

2012 年中国港口国监督数据分析年报
ANNUAL REPORT ON PORT STATE CONTROL DATA ANALYSIS OF
P.R.CHINA (2012)



2013 年 1 月·中国大连

前言

中国港口国监督数据管理中心很荣幸地编制《2012年中国港口国监督数据分析年报》。

2012年,全国51个港口国监督检查单位共实施港口国监督初次检查8327次,滞留外国籍船舶603艘次,同比2011年初次检查艘次增加了6.46%,滞留艘次减少了11.2%。在亚太地区港口国监督备忘录组织联合巴黎备忘录组织开展的针对船舶结构安全和国际载重线公约集中检查会战中,全国51个港口国监督检查单位共实施专项检查1801次,专项滞留船舶74艘,专项滞留率为4.11%

2012年共有920艘次中国籍国际航行船舶在亚太地区接受了港口国监督检查,被滞留8艘次。

《2012年中国港口国监督数据分析年报》沿用图例和表格的形式,利用中国港口国监督数据库的统计功能对2012年全国51个港口国监督检查单位检查外轮情况和中国籍船舶在亚太地区被检查情况进行概要统计和数据分析,供海事管理人员参考,以期达到消除低标准船舶的港口国监督检查最终目标。

FOREWORD

The China PSC Data Center was pleased to present the *2012 Annual Report on Port State Control Data Analysis of P. R. China*.

51 PSC offices under the charge of China MSA carried out 8327 initial inspections and detained 603 foreign ships in 2012, respectively increased by 6.46% and decreased by 11.2% compared with those in 2011. During 2012's Concentrated Inspection Campaign (CIC) on Fire Safety Systems, PSC offices of China MSA inspected 1801 foreign ships and detained 74 ships, with detention percentage of 4.11%.

920 Chinese ships engaged in international trade received PSC inspections under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU), and 8 ships were detained.

This annual report provides figures and tables of analysis and statistics which summarizes the results of port state inspections conducted by PSC offices all over China and Chinese flag ships received PSC inspection under the Tokyo MOU in 2012. China PSC Data Center would like to provide more data resources for related MSA Officers in order to achieve the ultimate objective of elimination of substandard ships.

目录

CONTENTS

第I部分中国PSC检查情况	- 1 -
Part I Data of PSCI held by China authority	
第 1 章 PSC检查工作量	- 3 -
Section I Workload	
第 2 章 PSC缺陷分析	- 15 -
Section II Deficiency	
第 3 章 PSC滞留分析	- 19 -
Section III Detention	
第 4 章集中检查会战（CIC）情况	- 30 -
Section IV Concentrated inspection campaign	
第 5 章历史检查情况	- 36 -
Section V Data review	
第 6 章中国PSC数据概况表	- 38 -
Section VI Data list	
第II部分中国籍船舶在亚太地区接受PSC检查情况	- 51 -
Part II Data of PSC for Chinese flag ships under memorandum of understanding on PSC in the Asia-Pacific region	
第 1 章中国籍船舶亚太地区PSC检查量	- 52 -
Section I Workload under Tokyo MOU	
第 2 章中国籍船舶亚太地区PSC检查缺陷分析	- 54 -
Section II Deficiency under Tokyo MOU	
第 3 章中国籍船舶亚太地区PSC检查滞留分析	- 58 -
Section III Detention under Tokyo MOU	
第 4 章中国籍船舶亚太地区PSC检查数据概况表	- 61 -
Section IV Data list	
亚太地区港口国监督备忘录组织第五次技术工作组会议报告摘要	- 67 -
Summary of 5th Technical Working Group Meeting	

第 I 部分中国 PSC 检查情况

Part I Data of PSCI held by China authority

报告摘要

SUMMARY REPORT

PSC 检查当局 authority	中国 ³ China	亚太地区港口国监督备忘录组织 ⁴ Tokyo MOU
报告时间 period	01/01/2012 -- 31/12/2012	
检查总艘次 total number of inspections	9467	34247
其中：初次检查艘次 ¹ of which, number of initial inspections	8327	27926
复查艘次 ² number of follow-up inspections	1140	6321
查出缺陷总数量 total number of deficiencies	46354	95852
滞留船舶艘次 total number of detentions	603	1240
滞留百分比 detention percentage	7.24%	4.44%
集中检查会战基本情况 Summary of CIC		
PSC 检查当局 authority	中国 China	
检查时间 period	01/09/2012-- 30/11/2012	
专项检查总艘次 total number of CIC inspections	1801	
专项滞留船舶艘 number of detentions	74	
专项滞留率 detention percentage	4.11%	
专项检查发现问题数量 number of problems found	1011	

注 1：初次检查是指检查人员登轮对船舶实施检查。

2：复查是指检查人员应其它主管机关或船方申请对初次检查缺陷遗留项目纠正情况进行跟踪验证。

3：中国港口国监督 2012 年数据来源于中国港口国监督数据库。

4：亚太地区港口国监督备忘录组织 2012 年数据来源于该组织网站的统计功能，仅供参考。

历史数据 DATA REVIEW

中国 China

报告年份 year	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003
初次检查艘次 number of initial inspections	8327	7822	5186	4297	4545	4151	4020	4020	3897	3789
查出缺陷总数量 number of deficiencies	46354	49580	34708	28651	33749	29944	24459	21244	16396	16435
滞留船舶艘次 number of detentions	603	679	534	401	556	465	319	260	198	173
单船平均缺陷数量 number of deficiencies per ship	5.57	6.34	6.69	6.67	7.43	7.21	6.08	5.28	4.21	4.34
滞留百分比 detention percentage	7.24%	8.68%	10.30%	9.33%	12.23%	11.20%	7.94%	6.47%	5.08%	4.57%

亚太地区港口国监督备忘录组织 Tokyo MOU

报告年份 year	2012	2011	2010	2009	2008	2007	2006
初次检查艘次 number of initial inspections	30930	28627	25762	23116	22149	22039	21686
查出缺陷总数量 number of deficiencies	102808	103549	90177	86820	89477	83950	80556
滞留船舶艘次 number of detentions	1423	1562	1411	1336	1530	1239	1171
单船平均缺陷数量 number of deficiencies per ship	3.32	3.62	3.5	3.75	4.04	3.81	3.71
滞留百分比 number of deficiencies per ship	4.60 %	5.46%	5.48%	5.78%	6.91%	5.62%	5.4%

第 1 章 PSC 检查工作量
Section I Workload

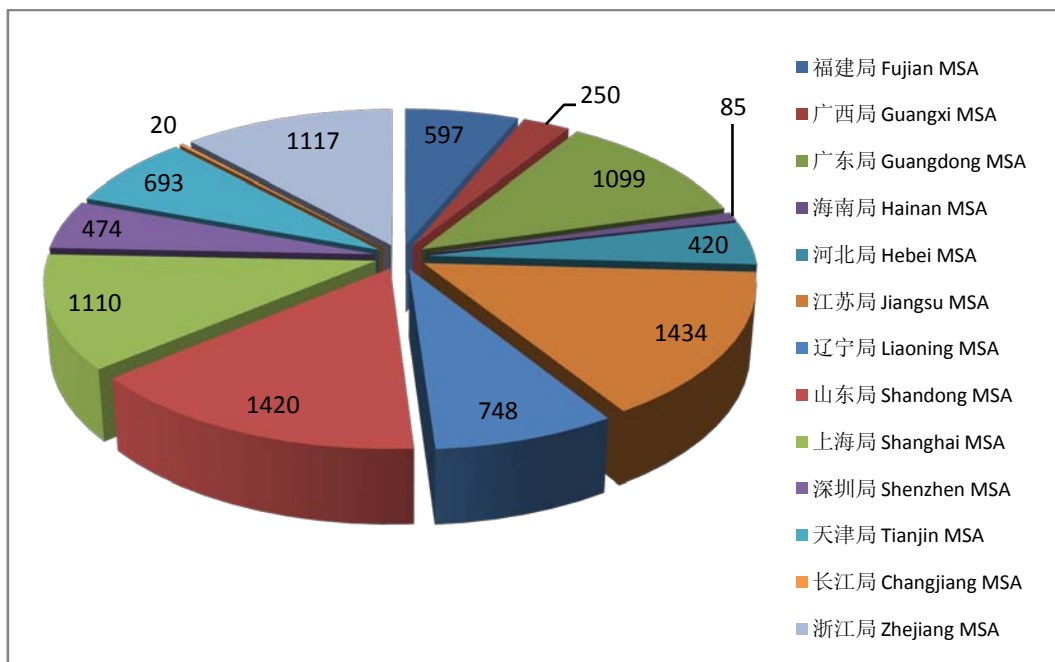


图 1.1.1 直属海事局 PSC 报告提交数量分布图

Figure 1.1.1 Distribution of PSC report submitted by MSAs directly under MOT

图释：2012 年中国 PSC 检查共提交检查报告 9467 份，其中江苏海事局（1434）、山东海事局（1420）和浙江海事局（1117）提交的报告多于其他直属海事局。

Illustration: We subsume 51 PSC offices under 13 Maritime Safety Administrations (MSAs) which were directly under Ministry of Transport of the P.R. China (MOT) for the reason of regionalism. The number of PSC reports submitted by 13 MSAs directly under MOT was 9467

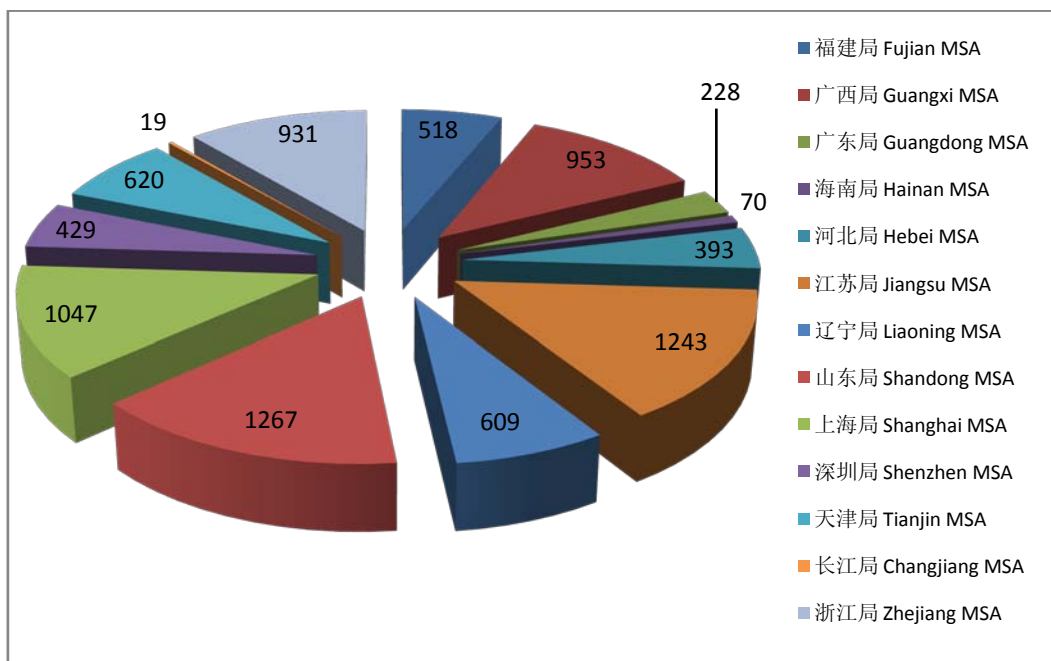


图 1.1.2 直属海事局 PSC 初次检查报告提交数量分布图

Figure 1.1.2 Distribution of initial PSC report submitted by MSAs directly under MOT

图释：2012 年中国 PSC 检查共提交初次检查报告 8327 份，其中山东海事局（1267）、江苏海事局（1243）和上海海事局（1047）提交的报告多于其他直属海事局。

Illustration: 13 MSAs directly under MOT submitted 8327 PSC initial reports, of which Shandong MSA (1267), Jiangsu MSA (1243) and Shanghai MSA (1047) ranked in the first three places.

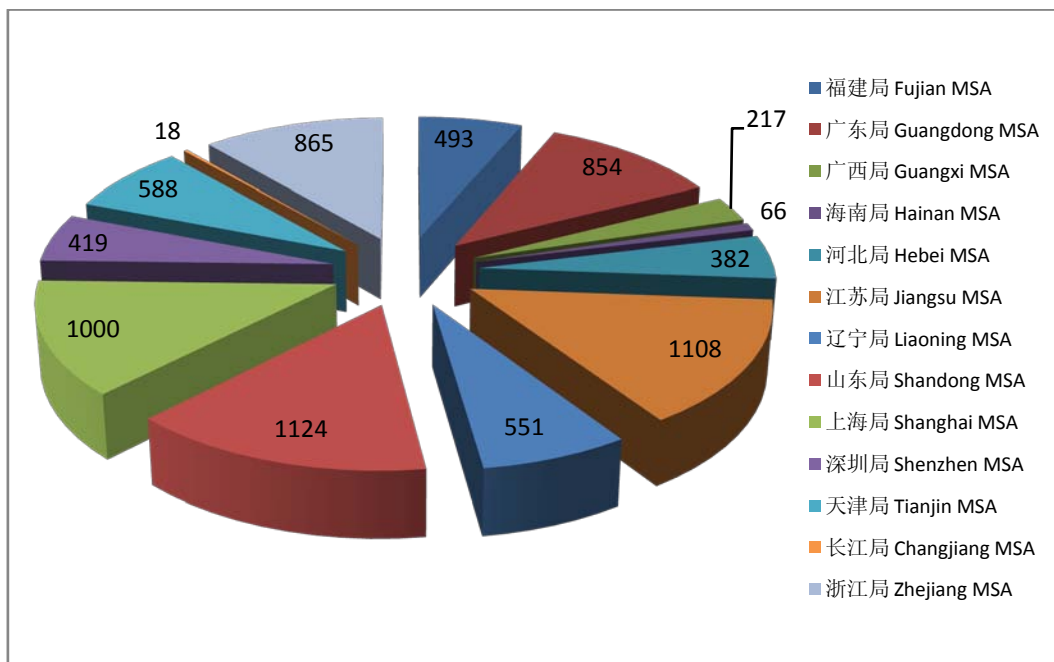


图 1.1.3 直属海事局 PSC 单船检查艘次分布图

Figure 1.1.3 Distribution of individual inspections by MSAs directly under MOT

图释：山东海事局、江苏海事局和上海海事局单船检查艘次多于其他直属海事局，单船检查艘次分别为 1124 艘、1108 艘和 1000 艘。

Illustration: Shandong MSA, Jiangsu MSA and Shanghai MSA ranked in the first three places on the individual inspections, which coming to 1124, 1108 and 1000 respectively.

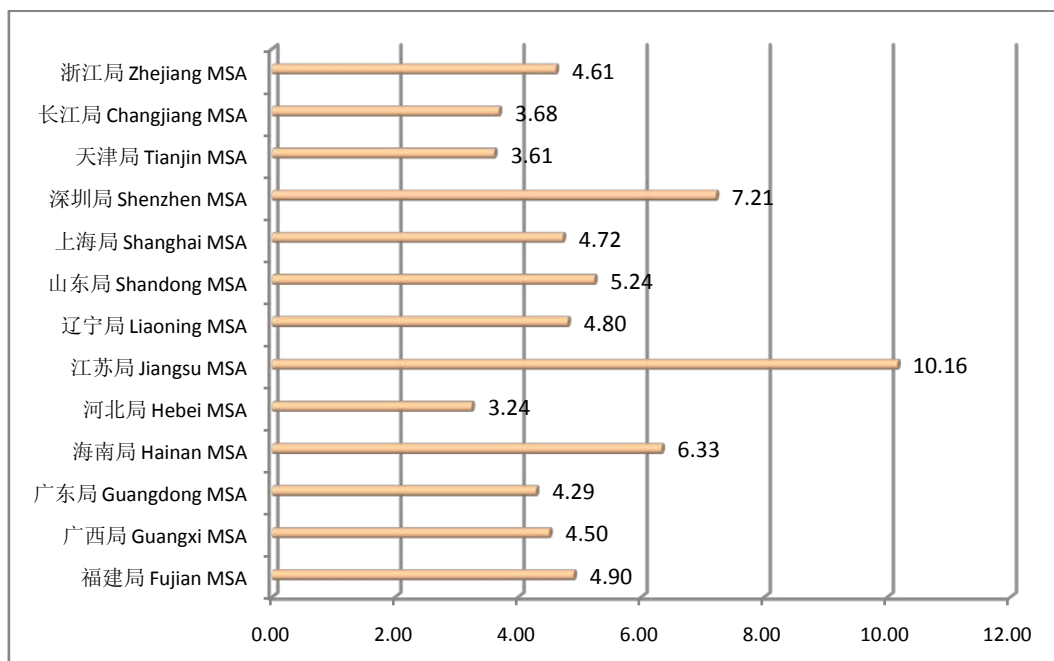


图 1.1.4 直属海事局单船缺陷数量分布图

Figure 1.1.4: Distribution of average deficiencies per ship of MSAs directly under MOT

图释：2012 年中国 PSC 检查单船缺陷数量 5.6，其中江苏海事局 10.16、深圳海事局 7.21 和南海海事局 6.33 多于其他直属海事局。
 Illustration: The average number of deficiencies per ship reaches 5.6 in 2012. Jiangsu MSA, Shenzhen MSA and Hainan MSA found out more deficiencies per individual ship than the other PSC offices.

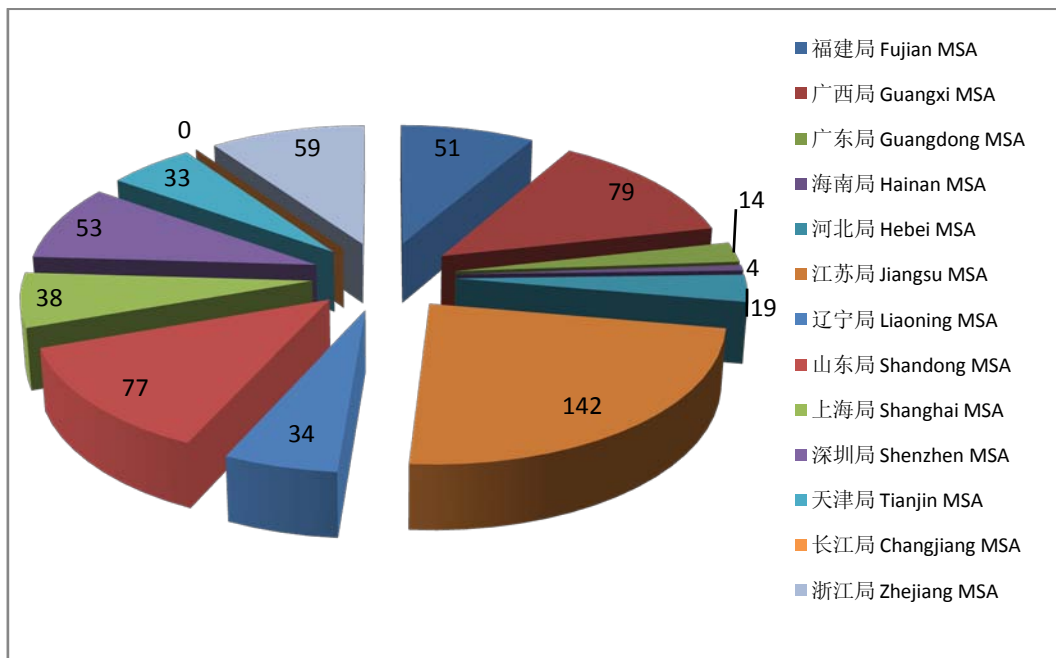


图 1.1.5 直属海事局滞留船舶艘次分布图
 Figure 1.1.5 Distribution of detentions by MSAs directly under MOT

图释：2012 年，江苏海事局滞留 142 艘船舶，广东海事局滞留 79 艘，山东海事局滞留 77 艘，这三局的滞留船舶数量排在前三名。
 Illustration: 13 MSAs directly under MOT detained 603 ships in 2012, of which Jiangsu MSA (142), Guangdong MSA (79) and Shandong MSA (77) ranked in the first three places.

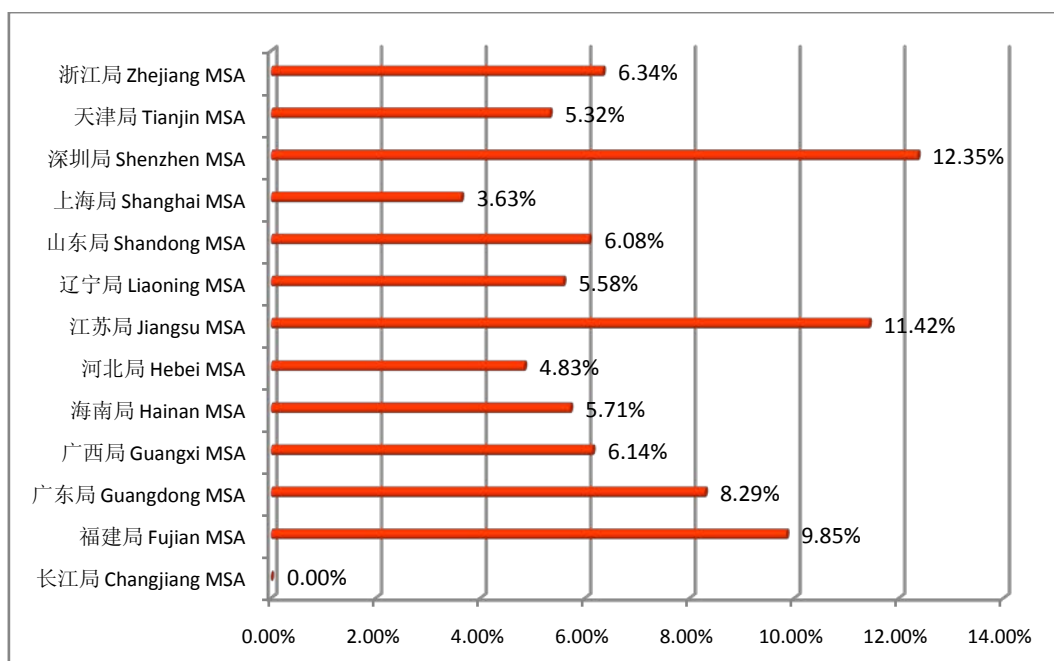


图 1.1.6 直属海事局平均滞留率对比图

Figure 1.1.6 Distribution of PSC report submitted by MSAs directly under MOT

图释：在 13 个开展 PSC 检查的直属海事局中，深圳海事局滞留率为 12.35%，江苏海事局 11.42%，福建海事局 9.85%，高于其它直属海事局 PSC 检查船舶平均滞留率。

Illustration: We subsume 51 PSC offices under 13 Maritime Safety Administrations directly under MOT for the reason of regionalism. Shenzhen MSA (12.35%), Jiangsu MSA (11.42%) and Fujian MSA (9.85%) hold the highest detention ratio in 2012.

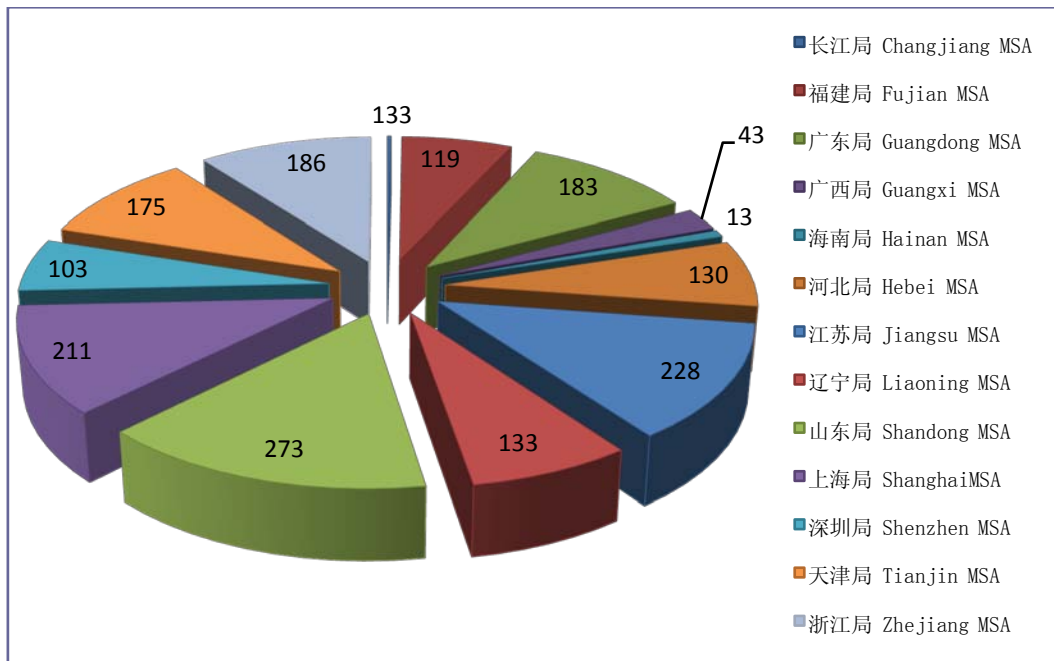


图 1.1.7 直属海事局专项检查报告提交数量分布图

Figure 1.1.7 Distribution of CIC inspections by MSAs directly under MOT

图释：在 2012 年针对船舶消防安全的集中检查会战中，山东海事局（273 份）、江苏海事局（228 份）和上海海事局（211 份）提交的专项检查报告数量排在前三位。

Illustration: During the CIC on fire safety system, Shandong MSA (273), Jiangsu MSA (228) and Shanghai MSA (211) ranked in the first three places in terms of CIC reports submitted.

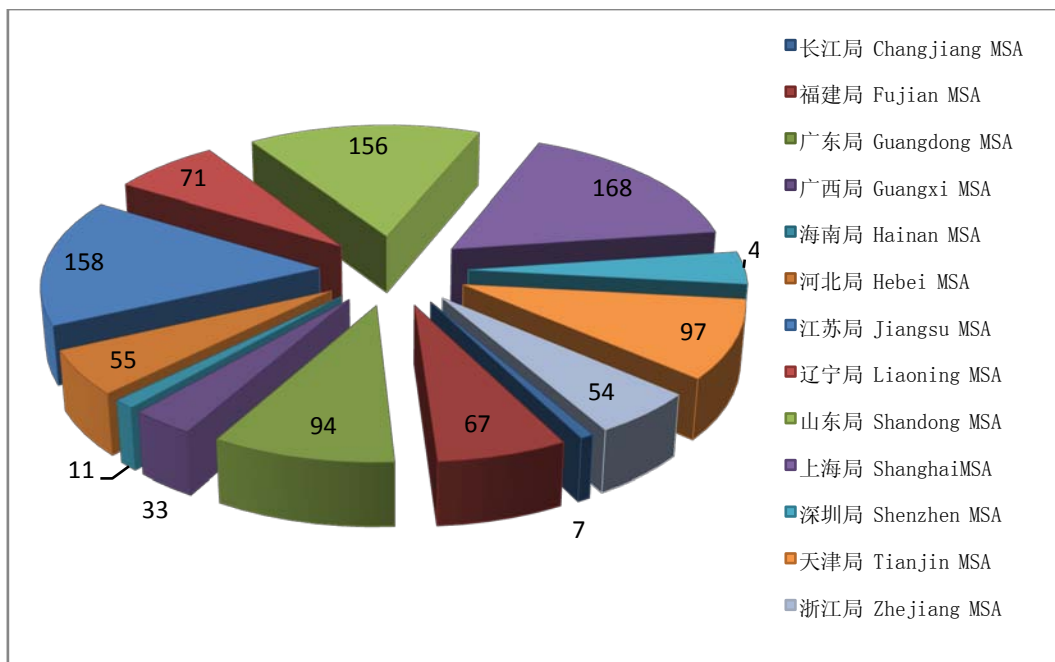


图 1.1.8 直属海事局专项检查发现问题数量分布图
 Figure 1.1.8 Distribution of problems found in CIC by MSAs directly under MOT

图释：在 2011 年针对船舶消防安全的集中检查会战中，上海海事局发现 168 项问题，江苏海事局发现 158 项问题，山东海事局发现 156 项问题，这三个局发现问题数量排在前三位。
 Illustration: During the CIC on Fire Safety System, Shandong MSA found 168 problems, Jiangsu MSA 158 and Shandong MSA 156, which ranked in the first three places in terms of problems found in CIC.

