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TINDAKAN KAWALAN PELABUHAN NEGARA YANG AKAN DIAMBIL BERHUBUNG DENGAN MASALAH TAHUN 2000 (Y2K)

PORT STATE CONTROL ACTION TO BE TAKEN IN RELATION TO THE YEAR 2000 (Y2K) PROBLEM

Notis Kepada Pemilik Kapal, Pengendali Kapal, Nakhoda, Pegawai, Pelaut, Operator Pelabuhan dan Terminal.

Notis To Shipowners, Ship Operators, Masters, Officers, Seamen, Ports and Terminal Operators.

1. MSC/Cir.868 "Addressing the year 2000 Problem" dan [Pekeliling IMO surat No. 2121 \(Lampiran 1\)](#) akan digunakan sebagai asas untuk penilaian keatas persediaan Y2K semasa pemeriksaan Kawalan Pelabuhan Negara. *1. MSC/Cir.868 "Addressing the year 2000 problem" and [IMO Circular letter No. 2121 \(Annex 1\)](#) will be adopted as a basis for evaluation of Y2K readiness during Port State Control inspection.*
2. Semasa pemeriksaan Kawalan Pelabuhan Negara bermula 1 hb Julai 1999, Nakhoda kapal diminta mengisi "[Year 2000 Questionnaire](#)" ([Lampiran 2](#)) *2. During Port State Control Inspections from 1 July 1999, the Master will be asked to complete the ["Year 2000 Questionnaire"](#) (Annex 2). Circular letter No. 2121.*
3. Surat bertajuk "Failure of Electronic Systems on certain Dates during 1999 and 2000" ([Lampiran 3](#)) akan dikemukakan kepada Nakhoda semasa pemeriksaan Kawalan Pelabuhan Negara bermula 1 hb Julai, 1999. *3. A letter entitled "FAILURE OF ELECTRONIC SYSTEMS ON CERTAIN DATES DURING 1999 AND 2000" (Annex 3) will be handed to the Master during all PSC inspections from 1 July 1999*
- 4. Pegawai-pegawai Kawalan Pelabuhan Negara mungkin akan menggunakan "Year 2000 Ship Equipment Compliance Table" ([Lampiran 4](#)) sebagai asas untuk penilaian sama ada tindakan sewajarnya telah diambil bagi mengelakkan kemungkinan berlaku kerosakan kepada peralatan disebabkan Tahun 2000 masalah pengenalan data elektronik dan juga samada plan kontigensi berkesan telah diadakan. *4. Port State Control Officers may use "YEAR 2000 SHIP EQUIPMENT COMPLIANCE TABLE" (Annex 4) as a basis for evaluating whether due care has been exercised in avoiding possible equipment failure caused by Year 2000 electronic data recognition problems and whether effective contingency plans have been put into place*
5. Sekiranya sebuah kapal tidak mengambil tindakan sewajarnya dan kapal tersebut mungkin berada dekat atau di pelabuhan yang hendak ditujui pada tarikh-tarikh kritikal, pentadbiran pelabuhan yang akan ditujui akan diberitahu. *5. Where a vessel has not exercised due care and the vessel may be at or near a destination port on the critical dates, the destination port administration is to be advised.*

(KAPT RAJA MALIK SARIPULAZAN BIN RAJA KAMARULZAMAN)

Ketua Pengarah Laut

Jabatan Laut Semenanjung Malaysia

Tarikh: 22 Julai, 1999