



ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်အစိုးရ
ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန
ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာန

ညွှန်ကြားချက်အမှတ် ၅/၂၀၂၀

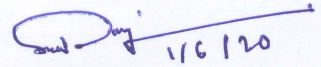
၁၃၈၂ ခုနှစ်၊ နယုန်လဆန်း ၁၁ ရက်
(၂၀၂၀ ပြည့်နှစ်၊ ဇွန်လ ၁ ရက်)

ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန၊ ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာနသည် မြန်မာနိုင်ငံကုန်သည်သင်္ဘောအက်ဥပဒေ ပုဒ်မ ၂၉၄-ခ ပုဒ်မခွဲ (ခ) အရ အပ်နှင်းထားသော လုပ်ပိုင်ခွင့်ကိုကျင့်သုံး၍ “ဆီတင်သင်္ဘောများအတွက် အရေးပေါ်ဆွဲယူနိုင်သည့် အစီအစဉ်နှင့် နည်းလမ်းများဆိုင်ရာ ညွှန်ကြားချက်” ကို ထုတ်ပြန်လိုက်သည်။

၁။ မြန်မာအလံလွှင့်ထူထားသည့် အပြည်ပြည်ဆိုင်ရာခရီးစဉ်သွား ဆီတင်သင်္ဘောများ၏ သင်္ဘောပိုင်ရှင်၊ ရေယာဉ်မှူးနှင့် သင်္ဘောဝန်ထမ်းများသည် ၁၉၇၄ ခုနှစ်၊ ပင်လယ်ပြင်၌ အသက်အန္တရာယ်ကင်းရှင်းရေးအတွက် အပြည်ပြည်ဆိုင်ရာကွန်ဗင်းရှင်း (SOLAS 74) နှင့် ယင်း၏ နောက်ဆက်တွဲများ (Protocols) ၏ အခန်း ၂-၁၊ စည်းမျဉ်း ၃-၄ တို့ပါ ဆီတင်သင်္ဘောများအတွက် အရေးပေါ်ဆွဲယူနိုင်သည့်အစီအစဉ်နှင့် စပ်လျဉ်းသော ပြဋ္ဌာန်းချက်များအရ ထုတ်ပြန်ထားသော နောက်ဆက်တွဲတွင် ဖော်ပြထားသည့် အပြည်ပြည်ဆိုင်ရာရေကြောင်းအဖွဲ့ (IMO) ၏ ဆုံးဖြတ်ချက် အမ်အက်စီ-၁၊ ဆာကြူလာ (၁၂၅၅) ပါ အရေးပေါ်ဆွဲယူနိုင်သည့် အစီအစဉ်၊ နည်းလမ်းများနှင့် သက်ဆိုင်သည့် လမ်းညွှန်ချက်များအား လိုက်နာကျင့်သုံးရမည်။

၂။ သင်္ဘောပိုင်ရှင်နှင့် ရေယာဉ်မှူးတို့သည် ဆီတင်သင်္ဘောများအတွက် အရေးပေါ်ဆွဲယူနိုင်သည့် အစီအစဉ်နှင့် နည်းလမ်းများကို အပိုဒ် ၁ ပါ လမ်းညွှန်ချက်များနှင့်အညီ ရေးဆွဲ၍ ဦးစီးဌာန သို့မဟုတ် ဦးစီးဌာနမှ ခွင့်ပြုထားသော အသိအမှတ်ပြုအဖွဲ့အစည်း (Recognized Organization) ထံသို့ တင်ပြအတည်ပြုချက်ရယူရမည်။

၃။ ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာန၏ ၂၀၁၆ ခုနှစ်၊ ဒီဇင်ဘာလ ၃၀ ရက်နေ့ ရက်စွဲပါ ညွှန်ကြားချက် (၂၃/၂၀၁၆) ကို ဤညွှန်ကြားချက်ဖြင့် လွှမ်းမိုးပယ်ဖျက်လိုက်သည်။



စိုးနိုင်

ညွှန်ကြားရေးမှူးချုပ် (ပူးတွဲတာဝန်)

စာအမှတ်၊ ရညန/ညွှန်ကြားချက်/ ၀၅-၆

ရက်စွဲ၊ ၂၀၂၀ ပြည့်နှစ်၊ ဇွန်လ ၁ ရက်

ဖြန့်ဝေခြင်း

မြန်မာ့ကြယ်ငါးပွင့်သင်္ဘောလုပ်ငန်းကုမ္ပဏီလီမိတက်

နိုင်ငံခြားသွားသင်္ဘောပိုင်ရှင်များအသင်း

ကမ်းရိုးတန်းသွားရေယာဉ်ပိုင်ရှင်များအသင်း

ညွှန်ကြားရေးမှူးချုပ်

ပုံနှိပ်ရေးနှင့်ထုတ်ဝေရေးဦးစီးဌာန

ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်ပြန်တမ်း အပိုင်း(၁)တွင် ထည့်သွင်းကြေညာပေးပါရန် မေတ္တာရပ်ခံချက်ဖြင့်ပေးပို့ပါသည်။

မိတ္တူကို

- ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန၊
- ပြည်ထောင်စုရှေ့နေချုပ်ရုံး၊
- ရုံးလက်ခံ။

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GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), following a recommendation of the fiftieth session of the Sub-Committee on Ship Design and Equipment, approved Guidelines for owners/operators on preparing emergency towing procedures, set out in the annex, aimed at assisting owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4.

2 The Guidelines are intended to help owners/operators to carry out the necessary steps in establishing emergency towing procedures, provide information on the scope of the emergency towing booklet and give guidance towards creating procedures for towage.

3 The procedures developed by means of these Guidelines aim at supporting the crew in establishing the safest and most efficient course of action to be taken when confronted with an emergency that requires towing.

