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| **Maritime Intelligence Section** |
| **Date: 07/08/14**  **Source: Allmode** |
| **Advisory Notice: 022** |
| **Launch of Joint Concentrated Inspection Campaign on STCW Hours of Rest**  Please be advised that as of the **1st September 2014**, The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to establish that watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended (including the Manila amendments).  This campaign will last until the **30th November 2014.**  The Port State Control Officers (PSCO’s) will need evidence to show the hours of rest for the deck and engine room watch-keepers, to establish that they comply with the recommendations set out in the STCW 78 amendment.  Port State Control Officers (PSCOs) will use a list of 10 selected items to establish that watch-keeping 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 MoU’s will carry out approximately 10,000 inspections during the CIC.  The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoU’s for submission to the IMO. |
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**Incident Type:** Suspicious Approach

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