

標題

Tokyo 及び Paris MoU における船員の賃金及び雇用契約に関する共同集中検査キャンペーンについて

ClassNK
テクニカル
インフォメーション

No. TEC-1330
発行日 2024 年 8 月 13 日

各位

Tokyo 及び Paris MoU より、PSC 共同集中検査キャンペーンを次のとおり実施すると通知されましたことお知らせします。

検査項目: Crew Wages and Seafarer Employment Agreement (MLC, 2006)

実施期間: 2024 年 9 月 1 日から 2024 年 11 月 30 日

詳細については添付 Tokyo 及び Paris MoU 事務局発表の Press Release をご参照お願いします。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

一般財団法人 日本海事協会 (ClassNK)

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添付:

1. Tokyo MoU Press Release
2. Paris MoU Press Release
3. 東京 MoU 事務局 Press Release

NOTES:

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Press release



1 August 2024

JOINT CONCENTRATED INSPECTION CAMPAIGN ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

The 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 Seafarers' Employment Agreements (MLC, 2006)

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on Crew Wages and Seafarer Employment Agreements (MLC); and
- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to Crew Wages, Seafarers' Employment Agreements and financial securities (repatriation and shipowners' liability) (MLC, 2006) during regular Port State Control inspections.

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 pre-defined questionnaire to assess that crew wages, seafarers' employment agreements (SEAs) and financial securities provided comply with the relevant MLC requirements.

If non-conformities 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 or until the port State has accepted a proposal for a plan of action. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

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 ILO and IMO.

Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: secretariat@parismou.org Web-site: www.parismou.org</p>	<p>Mr. KUBOTA Hideo Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

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 28 countries are member of the Paris MOU (The membership of the Russian Federation is currently suspended). 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 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam.</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 CREW WAGES AND SEAFARER
EMPLOYMENT AGREEMENT (MLC)
01/09/2024 to 30/11/2024

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?				

Note:

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



Press release



1 August 2024

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- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to crew wages, seafarer employment agreements (SEAs) and financial securities (repatriation and shipowners' liability) under MLC, 2006 during regular port State control inspections.

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

Port State Control Officers will use a pre-defined questionnaire to assess that crew wages, seafarer employment agreements and financial securities provided comply with the relevant MLC requirements.

If non-conformities 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 or until the port State has accepted a proposal for a plan of action. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

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 and the International Maritime Organization.

Paris MOU	Tokyo MOU
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<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>	

CIC ON CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS (MLC, 2006)

Inspection Authority			
Ship's name		IMO number	
Date of inspection		Inspection port	

No.	Question	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 seafarer 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 seafarer employment agreement include all the required elements specified in the MLC, 2006?				
Q5*	Do particulars included in the seafarer employment agreement comply with the 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 with 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?				

Notes: ♦ Questions 1 to 10b answered with a "No" MUST be accompanied by a relevant deficiency on the Report of inspection.
♦ If the box "No" is ticked off for questions marked with an "*", the ship may be considered for detention.

2024年8月1日

公益財団法人 東京エムオウユウ事務局

船員の賃金及び雇用契約に関する合同集中検査キャンペーンの実施について

東京MOUでは、パリMoUと合同で、本年9月1日から11月30日までの3か月間、船員の賃金及び雇用契約に関する集中検査キャンペーン（Concentrated Inspection Campaign : C I C）を実施します。C I Cは、特定のテーマについて共通の質問票に従って集中的に検査を実施するもので、1998年にISMコードに関するC I Cを実施して以来、ほぼ毎年実施していますが、ILO関係条約に関するC I Cを実施するのは今回が初めてです。

本C I Cの概要等は、以下のとおりです。

1. 本C I Cの目的

本C I Cは、2006年の海上労働条約に定める船員の賃金及び雇用契約に関する規定への適合状況について確認することにより、船員の賃金及び雇用契約に対する船舶所有者、船舶運航者及び船員の注意を喚起することを目的として実施するものです。

