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壹、MEPC 第 59 次會議資料

一、有關 Amendment 之決議案

(一) MEPC.186(59) : AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF
1978 RELATING TO THE INTERNATIONAL CONVENTION
FOR THE PREVENTION OF POLLUTION FROM SHIPS,
1973 (如[附件三](#))，預計 2011 年 1 月 1 日生效

A. MARPOL 公約附錄 I，增加第 8 章-PREVENTION OF POLLUTION DURING
TRANSFER OF OIL CARGO BETWEEN OIL TANKERS AT SEA

Reg. 40：適用範圍

1. 本規則適用於總噸 150 及以上的油輪，在 2012 年 4 月 1 日及以後實施海上船對船的裝卸貨油(STS operations)，若在 2012 年 4 月 1 日之前實施，而 STS operations plan 已經主管機關認可，則要儘可能依照 STS operations plan.
2. 本規則不適用固定或浮動平台(fixed or floating platforms)，鑽油井(drilling rigs)，浮動生產、儲存及卸油設施(FPSOs)及浮動儲存裝置
3. 本規則不適用海上駁加燃油
4. 本規則不適用於為了船舶保全或人命安全或為了減低污染危害而實施的 STS operations.
5. 本規則不適用軍艦、海軍輔助船，或政府擁有或操作，只從事非商

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業服務的公務船，但政府應確保這些船在實施 STS operations 時，儘可能依照本章的規定

Reg. 41：安全及環境保護的一般規定

1. 任何從事 STS operations 的油輪，必須在 2011 年 1 月 1 日以後的第 1 個歲驗、中檢或特驗前，持有經主管機關認可的 STS operations plan，STS operations plan 要用船上工作語言寫成
2. STS operations plan 的內容可參考 IMO “Manual on Oil Pollution” 以及 ICS 及 OCIMF 的 Ship-to-Ship Transfer Guide, Petroleum, fourth edition 2005. STS operations plan 也可以併入船上現有的 ISM 系統
3. 適合本章的任何油輪從事 STS operations，須遵守 STS operations plan
4. 從事完全控制 STS operations 的人員，必須具有資格執行有關職責，資格的規定，可參考 “Manual on Oil Pollution” 以及 ICS 及 OCIMF 的 Ship-to-Ship Transfer Guide, Petroleum, fourth edition 2005.
5. STS operations 的紀錄必須保留船上 3 年，且隨時可供締約國檢查

Reg. 42：通知

1. 適用本章的任一油輪從事 STS operations，必須在不少於 48 小時以前，將有關資訊通知所在海域的國家，若資訊未及準備，也要在不少於 48 小時以前通知所在海域國家將要實施 STS operations，而相關資訊會儘快提供該國。
2. 有關資訊的內容如下：
 - 1 船名、船旗、呼號、IMO 號碼以及預計到達時間
 - 2 日期、時間及地理位置
 - 3 錨泊中或航行中實施 STS operations
 - 4 貨油的種類及數量
 - 5 計畫的操作時間
 - 6 確認 STS operations 安全控制人員及聯絡資訊
 - 7 證實船上持有符合 REG.41 的 STS operations plan
3. 如果預計抵達的時間改變超過 6 小時，船長、船東或代理要提供一份修正的預計抵達時間給所在海域的國家

B. 在 FORM B - Record of Construction and Equipment for Oil Tankers，增加 8A：

8A Ship-to-Ship oil transfer operation at sea (regulation 41)

8A.1 The oil tanker is provided with an STS operations plan in compliance with regulation 41

(二) MEPC.187(59)：AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION

FOR THE PREVENTION OF POLLUTION FROM SHIPS,
1973 (如附件四)，預計 2011 年 1 月 1 日生效

A. 局部修正 MARPOL ANNEX I Regulations 1,12,13,17 及 38；

Reg. 1：定義，新增 31,32,33 及 34 小段

31. Oil residue (sludge) 意指船舶正常操作下，主副機燃油及滑油淨油機所產生的殘餘廢油，油水分離器所分離的廢油，滴油盤的廢油以及廢液壓油及廢滑油
32. Oil residue (sludge) tank 意指可保存殘油(殘渣)，殘渣可直接通過標準接頭或用任何其他認可的方法處理
33. Oily bilge water 意指在機艙內因保養工作或洩漏而遭油污染的水，任何液體進入艙底水系統如艙底水井、艙底水管路、雙重底頂部或艙底水儲存櫃都被視為含油艙底水
34. Oily bilge water holding tank 意指在排放、轉移、處理前能收集含油艙底水的艙櫃