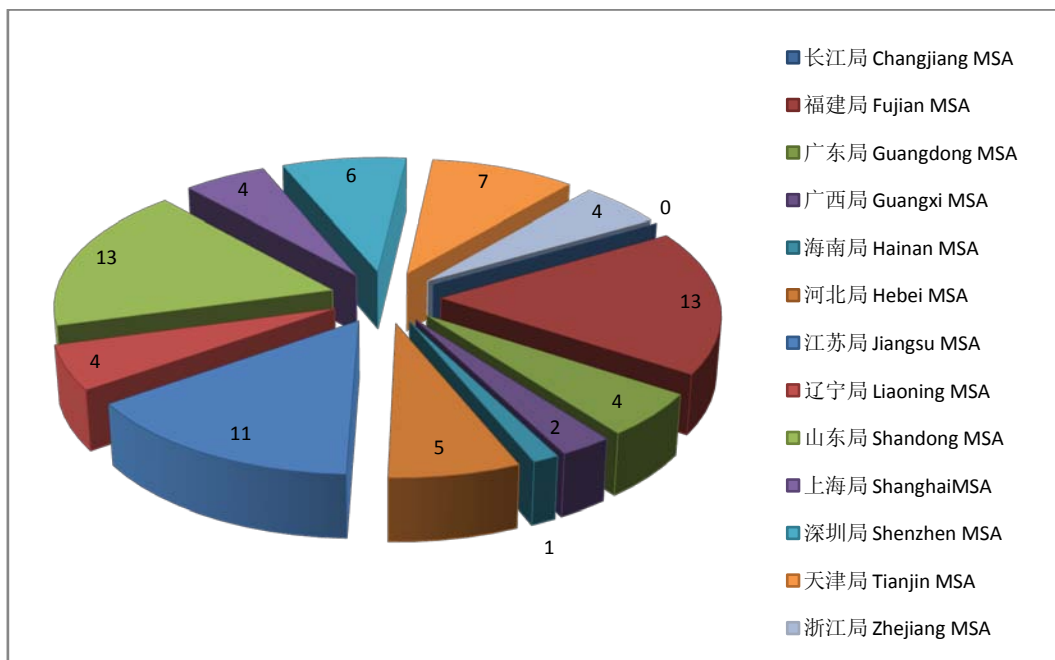


图 1.1.9 直属海事局专项检查滞留船舶数量分布图
 Figure 1.1.9 Distribution of detentions in CIC by MSAs directly under MOT

图释：在 2012 年针对船舶消防安全的集中检查会战中，福建和山东海事局专项检查滞留船舶最多，达到 13 艘。江苏海事局专项检查滞留也达到 11 艘次。
 Illustration: During the CIC on Fire Safety System, Shandong MSA and Fujian MSA detained 13 ships respectively, which were the most in the MSAs directly under MOA.

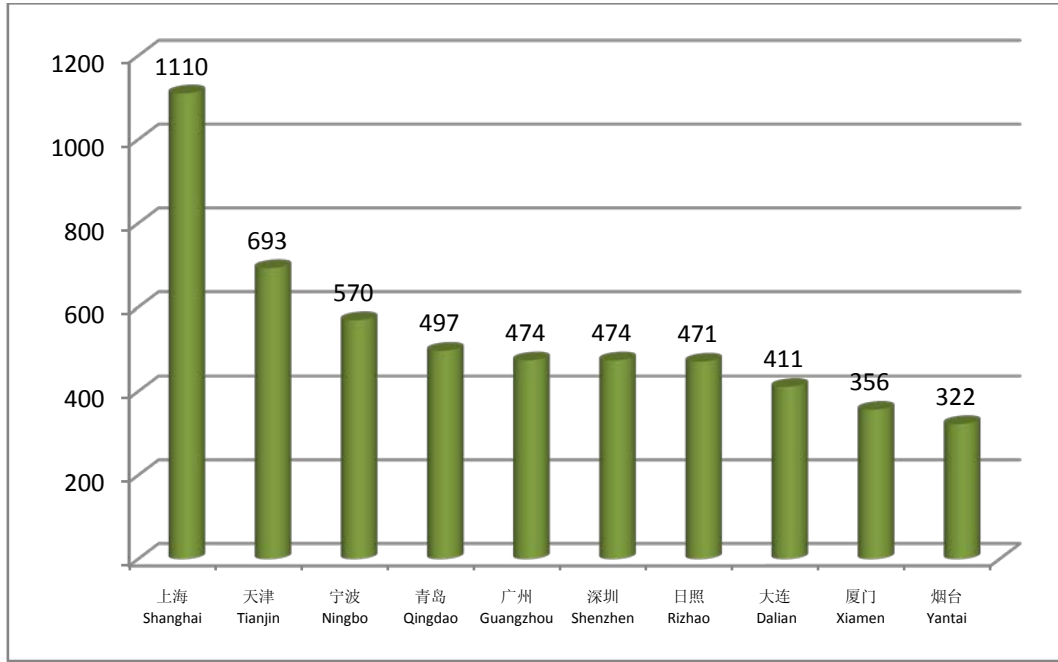


图 1.1.10 PSC 报告提交数量前十名的检查单位

Figure 1.1.10 Top 10 PSC offices in terms of PSC reports submitted

图释：上海、天津和宁波是 2012 年中国 PSC 检查报告提交数量前三名的检查单位，中国 51 个检查单位共提交 PSC 检查报告 9467 份（初次检查+复查），其中上海 1110 份、天津 693 份、宁波 570 份。

Illustration: Shanghai, Tianjin, and Ningbo PSC offices ranked in the first 3 places in terms of PSC reports submitted. The number of total reports (initial and follow-up reports) submitted by 51 PSC offices was 9467. Hereinto, Shanghai PSC office submitted 1110 PSC reports, Tianjin 693 and Ningbo 570.

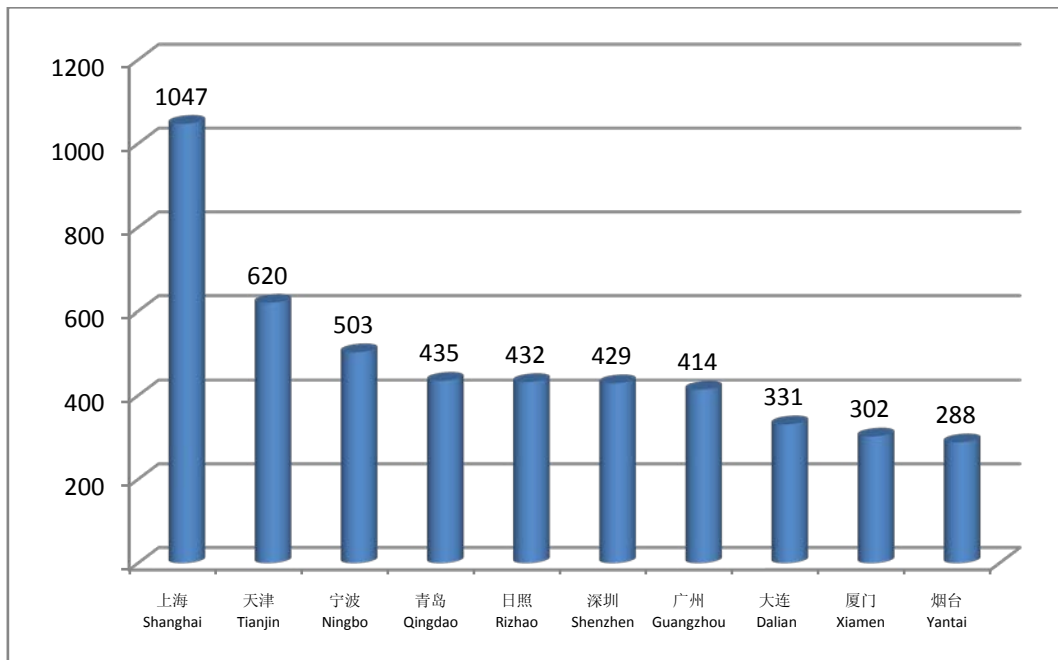


图 1.1.11 初次检查数量前十名的检查单位

Figure 1.1.11 Top 10 PSC offices in terms of initial PSC reports submitted

图释：上海、天津、宁波是 2012 年中国 PSC 初次检查提交报告数量前三名的检查单位，中国 51 个检查单位共提交 PSC 初次检查报告 8327 份，其中上海检查单位 1047 份、天津检查单位 620 份、宁波检查单位 503 份。

Illustration: Shanghai, Tianjin and Ningbo PSC offices ranked top 3 of China PSC initial inspections. The number of initial reports submitted to the database by 51 PSC offices was 8327. Hereinto, Shanghai PSC office submitted 1047 PSC initial reports, Tianjin PSC office 620 and Ningbo PSC office 503.

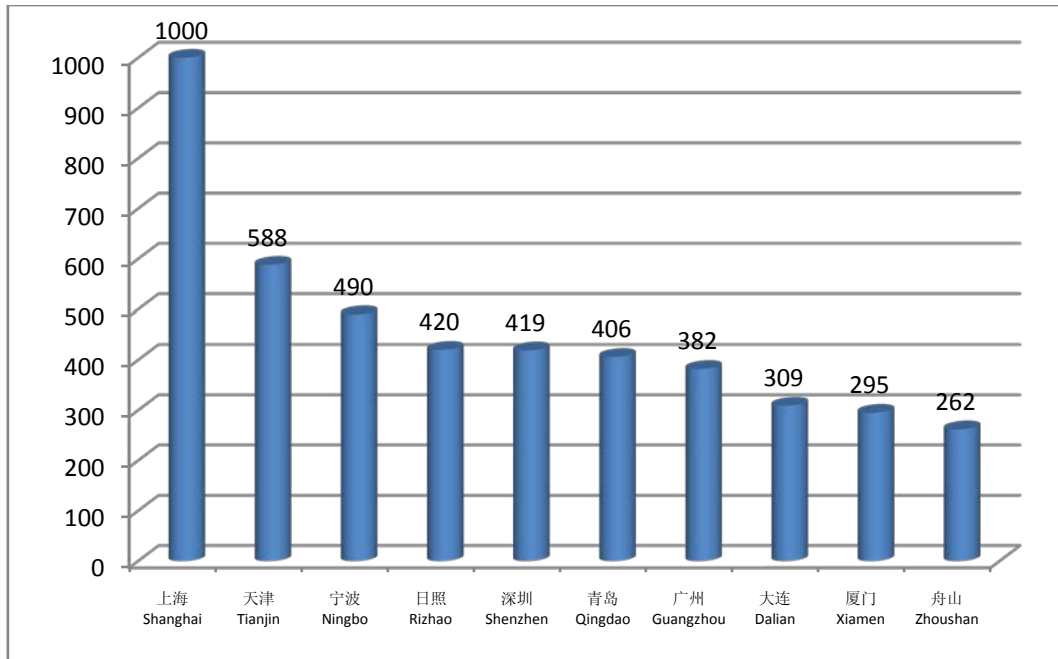


图 1.1.12 单船检查数量前十名的检查单位

Figure 1.1.12 Top 10 PSC offices in terms of individual inspections

图释：上海、天津和宁波是 2012 年中国单船检查数量前十名的检查单位，单船检查数量分别为 1000、588 和 490。

Illustration: Shanghai, Tianjin and Ningbo PSC offices ranked top 3 of individual inspections, with the number of 1000, 588 and 490.

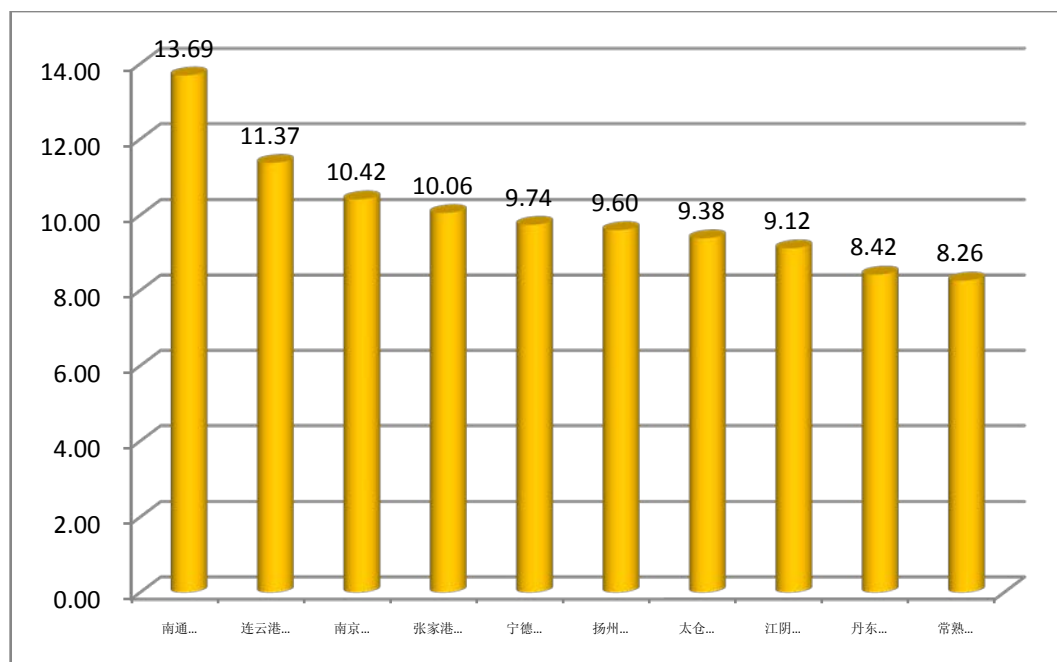


图 1.1.13 单船平均缺陷数量前十名的检查单位

Figure 1.1.13 Top 10 PSC offices with number of average deficiencies per ship

图释：2012 年中国 PSC 检查单船平均缺陷 5.6 项，与 2011 年的 6.34 相比略有降低。南通安检站 PSC 检查单船平均缺陷达到 13.69 项，位列 51 个检查单位之首，紧随其后的是连云港安检站和南京安检站。

Illustration: The average number of deficiencies per ship reaches 5.6 in 2012, which was a little lower than that of 2011 (6.34). Nantong, Lianyungang and Nanjing PSC office found out more deficiencies per individual ship than the other PSC offices.

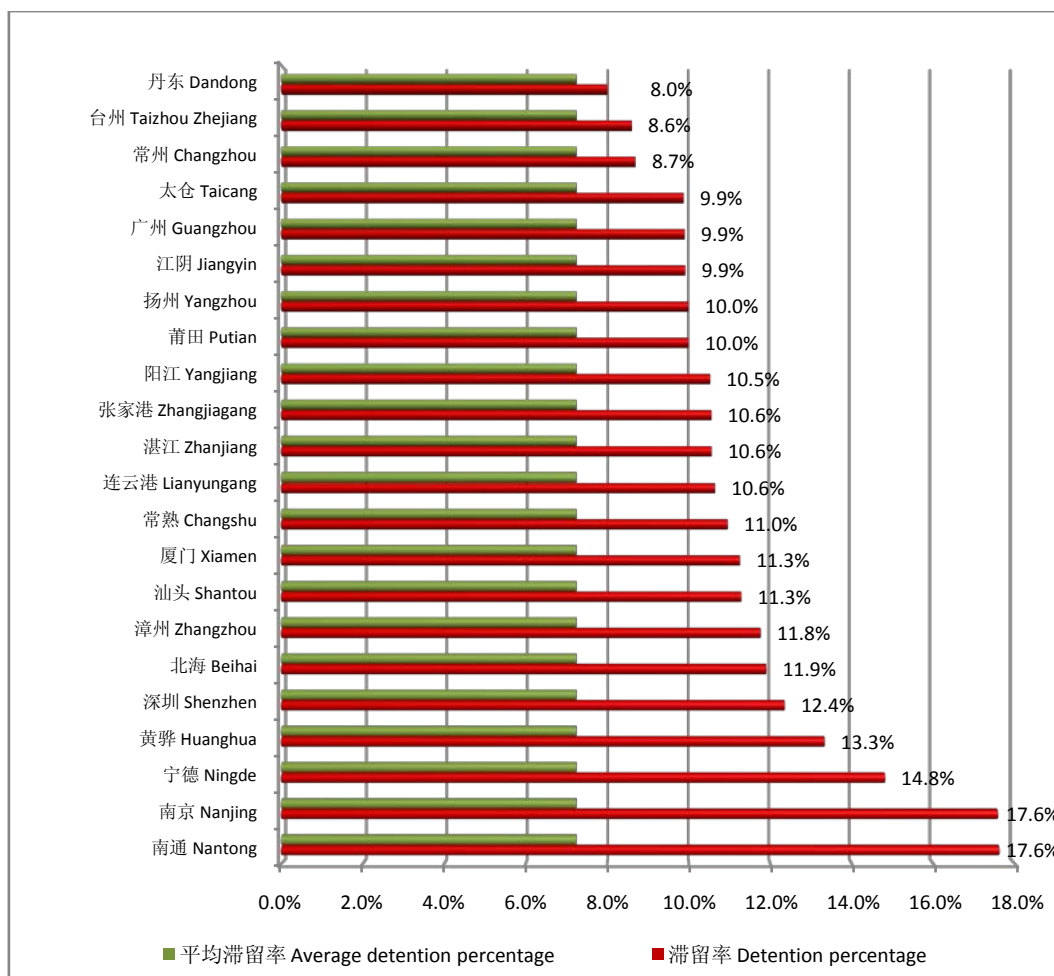


图 1.1.14 平均滞留率超过平均值的 PSC 检查单位
 Figure 1.1.14 PSC offices in terms of detention percentage over 7.24%

图释：2012 年中国 PSC 检查船舶平均滞留率为 7.24%，51 个安检站中共有 24 个 PSC 滞留率超过平均滞留率，南通安检站（17.6%）、南京安检站（17.6%）和宁德安检站（14.8%）为平均滞留率前三名的安检站。

Illustration: The average detention percentage in 2012 was 7.24%, of which, Nantong (17.6%), Nanjing (17.6%) and Ningde (14.8%) ranked in the first three places on detention ratio.

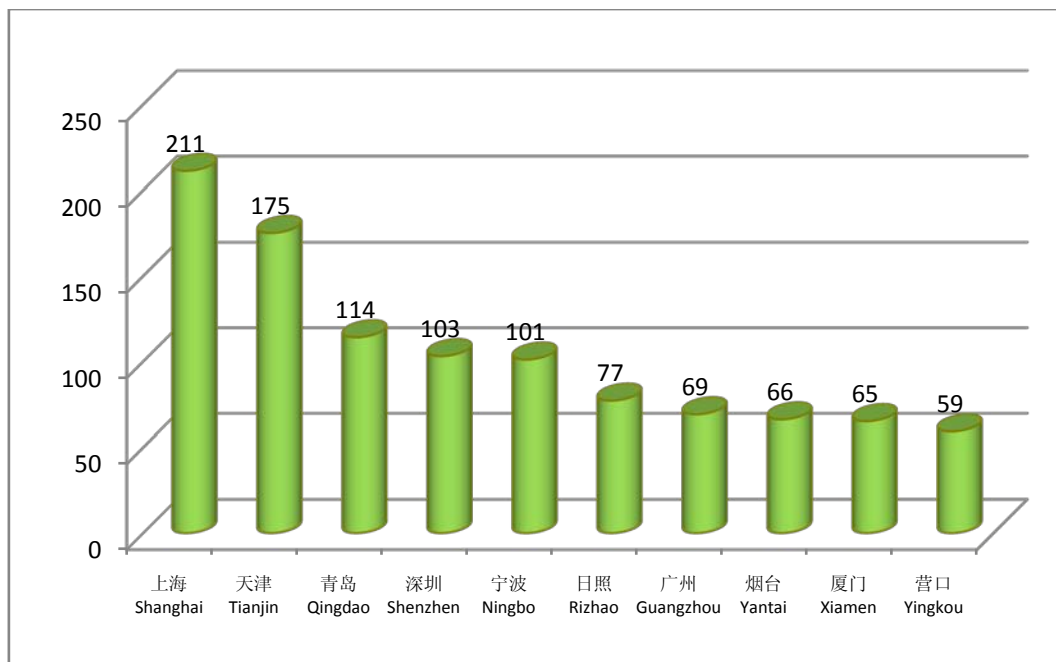


图 1.1.15 集中检查报告提交数量前十名的检查单位
Figure 1.1.15 Top 10 PSC offices in terms of CIC reports submitted

图释：在 2012 年针对船舶消防安全的集中检查会战中，中国各检查单位共提交专项检查报告 1801 份，其中上海安检站（211 份）、天津安检站（175 份）和青岛安检站（114 份）专项检查报告提交量位于前三名。

Illustration: During the CIC on Fire Safety System, the 51 PSC offices of China submitted 1801 CIC reports, of which Shanghai PSC office (211), Tianjin (175) and Qingdao (114) ranked in the first three places.

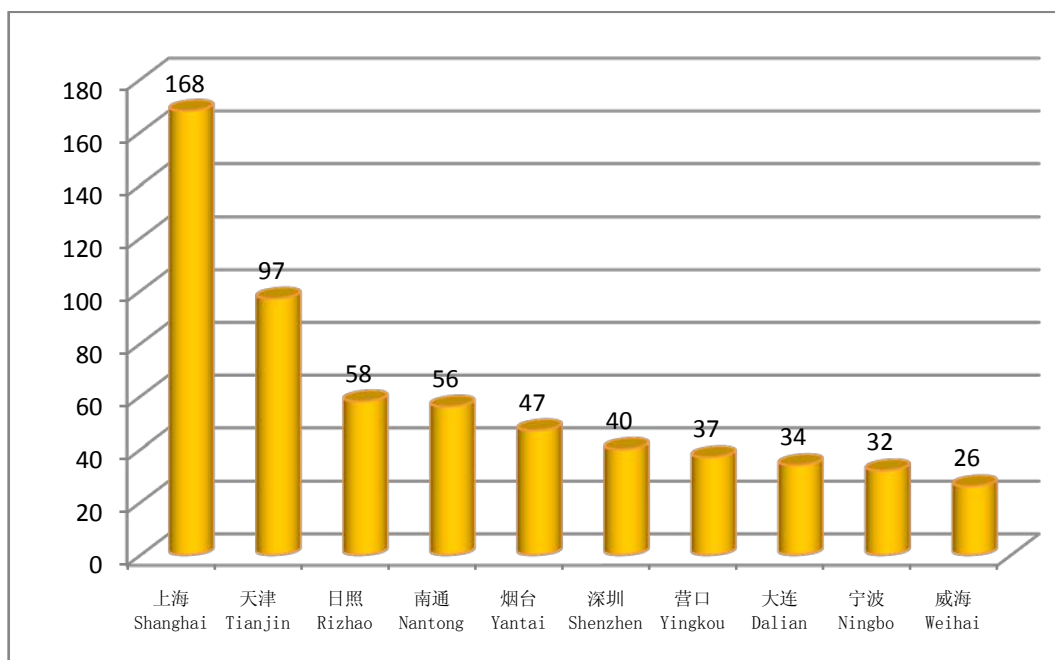


图 1.1.16 集中检查发现问题数量前十名的检查单位
Figure 1.1.16 Top 10 offices in terms of problems found in CIC

图释：在 2012 年针对船舶消防安全的专项检查会战中，中国各检查单位共发现问题 1011 项，其中上海安检站（168 项）、天津安检站（97 项）和日照安检站（58 项）发现问题数

量位于前三名。

Illustration: During the CIC on Fire Safety System, the 51 PSC offices of China found out 1011 problems, and Shanghai PSC office (168), Tianjin (97) and Rizhao (58) found out more problems than others.

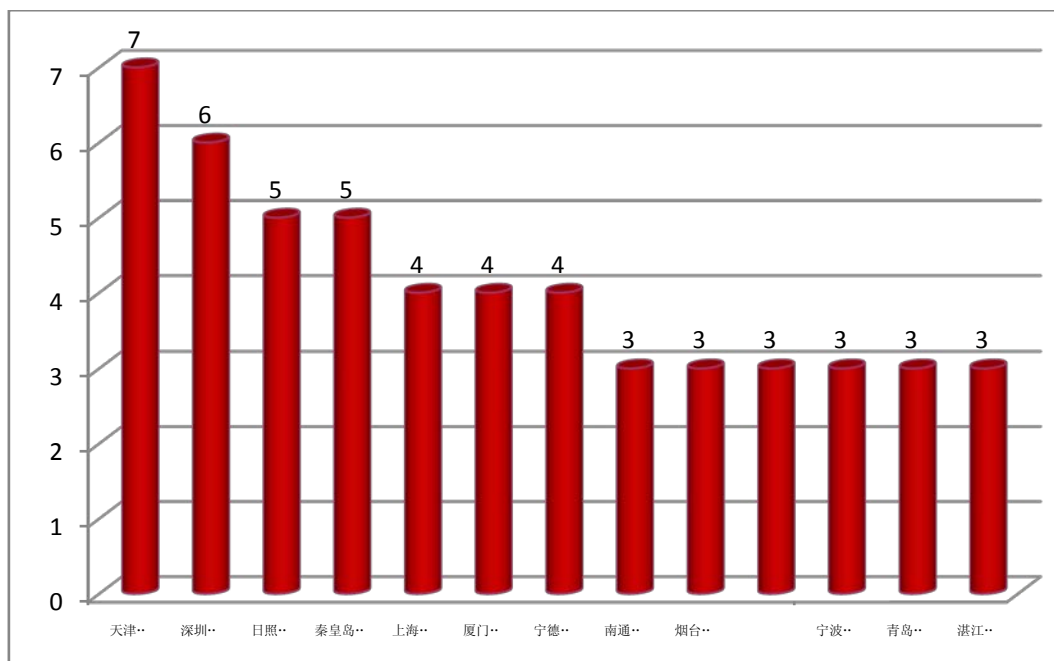


图 1.1.17 集中检查滞留船舶前十名的检查单位

Figure 1.1.17op 10 PSC offices in terms of CIC detentions contributed

图释: 在 2011 年针对船舶消防安全的集中专项会战中, 中国各检查单位共滞留船舶 74 艘, 其中天津安检站滞留 7 艘, 排在首位, 深圳安检站滞留 6 艘, 日照和秦皇岛安检站滞留 5 艘, 排在二、三位。

Illustration: During the CIC on Fire Safety System, 74 ships were detained by PSC offices of China, and Tianjin PSC office detained 7 ships, ranked in the first position, followed by Shenzhen PSC office with the number of 6. The third positions were Rizhao and Qinhuangdao PSC offices, detained 5 ships respectively.

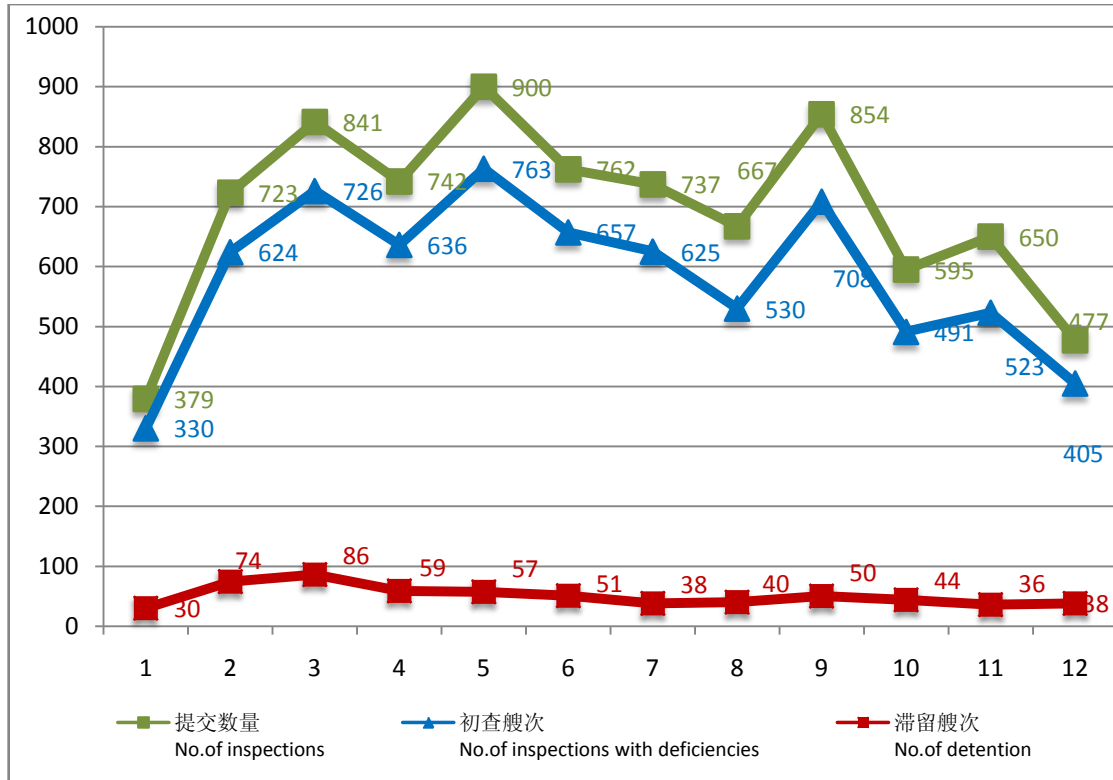


图 1.1.18 月度 PSC 检查情况趋势图
Figure 1.1.18 Trends for monthly PSC activities 2012

图释：2012 年中国月度 PSC 检查艘次和滞留艘次走势图形状基本一致。
Illustration: Trend lines for inspections and detentions were in the same shape.

