

マーシャルアイランド船籍: 時代に 則した船籍

Presented by:

Brian Poskaitis, Senior Vice President, Fleet Operations
(International Registries, Inc.)

Japan – Port State Control (PSC) Update Seminar | March 2025

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REPUBLIC OF THE MARSHALL ISLANDS (RMI) REGISTRY: A MODERN SHIP REGISTRY

Presented by:

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旗国検査の目的



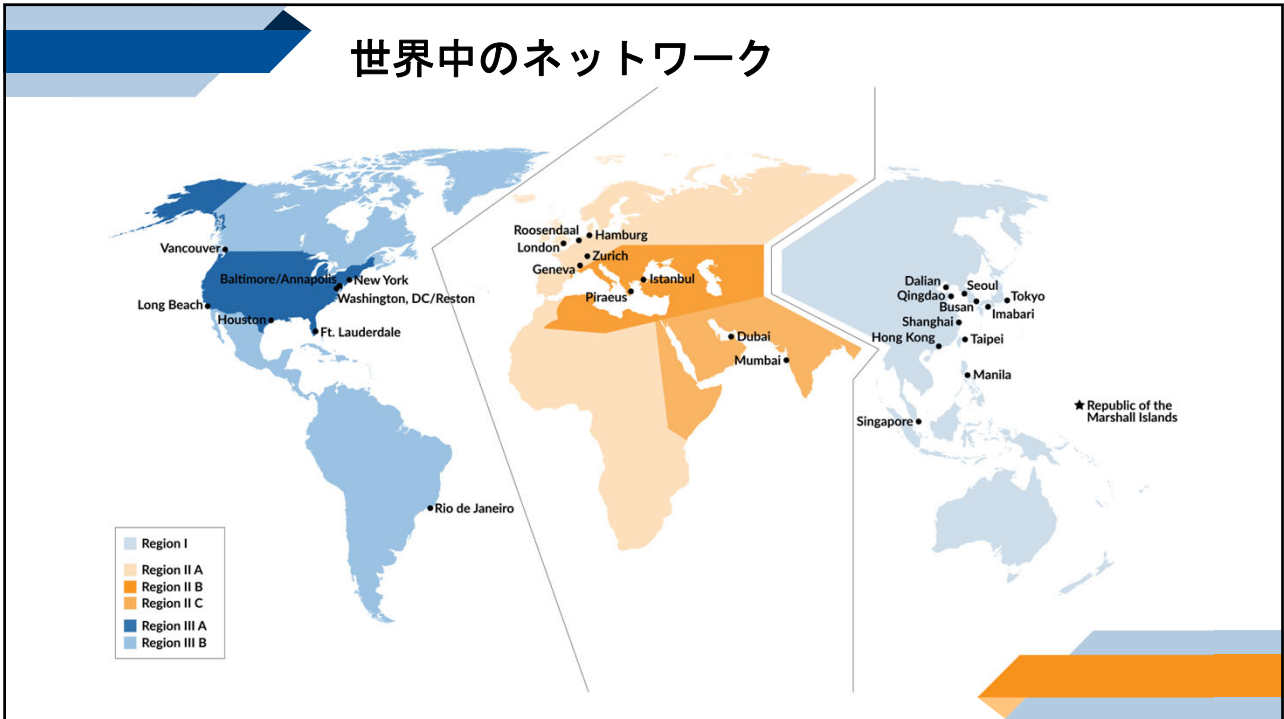
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FLAG STATE INSPECTION GOALS



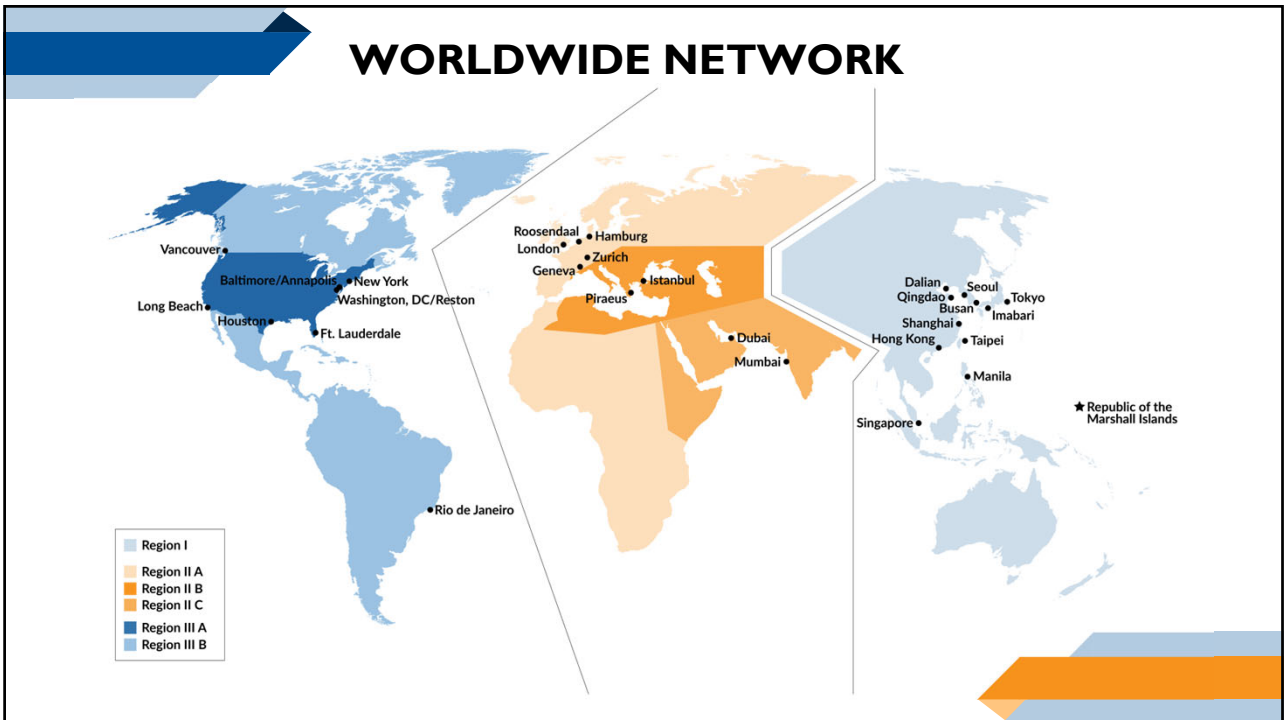
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世界中のネットワーク