2. 本C I Cの概要

本C I Cは、期間中、通常のP S C検査と同時に共通の**質問票（別添）**により、実施することとしておりますが、C I C期間中、同一船舶が複数回のC I C検査を受けることはありません。

また、C I Cに関する検査については、通常のP S C検査と同様に、欠陥が発見された場合には、欠陥を記録し特定の時期までに修正することを船長に指示する措置から、欠陥が補正されるまで船舶の航行を差し止める措置まで、欠陥の重大性等に応じた措置が執られることとなります。また、航行差止め処分を受けた場合には、従来どおり、東京MOU及びパリMoUのウェブサイトにも月ごとに船名等が公表されることとなります。

なお、今回のC I C検査結果及びその分析については、取り纏めた上で、P S C委員会に報告・承認された後、公表するとともに必要に応じILOに情報提供することとしています。

3. 今後のC I Cの予定

東京MOUのP S C委員会では、来年以降、以下のテーマでC I CをパリM o Uと合同で実施することを決定しています。

2 0 2 5 年 バラスト水管理条約に関するC I C

2 0 2 6 年 貨物の固縛に関するC I C

<お問合せ先>

東京エムオウユウ事務局 久保田、寧（ニン）

電話 03-3433-0621 FAX 03-3433-0624



Editor's note

東京MOU：ポート・ステート・コントロールに関するアジア太平洋地域協力協定

(Memorandum of Understanding on Port State Control in the Asia-Pacific Region) の略で、P S Cを効果的に実施するため、検査方法の統一、検査情報の共有等を図るための地域協定。2024年8月1日現在、以下の22の当局がメンバーとなっている。また、7の当局及び10のI G Oがオブザーバーとなっている。事務局は東京、データセンター (APCIS) はモスクワに所在。

メンバー：オーストラリア、カナダ、チリ、中国、フィジー、香港（中国）、インドネシア、日本、韓国、マレーシア、マーシャル諸島、メキシコ、ニュージーランド、パナマ、パプアニューギニア、ペルー、フィリピン、ロシア、シンガポール、タイ、ヴァヌアツ、ベトナム

オブザーバー：カンボジア、北朝鮮、マカオ（中国）、サモア、ソロモン諸島、トンガ、USCG、IMO、ILO、パリMoU、インド洋MOU、黒海MOU、リヤドMOU、カリブ海MOU、アブジャMOU、地中海MOU、Viña del Mar Agreement（南米MOU）

パリMoU：ポート・ステート・コントロールに関するパリ協力協定（Paris Memorandum of Understanding on Port State Control）の略で、P S Cを効果的に実施するため、検査方法の統一、検査情報の共有等を図るための地域協定。2024年8月1日現在、以下の28の当局がメンバーとなっているほか、ECが協定の署名当事者ではないものの、メンバーとなっている。また、1の当局及び10のI G Oがオブザーバーとなっている。事務局はオランダのハーグ、データセンター（THETIS）はリスボンに所在。

メンバー：ベルギー、ブルガリア、カナダ、クロアチア、キプロス、デンマーク、エストニア、フィンランド、フランス、ドイツ、ギリシャ、アイスランド、アイルランド、イタリア、ラトビア、リトアニア、マルタ、モンテネグロ、オランダ、ノルウェー、ポーランド、ポルトガル、ルーマニア、ロシア、スロベニア、スペイン、スウェーデン、英国、EC

オブザーバー：USCG、IMO、ILO、東京MOU、カリブ海MOU、黒海MOU、地中海MOU、リヤドMOU、Viña del Mar Agreement（南米MOU）、アブジャMOU、インド洋MOU

ポート・ステート・コントロール（P S C）：海上人命条約、海洋汚染防止条約等で認められている寄港国の権利として実施する外国船舶への立入検査のこと。安全、保安、海洋環境保護、船員の作業居住環境に関する条約の規定に適合しているかを確認し、著しい欠陥が認められた場合には、航行停止処分を行うことができる。条約の義務を十分に果たしていない旗国や船舶所有者に対し、条約への適合を促す効果が期待されている。