4 Member Governments are invited to bring the annexed Guidelines to the attention of all parties concerned for application in conjunction with SOLAS regulation II-1/3-4 (Emergency towing arrangements and procedures).

ANNEX

GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

1 PURPOSE

The purpose of these Guidelines is to assist owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4. The procedures should be considered as part of the emergency preparedness required by paragraph 8 of part A of the International Safety Management (ISM) Code.

2 OBSERVATIONS

2.1 Owners, operators and crews should take into consideration that the nature of an emergency does not allow time for deliberation. Accordingly, the procedures should be practiced beforehand.

2.2 The towing procedures should be maintained on board the ship for ready use by the ship's crew in preparing their ship for towage in an emergency.

2.3 The crew should have good knowledge of equipment stowage location and accessibility. Any identified improvements to stowage arrangements should be implemented.

2.4 Crew dealing with an emergency situation should be aware of power availability required for winches and tools, as well as for deck lighting (for bad/low visibility and night time situations).

2.5 It is recognized that not all ships will have the same degree of shipboard equipment, so that there may be limits to possible towing procedures. Nevertheless, the intention is to predetermine what can be accomplished, and provide this information to the ship's crew in a ready-to-use format (booklet, plans, poster, etc.).

3 SHIP EVALUATION

3.1 The owner/operator should ensure that the ship is inspected and its capability to be towed under emergency situations is evaluated. Both equipment on board and available procedures should be reviewed. Items that need to be inspected are described in the following paragraphs.

3.2 The ability of the ship to be towed from bow and stern should be evaluated, and the following items should be reviewed:

- .1 line handling procedures (passing and receiving messenger lines, towlines, bridles); and
- .2 layout, structural adequacy and safe working loads of connection points (fairleads chocks, winches, bitts, bollards), etc.

3.3 The on-board tools and equipment available for assembling the towing gear and their locations should be identified. These should include but not be limited to:

- .1 chains;
- .2 cables;
- .3 shackles;
- .4 stoppers;
- .5 tools; and
- .6 line throwing apparatus.

3.4 The availability and characteristics of radio equipment on board should be identified, in order to enable communication between deck crew, bridge and the towing/salvage ship.

3.5 Unless the safe working loads of connection points are known, these loads should be determined by an engineering analysis reflecting the on-board conditions of the ship. The Guidance on shipboard towing and mooring equipment (MSC/Circ.1175) may be used for guidance.

3.6 The evaluation should be performed by persons knowledgeable in towing equipment and operations.

4 EMERGENCY TOWING BOOKLET

4.1 The Emergency Towing Booklet (ETB) should be ship specific and be presented in a clear, concise and ready-to-use format (booklet, plan, poster, etc.).

4.2 Ship-specific data should include but not be limited to:

- .1 ship's name;
- .2 call sign;
- .3 IMO number;
- .4 anchor details (shackle, connection details, weight, type, etc.);
- .5 cable and chain details (lengths, connection details, proof load, etc.);
- .6 height of mooring deck(s) above base;
- .7 draft range; and
- .8 displacement range.

4.3 All procedures developed in accordance with section 5 should be presented in a clear and easy to understand format, which will aid their smooth and swift application in an emergency situation.

4.4 Comprehensive diagrams and sketches should be available and include the following:

- .1 assembly and rigging diagrams;
- .2 towing equipment and strong point locations; and
- .3 equipment and strong point capacities and safe working loads (SWLs).

4.5 A copy should be kept at hand by the owners/operators in order to facilitate the passing on of information to the towage company as early as possible in the emergency. A copy should also be kept in a common electronic file format, which will allow faster distribution to the concerned parties.

4.6 A minimum of three copies should be kept on board and located in:

- .1 the bridge;
- .2 a forecastle space; and
- .3 the ship's office or cargo control room.

5 DEVELOPING PROCEDURES

5.1 Ship-specific procedures should be identified during the ship's evaluation and entered accordingly in the ETB. The procedures should include, as a minimum, the following:

- .1 a quick-reference decision matrix that summarizes options under various emergency scenarios, such as weather conditions (mild, severe), availability of shipboard power (propulsion, on-deck power), imminent danger of grounding, etc.;
- .2 organization of deck crew (personnel distribution, equipment distribution, including radios, safety equipment, etc.);
- .3 organization of tasks (what needs to be done, how it should be done, what is needed for each task, etc.);
- .4 diagrams for assembling and rigging bridles, tow lines, etc., showing possible emergency towing arrangements for both fore and aft. Rigged lines should be lead such that they avoid sharp corners, edges and other points of stress concentration;
- .5 power shortages and dead ship situations, which must be taken into account, especially for the heaving across of heavy towing lines;

- .6 a communications plan for contacting the salvage/towing ship . This plan should list all information that the ship's master needs to communicate to the salvage/towing ship. This list should include but not be limited to:
 - .1 damage or seaworthiness;
 - .2 status of ship steering;
 - .3 propulsion;
 - .4 on deck power systems;
 - .5 on-board towing equipment;
 - .6 existing emergency rapid disconnection system;
 - .7 forward and aft towing point locations;
 - .8 equipment, connection points, strong points and safe working loads (SWL);
 - .9 towing equipment dimensions and capacities; and
 - .10 ship particulars;
 - .7 evaluation of existing equipment, tools and arrangements on board the ship for possible use in rigging a towing bridle and securing a towline;
 - .8 identification of any minor tools or equipment providing significant improvements to the "towability" of the ship;
 - .9 inventory and location of equipment on board that can be used during an emergency towing situation;
 - .10 other preparations (locking rudder and propeller shaft, ballast and trim, etc.); and
 - .11 other relevant information (limiting sea states, towing speeds, etc.).
-