



# 2023運輸安全資訊交流研討會

## 國際港口國管制檢查現況 與未來發展趨勢

副總驗船師

郭學舉

2023/12/19

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## 4 重點檢查活動

Concentrated Inspection  
Campaign(CIC)

# 驗船中心現況

CR Classification Society, CR

## 1 我國唯一

驗船中心，英文全名  
CR Classification  
Society，簡稱CR

我國唯一之船級協會  
1951年成立，70餘年  
歷史

為中華民國政府唯一  
授權執行國輪法定檢  
驗、受交通部監督/稽  
核之財團法人

## 2 多國授權

獲巴拿馬、貝里斯多  
國授權國際公約檢驗

符合聯合國「國際海  
事組織(IMO)」所規定，  
船旗國授權之船級協  
會應具備的條件(RO  
Code)

## 3 總部位於台北

CR總部位於台北，與  
高雄、基隆連絡處共  
計約120位員工



# 船舶檢驗與發證



船名(Ship Name) : XYZ

船籍(Flag) : ROC

船級(Class) : CR

船旗國授權認可機構(Organization  
recognized by Flag State)

Recognized Organization(RO)

# 港口國管制

Port State Control, PSC

## 船旗國

Flag State

船旗國檢查(Inspection by Flag State)

Flag State Control(FSC)

## 港口國

Port State

港口國檢查(Inspection by Port State)

Port State Control(PSC)

A.1155(32) PROCEDURES FOR PORT STATE CONTROL, 2021

## 區域性港口國合作

Co-operative Structure by Port State

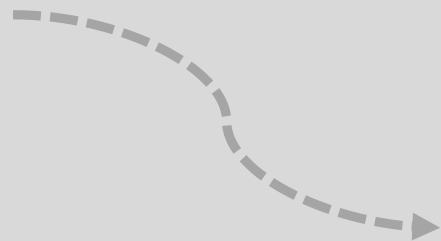
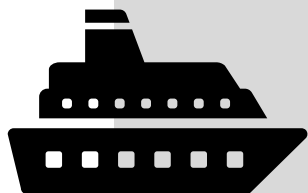
合作備忘錄regional co-operation (MOU\*)

\* MOU: Memorandum

Of

Understanding

A.682(17) REGIONAL CO-OPERATION IN THE CONTROL OF SHIPS AND DISCHARGES



# 港口國管制程序

Procedures for Port State Control

## 公約規定

SOLAS、MARPOL、LL、COLREG、BWM...等

## 2021年港口國管制程序

A.1155(32) (Procedures for Port State Control, 2021)

