

03 Agustus 2022

Kepada : Semua pihak yang berkepentingan  
Perihal : Kesepakatan Kerjasama Kampanye Inspeksi Terkonsentrasi (CIC) Bersama oleh Tokyo MoU dan Paris MoU dengan focus pemeriksaan terhadap Persyaratan STCW

## Ringkasan

Sebagai bentuk kelanjutan Kampanye Inspeksi Terkonsentrasi (CIC) yang dilakukan oleh regime PSC selama pandemik COVID-19, maka dengan ini Tokyo MoU bekerja sama dengan Paris MoU telah menyepakati untuk melaksanakan kampanye inspeksi bersama dengan fokus pemeriksaan terhadap persyaratan STCW terhitung dari tanggal 1 September 2022 hingga 30 November 2022.

## Informasi

Pada tanggal 01 Agustus 2022, Tokyo MoU telah mempublikasikan Kampanye Inspeksi Terkonsentrasi Bersama yang berfokus pada pemeriksaan terhadap persyaratan STCW dengan tujuan untuk memastikan bahwa

- Jumlah pelaut yang bekerja diatas kapal dan sertifikatnya telah memenuhi terhadap ketentuan Konvensi dan Koda STCW dan persyaratan safe manning yang berlaku sesuai dengan ketentuan dari Administrasi;
- Semua pelaut yang bekerja diatas kapal yang dipersyaratkan untuk disertifikasi sesuai dengan Konvensi STCW, memegang sertifikat atau dispensasi yang masih berlaku atau memberikan bukti dokumentasi bahwa permohonan untuk pengesahan telah dimasukkan ke pihak Administrasi;
- Pelaut diatas kapal memegang sertifikat medis yang sah sesuai yang dipersyaratkan oleh Konvensi STCW;
- Jadwal jam jaga dan jam istirahat telah mengidentifikasikan pemenuhan terhadap persyaratan Konvensi dan Koda STCW.

Kampanye akan dimulai tanggal 1 September 2022 dan berakhir pada tanggal 30 November 2022, kampanye akan ditargetkan untuk pemenuhan terhadap semua tipe kapal tanpa terkecuali dan akan diperiksa di area tertentu terkait dengan kampanye terkonsentrasi ini bersamaan dengan pemeriksaan regular dari *Port State*.

Apabila ditemukan ketidaksesuaian (defisiensi), maka tindakan yang dilakukan oleh *Port State* akan bervariasi tergantung dari ketidaksesuaian yang ditemukan, dalam hal ini pihak *Port State* akan mengintruksikan kapten kapal untuk memperbaiki dalam waktu tertentu dan kapal akan ditahan sampai ketidaksesuaian tersebut telah diperbaiki.

Untuk menghindari adanya keterlambatan atau bahkan penahanan kapal akibat adanya ketidaksesuaian selama pemeriksaan, maka disarankan bagi personil kapal yang akan berlayar internasional untuk melakukan pengenalan terhadap prosedur stabilitas kapal ini sebelum keberangkatan (contoh daftar pertanyaan yang akan digunakan oleh PSCO di Tokyo MoU dan Paris MoU terlampir).

#### Informasi lebih lanjut

Pertanyaan sehubungan dengan Informasi Teknik ini dapat ditujukan ke:

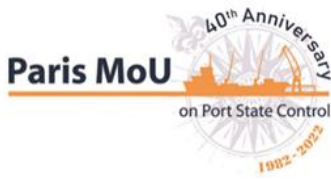
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#### **Informasi**

Segala informasi maupun saran yang tersedia pada dokumen ini bukan merupakan tanggung jawab BKI dan BKI tidak dapat diperkarakan oleh siapapun dari kehilangan, kerusakan atau kerugian biaya akibat ketidakakuratan informasi yang disampaikan



# Press release



1 August 2022

## JOINT CONCENTRATED INSPECTION CAMPAIGN ON STCW

**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 STCW.**

The campaign on STCW aims to confirm that:

- the number of seafarers serving on board and their certificates are in conformity with the relevant provisions of STCW Convention and Code and the applicable safe manning requirements as determined by the Flag State Administration;
- all seafarers serving on board, who are required to be certificated in accordance with STCW Convention, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Flag State Administration;
- the seafarers on board hold a valid medical certificate as required by STCW Convention;
- the watch-keeping schedules and hours of rest indicate compliance with the requirements of STCW Convention and Code;

The CIC will assist in raising the awareness of shipowners, operators and crew on the specific requirements in the STCW Convention and Code.

This campaign will be held for three months, commencing from 1 September 2022 and ending 30 November 2022. The CIC inspections will be applicable for all ships and conducted in conjunction with the regular Port State Control inspection.

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

Port State Control Officers (PSCOs) will use a list of predefined questions during the CIC. If 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 of time to detaining the ship until the detainable deficiencies have been rectified.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs.

Paris MOU	Tokyo MOU
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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 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 21 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, 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 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>	

MEMORANDUM OF UNDERSTANDING  
ON PORT STATE CONTROL  
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN  
ON STCW  
01/09/2022 to 30/11/2022

CIC on STCW			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

No.	Item	Yes	No	N/A	Detention
Q.1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Do seafarers on board hold valid medical certificates?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Do the records for hours of rest indicate compliance with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7	Do the watch schedules comply with the provisions of STCW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Do the voyage plans cover the whole route from berth to berth?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Note: If "No" is ticked for questions marked with an asterisk "\*", the ship may be considered for detention.