



*Merchant Shipping Directorate*



**Transport Malta**

**MERCHANT SHIPPING NOTICES**  
(Consolidated Version)

**Merchant Shipping Directorate**  
**Transport Malta**  
**Ministry for Transport, Infrastructure and Capital Projects**

**Valletta, Malta**  
**24 August, 2018**

Malta Transport Centre  
Ha' Lija LJA 2021, Malta

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



Merchant Shipping Directorate  
ISO 9001:2008 certified

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



Transport Malta

MS Notice		Date Issued	Remarks
1	Merchant Shipping Directorate Notices	06 May 1993	Revoked
2	Flag State Ship Safety Inspections	06 May 1993	
3	Change Of Address Of The Merchant Shipping Directorate	24 June 1993	Revoked
4	United Nations Security Council Sanctions Against Haiti	10 August 1993	Revoked
5	United Nations Security Council Sanctions Against Haiti	03 September 1993	Revoked
6	Minimum Safe Manning Certificates For Maltese Ships	11 October 1993	Revoked
7	United Nations Security Council Sanctions Against Haiti	21 October 1993	Revoked
8	United Nations Security Council Sanctions On Haiti	01 June 1994	Revoked
9	United Nations Security Council Sanctions Against Rwanda	03 June 1994	
10	United Nations Security Council Sanctions Against Haiti	10 November 1994	
11	Seaworthiness Of Ships Of 25 Years And Over	02 May 1995	Revoked
12	Registration Of Fishing Vessels Under The Malta Flag	11 March 1996	
13	Minimum Safe Manning Certificates For Maltese Ships	01 June 1996	Revoked
14	Reef Guide – A Shipmaster's Handbook To The Torres Strait And The Great Barrier Reef	17 July 1996	
15	Normal Hours Of Business Of The Merchant Shipping Directorate	02 January 1997	Revoked

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MS Notice		Date Issued	Remarks
16	National And Public Holidays	02 January 1997	Revoked
17	22 And 29 January, 1997	13 January 1997	Revoked
18	25 And 26 February 1997	19 February 1997	Revoked
19	International Convention On Standards Of Training, Certification And Watchkeeping For Seafarers, 1978 As Amended In 1995	25 February 1997	Revoked
20	IMO Seminar On Implementation Of The International Management Code For The Safe Operation Of Ships And For Pollution Prevention (International Safety Management Code) Malta – 24 To 26 March 1997	01 March 1997	Revoked
21	Hours Of Business Of The Merchant Shipping Directorate 24, 25, 26 March 1997	17 March 1997	Revoked
22	New Us-Malta Reciprocal Agreement On Exemption From Tax On Transportation Income	18 April 1997	
23	26 December 1997 And 2 January 1998	16 December 1997	Revoked
24	National And Public Holidays	16 December 1997	Revoked
25	Seminar STCW 95 At The Heart Of The ISM Code	19 December 1997	Revoked
26	Implementation Of The International Safety Management (ISM) Code For The Safe Operation Of Ships And For Pollution Prevention	28 January 1998	Revoked
27	Information On The Issuing Authority Of Certificates Of Competency Of Masters, Officers And Radio Operators Serving On Maltese Ships	09 March 1998	Revoked
28	Amendments To The 1974 SOLAS Convention Concerning The Global Maritime Distress Safety System (GMDSS)	11 March 1998	Revoked
29	Home Port And National Colours Of Maltese Ships	07 May 1998	

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MS Notice	Date Issued	Remarks
30 International Convention On Standards Of Training, Certification And Watchkeeping For Seafarers, 1978 As Amended In 1995	18 June 1998	Revoked
31 STCW 95 – Introduction And Implementation Seminar And Workshop Malta 14 – 15 September 1998	18 June 1998	Revoked
32 Registration In Terms Of Section 85 Of The Merchant Shipping Act Of Companies Wishing To Own Or Operate Exempted Ships	10 March 1999	
33 Ban On The Sale And Supply Of Petroleum And Petroleum Products To The Federal Republic Of Yugoslavia	13 May 1999	Revoked
34 Preparing For The Year 2000 Impact	09 July 1999	Revoked
35 National And Public Holidays	01 February 2000	Revoked
36 Guidelines For The Ascertainment Of Seaworthiness Of Vessels Being Registered As Maltese Ships	16 February 2000	Revoked
37 Certificates In Respect Of Civil Liability For Oil Pollution Damage	18 February 2000	Revoked
38 Ban On The Sale And Supply Of Petroleum Products To The Federal Republic Of Yugoslavia	November 2000	Revoked
39 National And Public Holidays	29 December 2000	Revoked
40 Navigation Through Danish Waters	17 January 2001	
41 Authorised Classification Societies	26 February 2001	Revoked
42 Implementation of the International Safety Management (ISM) Code for the Safe Operation of Ships and for Pollution Prevention	14 March 2001	
43 Recognition of non Malta Certificates of Competence for service on Maltese Ships	31 August 2001	Revoked
44 Merchant Shipping (A.B. and E.D.H. Certificates)	28 September 2001	Revoked

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MS Notice	Date Issued	Remarks
Regulations, 2001 Merchant Shipping (Provisions and Water) Regulations, 2001 Merchant Shipping (Medical Examination) Regulations, 2001		
45 National and Public Holidays 2002	December 2001	Revoked
46 Temporary Closing Hours	December 2001	Revoked
47 Ban on the shipment of equipment which might be used for internal repression in Zimbabwe	2 April 2002	
48 Authorised Classification Societies	15 May 2002	Revoked
49 Merchant Shipping (Medical Stores) Regulations, 2002 Merchant Shipping (Medical Examination)(Amendment) Regulations, 2002 Merchant Shipping (Minimum Wage) Regulations, 2002	26 June 2002	Revoked
50 Merchant Shipping (Hours of Work) Regulations, 2002	5 August 2002	Revoked
51 Merchant Shipping (Counting and Registration of Persons on board Passenger Ships) Regulations, 2002	23 August 2002	
52 Pilotage of Vessels in the North Sea and the English Channel	21 November 2002	
53 Temporary Closing Hours	21 November 2002	Revoked
54 National and Public Holidays	21 November 2002	Revoked
55 Merchant Shipping (Tonnage) Regulations, 2002	31 December 2002	
56 Temporary Closing Hours December 2003	18 November 2003	Revoked
57 National and Public Holidays 2004	18 November 2003	Revoked

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MS Notice	Date Issued	Remarks
58 Revocation of MSD Notice No. 56	16 December 2003	Revoked
59 Merchant Shipping (Crew Accommodation) Regulations, 2004	24 February 2004	Revoked
60 Safe Loading and Unloading of Bulk Carriers	21 April 2004	
61 Substances that Deplete the Ozone Layer	22 April 2004	Revoked
62 Measures to Enhance Maritime Security	1 July 2004	
63 National and Public Holidays 2005	7 January 2005	Revoked
64 Compulsory Insurance Requirements for Non-Tankers Entering Japanese Ports	28 February 2005	
65 Ban on the shipment of equipment related to military activities in Ivory Coast	3 March 2005	
66 Normal Hours of Business of the Merchant Shipping Directorate	21 March 2005	Revoked
67 Maritime Radiocommunication Services	22 March 2005	Revoked
68 IMO Resolution MEPC.94(46) Condition Assessment Scheme	9 May 2005	
69 Maritime Radiocommunication Services Issue of GMDSS Radio Licence	3 June 2005	Revoked
70 TANKTECH Pressure Vacuum Valves	22 September 2005	
71 Measures to enhance maritime security in response to increased attacks off the coast of Somalia	25 October 2005	
72 National and Public Holidays 2006	29 December 2005	Revoked
73 National and Public Holidays 2007	29 December 2006	Revoked
74 United Nations Security Council Resolution 1737(2006) United Nations sanctions with regard to the Islamic Republic of Iran	2 February 2007	Revoked

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MS Notice	Date Issued	Remarks
75 United Nations Security Council Resolution 1747(2007) United Nations further sanctions with regard to the Islamic Republic of Iran	24 July 2007	Revoked
76 Prohibition of Organotin Compounds on Ships of 24 Metres or More in Length, but Less Than 400 Gross Tonnage	7 December 2007	
77 Long Range Identification and Tracking of Ships	17 December 2008	
78 Authorised Testing Application Service Providers (testing ASPs)	17 December 2008	
79 IMO Unique Company and Registered Owner Identification Number Scheme	19 December 2008	
80 National and Public Holidays	23 December 2008	Revoked
81 Survey on Seafarers Serving on Malta Flag Ships, March 2009	6 February 2009	Revoked
82 Measures to enhance maritime security in response to increased attacks off the coast of Somalia	5 May 2009	
83 Substances that Deplete the Ozone Layer	24 June 2009	
84 Certification of Ship Security Officers	24 June 2009	Revoked
85 National and Public Holidays	24 December 2009	Revoked
86 Further sanctions with regards to the Islamic Republic of Iran	24 August 2010	Revoked
87 Sanctions with regards to the Libyan Arab Jamahiriya	28 February 2011	
88 Further restrictive measures to the Ivory Coast	23 March 2011	
89 Navigation in the sea area surrounding Japan	28 March 2011	

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MS Notice	Date Issued	Remarks
90 Guidelines for the ascertainment of seaworthiness of vessels being registered as Maltese ships	4 May 2011	Revoked
91 Merchant Shipping (Prevention of Pollution by Sewage) Regulation, 2011 Merchant Shipping (Prevention of Pollution from Ships) (Amendment) Regulations, 2011	23 May 2011	
92 Recognition of non-Maltese Certificates of Competence for Service on Maltese Ships	27 May 2011	
93 Restrictive Measures Against Syria	13 September 2011	
94 Accident and Incident Safety Investigations	25 October 2017	Rev.1
95 Merchant Shipping (Insurance for Maritime Claims) Regulations, 2011	9 January 2012	
96 Authorised Classification Societies	13 February 2018	Rev.2
97 Further sanctions with regards to the Islamic Republic of Iran	27 March 2012	Revoked
98 Revocation of Merchant Shipping Notices	22 October 2012	
99 Contact Details of the Merchant Shipping Directorate	2 May 2018	Rev.2
100 Additional Sanctions with regards to the Islamic Republic of Iran	26 October 2012	Revoked
101 Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway	21 November 2012	
102 Revision of Merchant Shipping Notices	6 December 2012	
103 Liability of Carriers of Passengers by Sea in the Event of Accident	6 December 2012	

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MS Notice	Date Issued	Remarks
104 Minimum Safe Manning Certificates for Maltese Ships	27 December 2012	
105 Guidelines for the Implementation of the Maritime Labour Convention, 2006	20 February 2013	Rev.1
106 Placement of Privately Contracted Armed Security Personnel (PCASP) onboard Maltese ships	08 March 2013	
107 Medical Fitness Certificate	19 September 2013	
108 Basic Minimum Wage	6 March 2014	Rev.1
109 Implementation of the international convention on standards of training, certification and watchkeeping for seafarers, as amended	17 October 2013	
110 Restrictive measures against the Republic of Guinea	04 November 2013	
111 Restrictive measures against Myanmar/Burma	13 November 2013	
112 Measure in relation to Illicit Crude Oil Exports from Libya	26 March 2014	
113 Measures to Enhance Maritime Security in Response to Somalia Based Piracy	13 August 2014	
114 Compliance with Applicable Fisheries Regulations	13 August 2014	
115 Restrictive measures in view of the situation in Ukraine	22 September 2014	
116 Revocation of Merchant Shipping Notices	02 October 2014	
117 Additional Restrictive Measures in view of the Situation in Ukraine	23 December 2014	
118 Guidelines regarding the issuing of Maltese Seaman's Record Book	20 January 2015	

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MS Notice	Date Issued	Remarks
119 Wreck Removal Convention	17 March 2015	
120 Revision of the Commercial Yacht Code	12 May 2015	
121 Survey on Seafarers Serving on Malta Flag Ships	15 May 2015	
122 Radio Installation on-board non-SOLAS vessels	06 Jul 2015	
123 Suspension of certain restrictive Measures against Iran	11 August 2015	Revoked
124 Ships Entering US Ports	27 August 2015	
125 Restrictive Measures	02 September 2015	
126 New Emission Control Areas in China	24 December 2015	
127 Guidelines for the ascertainment of seaworthiness of vessels being registered As Maltese ships	15 July 2016	Rev.1
128 Lifting of Sanctions against the Islamic Republic of Iran	18 February 2016	
129 Implementation of the International Convention On Standards of Training, Certification and Watchkeeping for Seafarers, as amended.	17 June 2016	
130 Merchant Shipping Act (Amendments Of Various Articles) Regulations, 2016	20 June 2016	
131 Maritime Safety Information Off The Australian Coast	19 August 2016	
132 Amendments to the Maritime Labour Convention, 2006	08 November 2016	
133 Implementation of EU Regulation 2015/757 on the Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport	10 March 2017	
134 Restrictive Measures against the	24 April 2017	

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MS Notice	Date Issued	Remarks
Democratic People's Republic of Korea (DPRK)		
135 Revised format of Certificates issued in terms of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended (STCW Convention)	25 April 2017	
136 Compliance with the New Marine Equipment Directive	21 June 2017	
137 Regulation EU 2015/757 – Thetis MRV	22 August 2017	
138 Implementation of the International Ballast Water Management Convention	12 September 2017	
139 Use of Electronic Certificates	26 October 2017	
140 Registration to Thetis MRV	22 November 2017	
141 Fuel Oil Consumption Data Collection System	19 February 2018	
142 Migration of Inmarsat I-3 To I-4 Services	16 April 2018	
143 Registration in terms of the Merchant Shipping (Taxation and other matters relating to Shipping organisations) Regulations, 2018	16 April 2018	
144 Implementation of the International Convention on Standards of Training Certification and Watchkeeping for seafarers, as amended.	22 June 2018	
145 Compliance with Directive 2014/90/EU on Marine Equipment	28 June 2018	
146 Concentrated Inspection Campaign on MARPOL Annex VI	06 August 2018	

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### **FLAG STATE SHIP SAFETY INSPECTIONS**

1. From on or about the 12 May 1993, the Merchant Shipping Directorate will be conducting ship safety inspections on Maltese registered ships on a regular basis. To this end a network of experienced Inspectors has been put in place worldwide.
2. The purpose of these inspections is to ascertain both the general and specific operational safety and environmental pollution prevention levels of Maltese registered ships. On each inspection, the Inspector will give a copy of his Report to the master of the vessel. This Report must be retained on board together with the other ship's Official Documents.
3. To ensure that this goal is accomplished effectively and possibly without any inconvenience to normal commercial operations, shipowners, masters and officers are to provide every possible assistance to the appointed Inspectors.
4. Inspectors in the various areas will liaise with ships through the owners' local Agents, and shipowners are accordingly required to instruct their representatives to provide all necessary and reasonable assistance.
5. The cost of inspections and the provision of an Inspector to the Port where the ship is to be inspected will be funded solely from the Directorate's own resources. However, any additional exceptional requirements to enable the Inspector to proceed on board the ship, such as launch transport to a ship at anchor, or gate passes into port areas, must be efficiently arranged by and at the expense of the owner's local Agents.
6. All routine matters relating to flag state inspections are dealt with and must be directed to the Safety Coordination Unit of the Merchant Shipping Directorate (SAFCORD). The operational head of SAFCORD is the Operations Manager Ship Safety Inspectorate.
7. It is requested and expected that all concerned will make every effort towards attaining the common goal of maintaining and further enhancing the good repute of the Malta flag. The ultimate objective will still remain, however, that of ensuring safety of life at sea and the prevention of pollution to our oceans.

Merchant Shipping Directorate  
Marina Pinto  
Valletta VLT 01

6 May 1993



**UNITED NATIONS SECURITY COUNCIL SANCTIONS AGAINST RWANDA**

On the 17 May, 1994 the United Nations Security Council adopted Resolution 918 (1994) imposing sanctions against Rwanda. Paragraph 13 thereof is of particular interest in respect of Maltese ships and is being reproduced hereunder:

Extract from United Nations Security Council Resolution 918 (1994):

".....

13. *Decides that all states shall prevent the sale or supply to Rwanda by their nationals or from their territories or using their flag vessels or aircraft of arms and related material of all types, including weapons and ammunition, military vehicles and equipment, paramilitary police equipment and spare parts;*

....."

Malta is bound to observe these sanctions and violations thereto or lack of cooperation with the relative authorities will be viewed very seriously. Furthermore, the use of a Maltese ship in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry not only of such ship but also of other ships under the same ownership, or managed and/or operated by the same managers and/or operators.

Merchant Shipping Directorate  
Valletta

3 June 1994

**UNITED NATIONS SECURITY COUNCIL SANCTIONS AGAINST HAITI**

Reference is made to MSD Notices No 4, No 7 and No 8 which announced the adoption of United Nations Security Council Resolutions 841 (1993), 873 (1993) and 917 (1994) imposing sanctions on Haiti.

In terms of paragraph 4 of the operative part of the United Nations Security Council Resolution 944 (1994) adopted on the 29 September 1994, the measures set out in Resolutions 841 (1993), 873 (1993) and 917 (1994) were terminated.

The restrictions on Maltese ships announced in MSD Notices No 4, No 7 and No 8 are therefore revoked.

Merchant Shipping Directorate  
Maritime House  
Lascaris Wharf  
Valletta VLT 01

10 November 1994

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**REGISTRATION OF FISHING VESSELS UNDER THE MALTA FLAG**

Following the recent adoption of new international agreements on fisheries, the Merchant Shipping Directorate is reviewing its procedure on the registration of fishing vessels under the Malta flag.

Henceforth, prior to provisional registration of a fishing vessel, applicants may be required to inform the Directorate of the areas where they are to fish and to produce evidence that they will be duly authorised by the appropriate authorities to carry out fishing operations.

Owners and prospective owners of fishing vessels registered under the Malta flag are advised that:

- (a) fishing operations in the territorial and fishing waters of Malta may only be carried out under the authority of a fishing licence issued by the Department of Fisheries and Aquaculture;
- (b) fishing operations in the exclusive economic zone and territorial seas of any other State may only be carried out under the authority of the relative permission issued by the appropriate Administration of that State; and
- (c) fishing operations on the high seas may only be carried out under the authority of a fishing licence issued by the Department of Fisheries and Aquaculture in Malta.

Owners and prospective owners of Maltese fishing vessels should note that registration of their vessels under the Malta flag does not guarantee authorisation to carry out fishing operations. Requests for the issue of such licences or permits may be denied, or may be granted subject to any conditions deemed necessary.

Registered owners of fishing vessels which are already flying the Malta flag are, within one month from the date of this Notice, to forward the Directorate details of the areas where they are presently carrying out fishing operations and the original, or a certified copy, of the relative authorisation as detailed above. Thereafter, any changes are to be immediately notified to the Directorate.

Finally, it should be noted that strict measures including closure of registry may be taken for failure to be in constant compliance with the requirements set out in this Notice.

***Reef Guide - A Shipmaster's Handbook to the Torres Strait and the Great Barrier Reef*****MSD Notice No 14**

*Notice to Shipowners, Ship Operators and Managers,  
and Ship Masters and Officers*

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The Australian Maritime Authorities have recently published *Reef Guide - A Shipmaster's Handbook to the Torres Strait and the Great Barrier Reef*.

*Reef Guide* is a concise guide to safe navigation practice and pollution prevention in the Torres Strait and the Great Barrier Reef and is directed at all Mariners engaged in shipping operations in the region.

The Torres Strait and the Great Barrier Reef are part of a unique cultural and natural heritage which requires the highest level of environmental protection. The region has been identified as a Particularly Sensitive Sea Area. Navigation and operations in the area are governed by particular international, regional and national regulations.

Masters and operators of Maltese ships which may operate in this area are advised to acquire the *Reef Guide* booklet which the Secretary-General of the International Maritime Organisation has described as a handy and simple guide to aid safe passage of all vessels using these unique waterways.

*Reef Guide* may be acquired from:

Maritime Division  
Queensland Transport  
GPO Box 2595  
BRISBANE 4001

or  
Navigational Services  
Australian Maritime Safety Authority  
P.O. Box 1108  
BELCONNEN ACT 2616

Tel: (07) 3224 2832  
Fax: (07) 3221 7179

Tel: (06) 279 5678  
Fax: (06) 279 5002

17 July 1996



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**NEW US-MALTA RECIPROCAL AGREEMENT ON  
EXEMPTION FROM TAX ON TRANSPORTATION INCOME**

**MSD Notice No 22**

*Notice to Shipowners, Ship Operators and Managers,  
and Owners' Representatives*

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The Merchant Shipping Directorate wishes to bring to the attention of all concerned a new reciprocal agreement between Malta and the United States of America exempting shipping and air operations from Income Tax.

2. Malta and the United States have exchanged diplomatic notes agreeing to exempt residents of the other country from taxes on income derived from shipping and air transport operations. The new agreement which applies retroactively to income derived on or after the 1 January 1997 makes it possible for Maltese companies owning or operating ships calling at US ports to claim an exemption from the four per cent gross transportation tax levied on transportation income attributable to transport which begins or ends in the United States. Exemption from tax on income earned prior to 1997 is of course governed by agreements in force at that time.

3. The Merchant Shipping Directorate will only be too pleased to provide further information on request.

Merchant Shipping Directorate  
Valletta

18 April 1997



## Home Port and National Colours of Maltese ships

**MSD Notice No 29**

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives, Ship Masters and Classification Societies*

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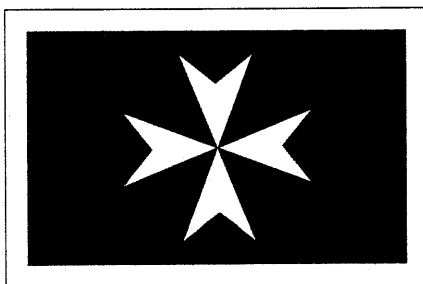
The Merchant Shipping Directorate draws attention to the relative provisions of the Merchant Shipping Act regarding the home port and national colours of Maltese ships.

Section 5 of the Act provides that the home port of every Maltese ship shall be **Valletta**.

Section 15 further provides that the ship's name shall be marked on each of her bows and that the name and the name of the home port shall be marked on the stern, on a dark ground in white or yellow letters or on a light ground in black letters, such letters to be of a length of not less than ten centimeters and of proportionate breadth. Pleasure yachts are not required to have the name marked on the bows.

Furthermore, in terms of section 72 of the Act the flag as set out hereunder is declared as the proper national colours for all Maltese ships. The merchant flag of Malta consists of a red field bordered in white, with a Maltese Cross at its centre.

It is important that owners and masters of Malta flag vessels ensure that only the home port *Valletta* and the national colours shown hereunder are marked and hoisted on Maltese vessels. The Merchant flag is not to be used as a courtesy flag.



Merchant Shipping Directorate  
Valletta

7 May 1998



**Registration in terms of section 85 of the Merchant Shipping Act  
of companies wishing to own or operate exempted ships**

**MSD Notice 32**

*Notice to Shipowners, Ship Operators and Managers,  
and Owners' representatives*

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In order to streamline the system of registration in terms of section 85 of the Merchant Shipping Act of companies wishing to own or operate exempted ships the Directorate recommends adoption of the following procedure with effect from 1st April 1999 —

- the written request for the registration of a company should be submitted in the format of the sample letter as per Annex A to this Notice;
- the request letter duly addressed to the Minister of Finance through the Registrar of Ships should be forwarded directly to this Directorate;
- on confirmation of the accuracy of the details submitted the Registrar will endorse the request and forward it directly to Minister of Finance;
- on registration of the company the Ministry of Finance will inform the applicant, the Commissioner of Inland Revenue and the Registrar of Ships accordingly.

Copy of this letter in electronic format can be sent by E-Mail on request.

Merchant Shipping Directorate  
Valletta

10 March 1999

## ANNEX A

XXXXXXXXXXXX COMPANY LIMITED

1, Main Street, Valletta VLT 08 MALTA  
Tel: +356 123456  
Fax: +356 78910  
Email: yyy@zzz.net.mt

28 February 1998

Minister of Finance  
thro' Registrar of Ships

<i>Name of Ship:</i>	ABCXYZ
<i>Official No:</i>	0000
<i>Net Tonnage:</i>	3566
<i>Registered Sole Owners:</i>	XXX Co Ltd 1 Main Street Valletta
<i>Date of registration in the name of present owners:</i>	5 March 1998

I hereby confirm that -

- a) the vessel is engaged in the carriage of goods or passengers;
- b) that the relative registration fees have been paid;
- c) action is being taken to finalise permanent registration.

I should be grateful for your confirmation that the owners have been registered in terms of Section 85 of Merchant Shipping Act and if you would inform the Commissioner of Inland Revenue and the Registrar of Ships accordingly.

Yours faithfully

J Borg  
on behalf of  
XXXXXXXXXX Co Ltd

*Letter should be sent to  
Registrar of Ships who,  
if the information is correct  
will endorse it and forward it  
to Ministry of Finance.*





## ***Navigation Through Danish Waters***

**MSD Notice 40**

***Notice to Shipowners, Ship Operators and Managers***

Each year more than 19,000 large ships use the transit routes through Danish territorial waters on their voyage to and from Danish ports and the Baltic Sea. In order to prevent impacts on the narrow and environmentally sensitive Danish waters and to provide relevant information to ships navigating through the entrances to the Baltic Sea, Denmark has since 1976 published a booklet called *Route T*. The booklet was revised in 1981 and 1987 and has now been replaced by a new edition.

2. The new booklet *Navigation Through Danish Waters* contains information relevant for large ships navigating through Danish waters, including description of transit routes, the Ship reporting system *SHIPPOS* and provisions on pilotage.

3. Masters and operators of Maltese ships that operate or that may operate in this area are strongly advised to acquire a copy of this booklet which is a handy, informative and simple guide to aid safe passage of all vessels using these narrow and very busy waters.

4. *Navigation Through Danish Waters* may be acquired from:

The Royal Danish Administration of Navigation and Hydrography  
Overgarden o. Vandet 62 B  
PO Box 1919  
DK-1023 Copenhagen K  
Phone: + 45 326 89500  
Fax: + 45 325 74341  
E-mail: frv@frmfrv.dk  
Website: www.fomfrv.dk

An electronic copy of the booklet is also available free of charge on this website:  
<http://www.fomfrv.dk/publikationer/Navigation%20through%20danish%20waters/index.htm>

Merchant Shipping Directorate  
Valletta

17 January 2001



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***Implementation of the International Safety Management (ISM) Code  
for the Safe Operation of Ships and for Pollution Prevention***

**MSD Notice No 42**

*Notice to shipowners, ship operators and managers,  
Owners' representatives, Ship Masters and Classification Societies*

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The International Safety Management (ISM) Code for the Safe Operation of Ships and for Pollution Prevention adopted by IMO Resolution A. 741 (18) will become mandatory for all ships of 500 gross tonnage and upwards on the 1 July 2002 in terms of Chapter IX of the 1974 International Convention on the Safety of Life at Sea.

A continuous assessment is being carried out to establish the stage of implementation of the ISM Code amongst the operators of Malta flag ships. In this respect it would be appreciated if operators of Maltese ships inform this Directorate of the stage of implementation and the expected date of certification both in respect of the Company and, the Ships under their management. All communications in this respect should be addressed to the Technical Department at this Directorate.

It is extremely important that the relative information is communicated to this Directorate as soon as possible and it is regularly updated.

Ship operators are reminded of the severe repercussions ships may suffer if found not to be in compliance with the requirements of the Code after its entry into force through actions of flag and port state control, possible limitations on access to charters in certain key trading areas of the world and the possible effects on the vessel's insurance and the ship's registry.

ISM Certification in respect of both the Company and the Ship is a statutory requirement in terms of the Safety of Life at Sea Convention as is the safety construction, equipment and radio certification.

Companies are urged to intensify their efforts to ensure the timely and effective implementation of the ISM Code.

Merchant Shipping Directorate  
Valletta

14 March 2001



***Ban on the shipment of equipment which might be used  
for internal repression in Zimbabwe***

**MSD Notice No 47**

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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In the context of the current situation in Zimbabwe, the Council of the European Union adopted on the 18 February 2002 Council Regulation (EC) No 310/2002 concerning certain restrictive measures in respect of Zimbabwe.

Inter alia, the Common Position prohibits the supply or sale of arms and related material of all types, as well as the supply of equipment which might be used for internal repression.

Article 7 (1) of the Regulation states:

*It shall be prohibited, knowingly and intentionally, to sell, supply, export or ship, directly or indirectly, equipment which might be used for internal repression as listed in Annex II to any natural or legal person, entity or body in Zimbabwe or for the purpose of any business carried on in or operated from the territory of Zimbabwe.*

The Maltese Government is aligning itself with this common position. Companies established in or operating Maltese ships are urged to take into consideration these sanctions when planning their operations and, to extend their full cooperation for their enforcement.

Merchant Shipping Directorate  
Valletta

2 April 2002



***Merchant Shipping (Counting and Registration of Persons  
on Board Passenger Ships) Regulations, 2002***

**MSD Notice No 51**

*Notice to owners, operators, managers  
and masters of passenger ships*

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The attention of the shipping community is drawn to the coming into force on 1 November 2002, of the *Merchant Shipping (Counting and Registration of Persons on Board Passenger Ships) Regulations, 2002*. (Legal Notice No. 149 of 2002).

These regulations prescribe that on board passenger ships registered in Malta or sailing within Maltese territorial waters, there must be a counting system to determine the number of persons boarding, disembarking and remaining on board at every landing place on the respective voyage. The process adopted by the shipowner to apply this system shall be documented as written instructions kept on board ship at all times.

