



**FLAG & CLASS**  
**Monthly Marketing Report**  
船旗国&船级社 市场月报  
2014年05月26日 26 May, 2014



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**PREAMBLE 序言:**

The monthly report published by Register NU & Class NU is to provide all our customers with updated maritime news aim to create awareness of the new happenings and implementation of new regulation from time to time.

我们 *Register NU & Class NU* 的月报是为了给我们的客户提供最新的海事信息。

*Prepared by:* **NU Group**

**WE DEDICATE TO PROVIDE ONE STOP SERVICES TO MARINE INDUSTRY**

Shanghai office : Rm #8-I, No, 55 Lin Ping Road (North), Shanghai 200086, P.R. China

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**PART I—FLAG STATE NEWS 船旗国新闻:**

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## A new leader for Panama: Business is over

*Published on May 6th, 2014*



As has happened every five years since the end of the Noriega dictatorship in 1989, Panamanians have voted to kick out their ruling party. In elections on May 4th, they gave a resounding victory to Juan Carlos Varela, a vice-president turned opposition candidate who is a personal nemesis of President Ricardo Martinelli.

Though opinion polls had predicted a tight race between the three most prominent candidates, none tipped Mr Varela as a winner. His victory will be an unpleasant blow to Mr Martinelli, a former supermarket magnate who has presided over an economic boom but who has feuded with Mr Varela since he abandoned the government in 2011 and then accused it of corruption. Mr Varela, who is also rich (he is the scion of a Panamanian rum dynasty), is likely to continue many of Mr Martinelli's economic policies, but says he will focus on helping the poor and reducing inequality. With 80% of the votes counted, Mr Varela won 39% of the vote, seven points ahead of José Domingo Arias, Mr Martinelli's hand-picked candidate, with 32%. Juan Carlos Navarro of the centre-left Democratic Revolution Party came third with 28%.

The Electoral Tribunal declared Mr Varela president-elect and as is its custom, publicly called him on his mobile phone to deliver the news. In a sign of democratic civility unusual elsewhere in Central America, his defeated rivals quickly recognised the victory. Mr Martinelli, however, only grudgingly accepted it, after tweeting repeatedly in favour of his candidate (his wife was Mr Arias's vice-presidential candidate) and against Mr Varela right up to the day of the vote. Many Panamanians suspected that Mr Martinelli hoped to pull the strings if Mr Arias and his wife won, and some spoke scathingly of his strategy as "a re-election in disguise."

The president, whose investment programme has helped Panama maintain a decade-long growth rate that is the envy of Latin America (GDP rose 8.4% in 2013), blamed what he said was a hostile media for his candidate's defeat. Mr Varela, in his victory speech, sought to reach out to the

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opposition but he repeated his insinuations of corruption in the outgoing government. “Business is over,” he said.

Press reports, publicly ridiculed by Mr Martinelli, that his government received kick-backs on government contracts awarded to people close to disgraced Italian ex-prime minister Silvio Berlusconi, drew much attention in the closing stages of the campaign. Analysts say the enmity between the president and Mr Varela may make for a fraught transition period before the change of government on July 1st.

*(Picture credit: AFP)*

*Source: The Economist*

## **PART II—CLASS NEWS 船级社新闻：**

### **Lifeboat and Passenger Safety top issues on IMO’s MSC Agenda**

*Published on May 13th, 2014*

*Image Credit: IMO*



***IMO’s Maritime Safety Committee (MSC) will meet at the Organization’s London headquarters for its 93rd session, from 14 to 23 May 2014.***

The MSC 93 is expected to agree on the following issues:

- to adopt amendments to the International Convention for the Safety of Life at Sea (SOLAS) related to lifeboat safety;
- to continue its action plan of work on passenger ship safety, following the Costa Concordia incident;
- to review the draft mandatory Polar Code and related draft SOLAS amendments;

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- to adopt amendments to SOLAS and other treaties to make mandatory the IMO Member State Audit Scheme;
- to adopt a number of other important amendments; and
- to consider items submitted by the sub-committees.

The MSC 93 is expected to adopt **draft amendments to SOLAS chapter III to make mandatory the Requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear,**

The MSC is also expected to approve a related draft MSC circular on Guidelines on safety during abandon ship drills using lifeboats, providing additional recommendatory provisions.

Administrations will be required to ensure that the thorough examination, operational testing, repair, and overhaul of equipment is carried out in accordance with SOLAS regulation III/20 by authorized service providers that are qualified in these operations for each make and type of equipment for which they provide the service.

Moreover, the MSC 93 is expected to establish a working group to continue its work related to passenger ship safety, stemming from recommendations arising from the Costa Concordia incident. The long-term action plan on passenger ship safety will be reviewed.

