

NEWS RELEASE

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配布先
神戸海運記者クラブ

この件に関するお問い合わせ先
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係船装置及び係船作業の安全対策キャンペーンを実施

外国船舶のロープ破断による死亡事故の再発防止を！

平成21年3月20日に神戸港コンテナバースで発生した係船ロープの切断による綱取り作業員2名の死亡事故を受け、神戸運輸監理部では外国船舶の係船装置及び係船作業の安全に重点を置き検査を実施してきました。

今年で、事故発生から7年目をむかえますが、依然として切断事故が発生しており、改めて事故の重大さを再認識し、再発防止に向けた安全対策の強化を図る目的で、キャンペーンを実施することとします。

1. キャンペーン期間 平成28年2月29日(月)～3月4日(金)
2. キャンペーン内容 PSC^(※)において、係船ロープや係船設備の状況を重点的にチェックし、必要な船舶には乗船時にリーフレットを配布し乗組員の注意を喚起します。

注(※) PSC (Port State Control)

国際的に認められた寄港国の権利に基づき、外国船舶の構造・設備・環境対策及び船員資格等について、国際条約への適合性の確認を行っています。



Prevention of Accidents during mooring operations

Mooring Safety Campaign to Foreign flagged vessels visiting Kobe port

A sad accident happened on March 20th 2009 at Port Island Container Terminal of Kobe port. It was caused by a mooring rope during the mooring operation, after the vessel had entered a port.

After taking the 1st forward spring line on the bit, the two line workers were taking the 2nd spring line by heaving rope. While doing this, the first spring line became tight and suddenly broken because the vessel had not touched the fenders yet and she might be still moving. The line hit the two line workers, resulted in two 20-year-old men being killed when a mooring line snapped back onto the container terminal. This is an example of incident in mooring operation.

Every day thousands of mooring operations are done at ports. They are safely done by professionals without accidents.

However mooring operation involves high risk. If operation steps are missed then the consequences can be disaster. In order to complete mooring operation safely , we would remind vessels visiting ports in Japan to draw attention to the items on the following check list. The purpose of this leaflet is to provide you how to avoid accident in mooring operation.

Contact to:

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CHECK LIST FOR THE MOORING SAFETY

- Do the officers and crew know the type, physical properties and conditions such as wear and tear of the mooring ropes and equipment?
- Are winch control levers operated properly?
Are heave or slack directions clearly marked and ropes wound correctly?
- Do the officers and crew know “Snap-back zones of rope” and “blind sectors” in signaling to the winch man?
- Are mooring line operations conducted on the assumption that a mooring rope may part suddenly?
- Are communications maintaining good during mooring stations, among all related persons, such as Captain, crew, pilot, crew on tugs and linesmen?
- Are all mooring station crew made aware of the planned operation and sequences in advance?
- Are all mooring station crew constantly confirmed each other the current state of mooring rope or tug line and the motion of the main engine.
- Are all crew equipped with personal protection equipment?
- Has your company established procedures for a mooring operations and a maintenance of mooring rope and equipment in its Safety Management System?

