



Asian Shipowners' Forum

Safe Navigation & Environment Committee (SNEC)

c/o Federation of ASEAN Shipowners' Associations (FASA)

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< 試 訳 >

2014年3月21日

アジア船主フォーラム(ASF)の航行安全・環境委員会(SNEC)第26回中間会合が2014年3月21日にシンガポールで開催された。

同委員会で主要議題として協議された内容は以下の通り。

<海難時の緊急避難港>

政府は支援を必要とする船に緊急避難港を提供することを強調 !

委員会は、ケミカルタンカー“Maritime Maisie”が6隻のタグボートによる支援をうけているものの、残貨物の荷揚げと損傷箇所の修理をするための安全な緊急避難港について当局からの許可をまだ受けられずにいる状況に強い懸念を表明した。

本船は2013年12月29日に釜山沖で自動車専用船のGravity Highwayと衝突し、損傷と火災によってケミカルタンカーの構造的強度が著しく低下しており、衝突から80日以上経った今でも海上で立ち往生している。

SNECの議長のパトリックブーン氏は「SOLAS条約やISM Code¹の批准国であるならばIMO²決議A949(23)に関連した“支援を必要とする船舶への緊急避難港に関する指針”であるIMO決議A949(23)を適用すべき」と述べ、「当該指針では船が事故で被害を被った際、被害の拡散を防止するために貨物や燃料油の移送及び損傷箇所修理などの作業は緊急避難港で実施されることが最善である」と補足した。

¹ ISM Code – International Safety Management Code

² IMO – International Maritime Organization

さらに同氏は「委員会は、海洋や大気汚染の防止ばかりではなく、海上に於ける航行安全や人命と財産保護についても、最大限の努力をする」と強く表明した。この観点から「緊急案件としてPI保険や船級検査員の全面的な保証を得て、船舶が緊急避難港を求めることができるよう沿岸当局へ要請していく」と述べた。

委員会は、支援が必要な船舶に対する意志決定が容易に行えるよう、それぞれの沿岸国に対し、近隣諸国とその関係当局間の連携による支援が得られるよう、法的な枠組み作りを要請していくことを確認した。

<MAPOL 条約 AnnexVIに適合する船舶燃料油関連>

5年前に委員会はIMOがMAPOL条約AnnexVI改正を採択したことを歓迎した。また同改正では発効時期までの猶予期間において、船から排出されるSO_x及びNO_x及び微粒子(PM)が段階的に削減されることが見込まれている。

2012年1月1日には硫黄分の上限が3.5%に規制され、2020年1月1日からは、更に0.5%にまで削減される。この削減時期に関する実効性検証は、遅くとも2018年までに実施される。同様に硫黄分排出制限海域(SECA)では2015年1月から現行の1%から0.1%へ下げられる見込みである。

これに関連し、委員会では、低硫黄分燃料油の世界的な需要について、確度の高い検証をしなければ精油所が必要な判断をできないことに強い懸念を表明した。

委員会は、精油所に対して推定される需要について適時適切な指示を提供できるよう、IMOが早い段階での検証を速やかに実施すべきとのICS³の提案を支持する。

<CO₂削減監視報告>

船舶から排出される温室効果ガスの削減のための現実的かつ実用的な手法を改めて支持するとともに、簡易で透明性のあるシステムで、経済的手法への展開や既存船に対する強制的なエネルギー指標として利用されない事を前提としてIMOがCO₂排出量削減の監視と報告を自主的に行うシステムを開発することに対して異論がないとの方針を維持する。

しかしながら委員会は監視過程におけるコスト負担の問題については態度を留保する。

委員会は、現存の情報源から集められる要求データは商用的に問題となるものであってはならず、旗国へ報告された上で、IMOへ集約されるべきことを強調した。

<海賊問題>

委員会は、2012年に比較して2013年は全世界的に海賊事件が減少傾向(2012年の297件に対し2013年は262件)にあることを確認した。アデン湾、インド洋に於けるソマリア海賊の襲撃も大幅に減少している。

しかしながら、西アフリカとギニア湾においては、狂暴かつ危険性の高い海賊襲撃事件が増加していることについて、委員会は重大な懸念を表明した。

アジアにおいては、ほとんどの場合、船の錨泊中、若しく着岸中に襲撃事件が発生している。委員会は、各国領海における武装強盗、窃盗事件を根絶するための迅速かつ有効な手法をとるように各国政府に求めている。

委員会は、海賊襲撃件数は減少傾向にあるものの、油断することなく、特に海賊の多発海域を航行する時はBMPを適用し海賊へ対処するよう海運業界に求めている。



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FOR IMMEDIATE RELEASE

Governments are urged to provide a Place of Refuge to Ships in Need of Assistance

At the 26th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) held in Singapore on Friday, 21 March 2014, the Committee expressed great concern at the plight of the chemical tanker Maritime Maisie. The Maritime Maisie, which has been held at sea supported only by six tug boats, has yet to receive permission from Port States to seek safe refuge in port to offload its remaining cargo onboard and to repair the damages.

