



JAPAN P&I NEWS

外航組合員各位

上海－中国国際輸入博覧会開催に伴う安全管理の実施

Oasis P&I Services Company Limited から、第5回中国国際輸入博覧会 (China International Import Expo) の開催に伴い、2022年10月21日から11月10日までの間、上海、Huangpu River の管理水域を航行する船舶に対して実施される安全管理について情報を入手しましたので、添付の当組合試訳とともにご参考に供します。

以上

添付資料： OASIS Circular No.2208 (当組合試訳)
OASIS Circular No.2208

上海に寄港する船舶に対する安全管理体制に関する China MSA の通達について

China MSA によると、第5回中国国際輸入博覧会の円滑な開催のため、2022年10月21日から11月10日までの間、上海の Huangpu River の管理水域（下図ご参照）を航行する船舶に対して特別な安全管理が実施されます。



(Huangpu River の管理水域)

通達によると、それぞれ中国内航船、外航船に対し、さまざまな要件が記載されています。以下の表をご参照ください。

項目	内航船	外航船
期間	10月21日～11月11日	11月1日～11月11日
内容	<ol style="list-style-type: none"> 船舶情報の報告 自己点検の実施 当局による安全検査の受諾 	<ol style="list-style-type: none"> 船舶情報の提出 自己点検の実施
報告のタイミング	前港到着時	入港申請時
共通の要件	<ol style="list-style-type: none"> 到着までに船舶の欠陥を修理しておく 低速・低空飛行ドローンを携帯および使用しない AIS、VHF を使用する 船舶に搭載している小型ボート（救命ボート等）を使用しない 	

(China MSA による通達)

航行する船舶は、本通達の内容および COVID-19 に関連する規則に従ってください。また、乗組員は必要なフォームに慎重に記入を行い、期限内に MSA に提出してください。

ご不明な点がございましたら、Oasis P&I Services Company Limited (oasis@oasispandi.com) までお気軽にお問い合わせください。

以上

Oasis P&I Services Company Limited

Date: 15 Oct 2022

Oasis Circular No.: 2208

SUBJECT: CHINA MSA ISSUED THE ANNOUNCEMENT ON CARRYING OUT SPECIAL SAFETY SUPERVISION OVER SHIPS ENTERING SHANGHAI IN THE NEAR FUTURE

In order to ensure the smooth holding of the Fifth China International Import Expo, China MSA will carry out the special safety supervision to those ships which enter the controlled waters in Huangpu River of Shanghai from 21 Oct to 10 Nov 2022. (See below diagram)



(Diagram of controlled waters in Huangpu River)

The Announcement lists various requirements for the domestic and international trading ships respectively, please refer to the table below.

Item	Domestic trading ship	International trading ship
Duration	From 21 Oct to 11 Nov	From 01 to 11 Nov
Content	1.Special information reporting 2. Special self inspection 3. Accept authorities' safety inspection	1.Special information reporting 2. Special self inspection
Time of reporting	Upon arrival at last port	Upon applying for port entry
Common requirement	1. Correct ship's defects before arrival 2. Shall not carry and use "slow and low flying drone" 3. Keep the AIS and VHF turned-on 4. Shall not release any small boat (eg. life craft) carried by ship	

(Requirements by China MSA)

Ships are suggested to follow the relevant requirements in the announcement as well as the regulation against covid-19, the crew member shall complete the required forms carefully and submit to the MSA in time. (See attached our free translation of the Announcement and attached forms)

We hope the above is of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

Best regards,

Oasis P&I Services Company Limited

Attachments:

No. 6 Announcement issued by China MSA on 10 Oct 2022 (11 pages)

Free translation

Maritime Safety Administration of The People's Republic of China

Announcement on Carrying out Special Safety Supervision over Ships Entering

Shanghai in the Near Future

No. 6

In order to ensure the smooth holding of the Fifth China International Import Expo, in accordance with the *Maritime Traffic Safety Law of the People's Republic of China*, the *Regulations of the People's Republic of China on the Administration of Traffic Safety in Domestic Rivers*, the *Rules of the People's Republic of China on the Supervision of Ship Safety* and other provisions, our bureau has decided to carry out special safety supervision on ships entering Shanghai in the near future. Relevant matters are hereby notified as follows

I. Implementation scope and time

1. During the period from 21 October to 10 November 2022, domestic trading ships that plan to sail, berth or operate in the waters between Minhang Power Plant on the Huangpu River in Shanghai and No. 101 light buoy (hereinafter referred to as the "controlled waters") shall conduct special information reporting, special self inspection and accept special safety inspection to ships.
2. During the period from 01 to 10 November 2022, special information reporting and special self-inspection shall be carried out for international trading ships that plan to navigate, berth or operate in controlled waters.