- 最新版，與前版A.1138(31)無太大差異
- 新增船舶能源效率相關檢查程序

## 附件7《操作性檢查準則》改寫

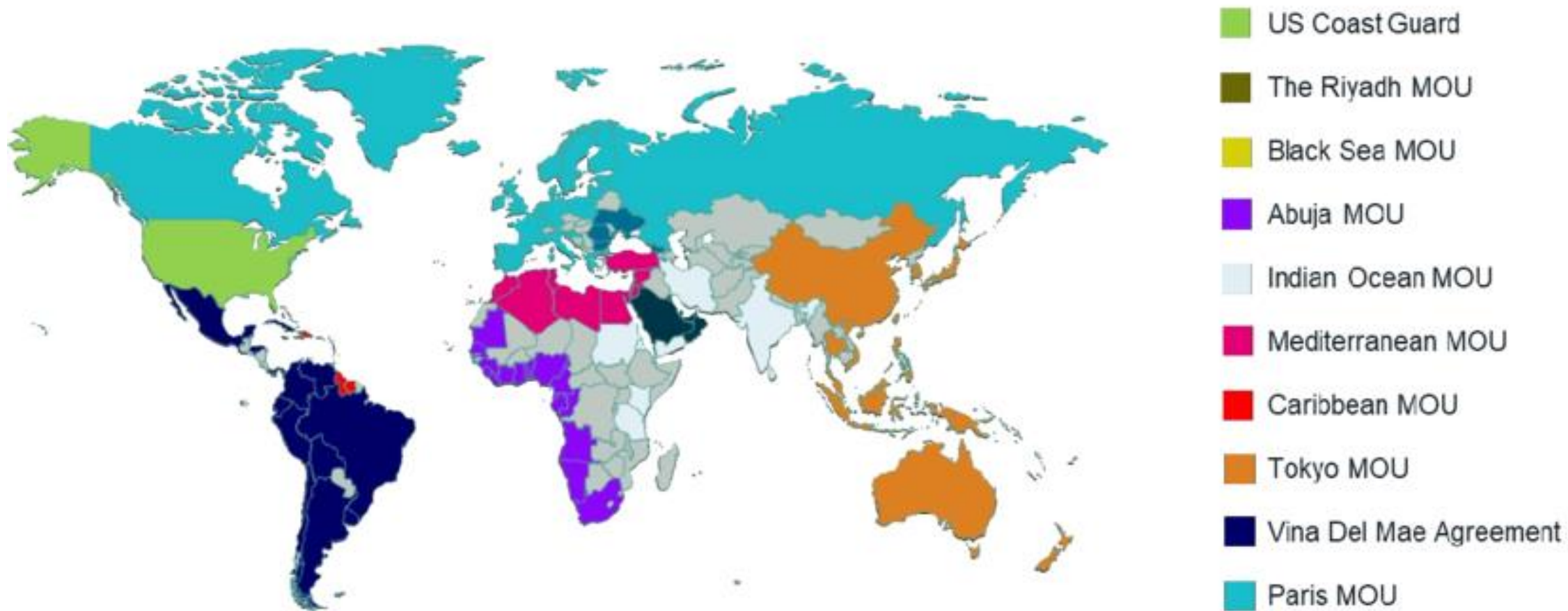
Part 1為檢查過程，Part 2為具體檢查行動指南

舉例：就油輪而言，人員應熟悉穩度儀器(Stability Instrument)；或船員應熟悉應急部署表(Muster list)上各員的職責，並熟知各種操作、演習及通訊方式



# 港口國管制組織

Location of port state controls



資料來源：[https://www.researchgate.net/figure/Location-of-port-state-controls\\_fig2\\_366066622](https://www.researchgate.net/figure/Location-of-port-state-controls_fig2_366066622)

# 港口國管制組織

Location of port state controls

- 東京備忘錄 (Tokyo MOU) : 亞洲與太平洋區
- 巴黎備忘錄 (Paris MOU) : 歐洲與北大西洋地區
- 比尼亞德爾馬協議(Vina del Mar Agreement) : 拉丁美洲區
- 加勒比海備忘錄 (Caribbean MOU)
- 地中海備忘錄 (Mediterranean MOU)
- 印度洋備忘錄 (Indian Ocean MOU)
- 阿布加備忘錄 (Abuja MOU) : 中西非區
- 黑海備忘錄 (Black Sea MOU)
- 利亞得備忘錄 (Riyadh MOU) : 波斯灣地區
- 美國海岸防衛隊(USCG) : 美國



# USCG QUALSHIP 21

## 申請成為“QUALSHIP 21”合格船舶， 可減少在美國受檢之頻率

For the period of July 1, 2023 through June 30, 2024, there are 23 eligible Flag Administrations for the QUALSHIP 21 Program:

### Qualified Flag Administrations

Barbados	Hong Kong	Norway	United Kingdom
Belgium	Jamaica	Panama	Vanuatu
Bermuda	Japan	Philippines	
Cayman Islands	Liberia	Portugal	
China	Malta	Republic of Korea	
Demark	Marshall Islands	Saudi Arabia	
Greece	Netherlands	Singapore	

In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three PSC safety examinations in each of the previous three years and have not been subject to any PSC detention in that same time period:

Brazil	Gibraltar	Samoa	Tanzania
British Virgin Islands	India	Spain	Thailand
Croatia	Luxembourg	Sweden	
Faroe Islands	Malaysia	Switzerland	
Finland	Moldova	Taiwan	



# 2022 Tokyo MOU船旗國評比

2023.5.8公布

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## 表現度評比

## 船旗國

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### 白名單 (共36國)