第 2 章 PSC 缺陷分析 Section II Deficiency

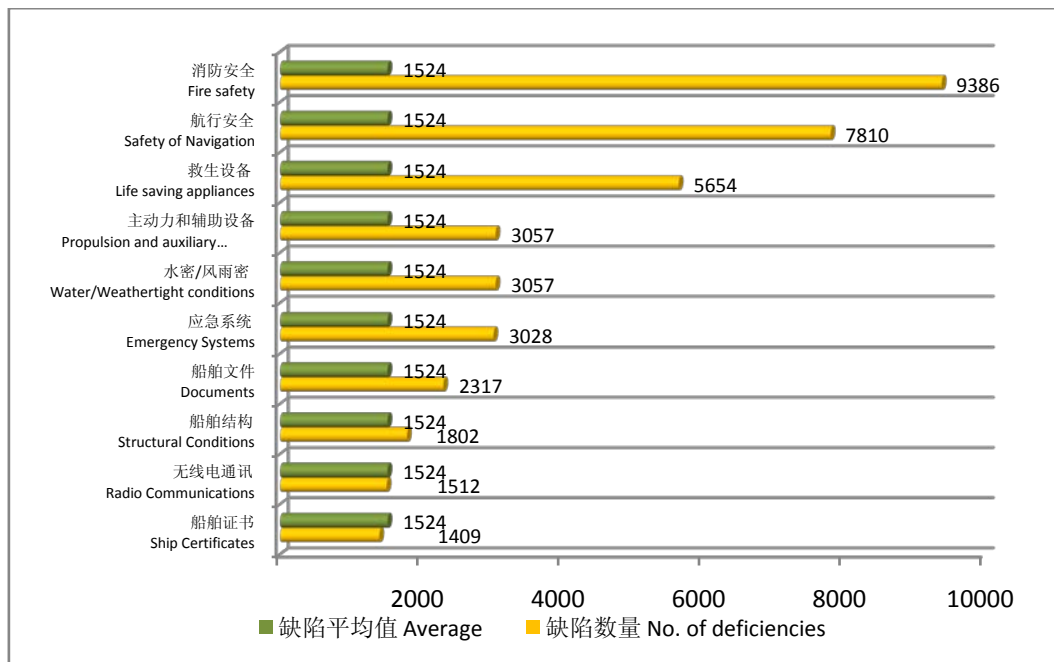


图 1.2.1 数量前十名的缺陷类型
Figure 1.2.1 Top 10 deficiencies by deficiency nature

图释：2012 年中国 PSC 检查共查出缺陷 46354 项，其中消防安全 9386(占缺陷总数量的 20.2%)、航行安全 7810(占缺陷总数量的 16.8%)和救生设备 5654(占缺陷总数量的 12.2%)是前三名的缺陷类型，缺陷分布形势与 2011 年相同。

Illustration: 46354 deficiencies were found in by PSC offices of China in 2012, and the average number of deficiencies upon all deficiency series was 1524, of which the number of Fire Safety related deficiencies was 9386 (20.2% of total deficiencies), Safety of Navigation 7810 (16.8% of total deficiencies), Lifesaving appliances 5654 (12.2% of total deficiencies). The top 3 deficiencies were the same as 2011.

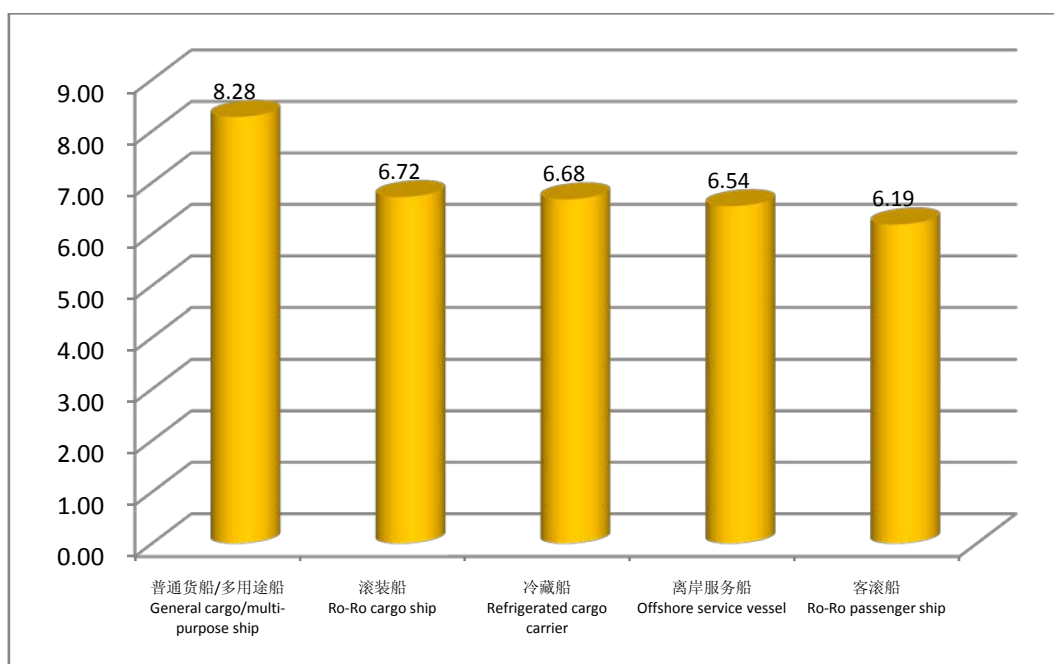


图 1.2.2 单船缺陷数量前五名的船舶类型

Figure 1.2.2 Top 5 number of average deficiencies per ship by ship types

图释：查出单船缺陷数量前三名的船舶类型与 2011 年相同，分别是普通货船/多用途船 8.3、滚装船 6.7 和冷藏船 6.7。

Illustration: In terms of General Cargo/Multi-purpose ship, the number of average deficiencies per ship is 8.3; and Ro-Ro cargo ship 6.7, Refrigerated cargo carrier 6.7, named top 3 deficiencies by ship type.

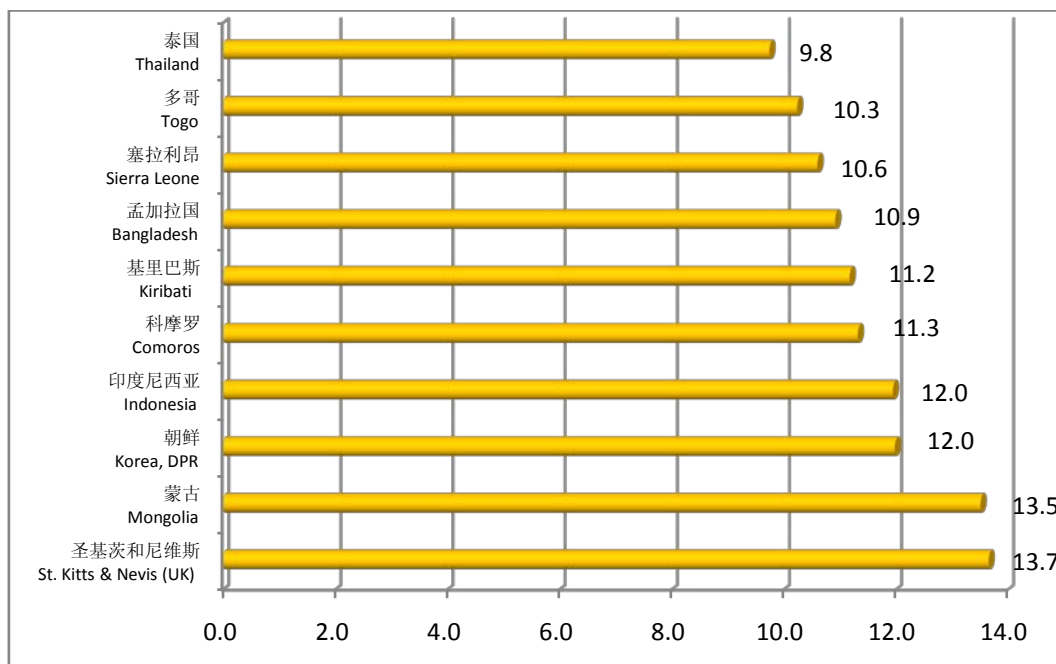


图 1.2.3 单船缺陷数量前十名的船旗

Figure 1.2.3 Top 10 number of average deficiencies per ship by ship flag

图释：查出单船缺陷数量前三名的船旗国，分别是圣基茨和尼维斯 13.7、蒙古 13.5 和朝鲜 12.0。

Illustration: Ships flying St. Kitts & Nevis (UK) flag, the number of average deficiencies per ship is 13.7; and Mongolia 13.5, Korea, Democratic People's Republic 12.0, named top 3 deficiencies by ship flag.

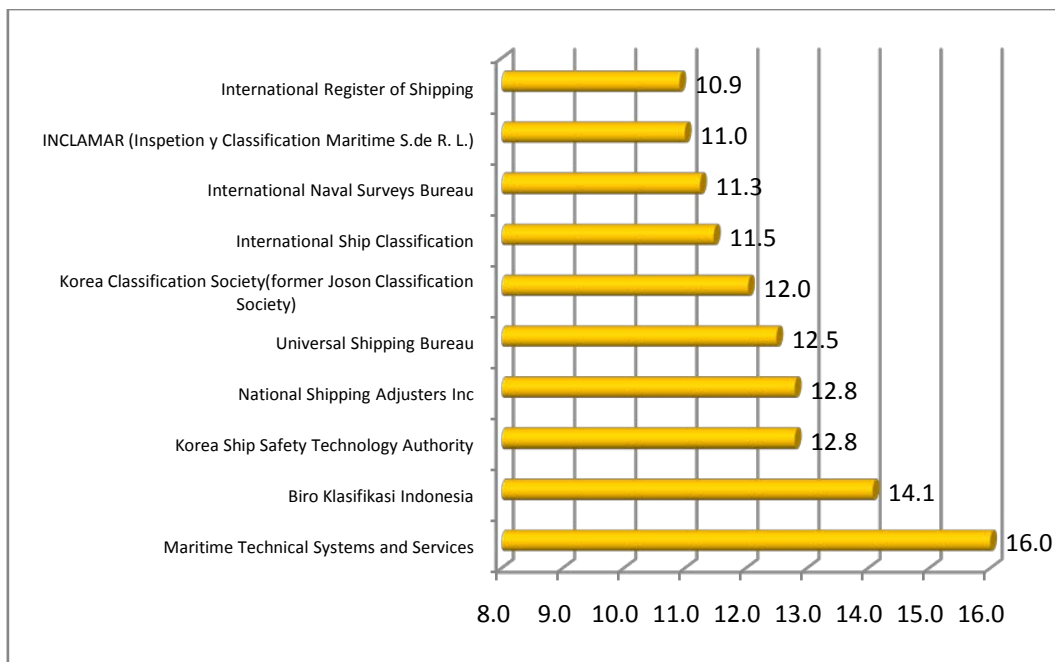


图 1.2.4 单船缺陷数量前十名的船级社

Figure 1.2.4 Top 10 number of average deficiencies per ship by ship classification societies

图释: 查出单船缺陷数量前三名的船级社, 分别是 Maritime Technical Systems and Services (16.0)、Biro Klasifikasi Indonesia(14.1)和 Korea Ship Safety Technology Authority(12.8), National Shipping Adjusters Inc (12.8)。

Illustration: Ships' classed by Maritime Technical Systems and Services, the number of average deficiencies per ship is 16.0; Biro Klasifikasi Indonesia 14.1, Korea Ship Safety Technology Authority 12.8, National Shipping Adjusters Inc 12.8, named top 3 deficiencies by ship's class.

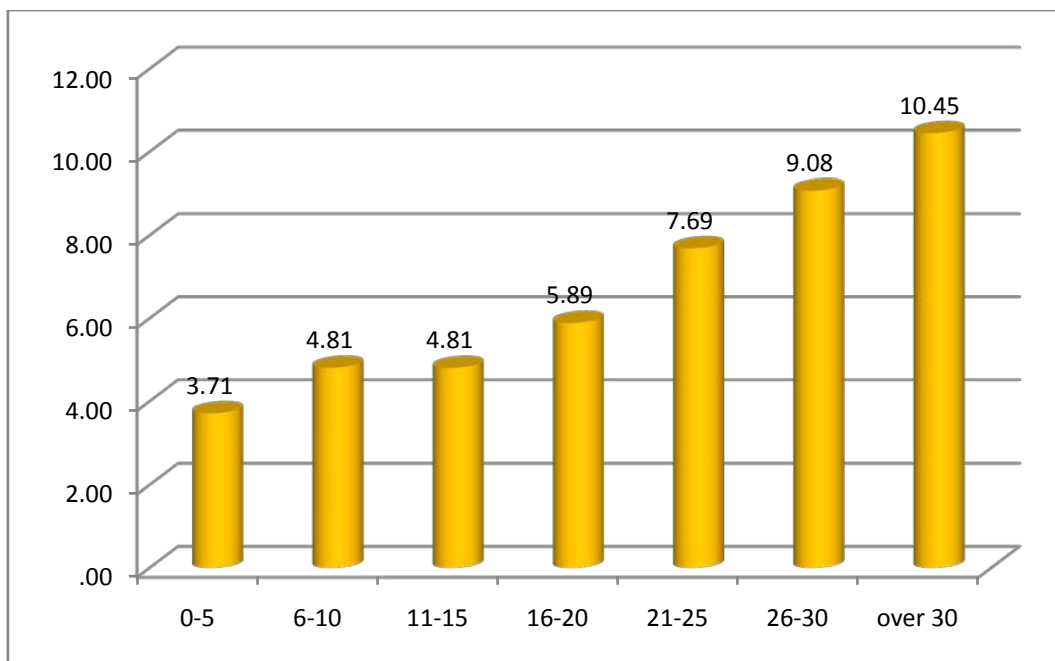


图 1.2.5 按船龄划分单船缺陷数量对比图

Figure 1.2.5 Deficiencies per ship by ship age

图释: 从船龄的角度看, 单船的缺陷数量和船龄成正比, 其中 30 年以上船龄的单船缺陷为

10.45，是 0-5 年船龄的近 3 倍。

Illustration: The deficiencies per ship are in direct ratio to ship age. The deficiencies per ship with age over 30 years are 10.45, which are nearly 3 times as many as the ones with age of 0-5 years.

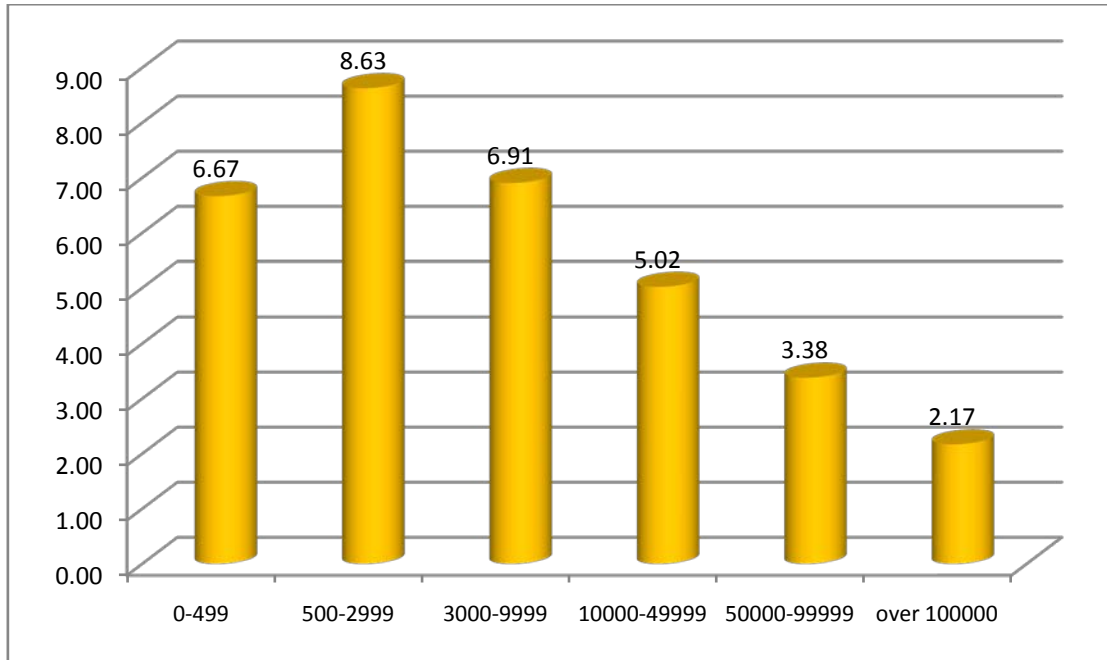


图 1.2.6 按总吨划分单船缺陷数量对比图
Figure 1.2.6 deficiencies per ship by tonnage

图释：总吨在 500-2999 间船舶的单船缺陷数量最多，达到 8.63，总吨在 3000-9999 间船舶的单船缺陷数量排在第二，达到 6.91，而总吨在 10000 以上船舶的单船缺陷数量最少，为 2.17。

Illustration: The deficiencies per ship with tonnage between 500 and 2999 are the most, coming to 8.63, the next are the ones between 3000 and 9999, amounting to 6.91, and the fewest are the ones over 10000, which are 2.17.

第 3 章 PSC 滞留分析

Section III Detention

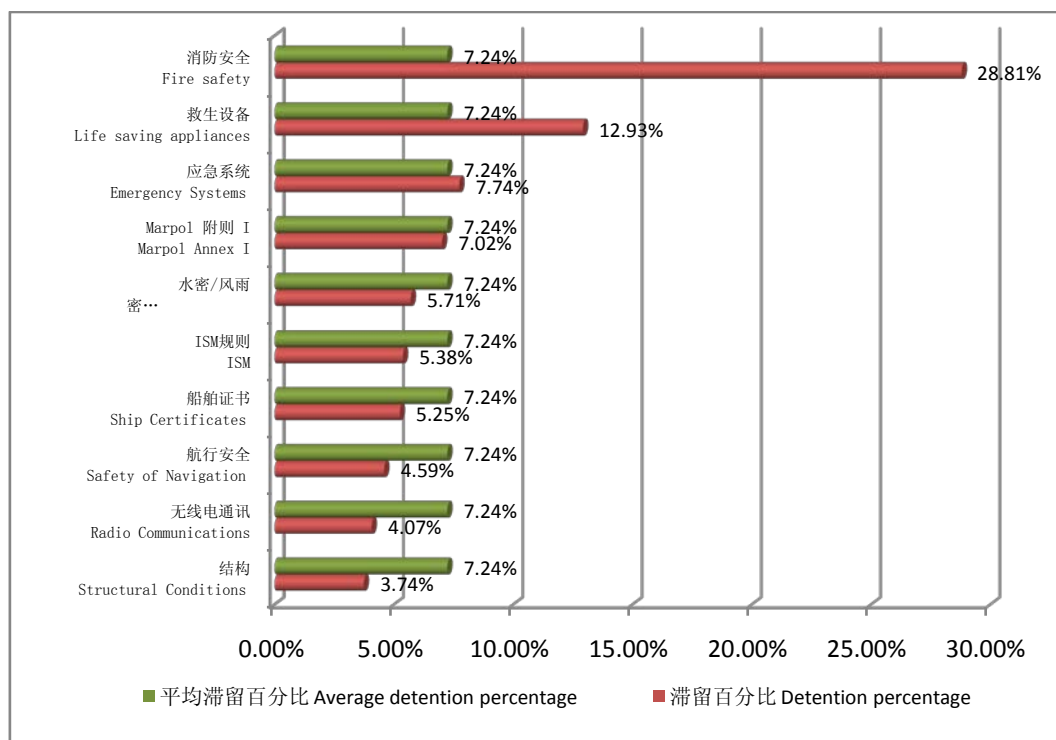


图 1.3.1 滞留百分比前十名的缺陷类型

Figure 1.3.1 Top 10 detention percentage by deficiency nature

图释：消防安全（28.81%），救生设备（12.93%）和应急系统（7.74%）是滞留百分比前三名的缺陷类型。

Illustration: Fire safety (28.81%), Lifesaving Appliances (12.93%) and Emergency Systems (7.74%) ranked in the first three places on detention percentage by deficiency nature.

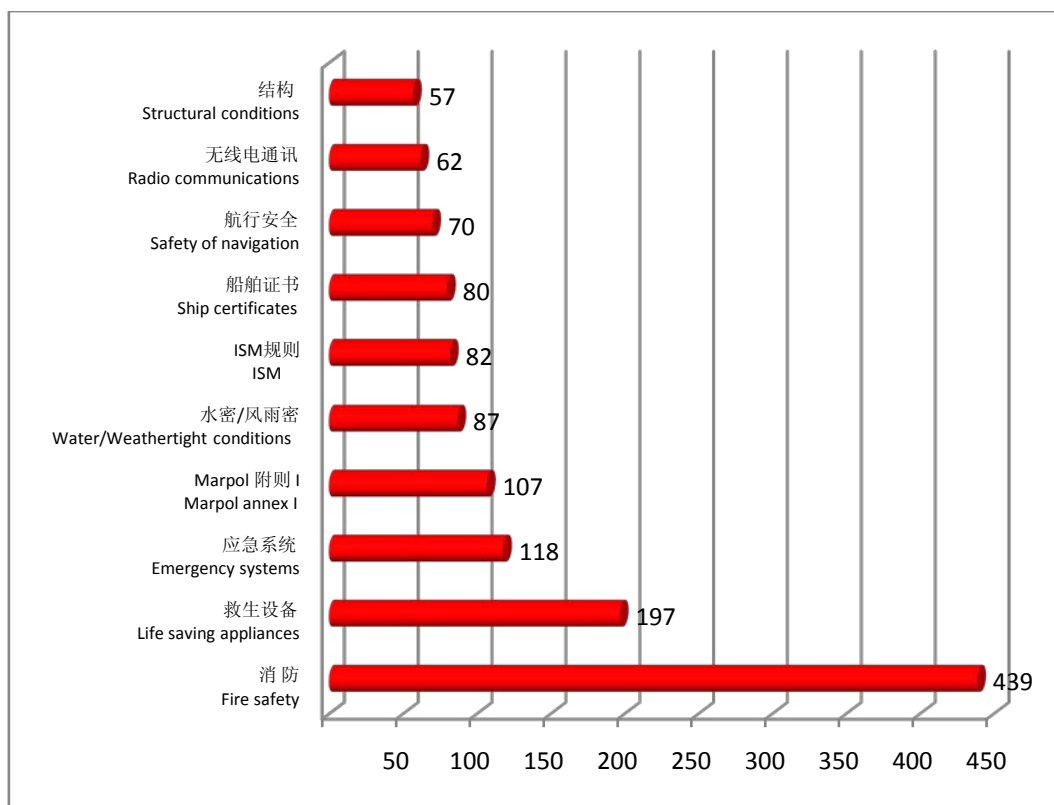


图 1.3.2 前十名的滞留缺陷
Figure 1.3.2 Top 10 detainable deficiencies

图释：2012 年中国在 PSC 检查中共发现 1524 项滞留缺陷，其中消防安全（439）、救生设备（197）和应急系统（118）是滞留缺陷数量最多的前三名缺陷类型。

Illustration: Fire safety (439), Life saving appliances (197) and Emergency systems (118) ranked in the first three places on the detainable deficiencies.

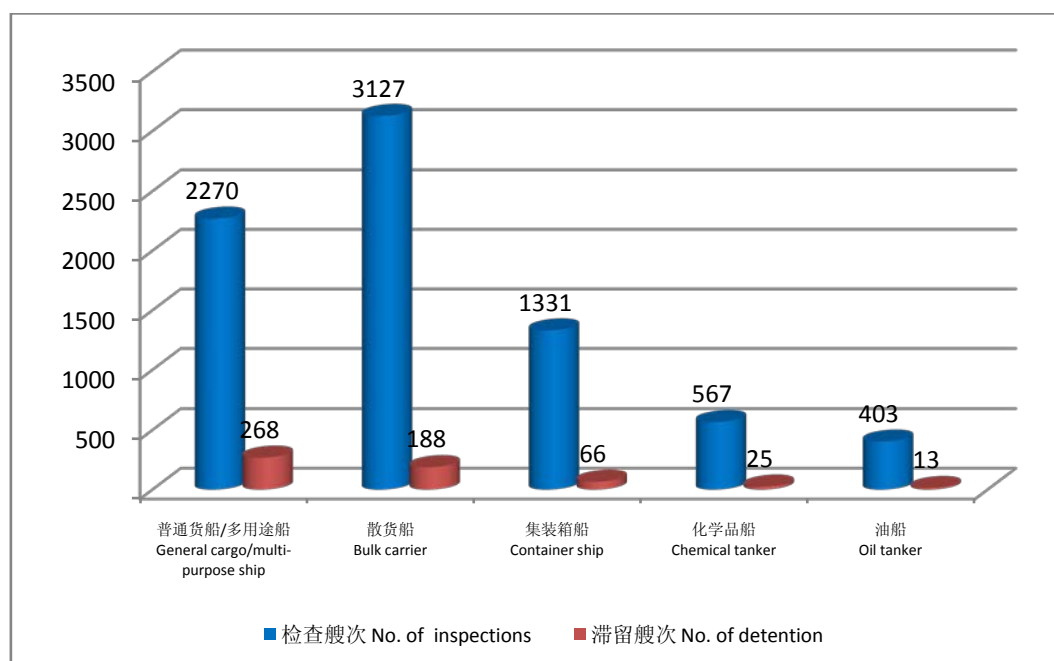


图 1.3.3 滞留艘次前五名的船舶类型
Figure 1.3.3 Top 5 detentions by ship types

图释：滞留艘次前五名的船舶类型分别是普通货船/多用途船散货船（268 艘，占滞留总艘次的 47.86%）、散货船（188 艘，占滞留总艘次的 33.57%）、集装箱船（66 艘，占滞留总艘次的 11.79%）、化学品船（25 艘，占滞留总艘次的 4.46%）和油船（13 艘，占滞留总艘次 2.32%）

Illustration: top 5 detentions by ship types were General Cargo/Multi-purpose Ship (268, 47.86% of total detentions), Bulk Carrier (188, 33.57% of total detentions), Container Ship (66, 11.79% of total detentions), Chemical Tanker (25, 4.46% of total detentions) and Oil tanker (13, 2.32% of total detentions).

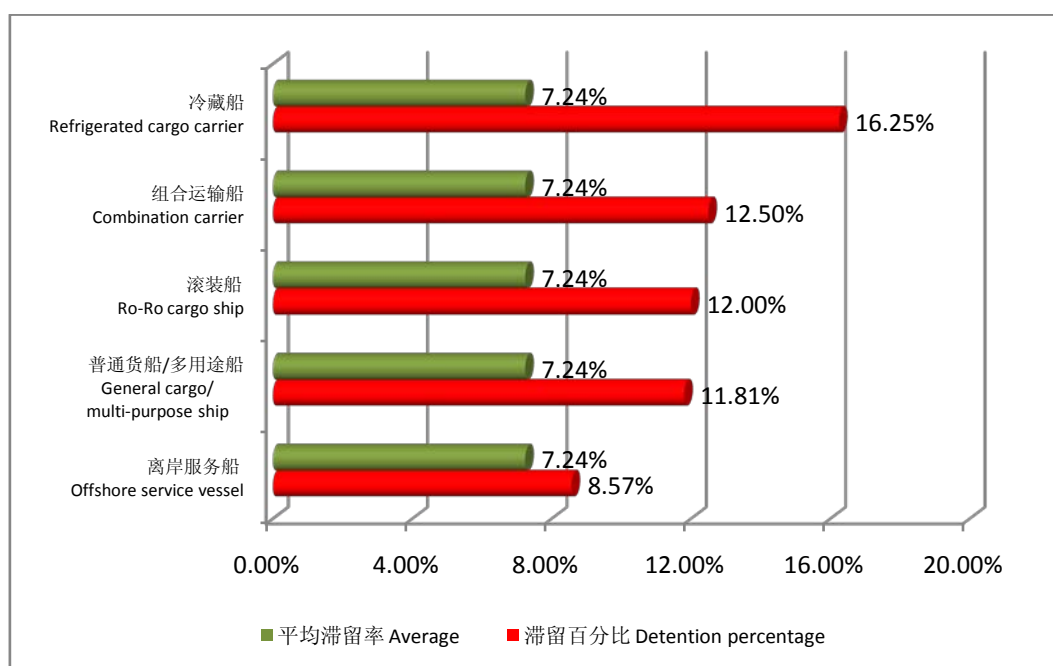


图 1.3.4 滞留率前五名的船舶类型

Figure 1.3.4 Top 5 detention percentage by ship types

图释：2012 年中国 PSC 检查的平均滞留百分比为 7.24%，滞留百分较高的前五种船舶类型分别是冷藏船（16.25%）、组合运输船（12.50%）、滚装船（12.00%）、普通货船/多用途船（11.81%）和离岸服务船（8.57%）。

Illustration: Top 5 detention percentages by ship types were Refrigerated Cargo Carrier (16.25%), Combination carrier (12.50%), Ro-Ro cargo ship (12.00%), General Cargo/Multi-purpose Ship (11.81%) and Offshore service vessel (8.57%).

