

標題

Malta Maritime Authority 発行の Instructions に対する
弊会の対応について

ClassNK

テクニカル インフォメーション

No. TEC-0607

発行日 2004年11月9日

各位

マルタ政府主官庁の Malta Maritime Authority より添付の”Instructions of the Malta Maritime Authority (MMA) to its Recognised Organizations” が発行されました。

この Instructions は、マルタ籍船の安全水準に対する Malta Maritime Authority の管理を強化することを目的として発行されました。Malta Maritime Authority は、弊会に 2004 年 11 月 1 日より、マルタ籍船に対しこの Instructions に基づき検査および審査を実施するよう要請しております。

この Instructions の内容および弊会の対応を、以下に説明いたします。

1. マルタ籍への船籍変更をする場合の検査

管理会社の変更の有無に関わらず、本船に指定事項がある場合は、マルタ籍への船籍変更および航行に際し Malta Maritime Authority の判断を待つこととなります。

船籍変更に伴う検査の範囲は次のとおりです。

(1) 管理会社の変更の有無に関わらず、船籍変更のための検査が各条約の定期的検査または更新検査の検査指定期間内に実施される場合

(i) 該当するすべての条約検査も実施することが要求されます。

(ii) 各条約の更新検査の検査指定期間内に実施される場合は、各更新検査は可能な限り実施されることが要求され、また Malta Maritime Authority からの必要な指示を受けることとなります。

また上記(i)および(ii)の検査時に ILO Check Sheet による点検も実施されます。この点検は国際労働機関(International Labour Organization)の制定した条約(ILO 条約)に関連して、船舶の居住区、機関区などの労働環境が適正に維持されているかについて確認するという Malta Maritime Authority の目的により実施されるものです。

(2) 船籍変更の検査が各条約の定期的検査の期間外で実施される場合

(i) 管理会社の変更を伴わない場合は、各条約検査の年次検査相当の検査範囲になります。また ILO Check Sheet による点検も実施されます。

(ii) 管理会社の変更を伴う場合は、安全設備(Safety Equipment)に関する検査は、更新検査相当の検査範囲になります。それ以外の船籍変更のための検査は、各条約検査の年次検査相当の検査範囲となります。また ILO Check Sheet による点検も実施されません。

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NOTES:

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- ClassNK 及びその役員、職員、代理もしくは委託事業者のいずれも、掲載情報の正確性及びその情報の利用あるいは依存により発生する、いかなる損失及び費用についても責任は負いかねます。
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2. Port State Control により拘留を受けた場合の検査

マルタ籍船が Port State Control により拘留され弊会の検査員が立会するよう要請された場合、検査員はその指摘された欠陥のみを検査するのではなく、以下のように追加の検査を実施いたします。なお、国際条約および弊会の加盟している国際船級連合(International Association of classification Societies)の関連の規定により、船籍国政府および寄港国政府から船舶に立会するよう要請された場合は、弊会の検査員は本船に立ち会うことが要求されております。

(1) 拘留された日が各条約の定期的検査または更新検査の検査指定期間内の場合

(i) 拘留された日が各条約の定期的検査の検査指定期間内の場合は、その船舶が出港する前にその各条約検査を実施することが要求されます。

(ii) 拘留された日が各条約の更新検査の検査指定期間内の場合は、安全設備(Safety Equipment)、安全無線(Safety Radio)については更新検査が、ほかの各条約検査は可能な限りまで更新検査を実施することが要求されます。また出港前にすべての更新検査が完了しない場合、各条約証書の満了日の期限を越えない範囲で更新検査完了のための Time Schedule を設定することが要求されます。

