

ANAVE – Circular de Régimen Interior

Madrid, 1 de agosto de 2014

Ref: SMA 32/2014/AB

Asunto: Lista de comprobación de la campaña de inspección concentrada 2014 del MOU de París

Muy Srs. nuestros:

El próximo 1 de septiembre, las Autoridades Marítimas del MOU de París y Tokio sobre el Control por el Estado rector del puerto (Port State Control, PSC) van a iniciar una **Campaña de Inspección Concentrada (CIC)** para verificar el cumplimiento en todos los buques de las normas sobre **horas de descanso** que se establecen en el Convenio Internacional sobre Normas de Formación, Titulación y Guardia para la Gente de Mar (Convenio STCW), incluidas las enmiendas de Manila adoptadas en 2010. Esta CIC tendrá una duración de 3 meses y **finalizará el 30 de noviembre de 2014**.

Les adjuntamos en los **Anexos 1 y 2** la Nota de Prensa que ha publicado el MOU anunciando la CIC, así como la **lista de comprobación** que recoge los aspectos esenciales a comprobar y que servirá de orientación a los funcionarios de PSC durante las inspecciones.

Según dicha lista de comprobación, se inspeccionarán con más detalle los siguientes aspectos:

- Si los avisos correspondientes a los periodos de guardia están colocados en lugares fácilmente accesibles, se ajustan a un formato normalizado y están en el idioma de trabajo del buque y en inglés.
- Si cada tripulante recibe una copia de los registros, cumplimentados correctamente en un formato normalizado, indicando las horas diarias de descanso que le corresponden. Se va a verificar si dicha copia está refrendada por el capitán, persona autorizada por éste o por el propio marino.
- Si hay pruebas de que un tripulante ha disfrutado de un periodo de descanso compensatorio si se le pidió que trabajase durante el periodo normal de descanso.

Las empresas deben tener en cuenta que los inspectores de PSC podrán detener un buque como consecuencia de incumplimiento de esta CIC, por lo que les recomendamos que en los próximos meses presten especial atención a esta cuestión.

Muy cordialmente,

Manuel Carlier
Director General

Confidencialidad: La información contenida en esta circular es confidencial y va dirigida exclusivamente a las empresas navieras asociadas a ANAVE para su uso interno. La copia o distribución pública, incluso por parte de las propias empresas asociadas, está en principio prohibida, salvo autorización expresa de ANAVE. En particular, queda expresamente prohibida la difusión de esta información por medios de comunicación pública escritos o electrónicos. Si por error recibe este e-mail se ruega su comunicación al remitente y su inmediata destrucción, no debiéndose enviar a otro destinatario.

Confidentiality: The information contained in this message is confidential and addressed to ANAVE's member companies for their internal use only. Any dissemination or copying of this information, even by the member companies is in principle prohibited, unless expressly authorised by ANAVE. In particular, it is strictly forbidden the publication of this information by public media, either

written or electronic. If you receive this message by error then you may not copy or deliver this message to anyone, but please destroy this message and notify us immediately.

Advertencia de seguridad: Este mensaje ha sido comprobado por un sistema antivirus interno y externo regularmente actualizado. En todo caso, compruebe que todos los mensajes que recibe son filtrados por su propio sistema de seguridad antes de su apertura.

Security warning: *This email has been scanned for viruses by our regularly updated email security systems but, in accordance with good computer practice, please ensure that all messages received are checked by your own security systems before opening.*

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

| Paris MOU | Tokyo MOU |
|---|--|
| <p>Mr. Richard W.J. Schiferli General Secretary Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31 (0)70 456 1509 Fax: +31 (0)70 456 1599 E-mail: Richard.Schiferli@parismou.org Web-site: www.parismou.org</p> | <p>Mr. Mitsutoyo Okada Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p> |

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> | |

**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.