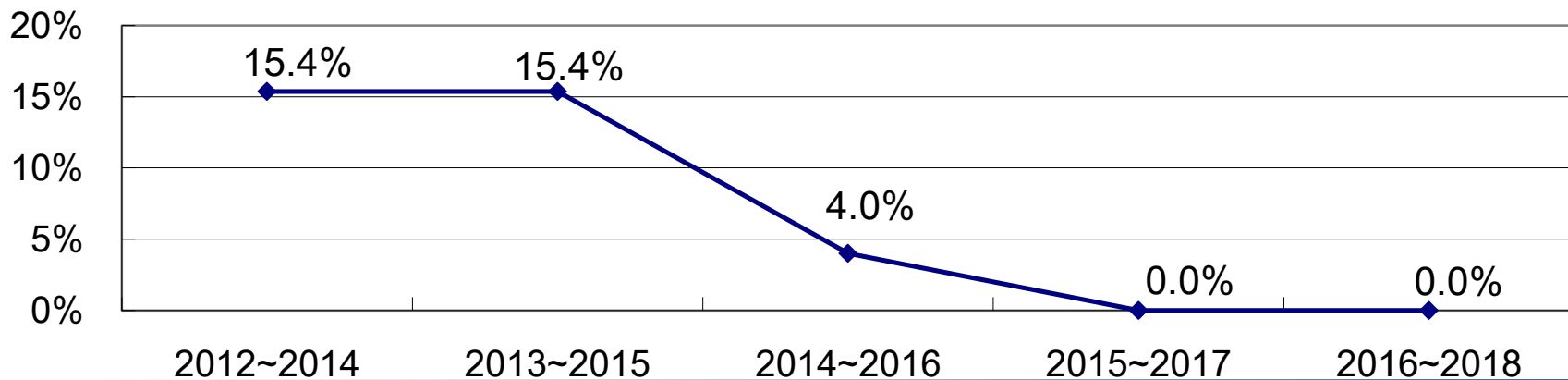


PSC統計分析—USCG

檢查次數



滯船次數

三年平均
滯船率

Tokyo MOU 2018國輪缺失類別排序



缺失類別	2017缺失數	2017滯船 缺失數	2018缺失數	2018滯船 缺失數
Fire Safety(消防安全)	35	0	31	0
Safety of Navigation (航行安全)	39	1	18	0
Life Saving Appliances (救生設備)	27	0	13	0
Working Conditions (工作條件)	10	0	9	0
Documents (文件)	12	0	8	0
Propulsion and Auxiliary Machinery (推進及輔助機器)	14	0	7	0
Emergency Systems (應急系統)	5	0	5	0
Water / Weathertight Conditions (水密/風雨密情況)	19	2	3	0
Crew Certificates (船員證書)	5	1	3	1
Ship Certificates (船舶證書)	5	1	3	0
Labour Conditions (勞動條件)	5	0	3	0
Other(其他)	1	0	3	0

大幅減少

2018東京備忘錄之船旗國評比

國輪為白名單

2019.4.23公布

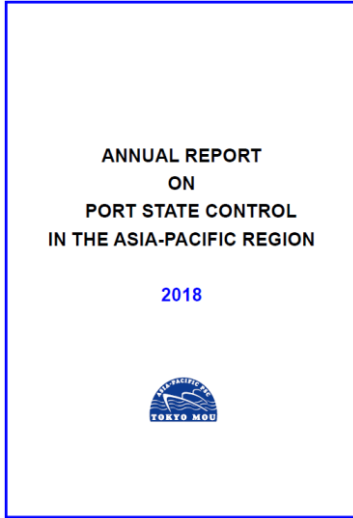


表現度評比	船旗國
白名單	China, Singapore, Hong Kong, Republic of Korea, Cayman Islands (UK), Germany, Norway, Bahamas, Japan, Denmark, Marshall Islands, Liberia, Isle of Man (UK), Panama, Greece, United Kingdom (UK), Belgium, Portugal, Malaysia, Antigua and Barbuda, Tuvalu, Bermuda (UK), Viet Nam, Malta, Cyprus, Luxembourg, Thailand, Russian Federation, France, USA, Gibraltar(UK), Saint Vincent and the Grenadines, Italy, Netherlands, Taiwan , Philippines, Sweden, Kuwait, Saudi Arabia, Chile
灰名單	India, Switzerland, Bangladesh, Curacao, Turkey, Vanuatu, Belize, Sri Lanka, Iran, Croatia, Pakistan, Cook Islands, Kiribati, Dominica, Jamaica, Saint Kitts and Nevis
黑名單	Indonesia, Barbados, Sierra Leone, Democratic People's Republic of Korea, Niue, Palau, Micronesia, Mongolia, Togo, Cambodia, Tanzania, Fiji