(2) 拘留された日が各条約検査の検査指定日外の場合

(i) 指摘された欠陥を修復後、検査員は ILO Check Sheet および ISM Checklist による点検を実施いたします。その際、検査員の判断によりさらなる検査が必要かどうかを決定します。この ISM Checklist は、IACS(国際船級協会連合)により船級・条約検査時に検査員が安全管理システムが十分機能しているかどうかを判定するために作成され 2002 年 4 月 1 日より IACS において使用されているものです。(ISM Checklist については ClassNK テクニカル・インフォメーション No. TEC-0445 でお知らせしております。)

(ii) 検査員が必要と判断した場合、さらなる検査が実施されます。その検査の範囲は安全設備(Safety Equipment)の検査は更新検査相当の検査になります。また安全設備(Safety Equipment)以外の各条約検査は年次検査相当の検査となります。

3. Port State Control により拘留には至らなくても欠陥を指摘された場合

弊会は、Port State Control によって指摘されたこれらの欠陥について、寄港国政府から情報を受け取った場合、弊会が Malta Maritime Authority に報告することが要求されております。Malta Maritime Authority はその報告を基にその船舶に対しさらなる調査が必要かどうかを判断します。Malta Maritime Authority は、調査の結果をもとに弊会と相談の上、さらなる対応策について決定することになります。

4. Malta Maritime Authority または Port State Control により指定事項を課せられた場合

マルタ籍船が Malta Maritime Authority または Port State Control により指定事項を課せられた場合、管理会社から弊会に連絡していただくようお願いいたします。弊会はそれらが解除指定日までには是正されていることを確認し、Malta Maritime Authority に報告いたします。是正されない、またはできない場合の処置についてはマルタ政府の指示にしたがうこととなります。

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5. Port State Control などにより拘留を受けた際、Port State Control による欠陥が ISM Major non-conformity と関連していると Port State Control が判断した場合
- (1) マルタ籍船が拘留された際の PSC Inspection Report が、ISM Major non-conformity と関連があると判断された場合には、初回審査相当の臨時審査の実施が必要となります。
また、この臨時審査でさらに管理会社の Safety Management System(SMS)に問題があると判断した場合は、弊会または適合証書(DOC)を発給している団体(弊会が DOC を発給していない場合)が初回審査程度の会社の臨時審査を実施することが要求されます。
 - (2) 上述「2. (2) 拘留された日が各条約検査の検査指定日外の場合」による拘留を受けた際の ISM Checklist による点検の結果については、
 - (i) 弊会が安全管理証書(SMC)を発給していない場合は SMC を発給している団体および Malta Maritime Authority にその結果を通知します。
 - (ii) 弊会が SMC を発行している場合は、Malta Maritime Authority にその結果を通知します。また、弊会においてその結果を評価し、臨時審査が必要と判断した場合は、その管理会社に対し船舶臨時審査の実施を要請します。
 - (3) 同じ船舶が正当な理由により 12 ヶ月以内に 2 回 Port State Control により拘留された場合は、初回審査相当の船舶臨時審査および会社臨時審査を実施することが要求されます。
 - (4) 管理会社が管理する船舶の多くが Port State Control により拘留された場合、Malta Maritime Authority の判断に基づき、船舶並びに会社の臨時審査を実施することが要求されます。

6. 更新検査の延期

更新検査の延期は特別な事情がある場合でかつ、弊会が船齢、船種、船級の維持状態などを考慮して延期可能であると Malta Maritime Authority に推奨する場合のみ Malta Maritime Authority により承認されます。ただし、要求されるすべての検査が実施されることが承認の条件となります。

この Instructions に基づき所定の検査および審査をマルタ籍船に対し行うにあたり、弊会が関係者から遅滞なく連絡を受ける必要があります。したがって下記の場合、情報を遅滞なく弊会に連絡いただくようご協力お願いいたします。

- (1) マルタ籍への船籍変更をする場合
- (2) Port State Control により拘留を受けた場合
- (3) Port State Control により拘留には至らなくても欠陥を指摘され、弊会検査員の立会が必要な場合
- (4) Malta Maritime Authority または Port State Control により指定事項を課せられた場合
- (5) 更新検査の延期
- (6) Port State Control などにより拘留を受けた際の PSC Inspection Report の内容が ISM Major non-conformity と関連している場合
- (7) 弊会が SMC を発行している船舶が正当な理由により 12 ヶ月以内に 2 回 Port State Control により拘留された場合

