

前言

随着经济的快速发展，中国已成为世界上最重要的海运大国之一。随着中国经济影响力的不断扩大，世界航运中心正在逐步从西方转移到东方，中国航运业也已经进入世界海运竞争舞台的前列。中国海事局作为中国海上运输交通安全的主管机关，负责行使国家水上安全监督和防止船舶污染、船舶及海上设施检验、航海保障和行政执法等职能。全国海事系统结合党的群众路线教育实践活动及“四型海事”的创建成果，以“革命化、正规化、现代化”建设为统领，不断提升履职能力、科学执法能力和管理服务能力，不断增强海事系统凝聚力、战斗力、影响力，努力打造人民满意的中国海事，为实施海洋强国战略和服务“海上丝绸之路”建设提供有力支撑。

船舶安全检查（PSC & FSC）作为有效的监管手段，在消除低标准船舶运营、保障水上人命财产安全、防止水域污染等方面发挥着不可替代的作用。2013年，中国海事局对外籍船舶实施港口国监督检查初始检查8078艘次，发现缺陷44,558项，单船缺陷数5.52项，对660艘次存在严重缺陷的船舶实施了滞留措施，滞留率为8.17%。同比2012年，检查艘次减少了2.99%，单船缺陷数减少了0.05项，但是滞留率却增加了0.93个百分点。同年，中国海事局实施船旗国安全检查121,816艘次，其中海船安检31,402艘次，滞留1231艘次，滞留率为3.92%；河船安检90,414艘次，滞留3068艘次，滞留率为3.39%。中国海事局认真履行船旗国义务，对中国籍国际航行船舶在境外接受港口国监督检查的情况进行跟踪，对发生境外滞留的船舶及其管理公司及时开展调查，督促其整改，有效提升了中国籍国际航行船队的管理水平，确保中国籍船舶境外滞留率维持在较低水平。2013年，中国籍国际航行船舶共有1221艘次在各区域组织接受港口国监督检查，10艘船舶被滞留，与2012年相比初始检查艘次增加7.55%，滞留率下降0.06个百分点，在白名单船旗国中继续保持良好表现。

本年报简要地介绍了2013年中国海事局船舶安全监督工作的开展情况，对船舶安全检查的数据进行了系统的统计和分析，呈现了各级海事管理机构在港口国监督和船旗国监督方面所做的努力和成果。

FOREWORD

With the rapid development of the economy, China has become one of the most important shipping countries all over the world. With China's economic clout constantly expanding, the world shipping center is gradually shifting from the West to the East, and China's shipping industry has entered into the forefront of the world shipping arena. China Maritime Safety Committee, as the competent authority of China marine transport safety, is responsible for the interrelated functions, such as the safety supervision of our country's waterborne, the prevention of pollution from ships, the inspection of the ships and offshore facilities, guarantee navigating at sea and administrative law enforcement and so on. Combined with the Communist Party's mass line education and practice activity and the achievement of "Four Types Maritime", with the construction of "Revolutionization, Normalization, Modernization" as the guide, Maritime system insists on promoting the ability of execution of duty, the ability of scientific law enforcement, and the ability of management service, and continuously enhances the cohesion, fighting capacity and influence to build one China MSA that people are satisfied with and to provide powerful support for implementing marine power strategy and serving the construction of the "Maritime Silk Road".

Ship safety inspection (PSC & FSC), as an important supervision method, has played an active role in eliminating substandard ships, in protecting the safety of people's life and property at sea, and in preventing pollutions, etc. In 2013, China MSA conducted PSC initial inspections on 8,078 foreign ships and found 44,558 deficiencies, with average 5.52 deficiencies per ship. Among them, 660 ships were detained due to detainable deficiencies, and the detention rate is 8.17%. Compared with 2012, there was a decrease of 2.99% in the total number of initial inspection, a decrease of 0.05 in average number of deficiency per ship, but the detention rate increased by 0.93%. In the same year, 121,816 Chinese ships were subjected to FSC inspection, including 31,402 seagoing ships; 1231 ships were detained with a detention rate of 3.92%; and 90,414 river-going ships; 3068 were detained with a detention rate of 3.39%. As the Flag state, China MSA implemented its obligation by tracking the conditions of Chinese ships subjected to PSC inspection oversea, investigating and supervising the ship and the management company if overseas detention occurred, which improved the level of Chinese fleet and maintained the low overseas detention rate. In 2013, 1221 Chinese ships engaged on international voyage were subjected to PSC inspections at regional organizations, and 10 ships were detained. Compared with 2012, the number of initial inspection increased by 7.55% and detention rate reduced by 0.06%; continue to maintain a good performance in the white list of the flag state.

The annual report makes a brief summary of ship safety inspection work conducted by China MSA in 2013, and makes an overall statistical analysis on PSC and FSC, and illustrates efforts and achievements on PSC and FSC made by MSAs.

目录 CONTENTS

第一部分 2013年船舶安全监督工作	1
PART I REVIEW OF SHIP SAFETY CONTROL IN 2013	
概述	1
OVERVIEW	
港口国监督检查	1
PORT STATE CONTROL	
中国籍船舶在亚太地区接受港口国监督检查情况	7
PSC INSPECTION IN THE ASIA-PACIFIC REGION TO CHINESE SHIPS	
船旗国监督检查	8
FLAG STATE CONTROL	
专项检查	10
SPECIAL INSPECTION	
队伍建设	12
TEAM CONSTRUCTION	
合作与交流	14
COOPERATION AND COMMUNICATION	
法制及基础建设	17
LEGAL SYSTEM AND INFRASTRUCTURE	
2014年工作展望	20
PROSPECTS FOR 2014	
第二部分 数据统计分析	22
PART II STATISTICS AND ANALYSIS	
中国港口国监督检查	22
PORT STATE CONTROL IN CHINA	
中国籍船舶在亚太地区接受港口国监督检查情况	42
PSC INSPECTION IN THE ASIA-PACIFIC REGION TO CHINESE SHIPS	
船旗国监督检查	43
FLAG STATE CONTROL	
第三部分 2014年生效的公约、规则及修正案介绍	52
PART III CONVENTIONS OR CODE ENTERING IN TO FORCE IN 2014	
第四部分 部分直属局船舶安全检查工作介绍	58
PART IV INTRODUCTION TO PSC WORK IN SOME MSAS	
第五部分 部分优秀检查员介绍	65
PART V INTRODUCTION TO EXCELLENT PSCOS	

第一部分 2013年船舶安全监督工作

PART I REVIEW OF SHIP SAFETY CONTROL IN 2013

概述 OVERVIEW

一年来，全国海事系统在交通运输部的正确领导下，以党的十八大精神为指引，紧密围绕“船舶适航、船员适任、有效监管、优质服务”的总体目标，以“革命化、正规化、现代化”建设为着力点，以实施“十二五”规划为主线，创新管理理念、优化监管机制，加强队伍建设，提升服务水平，为维护水上交通安全形势稳定，保障人民群众生命财产安全，服务航运经济健康发展做出了积极贡献。

Over the past year, the national maritime system under the correct leadership of The Ministry of Transport, with the spirit of the eighteenth congress of Chinese Communist Party as guidance, focusing on the overall goals of "seaworthiness of the ship, crew competency, effective supervision, quality service", with the construction of "revolutionization, normalization, modernization" as the main point, with the implementation the plan of "Twelfth Five Year" as the main line, innovating the management idea and optimizing the supervision mechanism, strengthen the team building, improve service levels, to maintain the stabilization of the water traffic safety situation, protect the safety of people's life and property, serve the healthy development of the shipping economy, make a positive contribution.



年内主要工作包括：切实履行职责，加强船舶监管工作；注重建章立制，完善船舶监管体系；创新监管方式，提高船舶监管水平；运用科技手段，提升船舶监管能力；积极主动作为，保障服务举措；加强队伍建设，持续改进工作作风等。

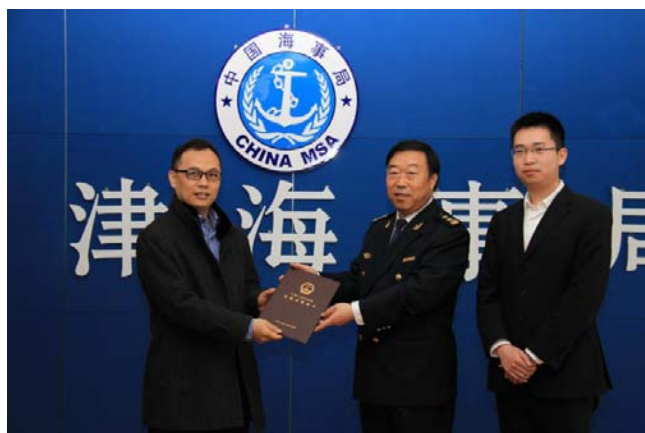
The main work during the past year included: earnestly perform their duties, strengthen the supervision of the ship; attention to establish a new system, improve the ship supervision system; innovative supervision pattern, improve the ship supervision standards; using of technology to enhance the capacity of ship supervision; proactive as to guarantee service measures; strengthen the team building, continual improvement the work style.

港口国监督检查 PORT STATE CONTROL

2013年，中国海事局51个授权开展港口国监督检查工作的海事管理机构共对外籍船舶实施港口国监督检查9562艘次，其中初次检查8078艘次，发现缺陷44558项，平均单船缺陷数为5.52项。受检船舶中，660艘次船舶因存在严重缺陷被实施滞留措施，滞留率为8.17%。与2012年检查数据（初次检查8327艘次、单船缺陷5.57项、滞留率7.24%）相比，初次检查数减少了2.99%，单船缺陷数降低0.90%，滞留率增加12.85%。

In 2013, 51 ports authorized to carry out PSC inspection on 9,562 foreign ships. 8,078 initial inspections were carried out and 44,558 deficiencies were found, with average of 5.52 deficiencies per ship. Among them, 660 ships were detained due to detainable deficiencies, with the detention rate 8.17%. Compared with 2012(initial inspections for 8327 ships, 5.57 deficiencies per ship, detention rate 7.24%), there is an decrease of 2.99% in

the total number of initial inspection, decrease of 0.90% in average No. of deficiencies per ship, and increase of 12.85% in detention rate.



初始检查艘次按直属海事局排名前三名是江苏海事局（1322艘次）、山东海事局（1212艘次）和广东海事局（967艘次）；按港口排名前三名是上海（790艘次）、天津（625艘次）和宁波（463艘次）。

Jiangsu (1322 ships), Shandong (1212 ships), and Guangdong (967 ships) listed the top 3 in number of initial inspections among Regional MSAs. And calculated per ports, Shanghai (790 ships), Tianjin (625 ships) and Ningbo (463 ships) were the top3.



按被检查艘次超过50的船旗统计，连续3年平均滞留率超过总平均滞留率的船旗有8个，分别是

朝鲜、越南、塞拉利昂、俄罗斯、柬埔寨、巴拿马、伯利兹、安提瓜和巴布达，其中朝鲜和越南超过平均滞留3倍，塞拉利昂和俄罗斯超过平均滞留率2倍。

According to statistics per flag (of which at least 50 ships inspected), North Korea, Viet Nam, Sierra Leone, Russia, Cambodia, Panama, Belize, Antigua and Barbuda listed top 8 with much higher 3-year rolling detention rate than average. Among them, the detention rate of North Korea and Viet Nam was over 3 times than average, Sierra Leone and Russia was over 2 times than average.



按被检查艘次超过50的认可组织统计，连续3年平均滞留率超过总平均滞留率的认可组织有10个，其中前两位为Viet Nam Register of Shipping（3.48倍）和Korea Classification Society（3.17倍），国际船级社协会成员中滞留率超过平均滞留率的只有俄罗斯船级社（2.58倍），俄罗斯船级社已经连续五年滞留率超过平均滞留率。

According to statistics per recognized organization (of which at least 50 ships inspected), 10 recognized organization had much higher 3-year rolling detention rate than average. Viet Nam Register of Shipping and Korea Classification Society listed top 2. Among ships surveyed and certificated by IACS members, only ships surveyed by Russian Maritime Register of Shipping got

higher detention rate than the average. It's noted that Russian.

按缺陷数量统计，居前五位的缺陷分别为消防设备、航行安全、救生设备、证书和文件、防污染，分别占2013年发现总缺陷的18.20%、17.00%、12.08%、8.52%、8.45%，合计占总缺陷的64.25%，与2012年和2011年数据基本相当。

According to statistics on deficiencies, deficiencies relating to fire safety measures, safety of navigation and life-saving appliance, Certificate & Documentation, Pollution prevention, which account for 64.25% of the total number of deficiencies listed in top5, respectively taking up 18.20%、17.00%、12.08%、8.52%、8.45%. The above 5 categories of deficiencies are mainly the same with 2012 and 2011.



按船型统计，检查艘次和滞留艘次居前三位的是散货船、杂货船和集装箱船，与2012年相同；滞留率位于前三名的是特种用途船（50.00%），冷藏船（20.00%）、组合运输船（20.00%），与2012年和2011年数据相比，特种用途船滞留率增长较大。

According to statistics on PSC inspections per ship type, bulk carrier, general cargo and container ship, listed top 3 of inspection number and detention number, which is same with 2012. Special purpose ship (50.00%),

Refrigerated cargo ship (20.00%) and Combination ship (20.00%) were in top 3 of detention rate. Detention rate for Special purpose ship increased comparing with 2012 and 2011.

按照船龄统计，滞留率和单船缺陷数与受检船舶的船龄成正比例增长。船龄15年以上和5年以下的船舶滞留率下降较快，船龄6至15年的船舶滞留率有所上升。

According to statistics per ship age, aging ships got much higher in detention rate and deficiencies. Detention rate of ships more than 15 years and less than 5 years decreased rapidly, while detention rate of ships between 6 years to 15 years increased.

中国籍船舶亚太地区接受港口国监督检查情况 PSC INSPECTION IN THE ASIA-PACIFIC REGION TO CHINESE SHIPS

2013年，中国籍国际航行船舶共有991艘次在亚太地区接受港口国监督初始检查，有缺陷艘次为492，缺陷总数为2108项，单船缺陷数2.13，其中8艘船舶被滞留，滞留率为0.81%。与2012年数据（初始检查艘次920，单船缺陷数2.3，滞留率0.87%）相比，初始检查艘次增加7.72%，单船缺陷数降低7.39%，滞留率降低6.90%。滞留国家分别为澳大利亚（2艘）、越南（5艘）、印度尼西亚（1艘）。

In 2013, a total of 991 Chinese ships were subject to PSC initial inspection at ports of Asia-Pacific Region. 492 ships were found of 2108 deficiencies, with average 2.13 deficiencies per ship. 8 ships were detained with detention rate 0.81%. Compared with 2012(initial inspections for 920 ships, 2.3 deficiencies per ship, detention rate 0.87%), there is an increase of 7.72% in the total number of initial inspection, decrease of 7.39% in average No. of deficiencies per ship, and decrease of 6.90% in detention rate. 2 Chinese ships were detained in Australia, 5 in Vietnam and 1 in Indonesia.



船旗国监督检查 FLAG STATE CONTROL

2013年，中国海事局共完成海船安全检查31402艘次，查处缺陷264269项，单船缺陷数为8.42项，滞留1231艘次，滞留率3.92%；内河船安全检查90414艘次，查处缺陷601113项，单船缺陷数为6.65项，滞留3068艘次，滞留率3.39%。

In 2013, 31402 Chinese seagoing ships were subject to safety inspection, 264269 deficiencies were found with average 8.42 deficiencies per ship, and 1231 ships were detained with detention rate 3.92%. 90414 river-going ships were subject to safety inspection, 601113 deficiencies were found with average 6.65 deficiencies per ship, and 3068 ships were detained with detention rate 3.39%.



统计数据表明，直属海事局中海船安全检查艘次前三名是浙江（7687艘次）、广东（4219艘次）和江苏（4180艘次）；登记海船被检查艘次前三名是浙江（21343艘次）、江苏（5111艘次）和福建（5031艘次）。

Data shows that Zhejiang (7687 ships), Guangdong (4219 ships) and Jiangsu (4180 ships) listed the top 3 in number of safety inspections among Regional MSAs. Moreover, as calculated per Registration place of ship, ships registered in Zhejiang (21343 ships), Jiangsu (5111 ships) and Fujian (5031 ships) were the top 3 being inspected.

按缺陷数量统计，居前五位缺陷分别为消防设备、航行安全、救生设备、主动力和辅助设备、MARPOL-ANNEX I，分别占2013年发现总缺陷的20.94%、16.93%、15.94%、13.04%、5.92%，合计占总缺陷的72.77%。

According to statistics on deficiencies, deficiencies relating to fire safety measures, safety of navigation, life-saving appliance, propulsion and auxiliary machinery, MARPOL-ANNEX I, which account for 72.77% of the total number of deficiencies, listed in top 5. The above 5 categories of deficiencies respectively taking up 20.94%、16.93%、15.94%、13.04%、5.92%.



按船型统计，检查艘次和滞留艘次居前三位

是干货船、散货船和油船，滞留率位于前三名的是特种用途船（25.00%），布缆船(16.67%)、游艇(14.63%)。

According to statistics per ship type, dry cargo ship, bulk carrier and tanker, listed top 3 of inspection number and detention number. Special purpose ship (25.00%), Cable laying ship (16.67%) and Yacht (14.63%) were in top 3 of detention rate.



2013年，56艘船舶被列入重点跟踪船舶名单，33艘船舶经过系统整改脱离了重点跟踪船舶名单，“上榜”船舶总数为207艘。年内，依据诚信船舶评选程序，评选了120艘船舶为2013年度安全诚信船舶。

In 2013, 56 ships added to the Blacklist and 33 ships released from the list, thus a total of 207 ships were on the black list. What's more, 120 ships were honored as Honest Ship in 2013.

各直属海事局也积极探索强化船旗国监督管理手段。天津海事局加强渡口渡船管理，落实上级“回头看”活动要求，制定专项活动方案，建立了渡口常态化检查管理制度。开展全面排查隐患现场检查164次，检查出35项缺陷，并及时进行了整改。利用交通运输部、地方政府对老旧渡船的相关补贴政策，排除渡口的“硬件”隐患。研究利用视频监

控系统完善动态监督检查体制，建立健全应急搜救体制。与地方海事局和地方政府沟通，推动建立联合监管模式。

Regional MSAs also actively explored the means to strengthen FSC. Tianjin MSA strengthens ferry management. Implemented "look back" activities and developed a special program of activities required by the superior, established a ferry normalization inspection management system. Carried out 164 comprehensive hidden danger spot inspections, check out 35 deficiencies, and rectified timely. Make advantage of subsidies paid by the Ministry of Transport and local government to the old ferry; Exclude the "hardware" hidden danger of ferry. Improving the dynamic supervision and inspection system by the use of video surveillance systems, establishing and improve emergency rescue system. Communicate with the local maritime bureau and local governments to promote the establishment of joint supervision mode.

浙江海事局继续深化“船籍港”管理，进一步优化船籍港管理的工作标准，提高辖区航运公司和浙江籍船舶的本质安全。探索建立客运船舶管理数据库，开展客船关键性设备操作规程和要点研究，提高水上客运安全科学监管能力。

Zhejiang MSA continue to strengthen the "Home Port" management, further optimize of the standard of port of registry management, improving intrinsic safety of shipping company and Zhejiang ships in the area. Explore the establishment of a database of passenger ship management, carrying out operating procedure and critical points research for key equipment on passenger ships, improving safe and scientific regulatory capacity on passenger ferry.

广东海事局持续完善与辖区国际航行船舶航运公司的信息沟通渠道，严格执行中国籍船舶在境外

滞留报告制度，督促船舶所属企业有效履行船舶安全管理职能。及时将辖区国际航行船舶航运公司及其船舶在国外受到不公正情况向部局反馈。对辖区中远航运“丰康山”、“富源山”分别在越南和伊朗滞留事宜进行了跟踪调查。全年，辖区所属两艘国际航行船舶在外被滞留。2013年年末与越南海事局建立了沟通渠道，将有效防范辖区国际航行船舶在越南被滞留。

Guangdong MSA continued to improve communication channels with international shipping companies in the area, strictly implemented the reporting system of Chinese ships detained in foreign port, and urge enterprises to effectively fulfill safety management functions. Timely fed back injustice situations of international shipping companies and its vessels encountered in foreign country to CHINA MSA. Carried out follow-up investigations on COSCO'S "Feng Kang Shan," "Fu Yuan Shan" detained in Vietnam and Iran. Throughout the year, two international ships of Guangdong were detained abroad. Established communication channels with the Vietnam National Maritime Bureau at the end of 2013, which will effectively prevent the detention of the ships engaged on international voyage in Vietnam.

专项检查 SPECIAL INSPECTION CAMPAIGNS

2013年中国海事局根据全国总体状况并结合东京备忘录要求开展了多次专项检查，有力地保障了中国海域的船舶航行安全。促进了水上交通安全运输健康、和谐、稳定的发展。

Considering the overall situation and under the requirement of Tokyo MOU, China MSA carried out a number of special inspection campaigns in 2012, which effectively enhanced safe navigation of ships in the China Sea, promoted healthy harmonious and stable development of shipping.

2013年9月1日至11月30日，根据亚太地区港口国监督备忘录的总体部署，直属海事系统组织开展了船舶消防安全系统和船舶推进装置及其辅助设备的集中检查活动。通过专项检查活动，有效抵制了进入我国辖区的低标准船舶，及时消除了各种水上安全隐患，有力保障了人民群众安全、便捷出行，为维护水上交通安全奠定了良好基础。

From September 1 to November 30 2013, the Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery was carried out. During the CIC, Effectively resisted entering the jurisdiction of substandard vessels, eliminate the hazards and safeguard safe and convenient travel, Laid a good foundation for the maintenance of water traffic safety.



在会战前，港口国监督分委会组织人员翻译会战导则和相关文件。港口国监督检查官知识更新培训中对PSCO集中讲解，保证了会战的顺利进行。活动期间，中国海事局共进行专项检查1706艘次，专项滞留船舶47艘次，滞留率为2.75%。

Before the CIC, the Port State Control Sub-Committee organized to translate guidelines on CIC Guidelines and related documents; to lecture CIC in PSCO knowledge updating training. During the CIC, 1706 ships were subject to CIC inspection and 47 were detained, with detention rate 2.75%.