China, Singapore, Hong Kong, Republic of Korea, Japan, Malta, Viet Nam, Marshall Islands, Cayman Islands (UK), Norway, Thailand, Isle of Man (UK), Bahamas, Cyprus, Portugal, Germany, Liberia, Greece, Denmark, Panama, Tuvalu, **Taiwan**, Philippines, Bermuda (UK), United Kingdom (UK), Vanuatu, Malaysia, Bangladesh, France, Türkiye, Indonesia, Italy, Saudi Arabia, Luxembourg, Iran, Niue

### 灰名單 (共16國)

Netherlands, U.S.A., Antigua and Barbuda, Barbados, Russian Federation, Belgium, Saint Vincent and the Grenadines, Jamaica, Croatia, Qatar, India, Belize, Kiribati, Palau, Gibraltar (UK), Cook Islands

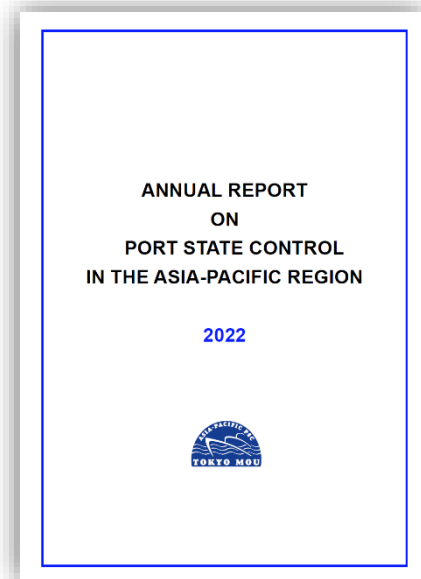
### 黑名單 (共4國)

Sierra Leone, Togo, Mongolia, Dominica

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# 2022 Tokyo MOU船級協會評比

財團法人驗船中心  
CR CLASSIFICATION SOCIETY  
2023.5.8公布



排名	船級協會	表現度評比
1	China Classification Society (CCS)	
2	DNV AS	
3	American Bureau of Shipping (ABS)	高表現度
4	Bureau Veritas	High Performance
5	Nippon Kaiji Kyokai	
16	<b>CR Classification Society (CR)</b>	
18	Cosmos Marine Bureau	
19~24	.....	Medium
25~76	.....	Low and not listed

# Tokyo MOU低風險RO

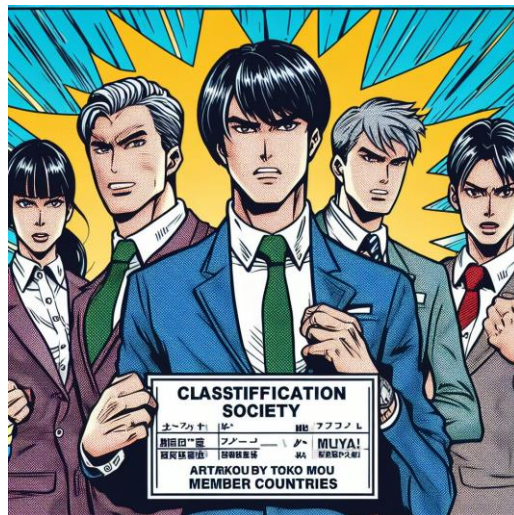
ROs meeting low risk criteria

## CR Classification Society (CR)

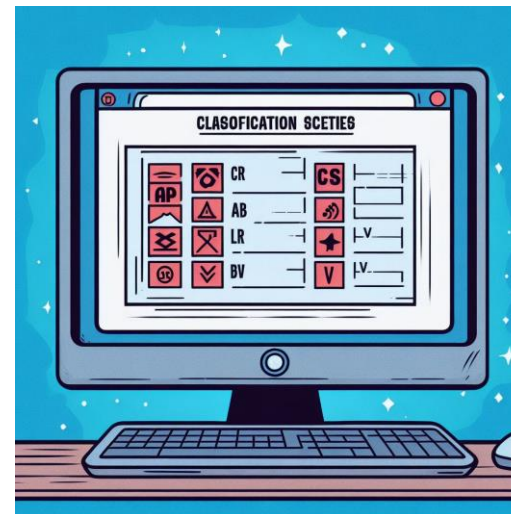
Effective from 1 July 2023 until 30 June 2024