II. Relevant requirements

1. domestic trading ships intending to enter the controlled waters shall truthfully submit the Ship Information Report Form (Annex 1), Onboard Personnel Information Report Form (Annex 2) and Special Ship Safety Self inspection Form (Annex 3 or 4) signed and confirmed by the master to the local MSA when they arrive at the last port of the controlled waters on each voyage. The international navigation ships to enter the controlled waters shall make the above reports when applying for the ship's port entry permission (Can be uploaded through the "single window ")¹.
2. If a domestic trading ship changes its destination port to the controlled waters for some reasons after departing from port, it shall report to the nearest MSA before entering the controlled waters.

¹ "Single window " is an online system which allows the applicant to submit the documents required by various authorities once and for all.

3. Ships that going to the controlled waters shall carry out self inspection item by item according to the items listed in the Special Self inspection Form for Ship Safety, rectify all defects before arrival to fulfill its responsibility for safe production.

4. The local MSA shall carry out special safety inspection to domestic trading ships that meet any of the following conditions and intend to enter the controlled waters:

1) Enter or exceed the inspection window according to the ship selection standard.

2) Occurrence of ordinary or above level of water traffic accidents.

3) Failure of main navigation or pollution prevention equipment.

4) The MSA find that the contents of the Ship Information Report Form and the Onboard Personnel Information Report Form are inconsistent with the actual situation during the inspection.

5. The ship subject to special safety inspection shall rectify the defects as required and the rectification found to be satisfied.

6. Ships that navigate, berth or operate in the controlled waters for a fixed or long-term period shall report to the local MSA before 21 October, and report the berthing location and operation waters. If the information of the ship and its personnel changes, it shall be reported again.

7. The owner or operator of the ship shall organize the ship to properly implement the requirements of this announcement and the relevant requirements for the prevention and control of the covid-19. The ship shall truthfully report relevant information and be responsible for the integrity and authenticity of the submitted materials. Ships are not allowed to carry "slow and low flying drone" into the controlled waters. If it is really necessary to carry and there are practical difficulties in on-site disposal, the type, model and quantity of "slow and low flying drone" carried shall be reported in the declaration column of the Ship Information Report Form, and the sealing arrangement shall be specified. It is strictly forbidden for ships to use "slow and low flying drone" in controlled waters.

8. The ship shall ensure that the onboard automatic identification system (AIS) and VHF radio telephone (VHF) are kept in turned-on status, input relevant information accurately and keep the communication on board unblocked. If the AIS and VHF of the ship are not installed or damaged, it is not allowed to enter the controlled waters. After entering the controlled waters, if the AIS and VHF of the ship are out of working order, it shall immediately report to the local MSA and follow the regulatory instructions of MSA.

9. Except for emergencies to ensure the safety of ships and to save lives at sea, ships are not allowed to release small boats (including manned floaters, working boats, life crafts, rescue boats, submersibles, unmanned boats, etc.) in the controlled waters. If it is really necessary to release

them, it shall be reported to the local MSA in advance.

Please take note of the above.

Annex:

1. Ship Information Report Form
2. Onboard Personnel Information Report Form
3. Special Ship Safety Self inspection Form (Seagoing ships)
4. Special Ship Safety Self inspection Form (Inland ships)

Maritime Safety Administration of The People's Republic of China
10 October 2022

Annex 1

Ship Information Report Form

Name of ship		Port of registry	
Ship identification No.		Type of ship	
Shipowner		Ship operator	
Length of overall (m)		Gross tonnage	
Approved navigation area (line)		Nos. of Crews	
Date of special PSC inspection (last time)		Ship's Mob No.	
Name of departure port		Max. draft of departure	
Specific waters plan to be sail	Navigation through controlled waters <input type="checkbox"/>	Estimated time to pass	
	The destination port is within the controlled waters <input type="checkbox"/>	ETA and name of berth	
Actual carriage of (towage)) passenger and cargo situation	Description	Packaging form (if applicable)	Dangerous cargo category (if applicable)
Name of reporting MSA		Contact No.	Ship's PIC

The master's statement

At the beginning of voyage, the ship is seaworthy and the personnel on board are competent, and know the relevant safety management regulations in the navigation waters and the special regulations on safety supervision of ships entering Shanghai, and the information reported is true and accurate. After the ship has gone through the port entry or departure report formalities, it will not carry out any other "ship to port" or "ship to ship" interface activities in the port. The ship does not carry or use "slow and low flying drone". All consequences caused by violation of the above statement shall be borne by the ship.