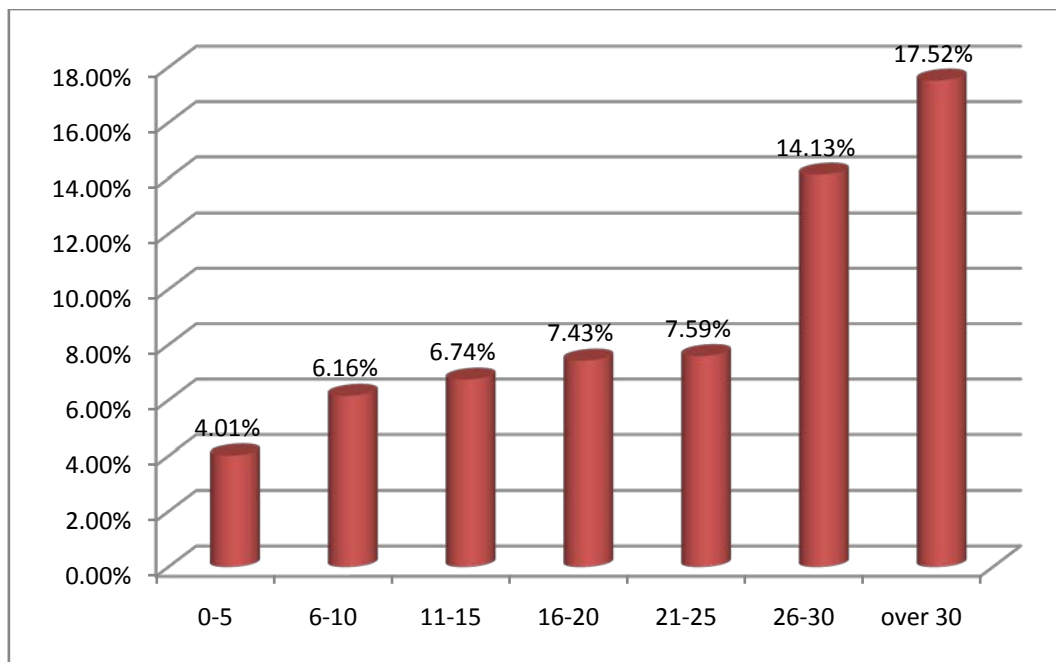


图 1.3.5 按船龄划分船舶滞留率对比图
Figure 1.3.5 Detention percentage by ship age

图释：2012 年中国 PSC 检查的平均滞留率为 7.24%，其中 30 年以上船龄的滞留率最高，达到 17.52%，船龄在 26-30 年的和船龄在 21-25 年的船舶排在第二和第三，滞留率分别为 14.13%和 7.59%。

Illustration: The detention percentage of China in 2012 is 7.24%. The ships with ship age over 30 years, 26-30 years and 21-25 years ranked in the first three places on detention percentage by ship age.

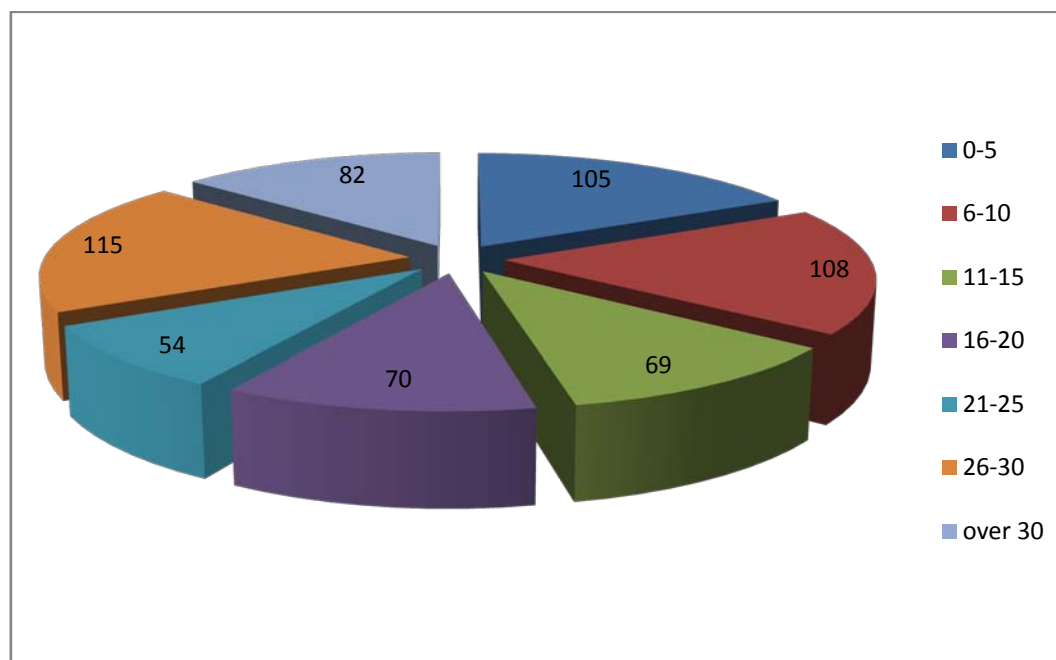


图 1.3.6 按船龄划分船舶滞留艘次分布图
Figure 1.3.6 Detentions by ship age

图释：船龄在 26-30 年的船舶滞留艘次最多，达到 115 艘次，船龄在 6-10 年和 0-5 年的船舶滞留艘次排在第二和第三位，分别为 108 和 105 艘次。

Illustration: The ships with ship age 26-30 years, 6-10 years and 0-5 years ranked in the first three places on detentions by ship age, which are 115, 108 and 105 respectively.

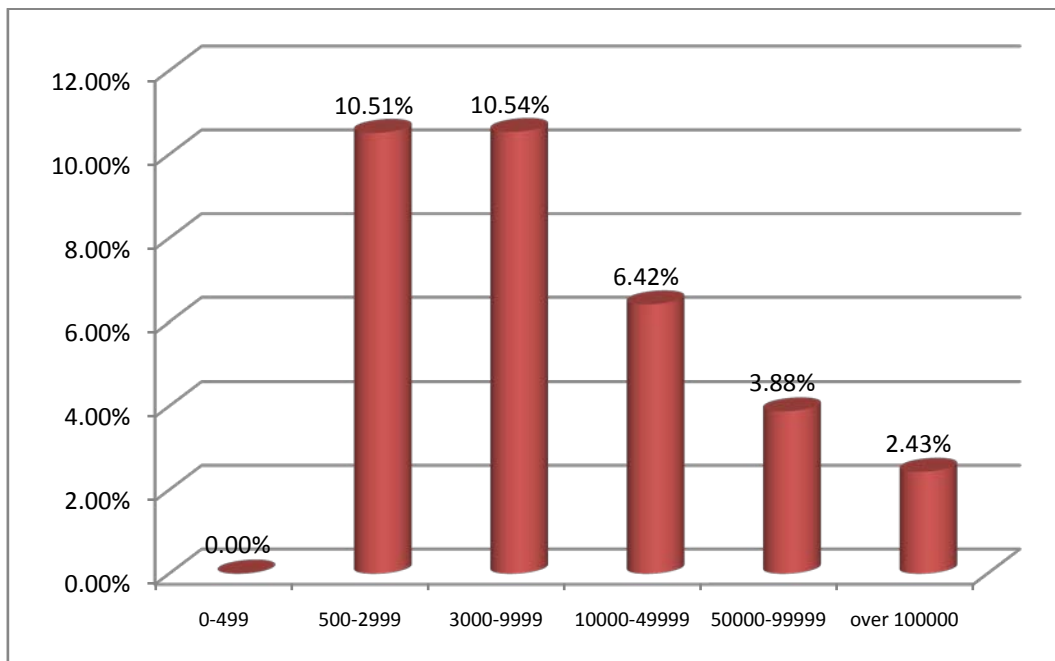


图 1.3.7 按船舶吨位划分滞留率对比图
Figure 1.3.7 Detention percentage by tonnage

图释：2012 年中国 PSC 检查的平均滞留率为 7.24%，其中吨位在 3000-9999、500-2999 和 10000-49999 之间的船舶滞留率排在前三名，分别为 10.54%、10.51%和 6.42%。
Illustration: The ships with tonnage 3000-9999, 500-2999 and 10000-49999 ranked in the first three places on detention percentage by tonnage, which were 10.54%, 10.51% and 6.42% respectively.

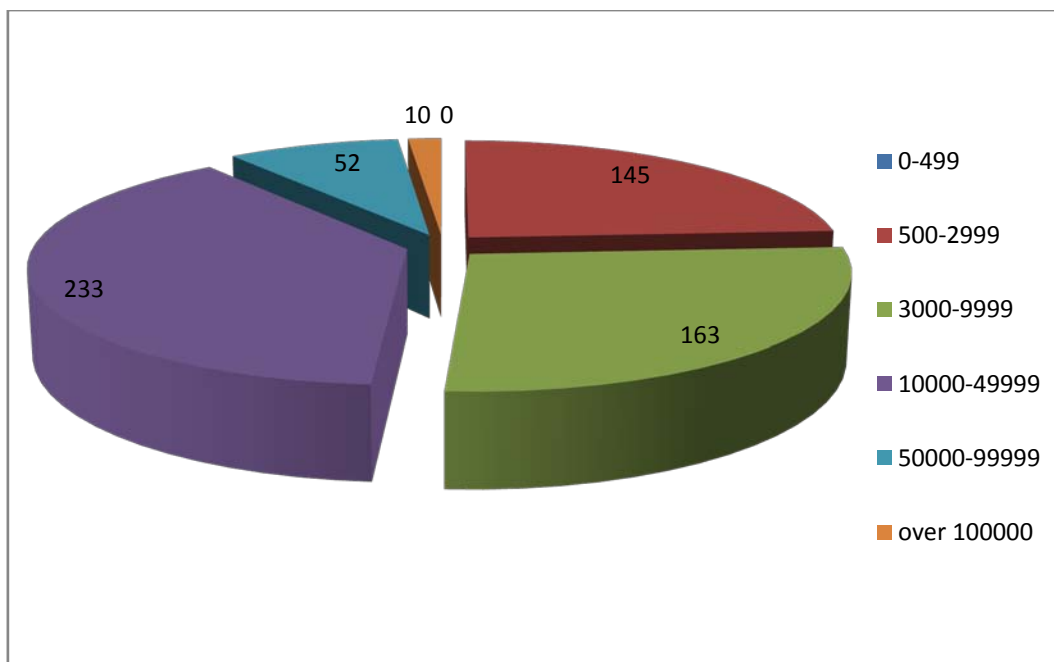


图 1.3.8 按船舶吨位船舶滞留艘次分布图
Figure 1.3.8 Detentions by tonnage

图释：船舶总吨在 10000-49999 的船滞留了 233 艘次，紧随其后的是吨位在 3000-9999 之间和吨位在 500-2999 之间的船舶，分别被滞留了 163 艘次和 145 艘次。

Illustration: The ship with tonnage 10000-49999, 3000-9999 and 500-2999 ranked in the first three places on detentions by tonnage, which are 233, 163 and 145 respectively.

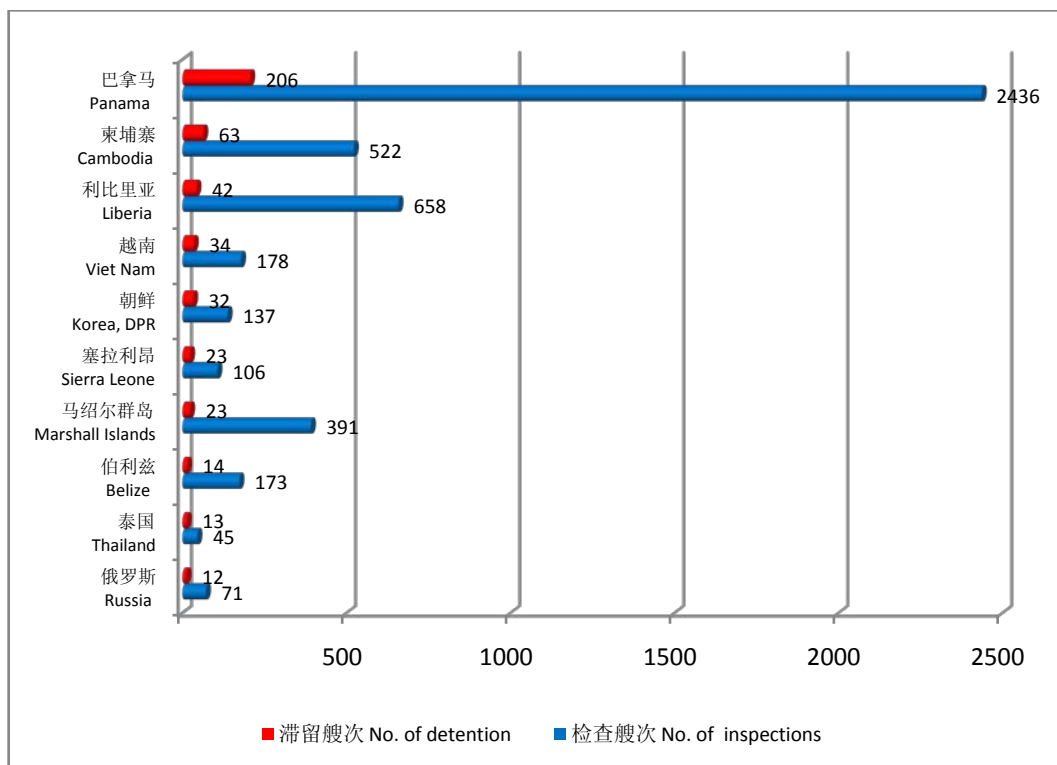


图 1.3.9 滞留艘次前十名的船旗
Figure 1.3.9 Top 10 detentions by ship flags

图释：2012 年中国 PSC 检查共滞留外国籍船舶 603 艘次，被滞留船舶艘次最多的三个船旗分别是：巴拿马 206 艘次，占滞留总艘次的 34.22%；柬埔寨 63 艘次，占滞留总艘次的 10.47%；利比里亚 42 艘次，占滞留总艘次的 6.98%。

Illustration: China detained 603 foreign ships in 2012. The top 3 flags on detention were Panama (206, 34.22% of total detentions), Cambodia (63, 10.47% of total detentions) and Liberia (42, 6.98% of total detentions).

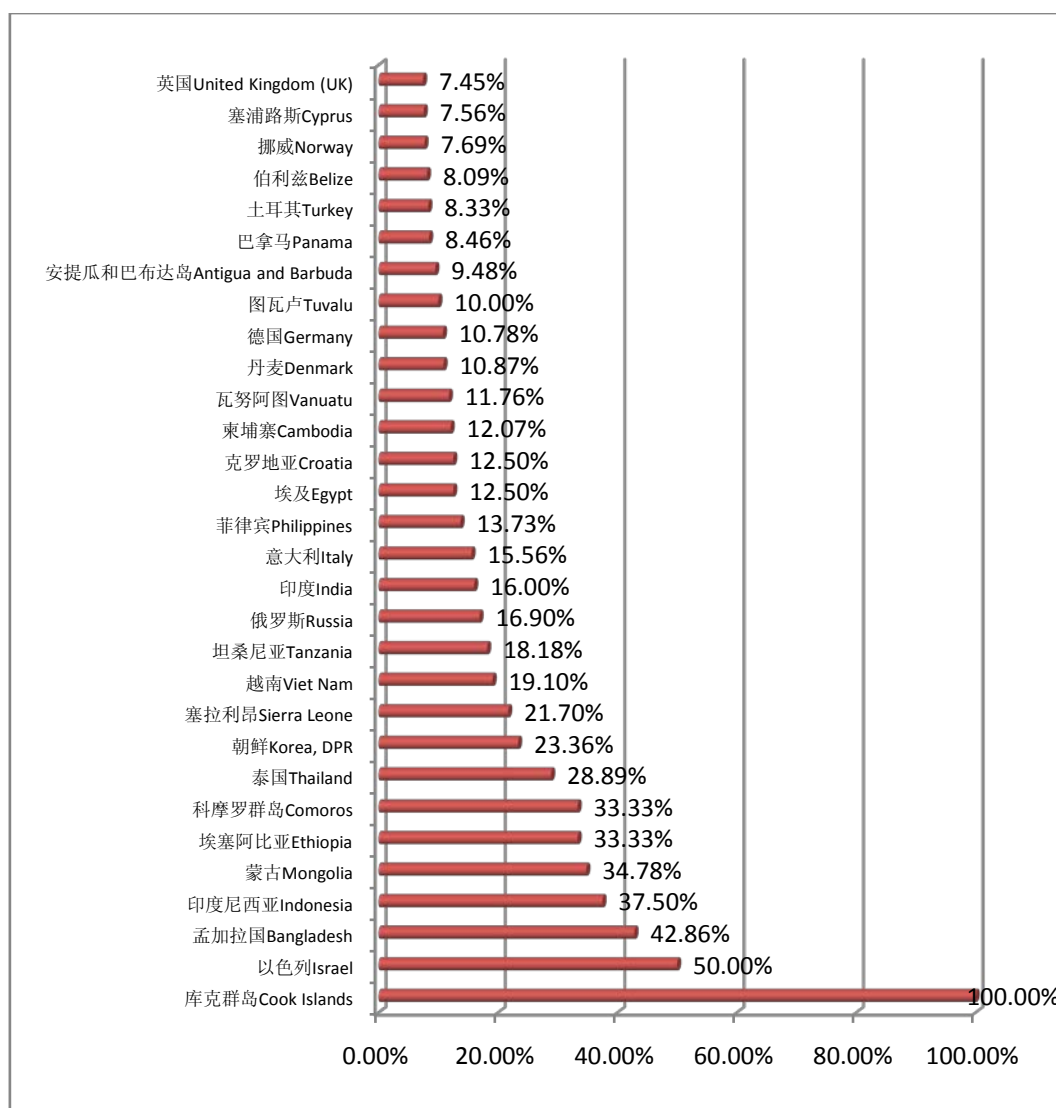


图 1.3.10 滞留百分比超过平均滞留率的船旗
Figure 1.3.10 Detention percentage by ship flags over 7.24%

图释：2012 年中国 PSC 检查平均滞留率为 7.24%，低于 2011 年平均滞留率 8.68%，共有 30 个船旗的船舶被滞留率超过 7.24% 的年度平均滞留率，其库克群岛国旗船舶滞留率达到 100%。

Illustration: The average detention percentage on PSC inspection in China 2012 was 7.24%. There were 30 flags whose ship detention percentage was over the average level, of which, detention percentage to Cook Islands reached 100%.

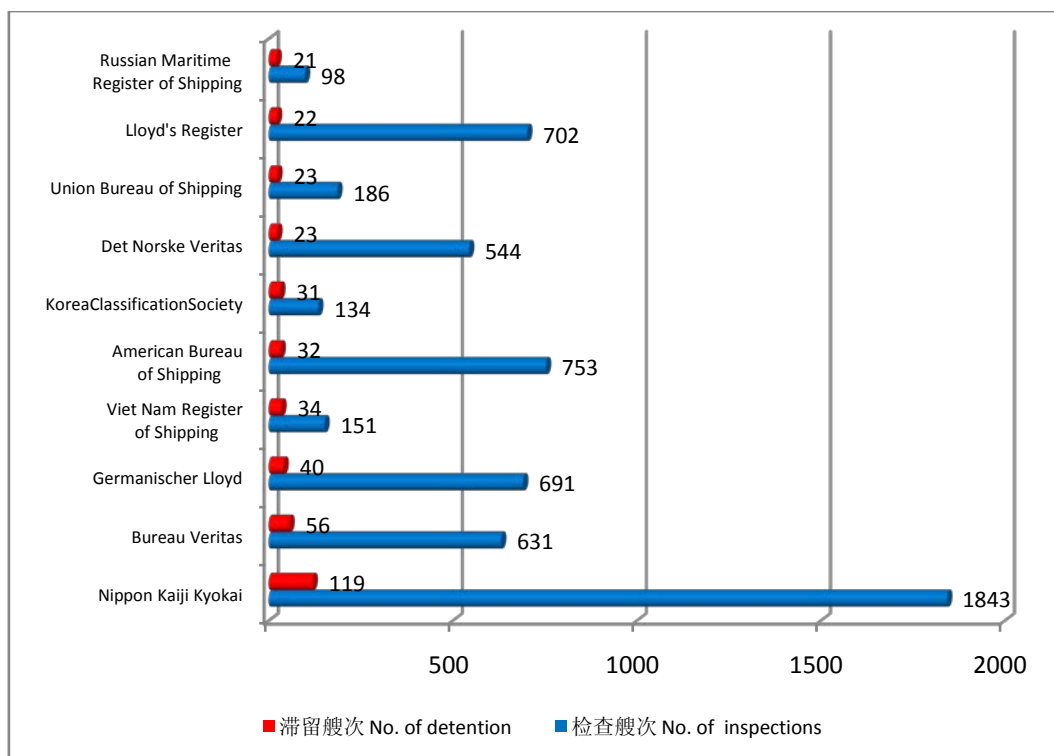


图 1.3.11 滞留船舶艘次前十名的船级社
Figure 1.3.11 Top 10 detentions by ship classification societies

图释: Nippon Kaiji Kyokai (119 艘次)、Bureau Veritas (56 艘次)、Germanischer Lloyd (40 艘次)、Viet Nam Register of Shipping (34 艘次)、American Bureau of Shipping (32 艘次)和 Korea Classification Society(former Joson Classification Society)(31 艘次)是 2012 年中国 PSC 检查滞留船舶艘次较多的船级社。

Illustration: Nippon Kaiji Kyokai (119)、Bureau Veritas (56)、Germanischer Lloyd (40)、Viet Nam Register of Shipping (34)、American Bureau of Shipping (32) ranked in the first five places on detentions in 2012.

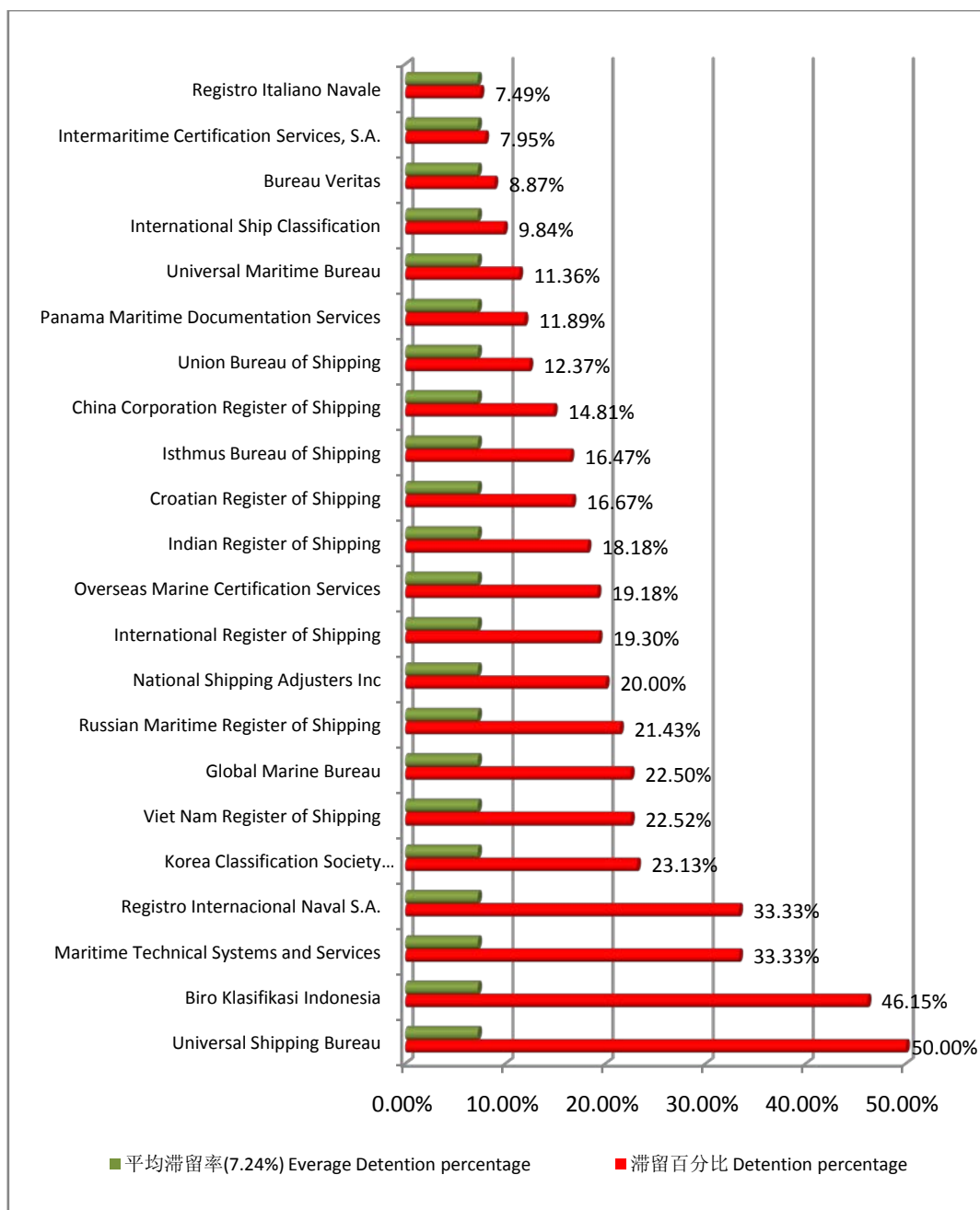


图 1.3.12 滞留百分比超过平均值的船级社

Figure 1.3.12 Detention percentage by ship classification societies over 7.24%

图释：2012 年中国 PSC 检查船舶平均滞留率为 7.24%，共有 22 个船级社船舶（不包括无船级和“其他”船级船舶）滞留百分比超过平均滞留率，其中 Universal Shipping Bureau、Biro Klasifikasi Indonesia、Maritime Technical Systems and Services 的滞留率排在前三位。

Illustration: The average detention percentage on PSC inspection in China 2012 was 7.24%. There were 22 classification societies' ship detention percentage over the average level (not including no class and other class), of which, detention percentage to Universal Shipping Bureau (50.00%)、Biro Klasifikasi Indonesia (46.15%)、Maritime Technical Systems and Services (33.33%) ranked in the first three places.

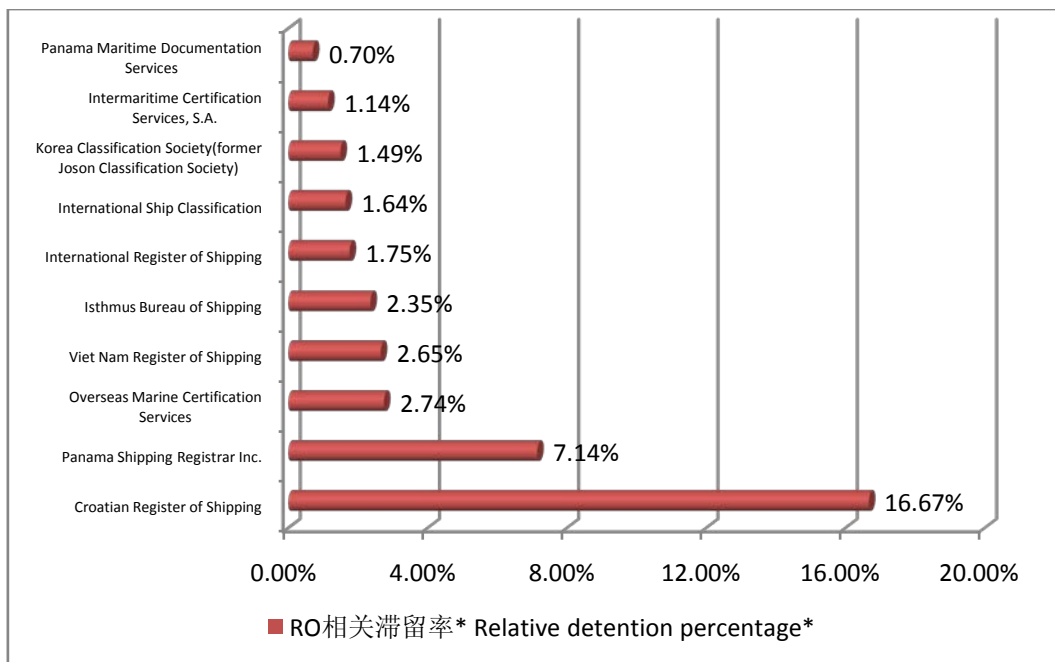


图 1.3.13RO 相关滞留率前十名的认可组织
Figure 1.3.13Top 10 Recognized Organizations related detention percentage

图释：认可组织（RO）相关滞留率*——与认可组织责任相关的滞留船舶艘次除以与认可组织有关的检查船舶艘次乘以 100%。

Illustration: RO related detention percentage* —— the figure was calculated as (no. of RO related detention / no of RO related inspections) X 100%.