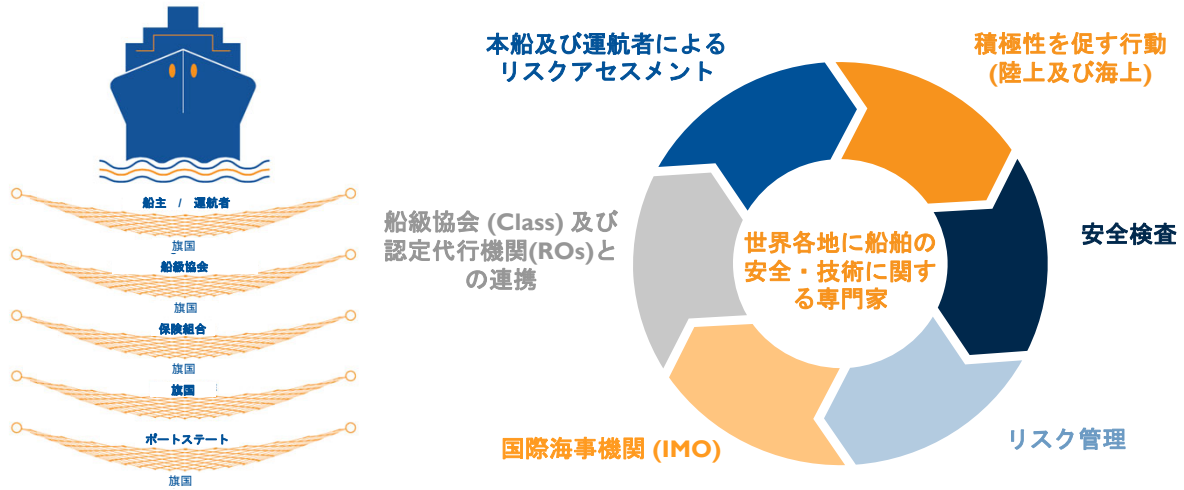
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WORLDWIDE NETWORK



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安全網、保安網の原則



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SAFETY AND SECURITY NET PRINCIPLE

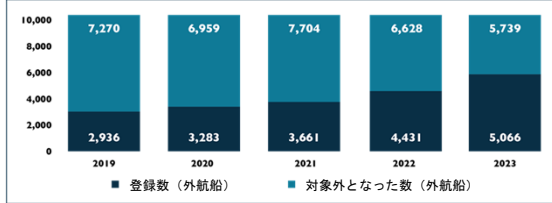


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UNITED STATES COAST GUARD (USCG) QUALSHIP 21



QUALSHIP 21 年ごとの登録数 (2019-2023)



2024年7月1日から2025年6月30日までQUALSHIP 21へ登録申請可能な船の船籍

Barbados	France	Liberia	Singapore
Belgium	Greece	Malta	Spain
Bermuda	Hong Kong	Marshall Islands	United Kingdom
Canada	Isle of Man	Netherlands	
Cayman Islands	Jamaica	Norway	
Denmark	Japan	Saudi Arabia	

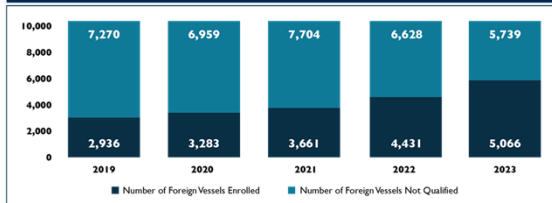
Source: USCG 2023 PSC Annual Report

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UNITED STATES COAST GUARD (USCG) QUALSHIP 21



YEARLY QUALSHIP 21 ENROLLMENT (2019-2023)



1 JULY 2024 - 30 JUNE 2025 QUALIFYING JURISDICTIONS

Barbados	France	Liberia	Singapore
Belgium	Greece	Malta	Spain
Bermuda	Hong Kong	Marshall Islands	United Kingdom
Canada	Isle of Man	Netherlands	
Cayman Islands	Jamaica	Norway	
Denmark	Japan	Saudi Arabia	

Source: USCG 2023 PSC Annual Report

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USCG QUALSHIP 21とは

- **QUALSHIP 21**はUSCG（米国沿岸警備隊）によるプログラムで、**高品質な船籍国**に登録されている**高品質な船舶**を認定する事を目的としている
 - 利点:
 - USCG PSC 検査の頻度削減;
 - タンカーの場合、適合証書(COC)年次検査時の検査範囲削減; 及び,
 - E-Zeroに認定された船舶は適合証書(COC)年次検査時終了前に積荷開始可能
 - 資格:
 - **QUALSHIP 21**に認定されている船籍である事;
 - 本船36ヵ月以内にUSCGからDetention (拘留)されていない事;
 - アメリカ域内において36ヵ月以内に、海洋法違反無し、重大海難事故無し、並びに1つ以上の違反通知を受け取っていない事;
 - 24ヵ月以内にUSCG PSC検査終了している事; 及び,
 - 24ヵ月以内に1つ以上のUSCG PSC Detention (拘留)された会社によって所有、管理された船でない事.
- 船主及び/若しくは運航者は上述資格基準に該当する場合、USCG Office of Commercial Vessel Compliance (CG-CVC)ウェブサイト内にある申請フォームを使用してUSCGに応募する事.

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USCG QUALSHIP 21

- QUALSHIP 21 is a USCG program aimed at recognizing **quality vessels** registered with **quality flag States**.
 - Benefits include:
 - reduced frequency of USCG PSC examinations;
 - annual Certificate of Compliance (COC) examinations reduced in scope for tank vessels; and,
 - E-Zero designated vessels allowed to load cargo prior to completing renewal of COC exam.
 - Eligibility:
 - QUALSHIP 21 eligible flag;
 - no vessel detentions by USCG within the previous 36 months;
 - no marine violations or serious marine casualties and no more than one notice of violation in the US in the previous 36 months;
 - successful USCG PSC exam within the previous 24 months; and,
 - not owned or operated by any company associated with more than one US PSC detention in the previous 24 months.
- Owners and/or operators must apply to the USCG upon meeting the above eligibility criteria using the application found on the USCG Office of Commercial Vessel Compliance (CG-CVC) website.

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QUALITY CONTROL BOARDINGS (QCBs)とは

- 米国に寄港する船舶のうち、ポートステートコントロール検査またはタンカー船適合証明書検査を受ける可能性のある船舶に対する強制特別安全検査について（弊局海事通達 (MN)5-034-4）：米国に寄港する全ての船舶は、弊局の評価を受け、強制検査（QCB）の対象となる可能性がある。
- 加えて、QCBは船主及び若しく管理会社により、積極的（自発的）に依頼可能
 - 依頼が早ければ早い程、USCG PSC 検査への充実した準備支援可能。
 - QCBは本船のDetention（拘留）及び遅延防止に対して、95%の成功率!
- QCBの費用は1,000USD + 交通費。
- QCBの結果及び次回旗国検査期限に基づき、QCBは旗国年次検査の代替として認められる場合がある。

