



FLAG & CLASS
Monthly Marketing Report
船旗国&船级社 市场月报
2014年07月26日 26 July, 2014



FLAG & CLASS Monthly Marketing Report

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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

Singapore office: 70 Anson Road, #12-04 Hub Synergy Point, Singapore 079905



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PART I—FLAG STATE NEWS

Palau Registration



Palau International Ship Registry

16701 Greenspoint Park, Suite 155 | Houston, TX, 77060
 Tel: 281.876.9533 | Fax: 281.876.9534 | Email: info@palaushipregistry.com

June 21, 2013

Re: Appointment of Mr. Mark Wang as Deputy Registrar of Palau International Ship Registry

In accordance with the Merchant Shipping Act of the Republic of Palau, the Palau International Ship Registry, hereby certify:

Mr. Mark Wang

is duly appointed as **Deputy Registrar in China** for the Palau International Ship Registry and his office is the **Designated Office** from where he will carry out his functions of the said appointment.

Mr. Mark Wang is to report to the Administrator monthly on the number of vessels registered, services provided and the relevant revenues connected thereto.

This appointment is effective immediately.

Marisabel Arazul
 Marisabel Arazul Park
 Technical Manager
 Palau International Ship Registry



Register NU is appointed by the Government of the Republic of Palau as a “Designated Office”, and **NEW UNITED (INT’L) MARINE SERVICES LTD.(Class NU)** is authorized to carry out statutory certification services on behalf of the Government of the Republic of Palau with respect to vessels and mobile offshore drilling units registered in the Republic of Palau.

About PISR

The Palau International Ship Registry was created by an amendment to the Title 7 of the National Code in 2010. The Palau International Ship Registry was appointed by the Government of The Republic of Palau as the Ship Registry Administrator and provides the day-to-day management for the Republic of Palau Ship Registry.



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Palau International Ship Registry offers a new vision of quality in Ship Registration services thriving to provide a full array of registration services following the highest standard of quality, safety and environment protection.

The Head Office of PISR is located in Houston, Texas and is the office of the Ship Registry Administrator. PISR's goal is to offer a fast, reliable, effective and efficient registration services to shipowners and at the same time provide technical advice in order to ensure that vessels registered under the Palau Flag are in good conditions and in accordance with the International Regulations.

The Registry's personnel are highly experienced in matters of International Ship Registrations, Seafarer's documentation and qualifications, Mortgages Recordation and Discharge, International Regulations Compliance and Statutory Requirements, and are committed to provide our clients a complete, fast, and reliable registration process while meeting the highest customer satisfaction standards.

Our Mission

Palau International Ships Registry is cognizant of the fact that time is of the essence for ship owners and is therefore absolutely committed to providing fast and efficient service to the shipping community at large.

Our Vision

With its modern and responsive laws and customer service oriented philosophy, the Republic of Palau endeavors to become a leading maritime registry and the jurisdiction of choice for international companies.

Republic of Palau

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Palau, officially the Republic of Palau is an island country located in the western Pacific Ocean. Geographically part of the larger island group of Micronesia, with the country's population of around 21,000 people spread out over 250 islands forming the western chain of the Caroline Islands. The islands share maritime boundaries with Indonesia, the Philippines, and the Federated States of Micronesia. The most populous island in the group is Koror, with the capital city, Ngerulmud, located on nearby Babeldaob.

Along with other Pacific Islands, Palau was made a part of the United States-governed Trust Territory of the Pacific Islands in 1947. Having voted against joining the newly-independent Federated States of Micronesia in 1979, the islands gained full sovereignty in 1994 under a Compact of Free Association with the United States.

Politically, Palau is a presidential republic in free association with the United States, with the US providing defense, funding, and access to social services. Palau is a democratic republic with directly elected executive and legislative branches.

Tourism is Palau's main industry. Its major draws are its diverse and pristine marine environment, and its above-water tropical island beauty.

IMPORTANT FACTS:

Capital City: Ngerulmud

Largest City: Koror

Official Language: English and Palauan

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Government: Unitary Presidential Democratic Republic

Population (2011 Estimate): 20, 956

Currency: United State Dollar

Climate: Tropical climate with annual mean temperature of 27 degrees Celsius. Relative humidity is 82%. Rainy season from May to November. Typhoons are rare as Palau is located outside the typhoon zone.