Reg. 12：殘油櫃 Tanks for oil residues (sludge)

- (a) 第 1 段改為，任何總噸 400 及以上的船舶應根據其機器的型式及航程的長短來裝設足夠容量的殘油櫃，以收受殘油
- (b) 新增第 2 段，殘油可直接從殘油櫃，通過標準接頭或用任何其他認可的方法處理。 殘油櫃
 1. 將供給一指定泵，具有足夠的能力從殘油櫃抽吸；以及
 2. 不能排放連接到艙底水系統、艙底水儲存櫃、雙重底頂部或油水分離器，除了殘油櫃裝有手動開自動關的疏水閥，且具有目視監督的佈置，允許疏水流向艙底水儲存櫃或艙底水井，或者另外的佈置，只要不直接連到艙底水系統

現有的第 2 段、第 3 段，改為第 3 段、第 4 段

Reg. 12,13,17 及 38

在 reg. 12.2, 13, 17.2.3, 38.2 及 38.7 以 oil residue (sludge)取代 sludge
在 reg. 17.2.3 刪除 and other oil residues 字樣

B. 修正 SUPPLEMENT TO THE IOPP CERTIFICATE FORM A (SHIP OTHER THAN OIL TANKERS) 及 FORM B (OIL TANKERS)，現有的 supplement to the IOPP certificate FORM A 及 FORM B section 3 被以下取代：

- (a) **3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)***

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

* Oily bilge water holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity kW or kcal/h (delete as appropriate).....

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge).....

3.2.3 Other acceptable means, state which

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

(b) FORM B paragraph 5.8.2 删除 double bottom requirements 字樣

(c) FORM B paragraph 5.8.5 及 5.8.7 被以下取代：

5.8.5 The ship is not subject to regulation 20 (check which box(es) apply):

.1 The ship is less than 5,000 tonnes deadweight

.2 The ship complies with regulation 20.1.2

.3 The ship complies with regulation 20.1.3

5.8.7 The ship is not subject to regulation 21 (check which box(es) apply):

.1 The ship is less than 600 tonnes deadweight

.2 The ship complies with regulation 19

(Deadweight tonnes \geq 5,000)

.3 The ship complies with regulation 21.1.2

.4 The ship complies with regulation 21.4.2

(600 \leq Deadweight tonnes < 5,000)

.5 The ship does not carry “heavy grade oil” as defined

in regulation 21.2 of MARPOL Annex I

(d) FORM B paragraph 6.1.5.4 删除

C. 修正 OIL RECORD BOOK PART I AND II

Oil Record Book part I sections (A)到(H)被以下取代：

(A) Ballasting or cleaning of oil fuel tanks

- 1 Identity of tank(s) ballasted.
- 2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.
- 3 Cleaning process:
 - .1 position of ship and time at the start and completion of cleaning;
 - .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m³);
 - .3 identity of tank(s) into which cleaning water was transferred and the quantity in m³.
- 4 Ballasting:
 - .1 position of ship and time at start and end of ballasting;
 - .2 quantity of ballast if tanks are not cleaned, in m³.

(B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)

- 5 Identity of tank(s).
- 6 Position of ship at start of discharge.
- 7 Position of ship on completion of discharge.
- 8 Ship's speed(s) during discharge.
- 9 Method of discharge:
 - .1 through 15 ppm equipment;
 - .2 to reception facilities.
- 10 Quantity discharged, in m³.

(C) Collection, transfer and disposal of oil residues (sludge)

- 11 Collection of oil residues (sludge).
Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly¹: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

- .1 identity of tank(s)
- .2 capacity of tank(s) m³
- .3 total quantity of retention m³
- .4 quantity of residue collected by manual operation m³
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

- 12 Methods of transfer or disposal of oil residues (sludge).
State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m³:
 - .1 to reception facilities (identify port)²;
 - .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));

.3 incinerated (indicate total time of operation);

.4 other method (state which).

(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

13 Quantity discharged, transferred or disposed of, in m³.³

14 Time of discharge, transfer or disposal (start and stop).

15 Method of discharge, transfer, or disposal:

.1 through 15 ppm equipment (state position at start and end);

.2 to reception facilities (identify port)²;

.3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.

17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).