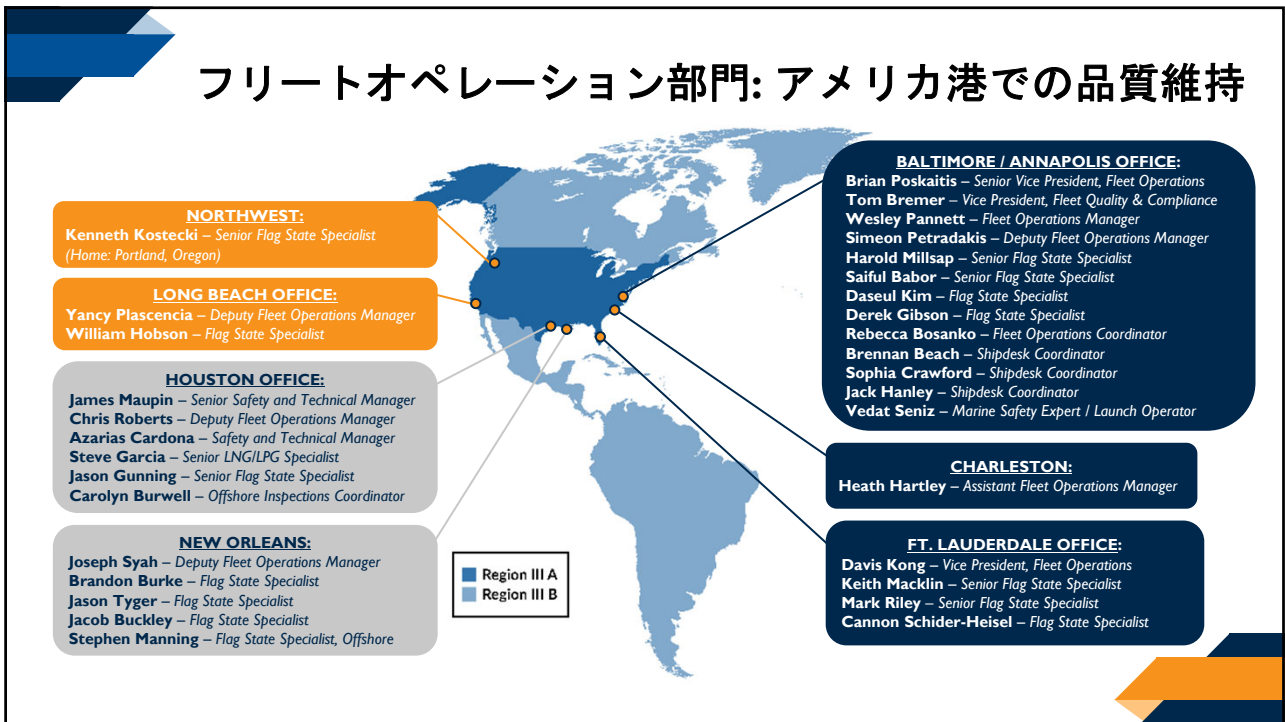
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QUALITY CONTROL BOARDINGS (QCBs)

- *Compulsory Special Safety Inspections for Ships Arriving in the United States that May be Due for a Port State Control Examination or a Tank Vessel Certificate of Compliance Examination (Marine Notice (MN) 5-034-4): All vessels calling in the US will be evaluated by the RMI Maritime Administrator (the "Administrator") and may be subject to a compulsory inspection (QCB).*
- Additionally, QCBs may be proactively requested by owners and/or operators
 - The earlier the request to the Administrator, the more assistance the Administrator may be able to provide in helping to ensure the vessel is prepared for the USCG PSC examination.
 - QCBs have a 95% success rate in preventing vessel detentions and delays!
- The cost of a QCB is USD1,000 plus travel expenses.
- Depending on the outcome of the QCB and the next annual inspection due date, a QCB may be credited as the vessel's annual safety inspection at the discretion of the Administrator.

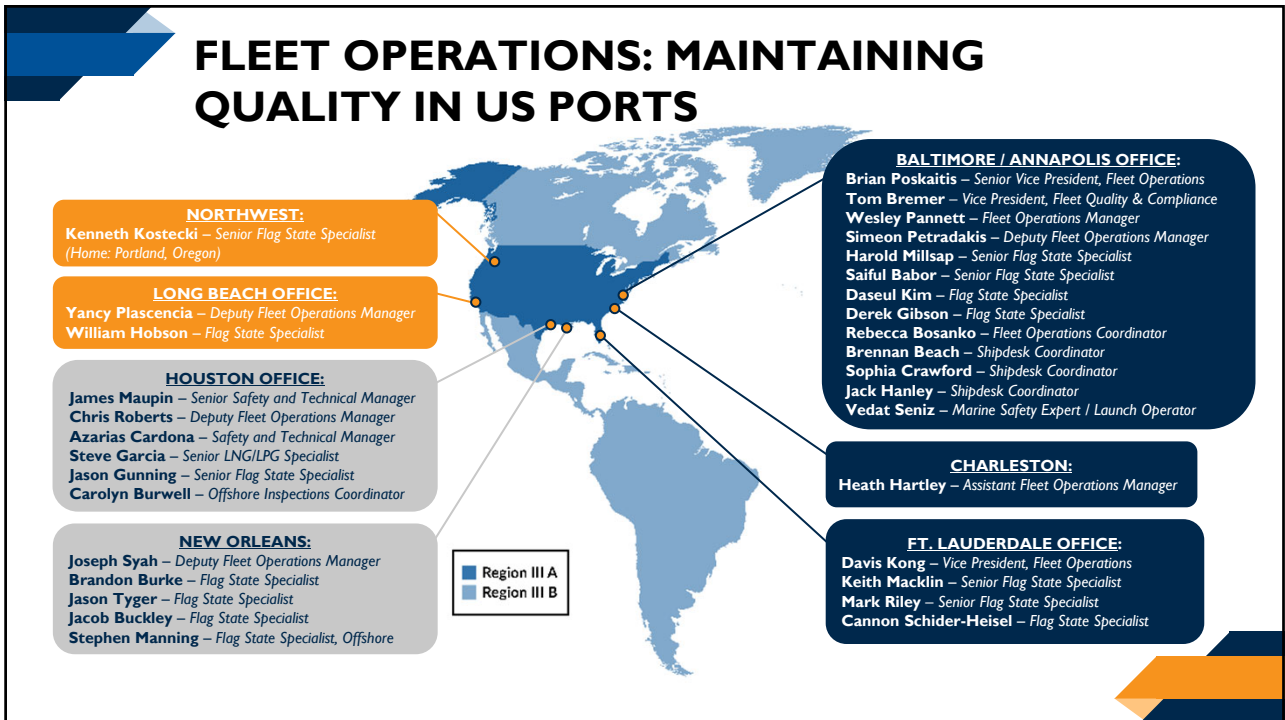
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フリートオペレーション部門: アメリカ港での品質維持



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FLEET OPERATIONS: MAINTAINING QUALITY IN US PORTS



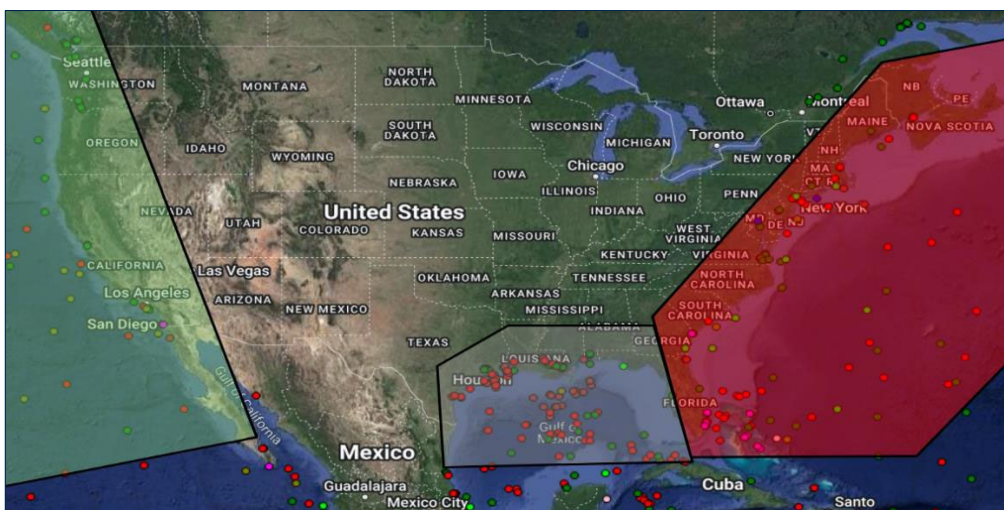
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米国LRIT(船舶長距離識別追跡装置: 動静把握)ゾーン マーシャルアイランド籍船