- American Bureau of Shipping (ABS)
- Biro Klasifikasi Indonesia (BKI)
- Bureau Veritas (BV)
- China Classification Society (CCS)
- CR Classification Society (CR)
- DNV AS (DNV)\*
- Inter maritime Certification Services, S.A. (ICS)
- International Register of Shipping (IS)
- Isthmus Bureau of Shipping, S.A. (IBS)
- KOREAN REGISTER (KR)
- Lloyd's Register (LR)
- Nippon Kaiji Kyokai (NKK)
- Overseas Marine Certification Service, Inc. (OMCS)
- Panama Maritime Documentation Services (PMDS)
- RINA Services S.p.A. (RINA)
- Russian Maritime Register of Shipping (RMRS)
- Vietnam Register (VR)

\* DNV GL AS, merger of former DNV and GL, is changed to the name of "DNV AS".



高表現度 + 被  
Tokyo MOU會  
員國認可



名單更新於  
Tokyo MOU網  
頁



3年最低60次  
檢查

# Tokyo MOU 檢查機制

## 船舶風險

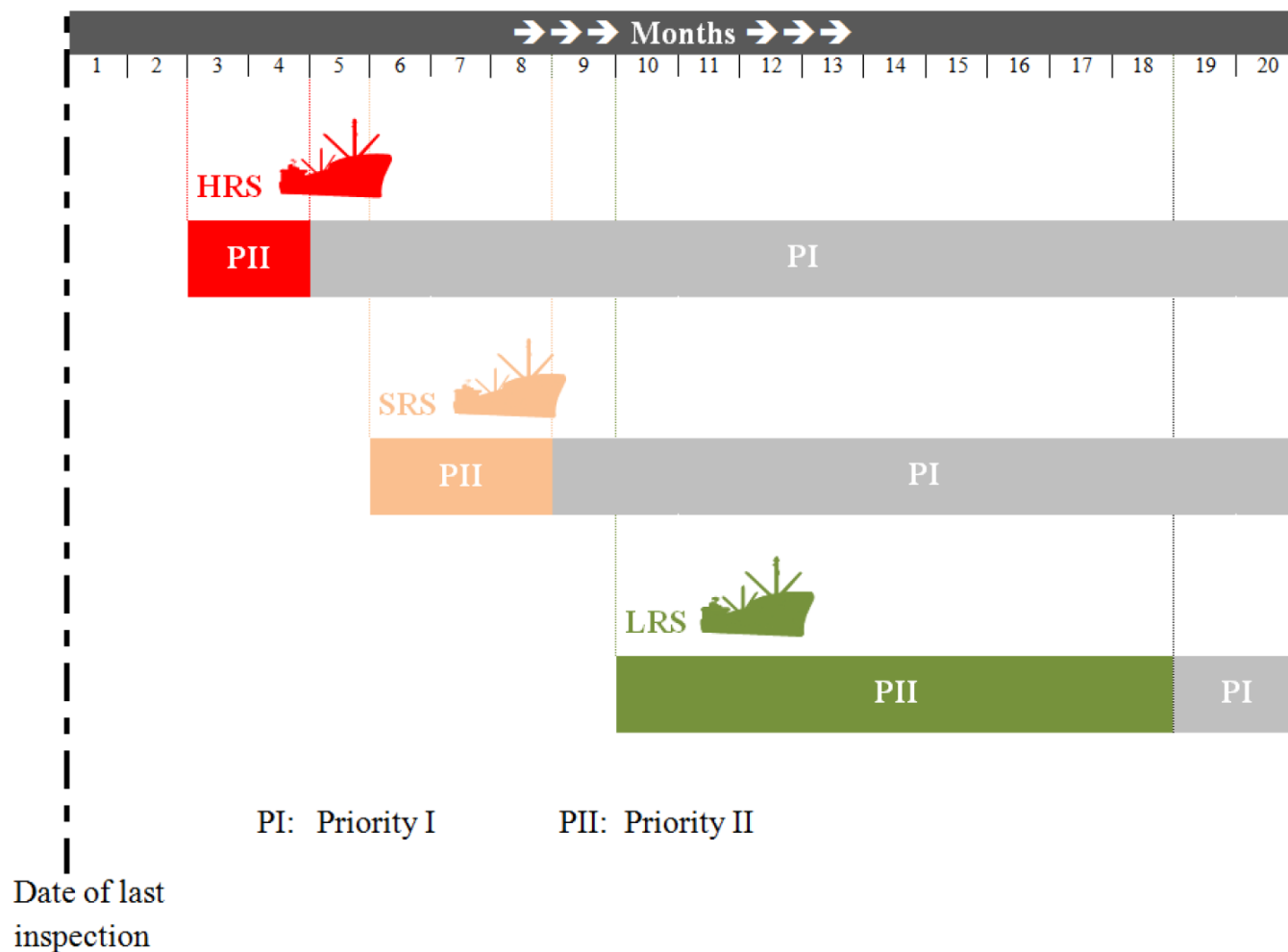
- 船型、船齡、船籍、認可機構、公司表現度、缺失、留置
  - 單一次檢查被開6個缺失將加計1點
  - HRS高風險船舶(大於等於4點)
    - SRS標準風險船舶
    - LRS低風險船舶

