



Hong Kong Marine Department 2018 Mid-Year Safety Seminar 31 July 2018 – Hong Kong

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General Manager
Ship Safety Branch**

We are One in Promoting Excellence in Marine Services

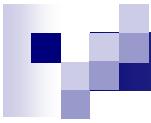


- **Performance Review**
- **Known Issues – Case Study**
- **Updates on Latest Developments**
- **Discussion (Q&A)**
- **Presentation by Indonesia Port State Control Authority**

PSC detention statistic 2015-2018



	2015	2016	2017	2018
01	9	5	4	5
02	1	6	4	4
03	7	5	3	7
04	6	3	4	3
05	3	7	7	3
06	6	3	4	7
07	5	5	2	
08	8	5	1	
09	5	1	1	
10	3	2	6	
11	10	6	3	
12	4	1	2	
Total	67	49	41	29



PSC detention rates 2015-2018(Jan-Jun)

	2015	2016	2017	2018 (Jan-Jun)
Tokyo MOU	3.67 %	3.44 %	2.99 %	3.39 %
Paris MOU	3.33 %	3.83 %	3.77 %	3.41 %
Hong Kong Ships	1.10 %	0.86 %	0.71 %	0.93%

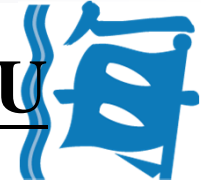
PSC detentions in 2017 under various MoU



- **Tokyo MoU (19)**
- **Paris MoU (11)**
- **Indian Ocean MoU (4)**
- **US Coast Guard (3)**
- **Black Sea MoU (2)**
- **Mediterranean Ocean MoU (2)**



PSC detentions in 2018(Jan-Jun) under various MoU



- **Tokyo MoU (18)**
- **Paris MoU (4)**
- **Indian Ocean MoU (2)**
- **US Coast Guard (3)**
- **Mediterranean Ocean MoU (1)**
- **Abuja MoU (1)**

PSC detentions in 2017 under various Port Authorities



Australia	12	Japan	1
Belgium	2	Korea	1
Canada	2	Netherlands	4
China	1	Russia	1
Egypt	1	South Africa	1
Germany	3	Ukraine	1
Indonesia	3	USA	3
Iran	4	Vietnam	1
		Total	41

PSC detentions in 2018 (Jan – Jun)
under various Port Authorities



Australia	12	Nigeria	1
China	1	Netherlands	1
France	2	Poland	1
India	2	Turkey	1
Indonesia	4	USA	3
Japan	1		
		Total	29

Common Detainable items



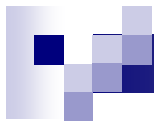
- **Lifeboat/rescue boat: engine could not be started and primary or secondary battery defective.**
- **Fire damper: defective remote means of closing and seized in open position.**
- **Oily water separator: defective 15 ppm alarm and failed to properly operation.**
- **Sewage treatment plant: malfunctioning of the equipment and defective of its associated components.**
- **Fixed CO₂ fire fighting system: fracture & corrosion holed and not ready for immediate use.**

*Updated statistics on HKMD's website:
https://www.mardep.gov.hk/en/pub_services/pscinfo.html*



Case Study - 1





Case Study - 2



- Europe's 'sulphur emission control areas' (SECAs)
- Requirement: 0.1%
- Actual:
 - 0.41% - Sample from ME
 - 0.39% - Sample from AE

Case Study - 3



Original text from ship report

- 1145 inspect sewage treatment plant – Fail; told to arrange crew repair and inspect again;
- 1220 Went back to re-inspect Sewage treatment plant - not fixed; warned;
- 1240 CE reported in order - still not working;
- 1310 Back to master cabin to write report and detained;



Case Study - 3

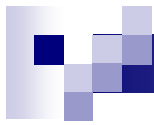


- 1430 Ship's crew dismantled all pump and accessories found ok; Then opened tank and drained off all water inside, found two inner back flush pipes disengaged off from its connection due to this pipes aged and ship's vibration;
- 1540 changed new pipes;
- 1555 Test again and could observe water pass through water pipes



