



Technical Circular

No.: 013/2024

Date: 8th August 2024

Subject: Belize Flag on Concentrated inspection campaign (CIC) by Tokyo and the Paris MoU on Crew Wages and Seafarers Employment Agreement (MLC) beginning from 1st September 2024 and ending on 30th November 2024.

1. Reference is made to Technical Circular No.012, dated 07 August 2024 Reg. Concentrated Inspection Campaign (CIC) by Tokyo and Paris MoU on Crew Wages and Seafarers Employment Agreement (MLC,2006) beginning from 1st September 2024 and ending on 30th November 2024.
2. In this regard, Belize Maritime Administration, vide Merchant Marine Notice, MMN-24- 004 has provided following instructions for compliance by the vessel Owners/ ISM Operators/Masters:
 - a. All Belize flagged vessels currently trading within the Tokyo and Paris MoUs – the ISM operators to contact the Masters in order to complete the attached questionnaire to be used by the PSCOs. The completed questionnaire duly signed /stamped by the Master is then to be submitted by the Owner/ ISM Operator to IMMARBE Technical Department (technicalservices@immarbe.com) **not later than 31st August 2024.**
 - b. The above instructions will remain in force during the three months of the inspection campaign (CIC) on Crew Wages and Seafarers Employment Agreement (MLC,2006).
3. Owners/ managers of Belize flagged vessels are advised to be guided by above and ensure compliance.

Enclosure:

1. Belize Merchant Marine Notice MMN 24-004
2. MMN-24-004 Press Release Questionnaire on Crew Wages and Seafarer Employment Agreements (MLC, 2006)



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To: Deputy Registrars, Ship Owners, ISM Operators, Recognized Organizations, Recognized Security Organizations, Shipping Agents, and General Safety Inspectors

Reference: Joint Concentrated Inspection Campaign on Crew Wages and Seafarer Employment Agreements (MLC, 2006)

MMN Superseded: [MMN-23-002](#) Revision No.: N/A
Issuance Date: 05 August 2024

1. REFERENCE

Tokyo and Paris MOU's Joint Concentrated Inspection Campaign on Crew Wages and Seafarer Employment Agreements (MLC, 2006). Please find the attached press release and CIC questionnaire.

2. PURPOSE

The International Merchant Marine Registry of Belize (IMMARBE) aims to prevent detentions during the Joint Concentrated Inspection Campaign (CIC) conducted by the Tokyo and Paris MOUs. IMMARBE requires all relevant parties to raise awareness within the shipping industry about the requirements concerning crew wages and seafarer employment agreements (MLC, 2006) and to ensure that ships comply with these requirements.

3. CONTENT

The Joint Concentrated Inspection Campaign, conducted by the Tokyo and Paris MOUs, will run for three months, from 1 September 2024 to 30 November 2024. This campaign will focus on specific areas related to crew wages, seafarer employment agreements (SEAs), and financial securities (such as repatriation and shipowners' liability) under MLC, 2006, during regular Port State Control inspections.

Each ship will be subject to only one inspection under this CIC during the campaign period.

Port State Control Officers (PSCOs) will use a set of ten (10) selected questions developed by the Tokyo and Paris MOUs to assess compliance with MLC requirements regarding crew wages, seafarer employment agreements, and financial securities.



When deficiencies are identified, the actions taken by the Port State may range from recording the deficiency and instructing the master to correct it within a specified timeframe to detaining the ship until serious deficiencies are rectified or until the Port State has accepted a proposal for a plan of action. If a detention occurs, the ship will be listed in the monthly detention lists on the Tokyo and Paris MOUs' websites.

Action Required from Owners, ISM Operators, Flag Inspectors, and Recognized Organizations During the Concentrated Inspection Campaign for Vessels Operating in Tokyo and Paris MOUs.

