

檔 號：

保存年限：

抄本

交通部航港局 函

地址：106248 臺北市和平東路3段1巷1號
承辦人：曹張威
電話：02-89782640
傳真：02-27018463
電子信箱：cwtsao@motcmpb.gov.tw

(郵遞區號)
(地址)

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主旨：國際海事組織所屬海事安全委員會(MSC)第103次、第104次會議採用之決議及通告案，請參考使用，請查照。

說明：

- 一、依據船舶法第30條規定，適用國際公約之船舶，應依各項國際公約之規定施行檢查。針對旨揭會議所通過之決議及通告案，茲採用MSC.488(103)、MSC.1/Circ.1578、MSC.1/Circ.1318/Rev.1、MSC.493(104)、MSC.494(104)、MSC.1/Circ.1039/Rev.1、MSC.1/Circ.1040/Rev.2等7項納入我國航政監理指引(如附件)，以提升船舶航行安全，與國際接軌。
- 二、案內決議及通告案全文及檔案另載於本局網站公約專區(網址：<https://www.motcmpb.gov.tw/Home/Node?siteId=1&nodeId=10445>)，請自行下載參考使用。

正本：中華民國輪船商業同業公會全國聯合會、台灣區造船工業同業公會、財團法人中國驗船中心、財團法人船舶暨海洋產業研發中心、中華海員總工會、中華民國船長公會、國立臺灣海洋大學、國立高雄科技大學、台北海洋學校財團法人台北海洋科技大學、長榮海運股份有限公司長榮船員訓練中心、財團法人中華航業人員訓練中心、本局各航務中心

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線



交通部航港局航政指引(MSC 第 103、104 次會議)

項次	決議案基本資訊			
7	決議案號：	MSC.1/Circ.1040/Rev.2		
	中英文 標題：	應急指位無線電示標(EPIRBs)年度測試準則 (Guidelines on Annual Testing of Emergency Position-Indicating Radio Beacons (EPIRBs))		
	適用船舶：	SOLAS 適用之船舶(ex.國際航線客船及國際航線 500GT 以上貨船)		
	類型(性質)：	準則(建議性)	相關國際公約	SOLAS 第 IV 章
	相關文件：	MSC.1/Circ.1040/Rev.1、SOLAS 第 IV 章規則第 15.9 條		
	摘要內容：	<p>一、 該準則適用於 SOLAS 第 IV 章規則第 15.9 條規定的 EPIRB 年度測試(Annual Testing)。</p> <p>二、 測試應由受訓且經認可之人員執行，並使用能執行本準則所要求合適測試設備進行（該測試通常由無線電檢驗員進行，並作為年度無線電檢驗的一部分）。</p> <p>三、 摘要主要檢查項目：</p> <p>(一) 檢查 EPIRB 及支架之外殼是否有缺陷、任何損壞、劣化、裂縫，或進水跡象；</p> <p>(二) 執行信標自檢程序，包括 GNSS 自檢（如適用）；</p> <p>(三) 檢查 EPIRB 標識；</p> <p>(四) 解碼 EPIRB 十六進制識別數字和其他信息，並檢查解碼後之資訊與信標上標記的標識相同；</p> <p>(五) 驗證 MMSI 號碼或無線電呼號；</p> <p>(六) 在適當的信標註冊數據庫中驗證註冊；</p> <p>(七) 檢查電池的有效期；</p> <p>(八) 檢查靜水壓釋放裝置及其有效日期（如適用）；</p> <p>(九) 使用自檢模式或適當之設備以驗證 406 MHz 頻段之訊號發射；</p> <p>(十) 使用自檢模式或適當之設備以驗證在適當 AIS 頻率上之訊號發射（如果適用），避免產生錯誤警報；</p> <p>(十一)根據 MSC/Circ.1039，核實 EPIRB 已由批准之岸基維修服務供應商按照主管機關要求的時間間隔進行維修；</p> <p>(十二)驗證是否存在牢固連接之掛繩，掛繩應存放整齊狀況良好，且不得繫在船舶或安裝支架上；</p> <p>(十三)檢查信標使用說明書以及手動操作圖示並無遺失。</p>		