2013年针对国内沿海船舶在船舶安全检查中消防类缺陷居高不下的情况，直属海事系统开展了为期三个月的国内航行海船消防安全专项检查活动。活动期间不仅检查了船舶消防设备的配备，还重点对船员的实际操作能力和应急处理能力进行了全面检查，消除了消防安全隐患，确保了海上人命安全和船舶安全航行。通过专项活动的开展，积极推动航运公司、船舶等落实消防安全管理责任制，树立“以防为主、防消结合”船舶消防安全理念，最大限度地消除船舶安全隐患，防止船舶火灾事故的发生，确保水上交通安全形势持续稳定。

For the high deficiency of fire protection in domestic coastal vessels, regional MSAs carried out three-month special inspection campaigns of fire protection systems. During the special inspection campaigns, ship's fire-fighting equipment as well as practical skills and emergency disposal ability of crew members were inspected, eliminating the fire safety hazards, and ensure the safety of life at sea and the ship safe navigation. During Special inspection campaign, actively promoting implementation of fire safety management responsibility for shipping companies and ships, establish a "prevention first, combining elimination" ship fire safety philosophy, to maximize the elimination of ship safety hazards, prevent ship fire accidents and ensure water traffic safety situation remained stable.



广西海事局积极部署开展船舶推进装置及辅助设备集中检查活动，并根据辖区实际情况，组织开展了国际航线客船专项检查和内河船舶锚泊设备专项检查。针对中越航线高速客船属老旧船舶的现实，加强开航前安全检查，突出船员应急演练检查。对200多艘次船舶进行锚设备专项检查，纠正船舶的缺锚、锚重量不足、锚缆长度不足等锚设备缺陷105项，提高了辖区内河船舶锚泊设备安全技术状况。

Guangxi MSA actively deployed to carry out Propulsion and Auxiliary Machinery inspection activities, and in accordance with the actual situation in the area, carried out anchoring equipment inspection of passenger ships on international routes and inland vessels. For the realistic case that China-Vietnam routes high-speed passenger ships are often old ships, to strengthen security checks before sailing and highlight crew emergency drills. Carried out anchoring equipment inspection over 200 vessels, corrected 105 deficiencies such as anchor missing, insufficient anchor weight, less than the length of anchor cable, improved anchoring equipment safety and technical conditions of inland vessels in the area.



海南海事局为有效遏制越南籍运输船舶在海南海域水域连续发生事故和减少违章行为，规范对越南籍船舶的监管，2013年，该局组织开展了为期三

个月的越南籍运输船舶安全专项检查活动。检查越南籍船舶46艘次，检查缺陷313项，滞留船舶12艘次，对8艘船舶进行了行政处罚。通过专项检查，进一步摸清了到港越南籍船舶的状况及存在的主要问题，降低了进入本辖区低标准越南籍船舶的比例，有效提升了辖区航行船舶整体安全水平。

For curb and reduce accidents and violations of the Vietnamese transport ships in the area of Hainan waters, standardized regulation and supervision of the Vietnamese ship, Hainan MSA organized three-month special inspection on Vietnamese transport ship in 2013. 46 inspections on Vietnamese transport ships were carried out and 313 deficiencies were found, 12 ships were detained and 8 ships were received administrative penalties. Through special inspection, find out the status and major problems with Vietnamese vessels arrived, decreasing the proportion of substandard Vietnamese vessels into the area and increasing the overall safety level of ships in the area.

队伍建设 TEAM BUILDING

2013年中国海事局采取切实有效的措施加强船舶监督队伍建设，队伍素质得以提升，工作作风普遍改进，为推进海事新发展提供了人才保障。近年来，充分借助海事系统特殊人才引进机制，大批具备海上资历的人员补充到船舶安检队伍。目前港口国监督检查的专职队伍中，超过三分之一的人员具备海上资历，已经建立起了稳定的专业执法队伍。

In 2013, China MSA took effective measures to strengthen the ship inspection team building, therefore, the team quality has been improved and the work style has been generally made better, providing a personnel security to the new development of MSA. In recent years, thanks to the special personnel recruitment system of the Maritime system, China MSA, a large number of personnel with maritime qualifications were recruited to strengthen

the officers team. Currently, in the full-time professional PSC officer team, more than one-third of the officers has maritime qualifications. A stable and professional ship safety inspection team has been built up.

培训力度持续加大，举办了多期船舶安检员资质培训班和知识更新师资培训班，保持人员持续适任。在直属海事系统实行船舶安检员交叉交流工作制度，并与船级社、造船厂、航运公司等单位合作开展船舶安检员培训，编制标准化安检员培训教材，提高安检员适任能力。通过交叉交流工作的开展，进一步丰富了一线执法人员的工作阅历，提高了检查人员对复杂技术问题的处理能力。

China MSA continued to intensify training efforts, and organized a number of PSC and FSC officer qualifications training courses and PSC knowledge updating training to maintain the continuous competence of the officers. The cross-learning and exchange working regime within China MSA was carried out. China MSA also cooperated with the classification societies, shipyards, and shipping companies to conduct the ship inspection officers training, and work out the standardized officer training teaching materials, having further improved the competent ability of the officers. The front-line officers have enriched their working experience and enhanced their handling capacity of the complex technical issues in the cross-learning and exchange activities.

维持船舶监管队伍相对稳定性。落实船舶监管人员的各项管理要求，严格定期考核与评估，把好相应的准入、适任和配备关，确保专业执法队伍的动态稳定性。各直属局也采取了多种措施加强人才队伍管理。

In order to maintain the relative stability of the ship inspection team, various regulatory requirements on the ship inspection personnel were implemented and

strict assessment and evaluation were conducted, and qualification, competency and manning of the personnel were strictly supervised so as to ensure the dynamic stability of the professional law enforcement team. Regional MSAs took series of measures to improve team management.



天津海事局积极落实年度教育培训计划，不断提高船舶安全检查员队伍素质。并对局属各分支局2013年上半年船舶安全检查工作质量、工作内容、安检人员管理、检查档案管理等情况进行了评估。结合评估结果，制定并落实整改措施。建立季度发布安检通函机制，利用通函传达国际公约及国内法规、规则的最近更新信息，做好安检员技术支持工作。

Tianjin MSA actively implemented the annual program of educating and training, and constantly improved the quality of the ship safety inspection team, and also evaluated the work quality, work content, officers management, inspection records management of the ship inspections of its 6 branches in the first half of 2013. Against the results of the assessment, corrective measures were formulated and implemented. Circular quarterly-publishing mechanisms were built up to convey the recently updated news of the international conventions and national laws and rules to provide technical support to the ship inspection officers.



上海海事局建立了中国港口国监督检查（集装箱船）实践培训基地，对新近人员带教方面，该基地充分发挥作用，累计承办了上海海事局2011年、2012年新进人员船舶安检模块（PSC）的实训带教工作。

Shanghai MSA established the China Port State Control (containers ships) Practical Training Base. This base has played a very important role in the new staff teaching and training, and cumulatively hosted the 2011 and 2012 Shanghai MSA PSC practical training and teaching activities for the new staff.

长江海事局大力开展安检培训、船舶安检优秀案例和优秀安检员评选工作，并为一线安检人员配备个人检查装备（工具），切实保障船舶安全检查员的人身安全，提高船舶安全检查工作的质量和效率。

Changjiang MSA vigorously carried out the ship safety inspection training, and the selection of the ship safety inspection excellent cases and excellent officers. Changjiang MSA provided the officers with the personal inspection equipments (tools) to effectively protect their personal safety and enhance the quality and efficiency of the ship safety inspection.

山东海事局充分利用新建的船舶安检员实训基地加强安检队伍建设，积极争取部海事局支持，在

青岛举办北方片区港口国监督检查员基础培训班，共有63名同志接受了培训。

Shandong MSA took full advantage of the newly built officers practical training base to strengthen team building, and actively sought the support from China MSA and organized the North Area Port State Control officers basic training class in Qingdao, in which a total of 63 officers were trained.

江苏海事局调整了船舶安全检查专家组。为专家组补充了新鲜血液，扩大了船舶安全检查专家组队伍，并对专家组进行了科学分组，明确了船舶安全检查专家组职责。

Jiangsu MSA readjusted the ship safety inspection expert group, recruited new staff to expand the expert team, scientifically grouped the team and clearly defined the responsibilities of the expert group.



广西海事局采取了安检员分级管理的新举措，试行培训与考试发证相分离的办法，由局属各单位组织培训，广西海事局出题考试发证。全年举办4期C级安检员培训班，164名执法人员通过培训考试合格取得C级安检员证书，扩大了基层海事执法人员安检培训面。

Guangxi MSA adopted the new initiative of the hierarchical management of the officers, and tried the

approach of separating the process of training, examination and certification. The branch units of Guangxi MSA are in charge of organizing the training while Guangxi MSA is responsible for examination and certification. Four C-class officer training courses were held throughout the year, and 164 officers passed the exam and got the C-class officer certification, which expanded the coverage of the training for the grassroots maritime officers.

合作交流

COOPERATION AND COMMUNICATION



2013年，中国海事局积极参与国际和区域性组织的活动，加强同日本、韩国、新加坡、澳大利亚和中国香港海事主管机关在船舶港口国监督检查方面的沟通与合作，建立了与越南和马来西亚海事机构的沟通协调机制，中国海事局在亚太区域港口国监督方面的协调格局初步形成。积极拓展港口国监督对外交流渠道，在东京备忘录框架下，协调澳大利亚和新加坡的港口国监督检查官的交流访问，并派遣优秀检查官到日本和韩国开展交流工作。积极落实中韩双边海事会谈的共识，连续两年开展中韩客货班轮联合PSC检查，推动山东海事局与仁川地方港务局全面开展地区间海事合作。开展中日港口国监督双边会议，加强中日港口国监督工作方面的沟通合作和人员交流。积极参与LRIT方面的国际会

议，研究LRIT相关技术问题，组织向COSMAR会议提交了4份提案，取得了较好的效果。

In 2013, China MSA actively participated in international or regional activities; enhanced communication and cooperation with Japan, South Korea, Australia, Singapore, Australia and Hong Kong Maritime authority on the port state control; established a mechanism for communication and coordination with Vietnam and Malaysia Maritime Authority. By now, China MSA has initially formed the coordination pattern on Port State Control in the Asia-Pacific region. China MSA actively expanded the PSC foreign exchange channels, under the framework of Tokyo MOU, received the exchange visits of the PSC officers from Australia and Singapore, and sent excellent PSC officers to Japan to have exchange visit; actively implemented the consensus of the Sino-Korea bilateral maritime talks, and in two consecutive years carried out the special PSC inspections on China-South Korea passenger and cargo liner, promoting Shandong MSA to carry out a comprehensive regional maritime cooperation with Inchon Port Authority; carried out the Sino-Japanese PSC bilateral meetings to strengthen the PSC work area cooperation and personnel exchanges with Japan. China MSA also actively participated in the international conferences related to the LRIT, and did research work on the LRIT technical issues,



and submitted four proposals to the COSMAR meeting, and all achieved good results.



福建海事通过开展PSCO交叉交流活动，接待韩国PSCO、舟山、秦皇岛、沧州、大连、营口、锦州、丹东PSCO到厦交流，派PSCO赴日本、天津、宁波等地交流培训，积极参与部局安检员授课，赴上海参加评审等交流活动，提升了福建海事的影响力。

Fujian MSA extensively carried out the PSCO cross-exchange activities and received PSC officers from South Korea, Zhoushan, Qinhuangdao Cangzhou, Dalian, Yingkou, Jinzhou, Dandong to have exchanges in Xiamen, and sent PSC officers to Japan, Tianjin, Ningbo, etc. to have training exchanges. Fujian MSA also vigorously participated in other communication activities such as the China MSA officers lecturing activities and the Review activity in Shanghai, which helped to enhance the influence of Fujian MSA.





广东海事局认真做好船舶安全检查员培训交流工作。按照“公开、公平、公正”的人员遴选原则，开展了船舶安全检查员赴日、赴港和赴兄弟直属局培训交流活动。通过交流拓展一线检查人员的业务知识范畴，丰富工作阅历，提高检查人员对复杂技术问题的处理能力。

Guangdong MSA paid careful attention to the training and communicating work of the PSC officers. According to an “open, fair and impartial” personnel selection principle, Guangdong MSA sent PSC officers to Japan, Hong Kong, and other regional Brother MSAs to have training exchanges. In these exchange activities, the officers expanded their PSC knowledge scope and enriched their work experiences and improved their capacity to handle the complicated technical problems.

河北海事局与中国船级社、DNV建立交流学习机制。通过定期开展业务研讨，共同登轮开展PSC检查等，不断提高船舶安全检查工作水平。

Hebei MSA set up the Exchanging and Learning Mechanism with CCS and DNV to continuously boost their ship safety inspection working level by regularly launching business seminars and jointly carrying out special PSC inspections.

浙江海事局加强与DNV、LR、KR等机构的技术

交流，按照中韩第14次海事安全双边会议达成的共识和前期沟通，接待了韩国国土海洋部港口国监督官员IM JONGKIUN 先生的工作交流，协助丹麦海事局官员开展了船旗国检查并进行交流。

Zhejiang MSA strengthened technological exchanges with DNV, LR, KR etc.. In accordance with the consensus reached on the 14th Sino-Korea Maritime safety Bilateral Conference and the earlier communications, Zhejiang MSA received the PSC official IM JONGKIUN from Korea Ministry of Land, Transport and Maritime Affairs to have the work exchange; assisted the Danish Maritime Authority to carry out the flag state inspection and make later communications.



山东海事局代表中国海事局，持续深化中韩两国间PSC联合执法活动，并在青岛举办了山东地区中韩、中日客货班轮高层安全座谈会。承办第9次中日双边海事会谈，交通运输部海事局、日本国土交通省海事局、中国船级社、日本船级社均派员参会。

On behalf of China MSA, Shandong MSA continued to deepen the Sino-Korea special PSC inspection activities, and held the Shandong province Sino-Korea, Sino-Japanese passenger and cargo liner high-level safety forum in Qingdao; undertook the 9th Sino-Japanese bilateral maritime talks. China MSA, Japanese Ministry of Land, Transport and Tourism Maritime Authority, CCS,

Class NK all sent representatives to attend the meeting.

辽宁海事局组织参加与俄罗斯船级社就港口国监督等事宜进行的交流活动，选派人员参加东京备忘录组织第24次港口国监督委员会会议（PSCC）和第7次数据工作组会议（TWG），与俄罗斯船级社就港口国监督等事宜进行了交流，双方以海上安全监督和环境保护的实际需求为切入点，结合俄罗斯船级社注册船舶在其辖区PSC检查中的表现，寻求更加深入的沟通和合作。

Liaoning MSA organized communication activity with PC on the PSC affairs, and sent personnel to participate the 24th Port State Control Committee conference (PSCC) of the Tokyo MOU Organization and 7th Data Working Group Meeting (TWG); exchanged ideas with RS on the PSC inspections; choosing the actual needs of maritime safety and environmental oversight as the starting point, both sides tried to seek more in-depth communication and cooperation, combined with the performance of the RS registered ships in the PSC inspections in China inspection area.

法制及基础建设

LEGAL SYSTEM AND INFRASTRUCTURE

2013年，中国海事局继续加强船舶监督管理制度建设，建立健全船舶安全检查工作制度。修订了《重点跟踪船舶监督管理规定》，将外国籍船舶纳入适用范围，进一步提高对低标准船舶的威慑力。起草了《港口国监督检查质量评估办法》，为港口国监督检查工作科学决策提供依据。

In 2013, China MSA proceeded to strengthen the ship supervision and management system construction, and establish and improve ship safety inspection regime; revised the Control Measures on Blacklist Ships, in which the foreign vessels were included in the scope to make further deterrent on the sub-standard ships; drafted

the Port State Control Inspection Quality Assessment Approach, providing the basis for Port State Control inspection scientific decision-making.

持续强化两岸直航船舶监管工作。福建海事局修订完善了《两岸直航船舶安全检查指南》，进一步完善直航船舶监管程序和标准。

Continue to strengthen cross-strait direct sailing ship supervision. Fujian MSA revised the Guidelines on Cross-strait Direct Sailing Ship Safety Inspection to further improve the direct ship regulatory procedures and standards.

继续推行船舶安检标准化管理。上海海事局编写了《船舶安全检查缺陷处理指导原则》和《港口国监督检查缺陷英语描述与处理指南》，河北海事局编写了《散货船安全检查应用指南》，浙江海事局编写了《国内航行海船安全检查指导书》和《国内航行海船缺陷处理操作指南》等。通过建立船舶安全检查各个环节的标准指南，进一步推进船舶安检工作的标准化管理。

Continue to implement standardized management of ship safety inspection. Shanghai MSA prepared Guiding Principles on Ship Safety Inspection Deficiencies Treatment and Guidelines on Port State Control Inspection Deficiencies English Description and Treatment; Hebei MSA prepared Application Guide on Bulk Carrier Safety Inspection; Zhejiang MSA prepared Guide Book on Domestic Sailing Ship Safety Inspection and Guidance on Domestic Voyage Ship Deficiencies Treatment and Operation. Establishing the standards guidelines in all aspects of ship safety inspection further promoted the standardization of management of the ship safety inspection.

完善了国家港口国监督数据中心的功能。按照

亚太港口国监督数据中心的部署方案，顺利实施了新代码系统、传输协议及新检查机制的转换，实现了与亚太数据库的动态同步。

The function of the Port State Control data center has been improved. According to the deployment scenarios of the Asia-Pacific Port State Control data center, China MSA successfully implemented the new code system, and transport protocol and the conversion of the NIR to achieve the dynamic synchronization with Asia-Pacific database.

研发港口国监督检查决策支持系统，以提高信息化技术在港口国监督检查工作中的应用水平，促进了港口国监督检查业务的智能化和现代化升级。

Developing of the PSC decision-supporting System has improved the application level of information technology in port state control inspection and promoted the intelligence and modernized upgrades of the port state control inspection.

各直属海事局根据安全检查工作需要，积极探索，不断创新，大力推进法治和基础工作建设。

All the regional MSAs actively explored and continuously innovated to vigorously promote the legal system and infrastructure building according to the respective needs of ship safety inspection.

深圳海事局认真组织开展《MLC公约港口国监督检查指南》的研究工作，在充分参考国际劳工组织、巴黎、东京等PSC备忘录地区和船级社检查动态的基础上，完成了《MLC公约港口国监督检查指南》的编写工作，为我国顺利履行港口国责任奠定基础。立足质量体系，及时修订工作程序，推行“港口国监督检查记录簿”的使用，理顺PSCO签发报告与实习安检员检查艘次记录之间的关系，持续提高安检工作的规范性，提高与国际一流PSC检查水平的接轨能力。

Shenzhen MSA seriously organized research work on the Port State Control inspection guidelines on the MLC Convention and finished these guidelines with full reference to the inspection dynamics of ILO, Paris MOU, and Tokyo MOU etc., which laid a solid foundation for China to successfully fulfill the port state responsibilities. Based on the quality system, Shenzhen MSA timely revised the working program, implemented the application of Port State Control inspection record book, rationalized the relationship between PSCO issuing inspection reports and recording of training officers' inspection times, continuously improved the normative of the work, and improved the capacity to reach the world-class standards of PSC inspection.

海南海事局于2013年完成了“洋浦海事局载运危险品船舶分级管理系统”的研发并顺利投入试运行，继续推进《大型油轮安全监管》、《洋浦LNG船舶的海事监管模式探析》等课题的成果转换，着力打造洋浦危险品船舶安检工作品牌。

In 2013, Hainan MSA developed the "Yangpu MSA Ship Carrying Dangerous Goods Classification Management System" and successfully put it into trial operation; continued to promote the achievements transformation of Large Oil Tanker Safety Supervision and Analysis on the Maritime Inspection mode of the Yangpu LNG ship and other project achievements, and strove to build the Yangpu dangerous goods ship safety inspection brand.

天津海事局完成了新版《训练手册》的编写工作；初步建立了港口国监督检查提案机制。继续完善港口国监督检查决策支持系统的各项功能，进行多次测试，完成与国家数据中心的对接，实现一键获取船舶的基础数据、一键上传检查报告等功能，保证数据传输的准确性和稳定性；印发《用户手册》方

便港口国监督检查员操作和使用。

Tianjin MSA completed a new version of Training Manual and initially established a Port State Control inspection proposal mechanisms; continued to improve various functions of the PSC decision-supporting System; carried out several tests, and completed the docking with the National Data Center to realize one-click function of getting ship basic data and uploading inspection reports and other features to ensure the accuracy and stability of data transmission; also issued User Manual to guide the PSC officers to operate and use .



上海海事局正式出台《上海海事局船舶安全检查质量后评估办法》。通过开展船舶安检后评估，提升了船舶安全检查质量，规范和统一了船舶安全检查行为，提高了船舶安全检查队伍的整体素质和水平。浦东海事局试点实施“阳光安检”，这一崭新的船舶安全检查服务理念得到了航运单位的普遍认可。

Shanghai MSA officially introduced Shanghai MSA Post-inspection Evaluation Measures on Ship Safety Inspection. The conducting of post-inspection evaluation measures improved the ship safety inspection quality, standardized and unified the ship safety inspection behaviors, and boosted the overall quality and level of ship safety inspection team. Pudong MSA put forward a new service concept “Sunshine Ship Safety Inspection” and

put it into trial use, which has been widely recognized by the shipping companies.



河北海事局持续深化散货船安全监管体系建设，成立了散货船安全研究工作组，编写完成我国第一本船舶安全检查专业化案例集—《散货船安全检查案例集》。通过整合AIS、电子海图、船舶动态、PSC等多个系统，使散货船安全监管系统逐步得到有效运行，制定散货船安全监管的统一标准，实现散货船进港到出港的全过程、无缝隙监管模式，在保障散货船安全和促进散货船营运效率方面起到了积极的促进作用。

Hebei MSA continued to deepen the building of bulk carrier safety regulatory system, set up a bulk carrier safety research working group, and completed China's first ship safety inspection specialized Case Set – Bulk Carrier Safety Inspection Case Set. By integrating AIS, ECDIS, ship dynamics, PSC system and other systems, bulk carrier safety regulatory system has gradually been operated in an effective way. Hebei MSA also developed bulk carrier safety regulation uniform standards to achieve the seamless regulatory mode of the whole process of ship inbound and outbound, which has played a positive role in protecting the safety of bulk carriers and promoting the operating efficiency of the bulk carriers.

