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## **Port State Control Concentrated Inspection Campaign 2024**

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### **1. Purpose**

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to inform Companies<sup>1</sup> operating Bahamian ships that 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 (Maritime Labour Convention, 2006).
- 1.2. The purpose of the campaign is:
  - i. to create awareness within the shipping industry about the requirements for Crew Wages and Seafarer Employment Agreements (SEA); and
  - ii. to verify that ships comply with these requirements

### **2. Introduction**

- 2.1. This inspection campaign will be held for three months, commencing from 01 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to crew wages and SEAs in conjunction with the regular Port State Control inspection.

### **3. Scope of CIC**

- 3.1. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that areas relating to crew wages, Seafarers' Employment Agreements and financial securities (repatriation and shipowners' liability) comply with the requirements of MLC 2006.
- 3.2. 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 serious deficiencies have been rectified.

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<sup>1</sup> The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships to which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Bahamas Merchant Shipping Act.

- 3.3. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.
- 3.4. 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 (ILO) and International Maritime Organization (IMO).

**4. Sample Checklist**

CIC on Crew Wages and Seafarer Employment Agreement (MLC)					
Inspection Authority					
Ship Name		IMO Number			
Date of Inspection		Inspection Port			
No.	Item	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 seafarers' 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 seafarers' employment agreement include all the required elements specified in the MLC, 2006?				
Q5*	Do particulars included in the seafarers' employment agreement comply with 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 to 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?				

- 4.1. Questions 1 to 10b answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
- 4.2. If the box "NO" is ticked off for questions marked with an "\*", the ship may be considered for detention

**5. Validity**

5.1. This Technical Alert is valid until 30 November 2024.

**6. Revisions**

V1.0 - First issue

V1.1 - Correction of typos in paragraph 3.1