



中國驗船中心

CR

# 2014年PSC重點檢查活動(CIC) 及 ISM注意要點

中國驗船中心

品管處處長

吳順銘

# 2014年PSC重點檢查活動(CIC)

- PSC之重點檢查活動 (CICs, Concentrated Inspection Campaigns)是什麼？

TOKYO MOU 與PARIS MOU 每年訂一個重點檢查主題，於每年九月一日至十一月三十日這段期間，針對這主題項目進行加強檢查。為避免船舶於PSC檢查時被發現嚴重缺失而遭受滯留。請各位船東特別關注並做充分準備。

(註:PSCO並非只檢查CIC項目。所與安全操作及防止汙染相關項目，仍然是必檢的。)



# 2014年PSC重點檢查活動(CIC)

往後幾年的CIC是什麼？

- 2014: Hours of Rest (STCW)(休息時數)
- 2015: Crew Familiarization & Enclosed Space Entry (船員熟悉及進入封閉空間檢查)
- 2016: MLC(海事勞工公約)

相關法規:

STCW: Seafarers' Training, Certification and Watchkeeping

MLC: Maritime Labor Convention



# 2014年PSC重點檢查活動(CIC)

- TOKYO MOU與PARIS MOU未來三年的CIC是一致的。我們可以發現PSC的檢查重點已經從船舶硬體設備轉移到軟體管理，從SOLAS，MARPOL擴展到STCW及MLC。
  -
- 未來三年的CIC都是關於船員的問題。最近全世界幾乎一致體會到船員對操船安全的重要性。

# 2014年PSC重點檢查活動(CIC)

Hours of Rest (船員休息時數)在STCW及MLC均有條文規定。其實ISM對於船員的工作過勞對安全操作的影響亦非常關注。

Hours of Rest之相關法規:

- STCW-Chapter VIII section A-VIII/I
  - Standards regarding watchkeeping
- MLC-Standard 2.3
  - Work hour and rest hour



# PSC inspection check list

(附件一, 附件二)



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



CONCENTRATED INSPECTION CAMPAIGN  
ON STCW HOURS OF REST  
01/09/2014 to 30/11/2014

## CIC ON STCW HOURS OF REST

Inspection Authority	
Ship Name	IMO Number
Date of Inspection	Inspection Port

Qu No.	AREA	YES	NO	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A-VIII/1 (5).			
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend 1 Chapter V Reg. 14.			
3	Are there records of daily hours of rest for each watchkeeper? STCW Section A-VIII/1 (7).			
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7).			
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7).			
6	Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A-VIII/1 (2).			
7**	Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest? STCW Reg 14 of STCW Reg VIII/1 (2).			
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1 (8).			
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/4 (1) (4).			
10	Was the ship detained as a result of this CIC?			

These questions for information only:				
11	Is there a two watch system on board including the master?			
12	Does the MSMD require an Engineer Officer?			
13	Is the ship designated LMS?			
14	If ship does not have LMS notation, is there more than one certificated engineer on board?			

Any question answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection. Deficiency codes and conversion references are given for each question where appropriate.

Questions marked either \* or \*\* answered with a "NO" may give clear grounds for a detention.

\* If the actual crew number or composition is not brought in accordance with the minimum safe manning document or the flag State does not advise that the ship may sail, the ship may be considered for detention.

\*\* If the PSCO determines that a watchkeeper due to take the first or relieving watch at the commencement of a voyage has not had, or will not have, the minimum rest periods required in STCW then the PSCO should consider detention of the vessel until such time as those rest periods have been taken.

Koringskøbe  
P.O. Box 16183  
2600 AM, the Hague  
The Netherlands

Paris MoU  
Secretariat  
c/o Antares Correo

Telephone: +31 70 458 1508  
Telex: +31 70 458 1508  
E-mail: secretariat@parismou.org  
Internet: www.parismou.org

## CIC ON STCW HOURS OF REST 01 SEPTEMBER 2014 – 30 NOVEMBER 2014

Ship's Name:  
Inspection Authority:  
Port of Inspection:  
Date of Inspection:

IMO No:

Qu No.	AREA	YES	NO	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A-VIII/1 (5).			
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend 1 Chapter V Reg. 14.			
3	Are there records of daily hours of rest for each watchkeeper? STCW Section A-VIII/1 (7).			
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7).			
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7).			
6	Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A-VIII/1 (2).			
7**	Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest? STCW Reg 14 of STCW Reg VIII/1 (2).			
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1 (8).			
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/4 (1) (4).			
10	Was the ship detained as a result of this CIC?			

