



Technical Circular

No.: 019/2014

Date: 1st August 2014

To Whomsoever it may concern

Subject : Press Release - Launch of Joint Concentrated Inspection Campaign on STCW hours of rest

Please be advised that the Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose of establishing that watchkeeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended (including the Manila amendments), as will the Black Sea MoU.

There is a high probability that other MoUs will also undertake a CIC on the subject at the same time.

This inspection campaign will be held for three (3) months, commencing from 1st September 2014 and ending on 30th November 2014. The deck and engine room watchkeepers' hours of rest will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris, Tokyo and Black Sea MoU regions. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign.

Please find attached the press release from the Paris and Tokyo MoUs and the press release from the Black Sea MoU and the questionnaire (check-list) for the CIC which will be used by the PSCO.

Enclosure: 1. Press Release by Paris and Tokyo MoU
2. Press Release by Black Sea MoU
3. Checklist for CIC

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29 July 2014

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON STCW HOURS OF REST

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to establish that watchkeeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended (including the Manila amendments).

This inspection campaign will be held for three months, commencing from 1 September 2014 and ending on 30 November 2014.

The deck and engine room watchkeepers' hours of rest will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions.

Port State Control Officers (PSCOs) will use a list of 10 selected items to establish that watchkeeping personnel are meeting the requirements regarding hours of rest, focusing attention on the Minimum Safe Manning Document (MSMD) and records of rest. In addition information will be gathered on the watch system, whether the MSMD requires an Engineer officer and whether the ship is designated UMS (Periodically Unattended Machinery Space). For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign. The questionnaire has been annexed to this press release.

When 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 to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Contact

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Notes to editors:

Paris MOU	Tokyo MOU
<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 the Environment 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 19 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, 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 center 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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON STCW HOURS OF REST

The six member Authorities of the (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Black Sea Memorandum of Understanding on Port State Control will start a concentrated inspection campaign on STCW Hours of Rest. The three-month campaign will start on September 1, 2014 and end on November 30, 2014 under the co-ordination of the General Directorate of Maritime and Inland Water Transport of the Republic of Turkey Ministry of Transport and Communication. The campaign shall be conducted simultaneously with the Paris MOU, Tokyo MOU and other MOUs

During the campaign period, member Authorities of the BS MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections, deck and engine room watchkeepers' hours of rest under STCW 78 as amended. This CIC will be undertaken on every ship eligible for inspection during the period of the campaign.

The CIC is aimed to verify that watchkeeping personnel are meeting the requirements regarding hours of rest as required by STCW 78 as amended.

For the purpose of interregional harmonization of the action, the Black Sea MOU will use the model of relevant Questionnaire developed by the Paris & Tokyo MOUs with a checklist of 9 selected areas for deck and engine room watchkeepers' hours of rest, some of which are related to record keeping and safe manning. Furthermore there are additional questions aimed to gather information about the existence of the two watch system, requirements for engineer officers and Unattended Machinery Space.

If deficiencies are found, actions by the Port State Control Officer may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspections will be inserted in the Black Sea Information System and will be published on-line and in the monthly detention list of the BS MOU.

The results of the campaign shall be analysed and findings will be presented to the Black Sea MOU Committee for submission to the IMO.

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**CIC ON STCW HOURS OF REST
01 SEPTEMBER 2014 – 30 NOVEMBER 2014**

Ship's Name:
Inspection Authority:
Port of Inspection:
Date of Inspection:

IMO No:

Qu No	AREA	YES	NO	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A-VIII/1 (5).			
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14.			
3	Are there records of daily hours of rest for each watchkeeper? STCW Section A-VIII/1 (7).			
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7).			
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7).			
6	Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A-VIII/1 (2).			
7**	Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest? STCW Reg/4 or STCW Reg VIII/1.1.2 .			
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1.6			
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14).			
10	Was the ship detained as a result of this CIC?			

These questions for information only:				
11	Is there a two watch system on board including the master?			
12	Does the MSMD require an Engineer Officer?			
13	Is the ship designated UMS?			
14	If ship does not have UMS notation is there more than one certificated engineer on board			

Any question answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection. Deficiency codes and convention references are given for each question where appropriate.

Questions marked either * or ** answered with a "NO" may give clear grounds for a detention.

* If the actual crew number or composition is not brought in accordance with the minimum safe manning document or the flag State does not advise that the ship may sail, the ship may be considered for detention.

** If the PSCO determines that a watchkeeper due to take the first or relieving watch at the commencement of a voyage has not had, or will not have, the minimum rest periods required in STCW then the PSCO should consider detention of the vessel until such time as those rest periods have been taken.