3. PSC統計 2018東京備忘錄之驗船機構評比

CR為高表現度第12名

- 76個驗船機構，
CR排名第12
- 17個驗船機構
列為高表現度



排名	驗船機構	表現度
1	China Classification Society (CCS)	高表現度 High Performance
2	American Bureau of Shipping (ABS)	
3	Korean Register of Shipping (KR)	
4	DNV GL AS (DNV-GL)	
5	Russian Maritime Register of Shipping (RS)	
12	CR Classification Society (CR)	Medium
17	Universal Maritime Bureau	
18~	
~76	Low

2018年於USCG之表現度

- CR船級船舶：2016-2018年 滯留率 **0.0%**
- Taiwan船籍船舶：2016-2018年 滯留率 **0.0%**
- Taiwan名列“QUALSHIP 21”制度之“Qualified Flag Administrations”
(全球總共有27個船旗主管機關入選)

Qualified Flag Administrations

Bahamas
Belgium
Bermuda
British Virgin Islands
Canada
Cayman Islands
China

Croatia
Curacao
Denmark
France
Germany
Gibraltar
Hong Kong

Isle of Man
Italy
Jamaica
Japan
Liberia
Marshall Islands
Netherlands

Norway
Singapore
Switzerland
Taiwan
Thailand
United Kingdom

強化國輪管制檢查

- 106年3月2日起配合主管機關之要求執行強化國輪管制作業。
- 108年3月5日及3月8日分別在台北及高雄舉行「108 年度強化國輪管制檢查作業」年度成效檢討與管制機制會議。
- 各種預防性加強檢驗執行次數：

期間	船舶預防性 加強檢驗	公司DOC 額外評鑑	船上SMC 額外評鑑
106.3.2 ~ 106.12.31	87 (於國外20艘次)	11	4
107.1.1 ~ 107.12.31	200 (於國外41艘次)	7	9
108.1.1 ~ 108.8.31	107 (於國外24艘次)	4	3



強化國輪管制檢查之成果

- 107年5月2日發布之東京備忘錄(Tokyo MOU) 2017年報，國輪名列白名單。
- 108年4月23日發布之東京備忘錄(Tokyo MOU) 2018年報，國輪名列白名單。
- 107年度強化國輪管制檢查下，船舶表現度由高風險提升至標準風險：
 - ▶ 盛和、建和、瑞和、宇明、德洋明陽
- 107年度強化國輪管制檢查下，公司表現度由Low或Very Low提升至Medium：
 - ▶ 達和航運股份有限公司，Very Low → Medium
 - ▶ 德洋海運股份有限公司，Low → Medium

108年度強化國輪管制檢查

(航港局108年3月14日航船字第1081710121號函)



- 108年度加強檢驗週期放寬如右下表。
- ISM表現度為Low或Very Low之公司，每6個月進行DOC額外評鑑。
- CR提供「港口國管制檢查表(到港前使用)」及「船上保養檢查表」，請船東及船員落實使用，由驗船師查核使用狀況。檢查表連結如後：

https://www.crclass.org/chinese/content/focal-points/20190311/20190311_03-1.pdf
https://www.crclass.org/chinese/content/focal-points/20190311/20190311_04-1.pdf

CR提供之檢查表
原本即包含本次
CIC所有檢查重點

106-107年	
船舶風險評等	加強檢驗週期
高風險船	2~4個月
標準風險船	5~8個月

108年(新)	
船舶風險評等	加強檢驗週期
高風險船(第一類，4艘)	2~4個月
高風險船(第二類，8艘)	5~8個月
標準風險船	12個月

「CR PSC應急群組」 LINE條碼



- 請將此條碼告知船上，若有PSCO上船，或可能上船，歡迎船長或輪機長或工程師等加入此群組。
- 任何港口，只要有網路處皆可使用。
- CR可立即提供諮詢或提供資料。
- 單一PSC案件結束後，會將加入的人員刪除，以保護各船舶之間的隱私。
- 下一次PSC案件歡迎重新加入。
- 若在中國若無法使用LINE，CR提供微信(WeChat)群組之條碼以供連線，請即時連絡以取得條碼。



CR PSC應急群組

http://line.me/ti/g/fXw_7cSzV7

(使用條碼或網址連結皆可加入)