These questions for information only:				
11	Is there a two watch system on board including the master?			
12	Does the MSMD require an Engineer Officer?			
13	Is the ship designated LMS?			
14	If ship does not have LMS notation, is there more than one certificated engineer on board?			

Any question answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection. Deficiency codes and conversion references are given for each question where appropriate.

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\*\* If the PSCO determines that a watchkeeper due to take the first or relieving watch at the commencement of a voyage has not had, or will not have, the minimum rest periods required in STCW then the PSCO should consider detention of the vessel until such time as those rest periods have been taken.

# PSC inspection check list



- 1. Is a watch schedule posted in an easily accessible area?
- 2. Is the ship manned in accordance with MSMD or an equivalent document?
- 3. Are there records of daily hours of rest for each watchkeeper?
- 4. Have the records in Qu 3 been endorsed by an appropriate person?
- 5. Are records related to hours of rest being recorded correctly?
- 6. Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest?
- 7. Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest?

# PSC inspection check list



8. Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work?
9. Do the records indicate that a bridge lookout is being maintained?
10. Was the ship detained as a result of this CIC?  
( 2 及 7 無法符合,將導致扣船)
11. Is there a two watch system on board including the master?
12. Does the MSMD require an Engineer Officer?
13. Is the ship designated UMS?
14. If ship does not have UMS notation, Is there more than one certificated engineer on board?  
( 11至14 為參考資料)

法源: STCW 1978含2010年馬尼拉修正案

重點:1. 文件Documentation

2. 當值人員休息時數Watchkeeper's  
time of rest

3. 當值Watchkeeping

## 1. Is a watch schedule posted in an easily accessible area? 當值安排表是否已張貼於易察看處?

(STCW Section A-VIII/1(5))

Administrations shall require that watch schedules be posted where they are easily accessible. The schedules shall be established in a standardized format\* in the working language or languages of the ship and in English.

The *IMO/ILO “Guidelines for the development of tables of seafarers’ shipboard working arrangements and formats of records of seafarers’ hours of work or hours of rest ”* may be used.

工作安排表之標準格式(Model format for a table of shipboard working arrangement) ( [附件三](#) )

The place easily accessible指 駕駛台、機艙控制室、大二台等

# CIC項目



易犯缺失:

- 未使用標準格式表格
- 只填“海上工作安排”未填“港口作業安排”
- 只填Watchkeeping未填Non-watchkeeping duty
- 未包含所有船員
- 未統計每天工作時間
- 未張貼(尤其機艙)
- 使用語文問題

[Sample1](#); [Sample2](#); [Sample3](#)

# CIC項目



☆ **2. Is the ship manned in accordance with MSMD or an equivalent document? 是否已按最低安全船員證書 (MSMD))配置船員?** (SOLAS 1999/2000 Amend / Chapter V Reg. 14.)

1).MSMD( Minimum safety manning document)應保

留於船上備查 sample 4

2).船員人數不得少於MSMD規定之配額，職位亦須符合。

3).中華民國按“航行船舶船員最低安全配置標準”核定。  
([附件四](#))

(IMO規定為Resolution A.890(21)及A955(23))

[Sample 4](#) ; [Sample 5](#) ; [Sample 6](#)

**3. Are there records of daily hours of rest for each watchkeeper? 每位當值船員每天是否均有記錄休息時數?**

(STCW Section A-VIII/1(7))

**4. Have the records in Qu 3 been endorsed by an appropriate person? 上述紀錄是否相關人員均已簽字?**

(STCW Section A-VIII/1 (7))

**5. Are records related to hours of rest being recorded correctly? 休息時數是否記錄正確?**

(STCW Section A-VIII/1(7))

(STCW Section A-VIII/1(7)):

Administrations shall require that records of daily hours of rest of seafarers be maintained in a standardized format, in the working language or languages of the ship and in English, to allow monitoring and verification of compliance with the provisions of this section. The seafarers shall receive a copy of the records pertaining to them, which shall be endorsed by the master or by a person authorized by the master and by the seafarers.