Major industries: tourism, construction, garment making, craft items from shell, wood and pearls

Major trade partners: Exports – US, Japan, Taiwan; Imports- US (Guam), Japan, Singapore, Taiwan, and Korea.

Source: www.palaushipregistry.com/

Belize ratifies the ILO Maritime Labour Convention, 2006

NOTE:

In compliance with IMO Resolution A.739(18); IMO Resolution A.789(19); Regulation 5.1.2, Paragraph 1 of the MLC and Resolution No.DG-004, IMMARBE authorizes **NEW UNITED (INT'L) MARINE SERVICES LTD.(Class NU)**, to act as a **Recognized Authorization** on behalf of IMMARBE for the purposes of the implementation of and certification under the **Maritime Labour Convention, 2006**.

Published on July 21st, 2014



Belize is the 62nd ILO member State and the eighth Member State of the Ocean Memorandum of Understanding on Port State Control in the Caribbean Region to have ratified this Convention

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On 8 July 2014, the Government of Belize deposited with the International Labour Office the instrument of ratification of the Maritime Labour Convention, 2006 (MLC, 2006). Belize is the 62nd ILO member State and the eighth Member State of the Ocean Memorandum of Understanding on Port State Control in the Caribbean Region to have ratified this Convention. Belize's merchant fleet consists of vessels of over 1.8 million gross tons in total. This ratification brings to 50 the total number of ILO Conventions ratified by Belize.

On receiving the instrument of ratification, Ms Cleopatra Doumbia-Henry, Director of the International Labour Standards Department said: "The ratification by Belize of the MLC, 2006 represents an important commitment by the country to ensure that seafarers working and living on board ships flying its flag enjoy the rights set out in the Convention. The Government of Belize will also now be able to continue to move forward and transpose the provisions of the Convention in its national law in order to ensure that ships flying its flag are duly inspected and certified to the international standards set in the Convention. As a member of CARICOM, Belize joins the other countries in the region in supporting and promoting decent work for seafarers and the level playing field for shipowners."

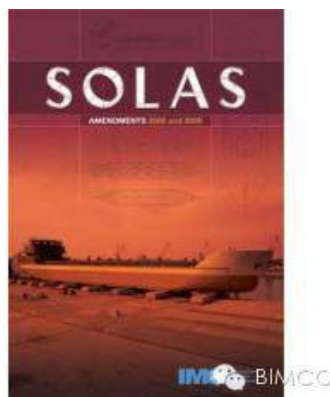
The MLC, 2006 entered into force on 20 August 2013 for the first 30 member States whose ratifications were registered by 20 August 2012. The Convention will enter into force for Belize on 8 July 2015, that is, one year after its ratification. For more background information, please visit the dedicated MLC webpage at <http://www.ilo.org/mlc>

Source: ILO

PART II—CLASS NEWS

SOLAS Amendments Alert - Entry into force July 2014

2014-07-21 ZW BIMCO



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A number of new requirements under the International Convention for the Safety of Life at Sea (SOLAS) entered into force on 1 July 2014 and they are as follows:

Recovery of persons from the water

The SOLAS amendments, adopted in 2012, were developed as part of the International Maritime Organization (IMO)'s work on large passenger ship safety and are aimed at ensuring all ships have the capability to effectively serve as a rescue asset and have the right equipment to be able to rescue persons from the water and from survival craft, in the event of an incident.

This new requirement is intended to enhance safety at sea and also to provide support to search and rescue co-ordinators in all types of rescue operations and, particularly, in those situations where there is insufficient dedicated search and rescue capacity or access to helicopters and specialized rescue craft is limited.

The ship's plans and procedures should take into account related Guidelines for the development of plans and procedures for recovery of persons from the water (MSC.1/Circ.1447).

Ships constructed before 1 July 2014 are required to comply with the requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.

The implementation of the requirements on ships to which SOLAS does not apply is encouraged under a related-MSC resolution (MSC.346(91)), also adopted in 2012, which invites SOLAS Contracting Governments to determine to what extent the requirements should apply to: cargo ships of a gross tonnage below 500 engaged on any voyage; cargo ships of a gross tonnage of 500 and above not engaged on international voyages; passenger ships not engaged on international voyages; fishing vessels; high-speed craft; dynamically supported craft; special purpose ships; and mobile offshore drilling units.