The system adopted needs to be approved by the Executive Director Ports in the case of passenger ships leaving Maltese landing places, and by the Registrar-General of Shipping and Seamen in the case of Maltese passenger ships leaving any landing place. However, in the case of Maltese passenger ships leaving any landing place in Malta approval granted by the Executive Director Ports is considered as having been granted also by the Registrar-General.

The regulations also require the appointment by the ship owner of a shore based passenger registrar who would be responsible for holding the information collected from the approved counting system and for transmitting such information to the appropriate search and rescue services in the event of an emergency or an accident. The regulations further lay down the information that should be collected and made available by the ship in respect of every passenger counted and, stipulate functional criteria that must characterise such information. Before a passenger ship leaves a landing place, the total number of persons on board at that time as determined by the approved counting system, should be communicated to the Master of the ship and to the passenger registrar.

Other specific obligations applying to ships in particular circumstances also feature in the regulations. These are by no means comprehensively covered by this Notice. Direct reference to the regulations is advisable.

Merchant Shipping Directorate  
Valletta

23 August 2002



***Pilotage of Vessels in the North Sea and the English Channel***

***MSD Notice No 52***

*Notice to Masters, Shipowners,  
Ship Operators and Managers*

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As part of its endeavour to maximise safety at sea and prevention of marine pollution, the Directorate wishes to bring this Notice to the attention of all Maltese vessels sailing in the North Sea and English Channel.

In order to ensure that such vessels avail themselves of reliable pilotage, the Directorate strongly recommends that –

when seeking assistance of deep-sea pilots in the North Sea or English Channel, Maltese vessels should only avail themselves of the services of adequately qualified deep-sea pilots

to render pilotage services in the North Sea and the English Channel, deep-sea pilots are deemed to be adequately qualified if they are in possession of a certificate, delivered by a competent authority of one of the coastal states bordering on the North Sea or the English Channel, certifying that such pilots are qualified to pilot vessels in the North Sea and the English Channel.

Masters and operators of Maltese vessels are encouraged to adopt this recommendation when applicable.

Merchant Shipping Directorate  
Valletta

21 November 2002



***Merchant Shipping (Tonnage) Regulations, 2002***

***MSD Notice No 55***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers,  
Classification Societies and Government Ship Surveyors*

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The Directorate would like to draw the attention of all concerned to the new Merchant Shipping (Tonnage) Regulations, 2002 (L.N. 391 of 2002) published on the 24 December 2002. These regulations come into force on the 1 January 2003 and revoke the Merchant Shipping (Tonnage) Regulations, 1989 (L.N. 78 of 1989).

In the main, the new regulations re-enact those provisions of the Merchant Shipping (Tonnage) Regulations, 1989 relating to the International Convention on Tonnage Measurement of Ships, 1969 and to the calculation of tonnage for pleasure yachts of less than twenty-four metres in length.

Furthermore, the 2002 Regulations simplify the tonnage requirements for ships of less than twenty-four metres in length by adopting a method of tonnage computation, previously restricted to pleasure yachts of less than twenty-four metres in length, for all ships under twenty-four metres in length other than fishing vessels of more than fifteen metres length overall.

Moreover, the new regulations require the measurement for tonnage of fishing vessels between fifteen metres length overall and twenty-four metres length, to be carried out in a practically identical manner as for ships of twenty-four metres or more in length. Such fishing vessels shall comply with this requirement by the 1 January 2004.

As was the case with the 1989 Regulations, the new regulations, provide for the tonnage computation of segregated ballast oil tankers, together with the use of gross tonnage which has been ascertained under previous (pre 1989) regulations.

It should be pointed out that, with the exception of fishing vessels between fifteen metres length overall and twenty-four metres length, the new regulations do not require ships to be re-measured, provided no modifications are made to the ship such as would alter her tonnage.

Merchant Shipping Directorate  
Valletta

31 December 2002



***Safe Loading and Unloading of Bulk Carriers***

***Merchant Shipping Notice No. 60***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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The 1996 amendments to the Safety of Life at Sea Convention, has made it mandatory for ship masters to be provided with information that enables them to formulate a plan for the safe loading, unloading and stowage of bulk cargoes as agreed to by both ship and shore personnel. Furthermore, by Assembly Resolution A.862(20), IMO has developed detailed provisions on communication and co-operation contained in a ***Code of Practice for the Safe Loading and Unloading of Bulk Carriers – the BLU Code*** which, although not mandatory, IMO urges its earliest implementation. Moreover, Directive 2001/96/EC of the European Parliament and of the Council of the European Union of 4 December 2001 established requirements and harmonised procedures to implement these recommendations.

Therefore, the Registrar-General of Shipping and Seamen hereby notifies that, in terms of regulation 3(2) of the Merchant Shipping (Safety Convention) Rules, 2003, as from the 1 May 2004, the ***Code of Practice for the Safe Loading and Unloading of Bulk Carriers*** shall be observed, as applicable, by all Maltese ships wherever they are, and by all ships irrespective of their flag when they are within a port in Malta.

Merchant Shipping Directorate  
Valletta

21 April 2004



## **Measures to Enhance Maritime Security**

### ***Merchant Shipping Notice No 62***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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The Directorate would like to draw the attention of all concerned that henceforth all Malta flag ships to which Chapter XI-2 of the 1974 International Convention on the Safety of Life at Sea, as amended, applies, are required to act upon the security levels as set by this Administration.

As from the 1st July 2004 all ships operating under the Malta flag are to maintain security level 1 as defined in section A/2.1.8 of the International Ship and Port Facility Security (ISPS) Code.

This notice does not preclude the master to adopt additional security measures as outlined in the ship security plan as and when deemed necessary. The master has the overriding authority and responsibility to make decisions with respect to the safety and security of the ship.

Changes in security levels applicable to all, or to a particular class of, Malta flag ships will be announced through the publication of a Merchant Shipping Notice.

Merchant Shipping Directorate  
Valletta

01 July 2004





***Compulsory Insurance Requirements  
for Non-Tankers Entering Japanese Ports***

***Merchant Shipping Notice No 64***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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The Merchant Shipping Directorate would like to remind all concerned that in 2004 the Government of Japan amended the Law on Liability for Oil Pollution Damage of 1975 and introduced new rules whereby all ocean-going vessels entering a Japanese port (with the exception of warships or Government ships operated for non-commercial purposes) are required to be properly insured.

As from the 1 March 2005, all ocean-going non-tanker vessels of 100 gross tonnage and over calling at any Japanese port are required to:

- have a Protection and Indemnity Insurance cover for the amount required by the Law
- carry the relevant certificate of insurance on board
- report the status of insurance to a relevant District Transport Bureau before entering the port.

As from 1 March 2005, vessels that do not have P&I Insurance cover will be denied entry into Japanese ports and violation of the regulations may lead to the master and owners of the ship being detained and penalised by the Japanese authorities.

Further information may be obtained from:

Mr Nobuhiro Tsuyuki (Director),  
Office of Maritime Security and Compensation for Accidents  
Maritime Bureau  
Ministry of Land, Infrastructure and Transport  
Tel: +81-3-5253-8616  
Fax: +81-3-5253-1642  
E-mail: [maritime@mlit.go.jp](mailto:maritime@mlit.go.jp)

Merchant Shipping Directorate  
Valletta

28 February 2005



***Ban on the shipment of equipment related to  
military activities in Ivory Coast***

***Merchant Shipping Notice No 65***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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In the context of the current situation in Ivory Coast, the Security Council of the United Nations adopted on 15 November 2004 Resolution 1572(2004) concerning certain restrictive measures in respect of Ivory Coast.

Inter alia, the Resolution prohibits, until 15 December 2005, the supply, sale or transfer of arms or any related material, as well as the provision of any assistance related to military activities. Furthermore, Paragraph 8 of the Resolution provides for a number of exceptions with regards to Paragraph 7.

Extract from United Nations Council Resolution 1572(2004)

*"7. Decides that all States shall, for a period of thirteen months from the date of adoption of this resolution, take the necessary measures to prevent the direct or indirect supply, sale or transfer to Cote d'Ivoire, from their territories or by their nationals, or using their flag vessels or aircraft, or arms or any related material, in particular military aircraft and equipment, whether or not originating in their territories, as well as the provision of any assistance, advice or training related to military activities;*

*8. Decides that the measures imposed by paragraph 7 shall not apply to:*

- (a) supplies and technical assistance intended solely for the support of or use by UNOCI and the French forces who support them,*
- (b) supplies of non-lethal military equipment intended solely for humanitarian or protective use, and related technical assistance and training, as approved in advance by the Committee established by paragraph 14 below,*
- (c) supplies of protective clothing, including flack jackets and military helmets, temporarily exported to Cote d'Ivoire by United Nations personnel, representatives of the media and humanitarian and development workers and associated personnel, for their personal use only,*
- (d) supplies temporarily exported to Cote d'Ivoire to the forces of a State which is taking action, in accordance with international law, solely and directly to facilitate the evacuation of its nationals and those for whom it has consular responsibility in Cote d'Ivoire, as notified in advance to the Committee established by paragraph 14 below,*
- (e) supplies of arms and related material and technical training and assistance intended solely for support of or use in the process of restructuring defence and security forces pursuant to paragraph 3, subparagraph (f) of the Linas-Marcoussis Agreement, as approved in advance by the Committee established by paragraph 14 below."*

The Maltese Government has aligned itself with this Resolution, through the publication of Legal Notice 38 of 2005 of the 4 February 2005. The electronic version of this Legal Notice which includes the full text of resolution 1572(2004) can be downloaded from: <http://www.doi.gov.mt/EN/legalnotices/2005/02/LN38.pdf>.

To this effect, companies established in Malta or operating Maltese ships are urged to take into consideration these sanctions when planning their operations and, to extend their full cooperation for their enforcement.

Merchant Shipping Directorate  
Valletta

3 March 2005



**IMO RESOLUTION MEPC.94(46)**  
**CONDITION ASSESSMENT SCHEME**

***Merchant Shipping Notice No 68***

*Notice to shipowners, ship operators and managers  
and owners' representatives*

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1. The Merchant Shipping Directorate wishes to once again bring these *Condition Assessment Scheme Administration Requirements*, this time through a Merchant Shipping Notice, to the attention of all Companies operating or managing single hull oil tankers of 5,000 tonnes deadweight and above.
2. Reference is made to the Condition Assessment Scheme (CAS) as laid down in IMO Resolution MEPC.94(46) adopted on 27 April 2001 in its up to-date version and the requirements of amended Regulation 13(G) and new Regulation 13(H) of Annex I to the 1973 International Convention for the Prevention of Pollution of Ships, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). Reference is also made to Regulation (EU) 417/2002 as amended.
3. The ship's recognised organisation (RO) will carry out the CAS surveys for and on behalf of the Administration. Nevertheless, the Directorate does reserve the right for its officials to attend onboard, together with the RO, during any part of the CAS survey, as and when it deems necessary.
4. Notification from the Company to this Directorate and to the RO of its intention to initiate CAS procedures shall be submitted eight months prior to the planned commencement. The CAS survey shall be aligned with the ship's forthcoming intermediate/special survey.
5. Notwithstanding the above, given special circumstances, inter alia re-activation from lay-up or extended stoppage period for hull or machinery damage, the Company, with the consent of this Directorate and the RO, may carry out the CAS survey at a date earlier than the due date of the forthcoming intermediate/renewal survey. The request for the early conduct of CAS should always be made to this Directorate through the RO. The RO will inform this Directorate accordingly, indicating its position on the Company's request and confirming that sufficient time would still be available for the CAS survey documentation to be reviewed and finalised.
6. The Company shall submit the following documentation to the Directorate in preparation for the CAS survey:
  - a. notification of intention to proceed with CAS;
  - b. completed survey planning questionnaire; and
  - c. survey plan duly endorsed by the RO at least two months prior to the intended commencement of the CAS survey.
7. The Company shall confirm to this Directorate in writing when the CAS surveys commence and again when they are complete.

8. The documentation required on board the ship and verification of its completeness and relevance with the CAS surveys will be made by the attending RO exclusive surveyors. If after reviewing the documentation, and following a general overview of the ship, the attending surveyors note that the survey plan no longer remains valid, the CAS survey will not proceed further. For the CAS survey to commence the survey plan is to be amended as necessary, reviewed and endorsed by the RO and an endorsed copy forwarded to this Directorate.

9. During the CAS survey, the Company, or its authorised representative, shall be responsible to ensure compliance with the requirements of IMO's Resolution MEPC.94(46) *Mandatory Requirements for the Safe Conduct of CAS Surveys*.

10. Upon satisfactory completion of the CAS survey, the RO will issue to the ship an Interim Statement of Compliance valid for a period not exceeding 5 months.

11. This Directorate will undertake the review process of the CAS Final Report submitted by the RO. If satisfied that CAS requirements have been satisfied, this Directorate will issue the Full Term Statement of Compliance to the ship.

12. The Company shall ensure that the following documents are kept onboard the ship and be readily available for inspection:

- a. The original Interim/Statement of Compliance;
- b. The CAS Final Report endorsed by this Directorate;
- c. The Review Record issued by this Directorate.

The Company shall also ensure that certified copies of the above-mentioned documents issued by this Directorate are kept at its offices.

13. In the event that the RO recommends and/or this Directorate considers that the ship has not satisfactorily fulfilled the CAS requirements, this Directorate will inform the RO and the Company accordingly. RO and Company will then be required to liaise with this Directorate in identifying the remedial actions necessary to ensure CAS compliance.

14. Regardless of whether the CAS survey is carried out within the due date or, before, as provided for in paragraph 5, if the ship fails to meet the requirements of CAS, it shall remain out of service until CAS compliance is confirmed and the ship is so certified.

15. Fees for work carried out by this Directorate including review of the CAS Final Report, issue of the Review Record and the full term Statement of Compliance and, any additional work performed in relation to the CAS will be invoiced directly to the Company.

Merchant Shipping Directorate  
Valletta

09 May 2005



## TANKTECH Pressure Vacuum Valves

### *Merchant Shipping Notice No 70*

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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The Directorate wishes to draw the attention of all concerned to the European Commission Opinion of 9 June 2005, on interim measures taken by the government of Denmark in respect of high velocity pressure/vacuum relief valves model NEW-ISO-HV manufactured by TANKTECH Co. in the Republic of Korea.

2. The full text of the Commission Opinion can be downloaded from:  
[http://europa.eu.int/eur-lex/lex/LexUriServ/site/en/oj/2005/c\\_148/c\\_14820050618en00040007.pdf](http://europa.eu.int/eur-lex/lex/LexUriServ/site/en/oj/2005/c_148/c_14820050618en00040007.pdf)
3. All Recognised Organisations have been instructed to examine the Pressure/Vacuum (P/V) valves fitted on board all oil tankers, chemical tankers, oil carrying combination carriers and other ships carrying liquid bulk cargoes, flying the Malta flag, during the first scheduled survey, for the purpose of identifying and recording the make, model, size and date of manufacture of the valves.
4. P/V valves of the model NEW-ISO-HV-80 which were manufactured or to which the mark referred to in Article 11 of Directive 96/98/EC was affixed, or to which a Certificate of Equivalence was issued **before 1 January 2003** are to be removed and replaced with approved P/V valves.
5. Furthermore, P/V valves of the model NEW-ISO-HV-80 which were manufactured or to which the mark referred to in Article 11 of Directive 96/98/EC was affixed, or to which a Certificate of Equivalence was issued **after 1 January 2003** are to be examined in order to ascertain that these conform to the type. Where upon examination those valves are found not to conform to the type, they are to be removed and replaced with approved P/V valves.
6. Managers of ships flying the Malta flag are hereby requested to take immediate action in line with the above and in full consultation with the vessel's recognised organisation, in order to remove any potential threat to the safety of the ships equipped with this model of valves. Instances requiring replacement of P/V valves in terms of paragraph 5 herewith are to be immediately communicated to this Directorate providing full details thereof.

Merchant Shipping Directorate  
Valletta

22 September 2005



***Measures to enhance maritime security in response to  
increased attacks off the coast of Somalia***

***MSD Notice No 71***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Officers and Security Officers*

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This year has been characterised by a marked increase in serious attacks by pirates off the coast of Somalia.

According to ICC Commercial Crime Services of the International Chamber of Commerce, there have been 23 attacks off the Somali coast since last March with two attacks in the space of two days being reported last week one of them involving a Maltese ship.

In the light of the evident increase in security threats and the likelihood of their occurrence in these waters, in order to establish and prioritise security measures, company security officers are strongly recommended to carry out ship security assessments (ISPS Part A 8.1). This may include amendments of approved ship security plans on ships trading on the east coast of Africa in the vicinity of the Somali coast.

Furthermore, ship masters are advised to proceed through these areas with utmost caution and in a high state of vigilance. Ship security officers and/or ship masters are strongly recommended to implement ship security level 2 procedures as outlined in the approved ship security plans whilst trading in these areas.

Merchant Shipping Directorate  
Valletta

25 October 2005



*Prohibition of Organotin Compounds  
on Ships of 24 Metres or More in Length, but Less Than 400 Gross Tonnage*

**Merchant Shipping Notice No 76**

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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The Directorate would like to remind all concerned that as from 1 January 2008, all ships of 24 metres or more in length, but less than 400 gross tonnage, shall carry on board an Anti-Fouling System Declaration, drawn up under Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003, on the prohibition of organotin compounds on ships.

The declaration is to serve as a proof that no organotin compounds which act as biocides in anti-fouling systems have been applied or that a coating that forms as a barrier to such compounds, to prevent them leaching from the underlying non-compliant anti-fouling system has been applied.

The declaration has to be drawn up in the form provided in Annex III of Regulation (EC) No 782/2003 and has to be signed by the owner or an owner's authorised representative. Moreover, the declaration has to be accompanied by appropriate documentation (such as paint receipt or a contractor invoice) or contain an appropriate endorsement.

In order to ensure the continuous uninterrupted operation of Malta flag ships after 1 January 2008, ships of 24 metres or more in length, but less than 400 gross tonnage, are hereby reminded to submit a copy of the Anti-Fouling System Declaration to this Directorate as soon as possible. Ships not furnished with such a declaration may experience delays after 1 January 2008.

Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003, on the prohibition of organotin compounds on ships can be downloaded from:

[http://eur-lex.europa.eu/LexUriServ/site/en/oj/2003/l\\_115/l\\_11520030509en00010011.pdf](http://eur-lex.europa.eu/LexUriServ/site/en/oj/2003/l_115/l_11520030509en00010011.pdf)

Merchant Shipping Directorate  
Valletta

7 December 2007



## **Long Range Identification and Tracking of Ships**

### ***Merchant Shipping Notice 77***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and Recognised Organisations*

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The Merchant Shipping Directorate wishes to draw the attention of all concerned to Regulation 19-1 of Chapter V of the International Convention for the Safety of Life at Sea, 1974 relating to Long Range Identification and Tracking of Ships (LRIT).

Regulation 19 introduces the requirement for ships engaged on international voyages as specified hereunder to transmit LRIT information:

passenger ships, including high speed passenger craft;  
cargo ships, including high speed craft, of 300 gross tonnage and above; and,  
mobile offshore drilling units.

### ***Compliance dates***

Immediate compliance with the regulation shall apply to ships constructed on or after 31 December 2008.

A phased approach to the implementation of the regulation for ships constructed before 31 December 2008 operating in Sea Areas A1, A2 and A3 will allow for compliance not later than the first radio survey after 31 December 2008.

In the case of ships operating in Sea Area A4 compliance shall not be later than the first radio survey after 1 July 2009. These ships must, however, comply with the requirements of existing ships while operating in Sea Areas A1, A2 and A3.

Ships operating exclusively in coastal Sea Area A1 and fitted with an Automatic Identification System (AIS) are exempt from the requirement to transmit LRIT information.

### ***Shipborne equipment***

Owners of vessels operating under the Malta flag must ensure provision of compliant shipborne equipment which is type approved by this Administration or a recognised organisation acting on its behalf.

Compliance of the shipborne equipment with the requirements of SOLAS regulation V/19-1.6 may be demonstrated by the equipment being:

1. of a type approved in accordance with the provisions of SOLAS regulation V/19.1 and section 4 of the revised performance standards; or
2. certified as meeting the requirements of SOLAS regulation IV/14 and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1296, by an authorised testing Application Service Provider (ASP) or by a recognised ASP; or



3. certified as meeting the requirements of IEC 60945(2002-08) and IEC 60945 Corr.1 (2008-04) on *Maritime navigation and radiocommunication equipment and systems – General requirements - Methods of testing and required test results* and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1296 by a authorised testing ASP or by a recognised ASP; or
4. a ship security alert system complying with the provisions of regulation XI-2/6, the provisions of either resolution MSC.136(76) on *Performance Standards for a Ship Security Alert System* or of resolution MSC.147(77) on *Adoption of the Revised Performance Standards for a Ship Security Alert System* and, the provisions of section 4 of the revised performance standards and satisfactorily completing a conformance test in accordance with the procedures and, provisions set out in Appendix 1 of MSC.1/Circ.1296 by an authorised testing ASP or by a recognised ASP.

Existing shipborne terminals need not undergo a separate process of regulatory type approval using IEC standards such as that required for GMDSS equipment. Compliance with the requirements of SOLAS regulation V/19-1.6 in relation to type approval of shipboard equipment may be demonstrated by conducting a conformance test in accordance with the provisions and procedures set out in Appendix 1 of MSC.1/Circ.1296 and by demonstrating performance of the shipborne equipment that meets the acceptance criteria within the range of the tolerances set out in Appendix 1 of this same circular.

### **Conformance Test Report**

Existing Inmarsat C equipment will in most cases be technically compliant. There might be equipment however, that does not conform with the performance standards and functional requirements referred to above. However, full compliance with the performance standards and functional requirements requires that the correct operational procedures are followed on board the vessel.

On satisfactory completion of a conformance test, the ASP conducting the test will issue a test report on behalf of this Administration in accordance with the model set out in appendix 2 of MSC.1/Circ. 1296.

In order to ensure, a continuous uninterrupted operation, the shipborne conformance test, by one of the authorised testing ASPs should be carried out as soon as possible but prior to the date when the ship needs to demonstrate compliance with the requirements of SOLAS regulation V/19-1. The list of authorised testing ASPs is contained in Merchant Shipping Notice 78.

### **Transfer of flag**

When a ship transfers to the Malta flag, the conformance test report will be considered as remaining valid if the testing ASP that conducted the conformance test is an authorised testing ASP. Otherwise a new conformance test should be conducted.

When the original testing ASP is an authorised ASP the conformance test report is to be re-issued by the testing ASP indicating the new particulars of the ship but without retesting or altering the date of completion of the original conformance test.

**Survey and certification**

Ship Safety Radio surveys undertaken after 31 December 2008 will include a terminal compliance check before renewal of the relevant Safety Radio Certificate and amendment of the associated record of equipment.

Prior to the issue or endorsement of a Passenger Ship Safety Certificate, Cargo Ship Safety Certificate or Cargo Ship Safety Equipment Certificate following an initial, renewal or annual survey, as the case may be, or the amendment of the associated record of equipment, this Administration or the recognised organisation acting on its behalf will verify that the shipborne equipment has satisfactorily completed a conformance test, is supplied from the main and emergency source of electrical power and conforms with the requirements of section 4 of MSC.1/Circ.1296.

During any subsequent annual or renewal survey following initial certification of compliance of a ship with the requirements of regulation V/19.1, the related safety certificate should be issued or endorsed, as the case may be, provided the conformance test report is still valid.

**Additional information**

All enquiries related to LRIT matters and the application of SOLAS regulation V/19-1, should be addressed to this Directorate on [Irit@mma.gov.mt](mailto:Irit@mma.gov.mt).

Resolution MSC.263(84) *Revised Performance Standards And Functional Requirements For The Long Range Identification And Tracking Of Ships*, MSC.1/Circ.1295 *Guidance In Relation To Certain Type Of Ships Which Are Required To Transmit LRIT Information On Exemptions And Equivalents And On Certain Operational Matters*, MSC.1/Circ.1296 *Guidance On The Survey And Certification Of Compliance Of Ships With The Requirements To Transmit LRIT Information*, MSC.1/Circ.1298 *Guidance On The Implementation Of The LRIT System* may be downloaded from <http://www.mma.gov.mt> together with this Notice.

Merchant Shipping Directorate  
Valletta

17 December 2008



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**Authorised Testing Application Service Providers (testing ASPs)**

**Merchant Shipping Notice 78**

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and Recognised Organisations*

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The Merchant Shipping Directorate wishes to draw the attention of all concerned that in terms of MSC.1/Circ.1296 *Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information*, the following list of testing ASPs, are authorised to act on behalf of the Government of Malta.

**Collecte Localisation Satellites**

8-10 Rue Hermes  
Parc technologique du Canal  
31520 Ramonville Saint-Agne  
France  
Tel: +33 56139 3940  
Fax: +33 56139 4797  
Email: [lrit.testing@cls.fr](mailto:lrit.testing@cls.fr)

**Morsviazputnik**

Krasnobogatyrskaya Str.2  
Bld. 2, p/b 28  
Moscow, 107564  
Russian Federation  
Tel: +7 495 967 1850  
Fax: +7 495 967 1852  
Email: [marsat@marsat.ru](mailto:marsat@marsat.ru)

**Thrane & Thrane A/S**

Lundtoftegaardsvej 93D  
DK-2800 Kgs. Lyngby  
Denmark  
Tel: +4 539 558 800  
Fax: +4 539 558 888  
Email: [hdy@thrane.com](mailto:hdy@thrane.com)

**Fulcrum Maritime Solutions**

Suite 3, Park Mews  
15 Park Lane  
Hornchurch, Essex RM11 1BB  
United Kingdom  
Tel: +44 1708 788400  
Fax: +44 1708 788402  
Email: [asptesting@fulcrum-maritime.com](mailto:asptesting@fulcrum-maritime.com)

**Pole Star Space Applications**

Compass House  
4<sup>th</sup> Floor, 22 Redan Place  
London W2 4Sa  
United Kingdom  
Tel: +44 207 311 7402  
Fax: +44 207 313 7401  
Email: [lritesting@polestarglobal.com](mailto:lritesting@polestarglobal.com)

**Transas Telematics Ltd**

4 Compass Point  
Ensign Way  
Southampton SO31 4RA  
United Kingdom  
Tel: + 44 238 045 8544  
Fax: +44 238 045 8544  
Email: [lrit@transas.com](mailto:lrit@transas.com)

All correspondence related to the implementation of LRIT on board Maltese ships is to be addressed to the Merchant Shipping Directorate on [lrit@mma.gov.mt](mailto:lrit@mma.gov.mt).

Merchant Shipping Directorate  
Valletta

17 December 2008



**IMO Unique Company and Registered Owner Identification Number Scheme**

***Merchant Shipping Notice 79***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and Recognised Organisations*

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The Merchant Shipping Directorate wishes to draw the attention of all concerned to the entry into force on 1 January 2009 of Regulations XI-1/3-1 and XI-1/5 of the International Convention for the Safety of Life at Sea, 1974, concerning the IMO Unique Company and Registered Owner Identification Number Scheme.

Regulations XI-1/3-1 and XI-1/5 will apply to all companies and registered owners managing ships of 100 gross tonnage and above engaged on international voyages. The Scheme consists of a seven digit unique number beginning with the letters "IMO" followed by either "Company" or "Registered Owner", where "Company" has the same meaning as in SOLAS Regulation IX/1 (the DOC Company) and "Registered Owner" is the owner specified on the ship's certificate of registry issued by the Administration. The Scheme will be managed by Lloyds Register Fairplay (LRF) in parallel with the IMO Ship Identification Number Scheme.

The number remains the same when a company changes its name or if its ships are transferred to another flag. When companies merge, LRF will assign the number of the larger company to the newly amalgamated entity, while the number of the small entity will be frozen and not re-used. The number remains unchanged, but unused, in the event that a company and/or registered owner sells, or otherwise disposes, of its ship(s) and does not begin to operate new ships. The number will also remain unchanged in the event the company and/or registered owner, after having sold or otherwise disposed of its ships, renews ship management/ownership at a later stage.

The number is to be included on the company's Document of Compliance (DOC), the ship's Safety Management Certificate (SMC), the International Ship Security Certificate (ISSC) and the Continuous Synopsis Record (CSR) issued, revised or renewed on or after 1 January 2009. Although Regulations XI-1/3-1 and XI-1/5 are clear in that the Company identification number shall be inserted on these documents when these are issued, renewed or updated on or after the 1 January 2009, companies may still opt to ask for these documents to be reissued earlier than their due date to include the identification number.

Companies and Registered Owners can obtain their number directly from LRF free of charge. Numbers can also be obtained by recognised organisations authorised to issue statutory certificates on behalf of the Administration. The numbers can be obtained from <http://www.imonumbers.lrfairplay.com> by searching the online database by company name. Should the search result in no number, the company/registered owner can apply online by completing one of the available request forms. Furthermore, if there are any changes in the company's details, or the details need to be corrected, the changes can be updated using the available online forms.

Merchant Shipping Directorate  
Valletta

19 December 2008



**Measures to enhance maritime security in response to  
increased attacks off the coast of Somalia**

***Merchant Shipping Notice No 82***

*Notice to Shipowners, Ship Operators and Managers,  
Owners' representatives and Masters, and Officers*

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Merchant Shipping Notice No 71, of the 25 October 2005 provided advice to ship masters proceeding through waters off the coast off Somalia.