CR緊急連絡電話



- CR的連絡手機門號：

- ▶ 總驗船師 鄭志文： +886-937-870-514 (台灣門號)
- ▶ 副總驗船師 黃建樺： +886-928-123-360 (台灣門號)
+852-6947-3065 (香港門號)
- ▶ 檢驗處副處長 陳正泰： +886-938-556-200 (台灣門號)
+852-5394-0874 (香港門號)

- 到達香港船舶，若有PSC上船檢查，請立即通知CR。

- 在任何國家受檢時皆可連絡CR協助。(使用LINE、WeChat或電話皆可)



CR CLASSIFICATION SOCIETY



黃建樺
副總驗船師
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持有CR國際公約證書船舶之全球分布圖

26 July 2019

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON EMERGENCY SYSTEMS AND PROCEDURES

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Emergency Systems and Procedures.

The purpose of the CIC on Emergency Systems and Procedures is to ensure that:

- ships are capable of responding appropriately and promptly to emergency situations in order to preserve human lives, protect the marine environment and minimize damages to ships;
- necessary measures are taken by responsible stakeholders, such as shipping companies and ship managers having a direct influence on the safety of ships and by raising their awareness of the importance of ship emergency systems;
- emergency systems installed on board can be properly operated and effectively managed in any emergency situations; and
- master and crew of the ship understand their assigned roles and duties in case of emergency and enhance their familiarity with the situations so that they can act immediately when circumstances arise.

This inspection campaign will be held for three months, commencing from 1 September 2019 and ending 30 November 2019. The campaign will target compliance on all vessels, regardless of type, and will examine specific areas related to the campaign in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a list of 11 questions to assess that equipment provided onboard complies with the relevant convention, the master and officers are qualified and familiar with operations relating to shipboard emergency

systems and that equipment is properly maintained and functioning.

Ships often operate in isolation and are engaged in long sea voyages where shore assistance for on-board emergencies may not be available. Therefore, the preparedness of emergency equipment, such as emergency power sources and fire pumps of ships, and the ability of the crew in responding to emergency situations, are critical factors in saving human lives, protecting the marine environment and minimizing damage to ships.

Both Secretary Hideo Kubota and Secretary-General Luc Smulders stated that “For many years, the number of deficiencies of the Emergency Systems has remained in the top five categories. The joint CIC on Emergency Systems and Procedures will not only raise safety awareness among the crew on safety related issues but will also enhance crew familiarisation with the emergency safety systems and procedures, contributing to the prevention of marine accidents in the oceans.”

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

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

Paris MOU	Tokyo MOU
Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508 E-mail: secretariat@parismou.org Web-site: www.parismou.org	Mr. Hideo KUBOTA Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	



CIC on Emergency Systems and Procedures					
Inspection Authority					
Ship Name		IMO Number			
Date of Inspection		Inspection Port			
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" <u>MUST</u> BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.					
No.	Question	Yes	No	N/A	
Documentation					
1	Is the damage control plan readily available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Operating of Emergency system					
2*	Is the public address system capable of broadcasting emergency announcements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3*	For ships with water level detectors installed, is the system and alarm arrangements operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4*	Is the steering gear system and its related emergency alarms operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6*	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7a*	Where the emergency source of electrical power is a generator, is it in correct operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7b*	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8*	Is the emergency fire pump in full operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Crew familiarization with emergency systems					
9*	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10*	For the above checked emergency equipment, are the relevant crews familiar with the operation?	<input type="checkbox"/>	<input type="checkbox"/>		
11	Has the ship been detained, as a result of the Inspection Campaign?	<input type="checkbox"/>	<input type="checkbox"/>		

NOTE

1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.

CIC on Emergency Systems and Procedures					
Inspection Authority					
Ship Name		IMO Number			
Date of Inspection		Inspection Port			
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" <u>MUST</u> BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.					
No.	Question	Yes	No	N/A	
Documentation					
1	Is the damage control plan readily available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Operating of Emergency system					
2*	Is the public address system capable of broadcasting emergency announcements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3*	For ships with water level detectors installed, is the system and alarm arrangements operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4*	Is the steering gear system and its related emergency alarms operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6*	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7a*	Where the emergency source of electrical power is a generator, is it in correct operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7b*	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8*	Is the emergency fire pump in full operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Crew familiarization with emergency systems					
9*	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10*	For the above checked emergency equipment, are the relevant crews familiar with the operation?	<input type="checkbox"/>	<input type="checkbox"/>		
11	Has the ship been detained, as a result of the Inspection Campaign?	<input type="checkbox"/>	<input type="checkbox"/>		

NOTE

1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.