浙江宁波海事局自主研发并成功试运行“智能

港口国监督现场检查及质量管理体系”（I-PSC），实现了数字化、信息化手段与安检效能化、应用化的结合，促进了安检员自身专业水平提升，推出了《国内航行海船缺陷处理操作指南》等一系列安检品牌产品和三份SOLAS公约修正案提案，取得良好的社会效益，逐步实现了安检品牌建设的规范化、制度化、标准化。

Zhejiang Ningbo MSA independently researched and developed “Intelligent Port State Control on-site Inspection and Quality Management System” (I-PSC) and successfully put it into trial operation. This system allowed the combination of the digitized, informational means and the efficient applied safety inspection, and promoted the improvement of the officers’ professional standards. Ningbo MSA also launched a series of safety inspection brand products such as Guidelines on Domestic Voyage Ship Deficiency treatment and Operations and three SOLAS convention amendment proposals, receiving good social benefits, and gradually realized the regularized, institutionalized, standardized brand construction of the safety inspection.

2014年工作展望 PROSPECTS FOR 2014

2014年，中国海事局将认真贯彻全国交通运输工作会议和全国海事系统工作会议精神，以安全监管为中心，以海事“三化”建设为主线，以“服务至上、监管有力、进出便捷、船队发展”为宗旨，着力创新监管方式，着力提高服务水平，着力加强队伍建设，着力提高信息和科技应用水平，努力服务“四个交通”和“海上丝绸之路”建设。主要任务如下：

In 2014, China MSA will conscientiously implement requirement of the National Transportation Work Conference and the National Marine System Conference. With safety regulation as working focus, the “three construction” as the main line, “service-oriented,

effective supervision, convenient access and fleet development” for the purpose, China MSA will strive to promote regulation innovation, improve service levels, strengthen team building, improve the level of information and technology applications, and strive to serve the “four traffic” and “marine Silk Road” projects. The main tasks are as follows:

健全规章制度，创新船舶管理机制。创新船舶监督新机制；大力推行中国籍船舶综合质量管理；创新船舶登记政策，实施国际船舶登记制度；深入开展东京备忘录港口国监督新检查机制的实施和评估工作，继续做好《2006海事劳工公约》和《STCW公约马尼拉修正案》监督检查导则的制订和实施；加快推进《中华人民共和国国际船舶保安规则》的修订。

Improve rules and regulations and innovate in ship management mechanisms. Innovate in new ship management mechanisms; vigorously promote comprehensive quality management on Chinese ships; update vessel registration policy, implement international ship registration system; carry out and evaluate new inspection mechanism of Tokyo MOU, continue to revise and implement inspection guidelines on Maritime Labour Convention 2006 and STCW Convention in Manila amendments; accelerate amendments on the International Ship Security Rules of People's Republic of China.

转变政府职能，提升海事服务水平。切实转变管理理念，创新管理方式；深入落实帮扶航运经济发展的具体举措，切实了解航运企业的实际需求，解决航运面临的困难和问题；积极研究创新船舶登记政策，吸引中资方便旗船舶回归，壮大五星旗船队规模；做好口岸正式开放和外国籍船舶临时进出非开放水域的审理工作。

Conduct government functions transformation

and improve maritime services. Effectively change management concepts, innovate in management patterns; take further measures to help shipping companies in their demands and overcome problems; research on ship registration policies to attract Chinese-flagged convenient ships and expand China fleet; approve working on port official opening and foreign vessels temporary access in and out of non-open waters.

促进协调发展，提高海事监管效能。建立有效的船舶管理协调合作机制；持续加大对地方海事船舶管理业务的培训与指导；大力推动地方海事信息化建设，扩大船舶管理业务系统的应用范围，提高地方海事信息化应用能力，优化资源配置。

Promote the coordinated development and improve maritime regulatory performance. Establish effective mechanisms for ship management coordination and cooperation; continue to increase local maritime ship management training; vigorously promote the local maritime information technology, expand the scope of application of ship management systems, improve the local maritime information technology applications, and optimize resources configuration.

提高科技应用水平，丰富海事监管手段。大力开展中国籍船舶综合质量管理信息化的研究与开发工作；开展适合国内小型船舶安装的船载自动识别系统（AIS）技术标准的研究工作；完善国家港口国监督数据中心的功能，开展港口国监督检查数据与船舶进出港数据的交换；

Improve technology application and maritime regulatory means. Develop information technology on Chinese vessels comprehensive quality management; Research on the automatic identification system (AIS) installation standard for small domestic vessels; improve the function of CCIS; and carry out ship data exchange on

PSC inspection and ship entering and leaving information.

加强队伍能力建设，树立海事新形象。改革船舶安全检查员培训管理模式，加快安检人才队伍培养；完善专业人才的激励机制；加强廉政行风建设，实施监督执法廉政报告制度。

Strengthen the capacity building and establish a new image of MSA. Reform ship inspection officer training mode to strengthen team building; improve talent incentive mechanism; strengthen anti-corruption construction, and carry out clean law-enforcement reporting requirement.

开展国际合作交流，提高海事国际影响。加强区域性多边和双边国际交流合作；加强对相关国际公约、标准、导则的跟踪研究；充分借助工作交流、专题培训等平台，深入研究航运发达国家船舶管理制度。

Enhance international cooperation and exchanges. Strengthen multilateral or bilateral, regional or international cooperation; strengthen follow-up study on relevant international conventions, standards, guidelines; deepen research on ship management system in developed countries or regions through exchange platform.

第二部分 数据统计分析

PART II STATISTICS AND ANALYSIS

中国港口国监督检查 PORT STATE CONTROL IN CHINA

数据统计表

表1 2013年度中国海事局港口国监督情况概况表

Table 1 Annual Summary on PSC in China 2013

概况综述 SUMMARY REPORT	
检查机构: Name of reporting authority:	中华人民共和国海事局CHINA MSA
报告统计时段: Reporting period:	01/01/2013 -- 31/12/2013
检查总艘次: Total no. of inspections:	9562
初始检查总艘次: No. of initial inspections:	8078
跟踪检查船舶艘次: No. of follow-up inspections:	1484
有缺陷船舶艘次: No. of inspections with deficiencies:	6788
缺陷总数: Total no. of deficiencies:	44558
滞留船舶总艘次: Total no. of detentions:	660
船舶滞留率: Detention percentage:	8.17%
单船缺陷数量: No. of deficiencies per ship:	5.52

表2 2003-2013年PSC检查情况汇总表

Table 2 PSC inspection data 2003-2013

数据回顾 Data Review											
报告统计年度 Reporting year	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003
初始检查总艘次 Total no. of initial inspections	8078	8327	7823	5186	4297	4545	4151	4020	4020	3897	3789
缺陷总数 Total no. of deficiencies	44558	46354	49583	34708	28651	33749	29944	24459	21244	16396	16435
有缺陷船舶艘次 No. of inspections with deficiencies	6788	7018	6753	4489	3765	4067	3753	3552	3356	3045	2947
滞留船舶总艘次 Total no. of detentions	660	603	679	534	401	556	465	319	260	198	173
单船平均缺陷数 No. of deficiencies per ship	5.52	5.57	6.34	6.69	6.67	7.43	7.21	6.08	5.28	4.21	4.34
船舶滞留率 Detention percentage	8.17%	7.24%	8.68%	10.30%	9.33%	12.23%	11.20%	7.94%	6.47%	5.08%	4.57%

表3 直属局检查统计表
Table 3 PSC inspection 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	20	18	20	1	5.00%	64	3.20
福建海事局 Fujina MSA	605	492	443	480	59	11.99%	3234	6.57
广东海事局 Guangdong MSA	1185	967	793	873	94	9.72%	4265	4.41
广西海事局 Guangxi MSA	251	214	164	212	7	3.27%	642	3.00
河北海事局 Hebei MSA	450	401	331	394	30	7.48%	1710	4.26
海南海事局 Hainan MSA	99	90	83	77	9	10.00%	578	6.42
江苏海事局 Jiangsu MSA	1685	1322	1254	1190	167	12.63%	12831	9.71
辽宁海事局 Liaoning MSA	714	608	463	566	35	5.76%	3053	5.02
山东海事局 Shandong MSA	1401	1212	978	1059	76	6.27%	6151	5.08
上海海事局 Shanghai MSA	844	790	722	765	27	3.42%	3297	4.17
深圳海事局 Shenzhen MSA	473	428	347	422	47	10.98%	2877	6.72
天津海事局 Tianjin MSA	718	625	435	585	47	7.52%	2146	3.43
浙江海事局 Zhejiang MSA	1117	909	757	855	61	6.71%	3710	4.08
合计 Total	9562	8078	6788	-	660	8.17%	44558	5.52

表4 各港口检查情况统计表
Table 4 PSC statistics by Port

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	7	7	6	7	0	0.00%	19	2.71
北海 Beihai	41	34	32	34	4	11.76%	124	3.65
广州 Guangzhou	527	424	357	394	34	8.02%	1798	4.24
曹妃甸 Caofeidian	131	128	116	128	8	6.25%	511	3.99
常熟 Changshu	89	76	66	76	6	7.89%	502	6.61
常州 Changzhou	45	31	30	31	3	9.68%	250	8.06
丹东 Dandong	75	56	51	56	2	3.57%	385	6.88
大连 Dalian	377	321	208	307	21	6.54%	1349	4.20
防城 Fangcheng	147	120	85	120	2	1.67%	340	2.83
福州 Fuzhou	131	110	103	107	13	11.82%	819	7.45
海口 Haikou	99	90	83	77	9	10.00%	578	6.42
黄骅 Huanghua	32	30	20	30	2	6.67%	89	2.97
虎门 Humen	124	110	91	109	7	6.36%	478	4.35
惠州 Huizhou	43	41	23	41	2	4.88%	98	2.39
江阴 Jiangyin	134	114	103	112	11	9.65%	911	7.99
嘉兴 Jiaxing	72	60	53	58	3	5.00%	316	5.27
锦州 Jinzhou	43	40	33	39	1	2.50%	187	4.68
连云港 Lianyungang	446	305	303	296	47	15.41%	3957	12.97
茂名 Maoming	34	30	23	27	2	6.67%	95	3.17

表4 各港口检查情况统计表
Table 4 PSC statistics by Port

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
宁德 Ningde	27	25	23	25	3	12.00%	185	7.40
宁波 Ningbo	519	463	367	444	28	6.05%	1384	2.99
南京 Nanjing	99	91	83	90	16	17.58%	895	9.84
南通 Nantong	246	196	196	196	35	17.86%	2296	11.71
莆田 Putian	15	13	11	13	1	7.69%	90	6.92
钦州 Qinzhou	63	60	47	60	1	1.67%	178	2.97
泉州 Quanzhou	61	47	45	46	4	8.51%	284	6.04
日照 Rizhao	428	367	321	345	29	7.90%	2452	6.68
上海 Shanghai	844	790	722	765	27	3.42%	3297	4.17
秦皇岛 Qinhuangdao	125	103	96	102	11	10.68%	507	4.92
汕头 Shantou	78	71	49	62	2	2.82%	212	2.99
深圳 Shenzhen	473	428	347	422	47	10.98%	2877	6.72
太仓 Taicang	147	94	92	92	8	8.51%	884	9.40
青岛 Qingdao	498	422	321	402	27	6.40%	1703	4.04
唐山 Tangshan	162	140	99	140	9	6.43%	603	4.31
台州 Taizhou ZJ	192	85	84	79	8	9.41%	622	7.32
天津 Tianjin	718	625	435	585	47	7.52%	2146	3.43
泰州 Taizhou JS	142	124	117	123	12	9.68%	1045	8.43
威海 Weihai	117	92	80	81	10	10.87%	432	4.70

表4 各港口检查情况统计表
Table 4 PSC statistics by Port

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
芜湖 Wuhu	13	13	12	13	1	7.69%	45	3.46
温州 Wenzhou	22	17	16	17	1	5.88%	91	5.35
厦门 Xiamen	334	265	232	261	34	12.83%	1667	6.29
营口 Yingkou	219	191	171	186	11	5.76%	1132	5.93
阳江 Yangjiang	43	34	31	34	6	17.65%	211	6.21
烟台 Yantai	358	331	256	305	10	3.02%	1564	4.73
扬州 Yangzhou	30	20	20	20	2	10.00%	161	8.05
湛江 Zhanjiang	183	146	133	145	31	21.23%	1006	6.89
镇江 Zhenjiang	110	95	85	92	9	9.47%	607	6.39
张家港 Zhangjiagang	197	176	159	176	18	10.23%	1323	7.52
舟山 Zhoushan	312	284	237	282	21	7.39%	1297	4.57
珠海 Zhuhai	153	111	86	106	10	9.01%	367	3.31
漳州 Zhangzhou	37	32	29	32	4	12.50%	189	5.91
合计 Total	9562	8078	6788	-	660	8.17%	44558	5.52

表5 各船旗船舶检查情况对比表
Table 5 PSC inspection per 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	79	70	402	10	12.66%
巴哈马 Bahamas	144	111	568	11	7.64%
巴林 Bahrain	2	2	11	1	50.00%
孟加拉国 Bangladesh	21	20	223	6	28.57%
比利时 Belgium	16	11	26	0	0.00%
伯利兹 Belize	164	155	1403	17	10.37%
百慕大群岛(英) Bermuda (UK)	15	13	37	0	0.00%
巴西 Brazil	1	1	8	1	100.00%
柬埔寨 Cambodia	454	452	4197	64	14.10%
开曼群岛(英) Cayman Islands (UK)	14	10	43	1	7.14%
科摩罗群岛 Comoros	5	5	58	3	60.00%
库克群岛 Cook Islands	4	4	45	1	25.00%
克罗地亚 Croatia	10	8	21	0	0.00%
库腊索岛 Curacao	1	1	10	0	0.00%
塞浦路斯 Cyprus	113	94	497	5	4.42%
丹麦 Denmark	48	29	115	3	6.25%
多米尼加 Dominica	5	5	71	3	60.00%
埃及 Egypt	6	6	41	2	33.33%
埃塞阿比亚 Ethiopia	4	3	14	0	0.00%
法国 France	13	12	30	0	0.00%

表5 各船旗船舶检查情况对比表
Table 5 PSC inspection per 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
冈比亚 Gambia	1	1	9	0	0.00%
德国 Germany	69	57	250	0	0.00%
直布罗陀(英) Gibraltar (UK)	10	8	43	1	10.00%
希腊Greece	132	92	391	3	2.27%
洪都拉斯 Honduras	1	1	18	0	0.00%
中国香港 Hong Kong, China	1104	753	3599	1	0.09%
印度 India	20	19	130	4	20.00%
印度尼西亚 Indonesia	19	19	217	11	57.89%
伊朗 Iran	20	18	171	4	20.00%
马恩岛(英国) Isle of Man (UK)	36	25	91	1	2.78%
以色列 Israel	3	3	24	0	0.00%
意大利 Italy	52	42	180	2	3.85%
牙买加 Jamaica	4	4	7	0	0.00%
日本 Japan	26	21	124	0	0.00%
基里巴斯 Kiribati	79	79	804	12	15.19%
朝鲜 Korea, Democratic People's Republic	156	156	1898	33	21.15%
韩国 Korea, Republic of	326	310	1992	0	0.00%
科威特 Kuwait	4	2	4	0	0.00%
利比里亚 Liberia	595	480	2452	50	8.40%
利比亚 Libyan Arab Jamahiriya	2	1	2	0	0.00%

表5 各船旗船舶检查情况对比表
Table 5 PSC inspection per 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
卢森堡 Luxembourg	3	3	7	0	0.00%
马来西亚 Malaysia	43	34	205	4	9.30%
马耳他 Malta	236	202	1165	21	8.90%
马绍尔群岛 Marshall Islands	430	330	1570	16	3.72%
摩尔多瓦 Moldova, Republic of	1	1	7	0	0.00%
蒙古 Mongolia	23	23	318	8	34.78%
缅甸 Myanmar	2	2	21	2	100.00%
荷兰 Netherlands	31	20	92	1	3.23%
纽埃 Niue	4	4	36	2	50.00%
挪威 Norway	73	54	277	5	6.85%
巴基斯坦 Pakistan	5	5	44	0	0.00%
巴拿马 Panama	2261	1955	13465	226	10.00%
菲律宾 Philippines	33	32	262	10	30.30%
葡萄牙 Portugal	1	1	6	0	0.00%
卡塔尔 Qatar	3	0	0	0	0.00%
俄罗斯 Russia	63	63	445	13	20.63%
生克里斯托弗和尼维斯岛 Saint Kitts and Nevis	4	4	32	2	50.00%
圣文森特和格林纳丁斯 Saint Vincent and the Grenadines	92	92	620	3	3.26%
萨摩亚 Samoa	1	0	0	0	0.00%
沙特阿拉伯 Saudi Arabia	15	10	33	0	0.00%

表5 各船旗船舶检查情况对比表

Table 5 PSC inspection per 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
塞拉里昂 Sierra Leone	93	93	1061	18	19.35%
新加坡 Singapore	437	347	1599	2	0.46%
西班牙 Spain	1	1	4	1	100.00%
瑞典 Sweden	2	2	7	0	0.00%
瑞士 Switzerland	7	6	26	0	0.00%
中国台湾 Taiwan, China	12	11	122	1	8.33%
坦桑尼亚 Tanzania	27	26	171	7	25.93%
泰国 Thailand	36	34	326	12	33.33%
多哥 Togo	17	17	168	1	5.88%
土耳其 Turkey	20	13	100	3	15.00%
图瓦卢 Tuvalu	29	29	217	3	10.34%
阿联酋 United Arab Emirates (UAE)	2	1	8	0	0.00%
英国 United Kingdom (UK)	100	78	316	5	5.00%
美国 United States of America	8	8	72	0	0.00%
瓦努阿图 Vanuatu	12	12	103	4	33.33%
越南 Viet Nam	173	172	1427	40	23.12%
合计 total	8078	6788	44558	660	8.17%

表6 各认可组织船舶检查情况对比表
Table 6 PSC Inspection per Recognized Organization

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	707	510	2395	31	4.38%
Bureau Veritas	643	531	2995	36	5.60%
China Classification Society	503	345	1918	0	0.00%
China Corporation Register of Shipping	25	24	263	5	20.00%
Croatian Register of Shipping	11	9	28	0	0.00%
Det Norske Veritas	564	435	2246	23	4.08%
Germanischer Lloyd	607	478	2354	42	6.92%
Global Marine Bureau	15	15	155	2	13.33%
INCLAMAR (Inspeccion y Classification Maritime S.de R. L.)	2	2	17	0	0.00%
Indian Register of Shipping	18	18	128	4	22.22%
Intermaritime Certification Services, S.A.	123	120	1088	13	10.57%
International Merchant Marine Registry of Belize	1	1	21	1	100.00%
International Naval Surveys Bureau	2	2	27	1	50.00%
International Register of Shipping	48	48	583	18	37.50%
International Ship Classification	69	69	715	13	18.84%
Isthmus Bureau of Shipping	79	79	747	17	21.52%
Korea Classification Society(former Joson Classification Society)	151	151	1831	31	20.53%
Korea Ship Safety Technology Authority	9	9	96	0	0.00%
Korean Register of Shipping	665	585	3435	16	2.41%
Lloyd' s Register	712	540	2729	34	4.78%
National Shipping Adjusters Inc	1	1	13	1	100.00%
Nippon Kaiji Kyokai	1791	1499	8676	141	7.87%
No class	385	385	3498	50	12.99%

表6 各认可组织船舶检查情况对比表
Table 6 PSC Inspection per Recognized Organization

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
Other	107	105	1141	33	30.84%
Overseas Marine Certification Services	78	78	817	11	14.10%
Panama Maritime Documentation Services	100	100	1131	23	23.00%
Panama Shipping Registrar Inc.	18	18	208	3	16.67%
Polski Rejestr Statkow	7	6	83	2	28.57%
PT Biro Klasifikasi Indonesia	7	7	75	2	28.57%
Registro Internacional Naval S.A.	4	4	12	0	0.00%
Registro Italiano Navale	199	189	1224	15	7.54%
RINAVE Portuguesa	2	2	7	0	0.00%
Russian Maritime Register of Shipping	79	79	657	21	26.58%
Union Bureau of Shipping	127	125	1280	26	20.47%
Universal Maritime Bureau Ltd	65	65	639	4	6.15%
Universal Shipping Bureau Inc.	1	1	10	0	0.00%
Vietnam Register of Shipping	153	153	1316	41	26.80%
合计 Total	8078	6788	44558	660	8.17%

表7 各船旗国连续三年滚动滞留率对比表 (被检查艘次超过50)
Table 7 3-year Rolling Detention Rate per Flag (No. of inspections over 50)

船旗国 Flag State	各年度滞留率 Annual detention rate			三年平均滞留率 3-year average detention rate	超过平均 滞留率倍数 Times of exceeding 3-year average
	2013	2012	2011		
朝鲜 Korea, Democratic People's Republic	21.15%	23.36%	36.19%	25.88%	3.17
越南 Viet Nam	23.12%	19.10%	34.48%	25.00%	3.06
塞拉里昂 Sierra Leone	19.35%	21.70%	17.12%	19.35%	2.37
俄罗斯 Russia	20.63%	16.90%	12.12%	16.50%	2.02
柬埔寨 Cambodia	14.10%	12.07%	19.34%	15.57%	1.91
巴拿马 Panama	10.00%	8.46%	9.25%	9.21%	1.13
伯利兹 Belize	10.37%	8.09%	8.11%	8.87%	1.09
安提瓜和巴不达岛 Antigua and Barbuda	12.66%	9.48%	4.55%	8.52%	1.04
利比里亚 Liberia	8.40%	6.38%	6.28%	7.00%	0.86
马耳他 Malta	8.90%	3.37%	6.94%	6.53%	0.80
塞浦路斯 Cyprus	4.42%	7.56%	7.55%	6.51%	0.80
巴哈马 Bahamas	7.64%	5.06%	6.25%	6.28%	0.77
德国 Germany	0.00%	10.78%	5.32%	6.04%	0.74
英国 United Kingdom (UK)	5.00%	7.45%	5.00%	5.84%	0.71
挪威 Norway	6.85%	7.69%	1.64%	5.38%	0.66
马绍尔群岛 Marshall Islands	3.72%	5.88%	4.78%	4.76%	0.58
希腊 Greece	2.27%	1.61%	4.59%	2.74%	0.34
圣文森特和格林纳丁斯 Saint Vincent and the Grenadines	3.26%	2.61%	2.42%	2.72%	0.33
新加坡 Singapore	0.46%	1.16%	2.89%	1.40%	0.17
韩国 Korea, Republic of	0.00%	0.00%	0.92%	0.29%	0.04
中国香港 Hong Kong, China	0.09%	0.10%	0.37%	0.17%	0.02