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US LONG-RANGE IDENTIFICATION AND TRACKING (LRIT) ZONES – RMI FLEET



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弊局発行の規制処置について(旗国検査)

Flag State Detention (船籍国による拘留処置)

本船が、運航の継続または出港を許可される前に、船主／運航者及び乗組員による早急な措置を必要とする標準以下の状態にあることが判明した場合。

Rectify Before Departure (RBD) Letter (出港前対処書簡)

弊局は、本船に出港前、旗国拘留処置(Flag State Detention)ではない対処すべき重大な欠陥が発見された場合、船長と管理者に具体的な措置を通知するために、書簡(RBD)を発行する。

Deficiency Issued on the Report of Operational Safety Inspection (MSD-252) to Be Rectified Prior to Departure of the Vessel (運航安全検査報告書(MSD-252)に記載された出航前に是正すべき不備について)

弊局検査官が、乗組員、船舶、または環境に危険を及ぼす可能性のある欠陥を発見し、それが出港前に是正を必要とするほど深刻であると判断した場合、検査官は、船舶の出港前に、弊国またはROが満足するよう欠陥を解決するよう欠陥指摘内容に要求を付す事ができる。

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CONTROL ACTIONS ISSUED BY THE ADMINISTRATOR

Flag State Detention

The vessel has been found in a substandard condition that requires immediate actions by the owner / operator and crew prior to allowing the vessel to continue operation or departure from the port.

Rectify Before Departure (RBD) Letter

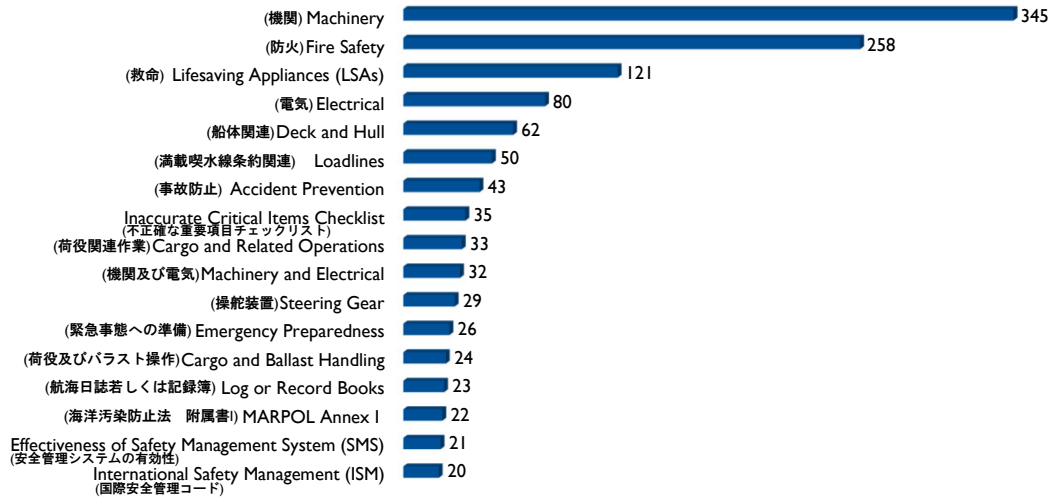
The vessel has been found with serious deficiencies that must be acted upon prior to departure of the vessel from the port but does not warrant the official flag State detention of the vessel. The Administrator issues this letter to inform the Master and manager on specific action to be taken.

Deficiency Issued on the Report of Operational Safety Inspection (MSD-252) to Be Rectified Prior to Departure of the Vessel

When a flag State inspector identifies a deficiency that may pose a hazard to the crew, ship, or environment and determines it is serious enough to warrant rectification prior to departure, the inspector may issue a requirement in the text of the deficiency to be resolved to the satisfaction of the Administrator or the RO prior to departure of the vessel.

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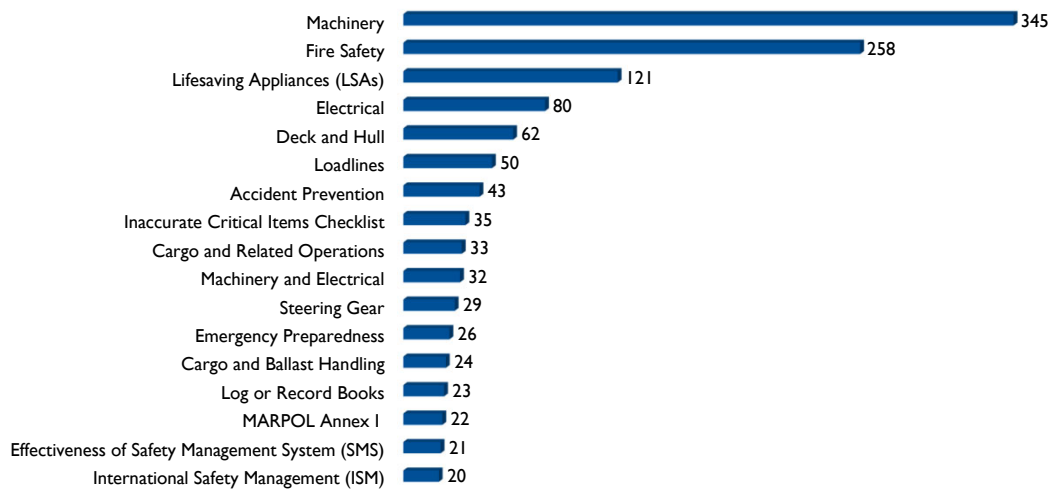
マーシャルアイランド旗国検査上位指摘事項 REGION III A (北米地域) - 2024年度



Note: Accounts for over 75% of all deficiencies. (全ての指摘事項の内75%以上を占める)

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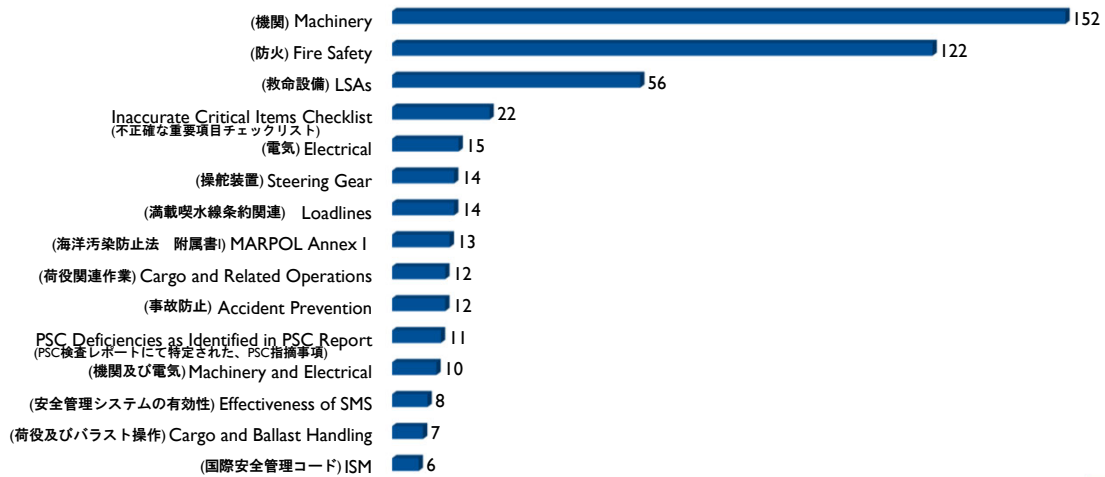
TOP RMI INSPECTION DEFICIENCIES REGION III A - 2024



Note: Accounts for over 75% of all deficiencies.