Reducing on-board noise

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Also entering into force on 1 July 2014 is the new SOLAS regulation II-1/3-12, which requires new ships to be constructed to reduce on-board noise and to protect personnel from noise, in accordance with the revised Code on noise levels on board ships, which sets out mandatory maximum noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships.

Fire-fighter communication on board

Amendments to SOLAS regulation II-2/10 on fire fighting enter into force on 1 July 2014, to require a minimum of two two-way portable radiotelephone apparatus for each fire party for fire fighters' communication to be carried. The apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the above requirements not later than the first survey after 1 July 2018.

Instructions, on-board training and drills

Further amendments to regulation II-2/15 on instructions, on-board training and drills require an on-board means of recharging breathing apparatus cylinders used during drills, or a suitable number of spare cylinders.

Protection of vehicle, special category and Ro/Ro spaces

Another amendment to regulation II-2/20 on protection of vehicle, special category and Ro/Ro spaces related to fixed fire-extinguishing systems, updates the requirements. The amendments apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements.

Forms of certificates and records of equipment

Other amendments to the appendix to the annex to the SOLAS Convention replace all forms of certificates and records of equipment, including its 1988 Protocol, and further amendments relate to

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the forms of the Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate of its 1978 Protocol.

Container convention amendments

Also entering into force on 1 July 2014 are amendments to the International Convention for Safe Containers (CSC), 1972, which were adopted in 2013 by resolution MSC.355(92), to incorporate and facilitate the entry into force of amendments to the CSC Convention adopted in 1993 by resolution A.737(18), including amendments relating to the form of the safety approval plate and to the approval of existing and new containers. The amendments also introduce a transitional period for marking containers with restricted stacking capacity and include a list of deficiencies which do not require an immediate out-of-service decision by control officers, but require additional safety measures to enable safe ongoing transport.

Source: IMO

Members should be guided accordingly. Should you have any queries, please do not hesitate to send your enquiry to marine@bimco.org, stating the nature of your enquiry, your company's name and BIMCO membership registration number, in order for us to assist you promptly.

MLC amendments improve crews' financial security

Published on July 2nd, 2014

Delegates of the annual meeting of the International Labour Organization (ILO) have voted in favour of approving amendments to the Maritime Labour Convention, 2006 (MLC) provision of financial security for crew. The MLC already states that ships must provide financial security to cover the costs of repatriation and to assure compensation in the event of death or long-term disability due to an occupational injury, illness or hazard. These amendments mean flag states will have to specify just how this will be achieved and outline exactly what liabilities will be covered.

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'Abandonment' has been defined as where: the owner fails to cover the cost of repatriation; has left the crewmember without the necessary support for survival on board (such as food, accommodation, water supplies and essential fuel); or has severed their ties with the crewmember including the failure to pay contractual wages for at least two months. "The financial security system [for abandonment] must be sufficient to cover outstanding wages and other entitlements under the Seafarers' Employment Agreement [SEA], the relevant collective bargaining agreement or the national law of the flag state, limited to four months," explains Charles Boyle, director of legal services at Nautilus International. The system must also cover, adds, Boyle, "all expenses reasonably incurred, including the cost of repatriation, [such as] food and accommodation from the time of leaving the ship until arrival at home, necessary medical care, passage and transport of personal effects and any other reasonable costs or charges arising from the abandonment." And, finally, "the essential needs of the seafarer including such items as adequate food, clothing where necessary, accommodation, drinking water supplies, essential fuel for survival on board the yacht, necessary medical care and any other reasonable costs or charges from the act or omission constituting the abandonment until the crewmember's arrival home." With regards to a social security system for death or long-term disability due to an occupational injury, illness or hazard, the flag will determine the exact form the system of protection will take, but it could take the form of a social security scheme, insurance or a national fund.

"The certificate or document must be posted in a conspicuous place on board and be available to all crewmembers. [It] must contain the name and address of the provider, as well as the contact details of the persons or entity responsible for handling claims."