表8 各认可组织连续三年滚动滞留率对比表（被检查艘次超过50）

Table 8 3-year Rolling Detention Rate per Recognized Organization (No. of inspections over 50)

船旗国 Flag State	各年度滞留率 Annual detention rate			三年平均滞留率 3-year average detention rate	超过平均 滞留率倍数 Times of exceeding 3-year average
	2013	2012	2011		
Vietnam Register of Shipping	26.80%	22.52%	36.30%	28.44%	3.48
Other	30.84%	29.63%	18.29%	26.67%	3.26
Korea Classification Society (former Josen Classification Society)	20.53%	23.13%	37.62%	25.91%	3.17
Russian Maritime Register of Shipping	26.58%	21.43%	17.09%	21.09%	2.58
Isthmus Bureau of Shipping	21.52%	16.47%	22.94%	20.51%	2.51
Union Bureau of Shipping	20.47%	12.37%	21.48%	18.28%	2.24
Overseas Marine Certification Services	14.10%	19.18%	16.18%	16.44%	2.01
Panama Maritime Documentation Services	23.00%	11.89%	13.29%	15.28%	1.87
No class	12.99%	12.07%	18.06%	14.37%	1.76
International Ship Classification	18.84%	9.84%	13.92%	14.35%	1.76
Intermaritime Certification Services, S.A.	10.57%	7.95%	5.19%	8.33%	1.02
Nippon Kaiji Kyokai	7.87%	6.46%	7.51%	7.26%	0.89
Registro Italiano Navale	7.54%	7.49%	6.64%	7.20%	0.88
Bureau Veritas	5.60%	8.87%	6.76%	7.08%	0.87
Germanischer Lloyd	6.92%	5.79%	3.38%	5.34%	0.65
American Bureau of Shipping	4.38%	4.25%	4.62%	4.41%	0.54
Lloyd's Register	4.78%	3.13%	5.02%	4.30%	0.53
Det Norske Veritas	4.08%	4.23%	4.03%	4.11%	0.50
Korean Register of Shipping	2.41%	1.96%	3.29%	2.54%	0.31
China Classification Society	0.00%	0.18%	0.21%	0.13%	0.02

表9 各类缺陷数量连续三年统计对比表
Table 9 3-year Major Categories Deficiencies

缺陷代码 Code	缺陷类别 Type of deficiency	缺陷数量 No. of deficiencies			滞留缺陷数量 No. of detainable deficiencies		
		2013	2012	2011	2013	2012	2011
01100	船舶证书Ship Certificates	1179	1409	1335	89	80	67
01200	船员证书Crew Certificates	346	422	527	64	46	14
01300	文件Documents	2271	2317	-	19	7	-
02100	结构Structural Conditions	1694	1802	4277	56	57	201
03100	水密/风雨密Water/Weathertight conditions	2782	3057	3577	111	87	241
04100	应急系统Emergency Systems	2737	3028	-	126	118	-
05100	无线电通讯Radio Communications	1248	1512	1632	56	62	89
06100	货物载运Cargo operations including equipment	175	167	246	2	1	1
07100	消防设备Fire safety	8110	9386	8781	458	439	2683
08100	警报Alarms	449	564	529	28	31	13
09100	起居处所 Working and Living Conditions-living conditions	168	153	30	0	8	0
09200	工作处所 Working and Living Conditions-working conditions	1619	1296	206	18	7	0
10100	航行安全Safety of Navigation	7577	7810	8057	91	70	353
11100	救生设备Life saving appliances	5381	5654	5780	248	197	659
12100	危险货物Dangerous goods	112	118	-	3	8	-
13100	主动力和辅助设备 Propulsion and auxiliary machinery	2879	3057	3875	55	51	147
14100	Marpol Annex I	1070	1235	2853	92	107	208
14200	Marpol Annex II	29	20	9	0	0	0
14300	Marpol Annex III	5	4	25	0	0	0
14400	Marpol Annex IV	715	627	632	46	40	12
14500	Marpol Annex V	1392	230	575	55	2	0
14600	Marpol Annex VI	537	390	335	27	11	2
14700	防污底公约Anti Fouling	18	7	9	0	0	0
15100	ISM	797	836	923	88	82	50
16100	ISPS	757	929	1227	21	17	18
17100	其他Other	511	324	69	3	3	0
合计/平均 Total/Average		44558	46354	45509	1756	1531	4758

* 由于2012年东京备忘录更新缺陷代码，此表显示2011年部分缺陷代码无数据。

表10 各船型船舶检查情况连续三年统计对比表
Table 10 3-year PSC Inspections per Ship Type

船舶类型 Ship type	检查艘次 No. of inspections			缺陷总数 No. of deficiencies			滞留艘次 No. of detention			滞留率 Detention percentage		
	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011
NLS 液货船 NLS Tanker	5	7	4	19	24	16	0	0	0	0.00%	0.00%	0
组合运输船 Combination carrier	5	8	22	22	30	74	1	1	1	20.00%	12.50%	4.55%
油船 Oil tanker	408	403	319	1478	1405	1196	22	13	17	5.39%	3.23%	5.33%
液化气船 Gas carrier	178	187	162	793	876	797	14	11	18	7.87%	5.88%	11.11%
化学品船 Chemical tanker	514	567	458	2414	2644	2381	24	25	21	4.67%	4.41%	4.59%
散货船 Bulk carrier	3267	3127	2910	15283	15232	16270	210	188	207	6.43%	6.01%	7.11%
汽车运输船 Vehicle carrier	62	59	43	212	190	97	2	4	1	3.23%	6.78%	2.33%
集装箱船 Container ship	1193	1331	1290	4509	4933	5584	70	66	56	5.87%	4.96%	4.34%
滚装船 Ro-Ro cargo ship	14	25	37	82	168	90	1	3	1	7.14%	12.00%	2.70%
普通货船/多用途船 General cargo/multi-purpose ship	2054	2270	2271	17268	18791	20992	266	268	329	12.95%	11.81%	14.49%
冷藏船 Refrigerated cargo carrier	100	80	93	729	534	847	20	13	16	20.00%	16.25%	17.20%
木屑船 Woodchip carrier	25	33	27	108	181	152	1	1	2	4.00%	3.03%	7.41%
牲畜运输船 Livestock carrier	0	4	-	0	13	-	0	0	-	0.00%	0.00%	-
客滚船 Ro-Ro passenger ship	27	32	4	171	198	21	1	1	0	3.70%	3.13%	0.00%
客船 Passenger ship	34	42	33	123	258	244	2	1	3	5.88%	2.38%	9.09%
渔业加工船 Factory ship	0	0	-	0	0	-	0	0	-	0.00%	0.00%	-
重载船 Heavy load carrier	30	17	26	115	73	79	2	0	0	6.67%	0.00%	0
离岸服务船 Offshore service vessel	36	35	21	339	229	123	3	3	0	8.33%	8.57%	0.00%
特种用途船 Special purpose ship	2	3	32	16	3	136	1	0	0	50.00%	0.00%	0.00%
拖轮 Tugboat	27	18	17	183	96	92	2	0	0	7.41%	0.00%	0.00%
其他 Other types of ship	97	79	54	694	476	392	18	5	7	18.56%	6.33%	12.96%
合计/平均 Total/Average	8078	8327	7823	44558	46354	49583	660	603	679	9.43%	7.24%	8.68%

*由于东京备忘录更新船型, 此表显示2011年和2010年部分船型无数据。

表11 按船龄划分船舶检查情况连续三年统计对比表
Table 11 3-year PSC Inspections per Ship Age

船龄 Age of ship	检查艘次 No. of inspections			有缺陷艘次 No. of inspections with deficiencies			滞留艘次 No. of detentions			缺陷总数 No. of deficiencies			滞留率 Detention percentage			单船缺陷数 No. of deficiencies per ship		
	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011
0-5	2568	2616	2294	1927	1959	1700	100	105	93	9442	9710	8909	3.89%	4.01%	4.05%	3.68	3.71	3.88
6-10	1927	1753	1462	1577	1451	1230	151	108	88	10014	8430	7662	7.84%	6.16%	6.02%	5.20	4.81	5.24
11-15	935	1023	860	781	826	734	70	69	50	4451	4916	4686	7.49%	6.74%	5.81%	4.76	4.81	5.45
16-20	976	942	823	862	838	751	81	70	78	5867	5550	5472	8.30%	7.43%	9.48%	6.01	5.89	6.65
21-25	702	711	771	678	684	747	74	54	87	5432	5467	6638	10.54%	7.59%	11.28%	7.74	7.69	8.61
26-30	706	814	1250	700	798	1229	124	115	199	6394	7390	12262	17.56%	14.13%	15.92%	9.06	9.08	9.81
30年以上 over30 year	264	468	363	263	462	362	60	82	84	2958	4891	3954	22.73%	17.52%	23.14%	11.20	10.45	10.89
合计/平均 Total/Average	8078	8327	7823	6788	7018	6753	660	603	679	44558	46354	49583	8.17%	7.24%	8.68%	5.52	5.57	6.34

表12 按吨位（总吨）划分船舶检查情况连续三年统计对比表
Table 12 3-year PSC Inspections per Gross Tonnage

总吨 Age of ship	检查艘次 No. of inspections			有缺陷艘次 No. of inspections with deficiencies			滞留艘次 No. of detentions			缺陷总数 No. of deficiencies			滞留率 Detention percentage			单船缺陷数 No. of deficiencies per ship		
	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011	2013	2012	2011
0-499	23	18	23	23	18	22	1	0	1	164	120	187	4.35%	0.00%	4.35%	7.13	6.67	8.13
500-2999	1282	1379	1414	1268	1356	1401	178	145	206	11586	11898	13512	13.88%	10.51%	14.57%	9.04	8.63	9.56
3000-9999	1449	1547	1407	1314	1404	1277	177	163	172	10127	10684	10672	12.22%	10.54%	12.22%	6.99	6.91	7.58
10000-49999	3548	3631	3524	2907	2985	2971	225	233	250	17322	18226	20144	6.34%	6.42%	7.09%	4.88	5.02	5.72
50000-99999	1273	1341	1148	962	1015	877	69	52	44	4261	4534	4288	5.42%	3.88%	3.83%	3.35	3.38	3.74
10000以上 Over 10000	503	411	307	314	240	205	10	10	6	1098	892	780	1.99%	2.43%	1.95%	2.18	2.17	2.54
合计/平均 Total/Average	8078	8327	7823	6788	7018	6753	660	603	679	44558	46354	49583	8.17%	7.24%	8.68%	5.52	5.57	6.34

对比分析图

图1 2003-2013中国港口国监督检查对比图

Chart 1 Distribution of china PSC Inspections between 2003~2013

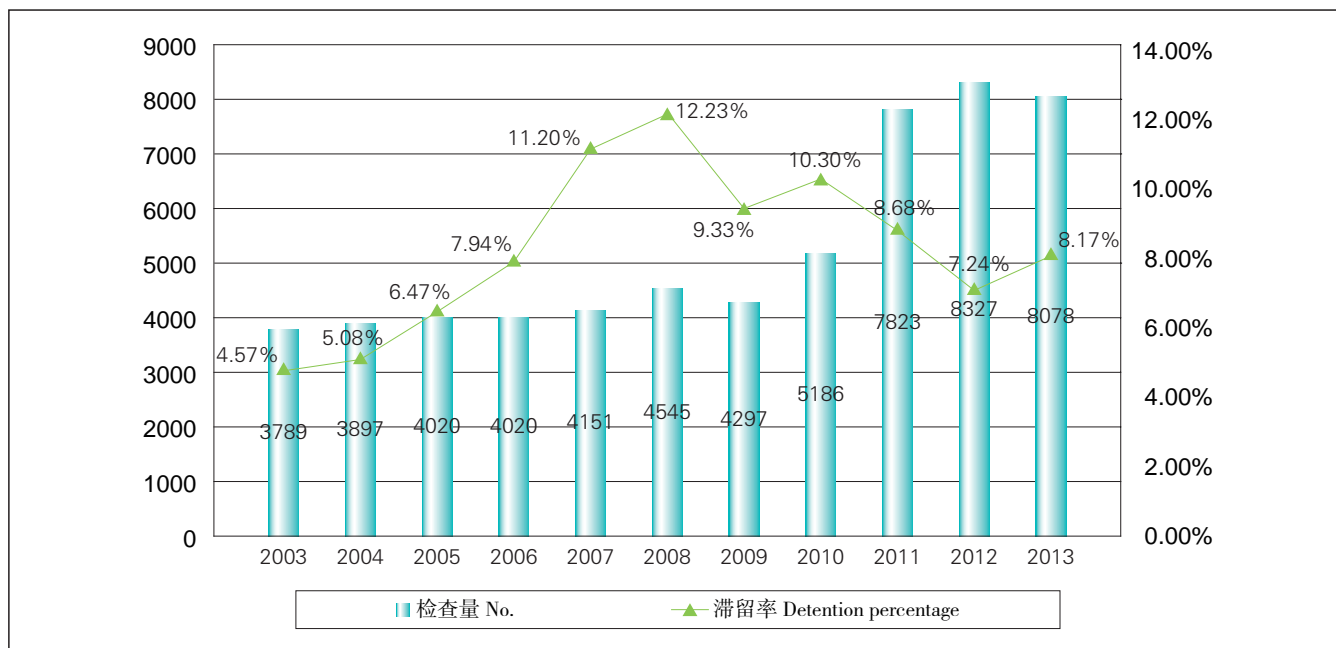


图2 各直属局港口国监督检查初始检查分布图

Chart 2 Initial Inspection-Contribution by Regional MSA

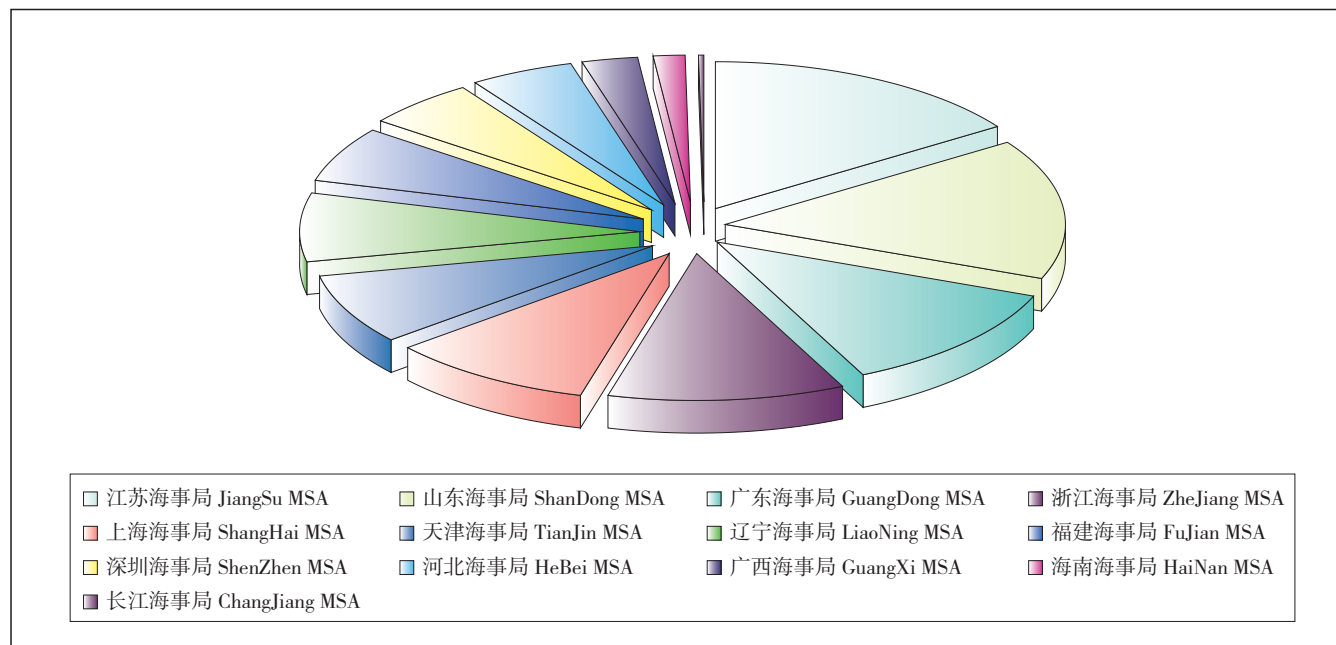


图3 各直属局检查情况统计图
Chart 3 Port State Control Statistics by Regional MSA

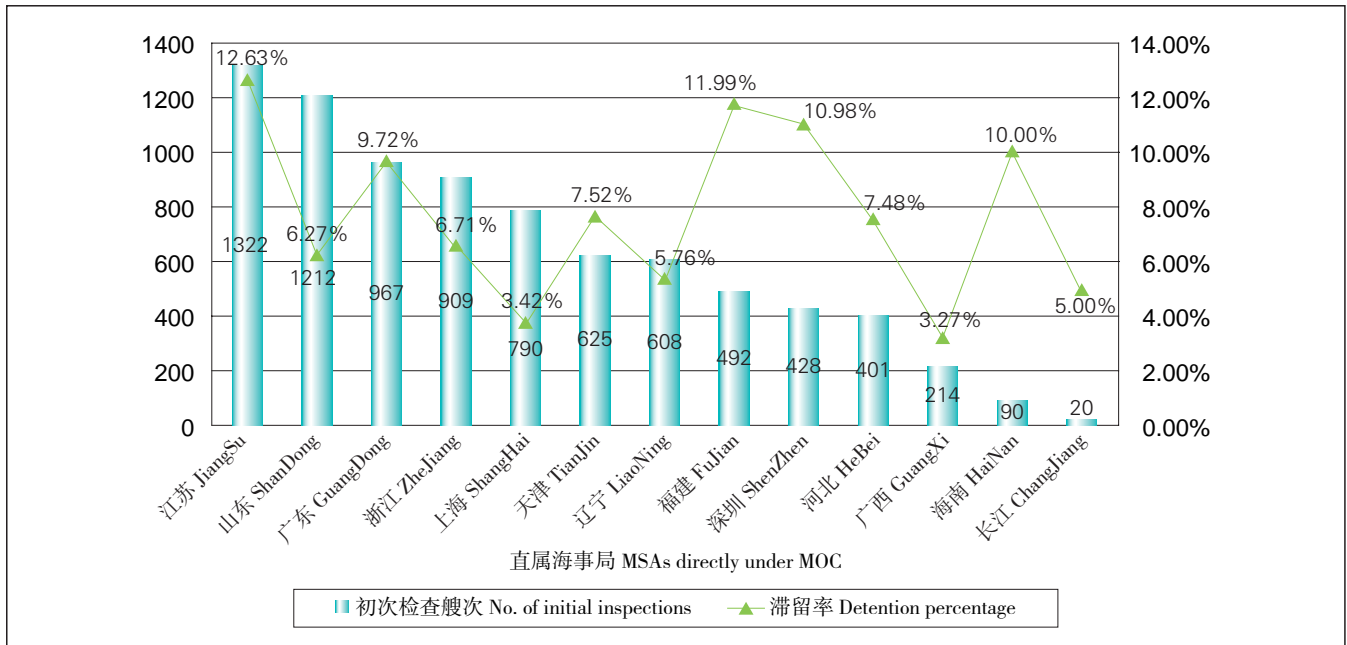


图4 数量排名前十位的各类缺陷连续三年对比图
Chart 4 3-year Top 10 No. of Deficiencies per Categories

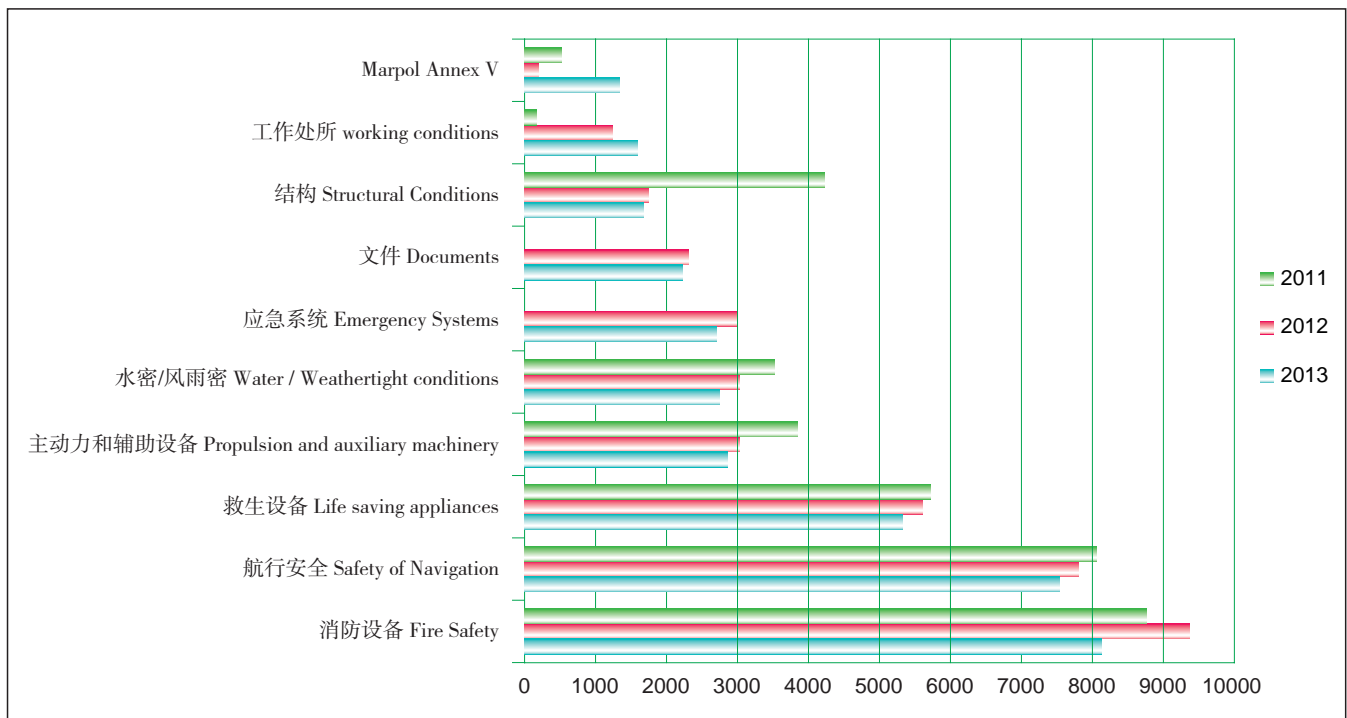


图5 按船型划分船舶滞留率连续三年对比图（排名前十位）
 Chart 5 3-years Detention Percentage per Ship Types (Top 10)