Master's signature/Ship's seal:

Date:

Note: This form shall be filled in by the ship owner in duplicate, one copy shall be submitted to the MSA, and the other copy shall be kept by the ship for future reference.

Annex 2

Onboard Personnel Information Report Form

Name of ship		Port of registry		Type of ship		
Shipowner				Contact No.		
Ship operator				Contact No.		
Date of Special PSC inspection (last time)			Ship's Mob No.			
Personnel onboard	Name	Gender	Ethnic Group	Place of birth	ID card No.	Certificate of Competence (if any)
<p>The master's statement</p> <p>At the beginning of voyage, the ship is seaworthy and the personnel on board are competent, know the relevant safety management regulations in the navigation waters and the special regulations on safety supervision of ships entering Shanghai, and the information reported is true and accurate. After the ship has gone through the port entry or departure report formalities, it will not carry out any other "ship to port" or "ship to ship" interface activities in the port. The ship does not carry or use "slow and low flying drone". All consequences caused by violation of the above statement shall be borne by the ship.</p> <p style="text-align: center;">Master's signature/Ship's seal:</p> <p style="text-align: right;">Date:</p>						

Note: This form shall be filled in by the ship in duplicate, one copy shall be submitted to the MSA, and the other copy shall be kept by the ship for future reference.

Annex 3

Ship Special Safety Self-inspection Item List (Seagoing ships)

Name of ship		Port of registry		Type of ship	
Gross tonnage		Reference deadweight (t)		LOA (m)	
Power of M/E	KW	Ship Identification No.		Completion date of construction	
Shipowner				Ship contact No.	
Ship operator					
Self-inspection	√ normal	× Existing problem	- not applicable		
1. AIS equipment					
1.1.1 Equipment					
1.1.2 Whether the ship is equipped with AIS					<input type="checkbox"/>
1.1.3 Does the equipped AIS comply with the other specified requirements					<input type="checkbox"/>
If the ship is equipped with AIS equipment as required, conduct self-inspection of the following items					
1.2 The status of the device					
1.2.1 Does the AIS remain turned on status					<input type="checkbox"/>
1.2.2 Whether the static data of the ship's AIS is accurate and consistent with the data in the certificate					<input type="checkbox"/>
1.2.3 Whether the dynamic data of ship's AIS is accurate					<input type="checkbox"/>
1.2.4 Whether the AIS is equipped with the main and emergency dual power sets, and can be automatically switched					<input type="checkbox"/>
1.3 Operation of equipment					
1.3.1 Whether the relevant personnel can send the SMS operation of the specified content with the shore station or other ships					<input type="checkbox"/>
1.3.2 Whether relevant personnel can simulate and predict the time and place of the DCPA and TCPA with a designated target ship					<input type="checkbox"/>
2. Charts and nautical publications					
2.1 chart					
2.1.1 Whether the ship is equipped with sea charts according to the relevant regulations					<input type="checkbox"/>
2.1.2 Whether the sea chart is corrected in time, whether the correction content is consistent with the navigation notice					<input type="checkbox"/>
2.2 Navigation publications					
2.2.1 Whether Route guides, beacon sheets, navigation notices, tide tables and all other publications necessary for scheduled routes are equipped and keep up to date.					<input type="checkbox"/>

3. Ship communication	
3.1 Whether relevant personnel can conduct a call test to nearby shore stations with VHF on a radio communication channel.	<input type="checkbox"/>
3.2 Whether the ship's radio equipment equipped with 2 groups of power supply	<input type="checkbox"/>
4. Power equipment and steering equipment	
4.1 Power equipment	
4.1.1 Whether the smoke exhaust pipe of the main engine is bandaged with heat insulation material, and whether the heat insulation material is damaged	<input type="checkbox"/>
4.1.2 Is the emergency stop of the main engine in a good condition	<input type="checkbox"/>
4.1.3 Has the ahead/astern test of the main engine ever been conducted	<input type="checkbox"/>
4.1.4 Whether the operation instructions are posted	<input type="checkbox"/>
4.1.5 Whether the communication between the E/R and the bridge remains smooth	<input type="checkbox"/>
4.1.6 Whether the ship generator set is working good order	
4.2 Steering equipment	
4.2.1 Whether the steering gear turning time meets the specification requirements	
4.2.2 Whether the rudder angle indication in the steering room is consistent with that of the bridge.	<input type="checkbox"/>
4.2.3 Whether the conversion operation procedures are posted in the steering room and the M/R	<input type="checkbox"/>
4.2.4 Is the alarm device of the steering gear in good working condition	<input type="checkbox"/>
4.2.5 Check whether the emergency steering device and test are available	
5. Personnel on board	
5.1 Whether the actual manning meets the requirements of the Ship Minimum Safety Manning Certificate	<input type="checkbox"/>
5.2 Whether the crew certificate of competency complies with the ship	<input type="checkbox"/>
5.3 Whether the master and the officers are familiar with the "COLREGS" and other relevant safety management regulations	<input type="checkbox"/>
5.4 Whether the crews are familiar with the relevant management regulations of the navigable waters	
6. Dangerous goods carried by ship	
6.1 Does the ship hold a valid certificate of fitness	
6.2 Whether the ship holds a valid shipping dangerous cargo declaration form and other documents	<input type="checkbox"/>
6.3 Whether the cargo type and loading position meet the requirements of the Certificate of Fitness for Dangerous Goods	<input type="checkbox"/>