"Owners must possess 'a certificate or other documentary evidence of financial security issued by the financial security provider'," explains Boyle. "The certificate or document must be posted in a conspicuous place on board and be available to all crewmembers. [It] must contain the name and address of the provider, as well as the contact details of the persons or entity responsible for handling claims." These new requirements for financial security will become part of the Port State Control (PSC) inspection process and must be entered on the yacht's Declaration of Maritime Labour Compliance (DMLC) Part II. "If a yacht is not compliant it is liable to be detained," says Boyle. "Therefore, yacht masters need to keep abreast of the requirements of the flag state on these issues." These amendments are expected to come into force in early 2017, however flag states do have the option of imposing earlier enforcement. Existing MLC certificates and DMLCs that have been issued prior to the approval of the amendments will remain valid but will need to be issued or renewed in the new and updated format no later than the date of the yacht's first renewal inspection following the amendments' entry into force.

Source: The Crew Report

实施有关救生艇钩的 SOLAS 公约和救生设备规则修正案的

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通知

CLASSNU 网站

<http://www.classnu.com/xlcjs/new.asp?id=20>

背景

1. 为防止救生艇事故，针对 SOLAS 公约船舶所配备的救生艇的释放及回收系统(以下简称“艇钩系统”)的安全性，在2011年5月的第89次海安会上通过了一套对 SOLAS 公约和救生设备规则的修正案以及相关文件。这套修正案及相关文件适用于所有船舶上以及海上移动设施上安装的救生艇上的艇钩系统不包括自由降落救生艇上的艇钩系统，也不包括1986年7月1日前建造的船舶上配备的救生艇无载艇钩系统)。

实施要求

2. 于2014年7月1日及以后建造(铺设龙骨)的船舶2014年7月1日及以后建造的船舶上配备的艇钩系统必须是符合经 MSC.320(89)号决议(见本通函附件2)修正的 LSA 规则4.4.7.6节要求的新艇钩系统。应按照 MSC.321(89)号决议对“救生设备试验建议”的修正进行试验。

3. 于2011年5月20日及以后但在2014年7月1日前建造的船舶虽然这些船舶可以仅满足本通函第4条关于现有艇钩系统的要求。但是根据89次海安会通过的 MSC.1/Circ.1393 号通函“关于尽早实施新的 SOLAS III/1.5 款”的建议，鼓励船东及各艇钩系统制造厂为这些船舶配备本通函第2条所述的新艇钩系统。

4. 于2011年5月20日前建造的船舶

4.1 应根据 MSC.1/Circ.1392“救生艇释放及回收系统评估和更换导则”(见本通函附件2)评估每艘这种船舶上配备的现有艇钩系统是否符合经 MSC.320(89)号决议(见本通函附件1)修正的 LSA 规则4.4.7.6.4, 4.4.7.6.5 和4.4.7.6.6 的要求。

4.2 不合格的现有艇钩系统，应不迟于2014年7月1日以后的第一次计划干坞(即非水下检验，下同)期间，但不迟于2019年7月1日，通过改装使之满足这些要求，或更换成本通函第2条所述的新艇钩系统(见本通函附件1)。

5. 设备制造(厂)商

设备制造(厂)商应尽快研发本通函第2条所述的新艇钩系统，并向我社各检验机构申请检验，以便满足本通函第2条所述的新艇钩系统装船时间要求。对于已经装船的艇钩系统(即现有艇钩系统)，应积极配合船公司做好评估和更换工作，具体要求如下：

5.1 除选择直接适用本通函5.6条外，现有救生艇或现有艇钩系统的制造厂应对本社曾批准的艇钩系统按类型进行自评估及改装(如必要)，然后于2012年7月1日前(应注意本通函6.3条对此时间要求的修正)将资料送我社产品审图中心进行审核。如果原制造厂已不存在或不能提供服务，则船东可寻找本通函附件4之9.9款“制造商”定义包括的其他实体，此时船东应向我社产品审图中心提供一份说明。

5.2 需要提交的资料如下：

评估申请(标明型号)、原艇钩系统认可证书(若无单独的艇钩系统认可证书，则应提交救生艇认可证书)、自评报告、改装方案(若需进行改装，含艇钩系统改装、实船改装细节及程序，试验大纲)、相关支持性设计计算(受力分析及计算书)、图纸，整个操作系统的使用说明书和安装说明书，以及操作系统和联锁装置的安全须知。根据本通函附件4所附流程图中星号注释“*”的要求，对进行改装的艇钩系统，根据改装方案所涉及的范围，制造厂在提出上述“改

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装方案”时应包括证实改装方案符合现有 LSA 规则要求的认可试验和安装试验要求草案，并经我社产品审图中心批准。