18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

19 Time of system failure⁴.

20 Time when system has been made operational.

21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

22 Time of occurrence.

23 Place or position of ship at time of occurrence.

24 Approximate quantity and type of oil.

25 Circumstances of discharge or escape, the reasons therefor and general remarks.

(H) Bunkering of fuel or bulk lubricating oil

26 Bunkering:

.1 Place of bunkering.

.2 Time of bunkering.

.3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

.4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

Oil Record Book part II section (J)被以下取代：

(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m³.)

57 Method of transfer or disposal:

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s) ; state quantity transferred and total quantity in tank(s), in m³); and
- .4 other method (state which); state quantity disposed of in m³.

¹ Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

² The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

³ In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

⁴ The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

二、有關 CALCULATION & GUIDELINE 之決議案

(一) MEPC.178(59) : CALCULATION OF RECYCLING CAPACITY FOR MEETING THE ENTRY-INTO-FORCE CONDITIONS OF THE HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009 (如[附件一](#))

今年 5 月，IMO 在香港召開會議，採納了 2009 年安全及良好環境的船舶回收國際公約，其生效條件為 1.不低於 15 國簽署，2.簽署國的船舶總噸位不低於全世界船舶總噸位的 40%，3.簽署國中的拆船國在過去 10 年內其最大年拆船量總噸位不低於拆船國船舶總噸位的 3%。

針對第 3 項生效條件，海上環境保護委員會做出的解釋為

1. 參考過去 10 年中，每年 Lloyd's Register-Fairplay annual publication World Casualty Statistics 所載，已簽署公約的拆船國其年度拆船量，以總噸位計。
2. 從過去 10 年中，挑選一個最大的年拆船量。

(二) MEPC.179(59) : GUIDELINES FOR THE DEVELOPMENT OF THE INVENTORY OF HAZARDOUS MATERIALS(如[附件二](#))

為配合 2009 年安全及良好環境的船舶回收國際公約對船舶持有有害物質清單之要求，海上環境保護委員會採納了危害性物質清單的發展準則。

危害性物質清單包含

Part I : 在船舶結構或設備內的物質

Part II : 操作產生的廢棄物質

Part III：物料

本準則含有 8 個 appendices

Appendix 1：必須列在危害性物質清單的項目

Appendix 2：危害性物質清單之標準格式

Appendix 3：新造船清單 Part I 發展程序之例子

Appendix 4：現成船清單 Part I 發展之流程圖

Appendix 5：現成船清單 Part I 發展程序之例子

Appendix 6：物質聲明表格

Appendix 7：供應商符合聲明表格

Appendix 8：在 appendix 1，Table A 及 Table B 物質與 CAS-number 之例子

貳、巴拿馬海事局 PANAMA MARITIME AUTHORITY 發佈海事通告 MARINE NOTICE 001-2009 及 002-2009(如[附件五](#)、[附件六](#))

(一) MARINE NOTICE 001-2009

巴拿馬海事局正式通知各單位，自 2009 年 10 月 14 日起至 2009 年 12 月 31 日止，任何船舶被 PARIS MOU 成員國滯留，將遭到立即除籍及取消所有航行文件，例如公約證書、電台執照等，任何檢驗人員如被證明有疏失或檢驗時未能發現船舶缺失，而被 PSC 發現，將不能再檢驗任何巴拿馬船舶，巴拿馬海事局通告船東、船長、法律代表、認可機構確保船舶完全符合國際公約及國家法律規則，本決定是基於巴國船舶在 PARIS MOU 遭多次滯留，傷害巴拿馬船籍形象而做。

(二) MARINE NOTICE 002-2009

巴拿馬海事局於 2009 年 10 月 23 日發出 MARINE NOTICE 002-2009，語氣稍有緩和，巴拿馬海事局將就個案分析，如果船舶被不公平滯留，將協助船東申訴。如果是船舶的責任，則仍將如 NOTICE 001-2009 所言，立即除籍。

參、貝里斯 INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE (IMMARBE)於 2009 年 5 月 14 日發佈 Seafarers Department Circular SDC-09/01 通告，要求所有貝里斯船舶的乙級船員必須按 STCW 公約規定，向貝里斯主關機關申請適任證書，現成船符合此要求的期限為 6 個月到 2009 年 11 月 15 日止，IMMARBE 並要求其認可機構在做 ISM 稽核時，驗證船舶是否符合規定。(如[附件七](#))