上記 6. (1), (2)および(3)の場合、検査地を所轄する弊会支部、事務所に検査申請書を提出願います。

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上記 6. (4)および(5)の場合の連絡先 日本海事協会 本部管理センター検査技術部
E-mail: svd@classnk.or.jp
Tel: 03-5226-2027/2028
Fax: 03-5226-2029

上記 6. (6)および(7)の場合の連絡先 日本海事協会 本部情報センター安全管理システム部
E-mail: smd@classnk.or.jp
Tel: 043-294-5999
Fax: 043-294-7206

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

財団法人 日本海事協会 (ClassNK)
本部 管理センター 国際室
住所: 東京都千代田区紀尾井町 4-7 (郵便番号 102-8567)
Tel.: 03-5226-2038
Fax: 03-5226-2039
E-mail: xad@classnk.or.jp

添付: Instructions of Malta Maritime Authority (MMA) to its Recognized Organizations
(Appendix 1-4 を含む)

INSTRUCTIONS OF THE MALTA MARITIME AUTHORITY (MMA) TO ITS RECOGNISED ORGANIZATIONS

The present instructions aim at enhancing the control of the flag State over safety standards of Malta ships. These are additional to any other authorisation or instruction given to Recognised Organisations. All terms used are as defined in international conventions for the implementation of which relevant authorisations have been given to Recognised Organisations (RO).

1. Change of flag surveys

1.1 Regardless of whether the Company remains the same as before or change occurs, no vessel should be registered, or in any circumstances be allowed to operate, with any outstanding statutory recommendation. In case a deviation from this policy is requested, it should be invariably referred to MMA for consideration and relevant instructions.

1.2 In both cases, at the time of the change of flag, if the due dates for the surveys for existing certificates are within the ± 3 months window, then intermediate/periodical/annual surveys, as the case may be, shall be carried out immediately. At the same time, an inspection of basic ILO items as indicated in the check sheet in Appendix 1, shall be carried out. If the renewal surveys are due within 3 months then these should be conducted to the extent possible and the case should be referred to MMA for consideration and relevant instructions.

1.3 In the case where the change of flag is not accompanied by a change of the Company, the surveys shall be limited in scope to the extent of the applicable annual survey with the addition of basic ILO items, unless the due dates of the statutory surveys are within the window mentioned above.

1.4 In cases where the change of flag is accompanied by a change of the Company, the extent of the surveys in respect of safety equipment shall be upgraded to that of a renewal survey with the addition of basic ILO items. The surveys for the statutory certificates other than the safety equipment, unless they fall within the windows mentioned in paragraph 1.2 above, shall be carried out to the extent of annual surveys.

1.5 The statutory survey reports for the change of flag surveys shall be made available the soonest possible to MMA either in hard copy or by e-mail, or through access to the society's data base.

2. Survey after detention

2.1 When a Malta flag ship is detained and the RO is called to attend, the surveyor of the RO shall not limit the inspection to the deficiencies noted by port State control.

2.2 If the date of the detention falls within the ± 3 months window for statutory surveys, they shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and radio, which shall be completed. A time schedule for the completion of surveys at the next convenient port shall be set and they shall not be delayed until the end of the window.

2.3 If the date of the detention does not fall within the ± 3 months window the RO surveyor, after clearing the PSC deficiencies shall carry out a general examination of the vessel including the items listed in Appendix 1 and shall complete the questions listed in Appendix 2. Then, using professional judgement the surveyor shall decide whether extra surveys are required.

2.4 In cases where the surveyor deems that more thorough surveys are required, the surveyor shall proceed as agreed for the change of flag when accompanied by a change of the Company (see item 1.4). The RO shall send to MMA copies of the reports on such cases.