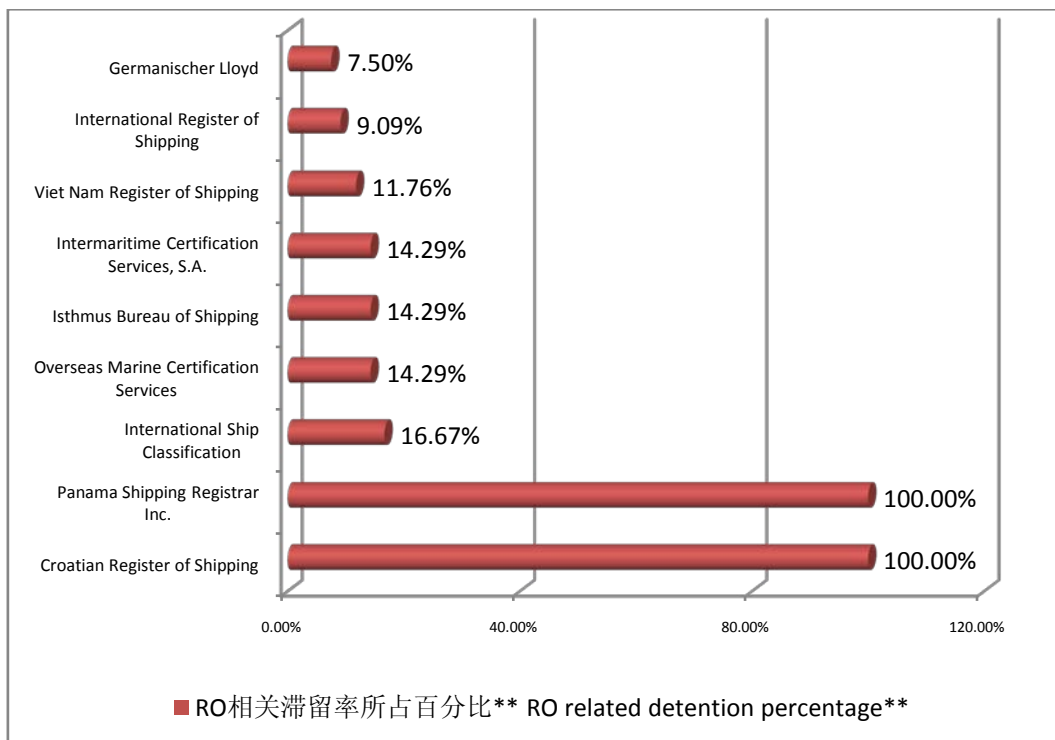


图 1.3.14 与 RO 相关滞留所占百分比前十名的认可组织
Figure 1.3.14Top 10 percentage of Recognized Organization related detentions

图释：与认可组织（RO）相关滞留所占百分比**——与认可组织责任相关的滞留船舶艘次除以 PSC 检查中滞留船舶艘次乘以 100%。

Illustration: Percentage of RO related detentions** —— the figure is calculated as (no. of RO related detentions / no. of detentions) X 100%.

第 4 章集中检查会战 (CIC) 情况

Section IV Concentrated inspection campaign

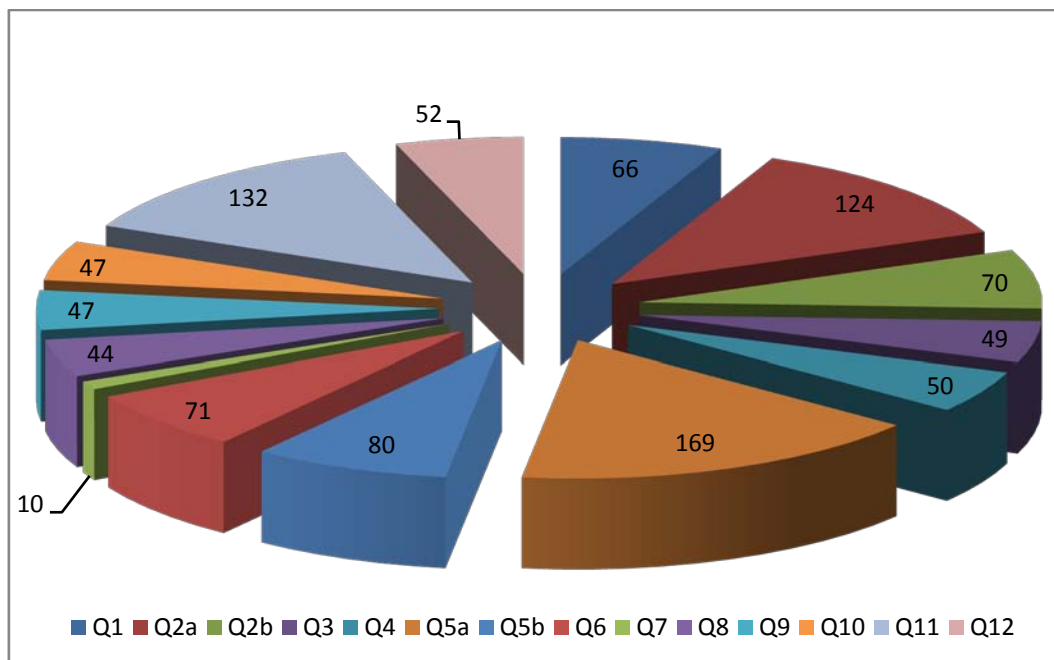


图 1.4.1 集中检查问题分布图

Figure 1.4.1 Distribution of deficiencies found in CIC according to the questionnaire

图释：在 2012 年针对船舶消防安全的集中检查会战中，针对检查单中提出的 12 类 14 个问题，中国检查单位共检查出问题 1011 项。其中不满足问题 5a（船舶消防及灭火设备是否保持随时可用）的缺陷共 169 条，位居首位；其次为不满足 Q11（主消防管线上的隔离阀是否明确标识，并适当维护以利于操作）的缺陷，为 132 条。具体的检查项目参看下表。

Illustration: During the CIC on Fire Safety System, the 51 PSC offices of China found out 1011 problems, of which, the number of deficiencies which not satisfy the question No.5a - *Are the fire protection systems, fire fighting-systems and appliances maintained ready for use* was 169, which is the most common deficiency found during the CIC inspection. Followed by question No.11 - *Are the Isolating valves of the fire main marked, maintained and easily operable*, there were 132 deficiencies like that were found. Refer to the following questionnaire for the inspection items.

船舶消防安全系统集中检查活动检查报告 concentrated inspection campaign on fire safety system	
序号 No.	项目 Item
Q1	防火控制图是否符合要求? SOLAS 公约第 II-2 章第 15.2.4 条和 15.3.2 条 (缺陷代码 01309) Does the Fire Control Plan meet the requirements? SOLAS Ch II-2/ Reg 15.2.4 and Reg 15.3.2 (Def code 01309)
Q2a	消防员装备包括个人配备是否符合要求? SOLAS 公约第 II-2 章第 10.10 条和 14.2.2 条 (缺陷代码 07111) Do the fire fighters' outfits including personal equipment comply with the requirements? SOLAS Ch II-2/ Reg 10.10 and Reg 14.2.2. (Def code 07111)
Q2b	紧急逃生呼吸装置 (EEBD) 是否符合要求? SOLAS 公约第 II-2 章第 13.3.4 条和 13.4.3 条 (缺陷代码 07112) Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements? SOLAS Ch II-2/ Reg 13.3.4 and Reg 13.4.3 (Def code 07112)
Q3	根据防火控制图放置的手提式灭火器是否处于随时可用状态? SOLAS 公约第 II-2 章第 13.3.2.4 条 (缺陷代码 07110) Are the portable extinguishers ready for use in locations as per the fire plan? SOLAS Ch II-2/ Reg 10.3.2.4 (Def code 07110)

Q4	当测试固定式气体灭火系统释放操作时，自动声响报警是否能在灭火介质释放至人员通常工作的场所之前响起？ SOLAS 公约第II-2章第10.5条（缺陷代码07109） Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work? SOLAS Ch II-2/ Reg 10.5. (Def code 07109)
Q5a	防火系统、灭火系统和装置是否保持随时可用？ SOLAS公约第II-2章第14.2.1条（缺陷代码07108） Are the fire protection systems, fire fighting-systems and appliances maintained ready for use? SOLAS/Ch II-2/ Reg 14.2.1. (Def code 07108)
Q5b	船上是否有维护保养计划显示防火系统和灭火系统及设备（如设有）经适当地测试和检查？ SOLAS公约第II-2章第14.2.2（缺陷代码07124） Is there a maintenance plan onboard to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected? SOLAS/Ch II-2/ Reg14.2.2 (Def code 07124)
Q6	船员是否熟悉可能需要其使用的任何灭火系统和设备的位置及操作？ SOLAS公约第II-2章第15.2.2（缺陷代码07123） Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use? SOLAS/Ch II-2/ Reg 15.2.2 (Def code 07123)
Q7	测试喷淋系统时是否触发了自动视觉和听觉报警？（安装喷淋系统的船舶） SOLAS 公约第 II-2 章第 10.6 条（缺陷代码 08103） Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section? SOLAS/Ch II-2/ Reg10.6 (Def code 08103)
Q8	当任何一个火警探测器或手动报警点动作时，是否能够触发驾驶室台内或控制站内设置的控制面板上发出声光火警报警信号？ SOLAS 公约第 II-2 章第 7.4.2 条（缺陷代码 07106） Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station? SOLAS Ch II-2/ Reg 7.4.2 (Def code 07106)
Q9	包括低位照明系统在内所有逃生通道照明是否得到维护？ SOLAS公约第II-2章第13条（缺陷代码07120） Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained? SOLAS Ch II-2/ Reg 13 (Def code 07120)
Q10	应急消防泵能否至少产生两组水柱？ SOLAS公约第II-2章第10.2.2.3.1条和10.2.2.4.2条（缺陷代码04102） Is the Emergency Fire pump, capable of producing at least two jets of water? SOLAS/Ch II-2/ Reg 10.2.2.3.1 and Reg 10.2.2.4.2 (Def code 04102)
Q11	消防总管的隔离阀是否有标识、保养并易于操作？ SOLAS公约第II-2章第10.2.1.4条（缺陷代码07113） Are the Isolating valves of the fire main marked, maintained and easily operable? SOLAS/Ch II-2/ Reg10.2.1.4 (Def code 07113)
Q12	如PSCO现场检查了船舶消防演习，该消防演习是否令人满意？ SOLAS公约第II-2章第15.2.2.5条SOLAS公约第III章第19.3条（缺陷代码04109） Where a fire drill was witnessed was it found to be satisfactory? SOLAS Ch II-2/R 15.2.2.5 and SOLAS Ch-III/ Reg 19.3 (Def code 04109)
Q13	此次集中检查会战是否导致船舶滞留？ Was the ship detained as a result of the CIC?

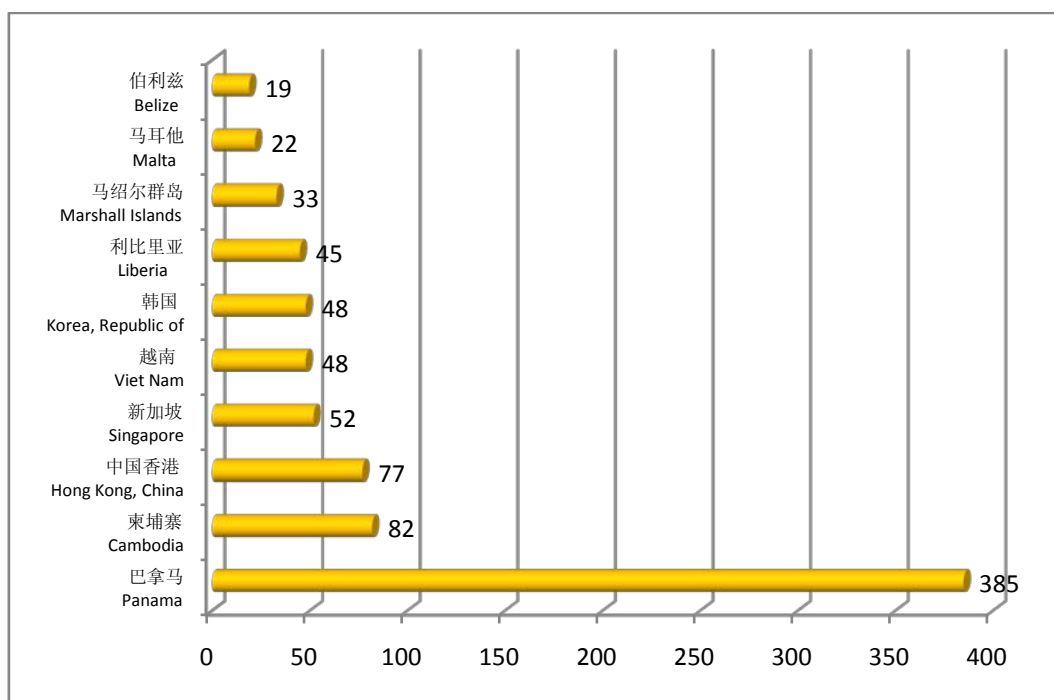


图 1.4.2 集中检查发现问题前十名的船旗
Figure 1.4.2 Top 10 flags in terms of deficiencies found in CIC

图释：在 2012 年针对船舶消防安全的集中检查会战中，共发现 1011 条缺陷。其中巴拿马籍船舶发现缺陷最多为 385 条，柬埔寨籍发现缺陷 82 条，中国香港籍发现缺陷 77 条，分列 2、3 位。

Illustration: During the CIC on Fire Safety System, total 1011 deficiencies were found by PSC offices of China. Ships flying Panama flag (385), Cambodia flag (82) and Hong Kong, China flag (77) went to the top 3.

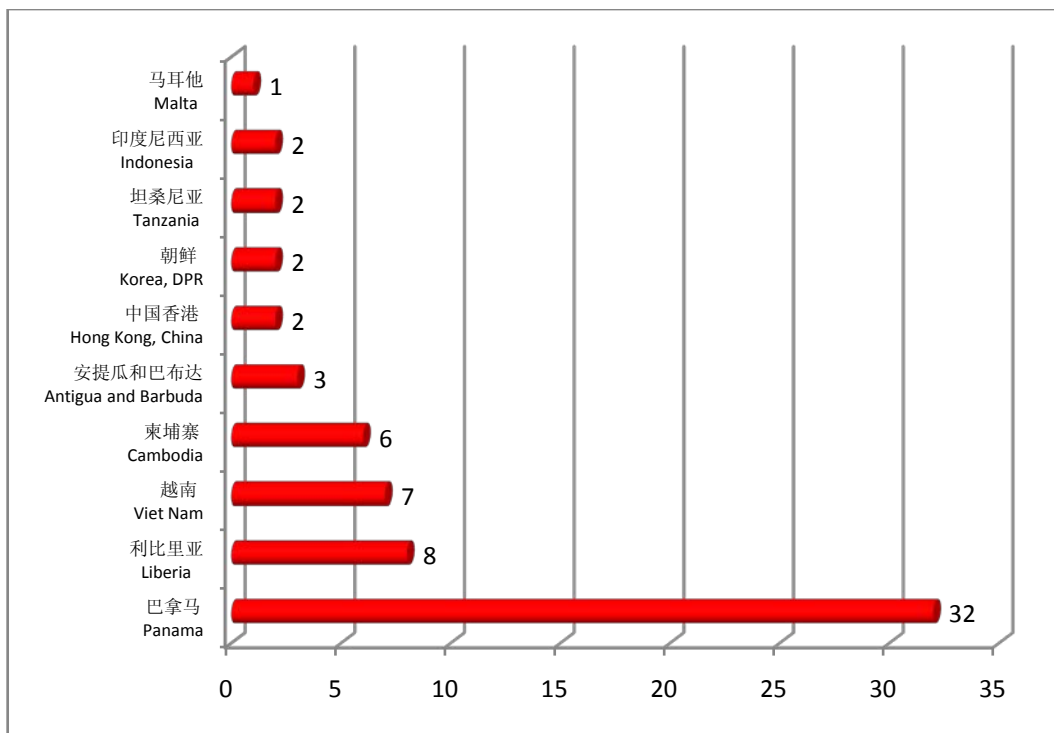


图 1.4.3 集中检查滞留船舶数量前十名的船旗
Figure 1.4.3 Top 10 flags in terms of detention in CIC

图释：在 2012 年针对船舶消防安全的集中检查会战中，共有 74 艘船舶被滞留。其中巴拿马籍船舶被滞留 32 条，位居首位。利比里亚籍（8）和越南籍（7）紧随其后，分列 2、3 为。

Illustration: During the CIC on Fire Safety System, 74 ships were detained by PSC offices of China, and ships flying Panama flag were detained 32, ranked in the first position, followed by Liberia with the number of 8. The third positions was Vietnam, there were 3 ships flying Vietnam flag were detained.

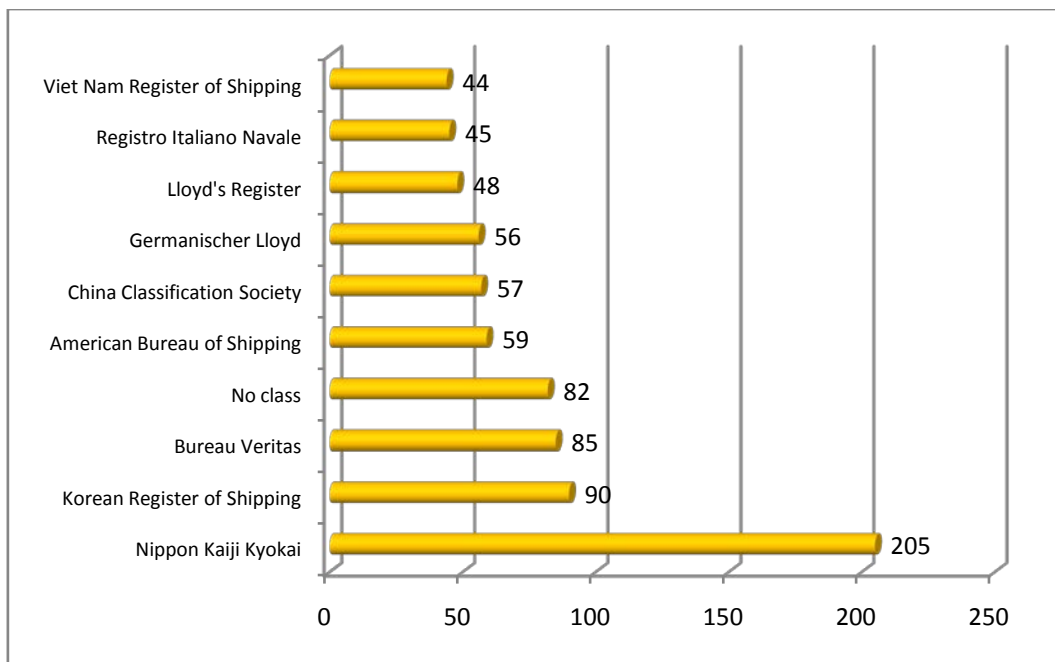


图 1.4.4 集中检查中发现问题前十名的船级社

Figure 1.4.4 Top 10 classification societies in terms of deficiencies found in CIC

图释：在 2012 年针对船舶消防安全的集中检查会战中，共有 1011 条缺陷被发现。Nippon Kaiji Kyokai 级船舶被检出缺陷 205 条，Korean Register of Shipping 级 90 条，Bureau Veritas 级 85 条，分列集中检查发现问题船级社的前三名。

Illustration: During the CIC on Fire Safety System, total 1011 deficiencies were found by PSC offices of China. Ships classed by Nippon Kaiji Kyokai (205), Korean Register of Shipping (90) and Bureau Veritas (85) went to the top 3 classification societies.

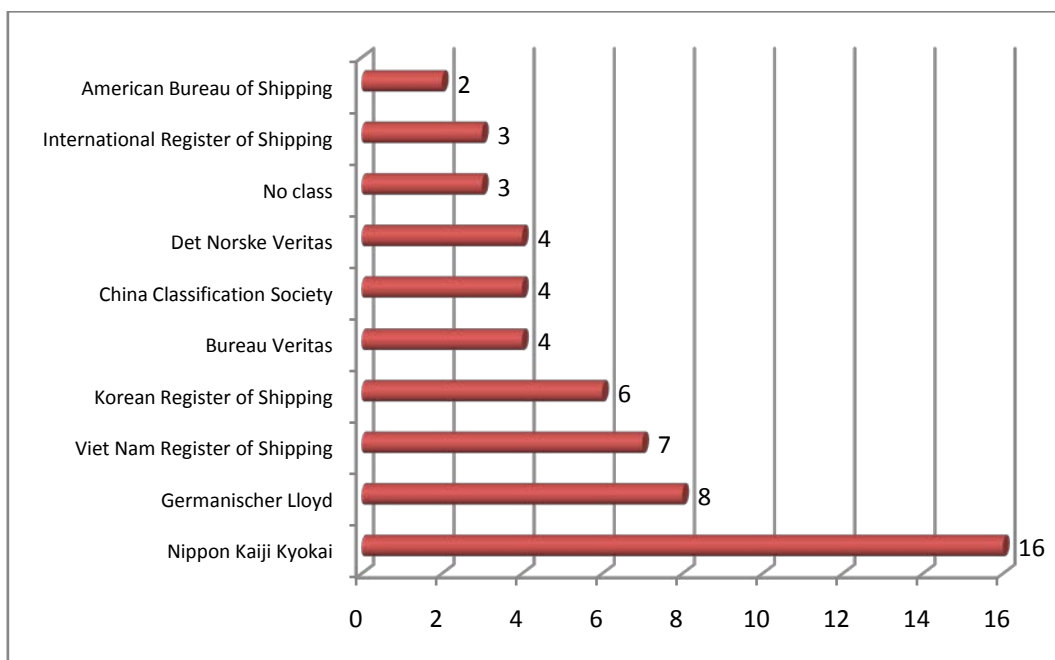


图 1.4.5 集中检查中滞留数量前十名的船级社

Figure 1.4.5 Top 10 classification societies in terms of detentions in CIC

图释：在 2012 年针对船舶消防安全的集中检查会战中，共有 74 艘船舶被滞留。其中 Nippon Kaiji Kyokai (16)，Germanischer Lloyd (8) 和 Viet Nam Register of Shipping (7) 分列有船舶被滞留的船级社中前三名。

Illustration: During the CIC on Fire Safety System, 74 ships were detained by PSC offices of China. Ships classed by Nippon Kaiji Kyokai (16), Germanischer Lloyd (8), and Viet Nam Register of Shipping (7) ranked in the first 3 places on detentions in 2012.

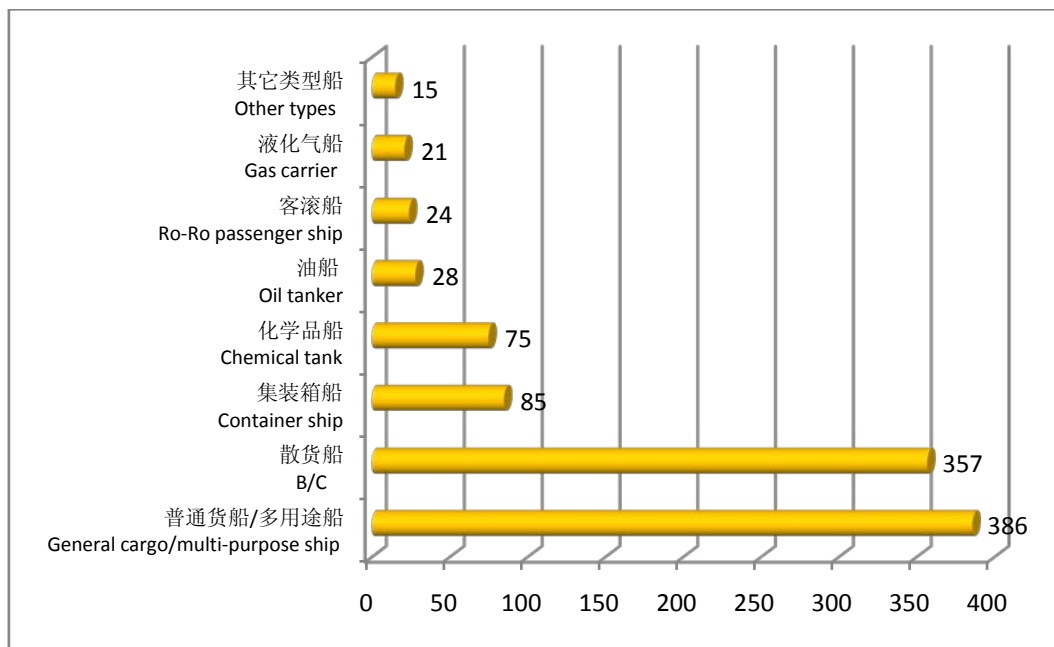


图 1.4.6 专项检查中发现问题数量前十名的船舶类型
Figure 1.4.6 Top 10 Ship Types in terms of deficiencies found in CIC.

图释：在 2012 年针对船舶消防安全的集中检查会战中，中国各检查单位共检查船舶 1801 艘，其中发现问题船舶 644 艘，发现缺陷 1101 项。其中有缺陷的普通货船/多用途船 224 艘，累积缺陷 386 条，综合相比，为所有船舶类型中发现缺陷最多的船型。散货船 242 艘，累积缺陷 357 条，排在其次。

Illustration: During the CIC on Fire Safety System, there were 1011 deficiencies were found, 386 deficiencies were found on board general cargo/multi-purpose ships, and for Bulk Carriers, total 357 deficiencies were found. They are the two kinds of ships type on which more deficiencies were found.

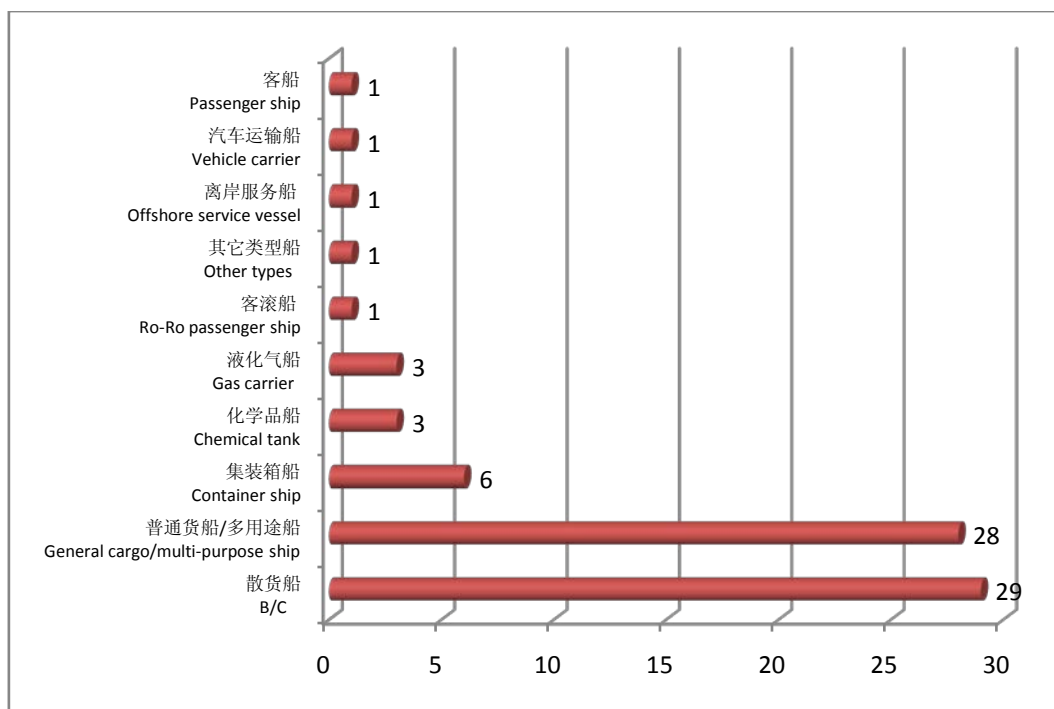


图 1.4.7 专项检查滞留船舶前十名的船舶类型
Figure 1.4.7 Top 10 CIC detentions by ship types

图释: 在 2012 年针对船舶消防安全的集中专项会战中, 中国各检查单位共滞留船舶 74 艘, 其中普通货船/多用途船 29 艘, 散货船 28 艘, 集装箱船 6 艘, 分列滞留船舶类型前三位。
Illustration: During the CIC on Fire Safety System, there were 74 vessels were detained, including 29 Bulk Carriers, 28 general cargo/multi-purpose ships and 6 Containers, which ranked in the first three ship types in term of detention in CIC.