*Stay tuned on IMO's official website [www.imo.org](http://www.imo.org) to get all latest updates from MSC93*

Source: IMO

## ISO Guidelines for Armed Maritime Guards

*Published on May 15th, 2014*



ISO/PAS 28007:2012

As more and more ships navigating piracy-prone waters turn to armed guards for protection, a new set of ISO guidelines for maritime security companies will help ensure the reliability and safety of this response.

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Over the last few years, piracy attacks have resulted in lives lost and traumatic ordeals for hostages. They have cost the global shipping industry billions of dollars, both in lost cargo and ransom payments. Although the use of armed personnel appears to be deterring pirates, the presence of weapons on board vessels crossing international waters raises a number of concerns.

To help instill confidence and ensure the safety, efficiency and reliability of this solution, ISO has developed the publicly available specification **ISO/PAS 28007:2012, Ships and marine technology – Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security personnel (PCASP) on board ships (and pro forma contract)**.

Captain Charlie Piersall, Chair of the ISO technical committee that developed the document, explains, “We published ISO/PAS 28007 in record time in order to meet a critical market need. Many ships have already turned to armed guards as a response to piracy, and security guidelines were urgently needed. We were entrusted by the International Maritime Organization (IMO) as the best place to develop the standard with their guidance and participation. IMO noted that it does not support self-certification or self-regulation.”

IMO Secretary-General, Koji Sekimizu at the opening session of Maritime Safety Committee (MSC 91) highlighted that following “...the Committee’s request, at MSC 90, for the International Organization for Standardization to take this work forward, we now welcome the work done by ISO. Its contribution to the development of international minimum standards for the shipboard deployment of armed security guards will be particularly useful to flag States, and this will in turn help ship owners who urgently need practical as well as legally acceptable solutions...”

- In addition to IMO, ISO/PAS 28007 is backed by major international corporations and intelligence and law enforcement agencies such as INTERPOL, the European Commission and the Contact Group established by the UN Security Council Resolution 1851.
- ISO/PAS 28007 is the only published International Standard dealing with armed guards on ships. The document contains essential information for private maritime security companies, and for ships selecting service providers. It also outlines sector-specific requirements for applying ISO 28000:2007, Specification for security management systems for the supply chain, to private maritime security companies. Compliance with ISO/PAS 28007 can therefore be acknowledged in a certification to ISO 28000.
- The document addresses security management system elements such as resilience, planning, resources, training and awareness, communication and documentation. It outlines

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operational requirements for dealing with issues such as scene and casualty management, incident reporting and investigation, health and safety, and customer complaints.

- ISO/PAS 28007 also includes recommendations for performance evaluation such as monitoring, audits, management and continual improvement. Implementation will help security companies demonstrate their ability to provide privately contracted armed personnel on board ships.

*Source: ISO*

## New requirements for fire-fighters' outfits

The 2014 amendments to SOLAS and the Fire Safety Systems (FSS) Code adopted by IMO Resolutions MSC.338(91) and MSC.339(91) will enter into force on 1 July, 2014, introducing revised and new requirements for fire-fighter's outfit breathing apparatus and two-way portable radiotelephone apparatuses, as follows:

### Breathing apparatus

Changes to SOLAS regulation II-2/10.10.1 and the FSS Code mean that: "Compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litres."

This applies to ship's constructed (keel laid) on or after 1 July, 2014. Ships constructed (keel laid) before 1 July, 2014 must comply no later than 1 July, 2019.

New SOLAS regulation II-2/15.2.2.6, relating to 'Onboard training and drills' requires that: "An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used."

This applies to all ships on or after 1 July, 2014.

### Two-way portable radiotelephone apparatuses

New SOLAS regulation II-2/10.10.4 requires that: "For ships constructed on or after 1 July 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July, 2014 shall comply with the requirements of this paragraph not later than the first safety equipment survey after 1 July, 2018."

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ClassNU issued this Statutory Alert regarding the new requirements for fire-fighters' outfits to advise owners and operators of new and existing ships to ensure that the fire fighters' outfits on their vessels meet the requirements of SOLAS and the FSS Code and that any changes to the fire locker contents are shown on the vessel's fire control plans, if included.

