



FLAG & CLASS Monthly Marketing Report



船旗国&船级社 市场月报
2018年09月30日 30 September 2018

FLAG & CLASS Monthly Marketing Report 船旗国&船级社 市场月报

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您所需要的最新的海事信息。

Prepared by: NU Group



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PART I---- International News 国际新闻

IMO drawing up guidelines on implementation of 2020 global sulphur cap



The IMO is working with its Member States and the shipping industry “to identify and mitigate transitional issues” surrounding introduction of the global sulphur cap in January 2020, delegates were told at the 5th biennial gmec (global maritime environment congress) taking place at the SMM trade show in Hamburg this week.

Delivering the keynote address to an audience of around 100 delegates, the deputy director of the International Maritime Organization’s Marine Environment Division, Tianbing Huang, spoke of the environmental challenges facing the industry. These included the need to fit ballast water treatment systems, implementation of the new 0.5% sulphur limit, and the IMO’s pledge to reduce shipping’s carbon emissions by at least 50% (from 2008 levels) by 2050 – all subjects discussed in the day-long gmec programme organised by SMM in co-operation with Seatrade.

Regarding sulphur, Huang disclosed that the IMO is now working with Member States and industry on drawing up a set of guidelines to “help ensure consistent implementation” of the new 2020 regulations which are due to be finalised at the 74th meeting of the international body’s Marine Environment Protection Committee (MEPC 74) in May 2019.

Areas where guidance will be provided include: risk assessment of the impact of new fuels; fuel oil system modifications and tank cleaning (if needed); fuel oil capacity and

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segregation capability; procurement of compliant fuel; fuel oil changeover plans; and documentation and reporting, he informed.

Seatrade Maritime News is reporting live from SMM 2018

The industry has repeatedly expressed concerns over the implementation of the sulphur cap and at the SMM opening press conference of Tuesday, International Chamber of Shipping chairman Esben Poulsen noted that, “Nothing of this scale has been attempted before.”

Meanwhile, draft rules prohibiting the carriage of non-compliant fuel for combustion purposes are likely to be finalised at MEPC 73 taking place later this year, the IMO official added.

Source from : seatrade-maritime

China Is the World’s Leading Maritime Nation, New Report Shows

China is the top international shipping nation according to a new report presented by DNV GL and Menon Economics at SMM trade fair in Hamburg on September 5.

The study, entitled “The Leading Maritime Nations of the World”, benchmarks the 30 leading maritime nations around the world in four key maritime pillars: shipping, finance and law, maritime technology and ports & logistics, in an attempt to understand the key drivers behind national maritime success.

The new report follows up the 2017 report by Menon and DNV GL on the “Leading Maritime Capitals of the World” but shifts the focus to an extensive review of the maritime industry at the national level.

As explained, the 30 nations were ranked by size and magnitude on all four key maritime pillars and their subgroups. As the shipping sector is the main engine of the entire maritime industry, more weight was given to the shipping sector.

The 2018 report ranks China as the world’s leading maritime nation, due to its top four ranking in all of the maritime pillars. China’s position is particularly strong on the ports and logistics pillar, with the world’s largest container and bulk ports.

“The strength of China is overwhelming, particularly on the pillar of ports and logistics, but also in shipping,” Erik W. Jakobsen, Managing Partner in Menon Economics and co-author of the report, said.

“It should not surprise us, though, since China is the largest exporting and importing country of the world. The other economic superpower, USA, follows China on the ranking, with major ports and maritime cities both on the east and west coast,” he added.

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The USA is placed second, scoring high on all four dimensions, followed by Japan. Germany, Norway and South Korea, share the fourth place. Germany's strength lies in its consistency, with a top five spot in three categories, whereas Norway has its strongest position within maritime finance & law and maritime technology. South Korea scores top in maritime technology and is among the top 10 in shipping and ports & logistics.