## 受檢優先等級

- 各船舶風險等級依優先級別時間窗口受檢
- 優先級別一級(PI)：可行時必須接受檢查
- 優先級別二級(PII)：有可能接受檢查

Parameters	Profile					
	High Risk Ship (HRS) (When sum of weighting points $\geq 4$ )		Standard Risk Ship (SRS)	Low Risk Ship (LRS)		
	Criteria	Weighting points	Criteria	Criteria		
1	Type of Ship	Chemical tanker, Gas Carrier, Oil tanker, Bulk carrier*, Passenger ship, Container ship	2	-		
		Age of Ship	All types > 12y	1	-	
2	3	Flag	BGW-list <sup>1)</sup>	Black	1	White
			IMO Audit <sup>2)</sup>	-	-	Yes
4	Recognized Organization	RO of Tokyo MOU <sup>3)</sup>	-	-	Yes	
		Performance <sup>4)</sup>	Low Very Low	1	High	
5	Company performance <sup>5)</sup>	Low Very Low No inspection within previous 36 months	2	Neither LRS nor HRS	High	
6	Deficiencies	Number of deficiencies recorded in each inspection within previous 36 months	How many inspections were there which recorded over 5 deficiencies?	No. of inspections which recorded over 5 deficiencies	All inspections have 5 or less deficiencies (at least one inspection within previous 36 months)	
7	Detentions	Number of Detention within previous 36 months	3 or more detentions	1	No detention	

# Tokyo MOU 檢查頻率和優先性



- HRS高風險船舶 PII = 2~4個月
- SRS標準風險船舶 PII = 5~8個月
- LRS低風險船舶 PII = 9~18個月
- 優先級別一級(PI)：可行時必須接受檢查
- 優先級別二級(PII)：有可能接受檢查

# Tokyo MOU船舶風險的計算例

Parameters	Profile				
	High Risk Ship (HRS) (When sum of weighting points $\geq 4$ )		Standard Risk Ship (SRS)	Low Risk Ship (LRS)	
	Criteria	Weighting points	Criteria	Criteria	
Type of Ship	Chemical tanker, Gas Carrier, Oil tanker, Bulk carrier*, Passenger ship, Container ship	2	Neither LRS nor HRS	-	
Age of Ship	All types > 12y	1		-	
Flag	BGW-list <sup>1)</sup>	Black		1	White
	IMO Audit <sup>2)</sup>	-		-	Yes
Recognized Organization	RO of Tokyo MOU <sup>3)</sup>	-		-	Yes
	Performance <sup>4)</sup>	Low Very Low		1	High
Company performance <sup>5)</sup>	Low Very Low No inspection within previous 36 months	2		High	
Deficiencies	Number of deficiencies recorded in each inspection within previous 36 months	How many inspections were there which recorded over 5 deficiencies?		No. of inspections which recorded over 5 deficiencies	All inspections have 5 or less deficiencies (at least one inspection within previous 36 months)
Detentions	Number of Detention within previous 36 months	3 or more detentions		1	No detention

