



Merchant Shipping Directorate



MERCHANT SHIPPING NOTICES
(Consolidated Version)

Merchant Shipping Directorate
Transport Malta
Ministry for Transport, Infrastructure and Public Works

Valletta, Malta

March 2024



Merchant Shipping Directorate



Transport Malta

MS Notice	Date Issued	Remarks
1		Revoked
2	06 May 1993	Flag State Ship Safety Inspections
3		Revoked
4		Revoked
5		Revoked
6		Revoked
7		Revoked
8		Revoked
9	03 June 1994	United Nations Security Council Sanctions Against Rwanda
10	10 November 1994	United Nations Security Council Sanctions Against Haiti
11		Revoked
12	11 March 1996	Registration Of Fishing Vessels Under The Malta Flag
13		Revoked
14	17 July 1996	Reef Guide – A Shipmaster’s Handbook To The Torres Strait And The Great Barrier Reef
15		Revoked
16		Revoked
17		Revoked
18		Revoked

Malta Transport Centre
Hal Lija LJA 2021, Malta
Tel: +356 2125 0360

Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 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
19		Revoked
20		Revoked
21		Revoked
22	18 April 1997	New Us-Malta Reciprocal Agreement on Exemption From Tax On Transportation Income
23		Revoked
24		Revoked
25		Revoked
26		Revoked
27		Revoked
28		Revoked
29	07 May 1998	Home Port and National Colours Of Maltese Ships
30		Revoked
31		Revoked
32	10 March 1999	Registration In Terms Of Section 85 Of The Merchant Shipping Act Of Companies Wishing To Own Or Operate Exempted Ships
33		Revoked
34		Revoked
35		Revoked

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MS Notice	Date Issued	Remarks
36		Revoked
37		Revoked
38		Revoked
39		Revoked
40	17 January 2001	Navigation Through Danish Waters
41		Revoked
42		Revoked
43		Revoked
44		Revoked
45		Revoked
46		Revoked
47	2 April 2002	Ban on the shipment of equipment which might be used for internal repression in Zimbabwe
48		Revoked
49		Revoked
50		Revoked
51	23 August 2002	Merchant Shipping (Counting and Registration of Persons on board Passenger Ships) Regulations, 2002
52	21 November 2002	Pilotage of Vessels in the North Sea and the English Channel
53		Revoked



Merchant Shipping Directorate



Transport Malta

MS Notice	Date Issued	Remarks
54		Revoked
55		Revoked
56		Revoked
57		Revoked
58		Revoked
59		Revoked
60	21 April 2004	
61		Revoked
62	1 July 2004	
63		Revoked
64	28 February 2005	
65	3 March 2005	
66		Revoked
67		Revoked
68		Revoked
69		Revoked
70	22 September 2005	

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MS Notice	Date Issued	Remarks
71 Measures to enhance maritime security in response to increased attacks off the coast of Somalia	25 October 2005	
72		Revoked
73		Revoked
74		Revoked
75		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		Revoked
81		Revoked
82 Measures to enhance maritime security in response to increased attacks off the coast of Somalia	13 February 2024	Rev.1
83		Revoked
84		Revoked
85		Revoked



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MS Notice	Date Issued	Remarks
86		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	
90		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	28 June 2022	Rev.2
93 Restrictive Measures Against Syria	13 September 2011	
94 Accident and Incident Safety Investigations	06 March 2024	Rev. 2
95 Merchant Shipping (Insurance for Maritime Claims) Regulations, 2011	9 January 2012	
96 Authorised Classification Societies	10 October 2022	Rev.4
97		Revoked
98 Revocation of Merchant Shipping Notices	22 October 2012	
99 Contact Details of the Merchant Shipping Directorate	15 September 2023	Rev.5
100		Revoked

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MS Notice	Date Issued	Remarks
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	
104 Minimum Safe Manning Certificates for Maltese Ships	27 December 2012	
105 Guidelines for the Implementation of the Maritime Labour Convention, 2006	08 January 2015	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 Minimum Basic Wage	27 May 2022	Rev.3
109 Implementation of the international convention on standards of training, certification and watchkeeping for seafarers, as amended	10 April 2023	Rev. 1
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		Revoked