"For the top 3 maritime nations, the study's rankings mirror the size of their national economies," Shahrin Osman, Regional Head of Maritime Advisory for South East Asia, Pacific and India, at DNV GL Maritime, who co-authored both the 2017 and 2018 reports, commented.

"Interestingly however, in the joint fourth position of Norway, South Korea, and Greece in the 7th position, we can see that 'smaller' countries can still have an outsize influence and importance to the maritime world, due to their traditions, history and innovations," he further said.

Source from : World Maritime News

PART II--- KNOWLEDGE 涨知识

演习和记录的常见缺陷



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日前，某杂货船在日本某港，因弃船演习不满足 SOLAS 公约要求，被开具了缺陷，具体缺陷内容为：Abandon ship drill not carried out life boat maneuvering in the water since 23-Apr-2018.

我看了一下几年来的相关检查缺陷报告，发现关于演习及其记录，有以下几个常见的缺陷（这里提到的公约条款，均是指经 MSC. 350 (92) 修正后的 SOLAS 公约第 III 章第 19 条里的各项条款）：

【1】救生艇未按要求，每三个月降落入水。

第 3.4.4 条要求：如果救生艇作自由降落下水，在弃船演习中每 3 个月至少有一次船员应登上救生艇，在其座位中正确系固并开始降落下水程序，直至但不包括实际释放救生艇（即释放钩不应松开）。

随后，救生艇应仅搭载所要求的操艇船员自由降落下水，或用辅助降落下水装置搭载或不搭载操艇船员降放至水面。在这两种情况下，救生艇均应由操艇船员在水中操纵。救生艇应按不超过 6 个月的间隔期，仅搭载操艇船员自由降落下水，或按 IMO 制定的指南进行模拟降落下水（即对于自由降落救生艇，每 3 个月可以不用操艇员随艇下水，但要在水上进行操艇试验；每 6 个月要有一次操艇员随艇下水，或模拟下水）。

第 3.4.3 条要求：除自由降落救生艇，和短程国际航行船舶，港口和泊位不允许救生船舶在某一舷降落下水的情况外，每艘救生艇应在充船演习中，每 3 个月至少有一次乘载指派的操艇船员降落下水，并在水上进行操纵。

【2】更换船员后，未按要求举行弃船和消防演习。

第 3.2 要求：每名船员每月应至少参加一次弃船演习和一次消防演习。如有 25% 以上的船员未参加船上的上个月弃船和消防演习，应在该船离港后的 24 小时内，举行该两项船员演习。当船舶在经重大改装后首次投入营运时，或有新船员时，应在开航前举行这些演习。主管机关对无法这样做的各类船舶，可以接受至少是等效的其他安排。

【3】新上船船员，未在 2 个星期内进行相关培训。

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第 4.1 要求：船员上船后，应尽快在不迟于 2 个星期内，对其进行有关使用包括救生艇筏属具在内的船上救生设备和使用船上灭火设备的船上培训。但是，如果船员是定期安排轮派上船，则这种培训应在不迟于船员第一次上船后 2 个星期内进行。应讲授船舶灭火设备和救生设备的用法以及海上救生的课程，授课间隔期与演习间隔期相同。每次授课可以包括船舶救生设备和灭火设备的各个不同部分，但在任何 2 个月的授课期内应包括该船的全部救生和灭火设备。

【4】培训及演习的详细内容，没有记入航海日志。

第 5 要求：举行集合的日期、弃船演习和消防演习、围蔽处所进入和救助演习的详细情况、其他救生设备演习以及船上培训均应记载于可由主管机关规定的航海日志内。如果在指定时间内未举行全部集合、演习或培训项目，则应在航海日志内记述其原因和已举行的集合、演习或培训项目的范围。

自由降落式救生艇模拟降落的程序



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自由降落式救生艇模拟降落的程序

Simulated Launching Procedures for Free-Fall Lifeboats

1

检查设备和文件，确保救生艇和降落装置的所有组件工作状态良好。

Check equipment and documentation to ensure that all components of the lifeboat and launching appliances are in good operational condition.