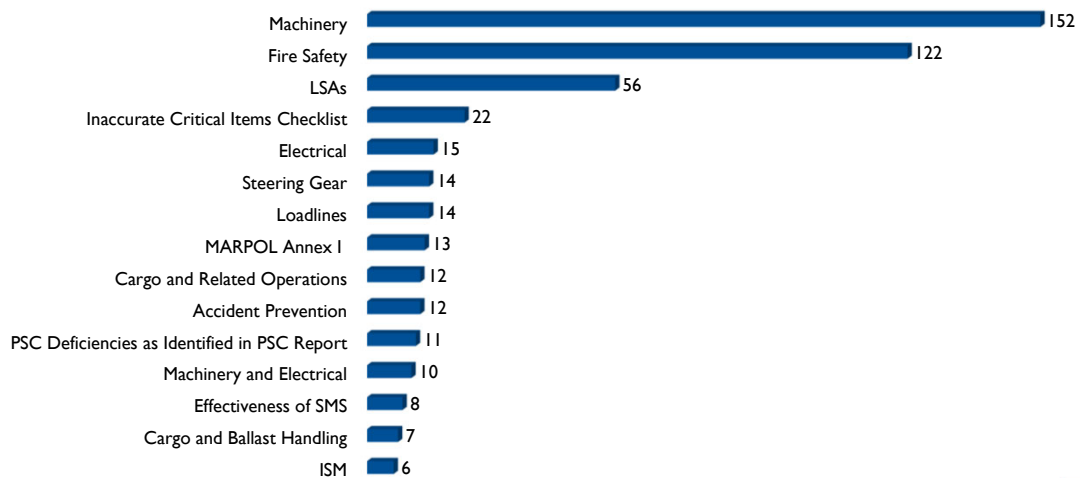
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マーシャルアイランド旗国検査上位分類“A”指摘事項 REGION III A（北米地域） - 2024年度



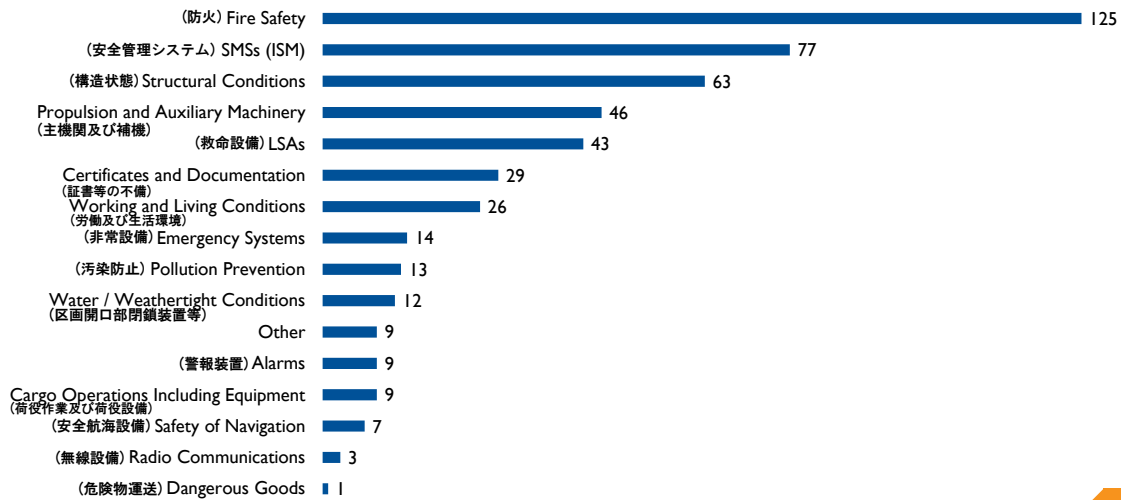
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TOP RMI CLASS “A” INSPECTION DEFICIENCIES REGION III A – 2024



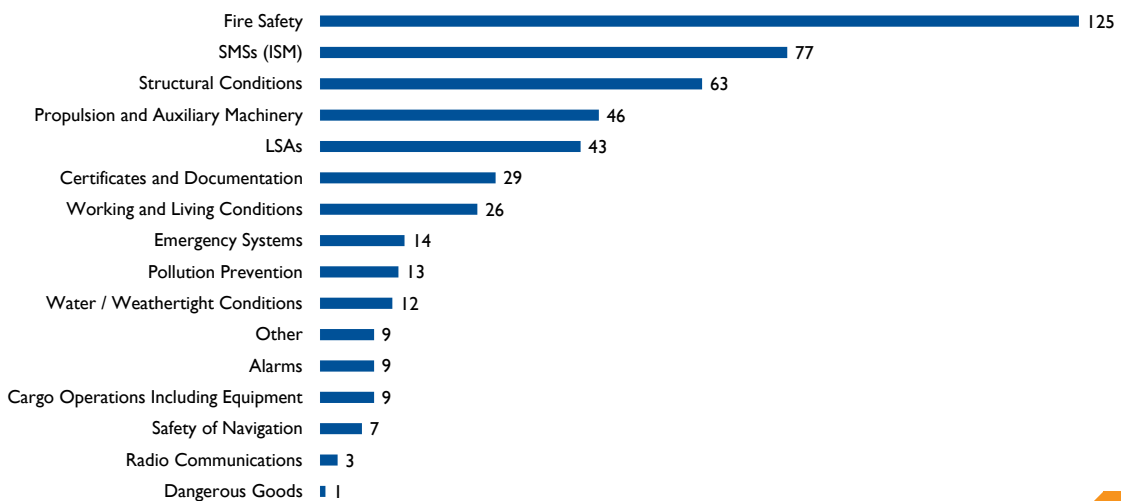
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USCG検査での拘留に値する指摘事項 – 全ての船籍