3. Surveys after PSC inspection with deficiencies identified, which did not warrant detention

3.1 The RO should inform MMA of such cases which are brought to their attention by PSC authorities. MMA will decide whether the case warrants further investigation. On the basis of the results of this investigation MMA in consultation with the RO will decide on the future policy.

4. Outstanding recommendations

4.1 Recommendations imposed by MMA or PSC detention reports received by MMA, shall be communicated to the RO classing the ship and the latter shall ensure that they have been rectified according to the set schedule. Otherwise the RO shall contact MMA for a decision on the action to be taken.

5. ISM

5.1 Where a ship has been detained and the PSC inspection report explicitly references an ISM major non-conformity, the auditor of the auditing organisation shall board the vessel and perform an additional audit of the vessel's Safety Management System (SMS). The extent of this additional audit shall be equivalent to the mandatory initial audit of the shipboard part of the SMS.

5.2 If, during the shipboard audit, it becomes apparent that problems also exist with the SMS of the company, an additional audit to the extent of the initial audit shall be performed for the Company.

5.3 If the detention order contains no explicit reference to ISM non-conformities, then the surveyor shall act as in section 2 above.

5.4 If the RO classing the ship and her auditing organisation are different entities, then the surveyor having received the answers to questions of Appendix 2 should notify the ship's auditing organisation of the findings. In case the auditing organisation, having assessed the findings, deems that an additional audit is necessary, it shall notify MMA and the RO classing the ship and proceed as soon as possible to conduct the additional audit of the SMS of the ship. Audit results should also be reported.

5.5 If the RO classing the ship is also her auditing organisation, then in case the RO having assessed the findings of the surveyor based on the answers to questions of Appendix 2, deems an additional shipboard audit necessary, the RO shall notify immediately MMA and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform MMA of the results.

5.6 In all cases MMA should be notified of the finding with respect to the answers received to questions of Appendix 2.

5.7 If a vessel is justifiably detained twice within 12 months, then additional audits, in the scope of initial, of the ship's SMS and of the Company shall be performed.

5.8 MMA shall be notified of any additional shipboard audit or additional audit of the Company and results thereof.

5.9 MMA shall decide the extent and scope of additional audits of the shipboard as well as the shore based SMS of Company, when a large proportion of that Company's fleet is detained by PSC.

6 Information exchange between MMA and RO

6.1 Both parties shall regularly exchange information on any "target" list of potentially substandard ships they may produce.

7. Postponement of Renewal Surveys

7.1 Application for postponement of the renewal survey will be considered by the MMA only in cases where special circumstances warrant them and only after the RO classing the ship has recommended such a postponement, taking into consideration the ship's type, age, conditions of class and other relevant items.

7.2 No postponement of the renewal survey shall be given unless all surveys have commenced and proceeded to the extent possible. The MMA may decide to deviate from this course of action only in cases of force majeure.