## 船舶風險計算

- 船型(Type of ship): Bulk carrier = 2
- 船齡(Age of ship): 15 years (>12) = 1
- 船籍(Flag): Taiwan ROC, White list = 0
- 認可機構(RO): CR, RO of Tokyo MOU - YES, Performance - High, = 0
- 公司表現度(Company performance):  
**Low = 2, Medium, High = 0**
- 缺失(Deficiencies): 0
- 留置(Detentions): 0

## 總點數

- (1) Total = 2 + 1 + 0 + 0 + 2 + 0 + 0 = 5 ( $\geq 4$ )  
High Risk Ship (HRS)
- (2) Total = 2 + 1 + 0 + 0 + 0 + 0 + 0 = 3  
Standard Risk Ship (SRS)

# PSC MOU重點檢查活動

每年9月至11月

Concentrated Inspection Campaign, CIC

Year	Tokyo MOU CIC (東京)	Paris MOU CIC (巴黎)
2024	Crew Wages and Seafarer Employment Agreement under MLC 船員工資和船員僱傭契約	
2023	Fire Safety 消防安全	
2022	STCW 航海人員訓練、發證及當值標準國際公約	
2021	Stability in General 穩度	
2020	因COVID-19疫情影響，停辦CIC	
2019	Emergency Systems and Procedures 應急系統及程序	



# MLC對船員僱傭契約的規定

Seafarer's employment agreements, SEA



## MLC A2.1.4(a)~(k) SEA應包含內容

- (a) 船員的全名、出生日期或年齡及出生地；
- (b) 船東的名稱和地址；
- (c) 訂立船員僱傭契約的地點及日期；
- (d) 船員將擔任的職務；
- (e) 船員的工資數額，或者如果適用，用於計算工資的公式；
- (f) 帶薪年假的天數，或者如果適用，用於計算天數的公式；
- (g) 協議的終止及其終止條件，包括：
  - (i) 如果協議沒有確定期限，各方有權終止協議的條件，以及所要求的預先通知期，船東的預先通知期不得短於船員的預先通知期；
  - (ii) 如果協議有確定期限，其確定的期滿日期；和
  - (iii) 如果協議是為一次航程而訂，其航行之目的港，以及到達目的港後船員應被解雇前所須經歷的時間；
- (h) 將由船東提供給船員的健康津貼和社會保障保護津貼；
- (i) 船員獲得遣返的權利；
- (j) 提及集體談判協定，如適用；以及
- (k) 國家法律所要求的其他細節。

## MLC 2.1

- 船員應有SEA的正本或副本
- SEA由船員和船東或船東代表雙方簽署
- SEA應至少包含MLC A2.1.4(a)~(k)之事項
- 若非英文，應有英譯本

# MLC對船員薪資的規定

Wages

## MLC 2.2

- 所有船員應根據SEA定期獲得全額工資，不得超過每月一次支付，並應遵守集體談判協定(CBA)
- 船員應每月收到應付和實際支付的帳單，包括工資、附加款項和匯率
  - 集體談判協定  
Collective bargaining agreement, CBA



# 某國輪遭留置案例 – 勞動條件

## 缺失1：同一船員有兩份不同的僱傭契約(SEA)

- 一個船員不能有兩份不同的SEA
- 船員和船公司簽的SEA
- 船員和外國招募機構(SRPS)簽的SEA
- 除非完全相同，否則不應有兩份

## 缺失2：未依僱傭契約每月給付船員全額工資

- SEA所載之工資(Basic monthly wage, Fix overtime, Allowance等) 應清楚明列，並留存船員簽收單。簽收金額必須與SEA所載工資完全相同
- 工資應達到集體談判協定(CBA)及國家所訂之最低標準