5.3在进行5.2条所述改装认可试验以及本通函附件4之12及13条的性能试验时，应通知签发原艇钩系统证书的我社机构见证相关试验。

5.4经评估合格并经主管机关确认的艇钩系统，应不迟于2014年7月1日以后的第一次计划干坞期间由制造厂或其代表根据本通函附件4第16及17条的要求进行“一次性后续拆检”。

5.5改装方案获得批准并经主管机关确认后，应不迟于2014年7月1日以后的第一次计划干坞期，但不迟于2019年7月1日，进行实船改装。按照我社产品审图中心审批的改装图纸、安装试验大纲及改装评估报告进行船上改装。

5.6 艇钩系统当经评估被判为不合格并经主管机关确认的，应不迟于2014年7月1日以后的第一次计划干坞期，但不迟于2019年7月1日，更换新艇钩系统并执行本通函附件4第18至26条的要求。

5.7 对于5.4，5.5和5.6所述试验，应通知我社营运检验船师现场见证

6. 船东及船舶管理公司

6.1 船东或船舶管理公司根据本通函2，3,4,5和6条的要求，同我社和制造厂联系了解新艇钩系统的开发和批准信息。

6.2 船东或船舶管理公司根据本通函3,4和5 条的要求，同制造厂联系了解现有艇钩系统的评估，改装和更新信息。

6.3船东或船舶管理公司根据本通函6.4条的要求，根据船舶的坞期同制造厂商定并向本社申请进行有关艇钩系统的试验见证。

6.4建议船东或船舶管理公司根据本通函附件4第6条的要求，在进行评估前为现有艇钩系统安装符合 MSC.1/Circ. 1327（见本通函附件5）的防跌落装置（FPD），直至满足要求后拆除。

附件：

1. 海安会 MSC.320(89)号决议对“救生设备规则”的修正；
2. 海安会 MSC.1/Circ.1392号通函“救生艇释放及回收系统评估和更换导则”；
3. 海安会 MSC.1/Circ.1327号通函“防跌落装置（FPD）的安装和使用指南”；

PART III –MARTITIME ENCYCLOPEDIA

稍稍了解《香港公约》

2009年船舶安全与环境无害化回收再利用香港国际公约

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Monthly Marketing Report

船旗国&船级社 市场月报

2014年07月26日 26 July, 2014



在香港举行的 2009 年拆船公约外交大会上，国际海事组织（IMO）以决议形式通过了《2009 年船舶安全与环境无害化回收再利用香港国际公约》（简称“香港公约”）。香港公约适用于悬挂缔约国国旗 500GT 及以上国际航行船舶和缔约国所属的拆船设施。

香港公约最重要的理念是对船舶有害物质的全程控制。新船应编制有害物质清单（IHM）第 I 部分； 现有船在规定的时间内也应编制 IHM 第 I 部分。船舶在整个营运阶段，清单应该保持更新。只有满足规定要求的拆船厂方能从事船舶的拆解工作。

IHM 是为船舶签发证书/符合证明的最重要证据，所有船舶应持有 IHM。新造船应由船厂在设计和建造阶段基于供应商提供的材料声明（MD）和供应商符合声明（SDoC）编制； 现有船可按新船要求或按规定的步骤编制。IHM 编制后，如果船舶存在任何结构、设备、系统、配件、布置和材料的变动、更换或重大维修，船东应根据供应商提供的 MD/ SdoC 对 IHM 更新。

根据规定，《香港公约》必须达到以下条件满 2 年才可生效：：

- 要有不少于 15 个国家签署
- 这 15 个国家的合计商船吨位不少于世界商船总吨位的 40%。
- 同时他们在前 10 年的最大年度合计拆船吨位不得少于世界商船总吨位的 3%。



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虽然香港公约尚未生效，但国际社会对船舶无害化回收再利用的呼声越来越高，企业、航运界面临着更大的社会责任。越来越多的船厂、船东、制造业愿意提前实施香港公约。

继刚果与挪威之后，法国也同意采纳这项公约。

值得注意的是，欧盟委员会正在制定船舶无害化拆解法案。该法案对船舶有害物质的控制比香港公约更严。将适用于所有到欧盟港口和锚地的非欧盟旗的新船。乐观估计生效期为2015年1月。

摘自：宁波海事局微博

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