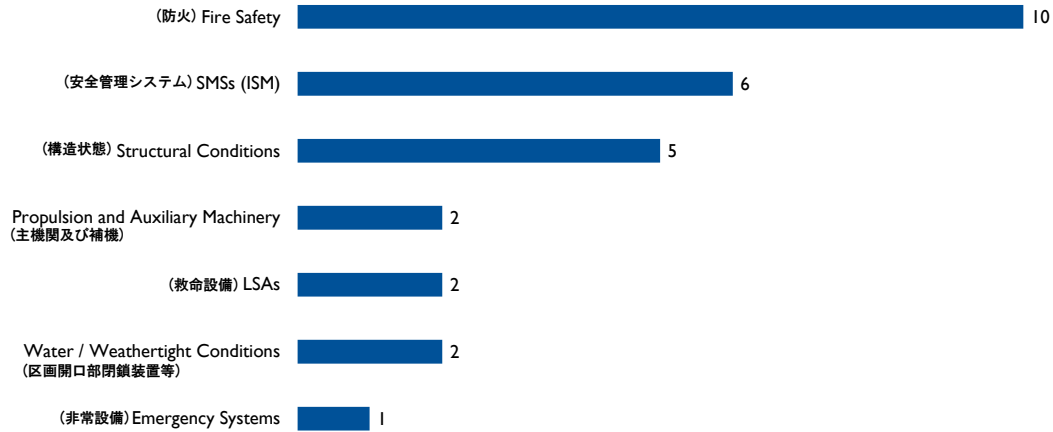
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USCG DETAINABLE DEFICIENCIES – ALL FLAG STATES



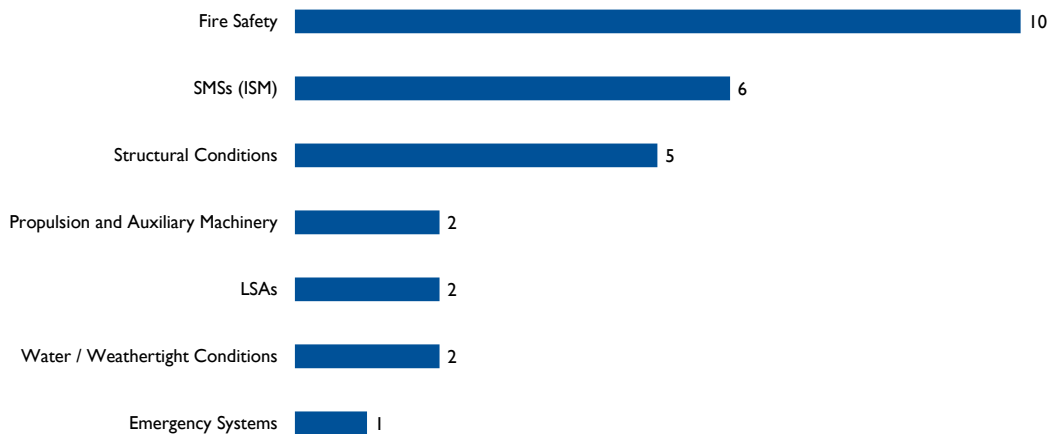
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マーシャルアイランド籍船USCG検査での拘留に値する指摘事項 - 2024年度



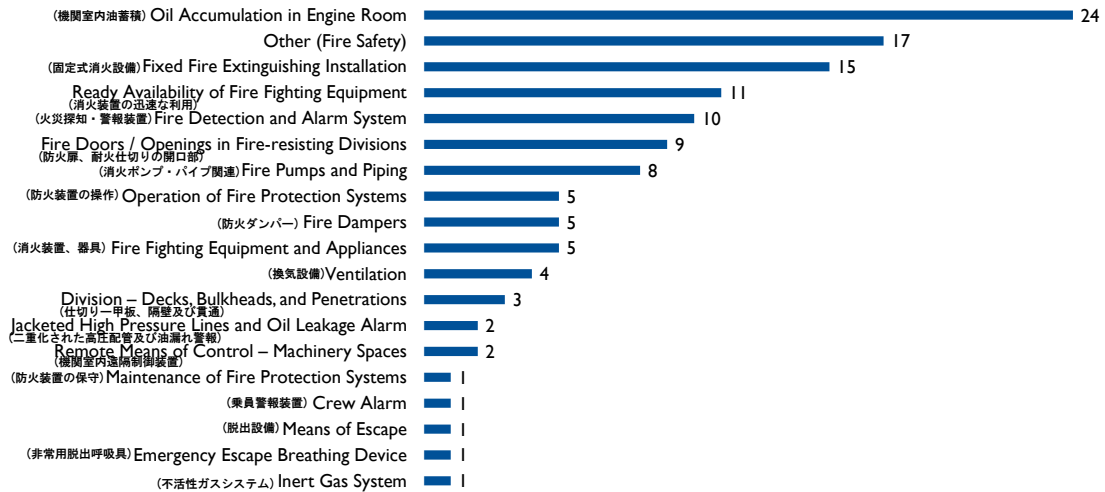
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RMI USCG DETAINABLE DEFICIENCIES – 2024



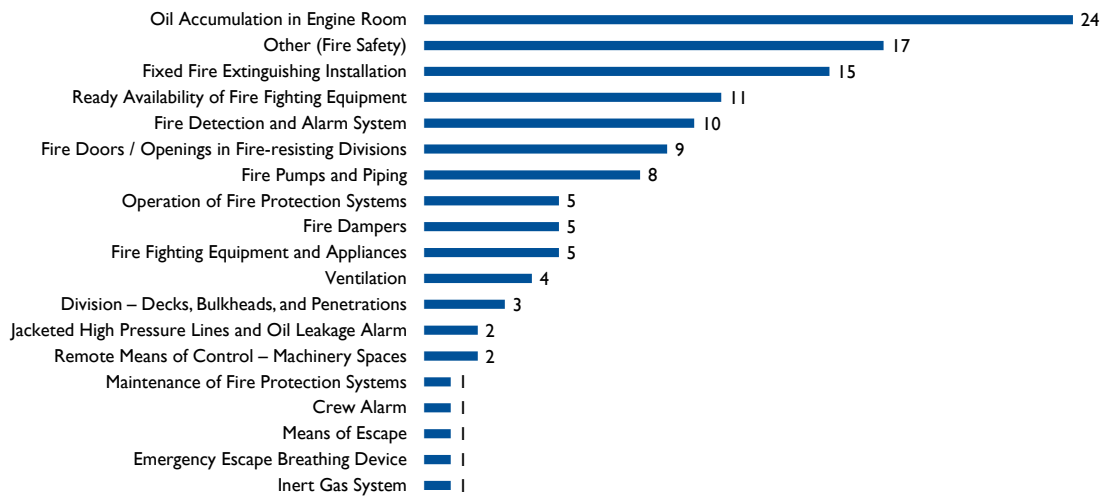
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USCG検査での“防火”関連に関する拘留に値する指摘事項 – 全ての船籍