The Directorate would like to draw the attention of all concerned to the official website (<http://www.mschoa.eu/>) of the Maritime Security Centre - Horn of Africa (MSCHOA), the coordination centre tasked to safeguard merchant ships operating in the region by preventing and deterring acts of piracy in the Gulf of Aden, off the Horn of Africa and in the Somali basin.

MSCHOA was set up by the European Union as part of a European Security and Defence Policy initiative to combat piracy in the Horn of Africa. In November 2008, the Council of the European Union set up a naval mission (*EU NAVFOR ATALANTA*) to improve maritime security off the Somali coast by preventing and deterring pirate attacks and help safeguard merchant shipping in the region. As from mid December 2008, an EU Naval Task Group, supported by maritime patrol aircraft, has been operating in the area.

MSCHOA aims to provide support and protection to mariners from illegitimate and dangerous attacks, safeguarding a key global trade route. Through close dialogue with shipping companies, masters and other interested parties, MSCHOA will build up a picture of vulnerable shipping in these waters and their approaches. The Centre, which is manned by military and merchant navy personnel from several countries will then coordinate with a range of military forces operating in the region to provide support and protection to mariners.

To do this effectively, MSCHOA needs to know about merchant ships approaching, transiting or operating in the region. The MSCHOA website offers shipowners, ship masters and agents the facility to register their details securely with MSCHOA, update positions of their vessels and receive information and guidance designed to reduce the risk of pirate attacks.

To this effect, masters and operators of Maltese ships that operate or that may operate in this area are strongly advised to register on the website so that they may receive updated information on operations/patrols/piracy attacks in the region.

Merchant Shipping Directorate  
Valletta

05 May 2009



**Substances that Deplete the Ozone Layer**

***Merchant Shipping Notice 83***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and Recognised Organisations*

*This Notice revokes Notice No. 61*

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The Merchant Shipping Directorate wishes to inform all concerned that Merchant Shipping Notice No. 61 *Substances that Deplete the Ozone Layer* is revoked with immediate effect.

To this effect, managers of ships flying the Malta flag issued with a declaration in terms of Notice No. 61 are to provide this Administration, as soon as possible, a decommissioning plan for any halon still used as a fire extinguishing medium onboard their ships.

Merchant Shipping Directorate  
Valletta

24 June 2009



Merchant Shipping Directorate



## **SANCTIONS WITH REGARDS TO THE LIBYAN ARAB JAMAHIRIYA**

### ***Merchant Shipping Notice 87***

*Notice to Shipowners, Ship Operators and Managers and Ship Masters*

On the 26 February 2011 the Security Council of the United Nations adopted Resolution 1970 (2011) which, inter alia, prohibits the direct or indirect supply, sale or transfer to the Libyan Arab Jamahiriya, of arms and related materials of all types. It further prohibits the provision of technical assistance, training, financial or other assistance related to military activities.

The Maltese Government has aligned itself with these sanctions through the publication on the 27 February 2011 of the United Nations Sanctions (Libyan Arab Jamahiriya) Regulations, 2011 (Legal Notice 69 of 2011). Attention is drawn in particular to regulations 4 and 5 which prohibit the sale of arms and the procurement of arms using Malta flagged ships.

Without prejudice to the penalties contemplated in the said regulations for violations against these sanctions, the use of Maltese ships in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

Shipping organisations established in Malta or operating Maltese ships are required to abide by these sanctions when planning their operations and, to extend their full cooperation for their enforcement.

The electronic version of Legal Notice 69 and the full text of the UN Resolution can be downloaded from:

<http://www.doi.gov.mt/EN/legalnotices/2011/02/LN%2069%20Eng.pdf>.

Merchant Shipping Directorate

28 February 2011

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt](http://www.transport.gov.mt)

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



## FURTHER RESTRICTIVE MEASURES TO THE IVORY COAST

### ***Merchant Shipping Notice 88***

*Notice to Shipowners, Ship Operators, Managers and Ship Masters*

The Merchant Shipping Directorate would like to remind all concerned that Merchant Shipping Notice No 65 dealing with the ban on the shipment of equipment related to military activities in Ivory Coast is still in force and is to be complied with at all times.

Moreover, attention is also drawn to the adoption on 14 January 2011, of European Council Regulation (EC) No 25/2011 amending Regulation (EC) No 560/2005 imposing certain specific restrictive measures directed against certain persons and entities in view of the situation in Ivory Coast. Attention is drawn in particular to Article 2 and Annex 1A of Regulation (EC) No 560/2005, as amended, dealing with the freezing of assets and economic resources.

The Maltese Government has aligned itself with these sanctions through the publication of Enforcement of European Union Sanctions (Ivory Coast and Tunisia) Regulations, 2011 (Legal Notice 80 of 2011).

To this effect, shipping organisations established in Malta or operating Maltese ships are required to abide by these sanctions when planning their operations and, to extend their full cooperation for their enforcement.

The shipping community is reminded that without prejudice to the penalties contemplated in the said regulations for violations against these sanctions, the use of Maltese ships in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The electronic version of Legal Notice 80 and the full text of the Council Regulations can be downloaded from: <http://www.doi.gov.mt/EN/legalnotices/2011/03/LN%2080%20english.pdf>

Merchant Shipping Directorate

23 March 2011





Merchant Shipping Directorate

## NAVIGATION IN THE SEA AREA SURROUNDING JAPAN

### *Merchant Shipping Notice 89*

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organisations*

In the wake of the earthquake and tsunami off the eastern coast of Japan on 11 March 2011 and the damage to the Fukushima Daiichi Nuclear Power Plant, the Merchant Shipping Directorate would like to draw the attention of all concerned to the NAVAREA warnings including designated dangerous area around the Plant that have been issued by the NAVAREA XI Coordinator (Japan) and also other precautionary warnings that have been issued by other NAVAREA Coordinators.

The Ministry of Land, Infrastructure, Transport and Tourism of Japan confirmed that all international sea ports not damaged by the earthquake and tsunami are operating normally and no health risk is detected around the ports, based on the results of measurements of radiation levels by local governments. Further information is available on the website of the World Health Organization (<http://www.who.int/en/>).

Masters and operators of Maltese ships that operate or may operate in the area are strongly advised to comply at all times with the latest navigational warnings issued by the NAVAREA XI Coordinator (Japan), taking into account further precautionary advice issued by other NAVAREA Coordinators, in the wake of the damage to the Plant.

Merchant Shipping Directorate

28 March 2011



Merchant Shipping Directorate

**Merchant Shipping (Prevention of Pollution by Sewage) Regulations, 2011**  
**Merchant Shipping (Prevention of Pollution from Ships) (Amendment) Regulations, 2011**

***Merchant Shipping Notice 91***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organisations*

The Directorate would like to draw the attention of all concerned to the publication of the Merchant Shipping (Prevention of Pollution by Sewage) Regulations, 2011 published on 6 May 2011, as Legal Notice 176 of 2011 and the Merchant Shipping (Prevention of Pollution from Ships) (Amendment) Regulations, 2011 published on 10 May 2011, as Legal Notice 183 of 2011. Both regulations shall enter into force on 30 June 2011.

The Merchant Shipping (Prevention of Pollution by Sewage) Regulations, 2011 provide the legal framework for the transposition and implementation of Annex IV to the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL Convention), whilst the Merchant Shipping (Prevention of Pollution from Ships) (Amendment) Regulations, 2011 provide the legal framework for the transposition and implementation of Annex VI to the MARPOL Convention. The Annexes shall both enter into force for Malta on 30 June 2011.

The replacement of the Statement/Document of Compliance with the International Certificate in respect of Annexes IV and VI shall be carried out at any one of the following occasions arising on or after 30 June 2011, whichever is the earliest:

- change of flag;
- owner's request;
- re-issue of certification  
(consequential to changes in technical requirements, certification details/entries, etc);
- renewal survey.

In any case international certification is to be effected by latest 31 December 2012.

Merchant Shipping Directorate

23 May 2011



Merchant Shipping Directorate



## Recognition of non Maltese Certificates of Competence for Service on Maltese Ships

### Merchant Shipping Notice 92

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organizations*

*This notice complements regulation 8 of  
the Merchant Shipping (Training and Certification) Regulations, 2001*

*This notice revokes MSD notice 43*

The *International Convention on Standards of Training, Certification and Watchkeeping 1978*, as amended, requires that all officers serving on board seagoing ships and holding certificates of competence not issued by the flag Administration shall hold an endorsement attesting recognition by that Administration of their certificate of competence. The validity of an endorsement certificate is closely linked to the validity of the certificate of competence both of which have to be revalidated every five years by the respective issuing Administration. The endorsement certificate together with the relevant certificate of competence must be carried on board at all times. The *Merchant Shipping (Training and Certification) Regulations, 2001* provide for the issue, under certain conditions, of endorsements attesting the recognition of non Maltese certificates of competence.

Applications for endorsement certificates for officers serving on Maltese ships shall be submitted to the Merchant Shipping Directorate on the enclosed form, either by the seafarer or by the company employing the seafarer. Applications shall be accompanied by such documents as may be prescribed on the application form; these include:

- copy of certificate of competence and endorsement attesting the issue of the certificate (certificate of endorsement may be incorporated in the certificate of competence);
- if GMDSS endorsement is required, copy of the GMDSS certificate;
- if a chemical, gas or oil tanker endorsement is required:  
copy of the familiarisation course completion certificate, and  
copy of the chemical, gas or oil tanker training certificate as the case may be;
- copy of valid Passport or Seaman's Record Book or official Identity Card (proof of identification showing details of applicant);
- one passport size colour photograph (JPG Format if transmitted by email) Photographs are to be taken in full face, printed on a photographic paper and should be of clear exposure;
- copy of valid Medical Fitness Certificate issued in accordance with ILO Convention No. 73 and STCW 78, as amended;
- relative fee of €60 (New Business/Renewal), Re-Issue/Lost, €30 (as from 1 June 2011);
- to apply for a lost endorsement certificate, kindly file all the above documents, together with a declaration signed by applicant officer/manager/shipowner, attesting that the certificate has been lost;
- the applicant shall be informed if one of the above requirements is not filed. Application would be discarded within 15 days from request if the missing requirements are not submitted;
- if secure delivery by courier is required, additional €25.

Applications should be sent either by email in PDF format to [applica.stcw@transport.gov.mt](mailto:applica.stcw@transport.gov.mt) or by registered mail, courier or through the ship owner's local representative addressed to the Directorate. Requests for submission of applications at a Maltese Embassy or a Maltese Consulate may be considered on a case by case basis.

An officer may be accepted to serve on board Maltese ships without an endorsement certificate for a maximum period of three months, provided that the initial application has been submitted to the Directorate. An acknowledgement of application confirming receipt of the completed application shall serve as proof of application for an endorsement. The Acknowledgement however, shall not replace the endorsement certificate issued by the Directorate.

Merchant Shipping Directorate

27 May 2011

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [meranshipmalta.tm@transport.gov.mt](mailto:meranshipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt](http://www.transport.gov.mt)

**Application for an endorsement attesting the recognition of a certificate of competency for service on a Maltese registered ship under the provisions of the STCW Convention as amended**



**Merchant Shipping Directorate**

Transport Malta, Malta Transport Centre, Hal Lija LJA2021, Malta Tel: +356 21250360 / +356 99067197 (AOH) Fax: +356 21241460 E-Mail: applica.stcw@transport.gov.mt

**MS Notice No 92 refers**

Type or PRINT in ink throughout

**For Official Use**

Application No: \_\_\_\_\_

Cash Sale / Invoice Number: \_\_\_\_\_

<b>1. Particulars of Seafarer</b>					
Surname (Family Name)			First Name		
Country of Birth		Date of Birth (dd/mm/yyyy)		Nationality	
<b>2. Particulars of Certificate of Competency</b>					
(Tick <input checked="" type="checkbox"/> applicable box)			Issuing Authority		Certificate Number
Deck Reg <input type="checkbox"/> II/1 <input type="checkbox"/> II/2 <input type="checkbox"/> II/3			STCW Capacity		Last STCW re-validation date
Engine Reg <input type="checkbox"/> III/1 <input type="checkbox"/> III/2 <input type="checkbox"/> III/3 <input type="checkbox"/> III/6					
Radio Reg <input type="checkbox"/> IV/2					
Limitations (if any) Eg: wear corrective lenses; not valid for ARPA equipped vessels / passenger ship / ro-ro passenger ships etc					
<b>3. Type of Application</b>					
New Application <input type="checkbox"/>		If you are a current holder of an Endorsement Certificate, please indicate certificate number.			
<b>4. Capacity in which the officer is required to sail (Tick where applicable)</b>					
Master <input type="checkbox"/>		Chief Mate <input type="checkbox"/>		OOW Nav. <input type="checkbox"/>	Radio Officer <input type="checkbox"/>
Chief Engineer <input type="checkbox"/>		Second Engineer <input type="checkbox"/>		OOW Eng. <input type="checkbox"/>	Electro-Technical Officer <input type="checkbox"/>
<b>5. Contact Details</b>					
Company Name			Address		
Contact Person	Contact Number		E-Mail		
Address where endorsement certificate is to be forwarded			Signature of Seafarer (Please keep your signature within the box and sign without touching any of the box lines)		
Date	Customer Code				
<b>6. The following declaration should be completed and signed by a responsible person bearing in mind the requirements of Reg I/14 of the STCW Convention as amended</b>					
The undersigned declares that the officer whose personal details are shown on this application form, is proficient in spoken English to a standard sufficient for service on a Maltese ship, and that he/she can use manuals, documents, and other material written in English, necessary for the functions to be performed on board and which are published or printed in English. He/she can also understand instructions and orders given in English.					
Name in full		Position held		Signature	
<b>7. Applicant's supporting documents required with application</b>					
<ul style="list-style-type: none"> <li>Certificate of Competence and accompanying STCW endorsement</li> <li>GMDSS certificate and accompanying STCW endorsement (if applicable)</li> <li>Passport/ Identity Card / Seaman Book (showing personal details of applicant as per those entered on the Application form)</li> <li>Tanker Certificates and accompanying STCW endorsement (if applicable)</li> <li>Passport size colour photograph</li> </ul> Relative fee: <input type="checkbox"/> €60 or <input type="checkbox"/> €85 including courier delivery – telegraphic transfer reference/draft number _____					
<b>8. Kindly fill in all details if paying by credit card</b>					
<input type="checkbox"/> American Express	<input type="checkbox"/> Diners Club	<input type="checkbox"/> Electron	<input type="checkbox"/> Maestro	<input type="checkbox"/> Master Card	<input type="checkbox"/> Visa
Card Number				Expiry Date	
Card Holder's Name				Signature	

**DATA PROTECTION PRIVACY NOTICE OVERLEAF**

## Data Protection Privacy Notice

Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the Data Controller for the purpose of the General Data Protection Regulation (EU) (GDPR) 2016/679 and Data Protection Act CAP. 586. This Privacy Notice sets out the way in which we collect and process your Personal Information, as well as the steps we take to protect such information.

### 1. The information we collect and how we use it

- 1.1. From this Application Transport Malta collects different types of information which information is that required by Law and is used explicitly for your application for seafarer documentation/certification. It is to be noted that if the required information is not provided the said application could not be processed.
- 1.2. The primary purpose for collecting information is mainly to process the application for seafarer documentation/certification, however, your Personal information may also be used for related purposes that amongst others include: communicating notifications, communication strictly related to the document applied for/in hand and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

### 2. To whom we disclose information

- 2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with other third parties for reasons listed below;
  - Any third party with regards to the processing, verification of information and issuing of the document, including foreign Administrations, Maritime Training Centres and Shipping Companies/ Manning Agents;
  - Any law enforcement body who may have any reasonable requirement to access your personal information;
  - Third party entities responsible for the data processing and printing of relative documentation.

### 3. Data Subject Rights

- 3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:
  - a. the right for information;
  - b. the right to access;
  - c. the right to rectification;
  - d. the right to erasure;
  - e. the right to restrict processing;
  - f. the right to object to processing;
  - g. the right to data portability;
  - h. the right to complain to a supervisory authority; and
  - i. the right to withdraw consent.
- 3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to [dataprotection.tm@transport.gov.mt](mailto:dataprotection.tm@transport.gov.mt). We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.
- 3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.
- 3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

### 4. Retention period

- 4.1. *Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.*
- 4.2. Once the Seafarer Document/Certificate is issued, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

### 5. Security

- 5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the Seafarer Document/Certificate purposes.
- 5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

### 6. Governing Law

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (Regulation 2016/679/EU) and Chapter 586 of the Laws of Malta (Data Protection Act).

### 7. Data Protection Officer

- 7.1. Transport Malta has a Data Protection Officer ("DPO") who is responsible for matters relating to privacy and data protection. The DPO can be reached at the above address or by email: [dataprotection.tm@transport.gov.mt](mailto:dataprotection.tm@transport.gov.mt)

### 8. Contacting us

- 8.1. Please address any questions, comments and requests regarding the application process to: [applica.stcw@transport.gov.mt](mailto:applica.stcw@transport.gov.mt)



Merchant Shipping Directorate



## Restrictive Measures Against Syria

### **Merchant Shipping Notice 93**

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organisations*

The attention of the shipping community is drawn to the adoption on 2 September 2011, of European Council Decision 2011/523/EU partially suspending the application of the Cooperation Agreement between the European Economic Community and the Syrian Arab Republic and Council Decision 2011/522/CFSP amending Decision 2011/273/CFSP concerning restrictive measures against Syria.

Attention is drawn in particular, to the restrictive measures in relation to the purchase, import or transport from Syria of crude oil and petroleum products. Furthermore, it shall be prohibited to provide, directly or indirectly, financing or financial assistance, including financial derivatives, as well as insurance and reinsurance and to participate, knowingly or intentionally, in activities the object or effect of which is to circumvent the prohibitions referred to in the aforementioned Council Decisions.

To this effect, shipping organisations established in Malta or operating Maltese ships are required to abide by these restrictive measures when planning their operations and, to extent their full cooperation for their enforcement. Furthermore, the use of Maltese ships in any violation to the restrictive measures may be considered as being against the interest of Malta and of Maltese shipping and may lead, *inter alia*, to closure of registry.

Merchant Shipping Directorate

13 September 2011



Merchant Shipping Directorate



## ACCIDENT AND INCIDENT SAFETY INVESTIGATIONS

### ***Merchant Shipping Notice 94 Rev.1***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organisations*

The Directorate would like to remind all concerned that, in addition to the reporting obligations in terms of Section 307 of the Merchant Shipping Act, any occurrence happening on board a Maltese ship anywhere in the world and any ship within Maltese waters shall be reported to the Marine Safety Investigation Unit in terms of the Merchant Shipping (Accident and Incident Safety Investigation) Regulations, 2011, Subsidiary Legislation 234.49, published on 12 July 2011.

The requirement to report occurrences applies to merchant and passenger ships, fishing vessels over 15 metres in length and pleasure vessels engaged in trade. The investigative procedures are prescribed in the said Regulations and the only purpose of such safety investigations is to identify causes and safety issues, and where possible or necessary, make recommendations with the only scope of improving safety and avoid marine pollution. Since the Marine Safety Investigation Unit is legally and structurally separate from the Merchant Shipping Directorate, and is neither an enforcement nor a prosecuting body, it does not have the legal mandate to investigate for the purpose of taking administrative, regulatory or criminal actions.

It is the responsibility of Masters and ISM Managers of ships operating under the Malta flag to ensure timely reporting of any occurrence. The cooperation and assistance of all concerned is crucial in safety investigations with a view to ensure that the scope of the safety investigation is achieved and safety lessons are promulgated to the maritime industry.

### **Reporting Occurrences**

Casualties as defined in the said Regulations shall be reported to the Marine Safety Investigation Unit at the earliest opportunity and by the quickest means possible. Accident and incident notification reports should be sent to the following new address:

Head of Marine Safety Investigation  
Marine Safety Investigation Unit  
Maritime House  
Lascaris Wharf  
Valletta VLT 1921  
Malta

Tel: +356 2166 0369  
AOH: +356 7943 4315  
Email: [msiu.tm@transport.gov.mt](mailto:msiu.tm@transport.gov.mt)

The *MSIU Marine Accident and Incident Report – Forms A and B* (enclosed) may also be used as a notification report of any occurrence to the Marine Safety Investigation Unit.

Subsidiary Legislation 234.49 can be downloaded from:  
<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lp&itemid=22376&l=1>

Merchant Shipping Directorate

Malta Transport Centre  
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [merSHIPmalta.tm@transport.gov.mt](mailto:merSHIPmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

25 October 2017



Merchant Shipping Directorate  
ISO 9001:2008 certified





Marine Safety Investigation Unit



Transport Malta

<b>Office Use Only</b>
Occurrence Classification:

## Marine Accident/Incident Report Form A

- Under the provisions of the international conventions, the flag State has the responsibility to conduct investigations of accidents and incidents to ships entitled to fly its flag.
  - The Merchant Shipping Act 1973 (as amended) requests the owner or the master of a Maltese ship, which has sustained or caused any accident to report within 24 hours, or as soon as possible, the happening of the accident or damage. The scope of the Marine Accident/Incident Report Form is to facilitate the reporting to the Marine Safety Investigation Unit.
  - One form should be completed for each accident/incident.
  - Please return the completed form by email to:
 

Marine Safety Investigation Unit  
 Maritime House  
 Lascaris Wharf  
 Valletta, VLT 1921, Malta
- Email: [msiu.tm@transport.gov.mt](mailto:msiu.tm@transport.gov.mt)
- Completing and signing this form does not constitute an admission of liability of any kind, either by the person making the report or any other person.
  - Please complete the form clearly, using black or blue ink. Please tick the boxes ☐ where applicable.

### Section A Ship Particulars

Ship's Name:	Call Sign: <b>9H</b>
IMO Number:	Official Number:
Type of Ship:	Flag: <b>MALTA</b>
DPA:	Office Telephone Number: AOH Telephone Number:

VOYAGE DATA RECORDER FITTED: YES ☐ NO ☐

MANUFACTURER & TYPE: \_\_\_\_\_



**Section B Preliminary Casualty Data**

Date of occurrence

Day	Month	Year

Time of occurrence

:	UTC/GMT <input type="checkbox"/>	Local Time <input type="checkbox"/>
---	-------------------------------------	--

Date and time of departure from last port

/ /	:
-----	---

Voyage details

From:

To:

Location of occurrence (e.g. latitude &amp; longitude or name of port, or other geographical reference)

Voyage type

Lat. 0 Long. 0

Port or geographical location: \_\_\_\_\_

Internal voyage	<input type="checkbox"/>
Coastal voyage	<input type="checkbox"/>
International voyage	<input type="checkbox"/>
Short international voyage	<input type="checkbox"/>
Inland	<input type="checkbox"/>
Other: _____	
<i>(Please specify)</i>	

Type of occurrence (Initiating Event)

Collision (insert particulars of other vessel in the space available below) ☐Stranding/grounding ☐Contact ☐Fire/explosion ☐Hull failure/failure of watertight doors/ports ☐Machinery damage ☐Damages to ship and/or equipment ☐Capsizing/listing ☐Missing ship: assumed lost ☐Serious injury ☐Loss of life ☐Other ☐*If other, please specify:*

\_\_\_\_\_

Consequences of occurrence

Total loss of ship ☐Ship rendered unseaworthy ☐Ship remaining seaworthy ☐Pollution ☐Loss of life (enter details on pg. 3) ☐Serious injuries ☐

Name and Port of Registry or Flag of any other ship involved

Name of Other Ship and Official No.	Port of Registry or Flag

**Section C Details of person(s) killed or injured**Place of occurrence (*e.g.* engine room, galley *etc.*)

\_\_\_\_\_

Position ( <i>e.g.</i> rank, rating, passenger)	Age	Part of body injured	Kind of injury	Hours worked before occurrence	Duration of last rest period	Whether on duty when accident occurred			
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
						Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

If more space is required, please continue on the continuation sheets – see pg. 5 re instructions on continuation sheets.

**Section D A brief description of the sequence of events leading to the occurrence.**

\_\_\_\_\_

## Section E

1. Please state your opinion on the causes of the occurrence.

\_\_\_\_\_

2. Has any immediate action been **RECOMMENDED** by you as a result and if so, why?

\_\_\_\_\_

3. Has any immediate action been **TAKEN** and if so, what?

\_\_\_\_\_

<b>Signed:</b>	
<b>Name:</b>	
<b>Master or owner's representative:</b>	
<b>Date:</b>	

<b>To be signed by the ship's Safety Officer (if applicable)</b>	
<b>Signed:</b>	
<b>Name:</b>	
<b>Rank:</b>	
<b>Date:</b>	

<b>Company Single Point of Contact's Details<sup>#</sup></b>	<i>Name:</i> <i>Tel:</i> <i>AOH:</i>	
--	--	--

<sup>#</sup> The Company Single Point of Contact is the person designated to liaise with the Marine Accident Investigation Unit in an efficient and effective manner, for the purpose of the reported occurrence.

If there is insufficient space in any part of this form for your answers or comments, please use a plain sheet of paper as a continuation sheet and attach it to this form. Please indicate in the box below the number of sheets used. *Please ensure that the sections being expanded are indicated on the continuation sheets.*

**PLEASE ATTACH A COPY OF THE CREW LIST TO THIS FORM**

Number of continuation sheets



Marine Safety Investigation Unit



Transport Malta

**OFFICE USE ONLY**

Occurrence Classification:

## Marine Accident/Incident Report Form B

- Under the provisions of the international conventions, the flag State has the responsibility to conduct investigations of accidents and incidents to ships entitled to fly its flag.
- The Marine Accident/Incident Report – Form B **shall be used in conjunction** with the Marine Accident/Incident Report – Form A. Both Form A and Form B should therefore be sent to the Marine Safety Investigation Unit as **one** set of documents. This report and the information inside are solely used to further maritime safety and environmental protection.
- One form should be completed for each incident.
- Please return the completed form by email to:

Marine Safety Investigation Unit  
Maritime House  
Lascaris Wharf  
Valletta, VLT 1921, Malta

Email: [msiu.tm@transport.gov.mt](mailto:msiu.tm@transport.gov.mt)

- Completing and signing this form does not constitute an admission of liability of any kind, either by the person making the report or any other person.
- Please complete the form clearly, using black or blue ink. Please ☐ the boxes where applicable.

### Part 1 Ship Particulars

Ship's Name:		Call Sign		<b>9H</b>	
Type of Ship:		Flag		<b>MALTA</b>	
LOA (m):		Gross Tonnage:			
LBP (m):		Deadweight (mt):			
Hull Material:		Date of Contract:			
Date when Keel was Laid:		Date of Delivery:			
Date of Major Conversion:		Hull No.*:			
Building Yard*:					
Single hull	<input type="checkbox"/>	Double hull	<input type="checkbox"/>	Double bottom	<input type="checkbox"/>
Double sides	<input type="checkbox"/>	Mid deck	<input type="checkbox"/>		
Bunkers: Heavy Fuel Oil (HFO)		<input type="checkbox"/>	Medium Fuel Oil (MFO)		<input type="checkbox"/>
			Marine Diesel Oil (MDO)		<input type="checkbox"/>
No. of Crew:		Total No. of Passengers:		Total No. of Other Persons:	
Classification Society:		Previous Classification Society:			
Previous Flag:		Previous Name:			

\* The Building Yard and Hull Number may be obtained from the ship's drawings available on board.

