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Subject: Paris MoU Concentrated Inspection Campaign (CIC) on MLC, 2006

Refer to: Owners / Managers / Operators / Surveyors

The Maritime Authorities of Paris Memoranda of Understanding (MoU) on Port State Control will launch a Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006.

The Maritime Authorities of Paris Memoranda of Understanding (MoU) on Port State Control will launch a Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006.

This inspection campaign will be held for three months, commencing from September 01, 2016 to November 30, 2016. Aim of the CIC is to verify that the minimum standards for working and living conditions have been implemented on board. The ship's procedure and measures are in place with respect to MLC, 2006 will be checked in detail for compliance with the requirements during a regular Port State Control inspection. This concentrated inspection campaign will be conducted during regular Port State Control Inspections.

The Port State Control Officers (PSCOs) will use a list of twelve (12) selected questions to ensure that the required certificates and documentation are present, in particular those related to the seafarers on board. Additionally there are questions aimed at verification of records of the inspections of the accommodation, food and catering, and whether a safety committee has been established. PSCOs will use the questionnaire attached to this notification.

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 of time to detaining the ship until serious deficiencies have been rectified. In the case of detention, this will be published in the monthly detention list of the Paris web sites.

As per the press release, it is expected that jointly the Paris will carry out approximately 4,500 CIC.

For Paris Release on Maritime Labour Convention, 2016 (pls. find attached file)

Best regards

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Questionnaire for the Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006

Ship's name	
IMO Nr	
Date of inspection	

N°	QUESTIONS	YES	NO	N/A
1*	Are seafarers under the age of 18 excluded from tasks that are likely to jeopardize their safety or health? Standards A 1.1. para. 4			
2*	Are all seafarers holding valid certificate(s) attesting medical fitness? Standard A 1.2. para. 1			
3**	Have all seafarers successfully completed their training for personal safety on board? Regulation 1.3. para. 2			
4.1**	Do all seafarers have a copy of their seafarers' employment agreement? Standards A 2.1. para 1 (a)			
4.2**	Are the seafarers' employment agreements in compliance with minimum standard required by MLC? Standards A 2.1. para 4			
5	If private recruitment and placement service has been used, does it meet the requirements of the MLC, 2006? Standard A 1.4. para. 2 and para 9			
6	Are records of inspections of seafarer accommodations carried out by the master (or another designated person) available for review? Standard A 3.1. para. 18			
7	Are frequent inspections carried out by or under the authority of the master, with respect to supplies of food and drinking water, all spaces and equipment used for the storage and handling of food and drinking water, and galley and other equipment for the preparation and service of meals documented? Standard A 3.2 para. 7			
8	Has a ships safety committee been established on board regarding ships on which there are five or more seafarers? Standard A 4.3. para. 2d			
9*	For a ship not being required to carry a medical doctor, is there on board at least one seafarer, holder of a certificate of training in medical first aid or in medical care that meets the requirements of STCW? Standard A.4.1. para. 4c			
10**	Are all seafarers provided with a copy of on-board complaint procedures applicable on the ship ? Standard A 5.1.5 para.4			
11**	Have all seafarers received monthly accounts of their payments due and amounts paid? Standard A2.2, para. 2			
12	Was the ship detained as result of the CIC?			

*Note: Questions 1 to 11 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
If the box "No" is ticked off for questions marked with an "**", the ship may be considered for detention.
If the box "No" is ticked off for questions marked with an "***", and if the deficiency found is repeated (occure more than 1 time), the ship may be considered for detention.*