

Safety issues or safety alerts

1. Ships with nominal company have more accidents.

In order to meet the statutory requirements about operation and management, many shipowners entrust their ships to other qualified companies to operate and manage. But in fact, those entrusted companies do not bear the actual operation and management responsibilities other than helping the real owners to get certificates after receiving certain amount of money from the owners annually; those ships still under chaotic management, usually under-manned, ply beyond certificated area, over-load and other serious violations.

2. Most of the accidents are associated with law violations.

Due to the downturn of shipping and other factors, risk-taking acts still exists even after several years of sustained high pressure to crack down on illegal acts. Those risk-taking acts mainly include ships' officers do not have proper competency certificates, ships over-loaded, ships conceal or falsely report safety information etc. The violation acts were the main causes for the 6 accidents that each caused more than 10 fatalities this year; i. e. in the case of the foundering of Xinyuanshun6 on 18 February, the shipper falsely stated the cargo moisture content which

resulted in the cargo shifting and sinking of ship; the foundering of ferry boat Mahedu104 on 16 August, the ship was severely overloaded which resulted in the insufficiency of ship' s buoyancy and together with other factors capsized the ship in the end.

3. Sand and rock carrier have more accidents.

The sand and rock carriers usually over-load, do not close hatch covers and have other violations, or are insufficiently constructed to withstand strong winds, the rate of foundering is higher than other types of ship when encounter bad weather. The typical cases include the foundering of Xinchenguang118, she foundered when she was anchoring and seeking shelter in coastal water carrying illegal sea sand. The sources of illegal sea sand are mainly from Huludao and Yinkou of Liaoning province, and Pingtang of Fujian province, etc. Those sources have become the source of accidents of sand and rock carriers.

4. The inland river vessels registered in Wuhu of Anhui province, Taizhou of Jiangsu, Jining of Shandong etc have more accidents when they trade on sea water illegally.

The ships registered in those above places are inland river ships, but a lot of them have accidents in coastal sea water, mostly in the Bohai Bay, and all related with transportation of sea sand and rock. Meanwhile, those ships

are under-manned, trade beyond certificated trade area, survey certificated expired and other violations. When accidents happen, the owners of those ships and their survived crews are negative and evasive to investigation.

5. The problems with the safety management of engineering ships.

Engineering ships got involved in several accidents this year, including collision, wind disaster, explosion. The investigations show some ships have flaws with their engineering safety supervision. On 26 September, the engineering ship Xinglong16 had its explosives exploded in its under part of hull, the ship sank, 8 died. The accident ship was found having not obtained approval to work on sea, the supervision was found inadequate.

6. Short-journey passenger ships and harbor vessels (especially tugboats) mostly have fatigued officers.

The crews onboard some short-journey passenger ships and harbor vessels usually work 24 hours on 24 hours off schedule, sufficient rest can be assured under circumstances of low task load, and regulations on crews' rest can be met; but if the crews were to have intensive voyages or intensive task load, they can easily suffer from fatigue, and easily have navigational negligence and mistakes, because of which several accidents had happened, the foundering of Mahedu104

on 16 August in Maanshan was the typical one.