8. Agreement

8.1 The requirements as specified above shall be formalised in an Agreement established between MMA and the RO.

Appendix 1

Check sheet for survey of ILO items

	ILO Reference	YES	NO	N/A
1. The accommodations and spaces were generally examined in so far as practical and accessible including:				
a. Are all of the accommodation spaces being used for what they were intended for?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are all of the accommodation rooms and spaces being kept clean and tidy?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is adequate lighting available throughout the accommodation?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. If the accommodation heating system working (for vessel's operating in cold climates only)?	ILO 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Are the officers and crew sanitary facilities clean?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Are crew bathrooms, water closets and sinks operating properly?	I LO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Is water pressure available to the bathrooms and water closets?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Are cockroaches and other insects properly dealt with?	I LO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Is hot and cold water available	I LO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The Engine room and other machinery spaces are generally examined in so far as practical and accessible including:				
a. Are all engine room bilges clean and free of oil?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the steering gear compartment clean and free of oil and garbage?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is the engine room clean (no accumulation of oily rags or garbage)?	I LO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are acetylene and oxygen bottles stored outside of the accommodation, engine room and other machinery spaces?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Is paint and thinners stored outside of machinery spaces in designated storage rooms?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The food and catering areas were generally examined in so far as practical and accessible including:				
a. Galley found clean and suitable for preparing food?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are crew provisions in satisfactory condition with no spoilage or unsanitary conditions in stowage or galley?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Refrigerated provisions storerooms found clean, of adequate size for the provisions, and refrigeration machinery considered capable of maintaining the provisions at adequate temperatures?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are drinking water taps in working condition?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is the machinery fitted with protective devices (guards) as considered necessary?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the windlass and mooring winches in good order?	I LO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the accommodation ladder in good working order and considered safe for use?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If any of the above was answered **NO**, contact your _____ for further guidance.

Remarks:

Surveyor

No. 17 Routine and Ad Hoc Reporting by Surveyors of
(June 2001) Evidence of Possible Safety Management
(Rev.1, Mar. 2002) System Failures

INTRODUCTION

The purpose of this Procedural Requirement is to ensure that the organisation responsible for the issue of a SMC is notified when a surveyor becomes aware of possible safety management system failures, particularly with respect to the management of the maintenance of the ship and its equipment, and to describe the use of the Annual Class Survey ISM Checklist.

1. SCOPE AND APPLICATION

1.1 This document describes the procedure for reporting by surveyors of evidence of possible safety management system failures, and the use of the Annual Class Survey ISM Checklist.

2. DEFINITIONS

2.1 "International Safety Management (ISM) Code" means the International Management Code for the Safe Operation of Ships and for Pollution Prevention, as adopted by the International Maritime Organisation (IMO) by Resolution A.741(18), as may be amended by the Organisation.

2.2 "Document of Compliance" (DOC) means a document issued to a Company that complies with the requirements of the ISM Code.

2.3 "Safety Management Certificate" (SMC) means a document issued to a ship which signifies that the company and its shipboard management operate in accordance with the approved Safety Management System (SMS).

2.4 "Safety Management System" (SMS) means a structured and documented system enabling Company personnel to implement effectively the company's safety and environmental protection policy.

2.5 "Technical deficiency" means a defect in, or a failure in the operation of, a part of the ship's structure or its machinery, equipment or fittings.

3. USE OF THE ANNUAL CLASS SURVEY ISM CHECKLIST

3.1 The checklist, attached as Annex 1, is a list of evidence of possible safety management system failures recorded on the occasion of the Annual Class Survey. It is not an audit report. It is to be completed by the surveyor at each Annual Class Survey, and is to be submitted together with the Annual Class Survey report.

3.2 In cases where the classing society also issued the SMC, the procedure governing the use of the report, and the treatment of any problems identified, are to be determined by each society individually.

3.3 Where the SMC was issued by an organisation other than the classing society, any negative responses on the checklist are to be reported to that organisation.

Note: This Procedural Requirement is to be complied with by IACS Members and Associates from 1 April 2002.

No.17
(cont'd)

4. AD HOC REPORTING

4.1 Surveyors may become aware of evidence of possible failures of the Shipboard's Safety Management System through the following means:

- i) a situation observed during a routine or occasional class or statutory survey;
- ii) a situation observed during attendance on board following a port state control detention arising from purely technical deficiencies;
- iii) notification of a port state control detention where possible safety management system failures are cited in the Port State Control report as having led, wholly or in part, to the detention;
- iv) information received from a third party which indicates that a problem may exist with respect to the adequacy or implementation of the Safety Management System.