## 关于 SOLAS 和 FSS Code 消防人员装备新要求

经国际海事组织 (IMO) MSC.338(91)和 MSC.339(91)决议通过并采用的《海上人命安全公约》(SOLAS)和《国际消防安全系统(FSS)规则》2014年修订案将于2014年7月1日开始生效。新增了关于消防人员装备呼吸器和双向便携式无线电话设备要求,如下:

呼吸器:

SOLAS 第 II-2/10.10.1 条规定和 FSS Code 的修订内容:“压缩空气呼吸器上应该被配备一个声音警报和一个灯光警报器或者其它设备,当气瓶里的空气量不足 200 公升之前发出警报提醒使用者”。

这一要求将被应用于在 2014 年 7 月 1 日或者之后建造(铺设龙骨)的船舶。船舶在 2014 年 7 月 1 日之前建造(铺设龙骨)的须在 2019 年 7 月 1 日之前符合该要求。

新的 SOLAS 第 II-2/15.2.2.6 条规定关于“船上训练和演练”要求:在演练中,应配备足够的车载充电呼吸器气瓶,以做好替换准备”。

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这一要求将于 2014 年 7 月 1 日后应用于所有船舶。

#### 双向便携式无线电话设备

新的 SOLAS 第 II-2/10.10.4 条规定要求：“所有于 2014 年 7 月 1 日或者之后建造的船舶上应为每一消防小组配备至少两台双向便携式无线电话设备以确保消防人员良好通讯。这些双向便携式无线电话设备应该具有防爆功能或者是本质安全型设备。于 2014 年 7 月 1 日之前建造的船舶应不晚于 2018 年 7 月 1 日后进行的首次安全设备检查之前遵守该要求。

新联船级社发布此法定警报通知关于消防人员装备新要求，并建议现有和新建船舶的船东和运营商确保他们船上的消防人员装备符合 SOLAS 和 FSS Code 新要求，消防箱任何内容的改变应被醒目地更新在船舶消防控制计划中。

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If the ship is detained due to security risks, but unable to sail to the intended repair yard for repair will immediately be disqualified for sailing in European waters.

Do not think this is alarmist – Recently another two ships were issued with “Refusal of Access Order” by the Paris MOU. As “warning to others”, Paris MOU imposed the ban on General Cargo vessel “Ada A”, built in year 2000 with gross tonnage at 6,000. It is reported that vessel “Ada A” was detained by Port State Control (PSC) for the reason that ship was not on-time for repair rectification at the intended repair yard.

On 3th April 2014, vessel “Ada A” with IMO no. 9045699 was detained in Ravenna (Italy) and released from detention on 9<sup>th</sup> April 2014 (6 days later) to sail to the intended repair yard for repair.

The ship flies the flag of Panama will be refused further access to any port and anchorages in the Paris MOU region, except a port of the Ship’s flag State, until the vessel fully complies with all applicable requirements of the conventions.

Similarly, General Cargo vessel “Alex-Y”, IMO no. 9195913, built in year 2002 with gross tonnage at 3,660 was detained on 9<sup>th</sup> September 2011 and released from detention on 27<sup>th</sup> February 2014 (almost 3 years later) to sail to a repair yard for repair.

The above cases show that ships will be selected for a port state control inspection throughout the Paris MOU region. To facilitate such selection, the central computer database, hosted by the European Maritime Safety Agency, informs national PSC authorities which ships are due for an inspection.

Based on the number of detentions (3 times), ship will be banned from operation in the European waters. Under current detention list, there are altogether 19 vessels detained in the Paris MOU region since the beginning of year 2014.

## Pairs MOU: 逃修的船舶将被禁止在欧洲航行

2014-05-23 航运在线



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如果船舶因安全隐患被扣，却未能前往议定船厂接受修理，将会立即被取消在欧洲航行的资格。

别以为这是危言耸听-近期又有2艘船被“杀鸡儆猴” 遭巴黎备忘录组织 (Paris MOU) 施以禁令，他们就是6000吨级的杂货船 Ada A 轮 (造于2000年) 与5000吨级的多用途船 A-lex-Y 轮 (造于2002年)。据悉他们在港口国监督检查(PSC)期间被查出安全隐患并责令纠正，但事后却未能如当时允诺的那样，前往相关船厂接受修理。

据了解，挂巴拿马旗的 Ada A 轮是于4月3日在意大利拉文那 (Ravenna) 被扣，当局于6天后将其释放，好让它实施整改。然而该船并未如约前往议定船厂。

巴黎备忘录组织针对此事发布声明称，“土耳其方面已将该船并未前往相关修船厂一事，通知意大利港口国管理机关。”

基于上述原因，该组织决定取消 Ada A 轮到欧洲各国以及锚地停泊的资格，直到船东方纠正所有查出的缺陷。

A-lex-Y 轮的被扣时间更早，但情况几乎完全一样。该船在英国利物浦被扣3年后，因承诺会到一家罗马尼亚船厂进行修理而被当局释放。但在罗马尼亚方面报告它未能如约而至后，也遭到相同禁令。

上述案例表明，针对在巴黎备忘录组织负责区域接受港口国检验的船舶，欧盟成员国之间已建立非常紧密的监督协作机制。

目前为止，船舶若被扣3次，就会被禁止在欧洲水域航行。今年迄今已经有7艘船舶被港口国管理机关下达此类禁令。

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