# CIC項目



工作/休息時間紀錄表之標準格式( Model format for record of hours of work or hours of rest of seafarers)

( [附件五](#) )

易犯缺失:

- 未使用標準格式表格或適當語文(工作語言及英文)登記
- 未完整簽名(本人及船長簽字)
- 標示 “x”指work或 rest不明確或登記錯誤
- 船員敘述情況與紀錄不符

# CIC項目



- HOUR of REST紀錄被查出與事實不符，如下列活動登記為“休息”：

- 訓練、演練或演習
- 進出港
- 機艙人員值班加油(Bankering)

交叉比對(cross-checking) :休息時間紀錄與LOG BOOK、演習紀錄、程序書、加油部署表、進出港部署表等不符。

部分船上使用電腦表單KEY IN，因有程式管控，一定符合規定，但會有與事實矛盾情形。要提醒船員KEY不進時，就要休息。

**6. Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest?** 所有當值船員的休息時間長度及數量是否已按照STCW規定?

(STCW Section A-VIII/1(2))

## STCW Section A-VIII/1(2):

All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:

- 1. a minimum of 10 hours of rest in any 24-hour period;  
and
- 2. 77 hours in any 7-day period.

# CIC項目



涉及之船員:所有負責當值之甲級船員或參與當值之乙級船員及所有負責安全防止汙染及保全任務之船員

休息時段: 1.任何24小時至少休息10小時及  
2. 任何7 天至少休息77小時

附帶條件:休息時間最多只能分為二段其中一段至少要有6小時且相連兩段休息時間的間隔不得超過14小時

## ● 通融條款:

1. 7天內休息時間可少於77小時但不得少於70小時且不得連續兩週有此現象
2. 休息時間可分成三段其中一段至少要有6小時另兩段各不應小於1小時且相連兩段休息時間的間隔不得超過14小時任何7天內上述情況不得超過兩次
3. 緊急或特殊情況可通融
4. 消防或救生等緊急演練應對休息時數干撓最少情況進行

## 易犯缺失

- 1.在進出港時經常發現休息時數不夠
- 2.休息時數被分為數段，甚至超過三段
- 3.其中一段休息時數少於六小時
- 4.應以每24小時計算，不是每天計算。因而發現其中一段24小時休息時數少於10小時
- 5.進出港頻繁、港口作業繁忙的船舶應特別注意休息時間不夠的問題

# CIC項目



- Sample 7
- Sample 8
- Sample 9
- Sample 10
- Sample 11
- Sample 12

# 休息時數不夠怎麼辦？

作假紀錄？等著被查(抓)？



# CIC項目



建議使用ISM系統缺失矯正制度，由船長開一張缺失(NC)矯正單。說明某船員休息時數不夠的原因(如:進出港人力吃緊...)，矯正措施做法(如:補休...)，預防措施(如:檢討人力調派問題...)。

如果此類NC過多，代表人力不足，必須要求公司增派船員。

- ☆ **7. Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest?** 在航次開始第一班及後續各班之當值船員於當值時是否均已經過充分休息? (STCW Regl/4 or STCW Reg VIII/1.1.2.)

Require that watch systems are so arranged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that duties are so organized that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.

# CIC項目

- 此項係扣船項目,請船上之駕駛台及機艙於每班當值前確認已經過至少六小時以上之充分休息。



**8. Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? 是否有證據顯示在休息的船員被叫去工作之後有獲得補償性的適當休息?(STCW A-VIII/1.6)**

When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.

無人當值的輪機員在夜間有時會碰到這種情形

## 9. Do the records indicate that a bridge lookout is being maintained? 駕駛台瞭望紀錄是否已保存?

### (STCW Section A-VIII/4-1 (14))

A proper lookout shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972, as amended and shall serve the purpose of:

- 1 .maintaining a continuous state of vigilance by sight and hearing, as well as by all other available means, with regard to any significant change in the operating environment;

# CIC項目

- 2 .fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
- 3 .detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.

注意:必須將瞭望結果紀錄下來，如:氣象、能見度、附近船隻繁忙程度、可能即將遭遇到的航行風險、情況改變所需要的任何協助....



**10. Was the ship detained as a result of this CIC? 經過CIC是否達到船舶滯留標準**

# CIC項目



以下問題僅列入參考：

- 11. Is there a two watch system on board including the master? 船上包含船長是否有兩套當值系統？**
- 12. Does the MSMD require an Engineer Officer? MSMD 是否包含管輪？**
- 13. Is the ship designated UMS? 本船是否定義為機艙無人當值船？**
- 14. If ship does not have UMS notation, is there more than one certificated engineer on board? 若非機艙無人當值船，是否多一名合格管輪？**



# 2014年PSC重點檢查活動(CIC)

目前立即要做的:

- 1.請公司立即通知船上船員此次CIC訊息，含本check list
- 2.請公司於CIC 實施前上船檢查一次
- 3.請公司確認船長及船員能與PSCO順利溝通