Case Study - 3





Case Study – 4




- Low payment
- Inconsistent contracts
- Fraudulent records

- Crew complaint > MLC Compliance > Detention

Case Study – 4



- Banned for Entry for 12 months
- “Ships visiting Australian ports are put on notice. The next ship we find deliberately and repeatedly underpaying its crew and attempting to deceive authorities, can expect an even more severe penalty than that handed to the”




Compliance with MLC, 2006

Title 2 Regulation 2.2 - Wages (1/2)



- All seafarers shall be paid for their work regularly and in full in accordance with their employment agreements. Payments due to seafarers working on Hong Kong ships are to be made at no greater than monthly intervals and in accordance with applicable crew agreement.
- Seafarers shall be given a monthly account of the payments due and the amounts paid, including wages, additional payments and the rate of exchange used where payment has been made in a currency or at a rate different from the one agreed to.



Compliance with MLC, 2006

Title 2 Regulation 2.2 - Wages (2/2)



- Shipowners/Managers are required to take measures in accordance with sections 4 and 6 of Cap. 478A when provide seafarers with a means to transmit all or part of their earnings to their families or dependants or legal beneficiaries.
- Any charge for the service under paragraph iii) shall be reasonable in amount, and the rate of currency exchange shall be at the prevailing market rate and not unfavourable to the seafarer.

Avoiding PSC detentions



- carry out genuine pre-arrival checks;
- no reason to hide anything;
- honest reporting of any defects found to the company, to the port State prior to arrival in port;
- contact HKMD for exemption/ dispensation;
- take note and comply with the exemption conditions;
- communication
- proper training

Avoiding PSC detentions



Communication

- among ship staff
- between ship staff and PSCO
- ship <> shore
- company <> HKMD

Avoiding PSC detentions



Proper Training

- Competency
- Attitude (Awareness, Conduct)

Actions taken since January 2018



- PSC seminar in HK on 8 January 2018;
- attending crew seminars in Shanghai, Manila Shenzhen, etc.;
- visiting Indonesia PSC Headquarters in Jakarta in May 2018;
- issuing circular letters on PSC matters related to sewage treatment plant, MARPOL violation, pre-arrival checklist, and etc.;
- updating of company contact information;
- enhanced company visit and DoC audits;
- email subscribing function for HKMSIN.



CICs

TMOU and PMOU:

- 2018 – Air Pollution from Ships (MARPOL Annex VI)



Updates of MARPOL Annex VI on Data Collection System for Fuel Oil Consumption (IMO DCS) - 1/2



- Apply to all ships of 5,000 GT and above engaged on international voyages.
- 31 December 2018: Approval of the amended SEEMP Part II with issuance of “Confirmation of Compliance”. Early submission of SEEMP Part II to the RO by 1 September 2018 is strongly recommended.
- 1 January to 31 December 2019: Start & end of the first reporting period.
- 31 March 2020: submission of the report on fuel oil consumption data related to the first reporting period.
- 31 May 2020: Statement of Compliance related to fuel oil consumption to be kept on board.



Updates of MARPOL Annex VI on Data Collection System for Fuel Oil Consumption (IMO DCS) - 2/2



- June 2020 onwards: Annual submission of the aggregated and verified data to the IMO by RO in accordance with the provisions of Regulation 22A of MARPOL Annex VI.
- Hong Kong Marine Department (HKMD) accepts all nine Recognized Organizations (ROs) to carry out the relevant works, not limited to their classed ships.
- The whole IMO DCS process shall be carried out by the same RO, including issuance of the “Confirmation of Compliance” after verification of ship’s SEEMP Part II, collecting & verifying data from ships, issuance the “Statement of Compliance” and uploading the data to IMO.
- For details, refer to IMO web page on DCS and Hong Kong Merchant Shipping Information Note No. 14/2018 + Circ.



Thank You

For more information and feedback, please contact:

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