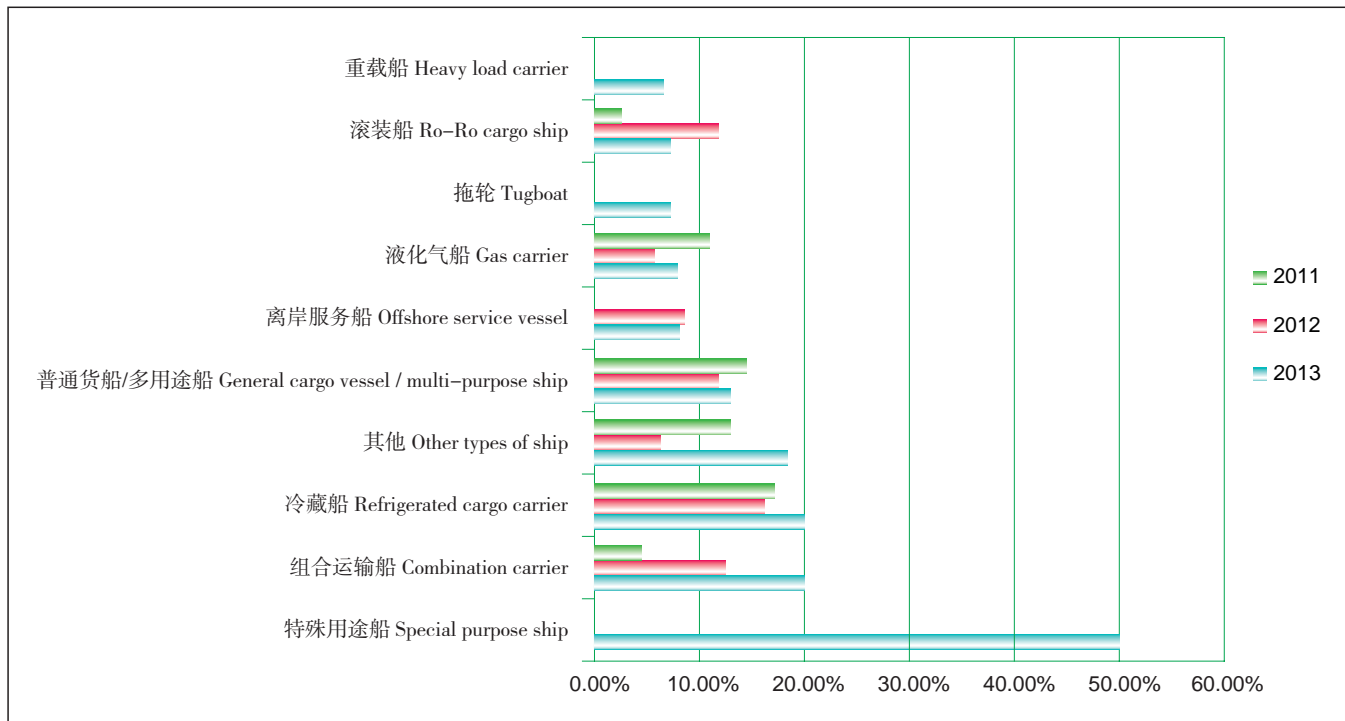


图6 按船龄划分船舶滞留率情况连续三年对比图
 Chart 6 3-year Detention Percentage per Ship Age

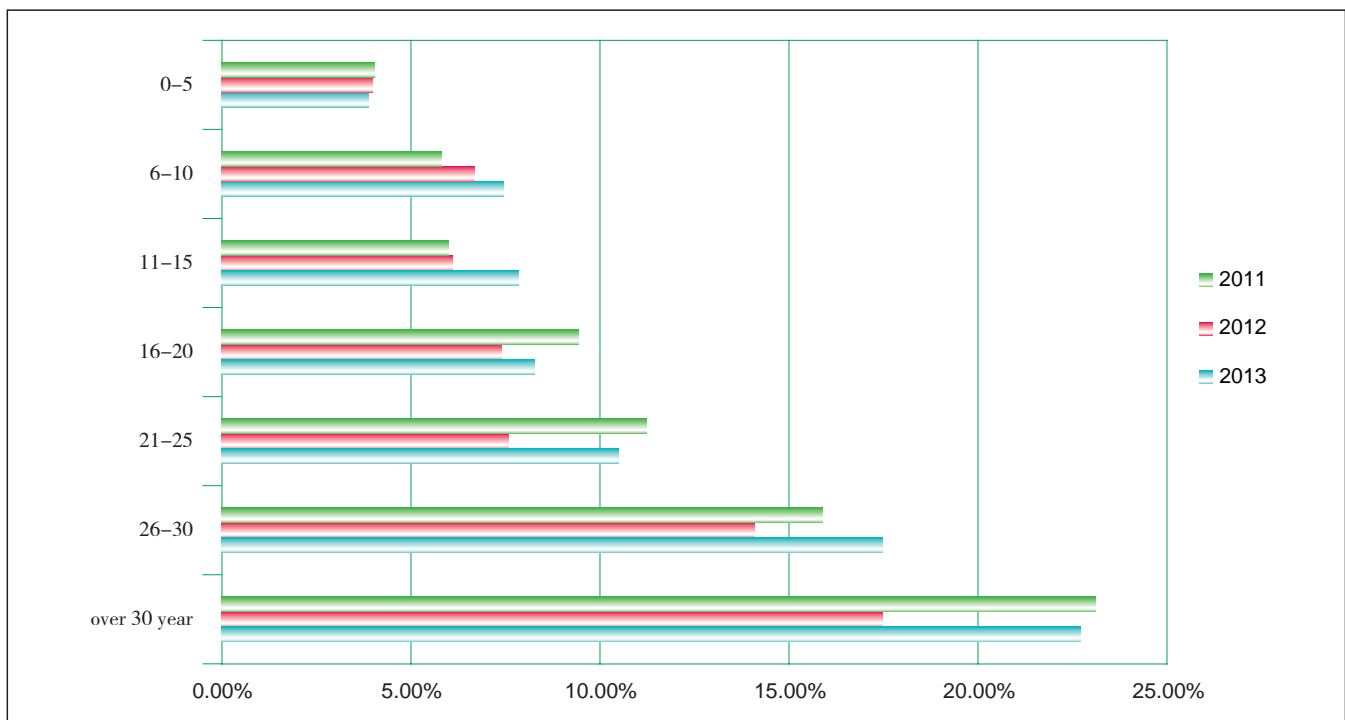
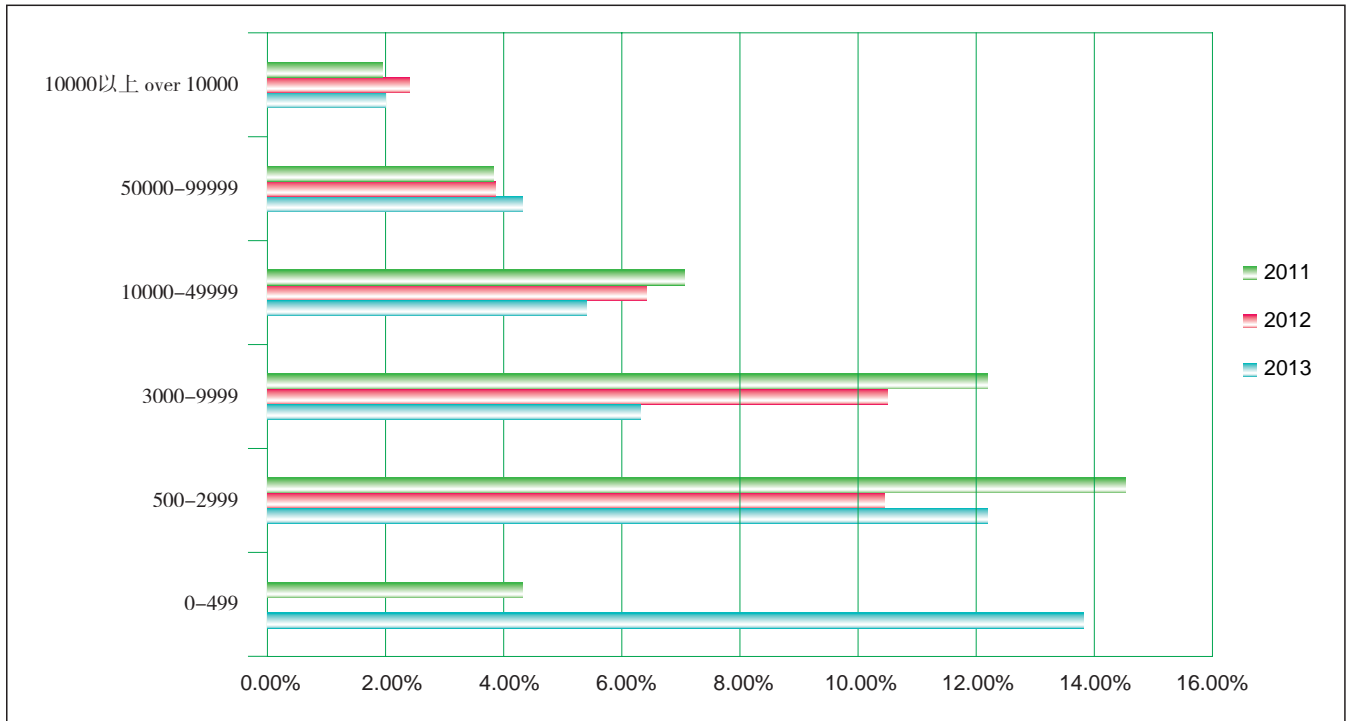


图7 按吨位(总吨)划分船舶滞留率连续三年对比图
 Chart 7 3-year Detention Percentage per Gross Tonnage



中国籍船舶亚太地区接受PSC检查情况
PSC INSPECTION OVERSEAS TO CHINESE SHIPS

表1 中国籍船舶在亚太地区被滞留情况表
Table 1 Detention of Chinese ship under Tokyo MoU

检查日期 Date of inspection	检查机关 Authority	船名 Ship Name	船舶类型 Ship Type	船龄 Ship Age	总吨 Tonnage	呼号 Call sign	IMO 编号 IMO No.	缺陷数量 No. of deficiencies	滞留缺陷数量 No. of detainable deficiencies
27.11.2013	印度尼西亚 Indonesia	明州68 MING ZHOU 68	散货船 Bulk carrier	24	36616	BLCY	8900476	10	4
15.11.2013	越南 Viet Nam	永骏101 YONG JUN 101	散货船 Bulk carrier	2	4675	BKNF6	9640360	19	2
11.08.2013	澳大利亚 Australia	新烟台 XIN YAN TAI	集装箱船 Container ship	9	66542	BPBF	9304801	11	1
26.07.2013	澳大利亚 Australia	时代5 SHI DAI 5	散货船 Bulk carrier	19	35886	BPDX	9086942	3	1
02.07.2013	越南 Viet Nam	中化10 ZHONG HUA 10	化学品船 Chemical tanker	18	1999	BJNJ	9147904	20	2
26.06.2013	越南 Viet Nam	丰康山 FENG KANG SHAN	普通货船 General cargo/ multi-purpose ship	28	13367	BOSU	8400610	13	3
14.06.2013	越南 Viet Nam	龙洲 LONG ZHOU	油船 Oil tanker	6	3276	BUSG	9546150	5	1
07.06.2013	越南 Viet Nam	成路28 CHENG LU 28	普通货船 General cargo/ multi-purpose ship	5	5580	BKUK5	9601259	8	4

船旗国监督检查 FLAG STATE CONTROL

表1 2013年度直属海事局船旗国监督检查概况表
Table 1 Annual Summary on FSC in China 2013

概况综述 SUMMARY REPORT		
	海船 Sea-Going Ships	内河船 River-Going Ships
检查总艘次: No. of inspections	31402	90414
缺陷总数: Total no. of deficiencies	264269	601113
滞留船舶总艘次: No. of detentions	1231	3068
船舶滞留率: Detention rate	3.92%	3.39%
单船缺陷数 No. of deficiencies per ship	8.42	6.65

表2 2013年度各直属海事局中国籍船舶安全检查统计表
Table 2 Inspections on Sea-Going Ships by Regional MSAs in 2013

检查单位 MSAs	海船 Sea-Going Ships					内河船 River-Going Ships				
	检查艘次 No. of inspections	滞留艘次 No. of detentions	缺陷总数 Total No. of deficiencies	滞留率 Detention rate	单船缺陷数 No. of deficiencies per ship	检查艘次 No. of inspections	滞留艘次 No. of detentions	缺陷总数 Total No. of deficiencies	滞留率 Detention rate	单船缺陷数 No. of deficiencies per ship
上海Shanghai	2022	89	17465	4.40%	8.64	4309	118	32989	2.74%	7.66
天津Tianjin	917	42	8694	4.58%	9.48	0	0	0	0.00%	0.00
辽宁Liaoning	566	19	4000	3.36%	7.07	0	0	0	0.00%	0.00
河北Hebei	1483	29	10971	1.96%	7.40	2	0	3	0.00%	1.50
山东Shandong	2572	93	20263	3.62%	7.88	29	0	122	0.00%	4.21
江苏Jiangsu	4180	241	52143	5.77%	12.47	15720	877	187433	5.58%	11.92
浙江Zhejiang	7687	156	58188	2.03%	7.57	2073	0	6094	0.00%	2.94
福建Fujian	4043	191	30601	4.72%	7.57	328	15	774	4.57%	2.36
广东Guangdong	4219	187	31576	4.43%	7.48	18691	299	103756	1.60%	5.55
广西Guangxi	820	23	6067	2.80%	7.40	6466	14	25881	0.22%	4.00
海南Hainan	1035	51	8485	4.93%	8.20	6	0	20	0.00%	3.33
长江Changjiang	1286	73	10004	5.68%	7.78	40505	1648	228450	4.07%	5.64
黑龙江Heilongjiang	0	0	0	0.00%	0.00	1223	27	4186	2.21%	3.42
深圳Shenzhen	572	37	5812	6.47%	10.16	1062	70	11405	6.59%	10.74
合计/平均Total/Average	31402	1231	264269	3.92%	8.42	90414	3068	601113	3.39%	6.65

表3 2013年度各直属海事局登记船舶被检查统计表

Table 2 Inspections on Chinese Sea-Going Ships per Regional MSA of Registry in 2013

检查单位 MSAs	海船 Sea-Going Ships					内河船 River-Going Ships				
	检查艘次 No. of inspections	滞留艘次 No. of detentions	缺陷总数 Total No. of deficiencies	滞留率 Detention rate	单船缺陷数 No. of deficiencies per ship	检查艘次 No. of inspections	滞留艘次 No. of detentions	缺陷总数 Total No. of deficiencies	滞留率 Detention rate	单船缺陷数 No. of deficiencies per ship
上海Shanghai	2174	42	14815	1.93%	6.81	2048	11	12204	0.54%	5.96
天津Tianjin	974	25	7626	2.57%	7.83	17	0	99	0.00%	5.82
辽宁Liaoning	928	48	7381	5.17%	7.95	10	0	112	0.00%	11.20
河北Hebei	1030	34	9582	3.30%	9.30	4	0	6	0.00%	1.50
山东Shandong	2255	73	18174	3.24%	8.06	17	0	106	0.00%	6.24
江苏Jiangsu	5111	261	54815	5.11%	10.72	13469	624	128026	4.63%	9.51
浙江Zhejiang	21343	622	178670	2.91%	8.37	3656	11	13947	0.30%	3.81
福建Fujian	5031	205	38477	4.07%	7.65	588	19	1426	3.23%	2.43
广东Guangdong	4375	217	32282	4.96%	7.38	30645	512	170300	1.67%	5.56
广西Guangxi	3531	192	32622	5.44%	9.24	10807	120	53820	1.11%	4.98
海南Hainan	874	39	6898	4.46%	7.89	7	0	31	0.00%	4.43
长江Changjiang	2548	211	25220	8.28%	9.90	27975	856	162131	3.06%	5.80
黑龙江Heilongjiang	70	2	782	2.86%	11.17	1840	35	6305	1.90%	3.43
深圳Shenzhen	584	4	3382	0.68%	5.79	238	2	1707	0.84%	7.17
合计/平均Total/Average	50828	1975	430726	3.89%	8.47	91321	2190	550220	2.40%	6.03

表4 2013年度各直属海事局中国籍海船滞留率统计表
Table 4 Detention Rate per MSA Directly Under China MSA in 2013

检查单位 MSAs	登记船舶被外局检查情况(A) Registered ships inspected by other MSAs(A)			检查本局登记船舶情况(B) Inspections on own-registeredships (B)			检查外局登记船舶情况(C) Inspections on ships registered by other MSAs(C)		
	受检艘数 No. of inspections	滞留艘次 No. of detentions	滞留率 Detention rate	检查艘次 No. of inspections	滞留艘次 No. of detentions	滞留率 Detention rate	检查艘次 No. of inspections	滞留艘次 No. of detentions	滞留率 Detention rate
上海 Shanghai	1406	36	2.56%	768	6	0.78%	768	6	0.78%
天津 Tianjin	600	21	3.50%	374	4	1.07%	374	4	1.07%
辽宁 Liaoning	636	46	7.23%	152	1	0.66%	152	1	0.66%
河北 Hebei	608	32	5.26%	211	1	0.47%	211	1	0.47%
山东 Shandong	822	50	6.08%	1116	18	1.61%	1116	18	1.61%
江苏 Jiangsu	3039	182	5.99%	1475	56	3.80%	1475	56	3.80%
浙江 Zhejiang	9031	514	5.69%	6194	54	0.87%	6194	54	0.87%
福建 Fujian	2046	124	6.06%	2128	49	2.30%	2128	49	2.30%
广东 Guangdong	1657	111	6.70%	1586	61	3.85%	1586	61	3.85%
广西 Guangxi	2744	180	6.56%	401	6	1.50%	401	6	1.50%
海南 Hainan	459	13	2.83%	306	25	8.17%	306	25	8.17%
长江 Changjiang	1974	174	8.81%	432	27	6.25%	432	27	6.25%
黑龙江 Heilongjiang	70	2	2.86%	0	0	0.00%	0	0	0.00%
深圳 Shenzhen	327	2	0.61%	257	2	0.78%	257	2	0.78%
合计/平均 Total/Average	25419	1487	5.85%	15400	310	2.01%	15400	310	2.01%
港口局检查平均滞留率 (M) = 7.46%									
Average Detention Rate of Port Administration (M) = 7.46%									
船籍局检查平均滞留率 (N) = 3.41%									
Average Detention Rate of Port Administration of Registry = 3.41%									

表5 各类缺陷数量连续三年统计表（海船）

Table5 3-year Major Categories of Deficiencies (Sea-going Ships)

缺陷代码 Code	缺陷类别Nature of Deficiency	缺陷数量 No. of deficiencies			滞留缺陷数量 No. of Detainable deficiencies		
		2013	2012	2011	2013	2012	2011
0100	船舶证书及有关文件 SHIP' S CERTIFICATES AND DOCUMENTS	5538	6175	2106	0	181	83
0200	船员证书和值班 CERTIFICATION AND WATCHKEEPING FOR SEAFARERS	2637	2660	761	0	382	77
0300	船员和居住舱室CREW AND ACCOMMODATION	0	0	0	0	0	0
0400	食品和伙食FOOD AND CATERING	0	0	0	0	0	0
0500	工作处所WORKING SPACES	0	0	0	0	0	0
0600	救生设备LIFESAVING APPLIANCES	41986	46902	15058	0	430	117
0700	消防设备FIRE SAFETY MEASURES	55171	51347	15890	0	998	274
0800	事故预防ACCIDENT PREVENTION	4455	4687	1417	0	5	1
0900	稳性、结构及相关设备 STABILITY, STRUCTURE AND RELATED EQUIPMENT	8046	9291	2846	0	91	31
1000	警报信号ALARM SIGNALS	4996	5394	1566	0	270	83
1100	货物载运 CARRIAGE OF CARGO AND DANGEROUS GOODS	192	195	75	0	9	1
1200	载重线LOAD LINES	14796	16758	5260	0	312	116
1300	系泊设备MOORING ARRANGEMENTS	3066	3316	912	0	17	11
1400	主动力及辅助设备 PROPULSION AND AUXILIARY MACHINERY	34356	39108	12254	0	313	91
1500	航行安全SAFETY OF NAVIGATION	44604	52198	15254	0	402	98
1600	无线电通信RADIO COMMUNICATIONS	7344	7795	2407	0	334	73
1700	MARPOL – ANNEX I	15598	15281	7527	0	366	328
1800	油船、化学品船和液化气船 OIL, CHEMICAL TANKERS AND GAS CARRIERS	2010	1869	479	0	27	5
1900	MARPOL – ANNEX II	235	206	64	0	1	0
2000	SOLAS 相关操作性检查 SOLAS RELATED OPERATIONAL DEFICIENCIES	13299	14617	4686	0	40	26
2100	MARPOL 相关操作性检查 MARPOL RELATED OPERATIONAL DEFICIENCIES	104	14	0	0	0	0