# 2014年PSC重點檢查活動(CIC)

- Paris MoUs 及 Tokyo MoUs 預計在今年的CIC執行10,000船次。
- 避免船舶被滯留-訓練、提醒、監管、補充人力。
- 被滯留後之處理-訓練、承諾、補充人力、額外評鑑。
- 請大家共同加油保持良好成績。
- 有任何問題歡迎與本中心聯絡，互相交換訊息，共同研究。

# ISM注意重點



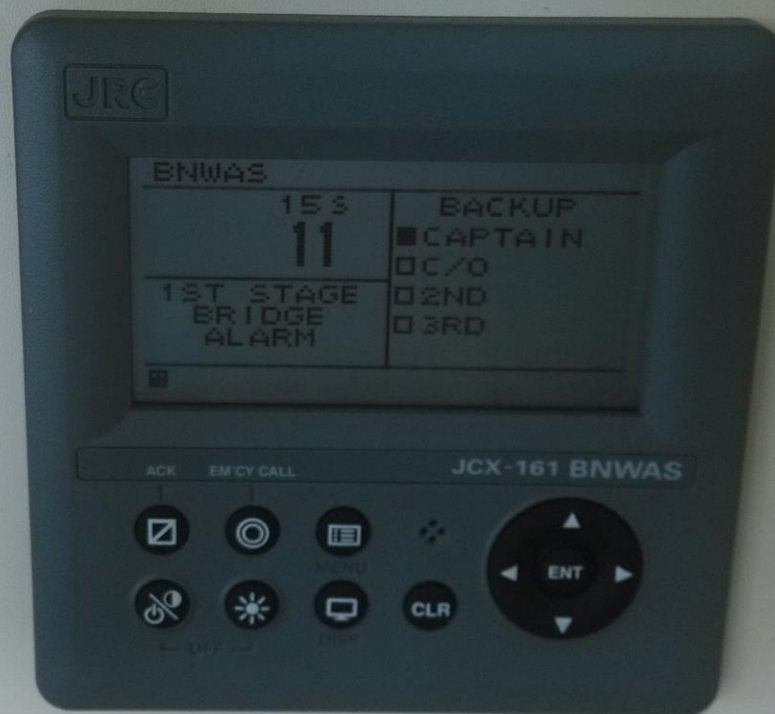
最近要注意的幾個有關ISM的問題:

- 1.臨時SMC簽發後，到了第五個月還未實施內部稽查。
- 2.船員不熟悉BNWAS操作(今年CIC針對watch keeping, 當值船員會被問到BNWAS的操作)。
- 3.不熟悉EEBD操作或設備有瑕疵。

# ISM注意重點



# ISM注意重點





IF THIS GAUGE IS OUT OF THE GREEN ZONE, REMOVE FROM SERVICE

## OPERATING INSTRUCTIONS

1 REMOVE EEBD FROM ORANGE CASE

2 LIFT YELLOW  
LEVER AND  
DISCARD COVER

3 REMOVE UNIT BY  
PULLING YELLOW  
NECK STRAP  
UPWARDS



4 INSERT YELLOW  
MOUTHPIECE



5 FIT YELLOW  
NOSE CLIP



6 INHALE THROUGH MOUTH  
AND ESCAPE

ADJUST YELLOW NECK STRAP AND DON  
FACE SHIELD IF NEEDED

Label P/N 348001

OCENCO, INCORPORATED

M-20.2 EEBD NSN 1HM 4240-01-439-5937



# ISM注意重點



4. 新船交船後第一次處女航在抵達港口後即被PSC滯留。因為演習、休息時數沒有完整記錄。
5. 舵機房有羅經架及插座，但無portable羅經，船員又解釋不清。
6. 航行計畫只做到港口或錨地，未做到港口泊位。或未按照IMO規定記錄相關航線及港口之資訊。
7. 救生筏裝置不適當。







# ISM注意重點



- 8.營救落水船員程序(或計畫)應備於船上並照程序演練一次。
- 9.熱工作業程序內容要到位，為明年CIC作準備。
- 10.救生艇之緊急脫鉤及復原設施之新規定要向船員說明。
- 11.火災偵測系統關閉或機艙水霧系統處於“manual”狀態。





# ISM注意重點



- 12. Oil record book所記錄之sludge tank之 capacity 與 IOPP證書附件之數字不符。
- 13. CO<sub>2</sub> 間及電瓶間通風系統均要保持正常。
- 14. 貨艙的CO<sub>2</sub>管路最難保養。被發現缺失修理起來也很麻煩。



報告完畢

敬請指教