集中検査キャンペーン（C I C）：新たに導入された要件等テーマを特定して通常のP S C検査に加え、年1回3か月間にわたり共通の質問票により集中的に検査を実施するキャンペーン。これまで実施したC I Cのテーマは以下のとおり（※はパリMOUと合同で実施）。

1998年 ISMコード※

2011年 構造安全及び満載喫水線※

1999年 GMDSS

2012年 FSSコード※

2002年 ISMコード※

2013年 主補機※

2003年 バルクキャリアに関する安全措置※

2015年 閉鎖区域への立入※

2004 年 ISPS コード

2005 年 操作要件

2006 年 MARPOL 条約附属書 I※

2007 年 ISM コード※

2008 年 航行の安全※

2009 年 救命艇※

2010 年 有害物質

2014 年 STCW 条約休息時間※

2016 年 貨物固縛方法

2017 年 航行の安全※

2018 年 MARPOL 条約附属書 VI※

2019 年 非常システム及びその手順※

2020 年 COVID-19 感染拡大のため実施せず

2021 年 復原性全般※

2022 年 STCW

2023 年 火災安全



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



CONCENTRATED INSPECTION CAMPAIGN
ON CREW WAGES AND SEAFARER
EMPLOYMENT AGREEMENT (MLC)
01/09/2024 to 30/11/2024

CIC on Crew Wages and Seafarer Employment Agreement (MLC)
船員の賃金及び雇用契約に関する CIC (MLC)

Inspection Authority 検査実施当局			
Ship Name 船名		IMO Number IMO 番号	
Date of Inspection 検査実施日		Inspection Port 検査実施港	

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? 船員は、船員本人と船舶所有者又は船舶所有者の代表者が署名した SEA を与えられているか？				
Q2*	Is the seafarer able to access information regarding their employment conditions on board? 船員は、自身の雇用条件に関する情報を船上で利用できるか？				
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? 船員の雇用契約の標準様式及び該当する労働協約のうち規則 5.2 に基づく寄港国検査の対象となる部分は、英語で利用できる状況にあるか？				
Q4*	Does the seafarers' employment agreement include all the required elements specified in the MLC, 2006? 船員の雇用契約は、MLC, 2006 で規定された全ての必要事項を含んでいるか？				
Q5*	Do particulars included in the seafarers' employment agreement comply with MLC, 2006 requirements? 船員の雇用契約に含まれる事項は、MLC, 2006 の要件に適合しているか？				
Q6*	Are wage or salary payments made to the seafarer at no greater than monthly intervals? 船員への賃金又は給与の支払いは、1 箇月以内の間隔で行われているか？				
Q7*	Have seafarers been given a status of accounts and wages paid on at least a monthly basis? 船員は少なくとも 1 箇月ごとに支払われた金額と賃金の給与明細が与えられているか？				
Q8*	Are wage or salary payments in accordance with any applicable CBA or SEA? 船員への賃金又は給与の支払いは、該当する CBA 又は SEA に従って行われているか？				

Q9*	If payments made to a seafarer include deductions, are they in accordance to the MLC, 2006? 船員に対する支払いに控除が含まれる場合、それらは MLC,2006 に従っているか？				
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? 船員の死亡及び長期障害に対する補償について、金銭上の保証の提供者によって発給された金銭上の保証の証明書又は証拠書類を船内で利用できるか？				
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? 船員の送還について、金銭上の保証の提供者によって発給された金銭上の保証の証明書又は証拠書類を船内で利用できるか？				

Note: 注

- Questions 1 to 10b answered with a “NO” MUST be accompanied by a relevant deficiency on the Report of Inspection.

質問 1～10 について、NO と回答した場合は検査レポートに関連する欠陥が記載されること。

- If the box “NO” is ticked off for questions marked with an “*”, the ship may be considered for detention.

アスタリスク*が付された質問に「NO」と回答した場合、拘留が検討されることがある。