缺陷代码 Code	缺陷类别Nature of Deficiency	缺陷数量 No. of deficiencies			滞留缺陷数量 No. of Detainable deficiencies		
		2013	2012	2011	2013	2012	2011
2200	MARPOL – ANNEX III	0	0	0	0	0	0
2300	MARPOL – ANNEX V	0	0	0	0	0	0
2500	ISM相关ISM RELATED DEFICIENCIES	1852	1812	428	0	43	11
2600	散货船-附加安全措施 BULK CARRIERS – ADDITIONAL SAFETY MEASURES	43	24	9	0	0	0
2700	加强船舶保安附加措施 ADDITIONAL MEASURES TO ENHANCE MARITIME SECURITY	213	186	31	0	2	0
2800	加强船舶安全附加措施 ADDITIONAL MEASURES TO ENHANCE MARITIME SAFETY	241	292	80	0	2	0
2900	MARPOL ANNEX IV	0	0	0	0	0	0
3000	MARPOL Annex VI	0	0	0	0	0	0
3300	防污底公约AFS CONVENTION	0	0	0	0	0	0
9900	其他缺陷ALL OTHER DEFICIENCIES	2689	3101	1050	0	2	0
合计/平均Total/Average		263471	90160	283228	0	1426	90160

表6 2013年度各船型船舶检查情况统计表（海船）
Table 6 Inspections per Ship Type in 2013 (Sea-going Ships)

船型Ship type	检查艘次 No. of inspections	有缺陷艘次 No. of inspections with deficiencies	滞留艘次 No. of detentions	缺陷总数 No. of deficiencies	滞留率 Detention percentage
普通客船General passenger ship	653	647	11	4010	1.68%
客货船Passenger/cargo ship	34	34	1	247	2.94%
客渡船Passenger ferry	630	599	9	2713	1.43%
车客渡船Vehicle/passenger ferry	48	48	0	326	0.00%
旅游客船Tourist ship	257	228	7	1665	2.72%
高速客船High speed passenger craft	726	687	40	4075	5.51%
滚装客船Ro-Ro passenger ship	551	539	0	3747	0.00%
客箱船Passenger/container ship	8	6	0	41	0.00%
高速客滚船High speed Ro-Ro passenger ship	3	2	0	6	0.00%
干货船Dry cargo ship	6726	6629	521	64744	7.75%
杂货船General cargo ship	173	171	17	1701	9.83%
散货船Bulk carrier	5389	5211	207	45659	3.84%
散装水泥运输船Bulk cement carrier	40	40	1	380	2.50%
集装箱船Container ship	1005	882	45	7832	4.48%
滚装船Ro-Ro ship	70	68	1	451	1.43%
多用途船Multi-purpose ship	1199	1180	64	11348	5.34%
水产品运输船Aquatic product carrier	31	31	0	211	0.00%
重大件运输船Heavy and lengthy cargo carrier	28	28	3	204	10.71%
驳船Barge	223	222	13	1772	5.83%
汽车渡船Vehicle ferry	12	12	0	88	0.00%
冷藏船Refrigerated cargo carrier	22	22	0	106	0.00%
半潜船Semi-submerged ship	22	19	0	127	0.00%
油船Oil tanker	3776	3736	134	32212	3.55%
散装化学品船Chemical tanker	373	372	10	3346	2.68%
散装化学品船/油Chemical/oil tanker	336	335	6	2666	1.79%
液化气船Gas carrier	135	134	1	842	0.74%
散装沥青船Bulk asphalt carrier	20	20	2	223	10.00%
油驳Oil barge	2	2	0	10	0.00%
一般液货船General tanker	9	9	1	85	11.11%
工程船Engineering ship	567	566	56	5244	9.88%

船型Ship type	检查艘次 No. of inspections	有缺陷艘次 No. of inspections with deficiencies	滞留艘次 No. of detentions	缺陷总数 No. of deficiencies	滞留率 Detention percentage
测量船Observation ship	2	2	0	17	0.00%
采沙船Mining sand ship	2	2	0	26	0.00%
挖泥船Dredger	343	342	13	2899	3.79%
疏浚船Dredging ship	2	2	0	18	0.00%
打捞船Salvor	4	4	0	22	0.00%
打桩船Pile driving ship	61	61	8	606	13.11%
起重船Floating crane	166	165	10	1540	6.02%
搅拌船Concrete mixer vessel	9	9	1	79	11.11%
布缆船Cable laying ship	6	6	1	41	16.67%
工作船Work ship	193	188	3	1536	1.55%
航标船Beacon vessel	2	2	0	13	0.00%
油污水处理船Oil water disposal ship	276	275	1	1882	0.36%
供给船Supply ship	105	105	1	838	0.95%
垃圾处理船Garbage ship	5	5	0	47	0.00%
拖船Tugboat	1073	1057	16	7475	1.49%
推轮Push boat	14	14	0	132	0.00%
交通艇Traffic boat	124	122	2	775	1.61%
引航船Pilot boat	41	40	1	250	2.44%
救助船Rescue ship	24	19	0	84	0.00%
浮船坞Floating dock	12	12	0	66	0.00%
公务船Public service ship	38	36	0	164	0.00%
摩托艇Motorboat	27	16	0	30	0.00%
帆船Sailing ship	1	1	0	3	0.00%
趸船Pontoon	172	135	0	637	0.00%
游艇Yacht	41	37	6	262	14.63%
特种用途船Special purpose ship	4	4	1	23	25.00%
水上平台Offshore platform	1	1	0	3	0.00%
科学调查船Research ship	17	15	0	120	0.00%
勘探船Exploration ship	3	1	0	5	0.00%
合计/平均Total/Average	25836	25157	1214	215674	4.70%

对比分析图

图1 2013年度各直属海事局中国籍海船安全检查对比图

Chart 1 Distribution of Inspections on Chinese Sea-going Ships Conducted by Regional MSA in 2013

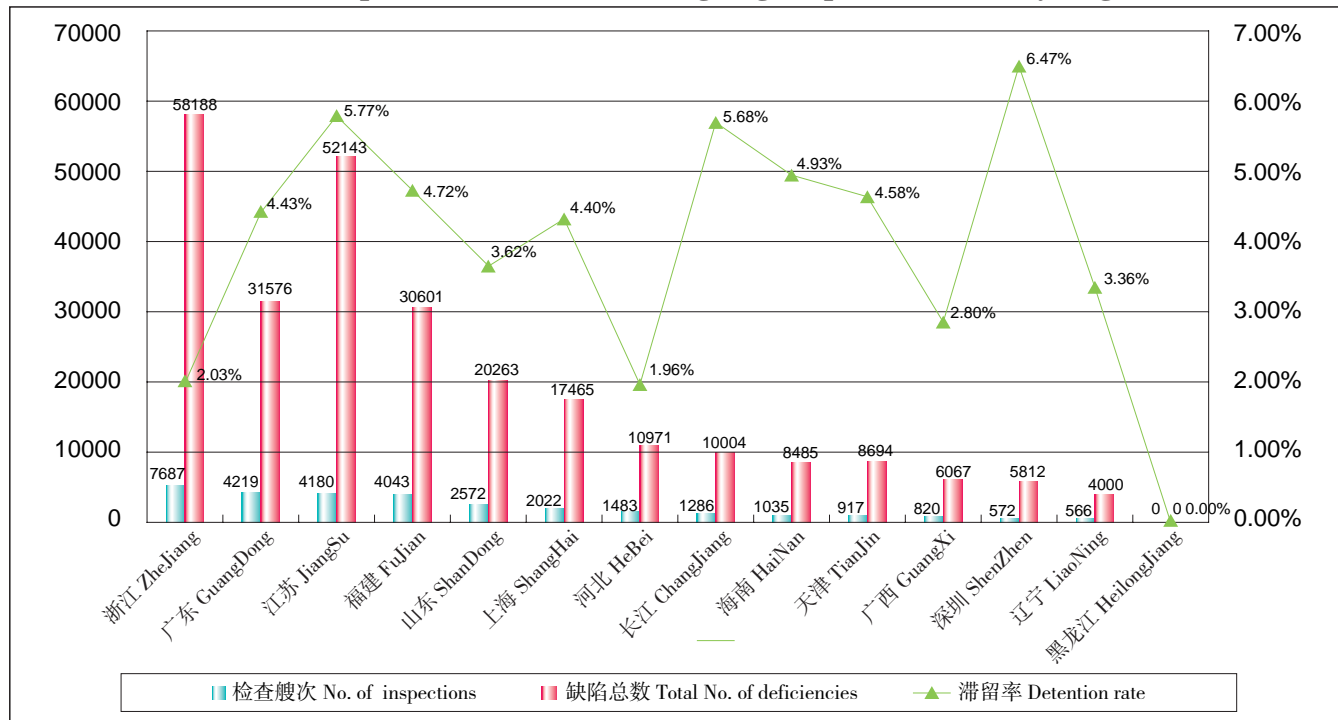


图2 2013年度各直属海事局登记海船被检查情况对比图

Chart 2 Distribution of Inspections on Chinese Sea-going Ships per Regional MSA of Registry in 2013

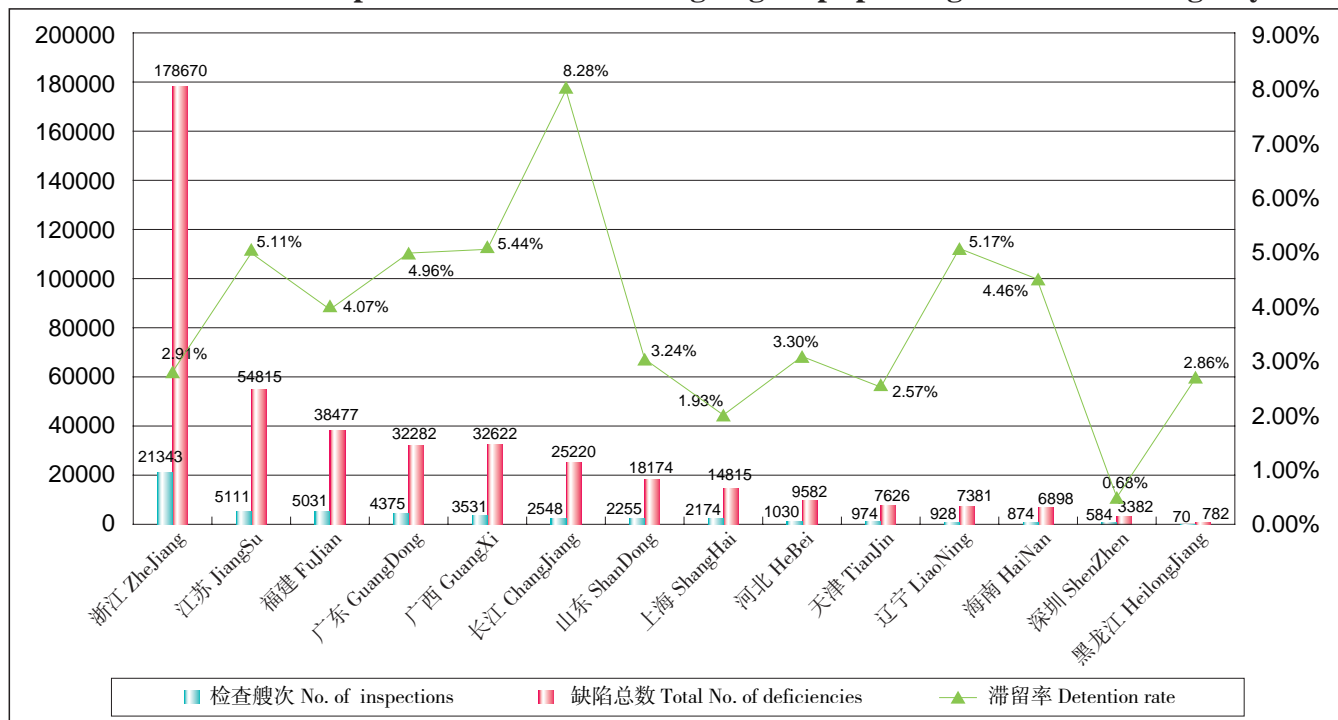


图3 数量排名前十位的缺陷连续三年对比图 (海船)
 Chart 3 3-year top 10 Categories of Deficiencies (Sea-going Ships)

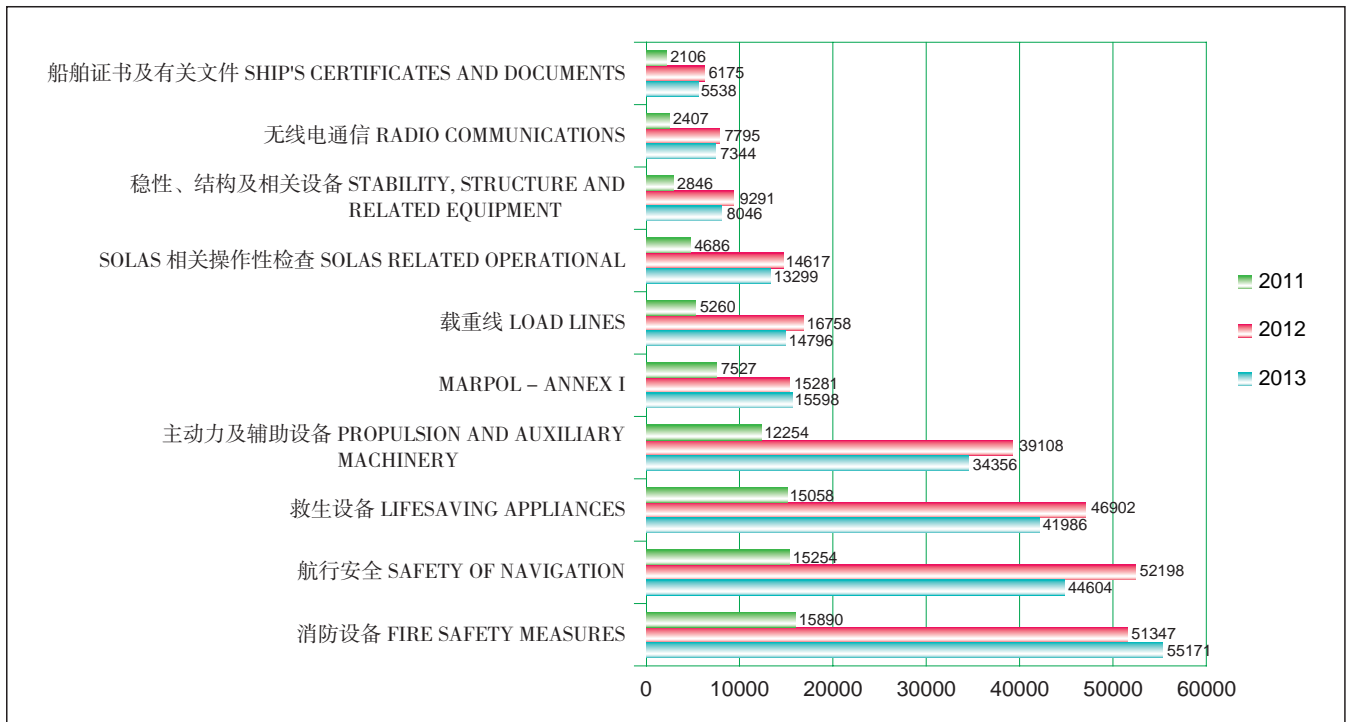
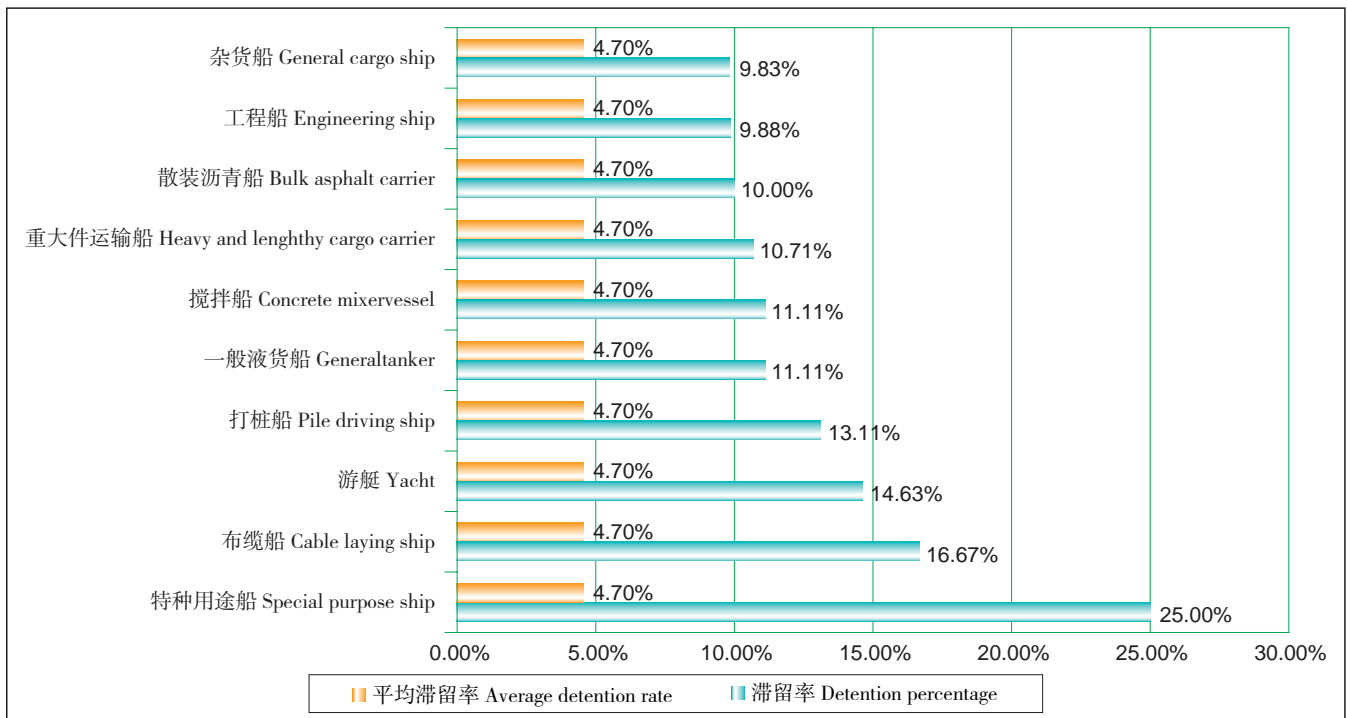


图4 2013年滞留率排名前十位的船型对比图 (海船被检查超过100)
 Chart 4 Top 10 Detention Percentage of Ship Types in 2013
 (No. of Inspections over 100 for Sea-going Ships)



第三部分 2014年生效的公约、规则及修正案介绍

PART III CONVENTIONS OR CODE ENTERING INTO FORCE IN 2014

2014年1月1日生效

Enter into force on January 1,2014

MARPOL 2010年10月修正案 (MEPC.193(61))

October 2010 Amendment to MARPOL Annex III (MEPC.193(61))

经修正的MARPOL附则Ⅲ—防止包装有害物质污染规则。该修订意在使附则与具有强制性的IMDG规则的下一轮更新相契合，以要求有关货物必须按照相关条款的要求进行运输。

MARPOL ANNEX III as amended-REGULATIONS FOR THE PREVENTION OF POLLUTION BY HARMFUL SUBSTANCES CARRIED BY SEA IN PACKAGED FORM The amendment is intended to make the Annex to fit the next round of updates of the mandatory IMDG Code so as to require that the goods must be transported in accordance with the requirements of the relevant provisions.

The amendment is intended to make the Annex to fit the next round of updates of the mandatory IMDG Code so as to require that the goods must be transported in accordance with the requirements of the relevant provisions.

SOLAS 2012年5月修正案 (MSC.325 (90))

2012 Amendment to SOLAS (MSC.325 (90))

SOLAS第II-1/8-1条客船进水事故后的系统性能和操作资料，增加了客船进水事故后向船长提供操作资料的要求，可以在船上配备稳性计算机或者具有岸基支持。

In Chapter II-1 / Reg. 8-1—System capabilities

and Operational information after a flooding casualty on passenger ships, new added the requirement of providing operational information to the Master for safe return to port after a flooding casualty. The passenger ships constructed on or after 1 January 2014 shall have onboard stability computer or shore-based support.

SOLAS第III章第20条中明确对自由降落救生艇释放操作试验时，应仅搭载操艇船员进行自由降落，或者按防止救生艇事故的措施（MSC.1/Circ.1206/Rev.1）进行模拟降落。

Chapter III / Reg. 20 specifies that the operational testing of free-fall lifeboat release systems shall be performed either by free-fall launch with only the operating crew on board or by a simulated launching according to the methods (MSC.1/Circ.1206/Rev.1) preventing the lifeboat accidents

SOLAS 第V/14条有关船舶配员，要求主管机关以透明的程序为每艘船舶建立合适的最低配员标准，并要求考虑IMO通过的指南；发布适当的最低安全配员文件或者等效文件作为必要的最低安全配员证明。

Chapter V / Reg. 14—Ships' manning requires that the Administration shall establish appropriate minimum safe manning for every ship following a transparent procedure,taking into account the relevant guidance adopted by the Organization; to issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary.

SOLAS第VI章新增了SOLAS第VI/5-2条，禁止船

船航行过程中混合散装液体货品（对2种或多种货品进行混合形成新货品）和进行生产（船上货品与其他物质或货品发生化学反应）。

In Chapter VI, a new paragraph Reg. 5-2 was added to prohibit the blending of bulk liquid cargoes (Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation) and production processes (Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place) during sea voyages.

SOLAS对第VII章A部分第4条全部替换。要求有关载运包装危险货物的运输信息和集装箱/车辆装箱证书，应满足IMDG规则相关规定，以供港口国当局指定的人员或组织使用。每艘载运包装危险货物的船舶应具有一份特别清单、舱单或积载计划，按IMDG规则的分类，列出船上危险货物及其位置。船舶驶离前应备有一份这些单证的副本，以供港口国当局指定的人员或组织使用。

Chapter VII / Reg. 4 was completely replaced. Transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organization designated by the port State authority.