2

确认船上已安装并启动生产商提供的用于模拟降落的制约装置，自由降落释放装置也就位。

Ensure that the restraining device(s) provided by the manufacturer for simulated launching are installed and secure and that the free-fall release mechanism is fully and correctly engaged.

3

指派作业的船员与监督人员之间建立并保持良好的通讯。

Establish and maintain good communication between the assigned operating crew and the responsible person.

4

除模拟自由降落用到的装置外，解除用于避免救生艇坠落入海或用于维护的绑扎装置等。

Disengage lashings, gripes, etc. installed to secure the lifeboat for sea or for maintenance, except those required for simulated free-fall.

5

参与演习的船员在负责人的监督下，登上救生艇，系紧安全带。

Participating crew board the lifeboat and fasten their seatbelts under the supervision of the responsible person.

6

除指派作业的船员外，其他船员离开救生艇。负责作业的船员已为救生艇自由降落做好充分准备，并在座位上系好安全带。

All crew, except the assigned operating crew, disembark the lifeboat. The assigned operating crew fully prepares the lifeboat for free-fall launch and secures themselves in their seats for the release operation.

7

指派作业的船员在接到负责人指令后激活释放装置。确保释放装置的运行令人满意，并按照生产商的说明让救生艇从滑道上滑落一定距离。

The assigned operating crew activates the release mechanism when instructed by the responsible person. Ensure that the release mechanism operates satisfactorily and the lifeboat travels down the ramp to the distance specified in the manufacturer's instructions.

8

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按照生产商提供的方式将救生艇回收至通常存放位置，并使自由降落释放装置完全和正确复位。

Recover the lifeboat to its stowed position, using the means provided by the manufacturer and ensure that the free-fall release mechanism is fully and correctly engaged.

【解释：上述步骤是为了确认救生艇降落下水装置的各项安全性能正常，回收救生艇之后，指定操作的船员，然后再次操作降落救生艇下水。】

9

重复步骤 3-7，适用时使用备用(辅助)的释放装置。

Repeat procedures from 3-7 above, using the back-up release mechanism when applicable.

10

指派作业的船员离开救生艇。

The assigned operating crew disembarks the lifeboat.

11

确认救生艇已回收到通常的存放状态。去除仅用于模拟降落程序的任何制约和/或回收装置。

Ensure that the lifeboat is returned to its normal stowed condition. Remove any restraining and/or recovery devices used only for the simulated launch procedure.

PART III---- FOCUS 关注

土耳其海峡实行船只通行新规 信德海事



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据当地媒体 3 日报道，出于“安全原因”，土耳其开始对通行博斯普鲁斯海峡和达达尼尔海峡的船只实行新的通行规则。

土耳其媒体报道称，该新规由土耳其交通和基础设施部制定，新规则规定：

- 长度超过 300 米的客船和货船必须在入境前提前十天向土方通报其计划；
- 通过海峡的船只必须在距离海峡 3.2 公里前向土方提交安全和技术设备清单；
- 运输液化石油气且长度超过 150 米的船只只能在白天通过海峡，且必须由一名土方领港员及一艘拖船陪同；
- 运送军用船只的商船将被当作军用船只对待。

新规同时规定，当入港船只发生搁浅时，土耳其海岸安全局将立即介入救援行动，搁浅船只在事故原因被调查清楚前不得重新起航。在此之前，土当局会等待搁浅船只 6 至 48 小时，以便船长制定救援计划。

博斯普鲁斯海峡，马尔马拉海和达达尼尔海峡合称土耳其海峡，是连接黑海和地中海的唯一海上通道，系世界上最繁忙的水道之一，每年有超过 5 万艘各类船只通过。有专家表示，近年来通过土耳其海峡的油轮等运载危险货物的船只数量激增，给该水道的航行安全带来了挑战。有报道称，土耳其政府计划在伊斯坦布尔以西建造一条新的水道，以缓解土耳其海峡的航运压力。

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