



Technical Circular

No.: 040/2022

Date: 09th May 2022

Subject: Focused Inspection Campaign (FIC) by Australian Maritime Safety Authority (AMSA) on Hours of Work and Rest beginning 01 May 2022 and ending on 30 June 2022 - Amended.

1. Australian Maritime Safety Authority (AMSA) vide Marine Notice 05/2022 has informed that a focused inspection campaign (FIC) on Hours of work and rest will be initiated by AMSA.
2. The FIC will be conducted from 01 May 2022 to 30 June 2022.
3. The purpose of the FIC is to determine;
 - a. The level of compliance with the maximum hours of work or minimum hours of rest for seafarers in accordance with the requirements of International Conventions; and
 - b. The familiarity of the master and officers with implementing the provisions when working onboard ships.
4. The Focused Inspection Campaign (FIC) is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.
5. AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection. Any port State control deficiencies will be reported to regional port State control databases.
6. Accordingly ship owners and masters of ships plying in Australian waters are advised to take a note of above and familiarise themselves with the requirements of the Maritime Labour Convention 2006 (MLC) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), Australian Marine Orders 11 & 28 and their respective safety management system, including how they are implemented onboard.
7. In this regard, owners and masters of ships intending to call Australian ports are advised;
 - a. To verify beforehand that their ships are in compliance to the requirement using the attached AMSA FIC checklist.
 - b. In case any deficiency is noted, same is to be rectified immediately before arrival any Australian port. Where considered necessary, surveyors attendance may be requested.



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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.

8. IRS surveyors during their next scheduled attendance onboard ships intending to call Australian ports will also verify the ship's compliance to the above requirements.
9. Further, with respect to the questionnaire, Please be guided as following;
 - a. 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 to be 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.
 - b. An up to date records of work or rest, as required under national standards, **for each seafarer serving on the ship** is to be 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.
 - c. 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.
 - d. Musters, fire-fighting and lifeboat drills, and other drills are to be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.
 - e. Adequate compensatory rest is to be given to seafarers if the normal period of rest is disturbed by call-outs to work, such as when a machinery space is unattended.
 - f. The master of a ship may suspend the schedule of hours of work or hours of rest and require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. However, in such instances, as soon as practicable after the normal situation has been restored, seafarers who performed work in a scheduled rest period are to be provided with an adequate period of rest.

- g. MLC requires that the maximum duration of service periods on board following which a seafarer is entitled to repatriation **to be less than 12 months**. In this regard, AMSA has specified that maximum duration of shipboard employment must not exceed 11 months. Accordingly, ensure that no seafarer onboard has periods of shipboard employment exceeding 11 months.

10. This Technical Circular supersedes and revokes earlier Technical Circular No. 037/2022, dated 05th May 2022.

Enclosure:

1. AMSA Marine Notice 05-2022
2. AMSA FIC Checklist.

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Australian Government

Australian Maritime Safety Authority

05/2022—Focused inspection campaign – Hours of work and rest

This marine notice provides information to ship owners, operators and masters about the Focused Inspection Campaign (FIC) on hours of work and rest which will run from 1 May 2022 to 30 June 2022

Purpose

The purpose of the FIC is to determine:

- The level of compliance with the maximum hours of work or minimum hours of rest for seafarers in accordance with the requirements of International Conventions, and
- The familiarity of the master and officers with implementing the provisions when working onboard ships.

Background

This FIC has been initiated by AMSA and is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.

The FIC will be conducted from 1 May 2022 to 30 June 2022.

Inspections

AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection.

Any port State control deficiencies will be reported to regional port State control databases.

AMSA encourages ship owners and masters to familiarise themselves with the requirements of the Maritime Labour Convention 2006 (MLC) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), Australian Marine Orders 11 ([/about/regulations-and-standards/marine-order-11-living-and-working-conditions-vessels](#)) and

28 (/about/regulations-and-standards/marine-order-28-operations-standards-and-procedures) and their respective safety management system, including how they are implemented onboard.

Inspectors will complete a checklist when conducting focused inspections so that AMSA can collate and report on the outcomes.

Outcome of the FIC

The results of the FIC will be analysed at the conclusion of the campaign, and a de-identified report will be published on our website.

Further information

AMSA's website provides information on the focused inspection campaign and a checklist (PDF 130.48 KB) (/sites/default/files/fatigue-checklist.pdf) of requirements that will be used during this FIC.

AMSA encourages ship owners, operators and masters to review the information provided at the links above.

Cancellation

This notice will be cancelled on 30 June 2022.

Last updated: Tuesday 3 May 2022

Checklist (For surveyor Use and AMSA Website)
 Focused Inspection Campaign –2022

Port of Inspection: _____ Date of Inspection: _____
 Name of Vessel: _____ Flag of Ship: _____
 IMO Number: _____

This checklist is solely for the purpose of collecting information for AMSA in relation to the FIC.

Questions with a * may be detainable.

No	Question	Yes	No	NA
1	Is a table of shipboard working arrangements posted for seafarers accessible?			
2	Does the table of shipboard working arrangements ensure that the first watch at the commencement of the voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty?			
3	Do records of the daily hours of work or rest show compliance with the actual hours of work and rest hours, including the requirements for rest breaks?			
4	Do any seafarers have periods of shipboard employment exceeding 11 months?			
5	Has adequate compensatory rest been given to seafarers who have had their rest disturbed by call-outs to work? (e.g. such as when a machinery space is unattended)			
6	Has the master suspended the schedule of hours of work or hours of rest, with in the last 3 months, and required any seafarer to perform any hours of work necessary until the normal situation has been restored?			
7	Have musters, fire-fighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments, been conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue?			
8	Where non-compliance with the work and rest hours has been recorded, has the Safety Management System corrective action process (ISMC 9) been used to rectify non-conformance by determining the cause and preventing recurrence?			