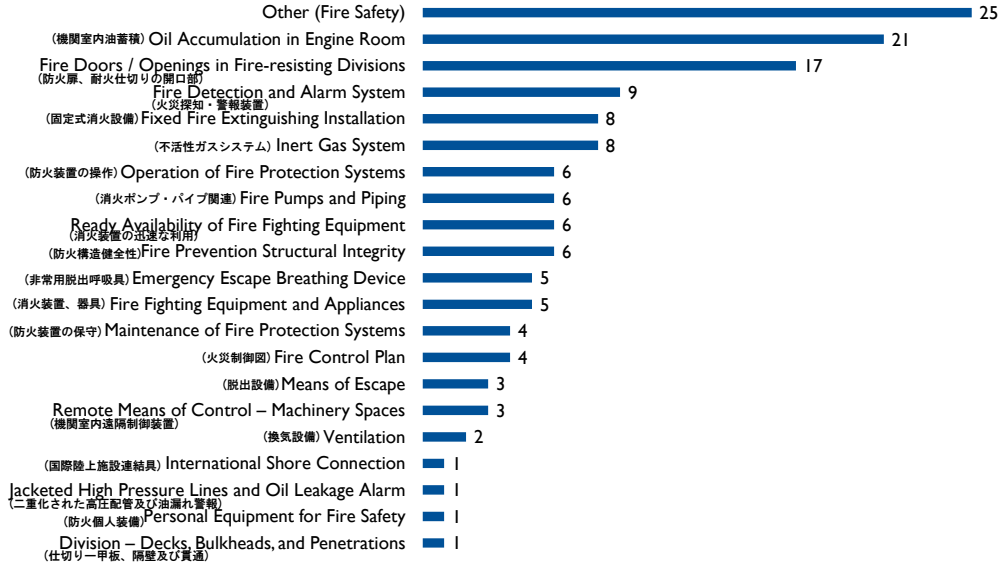
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USCG FIRE SAFETY DETAINABLE DEFICIENCIES – ALL FLAG STATES



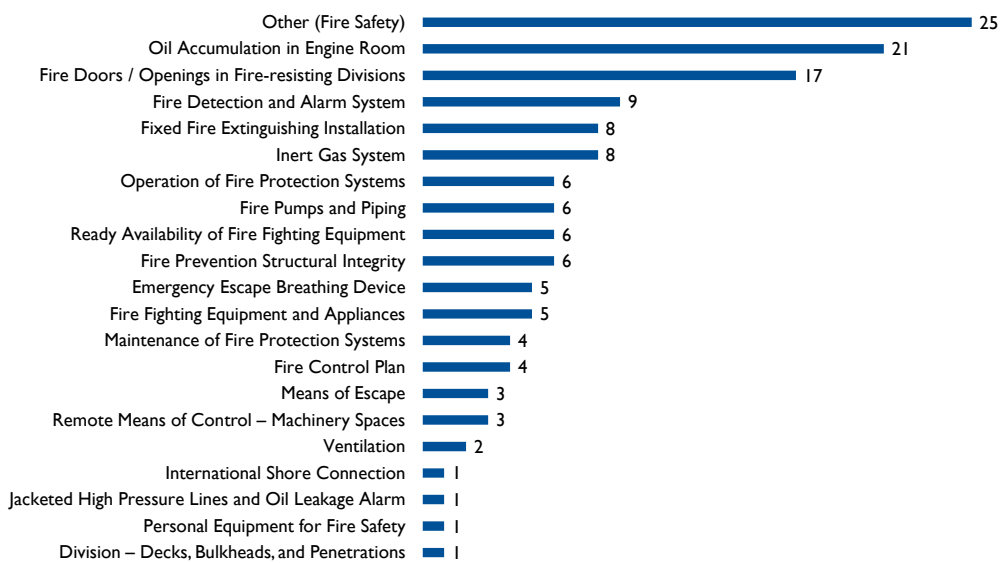
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マーシャルアイランド籍船USCG検査での“防火”関連に関する指摘事項 - 2024年度



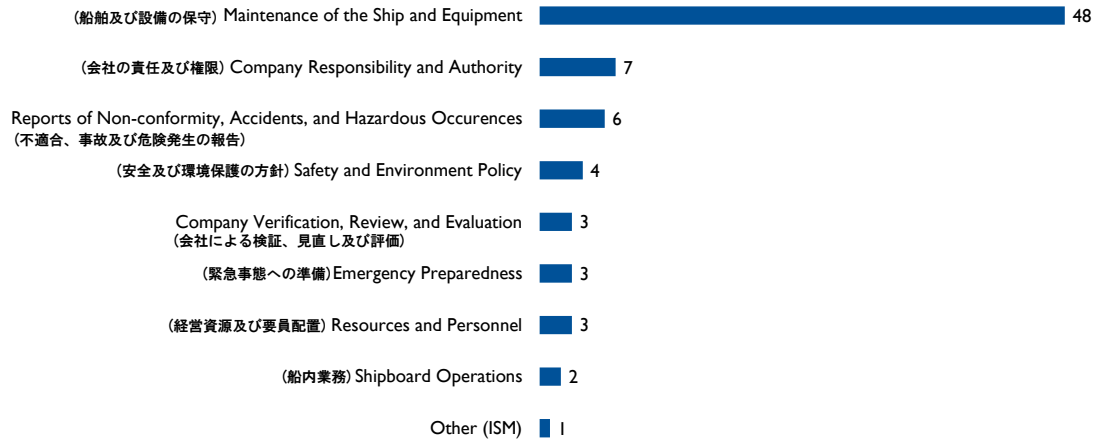
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RMI USCG FIRE SAFETY DEFICIENCIES – 2024



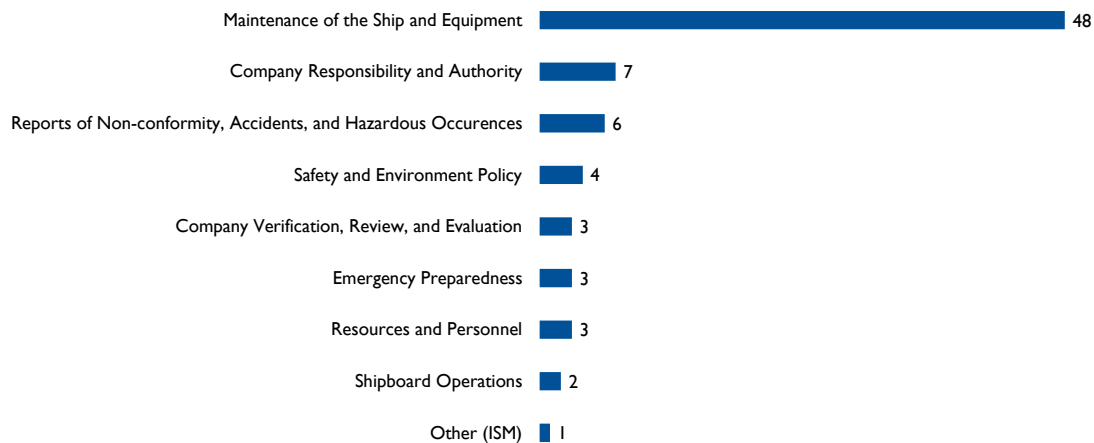
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USCG検査での SMS(安全管理システム)に関する拘留に値する指摘事項 - 全ての船籍



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USCG SMS DETAINABLE DEFICIENCIES – ALL FLAG STATES



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事前到着通知(NOAA)

- 米国港に入港するすべての船舶は、米国水域に入港する96時間前までに、NOAのコピーを弊局に提出することが義務付けられている。;
Measures to Improve Compliance in United States Ports (弊局海事通告MN 5-034-5).
- 欠陥及び操作不能な機器/設備は**全て**NOAに記載する必要がある。

Electronic Notice of Arrival/Departure (eNOAD)



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ADVANCE NOTICE OF ARRIVAL (NOA)

- All vessels arriving in US ports are required to submit a copy of the NOA to the Administrator at least 96 hours prior to entering US waters; *Measures to Improve Compliance in United States Ports (MN 5-034-5).*
- **ALL** defects and inoperable equipment / systems are required to be listed on the NOA.