Each ship carrying dangerous goods in packaged form shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

SOLAS第XI-1章修正案-加强检验，将原引用的散货船与油船加强检验要求（A.744（18）决议）替换为2011年国际散货船和油船检验期间加强检验程序规则（2011ESP规则）。

In Chapter XI-1 –Enhanced surveys, the original reference of the requirements of strengthening inspection on the Bulk carriers and oil tankers (Res.A.744 (18)) was replaced by the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)

《1966年国际载重线公约》1988年议定书修正案 (MSC.329(90))

Amendments to the protocol of 1988 relating to the international convention on load lines,1966,as amended. (MSC.329(90))

《1966年国际载重线公约》1988年议定书第47条的修正案将非洲南端的冬季区域向南延伸50海里，从而允许绕行好望角船舶的吃水能够终年处于夏季载重线标记上

The amendments to regulation 47 of the protocol of 1988 relating to the international convention on load lines,1966 extended the northern boundary of the Southern Winter Seasonal Zone southward for 50 sea miles, allowing the draft of the ships that bypass Cape of Good Hope to keep on the summer load line mark throughout the year.

国际消防系统规则 (FSS Code) 修正案 (MSC.327(90))

Amendments to the International Code for Fire Safety System (FSS CODE) (MSC.327(90))

(1) 全文修改第6章 “固定式泡沫灭火系统”的有关技术要求，具体内容是：

Chapter 6–fixed foam fire-extinguishing systems was

completely replaced as following:

① 适用范围（适用于机器处所、货物处所、货泵舱、车辆处所、特种处所和滚装处所，不适用于化学品船的货泵舱）；

① Application(applyes to machinery spaces,cargo spaces,cargo pump-rooms, vehicle, special category and ro-ro spaces; does not apply to cargo pump-rooms of chemical tankers carrying liquid cargoes)

② 定义（设计充装率、泡沫、泡沫溶液、泡沫浓缩液、泡沫释放管、泡沫混合比、泡沫发生器、高倍泡沫、内部空气成泡系统、名义流动率、名义释放率、名义泡沫膨胀比、名义泡沫发生率、名义泡沫充装率、名义泡沫充装时间、外部空气成泡系统）；

② Definitions (Design filling rate, Foam, Foam solution, Foam concentrate, Foam delivery ducts , Foam mixing ratio , Foam generators , High-expansion foam fire-extinguishing systems, Inside air foam system , Nominal flow rate, Nominal application rate, Nominal foam expansion ratio, Nominal foam production, Nominal filling rate, Nominal filling time, Outside air foam system)

③ 高倍泡沫灭火系统（一般性能要求；新增“利用内部空气成泡的系统（保护机器处所和货泵舱；保护滚装处所、特种处所和车辆处所）”；新增“利用外部空气成泡的系统（保护机器处所和货泵舱；保护滚装处所、特种处所和车辆处所）”；安装后试验；泡沫发生器安装在被保护处所内利用外部空气成泡的系统等）；

③ Fixed high-expansion foam fire-extinguishing systems (Principal performance; newly added “Inside air foam systems” for the protection of machinery spaces and cargo pump-rooms, and for the protection of vehicle, ro-ro, special category and cargo spaces; newly added “Outside air foam systems” for the protection of machinery spaces and cargo pump-rooms, and for the protection of vehicle and ro-ro spaces and special category

and cargo spaces; Installation testing requirements; Systems using outside air with generators installed inside the protected space)

④ 低倍泡沫灭火系统（数量和泡沫浓缩液；安装后试验）。

④ Fixed low-expansion foam fire-extinguishing systems (Quantity and foam concentrates; Installation requirements)

（2）修改第8章“自动喷水器、探火和失火报警系统”，在“喷水器系统的型式”中新增如下要求：

对于在水可能造成关键设备损坏的控制站，可以安装SOLAS公约第II-2/10.6.1.1条允许的干管式或预作用式的自动喷水器系统。

In chapter 8-Automatic Sprinkler,Fire Detection and Fire Alarm Systems, the new requirement was inserted in the “Types of the sprinkler system” as the following:

Control stations, where water may cause damage to essential equipment, may be fitted with a dry pipe system or a pre-action system as permitted by regulation II-2/10.6.1.1 of the Convention.

《2000年国际高速船安全规则》（2000 HSC规则）修正案（MSC.326(90)）

Amendments to the international code of safety for high-speed craft, 2000(2000 HSC CODE) (MSC.326(90))

对2000年HSC规则第14章进行了修改，要求客船的EPIRB年度测试时间和货船一样，在《高速船安全证书》期满日的前3个月内，或《高速船安全证书》周年日的前或后3个月内。

The Chapter 14 of the 2000 HSC CODE was modified and specified that the EPIRB annual test for the passenger ships should be the same with the cargo ships,at intervals within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate;

IMDG code修正案 (MSC.328(90))

Amendments to the international maritime dangerous goods(IMDG) code (MSC.328(90))

本次修订主要包括：对35-10英文版IMDG规则的编辑性修订，包括对3.1.4章隔离组、4.1.4章包装导则、第5章托运程序中的单证要求以及第7.1章积载的修订。同时对纸版和电子版IMDG规则的不协调内容进行了修订。

The amendments mainly did the editing of the English version of the IMDG Code Amendment 35-10, including the amendments to the shipping documents in chapter 3.1.4-the Segregation groups ,chapter 4.1.4-List of packing instructions, and Part 5-consignment procedures; also amended chapter 7.1-the general stowage provisions. Meanwhile the uncoordinated content of the IMDG Code in hard copy and electronic version were amended.

IMDG规则与联合国危险货物运输建议书的协调和修订，包括对柔性散货集装箱的使用要求，增加了对锂电池的新要求，对3.4章限量包装的修订，对特殊要求SP924的修订，对货物运输组件中运输UN 2211和UN3314新增了SP965，对正确运输名称（ Proper Shipping Names ）进行了协调，对货物一览表中第17栏进行了澄清便于使用。

修订IMDG规则第7章，针对集装箱船、滚装船和普通货船分别制订相应的积载和隔离要求，其他部分的相应协调修订。

IMDG Code and the UN Recommendations on the Transport of Dangerous Goods were coordinated and revised , including the amendments to requirements of using the flexible bulk container; added new requirements for lithium batteries; amended chapter 3.4-dangerous goods packed in limited quantities; amendments to the special requirements of SP924; inserted a new part-SP965 to the cargo transportation component of transporting UN 2211 and UN3314; coordinated the Proper Shipping

Names; clarified column 17 in the list of goods for easy use; amended Chapter and developed respective stowage and segregation requirements for container ships, ro-ro and general cargo ships; other parts were coordinated and revised accordingly.

2014年6月1日生效

Enter into force on June 1,2014

IBC规则修正案 (MSC.340(91))

Amendment to IBC Code (MSC.340(91))

根据对化学品货物的最新评估结果，对IBC规则第17章、18章货品表和载运要求进行修订，并对19章货物索引进行相应更新。

According to the latest results of assessment on chemical goods, the cargo list and transport requirements in Chapter 17, Chapter 18 were revised, and the chapter 19-Index of Products Carried in Bulk was updated.

国际散装运输危险化学品船舶构造和设备规则 (IBC 规则) 2012年修正案 (MEPC.225(64))

2012 Amendments to the international code for the construction and equipment of ships carrying dangerous chemicals in bulk(IBC CODE) (MEPC.225(64))

IBC规则第17、18和19章的修正案，主要修订内容包括：MEPC.2/Circ17 List1中适用于所有国家且无失效期的货物；BLG16上同意纳入第17章或18章的货物；对第17章“i”栏中的电气设备要求的补充；对第19章货物索引的修正，包括纳入新的同分异构物。

The amendments to chapter 17,18,19 include: cargo applying to all countries and having no expiry date in the MEPC.2/Circ17 List 1; Cargo in BLG16 that agreed to be included in Chapter 17 or Chapter 18; supplement to the electrical equipment requirements in column "i" of

Chapter 17; amendments to chapter 19—Index of Products Carried in Bulk, including incorporating new isomers.

2014年7月1日生效

Enter into force on July 1, 2014

SOLAS 2012年11月修正案 (MSC.338(91))
November 2012 Amendment to SOLAS (MSC.338(91))

SOLAS公约第Ⅲ/17-1条修正案要求船舶配备“营救落水人员的计划与程序”；MSC/Circ.1412号通函——营救落水人员计划与程序编制导则；对SOLAS第Ⅲ章不适用的船舶实施SOLAS公约第Ⅲ/17-1条”。

Amendments to chapter III / Reg. 17-1 specifies that all ships shall have ship-specific plans and procedures for recovery of persons from the water; MSC/Circ.1412—the Guidelines for the development of plans and procedures for recovery of persons from the water ; the ships that does not comply with the SOLAS chapter III must comply with the SOLAS chapter III / Reg. 17-1.

SOLAS公约第Ⅱ-2/10条的修正案要求消防人员随身佩带最低数量的双向便携无线电电话设备；SOLAS公约第Ⅱ-2/15条的修正案要求船上备有呼吸气瓶的充气设施或备有充足数量的呼吸气瓶；SOLAS公约第Ⅱ-2/20条（有关车辆处所、特种处所和滚装处所的保护）的修正案，对相关固定式灭火系统的要求进行了修订。

The amendments to chapter II / Reg. 2-10 specify that minimum of two two-way portable radiotelephone apparatus for firefighter's communication shall be carried; the amendments to Chapter II / Reg. 2-10 specify that an onboard means of recharging breathing apparatus cylinders used during drills shall be provided or adequate spare cylinders shall be carried to replace those used; in chapter II / Reg. 2-20(Protection of vehicle, special

category and ro-ro spaces), the requirements of fixed fire-extinguishing systems are amended.

SOLAS公约附录的修正案，替换所有证书及设备记录的格式，包括1988年议定书以及1978年议定书中的货船构造安全证书格式及货船设备安全证书格式。

In the amendments to the SOLAS appendix, all the existing forms of the Certificates and the records of Equipment were replaced, including the forms of the Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate issued under the 1988 protocol and 1978 protocol.

1966年国际载重线公约1988年议定书的修正案 (MSC.345(91))

Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol) (MSC.345(91))

主要修订附则I第27(11) & (13)，对破损稳性计算要求的初始装载状态和平衡状态进行澄清，对自由液面修正计算方法进行细化。如：明确压载水舱一般应视为空且不考虑自由液面的影响；明确在实际装载时不要求通过使用装载仪、稳性软件或其它批准的方法来证明满足剩余稳性要求。

The regulation 27(11) and regulation 27(11) of the annex were amended, making a clarification on the initial condition of loading of the consumables stability calculation requirements and the condition of equilibrium, for example.: ballast water tanks shall normally be considered to be empty and no free surface correction shall be made for them ; to define that compliance with the residual stability criteria is not required to be demonstrated in service loading conditions using a stability instrument, stability software or other approved method.

第四部分 部分直属局船舶安全检查工作介绍

PART IV INTRODUCTION TO PSC WORK IN SOME MSAS

自2009年起，港口国监督分委会每年度选三个直属局来介绍其船舶安全检查工作开展的做法和经验，为其他兄弟单位提供参考和借鉴。今年介绍辽宁海事局、浙江海事局和广东海事局的船舶安全检查工作。

Since 2009, the annual report started to introduce the carry-out of PSC inspection in MSAs directly under MOT to share experience with other brother administrations, decided by PSC subcommittee. Every year, three administrations directly under MOT (totally 3 districts) will be selected. This year, Liaoning MSA, Zhejiang MSA, and Guangdong MSA are to be introduced.

辽宁海事局 LIAONING MSA

2013年，辽宁海事局继续加强检查员队伍建设，注重对外合作交流，认真落实部局任务布置，积极参与国际海事事务，发出了中国海事“三化建设”的最强音。

In 2013, Liaoning MSA continued to strengthen team of inspectors building, focused on exchanges and cooperation, conscientiously implemented the China MSA layout, actively participated in international maritime affairs, issued a China MSA building of "Revolution, normalization and modernization" the strongest voice.

落实“三化”要求，加强队伍建设。船舶安全检查员队伍建设是船舶安全检查管理工作的出发点和落脚点，按照计划，举办第三届辽宁海事局首席PSCO考评活动，不断丰富考评内容和完善考评方式，选拔出了素质精良，作风过硬的首席PSCO，充分发挥了业务骨干的模范带头作用。年内组织实施了两期FSCO骨干集中培训班，选派了8名PSCO分别赴福

建和浙江进行学习交流，推荐11名人员参加部局主办的B级船舶安全检查员培训班、13名人员参加部局主办的A级船舶安全检查员培训班、8名船舶安全检查员参加部局主办的PSCO知识更新培训班，完善了安检员的知识结构，提升了安检质量。

Implement the requirements of "Revolution, normalization and modernization", strengthen the team building. Ship safety inspectors team building is the starting point and goal of the ship safety inspection management. According to the plan, Liaoning MSA held its third chief PSCO evaluation activity, Constantly enrich the content and improve evaluation methods, Selected out chief PSCOs of excellent quality and tough style, Give full play to the exemplary role of the business backbone. organized the implementation of two FSCO backbone training class within the year, Sended the eight PSCOs to Fujian and Zhejiang respectively for learning and exchanging, Recommended 11 officers attend the Class B ship safety inspectors training courses, 13 officers participated in a Class A ship safety inspectors training course which is organized by CHINA MSA. 8 officers attended training courses to update their knowledge, improved the knowledge structure of PSCOs, and enhanced the quality of inspection.



深化部门间协作，完成承办的培训任务。2013年全国直属海事系统船舶安全检查员培训工作部局仍然交由辽宁海事局具体承办，共有2期FSCO基础培训班、2期PSCO知识更新培训班和1期PSCO基础培训班，该局各处室通力协作，积极有效地落实课程设置、授课教师选聘、实船教学组织和学员结业考核等教学保障工作，圆满完成部局交办的任务。

Deepening the cooperation between departments completed, the training mission. 2013 National Marine Systems ship safety inspectors training work is still referred to Liaoning MSA. including two basic courses for FSCO, 2 PSCO courses to update their knowledge and a basic training course for PSCO, the offices of collaboration, actively and effectively implemented the curriculum, hiring instructors, ship teaching organization etc., and the successfully completed the task assigned by CHINA MSA.

贯彻群众路线教育实践活动，加强与业界对话。一年来，船舶安全检查管理坚持面向业界，积极答复来自船舶安全检查员、局属单位船舶安全检查业务主管、船舶管理公司、船员服务公司、船员、船级社以及船籍港和船旗国的相关咨询，既践行了服务型岗位的要求又为船舶安全检查相关的法律、法规规章、工作程序和管理办法在我局辖区统一、有效的执行进行了宣传贯彻。组织了俄罗斯船级社赴该局正式拜访座谈会，与俄罗斯船级社就港口国监督等事宜进行了交流，双方结合俄罗斯船级社注册船舶在辖区PSC检查中的表现，以海上安全监督和环境保护的实际需求为切入点，寻求更加深入的沟通和合作。

Implement the mass line of educational practice, strengthen dialogue with industry. Over the past year, ship safety inspection management insist on facing the industry, positively response the related consult from ship safety inspectors, ship safety inspection business executives, ship management companies, crew service

companies, crew, classification societies and port of registry and flag states. Organized a council official visit for Russian Maritime Register of Shipping to exchange on Port State Control and other matters, the two sides combined PSC inspection performance of ship registered in Russian Maritime Register of Shipping, and the actual needs of environmental protection as a breakthrough point, to seek more in-depth communication and cooperation.

落实部局任务布置，积极参与国际事务。东京备忘录组织第24次港口国监督委员会会议（PSCC）和第7次数据工作组会议（TWG）于10月24日至10月31日在日本东京召开。根据部局要求，辽宁海事局局选派人员随团参加会议并具体负责数据工作组会议相关内容，协助处理港口国监督委员会会议相关议题。为圆满完成部局工作任务，对数据工作组会议40余份文件认真梳理、编写参会预案，并按照部局领导的要求在相关议题上代表我国阐述我方观点。在部局船舶处悉心指导下，该局代表圆满完成了相关任务并按要求完成了会议总结。

Implement the China MSA layout, actively participate in international maritime affairs. The 24th meeting of the Port State Control Committee of the Tokyo MOU (PSCC) and 7th Technical Working Group Meeting (TWG) was held in Tokyo, Japan on October 24 to October 31. According to the requirements of CHINA MSA, Liaoning MSA selected officers to attend the meeting, specifically responsible for the content of the data related working group meetings ,assist dealing with the Port State Control Committee meetings related topics. In order to successfully complete the task, more than 40 papers of Working group meeting on the data are carefully combed, participants plan, follow the requirements of the CHINA MSA leadership ,elaborated our point of view on behalf of CHINA. Under the guidance of Ship Supervision Department of CHINA MSA, delegates from Liaoning MSA

successfully completed the related task and the meeting summary.

浙江海事局 ZHEJIANG MSA

2013年，浙江海事局继续加快大文化建设步伐，提升品牌建设力度，创新监管服务理念 and 载体，积极搭建交流平台，深度参与高层次海事事务，有效提高了中国海事的影响力。

In 2013, Zhejiang MSA continued to accelerate the pace of culture building, enhance brand-building efforts, Innovated service concepts and methods of supervision, actively set up exchange platform, deeply involved in high-level maritime affairs, effectively improved the influence of CHINA MSA.

文化品牌建设取成效。浙江海事局所属的宁波海事局以不断推进航运业界安全文化与技术标准持续发展为价值愿景，在总结多年船舶安全检查经验基础上推出了以“LEAD SAFETY（安全引领）”为名称、“精业兴航、卫国护港”为目标、“履约严格，技术精湛，服务优质，管理科学”为要求的PSC文化品牌；在连续8年对外发布宁波海事局PSC年报的基础上，推出了《宁波海事局港口国监督风采集》海事安全监管文化产品、《国内航行海船缺陷处理操作指南》等一系列安检品牌产品和三份SOLAS公约修正案提案，取得良好的社会效益，逐步实现了安检品牌建设的规范化、制度化、标准化。

Cultural brand building achieved results. Ningbo MSA continues to promote the maritime industry's safety culture and technical standards for the value of the vision of sustainable development. In summing up years of experience on the basis of vessel safety inspection, launched a "LEAD SAFETY " as the name, "business skill and shipping boom, safeguard country and protect port" as the goal, Strict implementation of convention, Be

skillful, High-quality service, Scientific management" as the requirement of the PSC cultural brand; on the basis of releasing PSC annual report in eight consecutive years, Ningbo MSA Launched the maritime safety supervision cultural products "Ningbo Maritime Safety Administration Port State Control style set", " Operations treatment Guide for deficiencies of Domestic sailing ship" series of security brand products and three amendments to SOLAS Convention proposal, made good social benefits, gradually achieved the normalization、institutionalization and standardization of brand building.



监管举措再创新。浙江海事局在全国海事系统内首创“广义港口国监督”理念及工作方法，切实加强了对到港外国籍船舶的综合安全管理，维护国家权益，自主研发并成功试运行“智能港口国监督现场检查及质量管理体系”（I-PSC），实现了数字化、信息化手段与安检效能化、应用化的结合，促进了安检员自身专业水平提升。2013年8月起，浙江海事局以帮助中国籍国际航行船舶积极应对东京备忘录CIC检查为契机，建立并实施“开放式船舶安全检查”机制。在相关企业自愿申请的基础上，以PSCO与公司管理人员、船员组成联合体，共同对公司代表船实施安全检查为手段，将船舶安检从原本“最后一道防线”所偏重的执法主导，转变为帮扶企业、船员提升安全意识和管理水平的“第一道防线”，最终实现人、机、环境、管理各要素和谐

统一的“本质安全”，得到了航运公司、船员的广泛好评。并着力打造“船舶安全检查服务平台”，推出了如《舟山船舶安检资讯》、《宁波海事安全资讯推送》和《船舶安检咨询热线》等服务载体，为辖区企业解决安检方面疑问，更好地服务业界组织。

Methods of supervision innovated again. Zhejiang MSA within the National Marine Systems initiative "generalized Port State Control" idea and working methods, strengthen the comprehensive security management on foreign ships, safeguard national interests, independently developed and successfully test run "smart site inspection on Port State Control and quality Management system "(I-PSC), to achieve a digital, information means and security performance, application of the combination, and promote the officer's professional level. Since August 2013, Zhejiang MSA help Chinese international vessels actively respond to the Tokyo MOU CIC inspection as an opportunity to establish and implement an "open ship safety inspection" mechanism. On the basis of the relevant companies' voluntary application, PSCO and company managers, crew form a consortium to jointly implement safety inspections on representative ships. Ship safety inspection from the original "last line of defense" which the emphasis on law enforcement ,led into helping companies enhance crew safety awareness and management of the "first line of defense," the ultimate realization of human, machine and the environment, the management of the elements of harmony and unity the "intrinsically safe", has been widely praised by shipping companies, crew. And strive to create "Ship Safety Inspection Service Platform", launched "Zhoushan ship safety information", "Ningbo Maritime Safety Information push" and "Ship security hotline" service carrier, address questions on ship safety inspection for shipping companies, better service industry organizations.



浙江海事局秉承“开放、合作、共赢”的理念，积极搭建交流平台，与兄弟单位、国际船级社和航运公司等开展深入交流与合作。2013年，浙江海事局先后与DNV-GL船级社、美国船级社（ABS）、英国劳氏船级社（LR）、韩国船级社（KR）、日本船级社（NK）、意大利船级社（RINA）等国际知名船级社开展业务交流；派员参加东京备忘录组织第21次PSCO研讨会；承担并圆满完成了协助丹麦海事局开展船旗国检查和业务交流工作以及韩国国土海洋部港口国监督官员IM JONGKIUN 先生来华的交流访问等业界交流工作。

Zhejiang MSA holds the concept of "openness, cooperation and win-win" ,actively build exchange platform with brother units, the international classification societies and shipping companies to carry out in-depth exchanges and cooperation. 2013, Zhejiang MSA has conducted business exchanges with DNV-GL classification society, American Bureau of Shipping (ABS), Lloyd's Register (LR), Korean Register of Shipping (KR), Nippon Kaiji Kyokai (NK), Registo Italiano Navade (RINA) and other international recognized classification societies ; send officers to attend the 21st Tokyo MOU PSCO seminar; undertook and successfully completed task of helping the Danish Maritime Authority to carry out the flag State inspection and business exchange and PSCO of Korea Land marine Department, Mr. IM JONGKIUN exchange visit to China.