**\*\* EMPLOYMENT CONTRACT \*\***

**THE SEAMAN**

Surname: \_\_\_\_\_ Give Name: \_\_\_\_\_

Home address: \_\_\_\_\_

Medical certificate issued on: \_\_\_\_\_

Port where Position taken up: \_\_\_\_\_

Nationality: \_\_\_\_\_ Passport No: \_\_\_\_\_ Seaman's book No: \_\_\_\_\_

**EMPLOYER AND VESSEL**

Company: \_\_\_\_\_

Address: \_\_\_\_\_

Vessel: \_\_\_\_\_ Official No: \_\_\_\_\_ Flag: \_\_\_\_\_

**TERMS AND CONDITIONS OF CONTRACT**

The owner and \_\_\_\_\_ both agreed that all the terms and conditions of this employment contract are exact the same as that of NCSU/SD/Collective General Agreement signed by mutual parties on \_\_\_\_\_

Period of employment: \_\_\_\_\_ Basic monthly wage: \_\_\_\_\_ Wage: ALLOWANCE US\$  
 ONE YEAR US\$ LEAVE PAY US\$

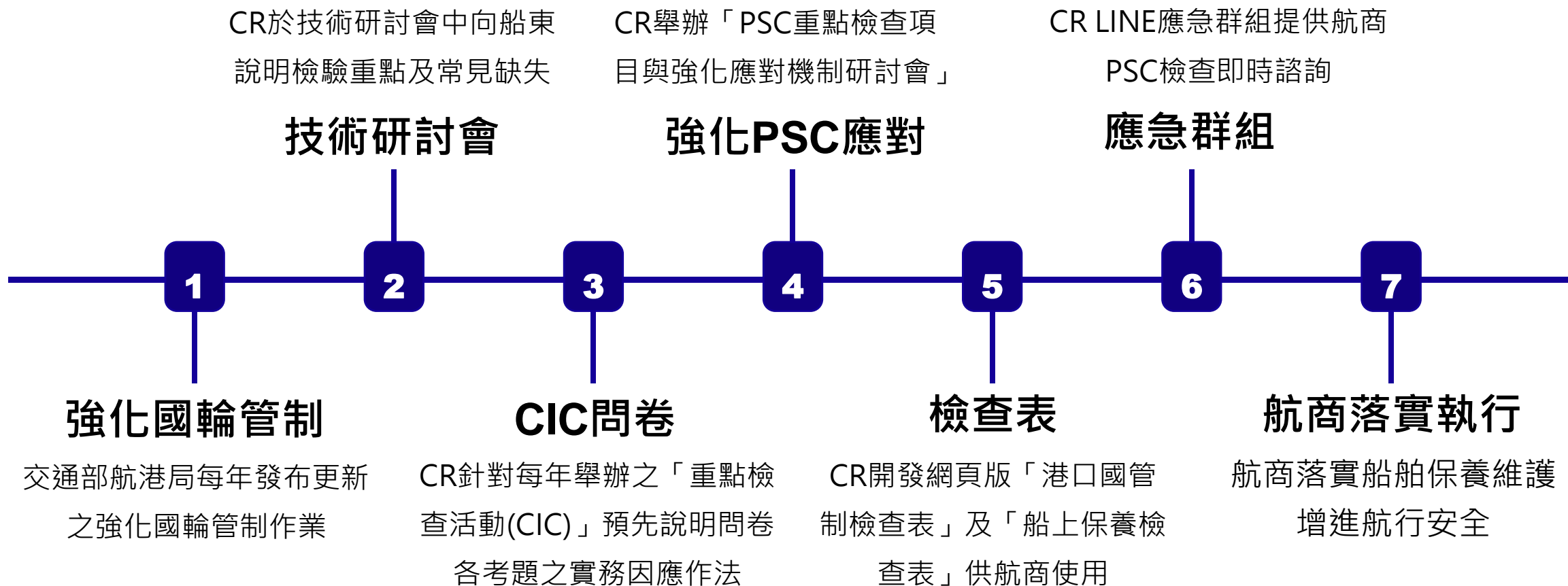
Hours of work: \_\_\_\_\_ Fix overtime: \_\_\_\_\_ Total wage: US\$  
 8 HRS/PER DAY