4.2 The following situations should be reported by the surveyor to the local, regional or headquarters ISM staff of his own society:

- i) existing or unresolved technical deficiencies that are not being adequately addressed by the Company and may lead to the limitation, suspension or withdrawal of a Class or Statutory Certificate;
- ii) numerous technical deficiencies which suggest a lack of effective maintenance of the ship and its equipment;
- iii) outstanding port state control deficiencies that resulted in detention;
- iv) other conditions not related to Class or Statutory requirements which may seriously affect the safety of the ship, its personnel or the environment.

4.3 The report shall include the following information:

- i) the name of the ship;
- ii) the IMO No. of the ship;
- iii) the name and address of the company (as stated on the ship's SMC);
- iv) the name of the organisation that issued the Safety Management Certificate (SMC);
- v) the number of the SMC(if applicable);
- vi) the place and date of issue of the SMC;
- vii) name of the administration on whose behalf the SMC was issued;
- viii) details of the possible failures and/or technical deficiencies identified as specified in 4.2 i) to iv);
- ix) the name, position and society of the reporting surveyor and the date of issuance of the report;
- x) the name and position of the representative of the company who acknowledged by signature the problems and/or deficiencies identified and the date of acknowledgement.

4.4 The surveyor must inform the master or Company representative that this information will be communicated to the organisation responsible for the issue of the SMC.

4.5 If the SMC was issued by an organisation other than the classing society, the information is to be sent to the organisation concerned. A list of IACS contact points is given in Annex 2.

4.6 The issuing society will review the information provided, decide on what action (e.g additional audit), if any, should be taken, and report to the Administration if necessary, and to the classing society.



No.17
(cont'd)

Annex 1

Annual Class Survey ISM Checklist		
Ship's Name	Flag	IMO Number
Survey Record No.	Date of Survey	Survey Place
(A. Technical deficiencies)		
A-1. Class/Statutory related technical deficiencies are found ?		
- No (No action to be taken)		
- Yes (go to A-2)		
A-2. Such technical deficiencies, if not corrected, might lead to the suspension of Class and/or withdrawal of statutory certificates ?		
- No (go to A-3)		
- Yes (To be reported)		
A-3. Such technical deficiencies were reported to the Company ?		
- No (To be reported)		
- Yes (go to A-4)		
A-4. Evidence for dealing with such technical deficiencies by the Company exists ?		
- No (To be reported)		
- Yes (go to A-5)		
A-5. Possible immediate rectification for such deficiencies exists ?		
- No (To be reported)		
- Yes (No action to be taken)		
(B. Serious threat)		
Other conditions which may seriously affect the safety of the ship, personnel or the environment are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(C. Documentary deficiencies)		
Class/Statutory related documentary deficiencies are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(D. Operational failures)		
Class/Statutory related operational failures found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(E. Class/Statutory requirements)		
Other Class/Statutory requirements are not observed ?		
- No (No action to be taken)		
- Yes (To be reported)		
Conclusion		
- To be reported to Head Office together with relevant Survey Record		
- No action to be taken		
Surveyor's Comments		
Date: _____ Signature(Ship's Master/Company representative)		
Classification Society _____		Office _____
Name of Surveyor: _____		Date: _____