Remarks:

Port of self-inspection		Master		Date of self-inspection	
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Note: This form shall be filled in by the ship in duplicate, one copy shall be submitted to the MSA, and the other copy shall be kept by the ship for future reference.

Annex 4

Ship Special Safety Self-inspection Items Table (Inland Ships)

Name of ship		Port of registry		Type of ship	
Gross tonnage		Reference deadweight (t)		Ship's LOA (m)	
Power of M/E	KW	Ship identification No.		Completion date of construction	
Shipowner				Contact No.	
Ship operator				Contact No.	
Self-inspection	√ normal	× existing problem		-not applicable	
1. AIS					
1.1 Is the ship equipped with AIS equipment					<input type="checkbox"/>
1.2 Do the AIS devices remain turned-on status					<input type="checkbox"/>
1.3 Is the relevant data of the AIS device input correctly					<input type="checkbox"/>
2. VHF					
2.1 Is the ship equipped with VHF (VHF)					<input type="checkbox"/>
2.2 Whether VHF is in good working condition and whether the crew can use the equipment normally					<input type="checkbox"/>
3. Ship name and ship appearance					
3.1 Does the ship clearly identify the name and port of registry in the relevant position					<input type="checkbox"/>
3.2 Whether the deck of the ship is placed with items unrelated to the navigation;					<input type="checkbox"/>
3.3 Whether the ship paint is obviously falling off, whether a large area of rust, whether the ship appearance is clean					<input type="checkbox"/>
4. Power and steering equipment					
4.1 Power equipment					
4.1.1 Whether the smoke exhaust pipe of the main engine is bandaged with heat insulation material, and whether the heat insulation material is damaged					<input type="checkbox"/>
4.1.2 Is the emergency stop of the main engine in good condition					<input type="checkbox"/>
4.1.3 Has the ahead/astern test of the main engine ever been conducted					<input type="checkbox"/>
4.1.4 Whether the communication between the M/R and the bridge remains smooth					<input type="checkbox"/>
4.2 Steering equipment					
4.2.1 Whether the steering gear turning time meets the specification requirements					<input type="checkbox"/>
4.2.2 Whether the rudder angle indication in the steering room is consistent with that of the bridge					<input type="checkbox"/>
4.2.3 Is the alarm device of the steering gear in good working condition					<input type="checkbox"/>
5. Personnel on board					

5.1 Whether the actual manning of the ship meets the requirements of the Ship Minimum Safety Allocation Certificate					<input type="checkbox"/>
5.2 Whether the ship certificate of competency complies with the ship					<input type="checkbox"/>
5.3 Whether the driver is familiar with the "collision avoidance rules" and is familiar with the safety management regulations related to the special safety supervision of ships in Shanghai					<input type="checkbox"/>
6. Dangerous goods carried by ship					
6.1 Does the ship hold a valid certificate of fitness					<input type="checkbox"/>
6.2 Whether the ship holds a valid ship shipping dangerous cargo declaration form and other documents					<input type="checkbox"/>
6.3 Whether the type and stow location of the goods meet the requirements of the loading certificate of the ship carrying the dangerous goods					<input type="checkbox"/>
7. Pollution prevention					
7.1 Whether the fuel uses low-sulfur oil (sulfur content $\leq 10\text{mg/kg}$)					<input type="checkbox"/>
7.2 Whether to transport the goods that emit toxic and harmful gases or dust substances, whether sealing or other protective measures are taken					<input type="checkbox"/>
Remarks:					
Port of self-inspection		Master		Date of self-inspection	

Note: This form shall be filled in by the ship in duplicate, one copy shall be submitted to the MSA, and the other copy shall be kept by the ship for future reference.