**Part 2 Particulars of the Events**

Voyage phase:

Anchor handling/tug work <input type="checkbox"/>	Berthed <input type="checkbox"/>
At anchor <input type="checkbox"/>	Coastal passage <input type="checkbox"/>
Entering port (no pilot) <input type="checkbox"/>	Leaving port (no pilot) <input type="checkbox"/>
Ocean passage <input type="checkbox"/>	Pilotage <input type="checkbox"/>
Fishing <input type="checkbox"/>	Other ( <i>specify below</i> ) <input type="checkbox"/>

If "Other" is ticked please specify: \_\_\_\_\_

Weather conditions:

Clear <input type="checkbox"/>	Snow <input type="checkbox"/>
Fog <input type="checkbox"/>	Rain <input type="checkbox"/>
Overcast <input type="checkbox"/>	Other ( <i>specify below</i> ) <input type="checkbox"/>

If "Other" is ticked please specify: \_\_\_\_\_

Visibility:

Distance: _____	Condition
Miles <input type="checkbox"/> Cables <input type="checkbox"/> Metres <input type="checkbox"/>	Natural Light <input type="checkbox"/> Daylight <input type="checkbox"/>
	Twilight <input type="checkbox"/> Night <input type="checkbox"/>

Sea conditions:

Sea State:	Was vessel icing present? Yes <input type="checkbox"/> No <input type="checkbox"/>
Swell (Direction & Height):	Was sea ice present? Yes <input type="checkbox"/> No <input type="checkbox"/>
Direction:	
Height:	Approximate Thickness: _____

Wind:

Temperature:

Direction:	Air:      °C
Speed (Knots):	Sea:      °C

Account of rescue rendered (by what ship and means):

\_\_\_\_\_

### Part 3 Present Voyage

Last Sailed From:		Destination:	
Date of Departure:		Draught <i>in metres (at the time of occurrence)</i> :	
Time <i>(specify if LT or UTC)</i> :		Fwd	Aft
Description of Cargo/Ballast:		Total weight or volume in m <sup>3</sup> or metric tonnes:	
Unmanned Machinery Space (UMS) Yes <input type="checkbox"/> No <input type="checkbox"/>		One Man Bridge Yes <input type="checkbox"/> No <input type="checkbox"/>	Integrated Bridge System Yes <input type="checkbox"/> No <input type="checkbox"/>
List of life saving appliances and/or safety equipment used (life rafts, fire-fighting gear, pumps, etc.):		Number of persons evacuated:	

### Part 4 Navigational Aids (Not required for occupational accidents/incidents)

Magnetic compasses	<input type="checkbox"/>	Deviation Card	<input type="checkbox"/>
Gyro Compass	<input type="checkbox"/>	Gyro Compass Error Book	<input type="checkbox"/>
Radars	<input type="checkbox"/>	Automatic Radar Plotting Aid (ARPA)	<input type="checkbox"/>
Speed and Distance Indicator through the water	<input type="checkbox"/>	Speed and Distance Indicator through water interfaced with ARPA	<input type="checkbox"/>
Echo Sounder	<input type="checkbox"/>	Propeller Revolution Counter	<input type="checkbox"/>
Rudder Angle Indicators	<input type="checkbox"/>	Rudder Angle Indicators synchronised with repeaters	<input type="checkbox"/>
Propeller pitch indicator	<input type="checkbox"/>	Rate of Turn Indicator	<input type="checkbox"/>
Auto-pilot	<input type="checkbox"/>	Aldis lamp	<input type="checkbox"/>
Navigation lights failure alarm operational	<input type="checkbox"/>	COLREGS navigation lights and shapes	<input type="checkbox"/>
Electronic Chart Information System (ECDIS)	<input type="checkbox"/>	Public Address System-Bridge/ER/Steering	<input type="checkbox"/>
Global Positioning System (GPS)	<input type="checkbox"/>	Automatic Identification System (AIS)	<input type="checkbox"/>
Voyage Data Recorder (VDR)	<input type="checkbox"/>	Standing Instructions/Night Order Book	<input type="checkbox"/>
Bridge Navigational Watch Alarm System (BNWAS)	<input type="checkbox"/>		

**Part 5 Pollutants and Dangerous Goods** (In case of sinking, actual, or potential release of pollutants or dangerous goods). If more space is required please use separate sheet

Fuel/Products on board		Fuel/Products Released							
Proper Shipping Name	Quantity	Quantity Released	IMO Class	UN Number	From		Outcome		
					Bunkers	Cargo	Contained	Dispersed	Caught Fire
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

To be signed by the ship's Safety Officer (if applicable)

Signed

Name

Rank

Date

If there is insufficient space in any part of this form for your answers or comments, please use a plain sheet of paper as a continuation sheet and attach it to this form. Please indicate in the box below the number of sheets used. ***Please ensure that the sections being expanded are indicated on the continuation sheets.***

Number of continuation sheets





Merchant Shipping Directorate



## MERCHANT SHIPPING (INSURANCE FOR MARITIME CLAIMS) REGULATIONS, 2011

### ***Merchant Shipping Notice 95***

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and recognised organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the publication of the Merchant Shipping (Insurance for Maritime Claims) Regulations, 2011 published on the 16 December 2011, as Legal Notice 484 of 2011. The Regulations transpose Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009, on the insurance of shipowners for maritime claims and entered into force on 1 January 2012.

All shipowners are required to be properly insured against damage to third parties. The Regulations also stipulate the same level of cover as set in the International Convention on Limitation of Liability for Maritime Claims in its 1996 version (LLMC 1996). Malta is party to the LLMC 1996 and transposed the Convention through the Merchant Shipping (Limitation of Liability for Maritime Claims) Regulations, 2003. Furthermore, the Regulations provide that proof of insurance can be in the form of a commercial insurance certificate.

As from 1 January 2012, vessels that do not have in place an insurance cover as referred to above may be denied entry into European ports and may lead to detention of the vessel.

The electronic version of Legal Notice 484 of 2011 can be downloaded from <http://www.doi.gov.mt/EN/legalnotices/2011/12/LN%20484.pdf>

Merchant Shipping Directorate

9 January 2012



Merchant Shipping Directorate



## AUTHORISED CLASSIFICATION SOCIETIES

### ***Merchant Shipping Notice 96 Rev.2***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

1. A merchant vessel both at the time that is being registered as a Maltese ship and during the period of its registration under the Malta flag must be classed with a classification society authorised to issue statutory certificates on behalf of the Government of Malta.

2. The list of these classification societies has been revised as follows:

*American Bureau of Shipping (ABS)  
Bureau Veritas (BV)  
China Classification Society (CCS)  
Croatian Register of Shipping (CRS)  
ClassNK (NK)  
DNV-GL  
Indian Register of Shipping (IRS)  
Korean Register of Shipping (KR)  
Lloyd's Register (LR)  
Polish Register of Shipping (PRS)  
Registro Italiano Navale (RINA)  
Russian Maritime Register of Shipping (RS)*

3. Existing procedures requiring a ship by ship authorisation for a classification society listed in this notice to issue statutory certificates on behalf of the Government of Malta shall remain in effect.

Merchant Shipping Directorate

13 February 2018

Malta Transport Centre  
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [mer shipmalta.tm@transport.gov.mt](mailto:mer shipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



Merchant Shipping Directorate  
ISO 9001:2008 certified



Merchant Shipping Directorate



## REVOCATION OF MERCHANT SHIPPING NOTICES

### ***Merchant Shipping Notice 98***

*Notice to Shipowners, Ship Operators and Managers and Ship Masters*

The Merchant Shipping Directorate would like to inform all those concerned that Merchant Shipping Notices 3, 4, 5, 6, 7, 8, 11, 16, 17, 18, 20, 21, 23, 24, 25, 26, 27, 28, 31, 33, 34, 35, 36, 37, 38, 39, 41, 43, 45, 46, 48, 53, 54, 56, 57, 58, 61, 63, 66, 67, 69, 72, 73, 80, 81 and 85 are hereby revoked.

Merchant Shipping Directorate

22 October 2012

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration/](http://www.transport.gov.mt/ship-registration/)

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



## CONTACT DETAILS OF THE MERCHANT SHIPPING DIRECTORATE

### Merchant Shipping Notice 99 Rev 2

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

1. The Merchant Shipping Directorate would like to invite all those concerned to visit our website ([www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)).
2. All concerned are reminded that, all correspondence and enquiries should be addressed to:-

Registrar General of Shipping and Seamen  
Merchant Shipping Directorate  
Transport Malta  
Malta Transport Centre  
Triq Pantar, Ħal- Lija, LJA 2021  
Malta.

Telephone: +356 2125 0360  
Fax Number: +356 2124 1460  
E-mail: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
Website: [www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

3. Useful contact details are as follows:-

Registration of Ships	-	Email:	<a href="mailto:mershipmalta.tm@transport.gov.mt">mershipmalta.tm@transport.gov.mt</a>
Registration of Yachts	-	Email:	<a href="mailto:yachtsmalta.tm@gov.mt">yachtsmalta.tm@gov.mt</a>
	-	AOH:	+356 9949 4317
			+356 9949 4315
Technical Matters	-	Email:	<a href="mailto:tech.tm@transport.gov.mt">tech.tm@transport.gov.mt</a>
	-	AOH:	+356 7943 4316
			+356 7943 4317
			+356 9949 4318
			+356 9949 5474

Malta Transport Centre  
Ħal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



Merchant Shipping Directorate  
ISO 9001:2008 certified



Merchant Shipping Directorate



ISPS	Alerts	-	Email:	<a href="mailto:alert.isps@transport.gov.mt">alert.isps@transport.gov.mt</a>
	General	-	Email	<a href="mailto:comms.isps@transport.gov.mt">comms.isps@transport.gov.mt</a>
		-	AOH:	+356 9943 4318
STCW	Applications	-	Email:	<a href="mailto:applica.stcw@transport.gov.mt">applica.stcw@transport.gov.mt</a>
	General	-	Email:	<a href="mailto:stcw.tm@transport.gov.mt">stcw.tm@transport.gov.mt</a>
	Payments	-	Email:	<a href="mailto:stcw.fosmsd@transport.gov.mt">stcw.fosmsd@transport.gov.mt</a>
		-	AOH:	+356 9906 7197
Maritime Labour Convention, 2006		-	Email:	<a href="mailto:mlc.tm@transport.gov.mt">mlc.tm@transport.gov.mt</a>
Flag State Inspections		-	Email:	<a href="mailto:fsi.tm@transport.gov.mt">fsi.tm@transport.gov.mt</a>
Maritime Radio Communications		-	Email:	<a href="mailto:mrasmalta.tm@transport.gov.mt">mrasmalta.tm@transport.gov.mt</a>
CLC & Bunker Applications		-	Email:	<a href="mailto:clcmalta.tm@transport.gov.mt">clcmalta.tm@transport.gov.mt</a>

Merchant Shipping Directorate

02 May 2018

Malta Transport Centre  
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [merhipmalta.tm@transport.gov.mt](mailto:merhipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



Merchant Shipping Directorate  
ISO 9001:2008 certified

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



## **REGULATION (EU) NO 1177/2010 CONCERNING THE RIGHTS OF PASSENGERS WHEN TRAVELLING BY SEA AND INLAND WATERWAY**

### ***Merchant Shipping Notice 101***

*Notice to Shipowners, Ship Operators, Managers  
Masters and Owners' Representatives*

The Merchant Shipping Directorate would like to remind all those concerned that Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 becomes applicable on 18 December 2012.

The Regulation provides for minimum rights for passengers travelling:

- on passenger services where the port of embarkation is situated in an EU Member State;
- on passenger services operated by Union carriers from a port situated in a third country to a port situated in an EU Member State and
- on a cruise where the port of embarkation is situated in an EU Member State.

A summary of the provisions of the above-mentioned Regulation drafted in accordance with Article 23(2) of the said Regulation is enclosed in the Annex.

In order to ensure the continuous uninterrupted operation of Malta flag ships after 18 December 2012, ships which are covered by the Regulation, are hereby reminded to put in place the necessary procedures to implement the Regulation, as soon as possible.

Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 can be downloaded from:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:334:0001:0016:EN:PDF>

Merchant Shipping Directorate

21 November 2012

## **ANNEX**

### **Summary of provisions concerning the rights of passengers when travelling by sea and inland waterway<sup>1</sup>**

Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway becomes applicable on 18 December 2012.

It provides for a minimum set of rights for passengers travelling

- on passenger services where the port of embarkation is situated in a Member State,
- on passenger services operated by Union carriers from a port situated in a third country to a port situated in a Member State and
- on a cruise where the port of embarkation is situated in a Member State<sup>2</sup>.

The Regulation does however, not apply to certain categories of waterborne transport services<sup>3</sup>.

Regulation (EU) No 1177/2010 does not preclude passengers from claiming damages before national courts in accordance with national law in respect of individualised damages resulting from cancellation or delay of transport services.

### **Right to information**

All passengers travelling by sea or inland waterways have the right to adequate information throughout their travel. That right includes the right to be informed on passenger rights and contact details of the national enforcement bodies, and on the conditions of access to transport for disabled persons and persons with reduced mobility.

In the event of cancellation or delay in departure, passengers have the right to be informed of the

---

<sup>1</sup> Summary drafted in accordance with Article 23(2) of Regulation (EU) No 1177/2010. This summary has no legal value.

<sup>2</sup> Cruise passengers have no right to re-routing and reimbursement in case of cancelled or delayed departures and no right to compensation of the ticket price in case of delay in arrival.

<sup>3</sup> Ships certified to carry up to 12 passengers, ships which have a crew responsible for the operation of the ship composed of not more than three persons, passenger services of less than 500 metres one way, excursion and sightseeing tours other than cruises and ships not propelled by mechanical means as well as original and individual replicas of historical passenger ships designed before 1965, built predominantly with the original materials certified to carry up to 36 passengers, are excluded.

In addition, Member States may decide not to apply the Regulation provided that the rights of passengers are adequately ensured under national law to seagoing ships of less than 300 gross tons operated in domestic transport until 17 December 2014 and for an indefinite period of time to passenger services covered by public service obligations, public service contracts or integrated services.

delay or cancellation by the carrier or terminal operator no later than 30 minutes after the scheduled time of departure and of the estimated departure and arrival time as soon as that information becomes available.

### **Right to non-discriminatory contract conditions**

All persons have the right not to be discriminated directly or indirectly based on their nationality or the place of the establishment of the carrier or ticket vendor within the Union when purchasing tickets of waterborne passenger transport services and cruises.

### **Right to care and assistance**

In case of delay of more than 90 minutes or cancellation of a passenger service or cruise, and where reasonably possible, passengers shall be offered free of charge snacks, meals or refreshments in reasonable relation to the waiting time.

Where the delay or cancellation of a departure necessitates one or more additional nights of stay for the passenger, he or she shall be offered adequate accommodation free of charge on board or ashore by the carrier and transport to and from the port terminal to the place of accommodation. Where a carrier proves that the cancellation or delay is caused by weather conditions endangering the safe operation of the ship, he is relieved of the obligation to offer free accommodation.

The passenger is not entitled to assistance by the carrier, if he or she was informed of the cancellation or delay before the purchase of the ticket or where the cancellation or delay is caused by the fault of the passenger.

### **Right to re-routing and reimbursement in case of cancellation or delay of departure**

In case of a delay of more than 90 minutes as compared to the scheduled time of departure or cancellation of a passenger service, passengers have a right to choose between

- re-routing to the final destination at no additional cost at the earliest opportunity under comparable conditions and
- reimbursement of the ticket price combined, where relevant, with a free of charge return service at the earliest opportunity to the first point of departure set out in the transport contract.



## **Right to request partial compensation of the ticket price in case of delay in arrival to the final destination**

Passengers may request the compensation of 25% of the ticket price from the carrier, where the delay in arrival to the final destination exceeds

- 1 hour in case of a scheduled journey of up to 4 hours;
- 2 hours in case of a scheduled journey of more than 4 hours, but not exceeding 8 hours;
- 3 hours in case of a scheduled journey of more than 8 hours, but not exceeding 24 hours; or
- 6 hours in case of a scheduled journey of more than 24 hours.

Passengers may request the compensation of 50% of the ticket price from the carrier, where the delay in arrival to the final destination exceeds

- 2 hours in case of a scheduled journey of up to 4 hours;
- 4 hours in case of a scheduled journey of more than 4 hours, but not exceeding 8 hours;
- 6 hours in case of a scheduled journey of more than 8 hours, but not exceeding 24 hours; or
- 12 hours in case of a schedule journey of more than 24 hours.

The carrier is however relieved of the obligation to pay compensation to passengers in case of delay in arrival, if he proves that the delay resulted from weather conditions endangering the safe operation of the ship or from extraordinary circumstances hindering the performance of a passenger service which could not have been reasonably avoided.

**Rights of disabled passengers and passengers with reduced mobility:** besides the general passenger rights, disabled persons and persons with reduced mobility have the following rights when travelling by waterborne transport so as to provide them with a right to transport on an equal footing with other passengers:

### **(a) right to access to transport for disabled persons and persons with reduced mobility without any discrimination**

Carriers, travel agents and tour operators may not refuse to accept a reservation, to provide a ticket or to embark persons on the grounds of their disability or reduced mobility.

Where it is not possible to carry a disabled person or a person with reduced mobility on board a ship for safety reasons or due to the impossibility of embarkation resulting from the design of the ship or port infrastructure and equipment, carriers, travel agents and tour operators have to make

all reasonable efforts to propose the person concerned an acceptable alternative transport. Disabled persons and persons with reduced mobility who hold a reservation, who have notified the carrier of their specific needs but are still denied boarding may choose between reimbursement and re-routing, the latter being conditional on the fulfilment of safety requirements.

Carriers, travel agents or tour operators may not ask disabled persons or persons with reduced mobility to pay a higher cost for reservations or tickets. Tickets and reservations shall be offered to the disabled persons or persons with reduced mobility under the same conditions as to other passengers.

The carriers and terminal operators shall have in place non-discriminatory access conditions for the transport of disabled persons, persons with reduced mobility and accompanying persons.

#### **(b) right to special assistance**

Disabled persons and persons with reduced mobility have the right to free of charge assistance by carriers and terminal operators in ports and on board ships, including with embarkation and disembarkation.

Disabled persons and persons with reduced mobility have to notify the carrier at the time of reservation or advance purchase of the ticket of their specific needs regarding accommodation, seating, required services or their need to bring medical equipment. For any other assistance the disabled persons and persons with reduced mobility need to notify the carrier or terminal operator at least 48 hours in advance and have to present themselves at an agreed time ahead of the published embarkation time at a designated point.

#### **(c) right to compensation for loss of or damage to mobility equipment**

Where a carrier or terminal operator has caused loss or damaged of mobility equipment or other specific equipment used by a disabled person or a person with reduced mobility due to his neglect or fault, he has to pay the disabled person or the person with reduced mobility a compensation corresponding to the replacement value of the equipment concerned or, where it is possible to repair that equipment, the costs relating to repairs.

#### **Right to submit complaints to the carriers and national enforcement bodies (NEBs)**

Passengers may submit complaints to the carriers and terminal operators within two months from the date on which the service was performed or when it should have been performed.

The carrier or terminal operator has to have a complaint handling system in place. Within that framework he has to notify the passenger within 1 month of receipt of the complaint whether he considers the complaint to be substantiated, rejected or still considered. The carrier or terminal operator has to provide the passenger with a final reply within 2 months of receipt of the complaint.

Passengers may submit complaints about alleged infringements of Regulation (EU) No 1177/2010 to national enforcement bodies.

### **Enforcement of passenger rights by NEBs and comparable mechanisms**

Within Member States the designated national enforcement bodies shall enforce the rights and obligations set out in Regulation (EU) No 1177/2010 as regards passenger services and cruises from ports situated on the territory of that Member State and passenger services from a third country to such ports.

Where a Member State has decided to exempt passenger transport services covered by public service contracts or integrated services from the scope of application of the Regulation, it will need to ensure that a comparable mechanism of enforcement of passenger rights has been put in place.



Merchant Shipping Directorate

## REVISION OF MERCHANT SHIPPING NOTICES

### *Merchant Shipping Notice 102*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

*This Notice Revokes Merchant Shipping Notice 1*

The Merchant Shipping Directorate would like to inform all those concerned that from today a new system of Merchant Shipping Notices will be introduced. The system of communicating any matter that the Directorate wishes to address to the shipping community will be as follows:

1. Merchant Shipping Notices numbers will remain unaffected; however, notices that need to be updated will be superseded by a revision (Rev.) number following the original Merchant Shipping Notice number.
2. In these Revisions a series of revision notes will be included in the left hand margin of the amended notice indicating where amendments have been made.
3. A series of Technical Notices, denoted by the relevant international convention will be introduced, to communicate technical ship requirements and information. These Technical Notices will be replacing the Administration Requirements as from today.
4. Information Notices communicating useful information to the shipping industry will be introduced. These Notices are for information purposes only.

Every reasonable effort will be made to ensure a wide distribution of these Notices and these will be circulated, amongst others, to Maltese Embassies and Consulates, the Malta International Shipping Council and Recognised Organisations. It is the responsibility of every shipowner to bring the Notices to the timely attention of all masters and officers engaged on his Maltese ships, and to the managers and operators of these vessels, and to ensure compliance therewith.

All valid Merchant Shipping Notices and Technical Notices are to be retained on board all Maltese ships and made readily available to masters and officers. A list of the valid Notices required to be maintained on board can be downloaded from <http://www.transport.gov.mt/ship-registration/notices>.

The ready availability and updated Notices are a subject for inspection in the 'Publications' section of the 'Flag State Inspection Report'.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



## LIABILITY OF CARRIERS OF PASSENGERS BY SEA IN THE EVENT OF ACCIDENTS

### *Merchant Shipping Notice 103*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to remind all concerned that Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents shall enter into force on the 31 December 2012.

This Regulation lays down a harmonised regime of liability and insurance for the carriage of passengers by sea, based on the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea 1974, as amended by the Protocol of 2002 on the carriage of passengers; and the International Maritime Organization (IMO) guidelines for implementation of the Athens Convention, adopted in 2006.

According to the new liability regime established by the Regulation, for damages related to navigation accidents victims shall be covered by an *ipso jure* liability regime but must prove a fault on the part of the carrier in order to be compensated for damages falling under the category of "innkeeper" liability.

Carriers must all maintain insurance and victims shall be entitled to make claims directly against the insurer.

Owners operating ships under the Malta flag and/or local representatives are to submit war risk and non war risk blue cards issued by an approved P & I Club to this Directorate on [clcmalta.tm@transport.gov.mt](mailto:clcmalta.tm@transport.gov.mt). They are also to indicate the name and full address of the principal place of business of the carrier who actually performs the carriage.

In order to ensure the continuous uninterrupted operation of Malta flag ships, to which the Regulation applies, after 31 December 2012, those concerned are hereby reminded to submit the relevant documents to this Directorate as soon as possible. Ships not furnished with the relevant certificate may experience delays after 31 December 2012.

The electronic version of the abovementioned EC Regulation can be downloaded from:  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:131:0024:0024:EN:PDF>

Merchant Shipping Directorate

6 December 2012

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Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



## MINIMUM SAFE MANNING CERTIFICATES FOR MALTESE SHIPS

### ***Merchant Shipping Notice 104***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

*This Notice revokes Merchant Shipping Notice 13*

The 1974/78 International Convention for the Safety of Life at Sea (SOLAS 74/78) makes it mandatory for trading ships of 500 gross tonnage and over to carry, at all times, a valid Minimum Safe Manning (MSM) Certificate issued by the ship's Flag State.

In order to ensure and at the same time facilitate evermore compliance by Maltese trading ships with the relative SOLAS 74/78 provisions, the Directorate has reviewed the system outlined in MSD Notice No 13 for the issuing of MSM certificates.

As from 1 January 2013, the format of the MSM certificate will be changed in order to reflect recent developments. All current MSM certificates shall remain valid and a new certificate will be issued following:

- Entry of a ship in the Malta register; or
- Renewal of the MSM certificate; or
- Change in the ISM company, equipment, construction or use of the ship; or
- Any other changes that may affect the manning requirements of the vessel.

The new certificate will again be valid for a period of five years or for the remaining period of the five years, as the case may be, always to coincide with the date of the renewal of registry.

The MSM certificate will cease to be valid upon its expiry date, in the event of any change in the ISM Company, equipment, construction, use or particulars of the ship affecting the stipulated manning and on closure of registry.

It is important that all the information required for the issuance of a MSM certificate is made available to the Directorate concurrently with the application for provisional registration. The ship's Provisional Certificate of Malta Registry will only be released with the MSM certificate. It is important that the relative MSD application is filed together with any other information that might be considered relevant for the issuance of the certificate.

In evaluating manning requirements the Directorate will consider the relevant information relating to the ship and the guidelines contained in IMO Resolution A.1047(27), in its up-to-date version. In the event of any differences the Directorate will consider any substantiated views. In such cases it may be necessary to arrange for some form of practical demonstration of the ability of the crew to carry out the necessary tasks in the principles of safe manning.

In accordance with the Directorate's usual practices, fees shall be charged for these services accordingly.

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Email: [meranshipmalta.tm@transport.gov.mt](mailto:meranshipmalta.tm@transport.gov.mt)  
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Merchant Shipping Directorate



Transport Malta

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It is pertinent to point out that:

- All officers serving on board Maltese trading vessels must be in possession of a recognized valid certificate of competency and an Endorsement issued by the Competent Authority in accordance with the 1978 STCW Convention; the originals should be kept on board; and
- All officers are required to be in possession of an endorsement issued under Regulation I/10 by the Merchant Shipping Directorate, stating that the holder is competent to serve in the respective capacity on board Maltese trading ships.

Merchant Shipping Directorate

27 December 2012

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Merchant Shipping Directorate



## GUIDELINES FOR THE IMPLEMENTATION OF THE MARITIME LABOUR CONVENTION, 2006

### **Merchant Shipping Notice 105 Rev 1**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

This Notice provides guidelines on the effective implementation of the Merchant Shipping (Maritime Labour Convention) Rules, 2013. A copy of the Rules may be downloaded from [http://www.transport.gov.mt/admin/uploads/media-library/files/LN%20145%20of%202013%20-%20Merchant%20Shipping%20\(Maritime%20Labour%20Convention\)%20Rules%202013%20\(Amended\).pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/LN%20145%20of%202013%20-%20Merchant%20Shipping%20(Maritime%20Labour%20Convention)%20Rules%202013%20(Amended).pdf).

### **Definitions**

#### **Competent Authority**

in relation to Malta, means the Registrar General of Shipping and Seamen, and, in relation to other States, means the national Maritime Administration maintained by those States.

#### **Seafarer**

means any person who is employed or engaged or works in any capacity on board a ship, but excluding persons providing non-scheduled or ancillary services to a ship to assist it in its maritime voyage such as, inter alia, shore based engineers, bunker crew, pilots, members of the Armed Forces of Malta, or a member of the Civil Protection Department of Malta.

The Directorate will make use of the guidance contained in Resolution VII to the MLC in order to determine if a person engaged or employed onboard a ship to which the Convention applies is a seafarer for the purpose of compliance with the MLC.

The Directorate considers that the following persons are not seafarers for the purpose of application of the MLC:

1. Port workers, including travelling stevedores;
2. Pilots and port officials;
3. Ship surveyors and auditors;
4. Superintendents;
5. Armed Personnel (engaged on short voyages);
6. Scientists, Researchers, Fitters and Divers;
7. Equipment repair/service technicians and riding crew whose principal place of employment is onshore;
8. Guest entertainers who work occasionally and short term onboard with their principal place of employment being onshore.

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



Merchant Shipping Directorate  
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If the shipowner deems that there is any other category of persons who should not be considered as seafarers for the purposes of the MLC, an application containing the following information should be submitted to the Directorate on [mlc.tm@transport.gov.mt](mailto:mlc.tm@transport.gov.mt) :

- The category or capacity of the persons;
- The duration of the stay on board of the persons concerned;
- The frequency of periods of work spent on board;
- The location of the person's principal place of business;
- The purpose of the person's work on board;
- The company who is responsible for the labour and social conditions for the person;
- Whether an agreement is in place for the persons and if the shipowner has assessed it to ascertain if it is comparable with the MLC.

### Shipowner or Owner

means the owner of the ship or another organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners.

### Application

The Rules shall apply to all Maltese flagged ships, ordinarily engaged in commercial activities wherever they are and to all other ships ordinarily engaged in commercial activities while they are in Maltese waters and to all seafarers serving onboard such ships. The Rules shall not apply to fishing vessels, ships of traditional build, small ships as defined in the Small Ships Regulations and that exclusively navigate in Maltese waters, and warships or naval auxiliaries.

The Directorate has determined that the MLC shall not apply to the following ships:

1. Ships that are trading and/or operating exclusively between ports and facilities within Malta;
2. Offshore units whose primary service is drilling operations for the exploration, exploitation or production of resources beneath the sea bed and are not ordinarily engaged in navigation or international voyages;
3. Fishing Vessels;
4. Yachts in non commercial use of any size.



### **Recognised Organizations**

Malta has delegated the inspection functions and certification services under the MLC to the authorized Recognised Organizations (RO), that are listed in Merchant Shipping Notice No. 96, as revised. The Notice may be downloaded from <http://www.transport.gov.mt/ship-registration/notices>.

To this effect, following the issuance of the DMLC Part I, the DMLC Part II shall be prepared by the shipowner (in consultation with the RO). The RO shall certify the DMLC Part II and carry out the required inspection for the issue of the Maritime Labour Certificate.

### **Declaration of Maritime Labour Compliance (DMLC)**

The Declaration summarises the national legislation implementing an agreed upon list of 14 areas of the maritime standard. The Directorate will draw up a ship specific DMLC Part I. Subsequently, the shipowner shall develop and implement measures to ensure compliance with the national legislation in the ship specific DMLC Part II.

The DMLC shall be carried onboard at all times together with the Maritime Labour Certificate .

The DMLC Part I completed by the Directorate will contain the following:

1. List of matters to be inspected (Appendix A5-I of the Convention).
2. Reference to the national legislation provisions as well as concise information on the content of the national requirements in each of the matters listed in Appendix A5-I of the Convention.
3. Reference to ship type specific requirements under national legislation.
4. Record of substantially equivalent provisions under paragraph 3 & 4 of Article VI of the Convention as applicable.
5. Record of exemptions if granted under Title 3 of the Convention.

The DMLC Part II shall be completed by the shipowner and must identify the measures adopted to ensure ongoing compliance with the national legislation between inspections and the measures proposed to ensure that there is continuous improvement. The RO of the ship shall verify compliance with the national legislation and the requirements of the MLC, by examination of the DMLC Part II.

The examination of the DMLC Part II is a two step process. The first step is verification that the proposed measures satisfy the national and MLC requirements. It shall include examination amongst other documents of the Seafarers Employment Agreements and the Collective Bargaining Agreements, if any.



The second step is successful completion of an initial onboard inspection to verify that the shipowner has implemented the proposed measures documented in the DMLC Part II. If the RO is satisfied that all the requirements are met the DMLC Part II will be endorsed.

A copy of the DMLC must be posted in a conspicuous place on board which is accessible to the seafarers. A copy of the DMLC must be made available upon request to seafarers, flag State inspectors, port State control officers, shipowners' and seafarers' representatives.

A new DMLC shall be issued when there is a change in the ship's particulars as recorded on the DMLC Part I or when there are changes to the exemption or equivalent arrangements. A revised DMLC Part II needs to be issued when there is a change of shipowner or in the measures to ensure compliance with the provisions of the DMLC Part I.

The owner may, if deemed necessary, complement the DMLC Part II, issued by the Directorate, with an addendum in a chosen format, as long as it contains the unique certificate number appearing on the DMLC issued by the Directorate. All pages of the addendum shall be endorsed by the RO. This shall apply to the DMLCs issued after the date of publication of this MS Notice.