Electronic Notice of Arrival/Departure (eNOAD)




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重要項目チェックリスト (MSD 340)

米国の港に到着する前に、船長と機関長はMSD340に記入、署名し、弊局に提出しなければならない。



REPUBLIC OF THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR
CRITICAL ITEMS CHECKLIST

For all merchant vessels – the below Checklist is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") prior to arrival at a United States (US) port. Failure to follow these requirements could lead to a detention by the Administrator or PSC authorities. Place a check mark for either "Yes," "No," or "N/A" (not applicable) as shown below.

VESSEL NAME: _____ OFFICIAL NO.: _____
OWNER'S AGENT, PHONE, EMAIL: _____


Yes	No	N/A	REQUIREMENTS FOR ALL VESSELS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All ships equipped with MEPC.107(49) Oil Content Meters (OCM) must ensure that the Engineering Department staff can retrieve the "historical data" upon request by PSC authorities. All engine room alarm history, Oil Record Book (ORB) entries, OCM history and tank soundings must match with respect to dates and tank levels. Any deviation must be investigated, corrected, and if necessary, reported to the Administrator. The use of "white out" is not permitted in ORBs. All OCM seals must be intact and not tampered. All ships must demonstrate that the Oily Water Separator (OWS), OCM, and 3-way valve are fully operational, and crew is able to test in accordance with written test procedures.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ensure OWS piping systems are in accordance with ship's approved drawings.

“歩き回って管理”に代わるものは無い！

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CRITICAL ITEMS CHECKLIST (MSD 340)

Prior to arrival in a US port, the Master and Chief Engineer must complete, sign, and submit the MSD 340 to the Administrator.



REPUBLIC OF THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR
CRITICAL ITEMS CHECKLIST

For all merchant vessels – the below Checklist is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") prior to arrival at a United States (US) port. Failure to follow these requirements could lead to a detention by the Administrator or PSC authorities. Place a check mark for either "Yes," "No," or "N/A" (not applicable) as shown below.

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ensure OWS piping systems are in accordance with ship's approved drawings.

THERE IS NO REPLACEMENT FOR
“MANAGEMENT BY WALKING AROUND”!

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積極的な報告 - 信頼と協力の構築

- 何故操作不能な機器を報告するのか？
- 操作不能の機器を報告することで、弊局は、すべての関係者が欠陥、修理の意図、船上で実施されたリスク軽減を確実に認識できるよう、旗国および沿岸国の追加指示を提供することができる。
- 操作不能な機器を報告することは、SMS(安全管理システム)の効果的な実施を示し、PSCとの信頼及び透明性の雰囲気を作り出す。



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PROACTIVE REPORTING – BUILDING TRUST AND COOPERATION

- Why report inoperable equipment?
- Reporting inoperable equipment enables the Administrator to provide additional flag and coastal State instructions to ensure that all relevant parties are aware of the defect, the intentions to repair, and the risk mitigation that has been implemented on board.
- Reporting inoperable equipment demonstrates an effective implementation of the SMS and creates an atmosphere of trust and transparency with PSC.



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積極的な報告とUSCG

- 欠陥や操作不能の機器を積極的に報告することは、船主、運航者、乗組員による誠意の表れとみなされる。
- 到着前に欠陥や動作不能の機器を報告しなかった場合、PSC検査の拡大／詳細化の引き金となる**可能性がある**。



欠陥や操作不能の設備を、到着前にXVFJと弊局に積極的に報告すれば、多くの場合、拘留を回避できる可能性あり。

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PROACTIVE REPORTING AND THE USCG

- Proactive reporting of defects and inoperable equipment is considered a sign of good faith by owners, operators, and crew.
- Failure to report defects and inoperable equipment prior to arrival **WILL** trigger an expanded / more detailed PSC examination.



Pdq | #ghwqwrqv#fdq#h#lyr | ghg# #ghhfw#dg#grq | rshudwircd#htx | sp | hqw#uh#
surdfw | ynd | #hsruwgh#r | #wh# XVFJ | #dg# | Dgp | q | twdwru# | sulru#r | #duyda

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欠陥及び操作不能な機器の取り扱い

- 時には、誰もが最善を尽くしているにもかかわらず、欠陥や設備の故障が発生することもある。
- そのようなリスクを軽減する為には何が出来るか？
- 修理/交換の計画
- 旗国及び寄港沿岸国とのオープン(隠し事の無い)でタイムリー(適時)なコミュニケーション
- 疑問がある場合は、行政官(旗国及び寄港沿岸国)の指示を仰ぐこと。

Severity	Disaster	High	Medium	Minimal
Regularly	Critical	Critical	High	Medium
Probable	Critical	High	Medium	Low
Occasional	Critical	High	Medium	Low

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HANDLING DEFECTS AND INOPERABLE EQUIPMENT

- Sometimes, despite everyone's best efforts, defects and equipment failures occur.
- What can be done to mitigate the risk?
- Plan for repair / replacement
- Open and timely communication with the flag and coastal States
- Seek guidance from the Administrator when in doubt.

Severity	Disaster	High	Medium	Minimal
Regularly	Critical	Critical	High	Medium
Probable	Critical	High	Medium	Low
Occasional	Critical	High	Medium	Low

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まとめ

PSCによる拘留の約80%は、次のようなたったひとつの習慣を守れば回避できる:

透明性!!



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SUMMARY

Around 80% of PSC detentions could be avoided if the following single practice is followed:

TRANSPARENCY!!



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法令順守の管理 – アメリカ地域での業務

- リスク回避アプローチ
 - LRIT(船舶長距離識別追跡装置)から本船選別
 - リアルタイムで監視
 - 準備
- 旗国安全検査
 - 実質的な順守
 - 前向き/積極的な行動への影響力
 - 対応 – 安全第一！
- 適応能力 – 品質への取組み
 - 船主/運航者レベルでの関与
 - 法令への順守若しくは違反の原動力とは何か？



リスク管理

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MANAGING COMPLIANCE – US OPERATIONS

- Risk Adverse Approach
 - Screening through LRIT
 - Real-time Compliance Monitoring
 - Preparedness
- Safety Inspections
 - Substantial Compliance
 - Influence Positive Behavior
 - Response – Safety First!
- Resiliency – A Quality Approach
 - Engagement at Owner / Operator Level
 - What is Driving Compliance or Non-compliance?



Managing Risk

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結論

品質と法令順守を重視し、船舶運航に価値をもたらすのは:

- 経験豊かな人材
- 世界的な組織（基盤）
- 卓越したサービス

弊局では、旗国としての義務を効果的に果たし、質の高い旗国として船主／運航者を支援するために、人材と専門知識に投資しています。



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CONCLUSION

Focus on **Quality** and **Compliance** brings **Value** to vessel operations with:

- Experienced personnel
- Worldwide infrastructure
- Exceptional service

The Administrator invests in the resources and expertise to effectively fulfill its obligations as a flag State and support its owners / operators as a **Quality** flag.



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