第 5 章历史检查情况
Section V Data review

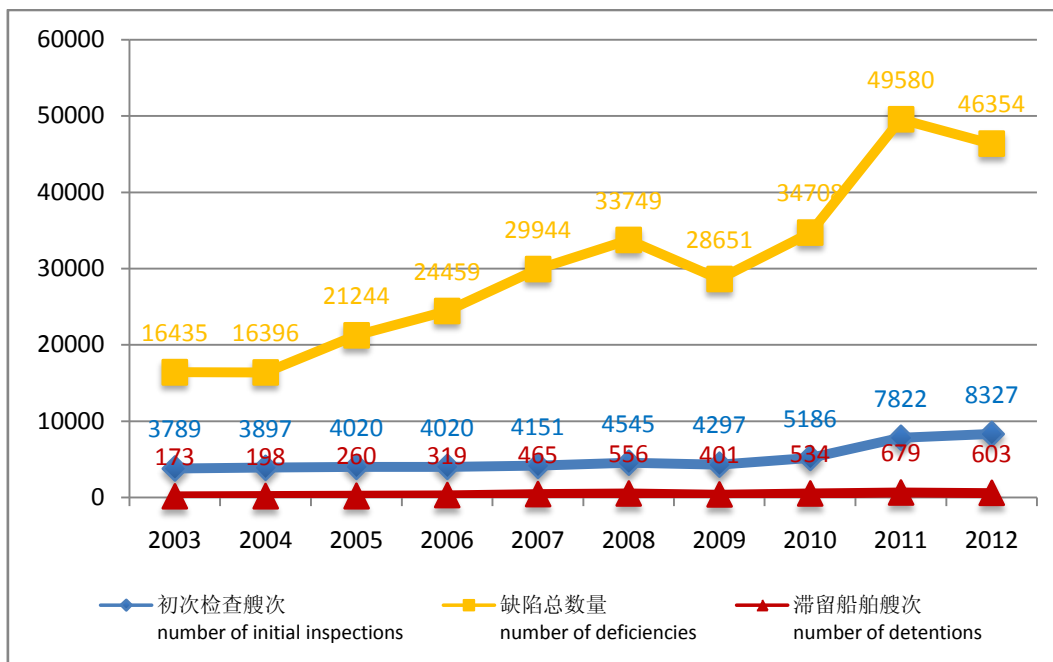


图 1.5.1 中国 PSC 检查年度趋势图
Figure 1.5.1 Trends for yearly PSC activities from 2003 to 2012

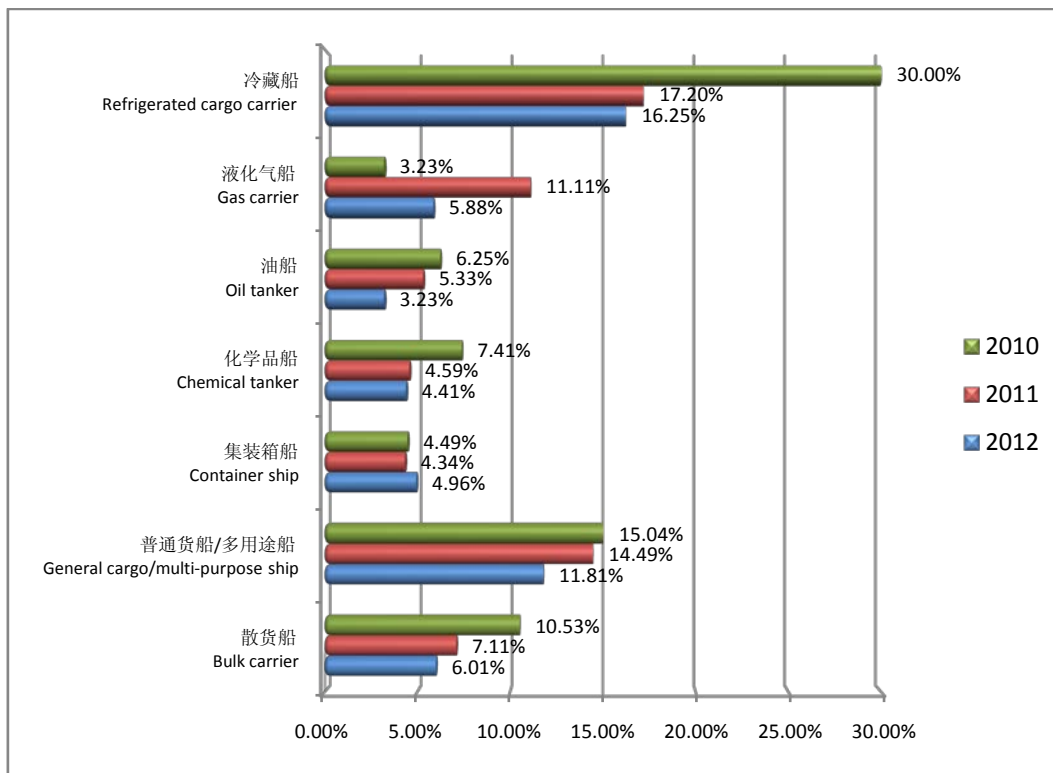


图 1.5.2 主要船舶类型滞留率历史对比图
Figure 1.5.2 Compassion of detention percentage by ship type

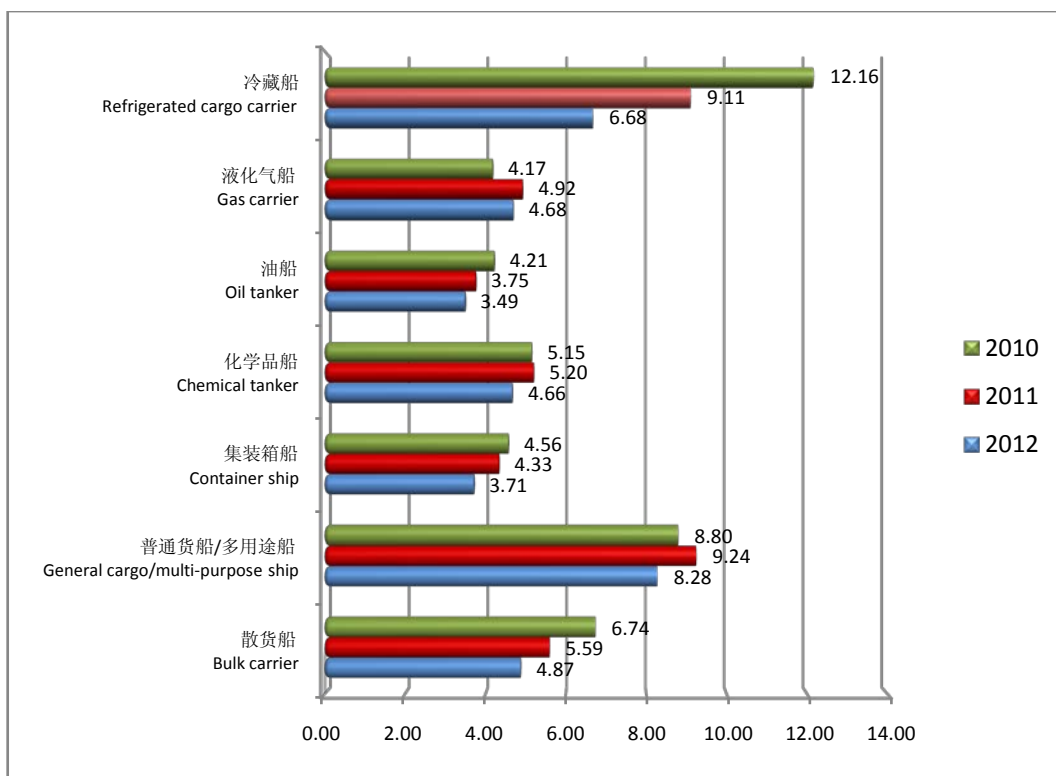


图 1.5.3 主要船舶类型单船缺陷数量历史对比图
Figure 1.5.3 Comparison of deficiencies per ship by ship type

第 6 章中国 PSC 数据概况表

Section VI Data list

表 1.6.1 各直属海事局 PSC 检查情况表
Table 1.6.1 PSC inspections list as MSA directly under MOT

直属海事局 MSAs directly under MOC	检查总艘次 No. of inspections	初次检查艘次 No. of initial inspections	发现缺陷的 检查艘次 No. of inspections with deficiencies	单船检查艘次 No. of individual inspections	滞留艘次 No. of detentions	滞留率 Detention percentage	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per ship
长江海事局 Changjiang MSA	20	19	19	18	0	0.00%	70	3.68
福建海事局 Fujina MSA	597	518	419	493	51	9.85%	2538	4.90
广东海事局 Guangdong MSA	1099	953	789	854	79	8.29%	4293	4.50
广西海事局 Guangxi MSA	250	228	174	217	14	6.14%	978	4.29
河北海事局 Hebei MSA	420	393	282	382	19	4.83%	1274	3.24
海南海事局 Hainan MSA	85	70	64	66	4	5.71%	443	6.33
江苏海事局 Jiangsu MSA	1434	1243	843	1108	142	11.42%	12629	10.16
辽宁海事局 Liaoning MSA	748	609	451	551	34	5.58%	2925	4.80
山东海事局 Shandong MSA	1420	1267	1054	1124	77	6.08%	6635	5.24
上海海事局 Shanghai MSA	1110	1047	977	1000	38	3.63%	4944	4.72
深圳海事局 Shenzhen MSA	474	429	344	419	53	12.35%	3094	7.21
天津海事局 Tianjin MSA	693	620	421	588	33	5.32%	2238	3.61
浙江海事局 Zhejiang MSA	1117	931	1181	865	59	6.34%	4293	4.61
总计 Total	9467	8327	7018	——	603	7.24%	46354	5.57

表 1.6.2 PSC 检查单位检查情况表
Table 1.6.2 PSC inspections list as PSC offices

检查单位 PSC office	检查总艘次 No. of inspections	初次检查艘次 No. of initial inspections	发现缺陷的 检查艘次 No. of inspections with deficiencies	单船检查艘次 No. of individual inspections	滞留艘次 No. of detention	滞留率 Detention percentage	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per ship
安庆 Anqing	4	4	4	4	0	0.00%	11	2.75
北海 Beihai	42	42	39	41	5	11.90%	320	7.62
广州 Guangzhou	474	414	355	382	41	9.90%	1912	4.62
曹妃甸 Caofeidian	113	110	94	110	0	0.00%	357	3.25
常熟 Changshu	82	73	69	72	8	10.96%	603	8.26
常州 Changzhou	26	23	21	23	2	8.70%	111	4.83
丹东 Dandong	64	50	50	50	4	8.00%	421	8.42
大连 Dalian	411	331	212	309	20	6.04%	1532	4.63
防城 Fangcheng	143	128	85	127	7	5.47%	397	3.10
福州 Fuzhou	97	90	73	88	6	6.67%	441	4.90
海口 Haikou	85	70	64	66	4	5.71%	443	6.33
黄骅 Huanghua	30	30	22	30	4	13.33%	73	2.43
虎门 Humen	108	91	68	88	6	6.59%	288	3.16
惠州 Huizhou	38	36	14	36	0	0.00%	43	1.19
江阴 Jiangyin	152	121	115	120	12	9.92%	1103	9.12
嘉兴 Jiaxing	55	53	48	53	3	5.66%	298	5.62
锦州 Jinzhou	68	55	39	53	1	1.82%	135	2.45
连云港 Lianyungang	296	263	257	249	28	10.65%	2990	11.37
茂名 Maoming	32	30	27	28	1	3.33%	162	5.40
宁德 Ningde	31	27	25	25	4	14.81%	263	9.74
宁波 Ningbo	570	503	444	490	28	5.57%	1863	3.70
南京 Nanjing	94	91	84	90	16	17.58%	948	10.42
南通 Nantong	237	210	209	209	37	17.62%	2875	13.69
莆田 Putian	10	10	6	10	1	10.00%	30	3.00
钦州 Qinzhou	65	58	50	53	2	3.45%	261	4.50
泉州 Quanzhou	67	55	48	55	2	3.64%	295	5.36
日照 Rizhao	471	432	379	420	29	6.71%	2629	6.09
上海 Shanghai	1110	1047	977	1000	38	3.63%	4944	4.72
秦皇岛 Qinhuangdao	138	119	105	118	8	6.72%	547	4.60
汕头 Shantou	70	62	49	61	7	11.29%	348	5.61
深圳 Shenzhen	474	429	344	419	53	12.35%	3094	7.21

2012 年中国港口国监督数据分析年报

太仓 Taicang	106	81	77	81	8	9.88%	760	9.38
青岛 Qingdao	497	435	337	406	23	5.29%	1671	3.84
唐山 Tangshan	139	134	61	132	7	5.22%	297	2.22
台州 Taizhou	166	93	93	68	8	8.60%	713	7.67
天津 Tianjin	693	620	421	588	33	5.32%	2238	3.61
泰州 Taizhou	137	111	100	110	7	6.31%	802	7.23
威海 Weihai	130	112	95	97	6	5.36%	602	5.38
芜湖 Wuhu	16	15	15	15	0	0.00%	59	3.93
温州 Wenzhou	21	18	17	17	1	5.56%	100	5.56
厦门 Xiamen	356	302	242	295	34	11.26%	1381	4.57
营口 Yingkou	205	173	150	170	9	5.20%	837	4.84
阳江 Yangjiang	44	38	32	37	4	10.53%	173	4.55
烟台 Yantai	322	288	243	259	19	6.60%	1733	6.02
扬州 Yangzhou	34	20	20	20	2	10.00%	192	9.60
湛江 Zhanjiang	161	142	126	140	15	10.56%	925	6.51
镇江 Zhenjiang	96	89	81	88	5	5.62%	626	7.03
张家港 Zhangjiagang	174	161	148	161	17	10.56%	1619	10.06
舟山 Zhoushan	305	264	241	262	19	7.20%	1319	5.00
珠海 Zhuhai	172	140	118	131	5	3.57%	442	3.16
漳州 Zhangzhou	36	34	25	34	4	11.76%	128	3.76
总计 Total	9467	8327	7018	——	603	7.24%	46354	5.57

表 1.6.3 PSC 检查缺陷类别分布情况表
Table 1.6.3 PSC inspection data by nature of deficiencies

缺陷类别 Nature of deficiencies		缺陷数量 No. of deficiencies	滞留缺陷数量 No. of detainable deficiencies	滞留缺陷百分比 Detention percentage
证书和文件 Certificate & Documentation	船舶证书 Sho Certificates	1409	80	5.68%
	船员证书 Crew Certificates	422	46	10.90%
	文件 Documents	2317	7	0.30%
证书和文件合计 Total of Certificate &		4148	133	3.21%
结构 Structural Conditions		1802	57	3.16%
水密/风雨密 Water/Weathertight conditions		3057	87	2.85%
应急系统 Emergency Systems		3028	118	3.90%
无线电通讯 Radio Communications		1512	62	4.10%
货物载运 Cargo operations including		167	1	0.60%
消防设备 Fire safety		9386	439	4.68%
警报 Alarms		564	31	5.50%
工作和起居处所 Working and Living Conditions	起居处所 Living conditions	153	1	0.65%
	工作处所 Working	1296	7	0.54%
工作和起居处所合计 Total of Working and Living		1449	8	0.55%
航行安全 Safety of Navigation		7810	70	0.90%
救生设备 Life saving appliances		5654	197	3.48%
危险货物 Dangerous goods		118	8	6.78%
主动力和辅助设备 Propulsion and auxiliary machinery		3057	51	1.67%
防污染 Pollution prevention	Marpol 附则 I Marpol Annex I	1235	107	8.66%
	Marpol 附则 II Marpol Annex II	20	0	0.00%
	Marpol 附则 III Marpol Annex III	4	0	0.00%
	Marpol 附则 IV Marpol Annex IV	627	40	6.38%
	Marpol 附则 V Marpol Annex V	230	2	0.87%
	Marpol 附则 VI Marpol Annex VI	390	11	2.82%
	防污底公约 Anti Fouling	7	0	0.00%
防污染合计 Total of Pollution prevention		2513	160	6.37%
ISM 规则 ISM		836	82	9.81%
ISPS 规则 ISPS		929	17	1.83%
其他 Other		324	3	0.93%
总计 Total		46354	1524	3.29%

表 1.6.4 PSC 检查船舶类型情况表
Table 1.6.4 PSC inspection data by ship type

船舶类型 Ship Type	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	滞留艘次 No. of detention	滞留率 Detention percentage
NLS 液货船 NLS Tanker	7	5	24	0	0.00%
组合运输船 Combination carrier	8	7	30	1	12.50%
油船 Oil tanker	403	302	1405	13	3.23%
液化气船 Gas carrier	187	161	876	11	5.88%
化学品船 Chemical tanker	567	494	2644	25	4.41%
散货船 Bulk carrier	3127	2486	15232	188	6.01%
汽车运输船 Vehicle carrier	59	43	190	4	6.78%
集装箱船 Container ship	1331	1015	4933	66	4.96%
滚装船 Ro-Ro cargo ship	25	21	168	3	12.00%
普通货船/多用途船 General	2270	2176	18791	268	11.81%
冷藏船 Refrigerated cargo	80	78	534	13	16.25%
木屑船 Woodchip carrier	33	33	181	1	3.03%
牲畜运输船 Livestock carrier	4	3	13	0	0.00%
客滚船 Ro-Ro passenger	32	29	198	1	3.13%
客船 Passenger ship	42	30	258	1	2.38%
渔业加工船 Factory ship	0	0	0	0	0.00%
重载船 Heavy load carrier	17	14	73	0	0.00%
离岸服务船 Offshore service	35	30	229	3	8.57%
移动式近海钻井船和 穿梭油轮	0	0	0	0	0.00%
特种用途船 Special purpose	3	3	3	0	0.00%
高速客船 High speed	0	0	0	0	0.00%
高速货船 High speed cargo	0	0	0	0	0.00%
拖轮 Tugboat	18	16	96	0	0.00%
其他 Other types of ship	79	72	476	5	6.33%
总计 Total	8327	7018	46354	603	7.24%

表 1.6.5 PSC 检查船龄分布情况表
Table 1.6.5 PSC inspection data by ship age

船龄 Ship age	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per inspection	滞留艘次 No. of detention	滞留率 Detention percentage
0-5	2616	1959	9710	3.71	105	4.01%
6-10	1753	1451	8430	4.81	108	6.16%
11-15	1023	826	4916	4.81	69	6.74%
16-20	942	838	5550	5.89	70	7.43%
21-25	711	684	5467	7.69	54	7.59%
26-30	814	798	7390	9.08	115	14.13%
over 30	468	462	4891	10.45	82	17.52%
总计 Total	8327	7018	46354	5.57	603	7.24%

表 1.6.6 PSC 检查船舶吨位情况分布表
Table 1.6.6 PSC inspection data by tonnage

总吨 Tonnage	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per inspection	滞留艘次 No. of detention	滞留率 Detention percentage
0-499	18	18	120	6.67	0	0.00%
500-2999	1379	1356	11898	8.63	145	10.51%
3000-9999	1547	1404	10684	6.91	163	10.54%
10000-49999	3631	2985	18226	5.02	233	6.42%
50000-99999	1341	1015	4534	3.38	52	3.88%
over 100000	411	240	892	2.17	10	2.43%
总计 Total	8327	7018	46354	5.57	603	7.24%

表 1.6.7 PSC 检查船旗情况表
Table 1.6.7 PSC inspection data by ship flag

船旗 Ship flag	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	滞留艘次 No. of detention	滞留率 Detention percentage
安提瓜和巴不达岛 Antigua and Barbuda	116	94	533	11	9.48%
巴哈马 Bahamas	158	127	589	8	5.06%
巴林 Bahrain	1	1	8	0	0.00%
孟加拉国 Bangladesh	14	14	153	6	42.86%
巴巴多斯 Barbados	3	3	11	0	0.00%
比利时 Belgium	12	9	23	0	0.00%
伯里兹 Belize	173	167	1456	14	8.09%
百慕大群岛(英) Bermuda (UK)	21	16	64	1	4.76%
柬埔寨 Cambodia	522	521	4854	63	12.07%
开曼群岛(英) Cayman Islands (UK)	11	9	32	0	0.00%
智利 Chile	1	1	5	0	0.00%
科摩罗群岛 Comoros	3	3	34	1	33.33%
库克群岛 Cook Islands	1	1	6	1	100.00%
克罗地亚 Croatia	8	7	55	1	12.50%
库腊索岛 Curacao	2	1	6	0	0.00%
塞浦路斯 Cyprus	119	101	530	9	7.56%
丹麦 Denmark	46	35	127	5	10.87%
多米尼加 Dominica	6	6	54	0	0.00%
埃及 Egypt	8	8	50	1	12.50%
埃塞阿比亚 Ethiopia	3	3	13	1	33.33%
法国 France	18	12	43	1	5.56%
埃塞阿比亚 Georgia	3	3	29	0	0.00%
德国 Germany	102	93	487	11	10.78%
直布罗陀(英) Gibraltar (UK)	9	7	20	0	0.00%
希腊 Greece	124	94	409	2	1.61%

中国香港 Hong Kong, China	1018	676	3346	1	0.10%
印度 India	25	24	184	4	16.00%
印度尼西亚 Indonesia	24	24	287	9	37.50%
伊朗 Iran	3	3	15	0	0.00%
马恩岛(英属) Isle of Man (UK)	51	35	167	2	3.92%
以色列 Israel	4	4	27	2	50.00%
意大利 Italy	45	37	207	7	15.56%
牙买加 Jamaica	2	1	3	0	0.00%
日本 Japan	32	28	158	0	0.00%
约旦 Jordan	1	0	0	0	0.00%
基里巴斯 Kiribati	48	48	537	3	6.25%
朝鲜 Korea, Democratic People's Republic	137	137	1643	32	23.36%
韩国 Korea, Republic of	379	351	2291	0	0.00%
科威特 Kuwait	6	6	37	0	0.00%
利比里亚 Liberia	658	517	2675	42	6.38%
利比亚 Libyan Arab Jamahiriya	1	1	8	0	0.00%
马来西亚 Malaysia	37	31	191	2	5.41%
马耳他 Malta	208	168	874	7	3.37%
马绍尔群岛 Marshall Islands	391	299	1448	23	5.88%
蒙古 Mongolia	23	23	311	8	34.78%
缅甸 Myanmar	1	1	7	0	0.00%
荷兰 Netherlands	29	24	123	1	3.45%
挪威 Norway	52	40	215	4	7.69%
巴基斯坦 Pakistan	3	2	12	0	0.00%
巴拿马 Panama	2436	2104	14455	206	8.46%
菲律宾 Philippines	51	49	388	7	13.73%
卡塔尔 Qatar	1	1	2	0	0.00%
俄罗斯 Russia	71	70	553	12	16.90%

圣文森特和格林纳丁斯 Saint Vincent and the Grenadines	115	110	749	3	2.61%
萨摩亚 Samoa	2	2	7	0	0.00%
沙特阿拉伯 Saudi Arabia	17	12	30	0	0.00%
塞拉里昂 Sierra Leone	106	105	1125	23	21.70%
新加坡 Singapore	430	358	1732	5	1.16%
圣基茨和尼维斯(英国) St. Kitts & Nevis (UK)	3	3	41	0	0.00%
瑞典 Sweden	1	0	0	0	0.00%
瑞士 Switzerland	2	1	1	0	0.00%
中国台湾 Taiwan, China	7	7	62	0	0.00%
坦桑尼亚 Tanzania	11	11	74	2	18.18%
泰国 Thailand	45	44	439	13	28.89%
多哥 Togo	8	8	82	0	0.00%
汤加 Tonga	1	1	8	0	0.00%
土耳其 Turkey	12	9	57	1	8.33%
图瓦卢 Tuvalu	40	38	304	4	10.00%
阿联酋 United Arab Emirates (UAE)	2	2	3	0	0.00%
英国 United Kingdom (UK)	94	66	281	7	7.45%
美国 United States of America	13	12	64	0	0.00%
瓦努阿图 Vanuatu	17	16	104	2	11.76%
越南 Viet Nam	178	171	1420	34	19.10%
总计 Total	8327	7018	46354	603	7.24%

表 1.6.8 PSC 检查船级社情况表
Table 1.6.8 PSC inspection data by classification society

船级社 Classification society	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	滞留艘次 No. of detention	滞留率 Detention percentage
American Bureau of Shipping	753	545	2499	32	4.25%
Biro Klasifikasi Indonesia	13	13	183	6	46.15%
Bureau Veritas	631	511	3172	56	8.87%
China Classification Society	557	403	2283	1	0.18%
China Corporation Register of Shipping	27	26	272	4	14.81%
Class withdrawn	1	1	10	0	0.00%
Croatian Register of Shipping	6	5	36	1	16.67%
Det Norske Veritas	544	420	2129	23	4.23%
Germanischer Lloyd	691	554	2780	40	5.79%
Global Marine Bureau	40	40	365	9	22.50%
INCLAMAR (Inspektion y Classification Maritime S.de R. L.)	2	2	22	0	0.00%
Indian Register of Shipping	22	22	158	4	18.18%
Intermaritime Certification Services, S.A.	88	88	696	7	7.95%
International Naval Surveys Bureau	4	4	45	0	0.00%
International Register of Shipping	57	57	622	11	19.30%
International Ship Classification	61	61	700	6	9.84%
Isthmus Bureau of Shipping	85	84	927	14	16.47%
Korea Classification Society(former Joson Classification Society)	134	134	1613	31	23.13%
Korea Ship Safety Technology Authority	5	5	64	0	0.00%
Korean Register of Shipping	664	587	3481	13	1.96%
Lloyd's Register	702	530	2496	22	3.13%
Maritime Technical Systems and Services	3	3	48	1	33.33%
National Shipping Adjusters Inc	5	5	64	1	20.00%
Nippon Kaiji Kyokai	1843	1550	9030	119	6.46%
No class	381	379	3622	46	12.07%
Other	81	80	881	24	29.63%
Overseas Marine Certification Services	73	73	714	14	19.18%
Panama Maritime Documentation Services	143	141	1452	17	11.89%
Panama Shipping Registrar Inc.	28	28	253	2	7.14%
Polски Rejestr Statkow	6	6	51	0	0.00%

Registro Internacional Naval S.A.	3	3	25	1	33.33%
Registro Italiano Navale	187	176	1247	14	7.49%
RINAVE Portuguesa	4	4	37	0	0.00%
Russian Maritime Register of Shipping	98	96	802	21	21.43%
Turkish Lloyd	2	2	17	0	0.00%
Union Bureau of Shipping	186	186	1799	23	12.37%
Universal Maritime Bureau	44	44	379	5	11.36%
Universal Shipping Bureau	2	2	25	1	50.00%
Viet Nam Register of Shipping	151	148	1355	34	22.52%
总计 Total	8327	7018	46354	603	7.24%

表 1.6.9 直属海事局 CIC 情况表
Table 1.6.9 CIC by MSAs directly under MOT

直属海事局 MSAs directly under MOC	CIC 检查艘次 No. of CIC inspections	问题船舶数量 No. of CIC inspections with problems	问题数量 Problems found in CIC	滞留船舶数量 No. of detentions in CIC	滞留率 Detention percentage in CIC
辽宁海事局 Liaoning MSA	133	42	71	4	3.01%
河北海事局 Hebei MSA	130	43	55	5	3.85%
山东海事局 Shandong MSA	273	102	156	13	4.76%
江苏海事局 Jiangsu MSA	228	98	158	11	4.82%
浙江海事局 Zhejiang MSA	186	44	54	4	2.15%
上海海事局 Shanghai MSA	211	90	168	4	1.90%
天津海事局 Tianjin MSA	175	59	97	7	4.00%
深圳海事局 Shenzhen MSA	103	34	40	6	5.83%
长江海事局 Changjiang MSA	4	3	7	0	0.00%
福建海事局 Fujina MSA	119	42	67	13	10.92%
广东海事局 Guangdong MSA	183	63	94	4	2.19%
广西海事局 Guangxi MSA	43	17	33	2	4.65%
海南海事局 Hainan MSA	13	7	11	1	7.69%
总计 Total	1801	644	1011	74	4.11%