The shipowner shall request from the Directorate on [mlc.tm@transport.gov.mt](mailto:mlc.tm@transport.gov.mt) a ship specific DMLC Part I prior to developing and submitting the DMLC Part II for the issue of a Maritime Labour Certificate. There is no need of a DMLC for the issue of an interim Maritime Labour Certificate.

A copy of the application form may be downloaded from [www.transport.gov.mt/admin/uploads/media-library/files/Application%20for%20the%20Issuance%20of%20DMLC%20Part%20I.doc](http://www.transport.gov.mt/admin/uploads/media-library/files/Application%20for%20the%20Issuance%20of%20DMLC%20Part%20I.doc).

The appropriate fee for the issue of a DMLC shall be of €50.

### ***Exemption/Equivalencies***

Certificates issued in accordance with the Merchant Shipping (Crew Accommodation) Regulations (L.N. 31 of 2004) are no longer required. Exemptions/Equivalencies issued under these Regulations should be reflected on the DMLC Part I.

Such exemptions / equivalencies / deviations from the requirements of the MLC are to be included in the DMLC Part 1, following an application of the DMLC by the owner to the Administration.



Notification of Exemptions / Equivalencies / Deviations should be received by the Directorate. If, subsequent to the issuance of the DMLC, the shipowner requires consideration of an equivalency or exemption, a new application for a DMLC shall be submitted and subject to the review of the application, an amended DMLC is issued.

A sample of the DMLC may be downloaded from  
[www.transport.gov.mt/admin/uploads/media-library/files/MLC%20Part%20I%20and%20Part%20II%20Declarations%20\(Sample\)%20update.d.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/MLC%20Part%20I%20and%20Part%20II%20Declarations%20(Sample)%20update.d.pdf).

### ***Initial Inspection and Issuance of the Maritime Labour Certificate***

A Maritime Labour Certificate as well as a DMLC shall be issued to ships of 500 GT or more, to which the Convention applies, following a successful initial onboard inspection. The Maritime Labour Certificate confirms that the working and living conditions have been inspected and verified to meet national legislation implementing the MLC.

Ships below 500 GT are subject to an inspection at intervals not exceeding three years, with no certificate to be issued. Shipowners may however request a certificate on a voluntary basis. It is strongly recommended that ships below 500 GT are issued with a certificate in order to simplify matters involving port State control inspections and to avoid undue delays in ports.

A Maritime Labour Certificate shall be issued by the RO upon completion of a satisfactory initial inspection. The Certificate shall be issued for a period not exceeding five years.

All applicable ships should be MLC compliant and certified. Ships meeting the requirements of the MLC shall be issued with a Maritime Labour Certificate following satisfactory inspection.

### ***Intermediate Inspection and Endorsement of the MLC***

The validity of the Maritime Labour Certificate shall be subject to an intermediate inspection. The scope and extent of the intermediate inspection shall be equal to an inspection for renewal of the Certificate. The intermediate inspection shall be carried out between the second and third anniversary dates of the Maritime Labour Certificate. The Certificate shall be endorsed by the RO, following satisfactory intermediate inspection. If the intermediate inspection is not carried out as required, the Maritime Labour Certificate shall cease to be valid.



### ***Renewal Inspection and Renewal of the Maritime Labour Certificate***

The Maritime Labour Certificate shall be renewed after verification that all national requirements implementing the MLC are being met. When the renewal inspection is completed within three months before the expiry date of the existing Certificate, the new certificate shall be valid for a period of five years from the date of expiry of the existing one. When a renewal inspection is completed more than three months before the expiry date of the existing Maritime Labour Certificate, the new Certificate shall be valid for a period not exceeding five years, starting from the date of completion of the renewal inspection.

### ***Interim Inspection and Issuance of an Interim Maritime Labour Certificate***

Interim inspections may be carried out (on new and existing ships) if any one of the following conditions exists:

1. New ship on delivery;
2. New ship to the Company;
3. Ship changes flag to Malta;
4. Reactivation of a laid up ship.

Existing vessels, not falling under any of the above cases, shall not be required to undergo an interim inspection. At the time of the interim inspection, the DMLC I & II is not required to be on board.

An Interim Certificate may only be issued when the RO, on behalf of the Administration has verified that:

1. The ship complies as far as is reasonable and practicable, with the matters listed in Appendix A5-I of the Convention;
2. The ship has adequate procedures in place to comply with the Convention;
3. The master is familiar with the requirements of the Convention and the responsibilities for implementation;
4. Relevant information has been submitted to the competent authority or RO to produce a DMLC.

An interim certificate valid for a period not exceeding six months shall be issued following satisfactory completion of the interim inspection. No further interim certificate may be issued following the initial six months period.



### ***Cessation of Certificates***

The Maritime Labour Certificate and the DMLC shall cease to be valid if any one of the following situations arises:

1. Required inspections are not carried out;
2. The Maritime Labour Certificate is not endorsed at the intermediate inspection;
3. The shipowner has changed;
4. A ship changes flag;
5. Substantial modifications have been made to the structure or equipment of the ship.

### ***Change of Flag***

When a ship registered in Malta changes flag and the gaining State has ratified the Convention, the Directorate will transmit as soon as practicable to the competent authority of that State, a copy of the Maritime Labour Certificate and the DMLC carried by the ship before the change of flag. If applicable, a copy of the relevant inspection reports will also be submitted upon specific request by the competent authority of the State as long as request is submitted within three months following the change of flag.

### ***Maritime Labour Certificate and DMLC***

The RO of the ship shall withdraw the Certificate and the DMLC if there exists evidence of serious, frequent or recurring deficiencies and where the required corrective action has not been taken. The Directorate reserves the right to instruct the RO to withdraw the certificate if the circumstances so dictate.

### ***On-board complaint procedure***

All ships shall have on-board procedures for the fair, effective and expeditious handling of seafarer complaints alleging breaches of the rules. Such procedures shall seek to resolve complaints at the lowest level possible. The seafarer shall have the right to lodge the complaint directly with the master and where deemed necessary also with the appropriate external authorities.

The on-board complaint procedures shall include the right of the seafarer to be accompanied or represented during the complaint procedure, as well as safeguards against the possibility of victimization of seafarers for filing complaints which are neither manifestly vexatious nor maliciously made.



In addition to the copy of their seafarers' employment agreement, all seafarers shall be provided with a copy of the on-board complaint procedures applicable on the ship. The procedures shall include contact information of the Competent Authority and the name of the person or persons on board the ship who can, on a confidential basis, provide seafarers with impartial advice on their complaint or otherwise assist them in following the complaint procedures available to them on board the ship. Furthermore, the seafarer shall have the right to seek redress through whatever legal means he considers appropriate.

The onboard complaint procedures shall contain at least the following:

1. Contact information for the company's Maritime Labour Convention, 2006 designated person or any other person appointed by the Company;
2. Contact information of the Merchant Shipping Directorate;
3. Contact information of the competent Authority in the seafarers country of residence;
4. Name of a person or persons onboard the ship who can, on a confidential basis, advise and assist the seafarer to follow the complaint procedures.

The contact details for lodging a complaint with the Directorate are as follows:

Registrar General of Shipping and Seamen  
Merchant Shipping Directorate  
Authority for Transport in Malta  
Transport Centre  
Marsa  
Malta  
Tel: +356 2125 0360  
Email: [mlc.tm@transport.gov.mt](mailto:mlc.tm@transport.gov.mt)

The complainant seafarer shall submit his complaint to his superior officer in writing. Where a solution cannot be found at this level, the superior officer shall refer the complaint to the head of department. The latter shall interview the seafarer with a view to solving the complaint. If the seafarer is not satisfied with the way his complaint has been handled, he may request an interview with the master. If no satisfactory resolution is obtained, the seafarer may appeal to the management of the company. If no satisfactory resolution is achieved the seafarer may resort to forwarding the appeal to the Directorate, on [mlc.tm@transport.gov.mt](mailto:mlc.tm@transport.gov.mt) or to a consular officer of Malta abroad.

In the event of a complaint being received by a RO from a third party, such complaint should be brought to the attention of the Directorate.





### ***Conduct of Inspectors***

All inspectors shall treat as confidential the source of any grievance or complaint alleging a danger or deficiency in relation to seafarers' working and living conditions or a violation of laws and regulations. The inspector shall not disclose the reason or give indication to the shipowner, the shipowner's representative or the operator of the ship that an inspection was made as a consequence of a grievance or complaint.

Inspectors that have any direct or indirect interest with the shipowner, seafarers or other interested parties shall not be called upon to carry out the maritime labour inspection.

Inspectors shall not disclose, even after leaving service, any commercial secrets or confidential working processes or information of a personal nature which may come to their knowledge in the course of their duties.

### ***Seafarer Employment Agreement***

The shipowner of every Maltese ship shall enter into a seafarer's employment agreement, with every seafarer in accordance with the Merchant Shipping (Maritime Labour Convention) Rules, 2013, as amended. The agreement shall stipulate the terms and conditions of the seafarer's employment.

### ***Recruitment and Placement Services***

Shipowners operating ships under the Malta flag and who use manning agents based in a State which has ratified the MLC, for the employment of seafarers, shall only use licensed or certified or regulated manning agents in accordance with the Convention Standard A1.4 requirements. The license or certificate issued by the State where the manning agent providing seafarers to the ship, is established must be available on board for inspection.

If manning agents based in a State which has not ratified the MLC are used, these shall conform to Standard A1.4.5 and Standard A1.4.9. For these manning agents, any one of the following documents/certificates must be available on board for inspection:

1. Company's own audit report for manning agent (stating that they have verified compliance with Standard A.1.4);
2. Copy of the manning agency quality management certificate;
3. Copy of the RO's certificate attesting compliance with Standard A.1.4.





### **Health and Safety Protection**

The Directorate recognizes that it is the duty of every shipowner to ensure, so far as is reasonable and practicable, the health and safety of employees and other persons onboard ship who may be affected by his acts and omissions. Similarly it is the duty of every employee onboard ship to take all reasonable care of his health and safety and that of other persons onboard ship who may be affected by his acts or omissions.

The matters to which that duty extends shall include in particular:

1. The provision and maintenance of plant, machinery and equipment and systems of work that are, so far as is reasonably practicable, safe and without risk to health;
2. Arrangements for ensuring, so far as is reasonably practicable, safety and absence of risk to health in connection with the use, handling, stowage and transport of articles and substances;
3. The provision to his employees of such information, instruction, training and supervision as is necessary to ensure, so far as is reasonably practicable, the health and safety of persons onboard ship;
4. So far as is reasonably practicable, the maintenance of all places of work in the ship in a condition that is safe and without risk to health;
5. The provision and maintenance of an environment for persons onboard ship that is, so far as is reasonably practicable, safe and without risk to health;
6. So far as is reasonably practicable, collaboration with others who employ persons who are at any time in the course of their employment onboard a ship or are engaged in loading or unloading activities in relation to a ship, to protect the health and safety of all persons onboard that ship.

It shall also be the duty of every shipowner to carry out an assessment of all the occupational health and safety hazards that may be present onboard the ship and the resultant risks involved concerning all aspects of the work activity. The shipowner shall ensure that written or retrievable electronic copies of such assessments, are available onboard the ship, and that they are updated regularly.

### **ISM Code**

The Directorate considers that elements of the MLC are an extension of the International Safety Management Code (ISM Code) and an essential part of meeting the Code's objectives of maintaining compliance with international conventions.

Failure of a Malta flagged ship to comply with the MLC may be considered as a non-conformity as defined in the ISM Code, and could possibly result in the withdrawal of the vessel's Safety Management Certificate.



Merchant Shipping Directorate



Transport Malta

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In the event of certification withdrawal, reinstatement of the certification shall only be possible once the ship's RO and, if the situation so warrants, the competent Authority of the Member State under whose jurisdiction the vessel is located notify the Directorate that they are satisfied with the vessel's compliance with the Convention.

### ***Additional Information***

All enquiries related to MLC matters, including implementation issues, should be addressed to this Directorate on [mlc.tm@transport.gov.mt](mailto:mlc.tm@transport.gov.mt)

Merchant Shipping Directorate

8 January 2015

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Merchant Shipping Directorate



## **PLACEMENT OF PRIVATELY CONTRACTED ARMED SECURITY PERSONNEL (PCASP) ONBOARD MALTESE SHIPS**

### ***Merchant Shipping Notice 106***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to draw the attention of all concerned to the publication of the General Authorisation (Protective Security Measures on board Ships) Regulations, 2013, Legal Notice 19 of 2013. The Regulations regulate the carriage and use of firearms and ammunition on board Maltese ships by Privately Contracted Armed Security Personnel (PCASP).

In accordance with the Regulations, the Directorate may consider to authorise the placement of PCASP onboard Maltese ships operating in a High Risk Area (HRA). When the shipowner<sup>1</sup> considers the placement of PCASP, prior authorisation needs to be obtained from the Directorate.

Applications shall be submitted to the Merchant Shipping Directorate on the enclosed [form](#) to [comms.isps@transport.gov.mt](mailto:comms.isps@transport.gov.mt). All applications shall be accompanied by a Voyage Plan and Crew List for the duration of the stay of the PCASP onboard. When submitting an application for consideration, the shipowner is undertaking that:

- i. the Ship Security Plan is developed and updated with the Ship Security Assessment considering that the ship is operating in a HRA;
- ii. the provisions of these circulars and shipping notices have been considered and applied:
  - a. MSC.1/Circ.1405/Rev.2;
  - b. MSC.1/Circ.1339;
  - c. Merchant Shipping Notice 71;
  - d. Merchant Shipping Notice 82;
- iii. the master of the ship retains overall responsibility for the safety and the security of the ship;
- iv. the embarkation of additional personnel is in line with the requirements concerning safety equipment onboard and crew accommodation requirements;
- v. all firearms and ammunitions are removed from the vessel when PCASP disembark;

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<sup>1</sup>Shipowner means the owner of the ship or another organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners.



- vi. all firearms and ammunitions are not to be deployed from the designated secure keeping in sea areas which are not defined as 'High Risk Area';
- vii. the national requirements regarding firearms in coastal and port States are complied with;
- viii. the PCASP are:
  - a. qualified for providing the service for which they are being engaged;
  - b. qualified in the use of the firearms being taken onboard;
  - c. in possession of certificates for the four elements of basic training, namely:
    - Personal survival techniques (STCW A-VI/1-1);
    - Fire fighting and fire prevention (STCW A-VI/1-2);
    - Elementary first aid (STCW A-VI/1-3); and
    - Personal safety and social responsibility (STCW A-VI/1-4);
- ix. any details or documents required shall immediately be made available at the request of the Maltese competent Authority.

To this effect, shipowners of Malta flagged ships are required to abide with Legal Notice 19 of 2013 and the provisions of this Notice when planning their operations and, to extend their full cooperation for their enforcement.

The shipping community is reminded that without prejudice to the penalties contemplated in the said regulations, the use of firearms on Maltese ships, without prior authorisation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The electronic copy of Legal Notice 19 of 2013 can be downloaded from <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lp&itemid=24474&l=1>.

Merchant Shipping Directorate

8 March 2013

# Placement of Privately Contracted Armed Security Personnel (PCASP) on board Maltese ships in accordance to Merchant Shipping Notice 106

Malta Transport Centre Marsa, MRS 1917 Malta Tel: +356 2125 0360 Fax: +356 2124 1460 Email: [comms.isps@transport.gov.mt](mailto:comms.isps@transport.gov.mt), [www.transport.gov.mt/ship-registration/](http://www.transport.gov.mt/ship-registration/)

Name of ship				IMO number	Call Sign 9H
Gross Tonnage	Overall length (meters)	Operating Speed (knots)	Freeboard to the lowest deck (meters)	Description	Cargo
Interested Parties		Name		Incorporated	Company Number
Registered Owners					
ISM Company					
Charterer					
Other / Remarks					
Master				Contact details	
Ship Security Officer					
Company Security Officer					

Private Maritime Security Company		Incorporated	Company No.
PMSC Responsible person		Contact details	

## Privately Contracted Armed Security Personnel:

Name		Nationality		Passport Number
Embarkation date		Embarkation point / port		
Disembarkation date		Disembarkation point / port		

## Firearms:

Firearm	Serial no.	Caliber	Ammunition Type	Ammunition Qty.
Loading date		Loading point / port		
Unloading date		Unloading point / port		

The undersigned declares that the details contained herein are correct and that the provisions of the Merchant Shipping Notice 106 have been complied with.

Company Security Officer  
Name:  
Date:

Registrar General of  
Shipping and Seamen



Merchant Shipping Directorate

# Placement of Privately Contracted Armed Security Personnel (PCASP) on board Maltese ships in accordance to Merchant Shipping Notice 106



Malta Transport Centre Marsa, MRS 1917 Malta Tel: +356 2125 0360 Fax: +356 2124 1460 Email: [comms.isps@transport.gov.mt](mailto:comms.isps@transport.gov.mt), [www.transport.gov.mt/ship-registration/](http://www.transport.gov.mt/ship-registration/)

Name of ship				IMO number	Call Sign 9H
Gross Tonnage	Overall length (meters)	Operating Speed (knots)	Freeboard to the lowest deck (meters)	Description	Cargo
Interested Parties		Name		Incorporated	Company Number
Registered Owners					
ISM Company					
Charterer					
Other / Remarks					
Master				Contact details	
Ship Security Officer					
Company Security Officer					

Private Maritime Security Company		Incorporated	Company No.
PMSC Responsible person		Contact details	

## Privately Contracted Armed Security Personnel:

Name		Nationality		Passport Number
Embarkation date		Embarkation point / port		
Disembarkation date		Disembarkation point / port		

## Firearms:

Firearm	Serial no.	Caliber	Ammunition Type	Ammunition Qty.
Loading date		Loading point / port		
Unloading date		Unloading point / port		

The undersigned declares that the details contained herein are correct and that the provisions of the Merchant Shipping Notice 106 have been complied with.

Company Security Officer  
Name:  
Date:

Registrar General of  
Shipping and Seamen



Merchant Shipping Directorate



## MEDICAL FITNESS CERTIFICATE

### ***Merchant Shipping Notice 107***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the new medical certificate for seafarers issued in accordance with the IMO/ILO Guidelines on the medical examination of seafarers. The new medical form meets the standards enshrined in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), as amended, the Maritime Labour Convention (MLC), 2006, the provisions of the Merchant Shipping Act, the Merchant Shipping (Training and Certification) Regulations and the Merchant Shipping (Maritime Labour Convention) Rules.

Part A of the medical form is to be completed by the applicant and signed in the presence of a duly qualified medical practitioner who is to complete part B, including the medical certificate for service at sea.

Medical certificates issued prior to 1 October 2013 shall remain valid until their expiry date.

A copy of the medical certificate may be downloaded from:  
[www.transport.gov.mt/admin/uploads/media-library/files/Notice%20107%20-%20Form%20TM%20MSD%20SCU%20010%20Medical%20fitness%20certificate.doc\\_20140428131400.doc](http://www.transport.gov.mt/admin/uploads/media-library/files/Notice%20107%20-%20Form%20TM%20MSD%20SCU%20010%20Medical%20fitness%20certificate.doc_20140428131400.doc)

Merchant Shipping Directorate

19 September 2013

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009

**Medical fitness certificate issued in compliance with ILO / IMO  
guidelines of the medical examinations for seafarers**



Merchant Shipping Directorate

Transport Malta, Malta Transport Centre, Marsa MRS1917, Malta Tel: +356 21250360 / +356 99067197 (AOH) Fax: +356 21241460 E-Mail: applica.stcw@transport.gov.mt

<b>PART A – To be completed by applicant</b>					
<i>Surname (Family Name)</i>		<i>First Name</i>		<i>Second Name</i>	
<i>Date of Birth</i>		<i>Country of Birth</i>		<i>Nationality</i>	
<i>Department</i> Deck <input type="checkbox"/> Engine <input type="checkbox"/> Radio <input type="checkbox"/> Other <input type="checkbox"/> Please specify:					
<i>Passport No. / Discharge Book No. / Identity Card No.</i>				<i>Gender</i> Male <input type="checkbox"/> Female <input type="checkbox"/>	
<i>Address</i>					
<b><i>Applicant's personal declaration (Assistance should be offered by medical staff)</i></b>					
• Have you ever had any of the following conditions:					
Condition	Yes	No	Condition	Yes	No
1. Eye / vision problem	<input type="checkbox"/>	<input type="checkbox"/>	18. Sleep problem	<input type="checkbox"/>	<input type="checkbox"/>
2. High blood pressure	<input type="checkbox"/>	<input type="checkbox"/>	19. Do you smoke, use alcohol or drugs?	<input type="checkbox"/>	<input type="checkbox"/>
3. Heart / vascular disease	<input type="checkbox"/>	<input type="checkbox"/>	20. Operation / surgery	<input type="checkbox"/>	<input type="checkbox"/>
4. Heart surgery	<input type="checkbox"/>	<input type="checkbox"/>	21. Epilepsy / seizures	<input type="checkbox"/>	<input type="checkbox"/>
5. Varicose veins / piles	<input type="checkbox"/>	<input type="checkbox"/>	22. Dizziness / fainting	<input type="checkbox"/>	<input type="checkbox"/>
6. Asthma / bronchitis	<input type="checkbox"/>	<input type="checkbox"/>	23. Loss of consciousness	<input type="checkbox"/>	<input type="checkbox"/>
7. Blood disorder	<input type="checkbox"/>	<input type="checkbox"/>	24. Psychiatric problems	<input type="checkbox"/>	<input type="checkbox"/>
8. Diabetes	<input type="checkbox"/>	<input type="checkbox"/>	25. Depression	<input type="checkbox"/>	<input type="checkbox"/>
9. Thyroid problem	<input type="checkbox"/>	<input type="checkbox"/>	26. Attempted suicide	<input type="checkbox"/>	<input type="checkbox"/>
10. Digestive disorder	<input type="checkbox"/>	<input type="checkbox"/>	27. Loss of memory	<input type="checkbox"/>	<input type="checkbox"/>
11. Kidney problem	<input type="checkbox"/>	<input type="checkbox"/>	28. Balance problem	<input type="checkbox"/>	<input type="checkbox"/>
12. Skin problem	<input type="checkbox"/>	<input type="checkbox"/>	29. Severe headache	<input type="checkbox"/>	<input type="checkbox"/>
13. Allergies	<input type="checkbox"/>	<input type="checkbox"/>	30. Ear (hearing/tinnitus)/nose/ throat problem	<input type="checkbox"/>	<input type="checkbox"/>
14. Infectious / contagious diseases	<input type="checkbox"/>	<input type="checkbox"/>	31. Restricted mobility	<input type="checkbox"/>	<input type="checkbox"/>
15. Hernia	<input type="checkbox"/>	<input type="checkbox"/>	32. Back or joint problem	<input type="checkbox"/>	<input type="checkbox"/>
16. Genital disorder	<input type="checkbox"/>	<input type="checkbox"/>	33. Amputation	<input type="checkbox"/>	<input type="checkbox"/>
17. Pregnancy	<input type="checkbox"/>	<input type="checkbox"/>	34. Fractures / dislocations	<input type="checkbox"/>	<input type="checkbox"/>
If you answered <b>yes</b> to any of the above questions, please write details below:					



**Medical fitness certificate issued in compliance with ILO / IMO  
guidelines of the medical examinations for seafarers**



Merchant Shipping Directorate

Transport Malta

Transport Malta, Malta Transport Centre, Marsa MRS1917, Malta Tel: +356 21250360 / +356 99067197 (AOH) Fax: +356 21241460 E-Mail: applica.stcw@transport.gov.mt

<p>• Additional questions:</p> <p>35. Have you ever been signed off as sick or repatriated from a ship?</p> <p>36. Have you ever been hospitalized?</p> <p>37. Have you ever been declared unfit for sea duty?</p> <p>38. Has your medical certificate ever been restricted or revoked?</p> <p>39. Are you aware that you have any medical problems, diseases or illnesses?</p> <p>40. Do you feel healthy and fit to perform the duties of your designated position / occupation?</p> <p>41. Are you allergic to any medication?</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p>
<p>Comments:</p>		
<p>42. Are you taking any non-prescription or prescription medications?</p>	<p>Yes</p> <p><input type="checkbox"/></p>	<p>No</p> <p><input type="checkbox"/></p>
<p>If <b>yes</b>, please list the medications taken, and the purpose/s and dosage/s:</p>		
<p><b><i>Applicant must sign personal declaration in the presence of a duly qualified medical practitioner who will be filling PART B of this medical report</i></b></p> <p>I hereby certify that the personal declaration above is a true statement to the best of my knowledge. Furthermore, I authorize the release of all my records from any health professionals, health institutions and public authorities to the appointed medical practitioner.</p> <div style="display: flex; justify-content: space-between; margin-top: 50px;"> <div style="width: 60%;"> <p align="center">Applicant's Signature (Signed in the presence of medical practitioner)</p> </div> <div style="width: 35%;"> <p align="center">Date:</p> </div> </div>		

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<b>PART B – To be completed by a duly qualified medical practitioner</b>											
<b>Medical Examination</b>											
Height	(cm)		Weight	(kg)		Pulse Rate	/ (minute)		Rhythm		
Blood pressure (mm HG)						Urinalysis					
Systolic			Diastolic			Glucose		Protein		Blood	
<b>Sight (Table on the “Minimum in-service eyesight standards for seafarers” is found on page 4 of this medical report)</b>											
Use of glasses or contact lenses:    Yes <input type="checkbox"/> No <input type="checkbox"/>											
<i>Visual acuity</i>						<i>Visual fields</i>					
Unaided						Aided					
		Right eye	Left eye	Binocular	Right eye	Left eye	Binocular			Right eye	Left eye
Distant								Normal			
Near								Defective			
Colour vision	Not tested	<input type="checkbox"/>	Normal	<input type="checkbox"/>	Doubtful	<input type="checkbox"/>	Defective	<input type="checkbox"/>			
<b>Hearing</b>											
<i>Pure tone and audiometry (threshold values in dB)</i>							<i>Speech and whisper test (metres)</i>				
	500 Hz	1000 Hz	2000 Hz	3000 Hz	4000 Hz	6000 Hz		Normal	Whisper		
Right ear							Right ear				
Left ear							Left ear				
			Normal	Abnormal				Normal	Abnormal		
1. Head	<input type="checkbox"/>	<input type="checkbox"/>	13. Skin			<input type="checkbox"/>	<input type="checkbox"/>				
2. Sinuses, nose, throat	<input type="checkbox"/>	<input type="checkbox"/>	14. Varicose veins			<input type="checkbox"/>	<input type="checkbox"/>				
3. Mouth / teeth	<input type="checkbox"/>	<input type="checkbox"/>	15. Vascular (inc. pedal pulses)			<input type="checkbox"/>	<input type="checkbox"/>				
4. Ears (general)	<input type="checkbox"/>	<input type="checkbox"/>	16. Abdomen and viscera			<input type="checkbox"/>	<input type="checkbox"/>				
5. Tympanic membrane	<input type="checkbox"/>	<input type="checkbox"/>	17. Hernia			<input type="checkbox"/>	<input type="checkbox"/>				
6. Eyes	<input type="checkbox"/>	<input type="checkbox"/>	18. Anus (not rectal exam)			<input type="checkbox"/>	<input type="checkbox"/>				
7. Ophthalmoscopy	<input type="checkbox"/>	<input type="checkbox"/>	19. G-U system			<input type="checkbox"/>	<input type="checkbox"/>				
8. Pupils	<input type="checkbox"/>	<input type="checkbox"/>	20. Upper and lower extremities			<input type="checkbox"/>	<input type="checkbox"/>				
9. Eye movement	<input type="checkbox"/>	<input type="checkbox"/>	21. Spine (C/S, T/S and L/S)			<input type="checkbox"/>	<input type="checkbox"/>				
10. Lungs and chest	<input type="checkbox"/>	<input type="checkbox"/>	22. Neurologic (full brief)			<input type="checkbox"/>	<input type="checkbox"/>				
11. Breast examination	<input type="checkbox"/>	<input type="checkbox"/>	23. Psychiatric			<input type="checkbox"/>	<input type="checkbox"/>				
12. Heart	<input type="checkbox"/>	<input type="checkbox"/>	24. General appearance			<input type="checkbox"/>	<input type="checkbox"/>				
<b>Chest X-ray</b> <input type="checkbox"/> Not performed <input type="checkbox"/> Performed on											
Results:											
<b>Other diagnostic test/s and results:</b>											
Test:						Result:					
Medical practitioner`s comments and assessment for fitness, with reasons for any limitations:											
Vaccination status recorded:    Yes <input type="checkbox"/> No <input type="checkbox"/>											

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<b>Medical certificate for service at sea</b>		
<i>Surname (Family Name)</i>	<i>First Name</i>	<i>Second Name</i>
<i>Date of Birth</i>	<i>Country of Birth</i>	<i>Nationality</i>
<i>Department</i> Deck <input type="checkbox"/> Engine <input type="checkbox"/> Radio <input type="checkbox"/> Other <input type="checkbox"/> Please specify:		
<i>Passport No. / Discharge Book No. / Identity Card No.</i>		<i>Gender</i> Male <input type="checkbox"/> Female <input type="checkbox"/>
<b>Declaration of duly qualified medical practitioner</b>		
	Yes	No
Confirmation that applicant's identification documents were checked?	<input type="checkbox"/>	<input type="checkbox"/>
Hearing meets the standards in STCW Code, section A-I/9?	<input type="checkbox"/>	<input type="checkbox"/>
Visual acuity meets standards in STCW Code, section A-I/9?	<input type="checkbox"/>	<input type="checkbox"/>
Colour vision meets standards in STCW Code, section A-I/9?	<input type="checkbox"/>	<input type="checkbox"/>
Visual aid required?	<input type="checkbox"/>	<input type="checkbox"/>
Fit for lookout duties?	<input type="checkbox"/>	<input type="checkbox"/>
Is applicant suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?	<input type="checkbox"/>	<input type="checkbox"/>
<b>This is to certify that I have examined the applicant and that my findings are recorded in this medical report</b>		
Result:  <div style="display: flex; justify-content: space-around;"> <span>Fit for Sea Duty <input type="checkbox"/></span> <span>Unfit for Sea Duty <input type="checkbox"/></span> <span>**Fit with limitations or restrictions <input type="checkbox"/></span> </div>		
**Please specify limitations or restrictions, if any:		
Signature of duly qualified medical practitioner	Applicant's Signature (Signed in the presence of medical practitioner)	
Medical practitioner's stamp	Date of Examination	
<b>Validity</b>		
<i>This medical certificate shall remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year.</i>		

**Medical fitness certificate issued in compliance with ILO / IMO  
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*Table A-I/9*  
**Minimum in-service eyesight standards for seafarers**

STCW Convention regulation	Category of seafarer	Distance vision Aided <sup>1</sup>		Near/immediate vision	Colour vision <sup>3</sup>	Visual fields <sup>4</sup>	Night blindness <sup>4</sup>	Diplopia (double vision) <sup>4</sup>
		One eye	Other eye					
I/11 II/1 II/2 II/3 II/4 II/5 VII/2	Masters, deck officers and ratings required to undertake look-out duties	0.5 <sup>2</sup>	0.5	Vision required for ship's navigation (e.g., chart and nautical publication reference, use of bridge instrumentation and equipment, and identification of aids to navigation)	See Note 6	Normal Visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 III/1 III/2 III/3 III/4 III/5 III/6 III/7 VII/2	All engineer officers, electro- technical officers, electro- technical ratings and ratings or others forming part of an engine- room watch	0.4 <sup>5</sup>	0.4 (see Note 5)	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 IV/2	GMDSS Radio operators	0.4	0.4	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident

Notes:

- <sup>1</sup> Values given in Snellen decimal notation.
- <sup>2</sup> A value of at least 0.7 in one eye is recommended to reduce the risk of undetected underlying eye disease.
- <sup>3</sup> As defined in the *International Recommendations for Colour Vision Requirements for Transport* by the Commission Internationale de l'Eclairage (CIE-143-2001 including any subsequent versions).
- <sup>4</sup> Subject to assessment by a clinical vision specialist where indicated by initial examination findings.
- <sup>5</sup> Engine department personnel shall have a combined eyesight vision of at least 0.4.
- <sup>6</sup> CIE colour vision standard 1 or 2.
- <sup>7</sup> CIE colour vision standard 1, 2 or 3.