The vessel had earlier collided with a car carrier Gravity Highway off Busan on 29 December 2013. The collision had resulted in damage and fire that had severely weakened the structural strength of the chemical tanker. It has been more than 80 days since the collision and the vessel is still stranded at sea.

The Chairman of the SNEC, Mr Patrick Phoon said, "Governments, if they are party to the SOLAS Convention and the ISM Code¹, should adopt the IMO² Resolution A.949 (23) relating to "Guidelines on Places of Refuge for Ships in Need of Assistance." He added, "The Guidelines recognize that, when a ship has suffered an incident, the best way of preventing damage or pollution from its progressive deterioration is to transfer its cargo and bunkers, and to repair the casualty. Such an operation is best carried out in a place of refuge."

Mr Phoon said, "The SNEC is not only strongly committed to a pollution-free marine and atmospheric environment, it is also strongly committed to the safety of navigation and the protection of life and property at sea. In this respect and as a matter of urgency, I urge the Coastal States to consider favourably to allow the vessel to seek refuge in one of their ports with full assurance from their Protection & Indemnity Club and Class Surveyors."

¹ ISM Code – International Safety Management Code

² IMO – International Maritime Organisation

The Committee further urged that respective States' regulatory framework should be supported by cooperation and communication with neighbouring States and their respective competent authorities, in order to facilitate decision-making in cases of ships in need of assistance.

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

Availability of Marine Fuels Compliant with MARPOL Annex VI

Five years ago, the Committee applauded the IMO when it adopted revisions to Annex VI of the International Convention for the Prevention of Pollution to Ships (MARPOL). The revisions, when enter into force based on the given timeline, would see a progressive reduction in emissions of sulphur oxide (SO_x), nitrogen oxide (NO_x) and particulate matter from ships.

On 1 January 2012, the global sulphur cap for ships was reduced to 3.50%, which is to be followed by a further reduction to 0.50% with effect from 1 January 2020. This reduction will be subject to a feasibility review to be completed no later than 2018. Similarly, the sulphur cap in SO_x Emission Control Areas (SECAs) would be lowered from 1.0% to 0.1% from 1 January 2015.

In this regard, the Committee expressed concern that refiners would not be able to make the necessary assessments without a credible study to demonstrate projected global demand for low-sulphur fuels. The Committee supports the ICS's³ proposal that the IMO must begin work on an early study urgently, so as to provide refiners with a timely and reliable indication of expected demand.

Monitoring and Reporting of CO² Emissions

Reiterating its support for practical and pragmatic measures aimed at reducing greenhouse gases from ships, the Committee continued to maintain that it would have no objections in the development of a voluntary global system for the Monitoring and Reporting of CO² emissions at the IMO, provided it is a simple and transparent system, and which will not be used as the basis for the development of a full blown Market Based Measure or mandatory system of energy indexing for existing ships.

However, the Committee also expressed reservations over the cost burden in the verification and analysis process, which would need to be addressed accordingly.

As for reporting requirements, the Committee emphasized that the data required and collected from existing sources should not be commercially sensitive, and have to be submitted to the Flag State, which would then forward them to the IMO.

Piracy and Armed Robbery

³ ICS – International Chamber of Shipping

During the Meeting, the Committee also held discussions on other issues of concern relating to safe navigation. With regard to Piracy and Armed Robbery, the Committee noted that the incidence of piracy and armed robbery worldwide has generally declined in 2013 as compared with 2012. There were 264 incidents in 2013 as against 297 incidents in 2012. The drop in attacks was due largely to a decrease in the overall attacks carried out by Somali pirates in the Gulf of Aden and in the Indian Ocean.⁴

In the waters off West Africa and in the Gulf of Guinea, however, the Committee expressed grave concerns that the number of pirate attacks is on the rise with increased severity and danger. In Asia, as most of the attacks occurred whilst ships were either anchored or at berth in Asian ports⁵, the Committee urged Port States to take prompt and effective measures to eradicate incidents of armed robbery and petty theft in their waters.

Despite the decline in the number of pirate attacks, the Committee strongly urged the shipping community not to be complacent, and to adopt the best management practices in dealing with piracy, especially when their ships are plying through pirate-infested waters.

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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.

⁴ IMB Annual Report 2013

⁵ ReCAAP ISC Annual Report 2013