深度参与高层次海事事务。2013年，浙江海事局以承担中国海事局“MARPOL工作组”及“CIC工作组”等相关工作为契机，继续保持对高层次海事事务的深度参与，在船舶安检、公约跟踪、海事履约等方面均取得突破。以2013年1月1日新生效的《MARPOL 73/78公约》附则V“防止船舶垃圾污染规则”修正案和附则VI“船舶能效规则”修正案为抓手，浙江海事局第一时间成立了跟踪研究小组，密切跟踪公约实施情况，对修正案的出台背景、修订内容、PSC检查关键点等进行了深入研究，并在随后的检查中多次对未有效履行新生效公约的船舶实施了滞留，其中不乏国际班轮公司的大型集装箱船。在东京备忘录发布“船舶推进装置及辅助机械设备”集中检查英文导则后，浙江海事局第一时间完成了中文翻译工作并在2013年8月举办的全国港口国监督检查员知识更新培训班上，向全国PSCO宣贯了本次集中检查活动的相关要求，详细讲解了机舱设备的检查重点和技巧，为集中检查活动的顺利开展打下了坚实基础。

Deeply involved in high-level maritime affairs. 2013, Zhejiang MSA assume China Maritime Safety Administration "MARPOL Working Group" and "CIC Working Group" and other related work as an opportunity, continue to maintain the depth of involvement of high-

level maritime affairs. Achieved a breakthrough on ship security, convention tracking, performance and other aspects of maritime. January 1, 2013, granted effective "MARPOL 73/78 Convention" Annex V "Prevention of Pollution by Garbage from Ships" and the amendment of Annex VI "Ship Energy Efficiency rule" amendment as the starting point, Zhejiang MSA established the Tracking Research Group, closely tracked the implementation of the Convention, deeply studied the introduction background of amendments, amendments, key points of PSC inspection. And in subsequent inspection, some ships are detained because of not effectively fulfill the entry into force of the new Convention, many of them are large container ships international shipping companies. After Tokyo MOU issued the English guidelines of concentrated inspection on "marine propulsion and auxiliary machinery", Zhejiang MSA timely completed the Chinese translation, publicized related requirements of concentrated inspection campaign to PSCOs on national PSCO training courses of updating knowledge, held in August 2013, explain in detail the requirement and skill of the inspection emphases on equipments in machinery space, lay a solid foundation for smoothly carrying out the concentrated inspection campaign



广东海事局 GUANGDONG MSA

2013年，广东海事局以船舶安全检查为主线，持续畅通信息沟通渠道，认真落实船舶分级管理工作，完善了与香港海事处的定期检查数据交换机制，切身维护了相对人的权益。

In 2013, Guangdong MSA held ship safety inspection as the main line, continued to flow of information communication channels, earnestly implemented the ship decentralized management, improved the data exchange mechanism of regular inspection with the Hong Kong Marine Department, safeguarded the relative's rights.

广东海事局年内共实施PSC初次检查965艘次，滞留95艘次，缺陷总数4256项，滞留率和平均单船缺陷数为9.83%和4.42项；检查海船3864艘次，缺陷总数29212项，滞留海船193艘次，滞留率和单船缺陷数分别为4.99%和7.56项；内河船舶安全检查15509艘次，缺陷总数88401项，滞留355艘次，滞留率和平均单船缺陷数分别为2.29%和5.7项。

Guangdong MSA conducted initial PSC inspections to 965 ships with 4256 deficiencies, detained 95 ships, the detention rate and average number of deficiency each ship are 9.83% and 4.42 respectively. conducted FSC inspections to 3864 sea-going ships with 29212 deficiencies, detained 193 ships, detention rate and



average number of deficiency each ship are 4.99% and 7.56 respectively, conducted FSC inspections to 15509 river-going ships with 88401 deficiencies, detained 355 ships, detention rate and average number of deficiency each ship are 2.29% and 5.7 respectively.

持续完善与辖区国际航行船舶航运公司的信息沟通渠道，严格执行中国籍船舶在境外滞留报告制度，督促船舶所属企业有效履行船舶安全管理职能。及时将辖区国际航行船舶航运公司及其船舶在国外受到不公正情况向部局反馈。对辖区中远航运“丰康山”、“富源山”分别在越南和伊朗滞留事宜进行了跟踪调查。全年，辖区所属两艘国际航行船舶在外被滞留。2013年年末与越南海事局建立了沟通渠道，将有效防范辖区国际航行船舶在越滞留。

Guangdong MSA continued to improve communication channels with international shipping companies in the area, strictly implemented the reporting system of Chinese ships detained in foreign port, and urge enterprises to effectively fulfill safety management functions. Timely fed back injustice situations of international shipping companies and its vessels encountered in foreign country to CHINA MSA. Carried out follow-up investigations on COSCO' S "Feng Kang Shan," "Fu Yuan Shan" detained in Vietnam and Iran.



Throughout the year, two international ships of Guangdong were detained abroad. Established communication channels with the Vietnam National Maritime Bureau at the end of 2013, which will effectively prevent the detention of the ships engaged on international voyage in Vietnam.

有效落实船舶分级管理工作。对多次被滞留、配员专项检查中发现配员问题以及被香港海事处滞留的三十四艘船舶列入全国或广东重点跟踪船舶名单，对二十一艘已整改的船舶脱离重点跟踪船舶名单。对该局辖区航运公司符合申报条件的二十一艘船舶进行复核后报送部局，全部据通过部局审核获得“中国海事局安全诚信船舶”称号。

Effectively implemented the ship decentralized management. The ships which were repeatedly detained or with problem about manning during manning special inspection and thirty-four ships that were detained by Hong Kong Marine Department , included in the national or Guangdong list of key tracking ship, twenty-one ships that have rectified deficiencies are divorced from the list. 21ships complying with declare conditions after reinspection are submitted to CHINA MSA, both of them

are awarded "China MSA safety and integrity ship" title.

继续加强对航行港澳船舶的监督检查。完善与香港海事处的定期检查数据交换机制，香港海事处每季度传递一份完整的广东籍航行港澳船舶在港检查记录资料到广东海事局，同时每次滞留广东籍航行港澳船舶时将相关报告传真至广东海事局船舶处。全年对在港被滞留的十三艘广东籍航行港澳船舶列入重点跟踪船舶名单，加大对低标准船舶的打击力度，强化船籍港管理。

Continued to strengthen the supervision and inspection of ships sailing Hong Kong and Macao. Improve regular data exchange mechanism with Hong Kong Marine Department , the Hong Kong Marine Department quarterly sends a complete inspection record of the Guangdong ship to Ship Supervision Department of Guangdong MSA, and the related report of ships are detained by Hong Kong Marine Department which sailing Hong Kong and Macao will be faxed to Ship Supervision Department of Guangdong MSA .reinforce the extent of eliminating the substandard vessels, and strengthen the port of registry management.



第五部分 年度优秀检查员介绍

PART V INTRODUCTION TO EXCELLENT PSCO



顾智勇同志现任上海海事局浦东海事局船舶监督处副处长,上海海事局船舶首席检查官。先后担任过远洋油轮轮机长、船公司机务经理、中国船级社验船师,自2008年开始从事浦东海事局港口国监督的管理与检查工作,共实施PSC检查500多艘次,滞留36艘次。期间参与编写《港口国监督缺陷指导原则》《东京备忘录检查新机制》等书籍,担任全国船舶安检员培训老师,并参与了沪东中华船厂LNG船舶的建造和试航工作,尤其熟悉对船体结构、救生、消防、机械设备等的检查。

Mr. Gu Zhiyong: Deputy Director of Ship Supervision Department from Pudong Branch of Shanghai MSA, Chief PSC Officer of Shanghai MSA. Served as chief engineer of ocean-going tankers, manager of machinery department of shipping company and surveyor of CCS; Supervised PSC inspections in Pudong MSA Since 2008 and altogether conducted more than 500 PSC inspections with 36 detentions; Involved in writing and compiling books such as Guideline and Description in English of Deficiency Found From Port State Control and New Inspection Regime of Tokyo MOU, etc; Designated as tutor in the national training for PSCO; Participated in the construction and ship trial of LNG ships built by Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. Excelled at inspection of hull structure, life-saving, firefighting and machinery installation.



李大鹏同志现任天津新港海事局首席PSC检查官,担任过远洋船舶大管轮和电机员,自2010年开始从事天津港港口国监督的管理与检查工作,共实施PSC检查600多艘次,滞留36艘次。期间主持编写了《2013版训练手册》,参与部海事局授权的复议案件,多次参与翻

译校对TOKYO MOU集中检查会战资料,担任全国A类船舶安检员培训老师,尤其熟悉船舶机舱设备、电气设备、救生、消防等的检查。

Mr. Li Dapeng: Chief PSC Officer from Xingang, TianJin MSA, Served as electric engineer and 2nd engineer for ocean vessels. Conducted more than 600 PSC inspections with 36 detentions since 2010; Involved in compilation of the latest edition (2013 version) of Crew Training Manual and translation of CIC Guidelines, etc; Participated in the appeal and complaint reconsideration tasks authorized by China MSA. Shouldered training tasks to Category A PSC officers within maritime system. Excelled at inspection of machinery installation, marine electric system, life-saving, firefighting.



尹良大同志现任辽宁海事局首席检查员,该同志以远洋船长身份进入营口海事局,自2008年起,共对400余艘次外国籍船舶实施PSC检查,滞留船舶60余艘次。尹良大同志自2011年起,连续两届通过考评,被聘任为辽宁海事局首席PSCO,首席PSCO任期内,多次为港口国监督检查员培训班进行理论和实船操作授课,同时还受邀为CCS大连分社的验船师们的相关授课,得到良好的评价。

Mr. Yin Liangda: chief officer from Yingkou, Liaoning MSA, He was employed into Yingkou MSA with Ocean-going captain qualification, conducted more than 400 PSC inspections on foreign ships after he became a PSCO in Yingkou MSA, detained 60 ships since 2008. He has been elected as Chief PSCO of Liaoning MSA twice from 2011. He lectured for new PSCOs in the relation to theoretical knowledge and operational skill onboard ship and for surveyors in CCS Dalian within his tenure of Chief PSCO of Liaoning MSA; all of his lecturers were highly esteemed.



李铭同志现任河北海事局安全检查员。2013年，其带领的船舶安检团队共对128艘次的外国籍船舶实施港口国监督初始检查，发现缺陷510项，滞留船舶8项，这些数据与2012年同比均大幅增长。参与河北海事局《散货船监管案例集》编写工作，同时完成多项授课任务。

Mr. Li Ming: Currently PSCO in Hebei MSA. In 2013, under his leadership, his team conducted PSC initial inspection to 128 ships of which 510 deficiencies were found and 8 ships were detained. He took part in compilation of Bulk Carrier Management Case Selections raised by Hebei MSA. He also shouldered sums of training tasks.



张修东同志现任山东青岛海事局船舶安全检查员，甲类一等轮机长，该同志于2008年招入青岛海事局，从事船舶安检工作5年多来，共实施FSC检查200余艘次，滞留船舶18艘次，实施PSC检查320余艘次，滞留船舶30艘次，2012年参加山东海事局船舶安全检查员技能比赛，获得团体第一名和个人第三名的成绩。参加山东海事局《船舶安全检查员支持系统》课题研究，参与编写《山东海事局船舶安全检查课题研究集》，多篇论文入选《北方片区船舶安全监督管理研讨论文集》。

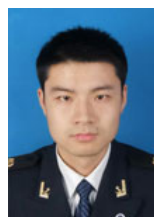
Mr. Zhang Xiudong: the PSC officer in Qingdao, Shandong MSA. He joined in Qingdao MSA in 2008 with ocean-going chief engineer qualification. In recent 5 years, he had conducted over 200 FSC inspections and detained 18, has conducted 320 PSC inspections and detained 30. In 2012, he participated in ship safety inspection skill competition of Shandong MSA and won first grade as group and third grade as individual. He participated in research about the ship safety inspectors supporting system of Shandong MSA. Also- He was involved in developing of research collection on ship safety inspection in Shandong MSA.



李德君同志现任江苏南通海事局安检员，主要从事港口国监督检查业务和船舶安全检查职能管理工作。近两年共对302艘次外轮、72艘次中国籍海船和37艘次河船实施安全检查。

2012年提供的1篇PSC检查案例被华东片区案例集采用；2012年针对涉嫌“2.3事故镇江水体污染”船舶，积极发挥船舶安检在特殊时期的特殊作用；积极参与与PSC检查同行间的业务交流，成功与深圳海事局PSC检查员实施交流；积极做好新加入PSC检查队伍人员的培训工作。

Mr. Li Dejun: officer from Nantong, Jiangsu MSA, in the past two years, conducted inspections with total about 302 foreign ships for PSC inspection, 72 Chinese seagoing ships and 37 Chinese inland river ships for FSC inspection with high inspection quality and wide coverage, His one classical inspection case was adopted by one institution for inspections research; played a special role by the means of PSC in the special period; successfully fulfilled the PSC inspectors exchange program with Shenzhen PSC officer; actively carried out training for new entrants of PSC inspection team.



傅俊杰同志现任宁波海事局船舶安检工作组副组长，近年来共实施PSC及FSC检查三百余艘次，并在课题、论文及专利方面均有所突破。他曾参与部海事局等各类课题6项，在各类期刊上发表论文13篇，其中有多篇英文论文被SCI、EI收录，获得专利1项。在做好“1-PSC”研发、《国内航行海船安全检查指导书》编写出版、宁波海事局安全咨询推送等本岗位工作的基础上，他还先后参与了宁波海事局IMO审核迎检、海事履约体系建设、SOLAS公约修正提案与东京备忘录提案撰写、东京备忘录第21次PSCO研讨会等高层次海事事务。曾荣获2013年直属海事系统公约知识竞赛个人一等奖、团体第一名，2011年浙江海事局海事履约论文英语演讲竞赛个人二等奖，浙江海事局个人二等功等荣誉。

Mr. Fu Junjie, Deputy Chief PSCO of Ningbo PSC Office, has conducted PSC and FSC over 300 vessels in recent years. He has achieved many successes in the field of research, paper and patent. He has taken part in 6 researches of China MSA or other parties, published 13 papers in many journals (some papers in English have embodied by SCI, EI), and gotten 1 patent. After inventing "I-PSC", publishing Safety Inspection Guide of Domestic Voyage Ship, completing "Safety Information of Ningbo MSA", he has also participated in high-level maritime affairs such as receipting IMO Audio, building Safety Management System of China MSA, proposing amendments to SOLAS and Tokyo MOU, attending 21st PSCO Seminar of Tokyo MOU. He was awarded the Team First Prize and Individual First Prize of 2013 China MSA Maritime Convention Contest, the Individual Second Prize of 2011 Zhejiang MSA English Speech Contest for Maritime Convention Implementation, and the Second-Class Honor of Zhejiang MSA.



陈金阳同志现任福建福州海事局船舶监督处副处长，两年来，对96艘次外国籍船舶实施PSC检查，滞留了18艘次船舶，其中，对56艘次外国籍船舶实施了CIC检查，并对9艘次船舶实施了滞留。参加交通部海事局举办的PSC检查官知识更新培训，为福建海事局、福州海事局组织的安检员知识更新培训授课，作为专家参与福建海事局编制的《油船安全检查指南课题》内审。组织编辑“船舶安全检查专刊”。强化对辖区新造船舶的检查。

Mr. Chen Jinyang: Deputy Director of Ship Supervision Department from Fuzhou, Fujian MSA, In two years, conducted 96 PSC inspections, and detained 18. During Concentrated Inspection Campaign, carried out PSC inspection about 56 ships, and detained 9 ships. Attended the PSCO knowledge update training by the China MSA. He shouldered Teaching task in knowledge update training for officers from Fujian MSA and Fuzhou MSA. As experts to participated in internal audit of the Subject of Tanker Safety Inspection Guide. Organized and

edited the Fuzhou MSA Ship Safety Inspection Journal To strengthen the inspection of the new ship.



钟锃锴同志现任广东东莞海事局沙田海事处船舶监督科科长，1996年参加工作，长期在海事监管的一线从事船舶安全检查工作。参加港口国监督（PSC）检查700多艘次，滞留船舶56艘；参加国轮安全检查2000多艘次，滞留船舶110艘。专研业务，积极参与学术研究，在刊物发表多篇专业论文。

Mr. Zhong Zengkai: section chief of Ship Supervision Department from Dongguan, Guangdong MSA. He participated in work in 1996 and has been engaged in ship safety inspections at the frontline since then. He conducted PSC for over 700 foreign ships and detained 56 ships, in FSC for over 2000 national ships with detention of 110 ships. He is a scholastic ship safety inspector, studying on professional knowledge in ship inspection area and actively participating in academic research with several papers published.



周俊同志现任广西钦州海事局船舶监督处处长、PSC检查官。2013年，其带领的船舶安检团队共对60艘次的外国籍船舶实施了港口国监督初始检查。参加了部局组织的《航海图书资料检查指南》的编写工作，多次为广西海事局组织的B、C级船舶安全检查员培训班授课，发表了《船舶应急消防泵的PSC检查》等多篇论文。

Mr. Zhou Jun: currently PSCO and the director of ship supervision department of QinZhou, Guangxi MSA. In 2013, his team conducted 60 PSC initial inspections under his leadership. He took part in compiling Inspection Guidelines of Nautical Charts and Publications which was raised by China MSA. Meanwhile he shouldered training tasks for category B and C officers in Guangxi MSA. In past years his several papers like PSC inspection on emergency fire pump were published.



吴坤阳同志现任海南海事局八所分支局船舶安检员。该同志于2010年以远洋大副身份进入海南海事局。近两年来，参与FSC检查100余艘次，参与PSC检查72艘次，滞留船舶8艘次。2011年参与了《八所辖区船舶防台前期研究报告》的课题研究和编写工作；2012年度，撰写的《船载AIS的监督检查》被评选为华南片船舶监督优秀论文；2013年，制作的《<73/78防污公约>附则V的2011修正案 防止船舶垃圾污染》课件在2013年度直属海事系统公约知识学习和竞赛活动中获得三等奖。

Mr. WU Kunyang: officer from Basuo Branch of Hainan MSA. With chief officer qualification, he was employed into MSA in 2010. In recent two years, he conducted 72 PSC inspections and detained 8, and 100 FSC inspections. In 2011, he participated in research and development of the Pre-phase Research of Anti-typhoon for Vessels in Basuo Jurisdiction. In 2012, his paper The Supervision of Shipborne AIS was awarded as outstanding paper of South China. In 2013, his courseware The 2011 Amendment of MARPOL73/78 Annex V 'Regulations for the Preventing of Pollution by Garbage From Ships won the third prize in the International Convention Knowledge Contest of China MSA.



李宁同志现任深圳南山海事局安检员，近几年来共实施PSC检查83艘次，滞留船舶19艘次，实施FSC检查723艘次，滞留船舶61艘次，无复议失败案例，检查质量较高；2013年参加深圳海事局“优秀船舶安检员”竞赛活动，荣获个人第一名；该同志具备较好的业务理论水平，多次撰写论文并发表，其提交的论文连续五年收录在华南片论文集中，2012年，《浅谈船舶绝缘检查及缺陷处理》一文收录在广东省高级海事论文中。

Mr. Li Ning: Officer from Nanshan, Shenzhen MSA. In recent years, he conducted 83 PSC inspections and detained 19, also conducted 723 FSC inspections and detained 61, he always maintain high quality inspection.

In 2013, he participated in Shenzhen MSA ship safety inspection skill competition and won the first place as individual. He published several papers and selected as outstanding paper in South China, In 2012, his paper research about inspection of ship insulation was collected as Guangdong advanced maritime paper.




徐张兴同志现任长江海事局芜湖海船安全检查站安检主管，三年来完成的国内海船安全检查342艘次、平均单船缺陷数为11.2项、船舶滞留43艘次，检查指标均超过安检站检查总数的一半。基本承担了芜湖局外轮的港口国监督检查任务，2013年滞留外轮一艘次，长江海事局近年来滞留的第一艘外轮。两次获得长江局优秀安检案例，获得长江局首届验船质量检查优秀案例；获得2011年和2013年长江局优秀安检员称号。通过了2012年度国家注册验船师考试（B级）。

Mr. Xu Zhangxing: ship inspection supervisor from Wuhu Ocean Ships Inspection Station of Changjiang MSA. In recent three years, he has Conducted 342 domestic ocean ship safety inspections with average 11.2 deficiencies and detained 43, all inspection indexes are more than half of the total number of the ocean ship inspection station. Basically assumed the PSC inspection tasks of WuHu MSA. Detained a foreign ship in 2013, which is the first foreign ship detained by Changjiang Maritime Safety Administration in recent years. Won the Changjiang MSA excellent ship inspection case two times and excellent ship survey quality inspection case. Titled excellent ship inspection officer in 2011 and 2013. Passed National Registered Ship Surveyor Examination (class B) in 2012.



孙成亮同志现任黑龙江佳木斯海事局前进海事处安检员，从事船舶安检工作十二年，能够认真执行《船舶安全检查规则》，并根据自己多年安检工作经验及积累的业务知识对船舶的缺陷做出准确研判。2012年和2013年两年间该同志具体负责佳木斯前进海事处辖区的船



船安全检查工作，共安检船舶120艘次,查出船舶缺陷457项，复查船舶7艘。在他的努力下，杜绝了不适航船舶航行、作业，为船舶安全航行提供了有力保障，同时也圆满地完成了佳木斯同江海事处各项安检指标。

Mr. Sun Chengliang: officer from Qianjin Branch of Jiamus, Heilongjiang MSA, He devoted to inspection work for 12 years., seriously implement the ship safety inspection rules all the time, also makes accurate judgements on ship's deficiencies According to many years experience in the security and the accumulation of professional knowledge. In 2012 and 2013, he is responsible for ship safety inspection work in Qianjin Branch of Jiamus MSA, conducted 120 inspections with 457 deficiencies and reinspected 7 ships. with his effort, the unseaworthiness navigation and operation of the ship are eliminated provides the powerful guarantee for the safe navigation of ships, and also successfully completed all index on safety inspection of the Jia Musi MSA.