Merchant Shipping Directorate



## MINIMUM BASIC WAGE

### *Merchant Shipping Notice 108 Rev 1*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to draw the attention of all concerned that in accordance with Rule 51 of the Merchant Shipping (Maritime Labour Convention) Rules 2013, the minimum basic wage for a calendar month of service for an able seaman shall not be less than 585 US Dollars. As of 1<sup>st</sup> January 2015 it shall increase to 592 US Dollars and 614 USD as of 1 January 2016, or the equivalent thereof in the specific currency stated in the agreement with the crew.

Merchant Shipping Directorate

6 March 2014

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



## **IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED**

### ***Merchant Shipping Notice 109***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations  
This notice revokes MS Notices No 19, 30 and 84*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the publication of the Merchant Shipping (Training and Certification) Regulations, 2013 (L.N 153 of 2013). The Regulations transpose into the Laws of Malta, the 2010 Manila Amendments to the STCW Convention and may be downloaded from:

<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=9603&l=1>

The revised Regulations contain numerous new requirements and it is not the intention of this Notice to describe in detail the provisions of the revised Convention or to list the obligations of companies. It is to be noted that all existing certificates of competency and certificates of proficiency issued in accordance with STCW 78, as amended, shall remain valid up to their expiry date but not later than 31 December 2016.

### ***Certificate of Competency (Deck)***

The revised Convention introduced a new requirement for deck officers engaged onboard ECDIS equipped ships to be in possession of an ECDIS training certificate.

All deck officers requiring revalidation of Maltese certificates of competency need to present a Generic ECDIS Certificate to be able to sail on board ECDIS equipped ships after 31 December 2016. Officers who do not hold an ECDIS training certificate will be issued with a certificate of competency stating *"Not valid on vessels equipped with ECDIS from the 1 January 2017"*.

Officers may be re-issued with a fresh certificate of competency without ECDIS limitations upon submitting a Generic ECDIS Certificate.

### ***Tanker Training***

Seafarers engaged on tankers shall be in possession of a valid tanker certificate and endorsement. For revalidation of an existing tanker certificate / endorsement, seafarers are to present approved seagoing service of at least 3 months in total in the preceding 5 years.

In order to be issued with a new certificate / endorsement including basic tanker training certificate and advanced tanker training certificate, seafarers shall present the completion certificate issued by a maritime training institution approved by the Directorate, by a Party to the



STCW Convention or from a maritime training institution approved by a Party with whom Malta has an undertaking in terms of the STCW Convention.

Moreover, seafarers to be issued with an advanced tanker training certificate shall also submit evidence of 3 months approved seagoing service performed on tankers, whilst in possession of a valid basic tanker training certificate.

Applications for the issue of a Tanker Certificate are to be submitted on the appropriate form [TM/MSD/SCU 019](#).

### **Revalidation Requirements**

For the purpose of revalidating a certificate of competency, continued professional competence as required in terms of STCW I/11 shall be established by:

1. approved seagoing service, performing functions appropriate to the certificate held, for a period of at least:
  - 1.1. twelve months in total during the preceding five years, or
  - 1.2. three months in total during the preceding six months immediately prior to revalidating;  
or
2. having performed functions considered to be equivalent in the seagoing service required in paragraph 1.1; or
3. passing an approved test; or
4. successfully completing an approved training course or courses; or
5. having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is valid.

Applications for revalidating a certificate of competency, made within 6 months prior to the certificate's expiry date can be revalidated for 5 years from the original expiry date.

### **Security Related Training**

The revised STCW Convention requires that as from 1 January 2014, all persons employed or engaged onboard ships to which the ISPS Code applies shall be in possession of security related training certification. The 2010 amendments introduce three tiers of security training:



### *Security Related Familiarization*

All persons engaged in any capacity on ISPS compliant ships shall follow security related familiarisation training before being assigned any shipboard duty. The training may be delivered by the Ship Security Officer or by any other equally qualified person as part of the safety familiarisation training required in terms of the ISM Code.

Documentary evidence should be readily available onboard to show that such training has been conducted.

### *Certificate of Proficiency in Security Awareness*

All seafarers engaged in any capacity onboard an ISPS compliant ship shall be in possession of a Certificate of Proficiency in Security-Awareness.

### *Certificate of Proficiency in Designated Security Duties*

Seafarers with designated security duties, including anti-piracy and anti-armed-robbery related activities, engaged in any capacity onboard an ISPS compliant ship, shall be in possession of a Certificate of Proficiency in Designated Security Duties.

In order to be issued with a Certificate of Proficiency in Security Awareness or Designated Security Duties an applicant shall meet the standard of competence for certification of proficiency in security awareness or designated security duties as set out in Section A-VI/6, paragraphs 1 to 4 or Section A-VI/6, paragraphs 6 to 8 of the STCW Code.

Applications for the issue of a Certificate of Proficiency in security related training are to be submitted on the appropriate form [TM/MSD/SCU 002](#).

### *Certificate of Proficiency as Ship Security Officer*

The Directorate would like to remind all concerned that Ship Security Officers serving on board ships are required to be in possession of a Certificate of Proficiency issued in accordance with Regulation VI/5 of the STCW Convention.

In order to be issued with a Certificate of Proficiency as Ship Security Officer an applicant shall:

- have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and





- meet the standard of competence for certification of proficiency as ship security officer as set out in Section A-VI/5, paragraphs 1 to 4 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 002](#).

### ***Certificates of Proficiency***

In addition to the certificates of proficiency issued in relation to security related duties, the following certificates of proficiency will be issued to seafarers in possession of valid training certificates issued by a training centre that is approved by the Directorate, by a Party to the STCW Convention or by any training centre that is approved by a Party to the STCW Convention:

#### ***Certificate of Proficiency in Basic Safety Training (STCW VI/1)***

All seafarers engaged in any capacity as part of the ship's complement with designated safety or pollution prevention duties shall, before being assigned to any shipboard duties, be in possession of a Certificate of Proficiency in Basic Safety Training.

In order to be issued with a Certificate of Proficiency in Basic Safety Training an applicant shall receive safety familiarization and basic training or instruction in accordance with Section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 020](#).

#### ***Certificate of Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (STCW VI/2-1)***

Every candidate for a Certificate of Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1 of the STCW Code.

In order to be issued with a Certificate of Proficiency in PSCRB an applicant must:

- be not less than 18 years of age;
- have approved seagoing service of not less than 12 months or have attended an approved training course and have approved seagoing service of not less than 6 months; and



- meet the standard of competence for certificates of proficiency in survival craft and rescue boats, set out in section A-VI/2 paragraph 1-4 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 021](#).

#### *Certificate of Proficiency in Fast Rescue Boats (STCW VI/2-2)*

Every candidate for a Certificate of Proficiency in Fast Rescue Boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2 of the STCW Code.

In order to be issued with a Certificate of Proficiency in Fast Rescue Boats an applicant must:

- be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
- have attended an approved training course; and
- meet the standard of competence for certificates of proficiency in fast rescue boats, set out in section A-VI/2 paragraph 7-10 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 021](#).

#### *Certificate of Proficiency in Advanced Fire Fighting (STCW VI/3)*

Seafarers designated with fire-fighting operations shall have successfully completed advanced training in fire fighting techniques with particular emphasis on organisation tactics and command, in accordance with the provisions of Section A-VI/3, paragraphs 1-4 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 027](#).

#### *Certificate of Proficiency in Medical First Aid (STCW VI/4-1)*

Seafarers designated with Medical First Aid duties shall meet the standard of competence in Medical First Aid specified in Section A-VI/4, paragraphs 1-3 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 023](#).



### *Certificate of Proficiency in Medical Care (STCW VI/4-2)*

Seafarers designated with Medical Care duties shall meet the standard of competence in Medical Care on board ships specified in Section A-VI/4, paragraphs 4-6 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form [TM/MSD/SCU 023](#).

### ***Recognition of Certificates of Proficiency***

This Administration will recognise Certificates of Proficiency issued by either:

1. a Party to the STCW Convention; or
2. a Maritime Training Centre approved by a Party to the STCW Convention.

Persons who are not in possession of a Certificate of Proficiency issued by any of the above, may apply to this Administration for the issuance of the relevant certificate.

### ***Refresher Training Requirements***

The 2010 Amendments to the STCW Convention introduced the requirement to undertake refresher training in respect of Certificates of Proficiency.

To this effect, seafarers in possession of any of the above mentioned certificates of proficiency shall provide documentary evidence every 5 years of having maintained the prescribed standard of competence to undertake the tasks duties and responsibilities specified in the above mentioned tables. The Administration may accept documentary evidence of approved on board training and experience, as proof of refresher training.

Seafarers submitting their certificate of competency for revalidation after 1 January 2017 will be required to submit documentary evidence of having completed approved refresher training.

### ***Watch Ratings Certification***

All ratings forming part of a navigational or an engineering watch shall be duly certified as meeting the minimum standard of competence specified in the relative Sections A-II/4 and A-III/4 of the STCW Code.

Any rating required to be issued with a watch rating certificate, may be assessed by the master or the chief engineer, as appropriate and issued on board with a *provisional* watch rating certificate. These documents will be valid for 6 months from the date of issue. After issue, the



master should arrange, directly or through the operators, for a copy of the provisional certificate to be sent to the Administration.

In order to be issued with a Deck or Engine Watch Rating Certificate an applicant must:

- be 16 years of age;
- have completed:
  - approved seagoing service including not less than 6 months of training and experience, or
  - special training either pre-sea or on board ship including an approved period of seagoing service which shall not be less than 2 months; and
- meet the standard of competence specified in section A-II/4 or A-III/4 of the STCW Code.

This Administration will recognise Watch Rating Certificates issued by other administrations that are Party to the STCW Convention, for service onboard Maltese ships. Persons who are not in possession of a Watch Rating Certificate may apply to this Administration to be issued with a certificate.

Applications for the issue of a Watch Rating Certificate are to be submitted on the appropriate form [TM/MSD/SCU 007](#).

### ***Electro-Technical Ratings***

Regulation III/7 of the revised Convention requires that every Electro-Technical Rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more, shall be duly certified as meeting the minimum standard of competence specified in the relative Section A-III/7 of the STCW Code.

Any Electro-Technical Rating required to be issued with a certificate, to comply with this requirement, may be assessed by the chief engineer as appropriate and issued on board with a provisional electro-technical rating certificate. A provisional electro-technical rating certificate shall be valid for 12 months from the date of issue. After issue, the master should arrange, directly or through the operators, for a copy of the provisional certificate to be sent to the Administration.

In order to be issued with an Electro-Technical Rating Certificate an applicant must:

- be 18 years of age;
- have completed:



- (i) Approved seagoing service including not less than 12 months of training and experience, or
- (ii) Completed approved training pre-sea or on board ship including an approved period of seagoing service which shall not be less than 6 months; and
- meet the standard of competence specified in section A-III/7 of the STCW Code.

This Administration will recognise Electro-Technical Rating Certificates issued by other administrations that are Party to the STCW Convention for service onboard Maltese ships. Persons who are not in possession of an Electro-Technical Rating Certificate may apply to this Administration to be issued with a certificate.

Applications for the issue of an Electro-Technical Rating Certificate are to be submitted on the appropriate form [TM/MSD/SCU 007](#).

### ***Able Seafarer certification***

The 2010 amendments to the STCW Convention have introduced minimum requirements for certification of ratings as Able Seafarer Deck and Able Seafarer Engine. These new competences were previously regulated by ILO Able Seamen Convention 1946. This Administration will continue to recognise A.B. Certificates issued prior to the entry into force of the 2010 amendments until the 31 December 2016.

### ***Conversion of A.B. Certificates into Able Seafarer Certificates***

A.B. Certificates can be converted into Able Seafarer certificates by submitting the following to the Directorate:

- Duly filled application form [TM/MSD/SCU 024](#)
- A.B. Certificate issued prior to the 2010 Amendments
- Proof of Identification showing personal details of applicant as per those entered on the application form (passport, identity card or seaman's book)
- Passport size photograph in full colour
- Basic Courses as per Regulation VI/1
- PSCRB Certificate as per Regulation VI/2 (applicable for Able Seafarer Deck certificate)
- Documentary evidence of 12 months approved seagoing service in the previous 5 years



- Declaration by Master or Chief Engineer attesting where the seagoing service was performed (Deck or Engine)
- Medical Fitness Certificate (ILO/IMO)
- Relative fee

#### *Requirements for the issue of an Able Seafarer Deck Certificate*

In order to be issued with an Able Seafarer Deck Certificate an applicant must:

- be 18 years of age;
- meet the requirements for certification as a rating forming part of a navigational watch;
- while qualified to serve as a rating forming part of a navigational watch have approved seagoing service in the deck department of:
  - not less than 18 months, or
  - not less than 12 months and have completed approved training; and
- meet the standard of competence specified in section A-II/5 of the STCW Code

This Administration will recognise Able Seafarer Deck Certificates issued by other administrations that are Party to the STCW Convention. Persons who are not in possession of an Able Seafarer Deck Certificate may apply to this Administration to be issued with a certificate.

Applications for the issue of an Able Seafarer Deck Certificate are to be submitted on the appropriate form [TM/MSD/SCU 024](#).

#### *Requirements for the issue of an Able Seafarer Engine Certificate*

In order to be issued with an Able Seafarer Engine Certificate an applicant must:

- be 18 years of age;
- meet the requirements for certification as a rating forming part of an engineering watch;
- while qualified to serve as a rating forming part of an engineering watch have approved seagoing service in the engine department of:



- not less than 12 months, or
- not less than 6 months and have completed approved training; and
- meet the standard of competence specified in section A-III/5 of the STCW Code

This Administration will recognise Able Seafarer Engine Certificates issued by other administrations that are Party to the STCW Convention. Persons who are not in possession of an Able Seafarer Engine Certificate may apply to this Administration to be issued with a certificate.

Applications for the issue of an Able Seafarer Engine Certificate are to be submitted on the appropriate form [TM/MSD/SCU 024](#).

### ***Efficient deck hand certification***

The Merchant Shipping (Training and Certification) Regulations, 2013 have incorporated the Efficient Deck Hand certification, previously regulated by the Merchant Shipping (A.B. and EDH Certificates) Regulations, 2001.

### ***Requirements for the issue of an Efficient Deck Hand Certificate***

In order to be issued with an Efficient Deck Hand Certificate an applicant must:

- be 17 years of age;
- is in possession of valid Basic Courses as per Regulation VI/1;
- has obtained a navigational watch rating certificate or holds a steering certificate;
- has obtained a 12 month period of approved sea going service in the deck department; and
- meets the standard of competence as per the Third Schedule of the Merchant Shipping (Training and Certification) Regulations, 2013

This Administration will recognise Efficient Deck Hand Certificates issued by other administrations that are Party to the STCW Convention. Persons who are not in possession of an Efficient Deck Hand Certificate may apply to this Administration to be issued with a certificate.

Applications for the issue of an Efficient Deck Hand Certificate are to be submitted on the appropriate form [TM/MSD/SCU 025](#).



### ***Responsibilities of companies***

Regulation I/14 requires companies (ship-owners, ship operators and managers and bareboat charterers) should ensure that:

1. each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;
2. its ships are manned in compliance with the applicable safe manning requirements of the Administration;
3. seafarers assigned to any of its ships have received refresher and updating training as required by the Convention;
4. documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;
5. seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties;
6. the ship's complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety, security and to the prevention or mitigation of pollution; and
7. at all times on board its ships there shall be effective oral communication in accordance with chapter V, regulation 14, paragraphs 3 and 4 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

### ***Drug and Alcohol Policy***

Reg.VIII-1 of the revised STCW Convention sets a blood alcohol limit of 0.05% and a limit of 0.25 mg/l alcohol in the breath. These limits apply to masters, officers and other seafarers whilst on duty and for all seafarers who by the nature or terms of their engagement or employment might be required to take action in cases of emergency. The abuse of drugs is strictly prohibited. Prescription and non-prescription medicines should always be used with caution.





Merchant Shipping Directorate



Transport Malta

Merchant Shipping Notice 109

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### ***Additional Information***

It is essential to ensure that the detailed requirements of the revised STCW Convention are met at all times to avoid unnecessary delays to ships. Since the 2010 Amendments to the STCW Convention have introduced a substantial number of new requirements for the shipping industry, companies are encouraged to keep abreast of developments connected to the implementation of the revised Convention.

Finally, this Directorate welcomes any response, particularly from companies and ship managers, regarding experiences in relation to the implementation of this Convention.

All enquiries related to the matter and the application of the STCW Convention, should be addressed to this Directorate on [stcw.tm@transport.gov.mt](mailto:stcw.tm@transport.gov.mt)

Merchant Shipping Directorate

17 October 2013

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Merchant Shipping Directorate

## RESTRICTIVE MEASURES AGAINST THE REPUBLIC OF GUINEA

### *Merchant Shipping Notice 110*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate draws the attention of all concerned to the adoption of Council Decision 2013/515/CFSP of 21 October 2013 amending Decision 2010/638/CFSP concerning restrictive measures against the Republic of Guinea.

Attention is drawn in particular to the prohibition of sale, supply, transfer or export of arms and related material of all types, including weapons and ammunition, military vehicles and equipment, paramilitary equipment and spare parts for the aforementioned, as well as equipment which might be used for internal repression, to the Republic of Guinea by nationals of EU Member States or from the territories of EU Member States or using their flag vessels or aircraft. Such prohibitions shall apply whether the cargo is originating or not in EU Member States' territories.

To this effect, shipping organizations established in Malta or operating Maltese ships are reminded to always abide by these restrictive measures when planning their operations and, to extend their full cooperation for their enforcement. The use of Maltese ships in any violation of the restrictive measures may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The electronic version of the above mentioned Council Decisions may be downloaded from the links below:

- [Council Decision 2010/638/CFSP of 25 October 2010 concerning restrictive measures against the Republic of Guinea](#)
- [Council Decision 2013/515/CFSP of 21 October 2013 amending Decision 010/638/CFSP concerning restrictive measures against the Republic of Guinea](#)

Merchant Shipping Directorate

5 November 2013

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Merchant Shipping Directorate



## RESTRICTIVE MEASURES AGAINST MYANMAR/BURMA

### ***Merchant Shipping Notice 111***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate draws the attention of all concerned to the adoption of [EU Council Decision 2013/184/CFSP](#) repealing EU Council Decision 2010/232/CFSP and [EU Council Regulation \(EU\) No. 401/2013](#) repealing Council Regulation (EC) No. 194/2008 relating to restrictive measures in respect to Myanmar/Burma.

Attention is drawn in particular to the prohibition of sale, supply, transfer or export of arms and related materiel of all types, including weapons and ammunition, military vehicles and equipment, paramilitary equipment and spare parts for the aforementioned, as well as equipment which might be used for internal repression, to Myanmar/Burma by nationals of Member States or from the territories of Member States or using their flag vessels or aircraft. Such prohibitions shall apply whether the cargo is originating or not in EU Member States' territories. The aforementioned prohibitions do not apply to the transportation of certain equipment intended solely for humanitarian or protective use provided said operations are approved in advance by the competent authority in Malta.

To this effect, shipping organizations established in Malta or operating Maltese ships are reminded to always abide by these restrictive measures when planning their operations and, to extend their full cooperation for their enforcement. The use of Maltese ships in any violation of the restrictive measures may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

A regularly updated list of all the European Union restrictive measures in place may be downloaded from: [http://eeas.europa.eu/cfsp/sanctions/docs/measures\\_en.pdf](http://eeas.europa.eu/cfsp/sanctions/docs/measures_en.pdf)

Merchant Shipping Directorate

13 November 2013

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Merchant Shipping Directorate



## MEASURES IN RELATION TO ILLICIT CRUDE OIL EXPORTS FROM LIBYA

### ***Merchant Shipping Notice 112***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to Resolution 2146 (2014) of the Security Council of the United Nations concerning the illicit export of crude oil from Libya and laying down measures in relation to vessels involved in such exports or attempted exports.

Inter alia, the Resolution provides for a number of measures that may be enforced on vessels designated in accordance with paragraph 11 of the aforementioned resolution. These measures, include, prohibition of vessels from entering ports, instructions for the vessel not to load, transport or discharge such crude oil from Libya and prohibition of any ancillary services.

The Resolution, also, authorizes the inspection on the high seas of vessels designated in accordance with paragraph 11 of the Resolution, and the use of all measures commensurate to the specific circumstances to carry out such inspections and direct the vessel to take appropriate actions to return the crude oil to Libya.

Without prejudice to the measures contemplated in said Resolution the use of Maltese ships in contravention to such dispositions may be considered as being against the interest of Malta and of Maltese Shipping and may lead, inter alia, to closure of registry.

Shipping organisations established in Malta or operating Maltese ships are required to abide by these dispositions when planning their operations and, to extend their full cooperation for their enforcement.

The electronic version of Resolution 2146(2014) can be downloaded from:  
[http://www.un.org/en/ga/search/view\\_doc.asp?symbol=S/RES/2146\(2014\)](http://www.un.org/en/ga/search/view_doc.asp?symbol=S/RES/2146(2014))

Merchant Shipping Directorate

26 March 2014

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Merchant Shipping Directorate



## MEASURES TO ENHANCE MARITIME SECURITY IN RESPONSE TO SOMALIA BASED PIRACY

### *Merchant Shipping Notice 113*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to remind all concerned of [MS Notice No 82](#) highlighting the need to register on the official website of MSCHOA whilst transiting off the coast of Somalia.

Furthermore, masters and operators are strongly advised to follow the Best Management Practices developed by the industry and endorsed by IMO through MSC.1/Circ. 1339. The guidance may be downloaded from [here](#).

To this effect, masters and operators of Maltese ships that operate or that may operate in the High Risk Area, as referred to in the BMP, are strongly advised to:

- adopt the measures of BMP in it's up to date version;
- distribute a copy of the BMP to the crew and apply proper awareness through training sessions prior to transit.

Finally, all involved that operate or that may operate in the area, are urged to keep the following useful contact details readily available:

	Email	Telephone	Fax	Telex
Merchant Shipping Directorate, Transport Malta	-SSAS: relay of alert messages <a href="mailto:alert.isps@transport.gov.mt">alert.isps@transport.gov.mt</a> -Correspondence: <a href="mailto:comms.isps@transport.gov.mt">comms.isps@transport.gov.mt</a> <a href="http://www.transport.gov.mt">www.transport.gov.mt</a>	+356 2125 0360 Cell: +356 9943 4318	+356 2124 1460	
UKMTO Dubai	<a href="mailto:UKMTO@eim.ae">UKMTO@eim.ae</a>	+971 50 552 3215	+971 4 306 5710	(51) 210473
MSCHOA	<a href="mailto:postmaster@mschoa.org">postmaster@mschoa.org</a> <a href="http://www.mschoa.org">www.mschoa.org</a>	+44 (0) 1923 58545	+44 (0) 1923 958520	
NATO	<a href="mailto:info@shipping.nato.int">info@shipping.nato.int</a> <a href="http://www.shipping.nato.int">www.shipping.nato.int</a>	+44 (0) 1923 956574	+44 (0) 1923 956575	
MARLO	<a href="mailto:Marlo.bahrain@me.navy.mi">Marlo.bahrain@me.navy.mi</a>	+ 973 1785 3927 Cell: + 973 3944 2117		
IMB	<a href="mailto:piracy@icc-ccs.org">piracy@icc-ccs.org</a>	+60 3 2031 0014	+60 3 2078 5769	MA34199 IMBPC1

Merchant Shipping Directorate

13 August 2014

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## COMPLIANCE WITH APPLICABLE FISHERIES REGULATIONS

### ***Merchant Shipping Notice 114***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to remind all concerned of the applicable rules relating to the conservation and management of high seas fisheries. In particular, attention is drawn to the relevant Regional Fisheries Management Organisations (RFMOs) rules applicable in the area of the vessel's operations. More information may be accessed on:

[http://ec.europa.eu/fisheries/cfp/international/rfmo/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/international/rfmo/index_en.htm)

It is important to highlight that, in terms of the various RFMO rules, the definition of fishing vessels may extend to support ships, including transshipment and bunkering operations, thereby making such rules also applicable to merchant ships involved in such operations. Therefore, masters and operators of ships that are going to engage or might be engaged in such activities are strongly advised to follow the relevant regulations.

To this effect, the use of Maltese ships in any violation of the legislation in force, may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry and inclusion in the Illegal, Unreported and Unregulated (IUU) vessel list issued regularly based on IUU vessels identified by RFMOs.

Merchant Shipping Directorate

13 August 2014

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## RESTRICTIVE MEASURES IN VIEW OF THE SITUATION IN UKRAINE

### ***Merchant Shipping Notice 115***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the various restrictive measures adopted in view of the situation in Ukraine.

In particular, the attention of the shipping community is drawn to the restrictions on making available funds or economic resources, directly or indirectly, to or for the benefit of natural persons or natural or legal persons, entities or bodies associated with them listed in Regulation (EU) No 269/2014, including certain ports in Ukraine. It is to be noted that commercial transactions with said ports may be in contravention to the aforementioned restrictive measures.

Furthermore, the direct or indirect sale, supply, transfer or export of arms and related material of all types, including weapons and ammunition, military vehicles and equipment, paramilitary equipment, and spare parts thereof, to Russia by nationals of Member States or from the territories of Member States or using their flag vessels or aircraft, shall be prohibited whether originating or not in EU Member States' territories.

To this effect, shipping organisations established in Malta or operating Maltese ships and masters of Maltese ships that operate in the area or are planning to enter the region are strongly advised to comply at all times with these measures and to extend their full cooperation for their effective enforcement.

The shipping community is reminded without prejudice that the use of Maltese ships in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The electronic versions and full text of the Council Regulations can be downloaded from

<http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2014:078:0006:0015:EN:PDF>

<http://eurlex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0810&from=EN>

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014D0512&from=EN>

Merchant Shipping Directorate

22 September 2014

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## REVOCATION OF MERCHANT SHIPPING NOTICES

### ***Merchant Shipping Notice 116***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to inform all those concerned that Merchant Shipping Notices 44, 49, 50 and 59 are hereby revoked.

Merchant Shipping Directorate

2 October 2014

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## ADDITIONAL RESTRICTIVE MEASURES IN VIEW OF THE SITUATION IN UKRAINE

### ***Merchant Shipping Notice 117***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to remind all concerned that Merchant Shipping Notice No 115 dealing with restrictive measures adopted in view of the situation in Ukraine are still in force and must be complied with at all times.

Moreover, attention is drawn to Council Regulation (EU) No 1351/2014 of 18 December 2014, concerning additional restrictive measures, in particular, the prohibition to provide services directly related to tourism activities in Crimea or Sevastopol. Therefore, it shall be prohibited for any ship providing cruise services to enter into or call at any port situated in the Crimean Peninsula listed in Annex III.