List of Contact Points

Classification Society	Office/Department	Person in charge	Fax Number	e-mail address
ABS	Singapore / Dubai / Houston /	H. Juneja S. Blair M. Kelleher	+65 275 0258 +971 4 3555358 +281 877 5932	Hjuneja@eagle.org Sblair@eagle.org Mkelleher@eagle.org
BV	Head Office, Paris DNS/DCE	Claude Maillot	+ 33 1 42 91 52 93	claudemaillot@bureauveritas.com
CCS	Headquarters Classification Division	Mr H Shu	+ 86 10 651 36678	hshu@ccs.org.cn
DNV	DNV Hovik, MTP 863	Mr John Olav Lie	+ 47 67 57 9911	John.Olav.Lie@dnv.com
GL	Head Office Hamburg Marine Management Systems Certification Services	O.Quas	+49 40 36149 200	Qua@germanlloyd.org
KR	Head Office Quality Assurance Centre	Mr Moon Kyu Park	+82 42 862 6039	mkpark@krs.co.kr
LR	Rotterdam Hong Kong Seattle Piraeus	Tony Field Andy Morris Tim Protheroe Apo Poulouvassilis	+ 31 10 20 18 438 + 852 2845 2616 + 1 206 378 0600 + 30 1 452 8955	tony.field@lr.org andy.morris@lr.org tim.protheroe@lr.org apo.poulouvassilis@lr.org
Class NK	Safety Management System Department 1-8-5, Ohno-dai Midori-ku Chiba 267-0056	Mr M Homma	+ 81 43 294 7206	smd@classnk.or.jp
RINA	Head Office	Mr A Zolezi	+39 010 5351369	alberto.zolezi@rina.org
RS		A.S. Mikhailov E.E. Hernburg	+7 812 314 06 79	025@rs-head.spb.ru
CRS	CSM and QS Dept	Zivoje Krstulovic-Opara	+385 21 358 878	fleet.services@crs.tel.hr
IRS	Head Office	I N Bose Principal Surveyor S B Paranjpe Senior Surveyor	+91-22-570 3611 +91-22-570 3611	irsho@bom3.vsnl.net.in irsho@bom3.vsnl.net.in

This list can be updated by the IACS Permanent Secretary, not in accordance with a procedure to amend Procedural Requirements.



Appendix 3

Contact information for MMA

MALTA MARITIME AUTHORITY
MERCHANT SHIPPING DIRECTORATE
'MARITIME HOUSE'
LASCARIS WHARF,
VALLETTA,
MALTA

General/Office Hours

Tel: +356 21 250360
Fax: +356 21 241460
e-mail: mership.malta@mma.gov.mt

After Office Hours:

For all registration enquiries:
Mr. Anthony Mangion, Registrar,
mobile: +356 99494317
e-mail: anthony.mangion@mma.gov.mt

For all technical enquiries - general:
Capt. Joseph Zerafa, Technical Manager,
mobile: +356 99494318
e-mail: joe.zerafa@mma.gov.mt

For all technical enquiries covering vessels A - L:
Mr. Albert Gruppetta, Safety Co-ordinator,
Mobile: +356 79434317
e-mail: albert.gruppetta@mma.gov.mt

For all technical enquiries covering vessels M - Z:
Mr. Pierre Zammit Endrich, Safety Co-ordinator,
mobile: +356 79434316
e-mail: pierre.endrich@mma.gov.mt

Appendix 4

**Principal points of RO contact for the implementation and application of the
Instruction**

	Name	Tel/email
ABS	Mr. Joe Riva, ABS Assistant Chief Surveyor, ABS Europe, London,	+44 20 7377 4426 jriva@eagle.org
BV	Mr C. Maillot, Manger, Statutory Procedures Department	+33 1 42 91 52 84 claude.maillot@bureauveritas.com
CCS	Mr Kejun Jin Executive Vice Director of Marine Division	+86 10 65225491 kjjin@ccs.org.cn
DNV	Mr. Helge Kjeøy, Head of department Classification and IMS.	+47 6757 8450 Helge.Kjeoy@dnv.com
GL	Stephan Assheuer Head of Dept. Flagstate Affairs	+49 40 36149 455 ash@gl-group.com
KR	Mr. Yong-Seok Kwon, General Manager of Statutory Dep't	+82 42 869 9330 yskwon@krs.co.kr
LR	Mr. M. Magill, Head of External Affairs	+44 20 7423 2846 mike.magill@lr.org
NK	Mr. H. Jin, General Manager, External Affairs Division	+81 3 5226 2038 xad@classnk.or.jp
RINA	Mr.Marco Benzi, Deputy Head of the Statutory Services Sector	+390105385311 marco.benzi@rina.org
RS	Mr. Victor A. Hobotov, Head of Ships in Service Department	+7 812 312 92 53 002@rs-head.spb.ru