

係船索の基準について

海事局安全政策課船舶安全基準室

(1) 国内基準

日本籍船に対しては、係船索について船舶の長さ等に応じ、本数及び強度（kN 単位）が規定されている。

船舶安全法／船舶設備規程第 128 条（係船索）／船舶の艀装数等を定める告示第 14 条

(2) 国際基準

国際的に強制力を有するクライテリアは無い。

・海上人命安全条約

えい航及び係留設備に関する規則において、“十分に安全な使用荷重”としている（II-1 章 3-8 規則）。

・海上労働条約

索については、“安全基準その他適当の方法”と非強制の参照部分に記載されている（4.3 規則の規範 B）。この条約は、発効済みで ILO 第 134 号条約(A 4.3(g))も統合している。

(3) 寄港国による監督（PSC: Port State Control）

入港した外国籍船に対しては、寄港国による国際基準適合に関する監督を行っている。上記のように国際的に強制力を有するクライテリアの無い点については、条約は船舶の旗国に具体的な判断を委ねているため、PSC では旗国の判断を尊重している。

神戸運輸監理部では、平成 21 年以来、主に 3 月中の一定期間に係船索に関するキャンペーンを実施している。平成 26 年においては、3 月 24 日から 28 日のキャンペーン実施で、係船索破断防止の重要性を啓蒙するリーフレット（英語）の配布などを内容としている（添付参照）。

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 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 safety, we would remind vessels visiting Kobe Port to draw attention to the items on the following check list. The purpose of this leaflet is to provides 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 operating 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 during mooring stations onboard maintaining good and made strictly in a language that all can understand including pilot, 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?