To this effect, shipping organisations established in Malta or operating Maltese ships and masters of Maltese ships that operate in the area or are planning to enter the region are strongly advised to comply at all times with these measures and to extend their full cooperation for their effective enforcement.

The shipping community is reminded without prejudice that the use of Maltese ships in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The electronic versions and full text of the Council Regulation can be downloaded from [http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L\\_.2014.365.01.0046.01.ENG](http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2014.365.01.0046.01.ENG)

Merchant Shipping Directorate

23 December 2014

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## GUIDELINES ON THE ISSUE OF A MALTESE SEAMAN'S RECORD BOOK

### ***Merchant Shipping Notice 118***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to bring to the attention of all concerned, the issue of a new Maltese Seaman's Record Book. The Record Book is available to all seafarers who are engaged or shall be engaged on ships registered under the Merchant Shipping Act, to Maltese Nationals and to holders of Maltese Certificates of Competency.

Applications for a Maltese Seaman's Record Book shall be submitted to the Merchant Shipping Directorate, either by the seafarer or by the company employing the seafarer. Applications shall be accompanied by such documents as may be prescribed on the application form, including:

- documents of qualification to be entered in the Seaman's Record Book;
- documentary evidence of valid basic training certificates as per STCW Regulation VI/1;
- a statement by the Master or employer on an official form or headed paper evidencing engagement on a Malta flagged ship;
- proof of identification (copy of passport or identity card);
- two (2) passport size photographs - Photographs are to be taken in full face, without a hat/cap and should be printed on normal photographic paper, unmounted. The photographs should be of clear exposure;
- relative fee of €60; if secure delivery by courier is required, additional €25;.
- to apply for a renewal, kindly file all the above documents, together with the completed Seaman's Record Book;
- to apply for a replacement, a declaration explaining the loss or defacement of the Seaman's Book. Should the original Seaman's Book be found (if declared lost) it should be immediately returned to the Authority.

Applicants will be informed if one of the above requirements is not filed. Applications would be discarded within 15 days from request if the missing requirements are not submitted.

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [applica.stcw@transport.gov.mt](mailto:applica.stcw@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Page 2 of 2

Applications should be submitted either by email in PDF format to [applica.stcw@transport.gov.mt](mailto:applica.stcw@transport.gov.mt) or by courier, traditional mail, through the ship owner's local representative or delivered personally to the Seafarer Certification Unit within the Merchant Shipping Directorate. Requests for submission of applications at a Maltese Embassy or a Maltese Consulate may be considered on a case by case basis.

The Seaman's Record Book will be delivered to the address given by the applicant in the space provided in the form.

The application form for the Maltese Seaman's Record Book may be downloaded from [www.transport.gov.mt/admin/uploads/media-library/files/Form%20TM%20MSD%20SCU%20015%20Application%20for%20the%20Issue%20of%20a%20Seaman%27s%20Book%20Issue%203.doc](http://www.transport.gov.mt/admin/uploads/media-library/files/Form%20TM%20MSD%20SCU%20015%20Application%20for%20the%20Issue%20of%20a%20Seaman%27s%20Book%20Issue%203.doc).

Merchant Shipping Directorate

20 January 2015

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [applica.stcw@transport.gov.mt](mailto:applica.stcw@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Merchant Shipping Directorate



## WRECK REMOVAL CONVENTION

### **Merchant Shipping Notice 119**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to remind all concerned that Malta acceded to the Nairobi International Convention on the Removal of Wrecks, 2007.

To this effect, the shipping community is reminded that the registered owner of seagoing ships, including fishing vessels, private and commercial yachts, of 300 gross tonnage and above are required to maintain an insurance cover or other financial security, such as a guarantee of a bank or similar institution, to cover liability under this Convention. Ships that do not hold evidence in the form of a certificate issued by a competent authority attesting such financial security, as required by the Convention, may experience delays.

The Directorate shall issue such certificate upon presentation of a valid blue card issued by an approved Protection and Indemnity Club addressed to:

Registrar General of Shipping and Seamen  
Merchant Shipping Directorate  
Malta Transport Centre  
Marsa, MRS1917  
Malta

The blue cards may be submitted electronically on [clcmalta.tm@transport.gov.mt](mailto:clcmalta.tm@transport.gov.mt).

The appropriate fee for the issuance of said certificate attesting financial security shall be of €100 in respect of Malta flagged ships and €250 in respect of ships flagged with a non-State party to the Convention.

In order to ensure the continuous uninterrupted operation of ships to which the Convention applies, after 14 April 2015, those concerned are hereby reminded to submit the relevant documents to this Directorate as soon as possible. Ships not furnished with the relevant certificates may experience delays after 14 April 2015.

Merchant Shipping Directorate

17 March 2015

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [clcmalta.tm@transport.gov.mt](mailto:clcmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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## REVISION OF THE COMMERCIAL YACHT CODE

### *Merchant Shipping Notice 120*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Designers, Builders, Owners' Representatives and Recognised Organisations*

The Directorate would like to inform all those concerned that following consultation with all stakeholders involved, it has revised the Commercial Yacht Code 2010.

The revised Code will serve the needs of the larger yacht industry better and aims to optimise the regulatory regime to the particular needs, demands and technologies of this market, in conformity with recent safety and international regulations and standards.

The new revised Commercial Yacht Code 2015 will take effect as from 1 October 2015.

The new revised Code may be downloaded from the following link:  
[www.transport.gov.mt/admin/uploads/media-library/files/CYC%202015.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/CYC%202015.pdf).

A synopsis of the main amendments to the Malta Commercial Yacht Code is also available for download:

[www.transport.gov.mt/admin/uploads/media-library/files/Synopsis%20of%20amendments%20of%20the%20CYC%202015.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/Synopsis%20of%20amendments%20of%20the%20CYC%202015.pdf).

The Directorate will give consideration to proposals to phase-in safety standard requirements for the revised Code, which apply to existing ships.

Further information is available on our website <http://www.transport.gov.mt/superyacht-registration>.

Merchant Shipping Directorate

13 May 2015

Malta Transport Centre  
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460  
Email: [yachtsmalta.tm@gov.mt](mailto:yachtsmalta.tm@gov.mt)  
[www.transport.gov.mt/superyacht-registration](http://www.transport.gov.mt/superyacht-registration)



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Merchant Shipping Directorate



## SURVEY ON SEAFARERS SERVING ON MALTA FLAG SHIPS

### *Merchant Shipping Notice 121*

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate will be conducting surveys to determine the number of seafarers serving on board Maltese registered ships, categorized by rank, gender, age and nationality.

The surveys will be conducted as at the end of June and December of each year.

To this end Maltese ships are required to send by electronic mail to [crewlist.tm@transport.gov.mt](mailto:crewlist.tm@transport.gov.mt) a copy of the ship's crew list preferably in a Comma Delimited Value (CSV) file or Excel format (XLS/XLSX) with the following header fields; name, surname, rank, gender, date of birth, nationality, date of engagement and duration of contract (if available) of all persons serving on board the ship as at the end of June and December, irrespective of the position of the vessel.

The crew list, besides carrying the name and IMO number of the ship, should also indicate whether the vessel is trading, undergoing repairs or in lay-up.

It is important that all sea going merchant ships, including river vessels and commercial yachts, operating under the Malta flag, are included in the survey. Accurate collection of data is crucial for the success of the survey. Submission of an updated crew list with the information indicated above as on survey date is therefore critical.

It is the responsibility of Masters and ISM Managers of ships operating under the Malta flag to ensure timely submission of an updated crew list by not later than 1 month from the aforementioned 6 month periods. The cooperation and assistance of the owners and operators and, their representatives is therefore solicited.

Template in Excel format may be downloaded from the following link:  
[www.transport.gov.mt/admin/uploads/media-library/files/MS%20Notice%20121%20-%20template%20sheet%20Excel%20format.xlsx](http://www.transport.gov.mt/admin/uploads/media-library/files/MS%20Notice%20121%20-%20template%20sheet%20Excel%20format.xlsx)

Success of the survey depends a great deal on the cooperation of all concerned.

Merchant Shipping Directorate

15 May 2015

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Marsa, MRS 1917 Malta

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Email: [mershipmalta.tm@transport.gov.mt](mailto:mershipmalta.tm@transport.gov.mt)  
[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Name of Vessel:

Vessel IMO:

Vessel current Status (lay-up/repairs/trading etc):

Date:

[illegible]



Merchant Shipping Directorate



## RADIO INSTALLATION ON-BOARD NON-SOLAS VESSELS

### ***Merchant Shipping Notice 122***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to remind all those concerned that, non-SOLAS ships of less than 300 GT, being registered under the Merchant Shipping Act shall either comply with the General Authorisations (Radiocommunications Apparatus) Regulations ([S.L.399.40 of the Laws of Malta](#)) or else hold a valid Individual Ship Radio Station License depending on the type of equipment installed.

Shipowners are therefore required to submit the "Declaration – Radio Installation on-board non-SOLAS Vessels" to establish whether the installed radio communication equipment falls under the said legislation. The declaration form may be downloaded from [www.transport.gov.mt/admin/uploads/media-library/files/Notice%20122%20-%20MSD%20MRCs%20010%202014%20List%20of%20radio%20equipment%20\(new%20boat\).docx](http://www.transport.gov.mt/admin/uploads/media-library/files/Notice%20122%20-%20MSD%20MRCs%20010%202014%20List%20of%20radio%20equipment%20(new%20boat).docx).

Failure to present the declaration may result in delays in the processing of the application for ship registration and the issuance of the Certificate of Malta Registry.

Merchant Shipping Directorate

6 July 2015

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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## SHIPS ENTERING US PORTS

### ***Merchant Shipping Notice 124***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to inform all concerned that new measures are being introduced for all Maltese flagged ships with the aim of ensuring continuous improvement and enhanced compliance with national and international legislation.

As part of this process, the Directorate has conducted a detailed analysis of ships detained in US ports and has noticed that the majority of detainable deficiencies were related to the protection of the marine environment and fire safety. Consequently, the Directorate requests that ships intending to call at any US port are to notify this office of their intentions prior to the commencement of the voyage to the US.

To this effect, any ship intending to call at a US Port and required to submit to the National Vessel Movement Center (NVMC) the *Notice of Arrival and Departure* (NOAD) at least 96 hours prior to arrival at the port of destination, should also send a copy of such notification to this Directorate on [fsi.tm@transport.gov.mt](mailto:fsi.tm@transport.gov.mt).

When it is deemed necessary, a flag State inspection will be conducted in order to ascertain both the general and specific operational and environmental performance levels of the ship. To ensure this goal is accomplished effectively and possibly without any inconvenience to normal commercial operations, shipowners, masters and officers are to provide every possible assistance to appointed inspectors.

It is the responsibility of Masters and ISM Managers of ships operating under the Malta flag to ensure timely submission of the notification. It is requested and expected that all concerned will make every effort towards attaining the ultimate objective of ensuring safety of life at sea and the prevention of pollution to our sea.

The cooperation and assistance of the owner, operators and their representatives is therefore solicited.

Merchant Shipping Directorate

27 August 2015

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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## RESTRICTIVE MEASURES

### ***Merchant Shipping Notice 125***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the various restrictive measures adopted in recent years in view of the situation in a number of States.

In particular, the attention of the shipping community is drawn to the restrictions on making available funds or economic resources, directly or indirectly, to or for the benefit of natural persons or natural or legal persons, entities or bodies associated with them listed in the various EU instruments and the prohibition on transport of certain goods from or to the European Union by EU nationals or using ships flying the flag of a European Member State.

To this end it is imperative that all those concerned conduct appropriate due diligence when embarking in any kind of transactions with entities linked to the States against which restrictive measures are in place. In case of any doubt on whether the transaction is in violation of any restrictive measures the appropriate Board within the EU Member States must be contacted for authorization, failure of which might lead to serious repercussions.

To this effect, shipping organisations established in Malta or operating Maltese ships are reminded that the Sanctions Monitoring Board within the Ministry of Foreign Affairs, established by Legal Notice 562 of 2010 under the National Interest (Enabling Powers) Act, has the overall function of monitoring the implementation and operation of sanctions legislation in Malta and is the competent entity that may grant any such authorisations.

The shipping community is reminded without prejudice that the use of Maltese ships in any such violation may be considered as being against the interest of Malta and of Maltese shipping and may lead, inter alia, to closure of registry.

The relevant legal instruments can be viewed and downloaded from:

[http://eeas.europa.eu/cfsp/sanctions/docs/measures\\_en.pdf](http://eeas.europa.eu/cfsp/sanctions/docs/measures_en.pdf)

[http://eeas.europa.eu/cfsp/sanctions/index\\_en.htm](http://eeas.europa.eu/cfsp/sanctions/index_en.htm)

<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lp&itemid=21653&l=1>

<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=8835&l=1>

Merchant Shipping Directorate

2 September 2015

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Merchant Shipping Directorate



## NEW EMISSION CONTROL AREAS IN CHINA

### ***Merchant Shipping Notice 126***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the establishment of three emission control areas in the People's Republic of China.

As from 1 January 2016 the ports in the emission control areas located in Zhujiang (Pearl River) Delta, Yangtze River Delta and the Bohai Sea may require vessels to use fuel oil with a sulphur content not exceeding 0.5% m/m, or equivalent emission reduction measures when at a berth. Other emission reduction measures may also be required.

Maltese ships calling at these ports are therefore advised to contact their local agents prior to arrival to enquire of any particular local emission reduction requirements in the three new emission control areas.

Furthermore, strict enforcement of the existing international conventions and domestic laws and regulations on sulphur oxides, particulate matter and nitrogen oxides is envisaged. In this regard, it is understood that, as from 1 January 2016, particularly inspection of IAPP certificate, oil record book, bunker delivery note and check of fuel quality would be enhanced in order to ensure strict implementation of the relevant requirements. Maltese ships are therefore reminded to ensure that they are fully compliant with the applicable requirements.

It is also brought to the attention of all concerned that as from 1 January 2017 ships at a berth in a key port (excluding 1 hour after anchorage and 1 hour before departure) within the said emission control areas are to use fuel oil with a sulphur content not exceeding 0.5% m/m, or equivalent emission reduction measures. Moreover, as from 1 January 2018, during the period of berthing at all ports within the ECAs, ships should use fuel with a sulphur content of no more than 0.5% m/m. From 1 January 2019 ships which operate in the designated areas, will be obliged to use fuel containing less than 0.5 % sulphur.

The maps delineating the emission control areas and the affected ports may be found in the Annex.

Merchant Shipping Directorate

24 December 2015

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



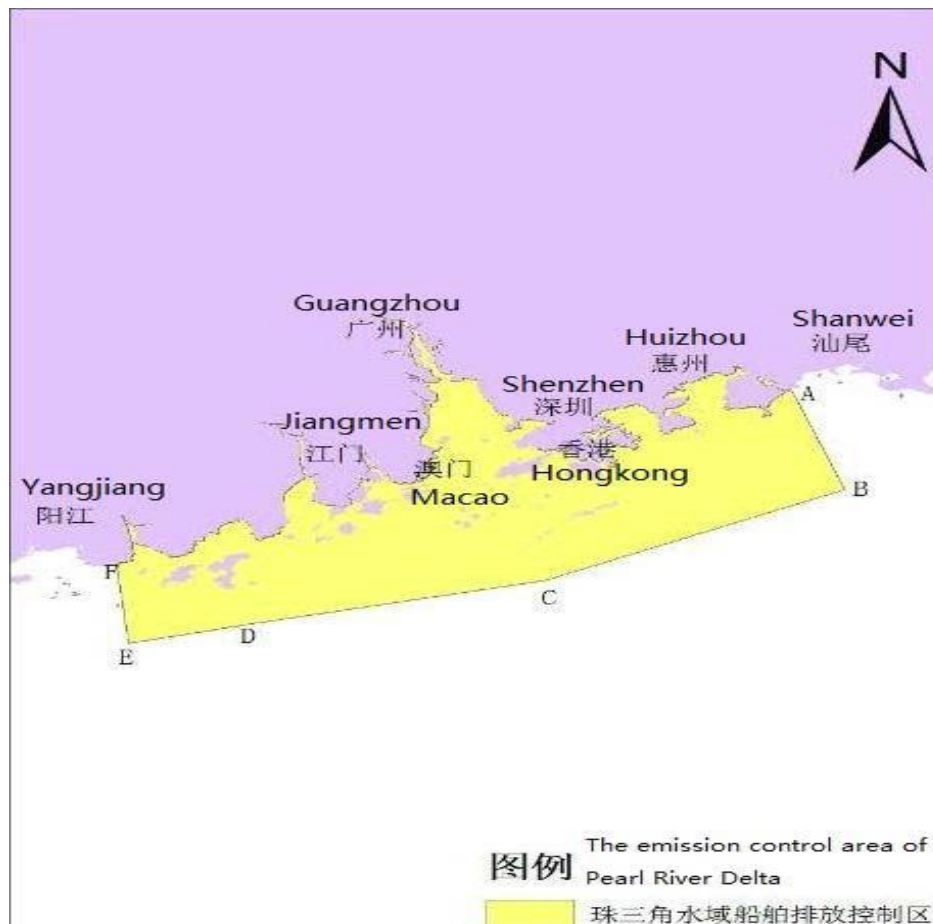
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## Annex

### Pearl River Delta ECA



- Sea boundaries: the sea area within the lines connecting the points of A, B, C, D, E and F (excluding the waters of Hong Kong and Macau) as sketched above.  
Point A: The Shoreline junction point of Huizhou and Shanwei  
Point B: 12 nautical miles away from Zhentouyan  
Point C: 12 nautical miles away from Jiapeng Archipelago  
Point D: 12 nautical miles away from Weijia Island  
Point E: 12 nautical miles away from Dafanshi Island  
Point F: The Shoreline junction point of Jiangmen and Yangjiang
- Inland water areas: navigable inland waters under administrative jurisdiction of 9 cities including Guangzhou, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen and Zhaoqing.
- Key ports: Shenzhen, Guangzhou and Zhuhai.

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

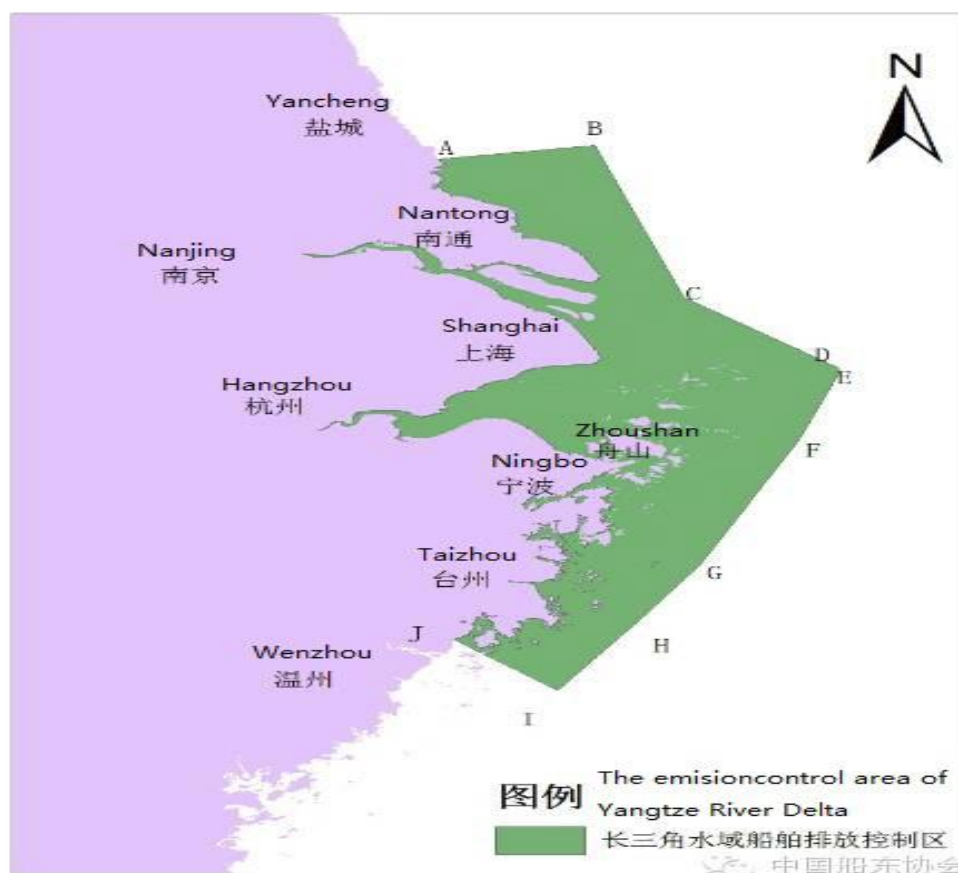


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## Yangtze River Delta ECA



- Sea boundaries: the sea area within the lines connecting the points of A, B, C, D, E, F, G, H, I and J.  
 Point A: The Shoreline junction point of Nantong and Yancheng  
 Point B: 12 nautical miles away from Wai Ke Jiao Island  
 Point C: 12 nautical miles away from Sheshan Island  
 Point D: 12 nautical miles away from Haijiao  
 Point E: 12 nautical miles away from Southeast Reef  
 Point F: 12 nautical miles away from Two Brothers Reef  
 Point G: 12 nautical miles away from Yushan Archipelago  
 Point H: 12 nautical miles away from Taizhou Islands (2)  
 Point I: 12 nautical miles away from junction point of shoreline of Taizhou and shoreline of Wenzhou  
 Point J: Junction point of shoreline of Taizhou and shoreline of Wenzhou
- Inland water areas: navigable waters under the administrative jurisdiction of 15 cities including Nanjing, Zhenjiang, Yangzhou, Taizhou, Nantong, Changzhou, Wuxi, Suzhou, Shanghai, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan and Taizhou.
- Key ports: Shanghai, Ningbo-Zhoushan, Suzhou, Nantong.

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)

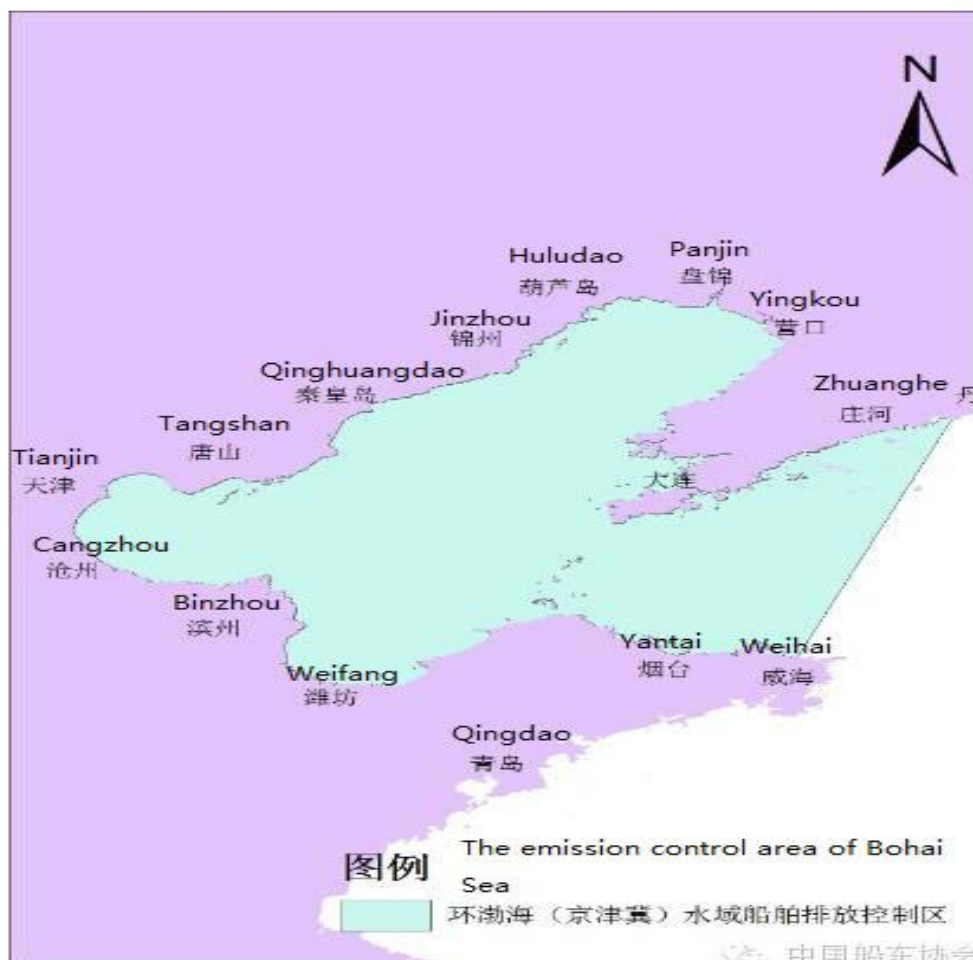


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## Bohai Sea ECA



- Sea boundaries: the sea area within lines connecting the junction point of shorelines of Dandong, Dalian and shorelines of Yantai, Weihai.
- Inland water areas: navigable inland waters under the administrative jurisdiction of 13 cities including Dalian, Yingkou, Panjin, Jinzhou, Huludao, Qinghuangdao, Tangshan, Tianjin, Cangzhou, Binzhou, Dongying, Weifang, Yantai.
- Key ports: Tianjin, Qinhuangdao, Tangshan and Huanghua.

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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## **GUIDELINES FOR THE ASCERTAINMENT OF SEAWORTHINESS OF VESSELS BEING REGISTERED AS MALTESE SHIPS**

### ***Merchant Shipping Notice 127 Rev 1***

*Notice to Shipowners, Ship Operators, Managers, Masters, Owners' Representatives and Recognised Organisations*  
*This notice revokes MSD Notice No. 90.*

The Merchant Shipping Directorate has reviewed the guidelines for ascertaining the seaworthiness required in terms of article 12(a) of the Merchant Shipping Act for vessels being registered as Maltese ships.

As a rule, merchant ships of 25 years and over will not be registered, while, applications for the registration of other ships will be considered subject to:

- the ship being either in class or in the process of being classed with a recognized classification society;
- the receipt of an up to date class survey status report or, information on the validity of the current statutory certificates including details of any pending recommendations, exemptions granted, acceptance of equivalents or otherwise, related to both class and statutory certificates;
- the receipt of an affirmation by the relative class that the ship is in a position to be issued with all the appropriate statutory certificates without recommendations;
- the receipt of appropriate information on the performance of the ISM managers that are to manage the ship.

Furthermore, registration of merchant ships of 15 years and over is also subject to the outcome of a prior to registration inspection by an authorised flag State inspector; the Directorate may require the inspection to be carried out in dry-dock. When the Directorate allows the inspection to be carried out on registration only a non-operational provisional certificate of registry will be issued.

Ships of 10 years and over but less than 15 years shall also be presented for an inspection by an authorised flag State inspector within one month of registration. On payment of the relevant fees, owners may opt to have their ship inspected prior to registration.

A negative outcome of an inspection of a registered ship may lead to the immediate closure of registry.

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Merchant Shipping Directorate



Transport Malta

Merchant Shipping Notice 127 Rev 1  
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The fee for pre-registration inspections, even when allowed to be carried out on registration shall be:

1. €500 on vessels of less than 24 metres without cargo carrying capacity issued or qualified to be issued with a licence or permit to operate in terms of the Commercial Vessels Regulations;
2. €1,500 on non-propelled barges of less than 500 gross tons; and on vessels falling under category A.i (v) as provided in the First Schedule (Registration Fees) of the Merchant Shipping Act;
3. €3,000 on ships owned or operated by companies that already own or operate 5 or more ships under the Malta flag;
4. €5,000 on ships of 500 gross tons and over which do not fall under category 1, 2 or 3 above.

Payments must be made prior to the authorisation of the inspection. The pre-registration fees are a once only payment. However, unforeseen costs not covered by these amounts, such as higher inspection fees, travel expenses, supplementary inspections, etc will be charged separately. Ancillary costs which may arise as a result of these inspections will be additional to the stated pre-registration inspection fees.

It is emphasised that the final decision on the registration and seaworthiness of a vessel still remains at the discretion of the Directorate.

Merchant Shipping Directorate

06 May 2016

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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## LIFTING OF SANCTIONS AGAINST THE ISLAMIC REPUBLIC OF IRAN

### ***Merchant Shipping Notice 128***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all those concerned to the application of United Nations Security Council Resolution 2231 (2015) and European Union Council Decision (CFSP) 2016/37 concerning the lifting of restrictive measures against the Islamic Republic of Iran.

To this effect, Merchant Shipping Notices 74, 75, 86, 97, 100 and 123 all in conjunction with restrictive measures against Iran are hereby revoked.

Without prejudice to the above, the attention of all concerned is drawn to the fact that certain proliferation-related sanctions and restrictions remain in place. Inter alia, these relate to the arms embargo, sanctions related to missile technology, restrictions on certain nuclear-related transfers and activities, provisions concerning certain metals and software which are subject to an authorisation regime, as well as related listings which remain in force.

