



# Technical Circular

No.: 050/2022

Date: 05<sup>th</sup> August 2022

**Subject: Concentrated inspection campaign (CIC) by Tokyo and the Paris MoU on STCW beginning 1 September 2022 and ending on 30 November 2022.**

1. A concentrated inspection campaign (CIC) on STCW will be initiated jointly by the member Authorities of the Tokyo and Paris Memoranda of Understanding (MoU) on Port State Control.
2. The inspection campaign will be held for three (3) months, commencing from 1<sup>st</sup> September 2022 and ending on 30<sup>th</sup> November 2022.
3. The purpose of the CIC is to;
  - a. The number of seafarers serving on board and their certificates are in conformity with the relevant provisions of STCW Convention and Code and the applicable safe manning requirements as determined by the Flag State Administration;
  - b. All seafarers serving on board, who are required to be certificated in accordance with STCW Convention, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Flag State Administration;
  - c. The seafarers on board hold a valid medical certificate as required by STCW Convention;
  - d. The watch-keeping schedules and hours of rest indicate compliance with the requirements of STCW Convention and Code;
  - e. Create awareness of shipowners, operators and crew on the specific requirements in the STCW Convention and Code.
4. Port State Control officer shall be using a questionnaire to assess the compliance with the STCW Convention and Code.
5. Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.



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. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

6. Accordingly Owners and managers of the Shipping Companies are advised that the ship's Masters are communicated to ensure that;
  - a. The Minimum Safe Manning Document (MSMD) is available onboard and that the number of seafarers onboard are in compliance with the MSMD requirements.
  - b. Master and officers are holding valid original certificate of competency as required by the Minimum Safe Manning Document. Where applicable, valid endorsements attesting the recognition of certificates or documentary proof of application is available onboard.
  - c. Seafarers onboard are holding valid original certificate of proficiency (COP) or documentary evidences.
  - d. All seafarers onboard are holding valid certificate(s) attesting medical fitness.
  - e. Up to date records of work or rest, as required under national standards, **for each seafarer serving on the ship** is maintained. Each seafarer to have a copy of the records pertaining to them which must be endorsed by the master, or a person authorized by the master, and by the seafarers. In this regard, it is to be noted that:
    - i. The minimum hours of rest must not be less than ten hours in any 24-hour period and 77 hours in any seven-day period, if the relevant national law relates to hours of rest, or, if the relevant national law relates to hours of work, the maximum hours of work must not exceed 14 hours in any 24-hour period and 72 hours in any seven-day period.
    - ii. Hours of rest may be divided into no more than two periods, one of which must be at least six hours; the interval between consecutive periods of rest must not exceed 14 hours.
  - f. Compliance with the requirements concerning minimum hours of rest or maximum hours of work as above will be verified by checking relevant documents including deck and engine room log books, SEA and relevant CBA.
  - g. An approved standardized table of shipboard working arrangements **for each seafarer serving on the ship** containing atleast the national requirements for maximum hours of work or the minimum hours of rest and the schedule for service at sea and in port, is posted in an easily accessible place on the ship. The table of shipboard working arrangements is to be in the working language or languages of the ship and in English.
  - h. Newly joined seafarers have been familiarized with their specific duties that are relevant to their routine or emergency duties and records for same is maintained.

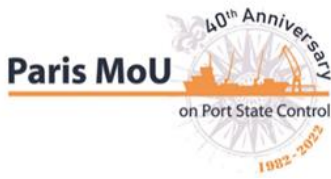
- i. Seafarers are able to communicate with each other, and with passengers, as appropriate, in the working language(s) specified in the Safety Management System to ensure the safe operation of the ship, especially in emergency situations.
- j. A detailed voyage plan is prepared covering the entire voyage from berth to berth, including those areas where the services of a pilot will be used. The details of the voyage plan should be clearly marked and recorded, as appropriate, on charts and in a voyage plan record. Each voyage plan as well as the details of the plan, is approved by the ships' master prior to the commencement of the voyage.

**Enclosure:**

1. Press Release by Paris MoU, dated 01 August 2022.

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# Press release



1 August 2022

## JOINT CONCENTRATED INSPECTION CAMPAIGN ON STCW

**Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on STCW.**

The campaign on STCW aims to confirm that:

- the number of seafarers serving on board and their certificates are in conformity with the relevant provisions of STCW Convention and Code and the applicable safe manning requirements as determined by the Flag State Administration;
- all seafarers serving on board, who are required to be certificated in accordance with STCW Convention, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Flag State Administration;
- the seafarers on board hold a valid medical certificate as required by STCW Convention;
- the watch-keeping schedules and hours of rest indicate compliance with the requirements of STCW Convention and Code;

The CIC will assist in raising the awareness of shipowners, operators and crew on the specific requirements in the STCW Convention and Code.

This campaign will be held for three months, commencing from 1 September 2022 and ending 30 November 2022. The CIC inspections will be applicable for all ships and conducted in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a list of predefined questions during the CIC. If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the detainable deficiencies have been rectified.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs.

<b>Paris MOU</b>	<b>Tokyo MOU</b>
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Notes to editors:

<b>Paris MOU</b>	<b>Tokyo MOU</b>
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 21 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

<b>2022 CONCENTRATED INSPECTION CAMPAIGN ON STCW</b>			
<b>01/09/2022 – 30/11/2022</b>			
<b>Inspection Authority</b>			
<b>Ship Name</b>		<b>IMO Number</b>	
<b>Date of Inspection</b>		<b>Inspection Port</b>	

**QUESTIONS 1 TO 10 ANSWERED WITH A “NO” MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION**

No.	Item	Yes	No	N/A	Detention
Q.1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Do seafarers on board hold valid medical certificates?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Do the records for hours of rest indicate compliance with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7	Do the watch schedules comply with the provisions of STCW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Do the voyage plans cover the whole route from berth to berth?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Note: If “No” is ticked for questions with an asterisk “\*”, the ship may be considered for detention**