Other terms: \_\_\_\_\_

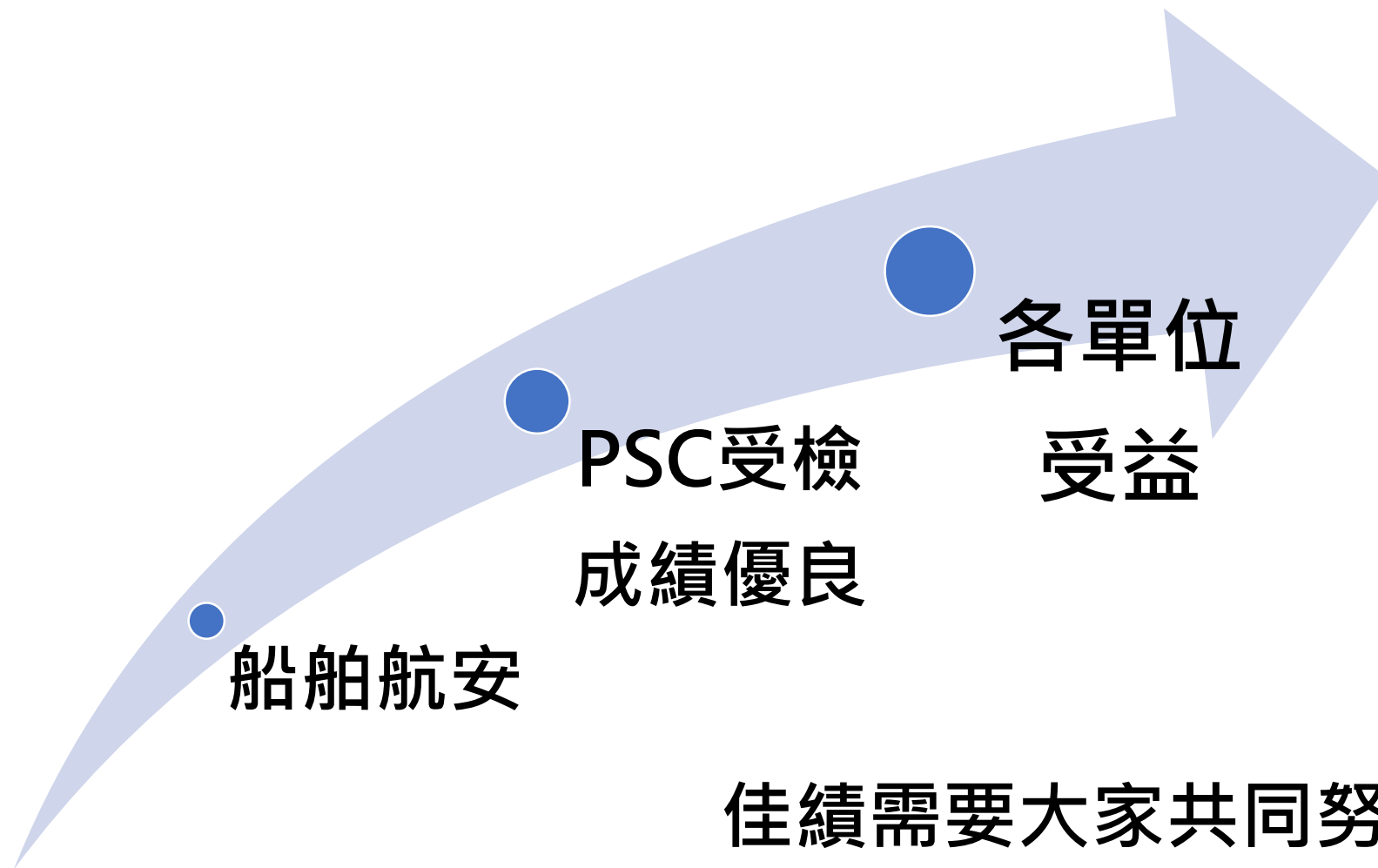
應完全相同

Rank	NAME (same as on passport)	Passport No.	Basic Wages	FIX O.T.	Leave Pay+ Allowance	Days From To	SBP	SIGNATURE
A/B	1		614	384	80	1 31	US\$1,078.00	
A/B	2		614	384	80	1 31	US\$1,078.00	
CPNTR	3		686	429	90	1 31	US\$1,205.00	

# 強化國輪PSC受檢表現



# 國輪Tokyo MOU PSC成績





謝謝聆聽!

郭學舉

副總驗船師

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