



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.

Paris MOU	Tokyo MOU
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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 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>	

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

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