UNSCR 2231 (2015) and EU Council Decision (CFSP) 2016/37 can be downloaded from:

[www.transport.gov.mt/admin/uploads/media-library/files/UNSCR\\_2231-2015.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/UNSCR_2231-2015.pdf)

[www.transport.gov.mt/admin/uploads/media-library/files/Council\\_Decision\\_CFSP2015-1863.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/Council_Decision_CFSP2015-1863.pdf)

The Information Note on EU sanctions to be lifted under the Joint Comprehensive Plan of Action (JCPOA) may be downloaded from:

[http://eeas.europa.eu/top\\_stories/pdf/iran\\_implementation/information\\_note\\_eu\\_sanctions\\_jcpoa\\_en.pdf](http://eeas.europa.eu/top_stories/pdf/iran_implementation/information_note_eu_sanctions_jcpoa_en.pdf)

Merchant Shipping Directorate

18 February 2016

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[www.transport.gov.mt/ship-registration](http://www.transport.gov.mt/ship-registration)



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Merchant Shipping Directorate



## IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED

### **Merchant Shipping Notice No.129**

*Notice to Shipowners, Ship Operators and Managers,  
Masters, Owners' representatives and Recognised Organisations  
This Notice should be read in conjunction with MS Notices No. 92 & 109*

The Merchant Shipping Directorate draws the attention of all concerned that the transitional period for the entry into force of the 2010 Manila Amendments to the STCW Convention will end on 31 December 2016.

#### **Revalidation of Maltese Certificates of Competency (COC)**

In order for officers to revalidate a Maltese COC, in addition to the valid ancillary documents as highlighted in MS Notice 109, the following documents are required:

##### **Deck officers** must:

- a) Have successfully completed a programme of training in Leadership and Teamwork and present documentary evidence issued by or under the authority of a Party to the STCW Convention to that effect;
- b) Have generic training in Electronic Charts Display Information Systems (ECDIS) and present documentary evidence issued by or under the authority of a Party to the STCW Convention to that effect ; and
- c) Undergo approved refresher training to the satisfaction of this Administration to meet the competences laid down in the STCW Convention and STCW Code, as amended.

##### **Engine officers** must:

- a) Have successfully completed a programme of training in Leadership and Teamwork and present documentary evidence issued by or under the authority of a Party to the STCW Convention to that effect; and
- b) Undergo approved refresher training to the satisfaction of this Administration to meet the competences laid down in the STCW Convention and STCW Code, as amended.

It is to be further noted that for the revalidation of Maltese CoCs until 31 December 2016 the above mentioned training is not required. Officers presenting at any time the above mentioned documents may apply for a renewal of the CoC for a period not exceeding five years from the date of the previous revalidation without any additional requirement for exams and sea service.

In order to ensure the continuous uninterrupted operation of ships after 31 December 2016, ship operators and officers are urged to take all necessary steps at the earliest to revalidate Certificates of Competency in a timely manner.

#### **Recognition of non Maltese Certificates of Competence for Service on Maltese Ships**

Further to the provisions of MS Notice No. 92, all officers serving on Maltese ships should ensure that a revalidated COC is obtained from the respective competent issuing Administration by 31 December 2016.

In order to ensure that any applications for endorsement certificates may be processed by this Administration well ahead of 31 December 2016, officers and ship operators are urged to take all necessary steps at the earliest opportunity to avoid delays closer to the deadline.

Merchant Shipping Directorate

17 June 2016



Merchant Shipping Directorate



## REGULATION (EU) 2015/757 –THETIS MRV

### ***Merchant Shipping Notice 137***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

Further to Merchant Shipping Notice No. 133 concerning the “*Implementation of EU Regulation 2015/757 on the Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport*”, the Directorate would like to inform all those concerned that the Thetis MRV automated EU information system developed and operated by the European Maritime Safety Agency (hereinafter referred to as ‘Thetis MRV’) has been made available as from 7 August 2017.

All those concerned are reminded that, in terms of Articles 12 and 17 of Regulation (EU) 2015/757, it is obligatory to submit the emissions report and the document of compliance respectively through Thetis MRV.

It is also highlighted that, through a voluntary module in Thetis MRV, companies may also submit their monitoring plans through such electronic system. All concerned are also reminded that in accordance with Article 6 of the EU Regulation, the submission of the monitoring plans to the verifiers should be completed at the latest by 31 August 2017.

In accordance with Commission Implementing Regulation (EU) 2016/1927, the monitoring plan, the emissions report and the document of compliance should be submitted using the templates established by the said Implementing Regulation.

Thetis MRV is available at: <https://mrv.emsa.europa.eu>

Merchant Shipping Directorate

22 August 2017

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Merchant Shipping Directorate



## **IMPLEMENTATION OF THE INTERNATIONAL BALLAST WATER MANAGEMENT CONVENTION**

### ***Merchant Shipping Notice 138***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to inform all those concerned that Malta ratified the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (Convention). The Convention was transposed into the Laws of Malta through the Merchant Shipping (Ballast Water Management Convention) Regulations, 2017.

Upon entry into force of the Convention and of the Merchant Shipping (Ballast Water Management) Regulations, 2017, as from the 8 September 2017, all Maltese ships engaged on international voyages falling under the scope of the Convention shall comply with the provisions of the Convention and the said Regulations.

Maltese ships to which the Convention applies shall manage their ballast water and sediments to a certain standard and according to an approved ship-specific Ballast Water Management Plan (BWM Plan). The BWM Plan should at least contain the elements specified in regulation B-1 of the Convention and be developed in line with the Guidelines for Ballast Water Management and Development of Ballast Water Management Plans (G4).

Recalling IMO Circular BWM.2/Circ.40 on Issuance of Ballast Water Management Certificates prior to entry into force of the BWM Convention and Ballast Water Management Plans approved according to the previous Resolution A.868 (20), this Administration would like to reaffirm its intention to apply the solutions contained therein so as to facilitate the fair and consistent implementation of the Convention.

In view of the impracticability related to excessive workload, BWM.2/Circ.40 provides the possibility for vessels to trade with an unapproved BWM Plan on board for up to three months after the entry into force of the Convention combined though with a statement issued to the Company when the BWM Plan has been received for approval. Notwithstanding the above, ship-owners are encouraged to submit BWM Plans for approval, as soon as possible. Furthermore, any BWM Plans, approved in accordance with the previous Resolution A.868 (20) or the latest Resolution MEPC.127 (53), should remain valid until the BWM plan requires revision due to the installation of a Ballast Water Management System (BWMS) in accordance with the revised B3 regulation.

As from 8 September 2017, ships to which regulation E-1 of the Convention applies should carry on board an International Ballast Water Management Certificate in the form provided in Appendix I to the Convention, valid for five years subject to annual, intermediate and renewal surveys and issued after a successful completion of an initial survey. Any Statement/Document

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of Compliance issued prior to the entry into force of the Convention shall be administratively replaced with an International Ballast Water Management Certificate.

In addition, ships to which the Convention applies shall have on board a Ballast Water Record Book in accordance with regulation B-2 which shall at least contain the information specified in Appendix II to the Convention.

The compliance dates with the Ballast Water Exchange Standard of regulation D-1 and the Ballast Water Performance Standard of regulation D-2 are determined in regulation B-3 of the Convention and the Draft MEPC resolution on implementation of the BWM Convention MEPC 71/WP.11/Rev.1, superseding IMO Resolution A.1088(28).

Existing ships shall comply with the D-2 standard upon completion of:

1) the first renewal survey of the International Oil Pollution Prevention (IOPP) Certificate pursuant to MARPOL, Annex I on or after the 8 September 2017, providing that this survey takes place on or after 8 September 2019, or that the vessel has undertaken the said survey on or after 8 September 2014 but prior to 8 September 2017 or ;

2) the second IOPP renewal survey on or after 8 September 2017, providing that the first IOPP renewal survey on or after 8 September 2017 takes place before 8 September 2019, and the vessel has not undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017.

Ships constructed before 8 September 2017 to which the renewal survey does not apply, shall comply with the D-2 standard not later than 8 September 2024.

Ships constructed on or after 8 September 2017, shall comply with the D-2 standard upon completion date of build.

Ships using a BWMS shall carry on board a Type Approval certificate, in line with the applicable Guidelines for Approval of Ballast Water Management Systems (G8). BWMSs used on Maltese ships should have been Type Approved in accordance with the procedures contained in the IMO Guidelines Resolution MEPC.174 (58) or MEPC.279(70), as applicable, i.e. Procedure for approval of ballast water management system (G8) and MEPC.169 (57) - Procedure for approval of ballast water management systems that make use of Active Substances (G9).

The Merchant Shipping (Ballast Water Management) Regulations, 2017, may be downloaded from: <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lp&itemid=28635&l=1>

Merchant Shipping Directorate

12 September 2017



Merchant Shipping Directorate



## USE OF ELECTRONIC CERTIFICATES

### **Merchant Shipping Notice 139**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

This Administration advocates the maritime industry's transformation towards smarter ships and intelligent ports, so as to facilitate greater administrative and operational efficiencies. To this effect, Recognised Organisations (ROs) acting under the authority of the Government of Malta are encouraged to develop such capabilities that align with our objective to bring about greater efficiency for the multiple stakeholders.

In view of the above, particular reference is made to the Guidelines for the Use of Electronic Certificates (FAL.5/Circ.39/Rev.2) adopted by the International Maritime Organization (IMO). The Guidelines provide guidance to facilitate the use and acceptance of electronic certificates with the aim to reduce the administrative burden on Administrations, port State control officials, ships' crew and other stakeholders caused by, amongst other reasons, the reliance on traditional paper certificates.

In this regard, ROs issuing statutory certificates to ships flying the Malta Flag are being authorised and encouraged to develop capabilities to issue electronic versions of the statutory certificates to replace the traditional paper statutory certificates.

The electronic statutory certificates issued by ROs to Maltese registered ships shall comply with FAL.5/Circ.39/Rev.2 which, *inter alia*, identifies the following features:

- (i) validity and consistency with the format and content required by the relevant international convention or instrument;
- (ii) protected from edits, modifications or revisions;
- (iii) a unique tracking number for verification;
- (iv) reliably and securely verifiable through a conveniently accessible and continuously available platform; and
- (v) a printable and visible symbol that confirms the source of issuance.

The electronic statutory certificates issued by ROs in accordance to FAL.5/Circ.39/Rev.2 shall be deemed valid in accordance with all applicable international instruments. In addition, the RO must provide clear and simple instructions for any party who may wish to verify the validity and authenticity of the electronic statutory certificates.

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Notwithstanding the compliance with requirements under the Malta flag, owners of ships flying the Malta flag should still continue to exercise the necessary due diligence to address any entry and clearance requirements that are specific to foreign ports that the ship calls at.

Owners of Maltese ships who wish to be issued with electronic certificates should approach the RO to enquire if they were ready to issue the electronic certificates and to confirm the suitability of ship to replace the traditional paper certificates with electronic versions.

Merchant Shipping Directorate

26 October 2017

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## REGISTRATION TO THETIS MRV

### **Merchant Shipping Notice 140**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

Further to Merchant Shipping Notices [No.133](#) and [No.137](#) concerning the implementation of Regulation (EU) 2015/757 on the Monitoring, Reporting and Verification of Carbon Dioxide Emission from Maritime Transport, the Directorate would like to remind all concerned that, in accordance with Article 6 of the aforementioned Regulation, the submission of the monitoring plans to the verifiers should have been completed by 31 August 2017 for those ships falling under the scope of the said Regulation.

Furthermore, it is recalled that on 1 January 2018, companies shall start the per-voyage and annual monitoring of the parameters specified in Regulation (EU) 2015/757.

It is important to remind that, in accordance with Article 12 of Regulation (EU) 2015/757, the submission of the emissions report through Thetis MRV is obligatory. To this effect, the early registration on Thetis MRV of companies operating ships under the Malta flag and covered by the Regulation is strongly encouraged.

The duty of companies of ships falling under the scope of the Regulation to ensure that their ships are in compliance with the applicable requirements of the Regulation, as well as the consequences of failure to comply are clearly stated in the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations, which shall enter into force on 1 January 2018.

The full text of the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations may be downloaded from the following link:

<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=12679&l=1>

Merchant Shipping Directorate

22 November 2017

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## FUEL OIL CONSUMPTION DATA COLLECTION SYSTEM

### ***Merchant Shipping Notice 141***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to remind all those concerned that the amendments to MARPOL Annex VI introducing the IMO fuel oil consumption data collection system (IMO DCS) will come into force on 1 March 2018.

In accordance with Regulation 22A of MARPOL Annex VI as envisaged in Resolution MEPC.278 (70), as from 1 January 2019, ships of 5,000 gross tonnage and above shall collect fuel oil consumption data according to a methodology to be described and included in the Ship Energy Efficiency Management Plan (SEEMP Part II) by latest 31 December 2018. This shall be in line with the 2016 Guidelines for the Development of a Ship Energy Efficiency Management Plan adopted by Resolution MEPC.282 (70).

Following the end of each calendar year, by not later than 31 March of the subsequent year, ships shall submit to the ship's classification society reports on fuel oil consumption data and transport work parameters for the previous calendar year. The report related to the first reporting period which starts on 1 January 2019, shall be submitted by not later than 31 March 2020. Upon verification of the submitted data, in line with Resolution MEPC.292(71) adopting the 2017 Guidelines for Administration verification of ship fuel oil consumption data, classification societies shall issue by 31 May 2020 to the ships a Statement of Compliance related to fuel oil consumption which should be kept on board for the period of its validity.

The Statement of Compliance shall be valid for the calendar year in which it has been issued and for the first five months of the subsequent calendar year. The disaggregated data that underlies the reported data for the previous calendar year shall be readily accessible for a period of not less than 12 months from the end of that calendar year and be made available to this Directorate upon request.

Ship owners and ship operators are encouraged to start considering the methodology for collecting the fuel oil consumption data that is most appropriate for each ship and its operation profile, amending the SEEMP Part II, in accordance with the sample form of ship fuel oil consumption data collection plan included in Appendix 2 of the 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan. The data collection plan should be submitted to the classification societies for approval.

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For ease of reference, an implementation timeline is included as per below:

**31<sup>st</sup> December 2018:** submission of the amended SEEMP Part II for approval, in line with the 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan adopted by Resolution MEPC.282(70).

**1<sup>st</sup> January 2019:** start of the first reporting period.

**31<sup>st</sup> December 2019:** end of the first reporting period.

**31<sup>st</sup> March 2020:** submission of the report on fuel oil consumption data related to the first reporting period.

**31<sup>st</sup> May 2020:** Statement of Compliance related to fuel oil consumption to be kept on board.

**June 2020 onwards:** annual submission of the aggregated and verified data to the IMO in accordance with the provisions of Regulation 22A of MARPOL Annex VI.

Merchant Shipping Directorate

19 February 2018

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## MIGRATION OF INMARSAT I-3 TO I-4 SERVICES

### **Merchant Shipping Notice 142**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to inform all concerned that the Inmarsat-3 (I-3) constellation of satellites are reaching the end of their lifespan, having made it necessary for Inmarsat to roll out the end of life process for several of their legacy services and to migrate those that will continue onto Inmarsat-4 (I-4). One such service to be migrated is Inmarsat C.

On 9 May 2018 at 1400 UTC, Inmarsat will be migrating traffic from its Inmarsat C service I-3 to I-4, starting with the Atlantic Ocean Region West (AOR-W). Other regions will follow later (dates to be confirmed).

Every step in the migration plan results in an approximate shift of 40 degrees westward of the coverage of a logical ocean region. This new satellite position will mean a change in coverage area for some users, who will need to follow a simple process to reconfigure their affected terminal(s) to their new satellite coverage area.

This migration applies to all users of Inmarsat C (Standard C and Mini C), and will affect the polling and data reporting services.

Please find below recommendations made by the respective Providers for the ship owners' usage to follow:

- To avoid issues with your Inmarsat C devices right after each phase of the migration, it is recommended to switch the Inmarsat C devices to an adjacent Ocean Region before each migration. Switching devices in advance will make the migration smoother and will avoid possible outages in tracking operations. Before phase #1 switch devices located between 24°E and 20°W to AORE.
- Control the Ocean Regions where their LRIT DNID(s) has been downloaded in the past. If a DNID is available in the 4 Ocean Regions the migration has no effect on position/data reporting.

Furthermore, it is to be noted that, following the migration process, it is likely that many poll commands will be sent, thus flooding the system with messages which will be put in a queue. As a result, Providers expect significant delays during this period. In a small number of cases, they anticipate issues for ships utilizing very old hardware e.g. those over 12 years old. (Trimble hardware in particular may need extra attention, since this hardware manufacturer is no longer operational.)

All concerned are recommended to take the necessary actions for a smooth transition.

Merchant Shipping Directorate

16 April 2018

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## REGISTRATION IN TERMS OF THE MERCHANT SHIPPING (TAXATION AND OTHER MATTERS RELATING TO SHIPPING ORGANISATIONS) REGULATIONS, 2018

### ***Merchant Shipping Notice 143***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

In order to streamline the system of registration of shipping organisations that wish to benefit from the benefits contemplated in the Merchant Shipping (Taxation and Other Matters Relating to Shipping Organisations) Regulations, 2018, and for a ship to be declared a tonnage tax ship in terms of the said Regulations, the Directorate recommends adoption of the following procedure with effect from 1 May 2018:

- The written request for the registration of the shipping organisation should be submitted in the format of the sample letter as per the Annex to this Notice;
- The request letter shall be addressed to this Directorate;
- On confirmation of the accuracy of the details submitted and compliance with the provisions of the Regulations, the Registrar will confirm whether a ship can be declared as a tonnage tax ship;

In order to ensure that the system is implemented in a proper manner in the interest of all parties, existing shipping organisations having ships already registered in terms of the Merchant Shipping Act and wishing to benefit from the benefits contemplated in the Regulations, shall submit the written request by not later than 1 July 2018.

Merchant Shipping Directorate

16 April 2018

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## ANNEX

XXXXXXXXXXXXXXXXX COMPANY LIMITED

1 March 2000

Registrar of Ships  
Merchant Shipping Directorate  
Transport Malta

Shipping Organisation: XXX Co Ltd  
1 Main Street  
Valletta

Company no: C000000

Name of Ship: ABCXYZ

IMO No: 1111111

Net Tonnage: 20,000

I hereby confirm that this shipping organisation is solely engaged in shipping activities as defined in the Merchant Shipping (Taxation and Other Matters Related to Shipping Organisations) Regulations, 2018 and meets the conditions set out in the said Regulations. Any additional ships owned/operated/managed/chartered by this shipping organisation, together with their respective above-mentioned details and flag State of the ships, are listed in the Annex to this letter.

I should be grateful for your confirmation that this shipping organisation has been duly registered in terms of the said Regulations and if you would inform the Commissioner for Revenue accordingly.

Yours faithfully

J Borg  
On behalf of  
XXX Co Ltd

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## IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED

### **Merchant Shipping Notice 144**

*Notice to Shipowners, Ship Operators, Managers, Masters, Owners' Representatives and Recognised Organisations*

The Directorate reminds all concerned to the entry into force on 1 July 2018, of new provisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

### **Regulation V/2 Passenger Ships Training**

The revised STCW Convention requires that masters, officers, ratings and other personnel employed or engaged on board passenger ships shall meet the mandatory minimum requirements for training and certification. The amendments introduced the requirement for passenger training and familiarisation to other personnel providing direct service to passengers on board passenger ships.

- **Familiarisation**

All persons, other than passengers, employed or engaged on board passenger ships shall complete emergency familiarisation training appropriate to their capacity, duties and responsibilities as specified in section A-V/2, paragraph 1 of the STCW Code.

- **Safety Training**

Personnel providing direct service to passengers in passenger spaces onboard passenger ships shall complete the additional safety training as specified in section A-V/2, paragraph 2 of the STCW Code.

- **Certificate in Crowd Management**

Seafarers who are designated on the muster list to assist passengers in emergency situations on board passenger ships shall complete approved training in crowd management, as specified in section A-V/2, paragraph 3 of the STCW Code.

- **Certificate in Crisis Management and Human Behaviour**

Seafarers who are designated responsibilities on the muster list for the safety of passengers in emergency situations shall complete approved training in crisis management and human behaviour, as specified in section A-V/2, paragraph 4 of the STCW Code.

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- **Certificate in Passenger Safety, Cargo Safety and Hull Integrity**

Every person assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings on board ro-ro passenger ships, shall complete approved training in passenger safety, cargo safety and hull integrity, as specified in section A-V/2, paragraph 5 of the STCW Code.

- **Refresher Training**

Masters, officers, ratings and other personnel, who are required to be trained in crowd management, crisis management & human behaviour and passenger safety, cargo safety & hull integrity shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

### **Regulation V/4 Training for seafarers engaged on ships operating in polar waters**

The amended STCW Convention requires that masters, chief mates and officers in charge of a navigational watch employed or engaged on board ships to which the Polar Code applies shall be in possession of related training certification. The latest amendments to the Convention introduced two tiers of training:

- **Basic Training**

Masters, chief mates and officers in charge of a navigational watch shall hold a certificate in basic training for ships operating in polar waters and meet the standard of competence specified in Section A-V/4, paragraph 1 of the STCW Code.

- **Advanced Training**

Masters and chief mates shall hold a certificate in advanced training for ships operating in polar waters and meet the standard of competence specified in Section A-V/4, paragraph 2 of the STCW Code.

Every candidate for a certificate in advanced training for ships operating in polar waters shall:

1. Meet the requirements for certification in basic training for ships operating in polar waters; and
2. Have at least two months of approved seagoing service in the deck department at management level or while performing watchkeeping duties at the operational level, within polar waters or other equivalent approved seagoing service.



- **Transitional provisions**

Until 1 July 2020, seafarers with approved seagoing service in polar waters prior to 1 July 2018, shall:

***Basic Training***

1. Have completed approved seagoing service in polar waters performing duties in the deck department at operational or management level, for a period of at least three months during the preceding five years, or
2. Have successfully completed a training course meeting the training guidance established by the IMO for ships operating in polar waters.

***Advanced Training***

1. Have completed approved seagoing service in polar waters performing duties in the deck department at management level, for a period of at least three months during the preceding five years, or
2. Have successfully completed a training course meeting the training guidance established by the IMO for ships operating in polar waters and having completed approved seagoing service, performing duties in the deck department at management level, for a period of at least two months in total during the preceding five years.

Applications for the issue of a certificate of proficiency in basic or advanced training for ships operating in polar waters are to be submitted on the appropriate form [TM/MSD/SCU 030](#). Attention is also drawn to the amendments that came into force on 1 January 2017 with regards to personnel engaged on board ships subject to the IGF Code.

**Regulation V/3 Training for Seafarers Engaged on Ships Subject to the IGF Code**

The amended Convention requires that masters, officers, ratings and other personnel employed and engaged on ships subject to the IGF Code shall meet the mandatory minimum requirements for training and certification.

- **Familiarisation**

All seafarers serving on board ships subject to the IGF Code shall, prior to being assigned shipboard duties, receive appropriate ship and equipment specific familiarisation as specified in Regulation I/14, paragraph 1.5.

- **Basic Training**

Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code, in accordance with provisions of section A-V/3, paragraph 1 of the STCW Code.





Seafarers who have been issued with a certificate of proficiency in basic or advanced training for liquefied gas tankers are to be considered as having met the requirements specified in section A-V/3, paragraph 1 for basic training for service on ships subject to the IGF Code.

- **Advanced Training**

Masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on ships subject to the IGF Code, in accordance with provisions of section A-V/3 paragraph 2 of the STCW Code.

Seafarers who have been issued with a certificate of proficiency in advanced training for liquefied gas tankers are to be considered as having met the requirements specified in section A-V/3, paragraph 2 for advanced training for service on ships subject to the IGF Code, provided they also have:

- A certificate of proficiency in basic training for service on ships subject to the IGF Code;
- Completed at least one month of approved seagoing service that includes a minimum of three bunkering operations on board ships subject to the IGF Code. Two of the three bunkering operations may be replaced by approved simulator training on bunkering operations; and
- Completed sea going service of three months in the previous five years on board ships subject to the IGF Code, tankers carrying as cargo fuels covered by the IGF Code or ships using gases or low flashpoint fuel as fuel.

- **Refresher Training**

Seafarers holding certificates of proficiency in basic or advanced training for service on ships subject to the IGF Code shall, at intervals not exceeding five years, undertake appropriate refresher training or are to provide evidence of having achieved the required standard of competence within the previous five years.

Applications for the issue of a certificate of proficiency in basic or advanced training for ships subject to the IGF Code are to be submitted on the appropriate form [TM/MSD/SCU 031](#).

### **Additional Information**

Original certificates should always be readily available on board as evidence that training has been completed.

All enquiries related to the application of the STCW Convention, should be addressed to the Seafarer Department within the Merchant Shipping Directorate on [stcw.tm@transport.gov.mt](mailto:stcw.tm@transport.gov.mt)

Merchant Shipping Directorate

22 June 2018



Merchant Shipping Directorate



Transport Malta

## COMPLIANCE WITH DIRECTIVE 2014/90/EU ON MARINE EQUIPMENT

### ***Merchant Shipping Notice 145***

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate reminds all concerned of Directive 2014/90/EU of the European Parliament and of the Council on marine equipment and repealing Council Directive 96/98/EC (hereinafter referred to as "the MED"). The MED applies to equipment placed or to be placed on board a Maltese ship and for which the approval of the Directorate is required by international instruments, regardless of whether the ship is situated in the European Union at the time when it is fitted with the equipment. The MED has been transposed into Maltese legislation through the Merchant Shipping (Marine Equipment) Regulations (S.L.234.40).

Inter alia, the MED requires that when marine equipment is placed on board a ship flagged in an EU Member State a copy of the EU declaration of conformity covering the equipment concerned is provided and maintained onboard the ship until the said equipment is removed or replaced from that ship. Such EU declaration of conformity may be in an electronic format.

Furthermore, it is noted that equipment covered by Council Decision 2004/425/EC on the conclusion of an agreement between the European Community and the United States of America on the mutual recognition of certificates of conformity for marine equipment does not require prior authorization from this Directorate.

Recognised organisations shall inform this Directorate in cases where it has been proven or suspected that MED equipment placed on board a Maltese ship is not compliant with the applicable EU and international legislation or whenever any suspected fraudulent conformity documents/wheel marks are found onboard.

### **Implementing Regulation**

The Directorate reminds all concerned that Commission Implementing Regulation (EU) 2018/773 of 15 May 2018 on design, construction and performance requirements and testing standards for marine equipment and repealing Implementing Regulation (EU) 2017/306 (hereinafter referred to as "the Implementing Regulation") entered into force on 19 June 2018. The Annex to the Implementing Regulation in its up-to-date version indicates design, construction and performance requirements and testing standards in respect of marine equipment falling within the scope of application of the MED.

In terms of transitional measures provided in Article 2 of the Implementing Regulation, marine equipment listed as a 'new item inserted by Implementing Regulation (EU) 2017/306' in column 1 of the Annex to Implementing Regulation (EU) 2018/773, which complied with the national requirements for type-approval in force before 16 March 2017 in a Member State, may continue to be placed on the market and on board an EU ship until 16 March 2020. Marine equipment listed as a 'new item inserted by Implementing Regulation (EU) 2018/773' in column 1 of the Annex, which complies with the national requirements for type-approval in

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force before 19 June 2018 in a Member State, may continue to be placed on the market and on board an EU ship until 19 June 2021.

## Exemptions

In accordance with Article 32 of the MED, in exceptional circumstances, which shall be duly justified to this Directorate, when marine equipment needs to be replaced in a port outside the EU, where it is not practicable in terms of reasonable time, delay and cost to place on board equipment which bears the wheel mark, other marine equipment may be placed on board provided that:

- the marine equipment placed on board shall be accompanied by documentation, certifying its compliance with the relevant international requirements; and
- this Directorate is informed at once of the nature and characteristics of such other marine equipment.

## Equivalences

Please note that that this Directorate has introduced a new [Non-MED Equipment Form](#). Upon registration and change of flag, should any non-MED marine equipment be identified on board, the said form shall be completed (can be filled by ship-owners or their authorized representative, however such a list will have to be endorsed or stamped by the vessel's class) providing the details of the non-MED items already placed/installed on board.

This Office will subsequently decide whether the said equipment is considered to be equivalent and can therefore be retained on board or whether it needs to be duly replaced. Furthermore, in accordance with Article 7(4) of the MED, this Office may also impose any restrictions or lay down any provisions relating to the use of the equipment.

## Electronic Tagging

All concerned are also reminded about Commission Delegated Regulation (EU) 2018/414 of 9 January 2018 supplementing Directive 2014/90/EU as regards the identification of specific items of marine equipment which can benefit from electronic tagging.

This Notice supersedes Merchant Shipping Notice 136 - "Compliance with the new MED Directive 2014/90/EU".

Merchant Shipping Directorate

28 June 2018

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## CONCENTRATED INSPECTION CAMPAIGN ON MARPOL ANNEX VI

### **Merchant Shipping Notice 146**

*Notice to Shipowners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognised Organisations*

The Directorate would like to draw the attention of all concerned to a port State control Concentrated Inspection Campaign (CIC) that will be launched jointly by the Paris MoU and the Tokyo MoU on MARPOL Annex VI. The Campaign will commence on 1 September 2018 and end on 30 November 2018.

The CIC is intended to create awareness regarding the importance of compliance with the provisions of MARPOL Annex VI and aims to send a signal that the prevention of air pollution and enforcement of compliance with applicable requirements is high on the agenda of members of both MoUs.

Port State Control Officers will use a questionnaire consisting of 11 questions to ensure that the equipment carried on board complies with the relevant statutory certificates, the master and officers are qualified and familiar with operations and that equipment is properly maintained and functioning. It is the responsibility of all concerned to take the necessary actions to ensure that these areas are in order prior to entry into port. A copy of the questionnaire is available at the following link:

<https://www.parismou.org/sites/default/files/Questionnaire%20CIC%20MARPOL%20Annex%20VI%20%28final%29.pdf>

In the eventuality that deficiencies are found by Port State Control Officers, actions 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.

The cooperation of all parties concerned is hereby solicited.

Merchant Shipping Directorate

06 August 2018

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