

PSC Related Circular

No.PSC **25/2022**

Dated: 19.07.2022

Subject:

New PSC Concentrated Inspection Campaign on STCW announced

Paris and Tokyo MoU will jointly launch a new Concentrated Inspection Campaign (CIC) on STCW compliance from **1st September 2022 to 30th November 2022**. The inspection campaign will be additional to the regular PSC inspections.

The purpose of the Inspection Campaign is to determine the level of compliance with the requirements of STCW on board.

The basis for the CIC in 2022 is laid down in [IMO Res. A.1155\(32\)](#) “**Procedures for Port State Control, 2021**”, with very detailed instructions provided in **Appendix 11 “Guidelines for Port State Control Officers on certification of seafarers, manning and hours of rest”**.

This means that PSCOs will not limit inspections only to a typical certification check, but they will **expand their focus on the evaluation** of the Master, officers and crew’s competences when performing **duties and during emergency scenarios**. These are explained in detail in **Appendix 7 of Res. A.1155(32) “Guidelines for control of operational requirements”**. This appendix was completely revised and published in the beginning of 2022. It covers a huge variety of **operational inspection areas** – from efficient communication between crew members, and assessing navigational controls such as ECDIS, to voyage planning or safe navigation, and witnessing emergency drills.

The CIC questionnaire will be finalized and released within August in order to provide early guidance and preparation period for the inspection.

[IMO Res. A1155\(32\) – Appendix 11 Focus Points](#)

As per Appendix 11, the PSCO will focus on 3 basic issues.

A. Seafarer certification

B. Manning

C. Hours of Rest

Additionally, depending on ship’s overall PSC performance and the existence of clear grounds for more detailed inspection, PSCOs may require the demonstration of competency of each crew member. In that regard, they will check competences of the Master, officers and crew when performing duties and during emergency scenarios.

The documentation required for the inspection referred to in these Guidelines consists of:

A. Seafarer certification

Documentation Required	What a typical PSCO inspection includes
<ul style="list-style-type: none"> • certificate of competency; • certificate of proficiency; • endorsement attesting the recognition of a certificate (flag State endorsement); • documentary evidence (passenger ships only); • medical certificate; 	<p>The PSCO will request to examine the applicable documents, as per left column. 'Documentation Required'</p> <p>The inspection will be limited to verification that seafarers serving on board, who are required to be certificated, hold the appropriate CoC, CoP and documentary evidence issued in accordance with chapters II, III, IV, V, VI and VII of STCW 1978, as amended, as well as their relevant flag State endorsement, valid dispensation, or documentary proof that an application for an endorsement has been submitted to the flag State Administration, where applicable. These documents are evidence of having successfully completed all required training and that the required standard of competence has been achieved.</p> <p>During the verification of the seafarers' certificates and documents, the PSCO will confirm that they are applicable to the ship's characteristics, operation and their position on board.</p>

B. Manning

Documentation Required	What a typical PSCO inspection includes
<ul style="list-style-type: none"> • minimum safe manning document; • muster list; 	<p>The PSCO will examine the applicable documents, as per left column 'Documentation Required'.</p> <p>The guiding principles for port State control of the manning of a foreign ship should be:</p> <ol style="list-style-type: none"> 1. verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the flag State; and 2. verification that the vessel and its personnel conform to the international provisions as laid down in SOLAS 1974 and STCW 1978.

C. Hours of rest

Documentation Required	What a typical PSCO inspection includes
<ul style="list-style-type: none"> • table of ship working arrangements and/or watch schedule; and • records of daily hours of rest. 	<p>All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, security and environmental protection duties shall be provided with a rest period of not less than:</p> <ol style="list-style-type: none"> 1. a minimum of 10 hours of rest in any 24-hour period; and

2. 77 hours in any seven-day period.

The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

The PSCOs will examine the applicable documents, as per left column 'Documentation required', specifically the watch schedule and the records of daily hours of rest. The PSCO may inspect the seafarer's personal copy of his or her records pertaining to the hours of rest being held by the seafarer on board in order to verify that the records are accurate.

Recommendations

- Check if all crew members' certificates of competence are at hand and valid
- Check if the Muster List is up-to-date and crew members are familiar with their assigned duties
- Keep hours of rest updated
- Evaluate the effectiveness of familiarization for the Master and officers in charge
- Familiarize the crew with their duties and with the additional checklist when published