



Bundesrepublik Deutschland  
Federal Republic of Germany

Berufsgenossenschaft Verkehrswirtschaft Post-Logistik  
Telekommunikation  
Dienststelle Schiffssicherheit



## Circular 02/2016 (ISM)

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**Subject:** Concentrated Inspection Campaign of Port State Control  
**Reference:** ISM-Code 6, 7, 10, CSS-Code, MLC  
**Attachments:** MSC.1/Circ.1353/Rev.1, Press Releases  
**Date:** 08.08.2016

Please note that the following Concentrated Inspection Campaigns (CICs) will be carried out during the period 01.09.2016 until 30.11.2016. Please refer to the press releases of the respective memoranda.

### **Topic "Cargo Securing Arrangements" (Tokyo MoU, Indian Ocean MoU and Black Sea MoU)**

The purpose of this CIC is to ensure that there are effective procedures and measures for cargo securing on board.

**In respect of Question 8 of the questionnaire, we point out that only on ships with a keel laying date from 01.01.2015** an approved plan for the safe access to the cargo (Cargo Safe Access Plan) has to be on board.

Ships with a keel laying date before 01.01.2015 have to comply with Chapters 1 - 4 of MSC.1/Circ.1353/Rev.1 (Revised Guidelines for the Preparation of the Cargo Securing Manual).

Please also take the information from our circular 03/2011 (ISM) plus annexes.

### **Topic "Maritime Labour Convention, 2006" (Paris MoU)**

The purpose of this CIC is to ensure that the requirements of MLC, 2006 are complied with. Please pay special attention to questions 1, 2, 3, 4, 9, 10 and 11 as non-compliance may result in the detention of the vessel. Subsequently, a couple of hints for the preparation of the documents required to be on board.

#### **Ad Question 1:**

If there are seafarers under the age of 18 on board: check your Table of Shipboard Working Arrangements with respect to working hours and the types of work they are performing. Keep the documentation about Risk Assessments ready.

#### **Ad Question 2:**

Check for all crew members the validity of their Medical Certificates and keep them ready on board.

If the period of validity of a certificate expires in the course of a voyage, the certificate shall continue in force until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner, provided that the period shall not exceed three months. (MLC Standard A1.2 Para. 9 and STCW Reg. I/9.6).  
**With this circular we confirm as flag state that we will not issue any special authorisation or permit for these cases.**

Ad Question 3:

Please make sure that training for personal safety on board has been documented.

Ad Question 4:

We point out that copies of seafarers' employment agreements signed by the crewmember and the ship owner or his/her representative and copies of the relevant collective bargaining agreements must be available on board. If they are not on hand in English, a copy of the standard form of the agreement and a copy of the collective bargaining agreement must be available in English.

Ad Question 9:

All holders of Certificates of Competency must hold proof of a training in Medical First Aid. On ships flying the German flag, the master and the crew member assigned for medical treatment and medical care, if applicable, must hold proof of having attended a course for Medical Care.

Ad Question 10:

In addition to a copy of their seafarers' employment agreement, a copy of the on-board complaint procedures applicable on the ship has to be **handed over** to the seafarer. (MLC Standard A5.1.5 Para. 4)

Ad Question 11:

There must be suitable proof on board that every crew member received monthly accounts of payment of wages, including details of wages, additional payments and the exchange rate if applicable. There must also be proof that payments were executed monthly according to the agreements in the seafarer's employment agreement and the CBA.

Copies of the Maritime Labour Certificate and of the DMLC II must be posted on board.

**We recommend to make this circular known to ship's command and to keep it on board in order to avoid difficulties during the CIC.**

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