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1040/Rev.2
18 October 2021

**GUIDELINES ON ANNUAL TESTING OF EMERGENCY POSITION-INDICATING
RADIO BEACONS (EPIRBs)**

- 1 The Maritime Safety Committee, at its 104th session (4 to 8 October 2021), approved the revised *Guidelines on annual testing of emergency position-indicating radio beacons (EPIRBs)*, prepared by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), at its eighth session (19 to 23 April 2021), as set out in the annex.
- 2 Member States are invited to bring these Guidelines to the attention of shipping companies, shipowners, ship operators, radio surveyors, equipment manufacturers, classification societies, shipmasters and all other parties concerned.
- 3 This circular supersedes MSC.1/Circ.1040/Rev.1.

ANNEX

GUIDELINES ON ANNUAL TESTING OF EMERGENCY POSITION-INDICATING RADIO BEACONS (EPIRBs)

1 These Guidelines are applicable to the annual testing of emergency position-indicating radio beacons (EPIRBs) that are approved to comply with the provisions of SOLAS regulation IV/15.9.

2 The testing should be carried out by appropriately trained and approved personnel using suitable test equipment capable of performing all the relevant measurements required in these Guidelines (this testing normally will be done by a radio surveyor as part of the annual radio survey). All tests of electrical parameters should be performed in the self-test mode, if possible.

3 If a distress signal is transmitted accidentally, the transmission should immediately be stopped, and the local rescue coordination centre (RCC)¹ should be contacted immediately and informed. The nearest Cospas-Sarsat mission control centre (MCC) should also be informed (see also *Guidelines for the avoidance of false distress alerts* (resolution A.814(19), as may be updated)).

4 The examination of the installed EPIRB should include:

- .1 checking position and mounting of the bracket to ensure unimpeded float-free operation;
- .2 carrying out visual inspection of the EPIRB and the bracket for defects, any signs of damage, degradation or cracks to the casing, or of water ingress;
- .3 carrying out the beacon self-test routine, including the GNSS self-test, if applicable;
- .4 checking that the EPIRB identification (15 Hex ID for first-generation beacons and 23 Hex ID for second-generation beacons and other required information, including, if applicable, the AIS identity (User ID)) is clearly marked on the outside of the equipment;
- .5 decoding the EPIRB hexadecimal identification digits (15 Hex ID for first-generation beacons and 23 Hex ID for second-generation beacons) and other information from the transmitted signal, including, if applicable, the AIS identity (User ID), checking that the decoded information (Hex ID or MMSI/call sign data, as required by the Administration) is identical to the identification marked on the beacon;
- .6 verifying that the MMSI number or radio call sign, if encoded in the beacon, corresponds with that assigned to the ship;²

¹ Contact information is available at: <https://cospas-sarsat.int/en/contacts-pro/contacts-details-all>

² See the ship's radio licence, the national database or the ITU Maritime Mobile Access and Retrieval System (MARS) (<https://www.itu.int/en/ITU-R/terrestrial/mars/Pages/default.aspx>), as appropriate.

- .7 verifying registration in an appropriate beacon registration database³ through documentation or through the point of contact associated with that country code;
- .8 checking the battery expiry date;
- .9 checking the hydrostatic release and its expiry date, as appropriate;
- .10 verifying the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid transmission of a distress call to the satellites;
- .11 if possible, verifying emission on the 121.5 MHz frequency using the self-test mode or an appropriate device to avoid activating the SAR system;
- .12 verifying emission on the appropriate AIS frequencies, if applicable, using the self-test mode or an appropriate device to avoid creating false alerts;
- .13 verifying that the EPIRB has been maintained by an approved shore-based maintenance provider at intervals required by the Administration, in accordance with the most recent revision of MSC/Circ.1039;
- .14 after the test, remounting the EPIRB in its bracket, checking that no transmission has been started;
- .15 verifying the presence of a firmly attached lanyard in good condition; the lanyard should be neatly stowed, and should not be tied to the vessel or the mounting bracket;
- .16 checking the presence of beacon operating instructions manual; and
- .17 checking the presence of pictorial instructions for manual operation visible at the location of the beacon.

³ A national database or the International Beacon Registration Database (<https://www.406registration.com>), as appropriate.