表 1.6.10 PSC 检查单位 CIC 情况表
Table 1.6.10 CIC by PSC offices

检查单位 PSC office	CIC 检查艘次 No. of CIC inspections	问题船舶数量 No. of CIC inspections with problems	问题数量 Problems found in CIC	滞留船舶数量 No. of detentions in CIC	滞留率 Detention percentage in CIC
安庆 Anqing	1	1	1	0	0.00%
北海 Beihai	10	5	11	2	20.00%
广州 Guangzhou	69	17	22	1	1.45%
曹妃甸 Caofeidian	38	13	14	0	0.00%
常熟 Changshu	14	7	10	0	0.00%
常州 Changzhou	0	0	0	0	0.00%
丹东 Dandong	3	0	0	0	0.00%
大连 Dalian	52	21	34	1	1.92%
防城 Fangcheng	23	11	21	0	0.00%
福州 Fuzhou	16	9	15	1	6.25%
海口 Haikou	13	7	11	1	7.69%
黄骅 Huanghua	4	2	2	0	0.00%
虎门 Humen	24	12	16	0	0.00%
惠州 Huizhou	4	0	0	0	0.00%
江阴 Jiangyin	17	9	10	2	11.76%
嘉兴 Jiaxing	11	4	5	0	0.00%
锦州 Jinzhou	19	0	0	0	0.00%
连云港 Lianyungang	53	13	17	2	3.77%
茂名 Maoming	8	4	7	0	0.00%
宁德 Ningde	10	8	16	4	40.00%
宁波 Ningbo	101	29	32	3	2.97%
南京 Nanjing	23	9	11	1	4.35%
南通 Nantong	45	29	56	3	6.67%
莆田 Putian	1	0	0	0	0.00%
钦州 Qinzhou	10	1	1	0	0.00%

泉州 Quanzhou	14	6	6	2	14.29%
日照 Rizhao	77	39	58	5	6.49%
上海 Shanghai	211	90	168	4	1.90%
秦皇岛 Qinhuangdao	47	15	21	5	10.64%
汕头 Shantou	14	7	11	0	0.00%
深圳 Shenzhen	103	34	40	6	5.83%
太仓 Taicang	20	13	22	1	5.00%
青岛 Qingdao	114	22	25	3	2.63%
唐山 Tangshan	41	13	18	0	0.00%
台州 Taizhou Zhejiang	11	6	11	1	9.09%
天津 Tianjin	175	59	97	7	4.00%
泰州 Taizhou Jiangsu	11	10	21	0	0.00%
威海 Weihai	16	11	26	2	12.50%
芜湖 Wuhu	3	2	6	0	0.00%
温州 Wenzhou	5	3	4	0	0.00%
厦门 Xiamen	65	15	21	4	6.15%
营口 Yingkou	59	21	37	3	5.08%
阳江 Yangjiang	1	0	0	0	0.00%
烟台 Yantai	66	30	47	3	4.55%
扬州 Yangzhou	3	0	0	0	0.00%
湛江 Zhanjiang	32	9	19	3	9.38%
镇江 Zhenjiang	23	0	0	1	4.35%
张家港 Zhangjiagang	19	8	11	1	5.26%
舟山 Zhoushan	58	2	2	0	0.00%
珠海 Zhuhai	31	14	19	0	0.00%
漳州 Zhangzhou	13	4	9	2	15.38%
总计 Total	1801	644	1011	74	4.11%

第 II 部分中国籍船舶在亚太地区接受 PSC 检查情况

Part II Data of PSC for Chinese flagships under memorandum of understanding on PSC in the Asia-Pacific region

报告摘要
DATA REVIEW

船旗 flag	中国 China
报告时间 period	01/01/2012-31/12/2012
检查总艘次 total number of inspections	1051
其中, 初次检查艘次 of which, number of initial inspections	920
复查艘次 number of follow-up inspections	131
查出缺陷总数量 number of deficiencies	2118
滞留船舶艘次 number of detentions	8
滞留百分比 detention percentage	0.87%

历史数据
DATA REVIEW

报告年份 year	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003
初次检查艘次 number of initial inspections	920	707	676	694	690	798	804	851	899	904
查出缺陷总数量 number of deficiencies	2118	1768	2016	1933	2354	2337	2048	2235	2513	2960
滞留船舶艘次 number of detentions	8	1	8	7	11	7	6	7	15	15
单船平均缺陷数量 number of deficiencies per ship	2.30	2.50	2.98	2.79	3.39	2.93	2.55	2.63	2.80	3.27
滞留百分比 detentions percentage	0.87%	0.14%	1.18%	1.01%	1.59%	0.88%	0.75%	0.82%	1.67%	1.66%

第 1 章中国籍船舶亚太地区 PSC 检查量 Section I Workload under Tokyo MOU

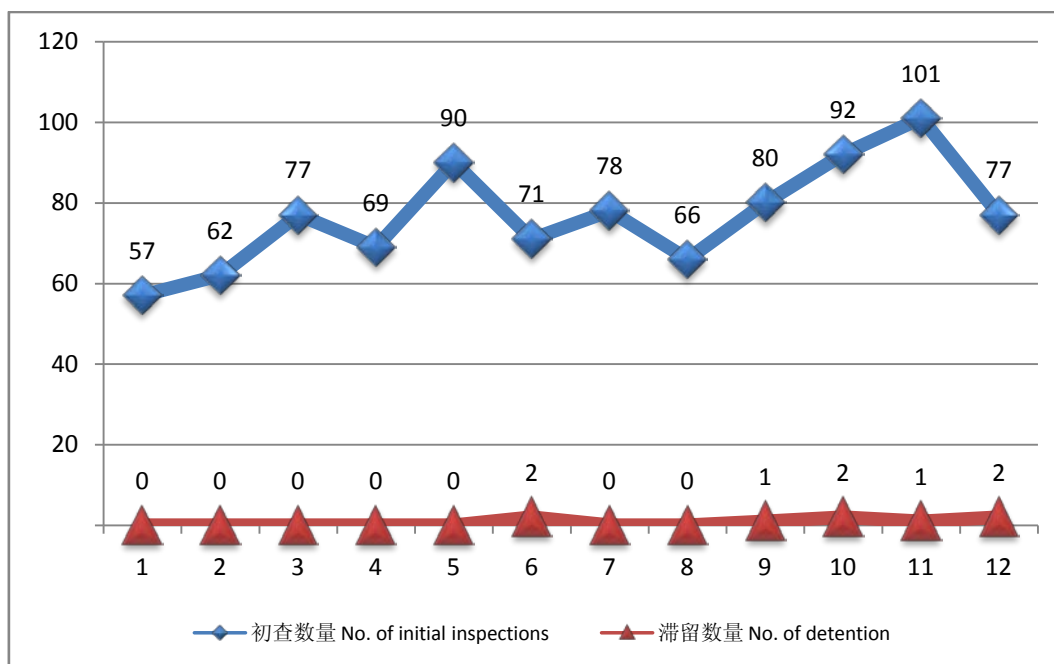


图 2.1.1 中国籍船舶亚太地区 PSC 检查月度趋势图
Figure 2.1.1 Trends of PSCI to Chinese flag ships under Tokyo MOU monthly

图释：2012 年前 5 个月中国籍船舶在亚太地区被检船舶数量呈递增趋势，6、7、8 月份被检数量有所下降，但之后数量又有显著增加，其中 11 月份受检船舶数量最多，达到 101 艘次。

Illustration: In the first five months of 2012, the monthly inspection numbers to Chinese flag ships in Tokyo MOU is increasing gradually, and begin decreasing from June. However, the number of inspections rises again since August, and reached highest in November (101).

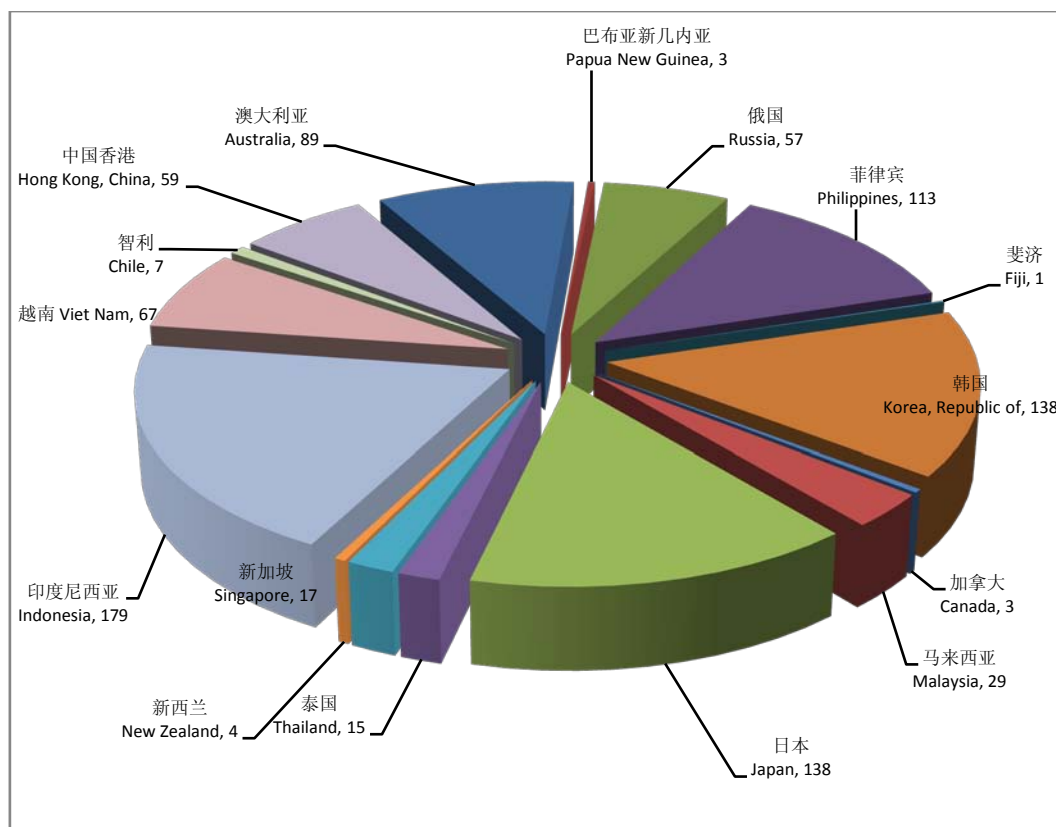


图 2.1.2 中国籍船舶亚太地区被检艘次分布图

Figure 2.1.2 Number of PSC inspections to Chinese flag ships under Tokyo MOU

图释：2012 年，共有 920 艘次从事国际航运的中国籍船舶在亚太地区接受了 PSC 检查，其中印度尼西亚检查了 179 艘次，日本、韩国分别检查 138 艘次，上述三个国家检查中国籍船舶数量超过其它东京备忘录组织成员当局。

Illustration: 837 Chinese flag ships engaged in international trade received PSC inspection under Tokyo MOU in 2012, of which, Indonesia (179) , Japan (138) and Korea, Republic of (138) carried out more PSC inspections to Chinese flag ships than the other countries.

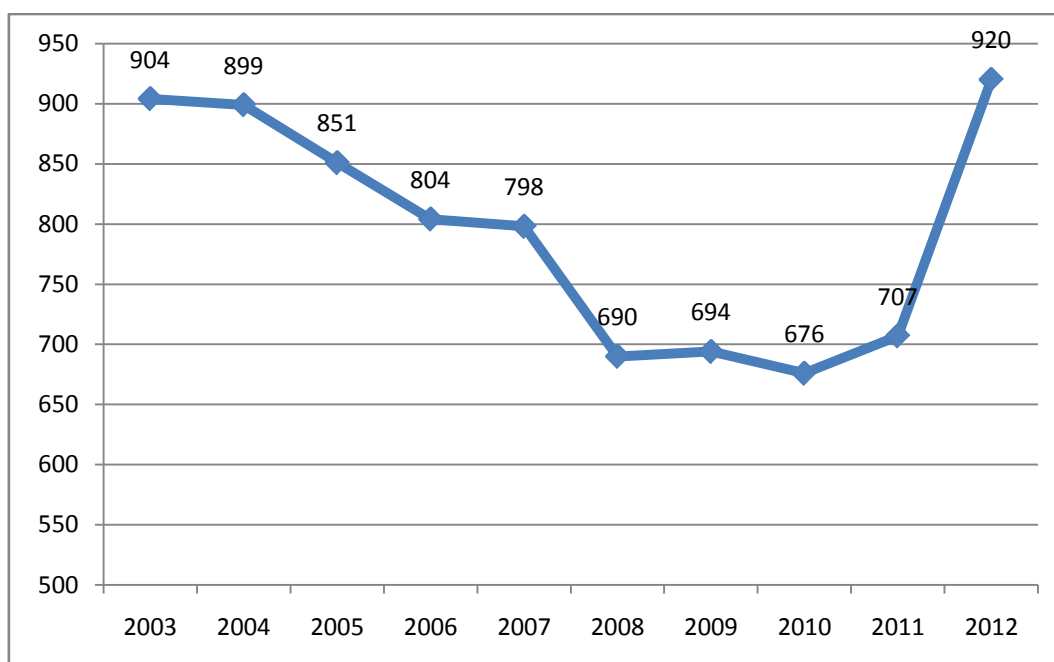


图 2.1.3 中国籍船舶亚太地区被检艘次年度趋势图

Table 2.1.3 Initial inspections to Chinese flag ships under Tokyo MOU from 2003 to 2012

第 2 章中国籍船舶亚太地区 PSC 检查缺陷分析
Section II Deficiency under Tokyo MOU

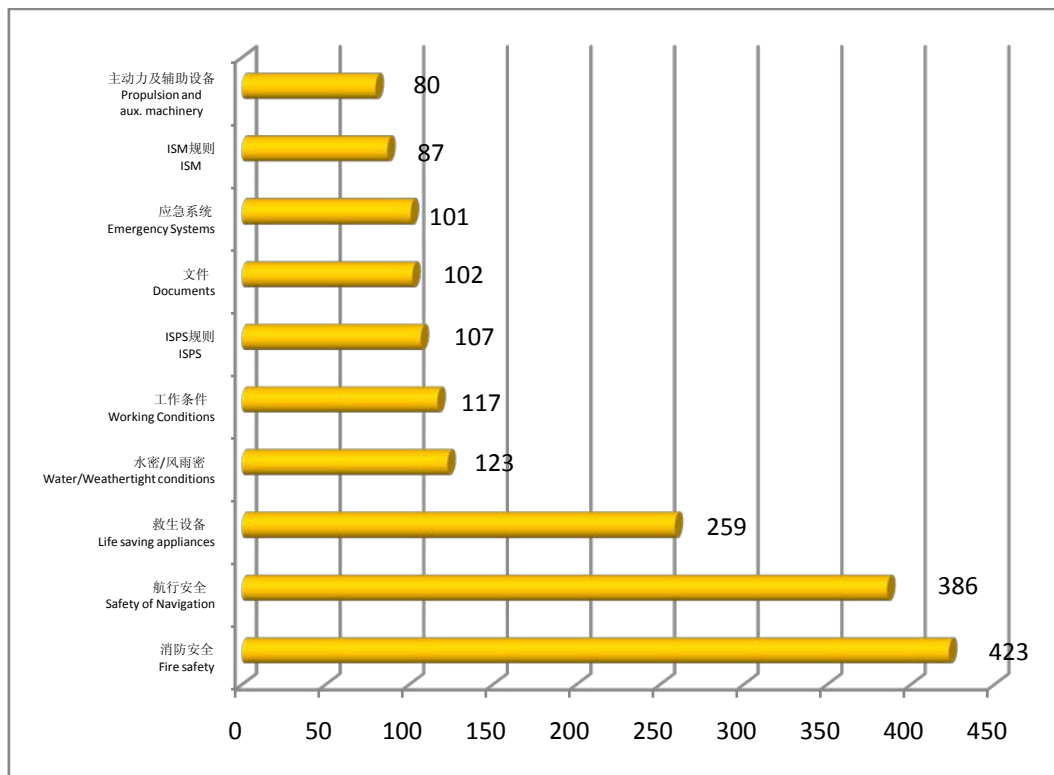


图 2.2.1 中国籍船舶亚太地区 PSC 检查被查出数量前十名的缺陷类型

Figure 2.2.1 TOP 10 deficiencies by deficiencies nature to Chinese flag ships under Toyo MOU

图释：中国籍船舶在 2012 年 PSC 检查中共被查出缺陷 2118 项，前三名的缺陷类型分别是消防安全 423 项、航行安全 386 项和救生设备 259 项。

Illustration: Fire Safety (423), Safety of Navigation (386) and Lifesaving Appliances (259) were the main areas for inspections undertaken to Chinese flag ships.

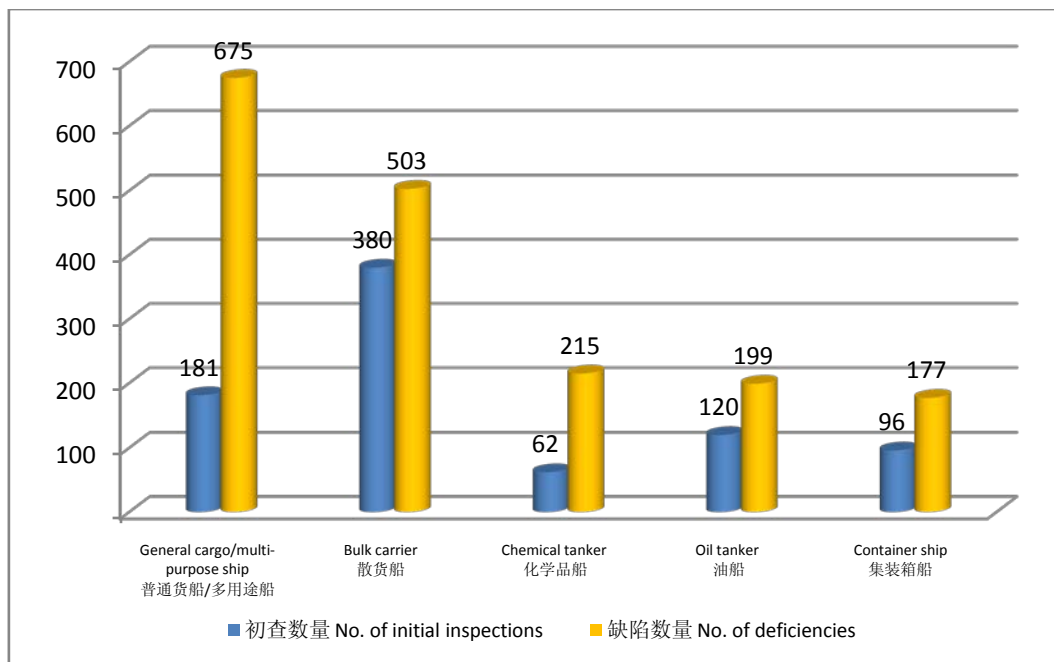


图 2.2.2 中国籍船舶亚太地区 PSC 检查缺陷数量前五名的船舶类型
 Figure 2.2.2 TOP 5 deficiencies by ship type to Chinese flag ships under Tokyo MOU

图释：中国籍船舶 2012 年被查出缺陷数量最多的前三种船舶类型分别是：普通货船/多用途船 675 项，散货船 503 项和化学品船 215 项。

Illustration: General Cargo/multi-purpose ship (675), Bulk Carrier (503) and Chemical Tanker (215) were the top 3 ship types in number of deficiencies found out.

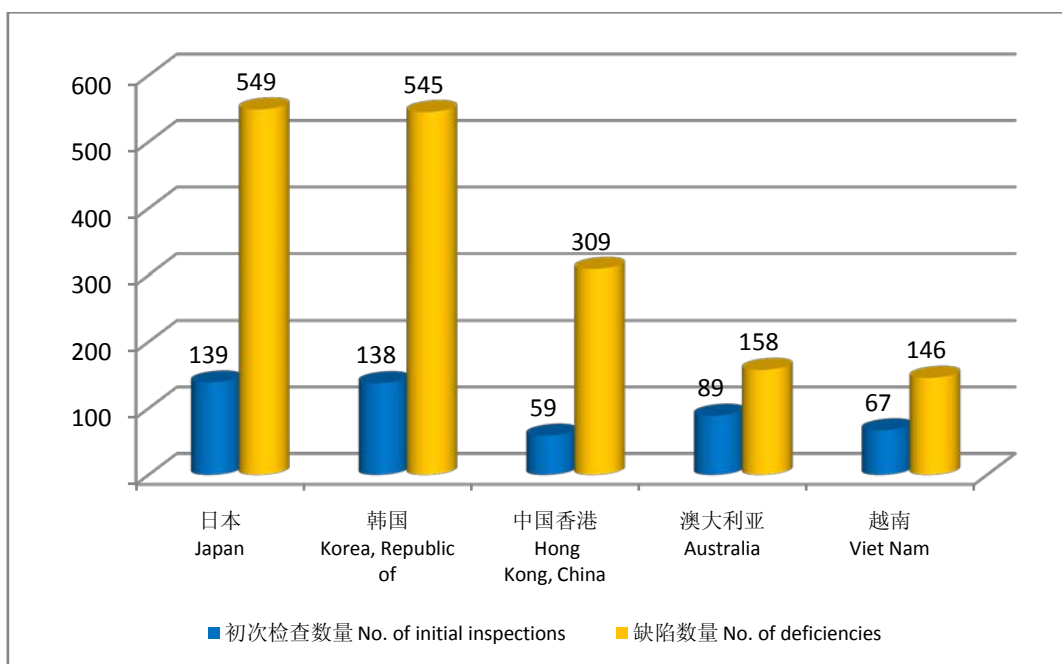


图 2.2.3 亚太地区查出中国籍船舶缺陷数量前五名的港口当局
 Figure 2.2.3 TOP 5 No. of deficiencies by authorities to Chinese flag ships under Tokyo MOU

图释：在对中国籍船舶实施 PSC 检查中查出缺陷数量前五名的港口国当局分别是：日本、549 项、韩国 545 项，香港 309 项，越南 158 项和印度尼西亚 146 项。

Illustration: Top 5 authorities who found out more deficiencies went to Japan (549), Korea, Republic of (545), Hong Kong, China (309), Viet Nam (158) and Indonesia (146).

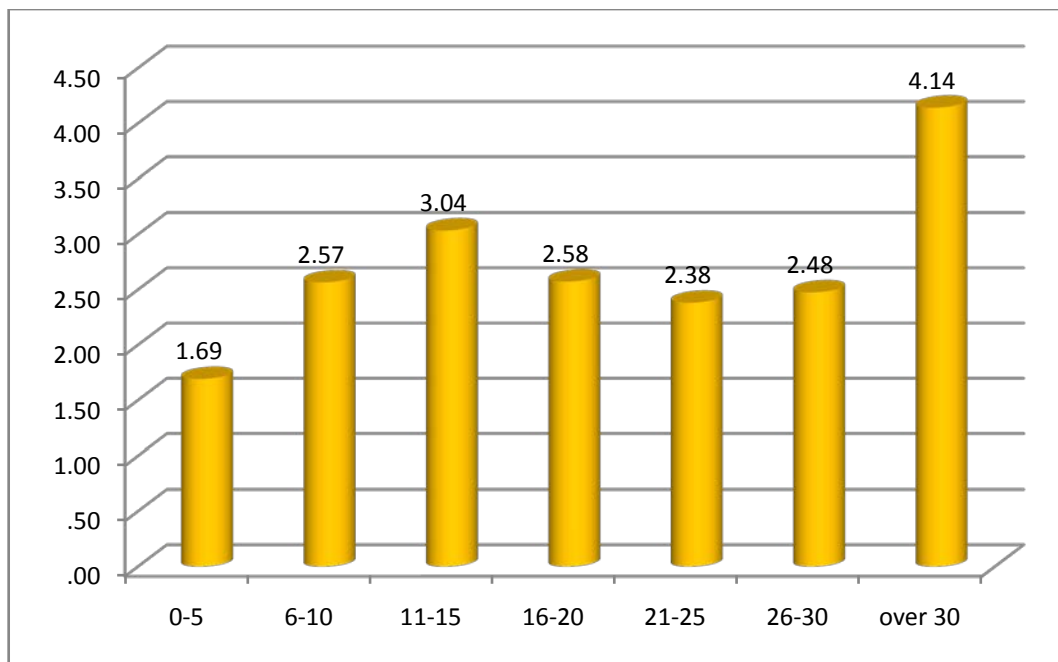


图 2.2.4 中国籍船舶在亚太地区单船缺陷数量船龄对比图

Figure 2.2.4 Deficiencies per ship by ship age for Chinese flag ships under Tokyo MOU

图释：中国籍船舶船龄在 30 年以上的单船缺陷数量最多，达到 4.14 项，11-15 年船龄的排在第二，单船缺陷数量为 3.04。

Illustration: China flag ships with age over 30 years had the most deficiencies per ship, which is 4.14, and the ships with age 11-15 years were in the second place (3.04).

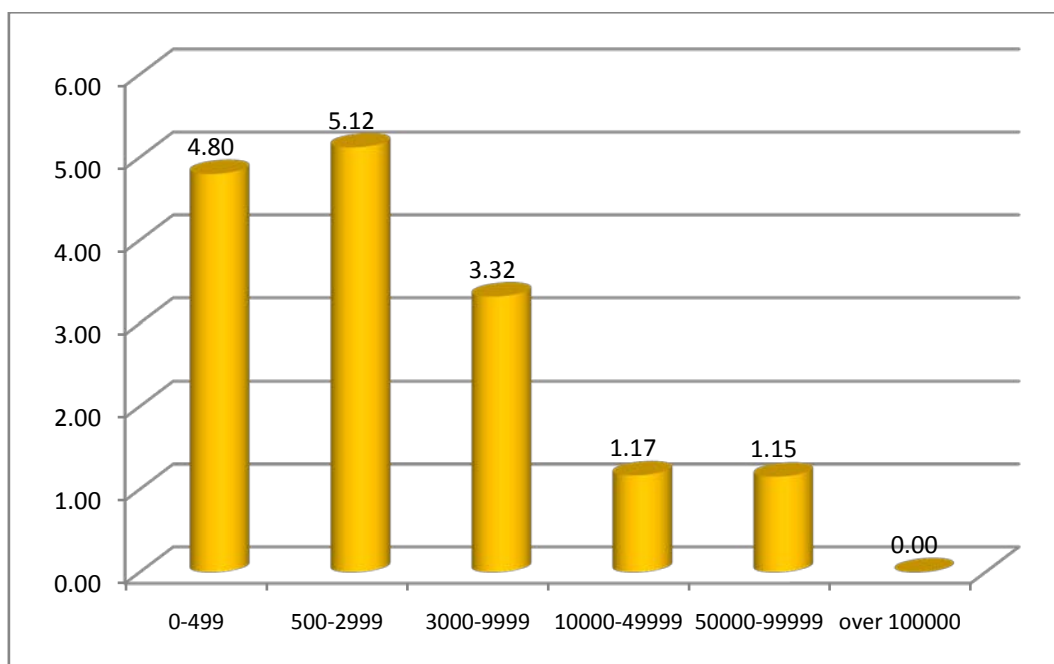


图 2.2.5 中国籍船舶在亚太地区单船缺陷数量总吨对比图

Figure 2.2.5 Deficiencies per ship by tonnage for Chinese flag ships under Tokyo MOU

图释：总吨在 500-2999 间船舶的单船缺陷数量最多，达到 5.12 项，总吨在 0-499 之间和 3000-9999 之间的船舶的单船缺陷数量排在第二和第三，分别为 4.80 项和 3.32 项目。

Illustration: The China flag ships with tonnage 500-299 (5.12), 0-499 (4.8) and 3000-9999 (3.32) ranked in the first three places on the deficiencies per ship by tonnage.

