

Circular 2017-08: Paris MoU MLC CIC Results

General

The Paris MoU Committee has agreed during its 48th session and launched from 1 September 2016 to 30 November 2016 a CIC to verify the compliance with the MLC 2006 on all types of ships, subject to PSC inspection in the regime.

Questionnaire

The questionnaire issued and adopted by 48th session of Paris MoU was a twelve items questionnaire checking of MLC implementation. For information on the items that the PSC inspectors inspected, please refer to [Annex 1](#) with relevant questionnaire

Campaign Results

As included in the Paris MoU Annual Report for 2016 in general the results of the CIC indicate that the elements inspected, show a proper implementation of the requirements on board ships. The results of the campaign can be summarized as follows:

Total Overview

# CIC Inspections	# 3 months Detention	# Detentions related to CIC	CIC share in detentions
3674	171	42	24.6%

Ship Type Breakdown

Ship Type	# Inspections	# Detentions overall	# CIC related detentions	Share in CIC detentions
Bulk carrier	789	21	3	7.2%
Chemical tanker	367	14	0	0
Combination carrier	3	0	0	0
Commercial yacht	32	0	0	0
Container	364	9	0	0
Gas carrier	107	2	2	4.8%
General cargo/multipurpose	1062	89	31	74.4%
Heavy load	15	1	0	0
High speed passenger craft	9	0	0	0
NLS tanker	13	1	1	2.4%
Offshore supply	103	2	0	0
Oil tanker	318	4	1	2.4%
Other special activities	89	2	0	0
Passenger ship	41	1	0	0
Refrigerated cargo	76	5	1	2.4%
Ro-Ro cargo	162	3	0	0
Ro-Ro passenger ship	23	3	2	4.8%
Special purpose ship	20	0	0	0
Tug	52	1	0	0
Other	29	3	1	2.4%
Total	3674	161	42	

The main "contributors" to CIC related detentions found to be General Cargo/multipurpose vessels and Bulk carriers (with the first type category to mark 74.4% of all CIC related detentions). The fact that these categories showed also a relevant similar detention performance over all is something to be expected. The SQE MARINE Circular 2017-08 Paris MoU MLC CIC Results **Date:** July 17 Page 1

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gaps in safety and in MLC is less or more equally distributed in these categories. On the Other hand it is also noticeable that Gas Carriers had two detentions in the specific 3 month period both CIC related. This shown a very good safety record but some gaps to human related factors.

Actions required

Ship managers should have an effective MLC/Crew manual should be on board as part of SMS or MLC items should be incorporated to SMS itself in order to be in line with MLC requirements. They should continue to address human related items and stay focused to seafarers needs in order to have their ship's operated properly and safely.

Further information

➤ **SQEMARINE [MLC- Crew Manual](#)**

Annex 1: MLC CIC Questionnaire

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Annex 1: MLC CIC Questionnaire

No	Item	YES	NO	N/A
1*	Are Seafarers under the age of 18 excluded from tasks that are likely to jeopardize their safety or Health? Standards A.1.1.para.4 (Def. code 18101)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Are all seafarers holding valid certificates attesting medical fitness? Standard A.1.2.para.1 (Def code 18103)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3**	Have all seafarers completed their training for personal safety on board? Regulation 1.3.para.2 (Def. code 01219)	<input type="checkbox"/>	<input type="checkbox"/>	
4.1**	Do all seafarers have a copy of their seafarer's employment agreement? Standard A.2.1.para 1(a) (Def code 01220)	<input type="checkbox"/>	<input type="checkbox"/>	
4.2**	Are the seafarers' employment agreements in compliance with minimum standard required by MLC? Standard A.2.1.para 4 (Def code 01220)	<input type="checkbox"/>	<input type="checkbox"/>	
5	If private recruitment and placement service has been used, does it meet the requirements of the MLC,2006? Standard A.1.4.para.2 & para 9 (Def code 18328)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are records of inspections of seafarers accommodations carried out by the master (or other designated person) available for review? Standard A.3.1.para.18 (Def code 18104)	<input type="checkbox"/>	<input type="checkbox"/>	
7	Are frequent inspections carried out by or under the authority of the master with respect to supplies of food and drinking water, all spaces equipment used for the storage and handling of food and drinking water and galley and other equipment for the preparation and service of meals documented? Standard A.3.2.para 7 (Def code 18320)	<input type="checkbox"/>	<input type="checkbox"/>	
8	Has a ship safety committee been established on board regarding ships on which there are five or more seafarers? Standard A.4.3.para.2d (Def code 18430)	<input type="checkbox"/>	<input type="checkbox"/>	
9*	For ship not being required to carry a medical doctor, is there on board at least one seafarer holder of a certificate of training in medical first aid or in medical care that meets the requirements of STCW? Standard A.4.1.para.4c (Def code 18404)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10**	Are all seafarers provided with a copy of on-board complaint procedure applicable on the ship? Standard A.5.1.5.para.4 (Def code 01330)	<input type="checkbox"/>	<input type="checkbox"/>	
11**	Have all seafarers received monthly accounts of their payments due and amounts paid? Standard A.2.2.para.2 (Def code 18203)	<input type="checkbox"/>	<input type="checkbox"/>	
12	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes

Questions 1 to 11 answered with "NO" Must be accompanied by a relevant deficiency on the Report Inspection

*. If the box "NO" is ticked off the ship may be considered for detention.

**. If the box "NO" is ticked off and if the deficiency found, is repeated (occur more than 1 time) the ship may be considered for detention