- 1. ISM Operators:** For all vessels currently trading within the Tokyo and Paris MOUs, ISM operators need to contact the Master to complete the attached Concentrated Inspection Campaign (CIC) questionnaire on Crew Wages and Seafarer Employment Agreements (MLC, 2006). The completed CIC questionnaire must be submitted by ISM operators to our Flag Administration no later than 31 August 2024. Owners/Operators will submit the completed and duly signed/stamped CIC questionnaire by the Master to IMMARBE's Technical Department at technicalservices@immarbe.com.
- 2. Flag Inspectors:** Annual Flag Inspections by General Safety Inspectors, starting from 1 August 2024, will include the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreements (MLC, 2006). The CIC questionnaire will be completed in conjunction with the Master to ensure that the vessel's condition and crew comply with the CIC requirements. The General Safety Inspector must ensure that the CIC questionnaire is submitted along with the GSI report as part of the supporting documentation. Additionally, any deficiencies found in relation to the CIC questionnaire must be reported to the Flag Administration immediately.
- 3. Recognized Organizations:** Recognized Organizations conducting statutory surveys from 1 August 2024 must incorporate the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreements (MLC, 2006) into their inspection procedures. During these statutory surveys, the CIC questionnaire should be completed in conjunction with the standard MLC inspections for all Belize vessels. Recognized Organizations are required to promptly report any deficiencies related to the CIC questionnaire to the Flag Administration. Following the completion of the statutory survey, the Recognized Organizations must submit the CIC questionnaire, duly signed and stamped by the Master, to IMMARBE's Technical Department at technicalservices@immarbe.com.



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The above actions will remain in effect throughout the three-month period of the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreements (MLC, 2006).

IMMARBE appreciates your attention to this matter and anticipates your full cooperation.

This notice was issued in Belize City, Belize, on 5 August 2024.

Eng. Eduardo Simon
Technical Manager
IMMARBE



Valarie Lanza (Mrs.)
Acting Senior Deputy Registrar
IMMARBE

Any queries related to this Notice should be directed to technicalservices@immarbe.com.

1 August 2024

JOINT CONCENTRATED INSPECTION CAMPAIGN ON CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS (MLC, 2006)

The 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 Crew Wages and Seafarer Employment Agreements (MLC, 2006)

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on crew wages and seafarer employment agreements (MLC, 2006); and
- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to crew wages, seafarer employment agreements (SEAs) and financial securities (repatriation and shipowners' liability) under MLC, 2006 during regular port State control inspections.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers will use a pre-defined questionnaire to assess that crew wages, seafarer employment agreements and financial securities provided comply with the relevant MLC requirements.

If non-conformities 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 serious deficiencies have been rectified or until the port State has accepted a proposal for a plan of action. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs for possible submission to the International Labour Organization and the International Maritime Organization.

Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: secretariat@parismou.org Web-site: www.parismou.org</p>	<p>Mr. KUBOTA Hideo 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 28 countries are member of the Paris MOU (The membership of the Russian Federation is currently suspended). 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 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam.</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>	

CIC ON CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS (MLC, 2006)

Inspection Authority			
Ship's name		IMO number	
Date of inspection		Inspection port	

No.	Question	Yes	No	N/A	Detention
Q1*	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?				
Q2*	Is the seafarer able to access information regarding their employment conditions on board?				
Q3	Are standard form of seafarer employment agreements and parts of any applicable collective bargaining agreements, subject to port State control under Reg. 5.2, available in English?				
Q4*	Does the seafarer employment agreement include all the required elements specified in the MLC, 2006?				
Q5*	Do particulars included in the seafarer employment agreement comply with the MLC, 2006 requirements?				
Q6*	Are wage or salary payments made to the seafarer at no greater than monthly intervals?				
Q7*	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?				
Q8*	Are wage or salary payments in accordance with any applicable CBA or SEA?				
Q9*	If payments made to a seafarer include deductions, are they in accordance with the MLC, 2006?				
Q10a*	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of compensation for death and long-term disability?				
Q10b*	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of the repatriation?				

- Notes:
- ◆ Questions 1 to 10b 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.