

2015年9月24日

一般社団法人 日本船主協会

アジア船主フォーラム 航行安全・環境委員会第29回中間会合の結果について

2015年9月16日、アジア船主フォーラム（ASF）航行安全・環境委員会（SNEC）（委員長：Esben Poulsen シンガポール船協会長）の第29回中間会合がシンガポールで開催されました。同会合にはASFメンバーの中国、香港、日本、韓国、台湾、アセアン（フィリピン、マレーシア、シンガポール、ベトナム）の各船主協会が出席し、航行安全および環境に関する諸問題について意見交換しました。同会合後に行ったSNECプレスリリースのポイントは以下の通りです（詳細は添付英文をご覧ください）。

海賊問題

- ・ SNECはマラッカ・シンガポール海峡沿岸国（マレーシア、インドネシア、シンガポール）による積極的な海賊対処行動を評価するとともに、同海域のサイフォニング（積荷燃料油抜取）事案に関与する犯罪組織の摘発を要望。
- ・ SNECはハイリスクエリア（HRA、注1）の見直しを求める声が高まっていることについて、適切な時期にHRAの適切な調整を検討することは可能とのスタンスで合意。
- ・ 各国海軍の護衛活動や商船の自衛措置により海賊事案が減少しているものの、ソマリア海賊は依然として東インド洋で船舶を襲撃する能力を保持していることから、SNECは、同海域を航行する船舶は引き続き関係機関に通報するとともにベスト・マネージメント・プラクティスを遵守することが不可欠と強調。

注1：スエズ及びホルムズ海峡を北端として南緯10度線および東経78度線で区切られる海域。

注2：アデン湾及びソマリア沖を航行する船舶の船主、運航会社、管理会社及び船長のために推奨される計画及び運用上の実務を取り纏めたもの。

環境問題

- ・ IMOで議論されている船舶の実燃費データを収集・報告する「燃費報告制度」について、SNECは、第68回海洋環境保護委員会（MEPC68）で個々の船舶がデータをIMOに直接提出するのではなく、旗国を通じて提出することで合意されたことに賛成の意を表した。
- ・ 2015年11月末からフランス・パリで開催予定のCOP21（国連気候変動枠組条約第21回締約国会議）を前に、SNECは、いかなる業界もUNFCCC基金の拠出源として特定

されるべきではなく、また、国際海運からの CO₂ 排出量を削減するいかなる方策も IMO で議論されるべきことを改めて強調。

※ アジア船主フォーラム (Asian Shipowners' Forum) は、アジア地域の船主間の相互信頼と協力関係の育成を目的に、1992 年に日本船主協会の提唱により設立。アジアの 8 地域/国 (豪州、中国、香港、インド、日本、韓国、台湾、アセアン (ブルネイ、フィリピン、インドネシア、マレーシア、ミャンマー、シンガポール、タイ、ベトナム)) の船主協会により構成されている。



Asian Shipowners' Forum

Safe Navigation & Environment Committee (SNEC)

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FOR IMMEDIATE RELEASE

Governments urged to take action in face of increasing reports of attacks on ships

At the 29th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) held in Singapore on Wednesday 16 September 2015, the Committee noted that a significant percentage of the number of reported incidents had taken place aboard ships in the Straits of Malacca and Singapore.

In this regard, the Committee expressed its appreciation for the ongoing efforts of the Littoral States of Malaysia, Indonesia and Singapore in reducing attacks – recent actions by the enforcement agencies of the Littoral States have demonstrated that the Littoral States retain the capacity and political will to take pro-active measures against such attacks on ships.

Similarly, the Committee hopes that the Littoral States and other stakeholders will be successful in apprehending and prosecuting the criminal syndicates involved in a number of fuel siphoning incidents in the region.

The Committee noted the increasing interest in a review and possible re-designation of the Indian Ocean High Risk Area (HRA). The Committee agreed that an appropriate adjustment of the HRA could be considered at a suitable time.

It was noted that the recent reduction in attacks was due in large part to the success of the world's navies in containing Somali piracy and industry's self-protection measures, but all indications suggest that Somali pirates still retain the capability to attack ships in the eastern Indian Ocean.

The Committee stressed that it is imperative that merchant ships sailing in the region must continue to report to the relevant organisations, and continue to adhere strictly to the provisions of the Best Management Practices developed by industry.

During the Meeting, the Committee also held discussions on other issues of concern relating to safe navigation and environmental protection.

Shipping Emissions

In May 2015, MEPC 68 agreed that shipowners of ships of 5000 GT and above on international voyages should submit data to a central body.

Following on MEPC 68, the Committee agreed that individual ship data regardless of transport activity data or cargo data, should not be submitted individually to IMO. Rather, the relevant authority for CO2 data collection should be the Flag State, which would then present the aggregate data to the IMO.

In addition, ahead of the expected discussions at the twenty-first session of the Conference of the Parties (COP) and the eleventh session of the Conference of the Parties serving as the meeting of the Parties to the Kyoto Protocol (CMP) which will take place from 30 November to 11 December 2015, in Paris, France, the Committee once again emphasised that no one industry should be singled out as a source of funds for the UNFCCC, and that any measures aimed at reducing emissions from the international shipping sector should be pursued by the IMO.

“The IMO has repeatedly demonstrated that it has the necessary experience and technical expertise to develop practical, implementable regulations for international shipping”, said Mr. Esben Poulsson, SNEC Chairman. “As such, I am confident that the IMO will once again deliver the regulations that industry needs to further reduce its greenhouse gas emissions.”

For any queries relating to this Press Release, please contact:

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Editor's note:

The Asian Shipowners' Forum is a voluntary organization of the shipowner associations of Australia, China, Chinese Taipei, Hong Kong, India, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries. The aims of the ASF are to promote the interests of the Asian shipowning industries. Between annual ASF meetings, the ongoing work is carried out by the five Standing Committees; the Shipping Economics Review Committee, the Seafarers Committee, the Ship Recycling Committee, the Safe Navigation and Environment Committee, and the Ship Insurance and Liability Committee. It has been estimated that ASF owners and managers control and operate nearly 50% of the world's cargo carrying fleet.