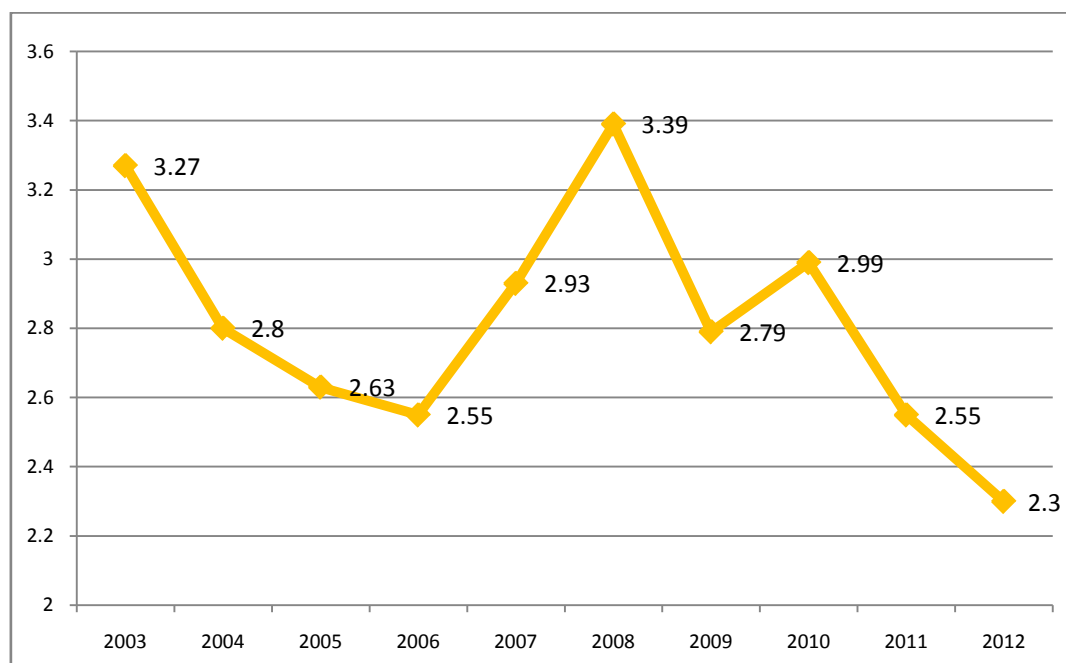


图 2.2.6 中国籍船舶亚太地区单船缺陷数量年度趋势图

Figure 2.2.6 Deficiencies per ship for Chinese flag ships under Tokyo MOU from 2003 to 2012

图释：中国籍船舶单船缺陷数量从 2008 年起呈下降趋势，2012 年单船缺陷数量最低，为 2.3 项。

Illustration: The number of deficiencies per Chinese flag ship decreased from 2008 and reached to 2.3 in 2012.

第 3 章中国籍船舶亚太地区 PSC 检查滞留分析
Section III Detention under Tokyo MOU

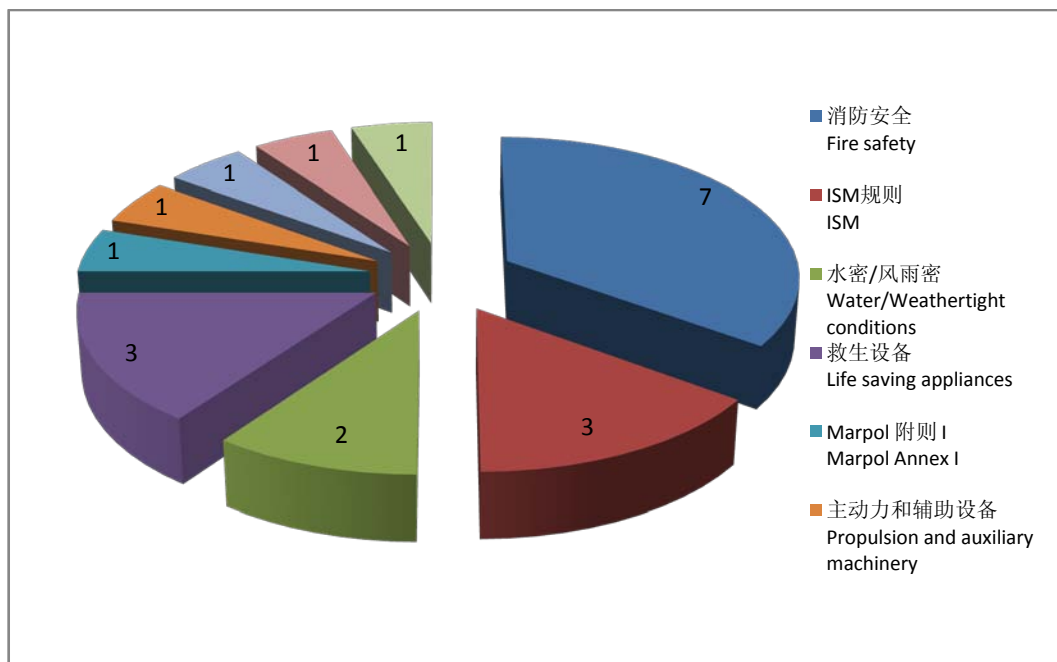


图 2.3.1 中国籍船舶亚太地区滞留缺陷分布图
Figure 2.3.1 Detainable deficiencies of Chinese flag ships under Tokyo MOU

图释：2012 年，共有 8 艘中国籍船舶在亚太地区被滞留。这些船舶共存在滞留缺陷 20 项，消防安全方面的滞留缺陷最多，达到 7 项，救生设备和 ISM 规则方面的滞留缺陷数量排在第 2，数量分别为 3 项。

Illustration: 8 Chinese flag ships were detained under Tokyo MOU in 2012 with 20 detainable deficiencies, among which the number of Fire safety is the most (7), and the number of Life saving appliances and ISM are in the second place(3).

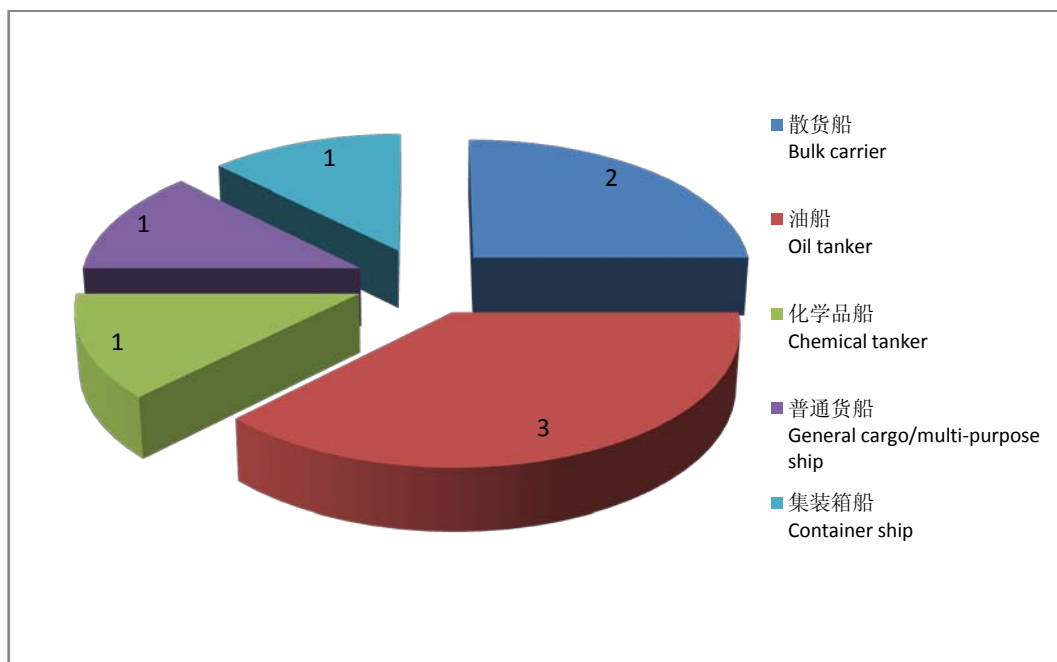


图 2.3.2 中国籍船舶亚太地区滞留船舶类型分布图
Figure 2.3.2 Ship type of detained Chinese flag ship

图释：2012 年，共有 8 艘中国籍船舶在亚太地区被滞留，其中油船 3 艘，散货船 2 艘，化学品船、普通货船和集装箱船各 1 艘。

Illustration: 8 Chinese flag ships were detained under Tokyo MOU in 2012, of which, there are 3 oil tankers, 2 bulkers, 1 chemical tankers, 1 general cargo/multi-purpose and 1 container ship.

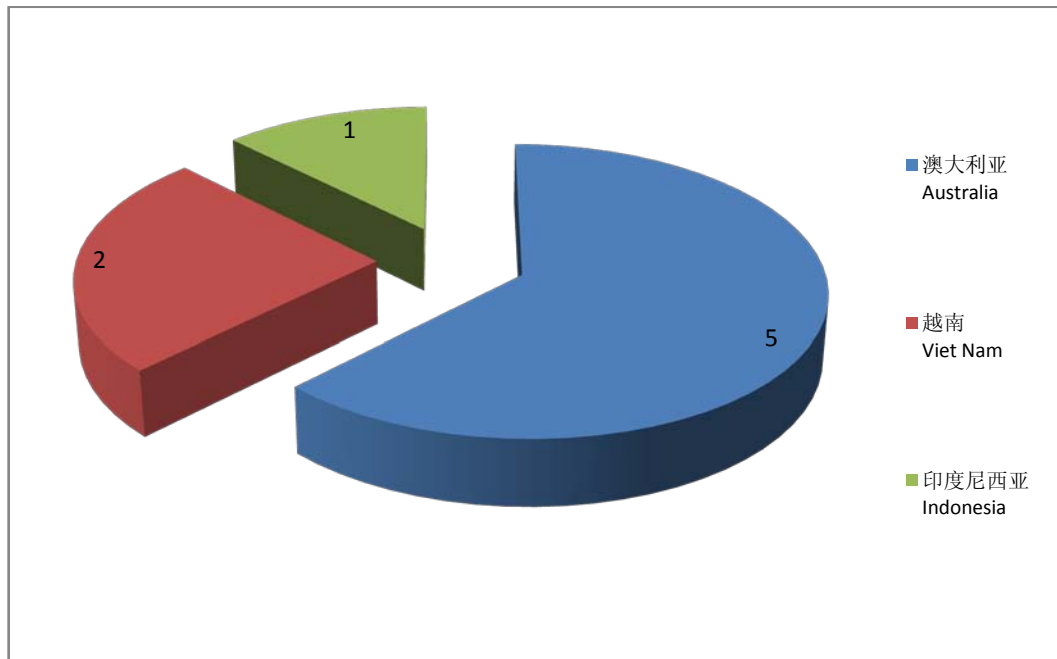


图 2.3.3 中国籍船舶亚太地区滞留分布情况

Figure 2.3.3 The authorities detaining Chinese flag ships under Tokyo MOU

图释：2012 年，5 艘中国籍船舶在澳大利亚被滞留，2 艘在越南被滞留，1 艘在印度尼西亚被滞留。

Illustration: In 2012, 5 Chinese flag ships were detained by Australia, 2 by Viet Nam and 1 by Indonesia.

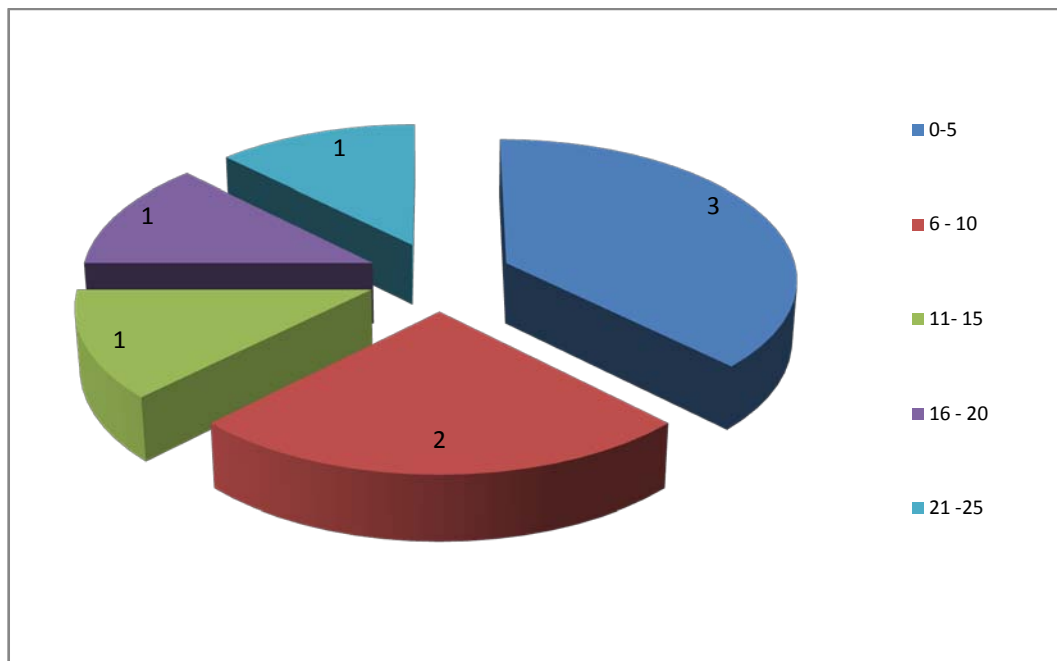


图 2.3.4 中国籍滞留船舶船龄分布图
Figure 2.3.4 Age of detained Chinese flag Ships

图释: 2012 年被滞留的 8 艘中国籍船舶中, 3 艘船龄小于 5 年, 2 艘在 6-10 年之间, 船龄在 11-15 之间、16-20 年之间、21-25 年之间的各 1 艘。

Illustration: Among the 8 detained Chinese flag ships, the ship age of 3 ships were less than 5 years, 2 between 6-10 years, 1 between 11-15 years, 1 between 16-20 years and 1 between 21-25 years.

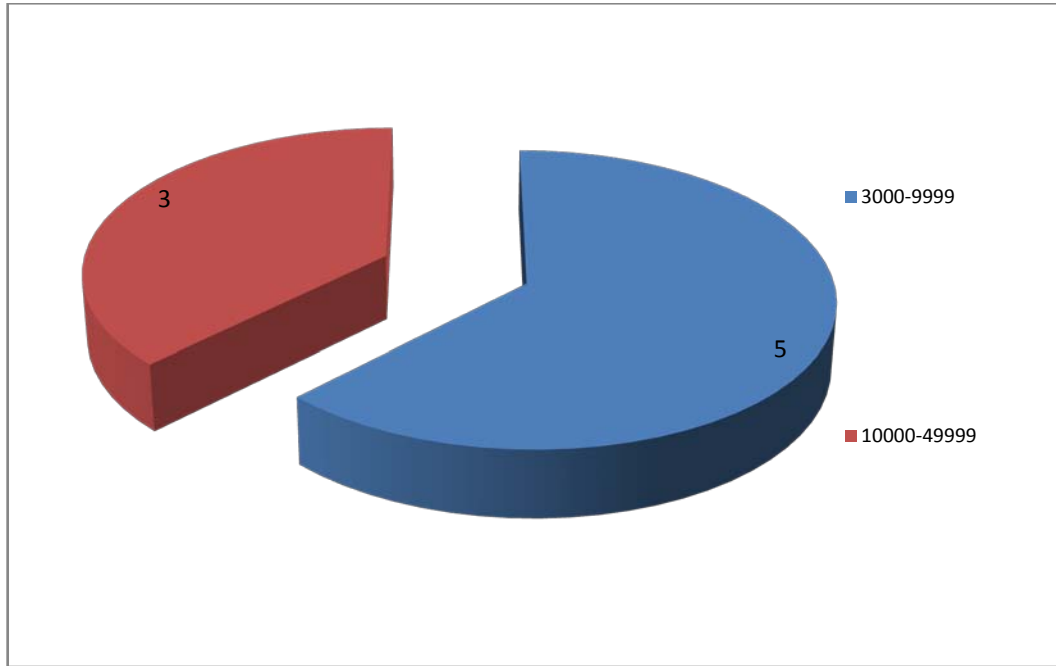


图 2.3.5 中国籍滞留船舶总吨分布图
Figure 2.3.5 Tonnage of detainable Chinese ships

图释: 2012 年被滞留的 8 艘中国籍船舶中, 5 艘总吨在 3000-9999 之间, 3 艘总吨在 10000-49999 之间。

Illustration: Among the 8 detainable Chinese flag ships, 5 ships' tonnage were between 3000 and 9999 and 3 was between 10000 and 49999.

第 4 章中国籍船舶亚太地区 PSC 检查数据概况表

Section IV Data list

表 2.4.1 中国籍船舶在亚太地区被滞留情况表
Table 2.4.1 Detention of Chinese ship under Tokyo MOU

检查日期 Date of inspection	检查地点 Place	船名 Ship Name	呼号 Call sign	IMO 编号 IMO No.	缺陷数量 No. of deficiencies
14.06.2012	Christmas Island, Austral	TONG CHENG 702	BYGG	9621728	12
28.06.2012	Geelong, VIC, Australia	CHANG HANG FA XIAN	BUPC	9313163	2
05.09.2012	Port Botany, NSW, Australia	XIANG SHUI WAN	BJRB	9057472	3
02.10.2012	Christmas Island, Australia	TONG CHENG 701	BYCN	9550113	17
30.10.2012	Saigon, Viet Nam	JI FA	BHAN	8914910	13
07.11.2012	Haiphong, Viet Nam	FENG ZHOU	BUPJ	9546162	4
17.12.2012	Dumai, Indonesia	YOU SHEN 1	BIQC	9478042	25
17.12.2012	Townsville, QLD, Australia	BAN GONG HU	BOEY	9215139	6

2.4.2 中国籍船舶亚太地区 PSC 检查缺陷类别表
2.4.2 Nature of deficiencies for Chinese flag ship under Tokyo MOU

缺陷类别 Nature of deficiencies		缺陷数量 No. of deficiencies	滞留缺陷数量 No. of detainable deficiencies	滞留缺陷百分比 Detention percentage
证书和文件 Certificate & Documentation	船证书 Ship Certificates	26	0	0.00%
	船员证书 Crew Certificates	18	0	0.00%
	文件 Documents	107	0	0.00%
<i>证书和文件合计</i> Total of Certificate & Documentation		151	0	0.00%
结构 Structural Conditions		61	0	0.00%
水密/风雨密 Water/Weathertight conditions		123	2	1.63%
应急系统 Emergency Systems		101	1	0.99%
无线电通讯 Radio Communications		46	1	2.17%
货物载运 Cargo operations including equipment		16	0	0.00%
消防设备 Fire safety		423	7	1.65%
警报 Alarms		4	0	0.00%
工作和起居处所 Working and Living Conditions	起居处所 Living Conditions	14	0	0.00%
	工作处所 Working Conditions	117	0	0.00%
<i>工作和起居处所合计</i> Total of Working and Living Conditions		131	0	0.00%
航行安全 Safety of Navigation		386	1	0.26%
救生设备 Life saving appliances		259	3	1.16%
危险货物 Dangerous goods		16	0	0.00%
主动力和辅助设备 Propulsion and auxiliary machinery		80	1	1.25%
防污染 Pollution prevention	Marpol 附则 I Marpol Annex I	47	1	2.13%
	Marpol 附则 II Marpol Annex II	0	0	0.00%
	Marpol 附则 III Marpol Annex III	0	0	0.00%
	Marpol 附则 IV Marpol Annex IV	13	0	0.00%
	Marpol 附则 V Marpol Annex V	26	0	0.00%
	Marpol 附则 VI Marpol Annex VI	18	0	0.00%

	防污底公约 Anti Fouling	1	0	0.00%
防污染合计 <i>Total of Pollution prevention</i>		105	1	0.95%
ISM 规则 ISM		87	3	3.45%
ISPS 规则 ISPS		102	0	0.00%
其他 Other		27	0	0.00%
总计 Total		2118	20	0.94%

表 2.4.3 中国籍船舶亚太地区 PSC 检查船舶类型情况表
Table 2.4.3 Ship type for Chinese flag ships under Tokyo MOU

船舶类型 Ship Type	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	滞留艘次 No. of detention	滞留率 Detention percentage
NLS 液货船 NLS Tanker	1	1	2	0	0.00%
组合运输船 Combination carrier	2	1	1	0	0.00%
组合运输船 Combination carrier	2	1	1	0	0.00%
油船 Oil tanker	120	47	199	3	0.00%
液化气船 Gas carrier	9	6	30	0	0.00%
化学品船 Chemical tanker	62	42	215	1	1.61%
散货船 Bulk carrier	380	126	503	2	0.00%
汽车运输船 Vehicle carrier	2	1	2	0	0.00%
集装箱船 Container ship	96	44	177	1	1.04%
普通货船/多用途船 General cargo/multi-purpose ship	181	137	675	1	0.00%
冷藏船 Refrigerated cargo carrier	32	29	141	0	0.00%
牲畜运输船 Livestock carrier	1	1	3	0	0.00%
客滚船 Ro-Ro passenger ship	2	2	7	0	0.00%
客船 Passenger ship	4	4	22	0	0.00%
重载船 Heavy load carrier	3	3	22	0	0.00%
特种用途船 Special purpose ship	2	2	13	0	0.00%
拖轮 Tugboat	13	9	72	0	0.00%
其他 Other types of ship	10	7	34	0	0.00%
合计 Total	920	462	2118	8	0.87%

表 2.4.4 中国籍船舶亚太地区 PSC 检查港口当局情况表
Table 2.4.4 Authorities to Chinese flag ships under Tokyo MOU

港口当局 Authority	初次检查艘次 No. of initial inspections	发现缺陷的 检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	滞留艘次 No. of detention	滞留率 Detention percentage
澳大利亚 Australia	89	39	158	5	5.62%
巴布亚新几内亚 Papua New Guinea	3	2	7	0	0.00%
俄国 Russia	57	26	105	0	0.00%
菲律宾 Philippines	113	7	15	0	0.00%
斐济 Fiji	1	0	0	0	0.00%
韩国 Korea, Republic of	138	122	545	0	0.00%
加拿大 Canada	3	2	3	0	0.00%
马来西亚 Malaysia	29	8	26	0	0.00%
日本 Japan	138	111	549	0	0.00%
泰国 Thailand	15	2	3	0	0.00%
新加坡 Singapore	17	16	104	0	0.00%
新西兰 New Zealand	4	2	4	0	0.00%
印度尼西亚 Indonesia	179	36	145	1	0.56%
越南 Viet Nam	67	39	146	2	2.99%
智利 Chile	7	3	9	0	0.00%
中国香港 Hong Kong, China	59	48	309	0	0.00%
合计 Total	920	462	2118	8	0.87%

表 2.4.5 中国籍船舶在亚太地区接受检查的船龄分布情况表
Table 2.4.5 Ship age for Chinese flag ships under Tokyo MOU

船龄 Ship age	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per inspection	滞留艘次 No. of detention	滞留率 Detention percentage
0-5	352	137	596	1.69	3	0.9%
6-10	141	76	362	2.57	2	1.4%
11-15	107	68	325	3.04	1	0.9%
16-20	153	80	394	2.58	1	0.7%
21-25	81	48	193	2.38	1	1.2%
26-30	65	36	161	2.48	0	0.0%
over 30	21	17	87	4.14	0	0.0%
总计 Total	920	462	2118	2.30	8	0.87%

表 2.4.6 中国籍船舶在亚太地区接受检查的船舶吨位情况分布表
Table 2.4.6 Tonnage for Chinese flag ships under Tokyo MOU

总吨 Tonnage	初次检查艘次 No. of initial inspections	发现缺陷的检查艘次 No. of inspections with deficiencies	缺陷数量 No. of deficiencies	单船缺陷数量 No. of deficiencies per inspection	滞留艘次 No. of detention	滞留率 Detention percentage
0-499	35	33	168	4.80	0	0.00%
500-2999	91	76	466	5.12	0	0.00%
3000-9999	259	176	860	3.32	5	1.93%
10000-49999	495	164	579	1.17	3	0.61%
50000-99999	39	13	45	1.15	0	0.00%
over 100000	1	0	0	0.00	0	0.00%
总计 Total	920	462	2118	2.30	8	0.87%

亚太地区港口国监督备忘录组织第五次技术工作组会议报告摘要 (2012 年 4 月 13-14 日智利维尼亚德尔马)

亚太地区港口国监督备忘录组织第五次技术工作组会议于 2012 年 4 月 13 日至 14 日在智利维尼亚德尔马市举行。澳大利亚、加拿大、智利、中国、中国香港、印度尼西亚、日本、韩国、马来西亚、新西兰、菲律宾、巴布新几内亚、俄罗斯、新加坡、泰国、瓦努阿图和越南的代表以参加了会议。来自朝鲜、中国澳门、黑海备忘录和巴黎备忘录的代表作为观察员出席了会议。

现将第五次技术工作组会议报告摘要如下：

一、对 PSC 手册进行修改

1、会议审阅了 2011 版和 2012 版 PSC 手册并基本支持这些手册，同意在手册中加入来自其它相关文件的修改内容。会议同意建议委员会通过 2012 版 PSC 手册中相关内容。

2、会议考虑了关于调整 PSC 手册结构的建议，并决定成立联合工作组对 PSC 手册结构进行重新调整。

3、会议同意对 PSC 手册 6-11 中的缺陷处理意见组合表进行调整。

二、对 PSC 指南进行回顾和调整

会议审阅了东京备忘录关于 MLC2006 的检查指南草稿，原则上同意要求委员会在考虑 MLC2006 生效前可能采取的调整的前提下通过此指南。

三、2012 年关于消防系统的集中检查

1、会议批准了关于消防系统集中检查的调查表和指南。

2、会议批准联合巴黎备忘录于 2012 年 9 月 1 至 11 月 30 日共同开展关于消防系统的集中检查。

3、会议决定在巴布亚新几内亚举办的第 20 次 PSC 研讨会（2012 年 7 月 16-19 日）中安排关于消防系统集中检查的相关培训内容。

四、对代码系统进行讨论

会议同意从 2012 年 7 月 1 日起实施下列新代码：

01326-Stability Information Booklet

02134-Loading/Ballast condition

07126-Oil accumulation in engine room

10138-Bridge Navigation Watch Alarm System (BNWAS)

Summary of 5th Technical Working Group Meeting

(Viña del Mar, Chile, 13 to 14 April 2012)

The fifth meeting of the Technical Working Group (TWG05) was held in Viña del Mar, Chile, from 13 to 14 April 2012. The meeting was attended by the delegations from the member Authorities of Australia, Canada, Chile, China, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. In addition, the cooperating member authority of the Marshall Islands, observer Authorities of DPR Korea, Macao (China) and the representatives of the Black Sea MOU and the Paris MOU also attended the meeting as observers.

Summary of the report of TWG05 were as the following:

I Revision of the Port State Control Manual

- i. The meeting considered two revisions of the PSC Manual made for 2011 and the proposed revision to be issued in the middle of 2012. The meeting supported the list of expected revisions in general and also agreed to incorporate additional changes/amendments stemming from other relevant documents in the list. The meeting agreed to recommend that the Committee approve the contents to be incorporated in Revision 1/2012.
- ii. The meeting considered the proposal to reconsider the structure of the PSC Manual. The meeting supported the establishment of an intersessional group to carry out the task of restructuring the PSC Manual.
- iii. The meeting agreed to the proposed revision of the table showing combinations of action taken codes contained in Section 6-11 of the PSC Manual.

II Development and review of port State control guidelines

The meeting considered the draft Tokyo MOU PSC guidelines on MLC 2006, and agreed to invite the Committee to approve the guidelines in principle, subject to adjustments that may be identified prior to entry into force of MLC 2006.

III CIC on Fire Safety Systems (FSS) 2012

- i. Approve the questionnaire and the guidance notes for the CIC on FSS;
- ii. Approve to undertake the CIC on FSS jointly with the Paris MOU from 1 September to 30 November 2012; and
- iii. Concur the arrangement for training on the CIC on FSS at the 20th PSC seminar in Papua New Guinea from 16-19 July 2012.

IV Review of the Coding System

The meeting agreed to implement the following new deficiency codes from 1 July 2012:

01326-Stability Information Booklet

02134-Loading/Ballast condition

07126-Oil accumulation in engine room

10138-Bridge Navigation Watch Alarm System (BNWAS)

中国港口国监督数据管理中心联系方式

通信地址：辽宁省大连市长江路 25 号

邮编：116001

联系电话：0411-82626736, 82623309

E-mail: psc_datacentre@msa.gov.cn

工作人员

徐东，孙巍

Contact Information of the China PSC Data Centre

Address: No.25, Changjiang Road, Zhongshan District, Dalian, China, 116001

Tel: +86-411-82626736 / 82623309

Fax: +86-411-82623047

E-mail: psc_datacentre@msa.gov.cn

Staff of the China PSC Data Centre

Mr. Xu Dong and Mr. Sun Wei