Merchant Shipping Directorate



MS Notice	Date Issued	Remarks
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	28 June 2022	Rev.1
119 Wreck Removal Convention	17 March 2015	
120		Revoked
121 Survey on Seafarers Serving on Malta Flag Ships	15 May 2015	
122 Radio Installation on-board non-SOLAS vessels	06 Jul 2015	
123		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	

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MS Notice	Date Issued	Remarks
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 Democratic People's Republic of Korea (DPRK)	24 April 2017	
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		Revoked
137 Regulation EU 2015/757 – Thetis MRV	22 August 2017	
138		Revoked
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	



MS Notice	Date Issued	Remarks
144 Implementation of the International Convention on Standards of Training Certification and Watchkeeping for seafarers, as amended	30 August 2022	Rev.1
145 Compliance with Directive 2014/90/EU on Marine Equipment	28 June 2018	
146 Concentrated Inspection Campaign on MARPOL Annex VI	06 August 2018	
147 Application of Regulation (EU) 1257/2013 on Ship Recycling	17 December 2018	
148 Amendments of 2016 to the Maritime Labour Convention, 2006	20 December 2018	
149		Revoked
150 Annual Return of Shipping Organisations benefitting from the Tonnage Tax Regime	28 July 2023	Rev. 1
151 Implementation of Regulation (EU) 2015/757	21 June 2019	
152 Concentrated Inspection Campaign on Emergency Systems and Procedures	01 August 2019	
153 Marine Equipment Directive – EU Declaration of Conformity	21 August 2019	
154 Application of Regulation (EU) 1257/2013 on Ship Recycling by Port State Control	16 October 2019	
155 MARPOL related deficiencies to the 15-ppm Bilge Alarm System	23 October 2019	
156 Merchant Shipping (Safe Operation of Ro-Ro Passenger Ships and High Speed Passenger Craft in Regular Service)		



MS Notice	Date Issued	Remarks
Regulations, 2019, Merchant Shipping (Port State Control) (Amendment) Regulations, 2019, Merchant Shipping (Counting and Registration)	24 December 2019	
157		Revoked
158		Revoked
159 Security Guidance for Mariners operating in the Gulf of Guinea	03 April 2020	
160		Revoked
161 Discharge of washwater from Exhaust Gas Cleaning Systems	02 September 2020	
162 Marine Equipment Directive 201490EU Market Surveillance and Reporting	11 September 2020	
163 Enforcement of EU Ship Recycling Regulation No. 1257/2013 relating to the Inventory of Hazardous Materials	27 October 2020	
164 Revision of the Commercial Yacht Code	24 November 2020	
165 Training and Certification of Crew engaged on Yachts and Workboats (International Voyages)	28 June 2022	Rev.1
166		Revoked
167 Amendments to the Maritime Labour Convention, 2006	16 December 2020	
168 Promulgation of the Merchant Shipping (Training and Certification) (Amendment) Regulations	09 November 2022	Rev.1
169 DNV GL changes name to DNV	10 March 2021	



MS Notice	Date Issued	Remarks
170 Non-Convention Vessel (NCV) Code Rev.2	14 April 2021	
171 Adoption of the Passenger Yacht Code	24 May 2021	
172 Extension of restrictive measures in view of the situation in Ukraine	13 September 2021	
173 Concentrated inspection campaign on stability	13 September 2021	
174 Revision of Tonnage Regulations	22 October 2021	
175 United Nations Security Council and EU Sanctions update	27 October 2021	
176 Restrictive measures concerning Syria and Belarus	17 November 2021	
177		Revoked
178 Restrictive measures in response to the Situation in Ukraine	24 February 2022	
179 Navigation in Black Sea region in view of the escalating situation	24 February 2022	
180 Focus on planned maintenance during port State control in Australian ports	03 March 2023	
181 Revocation of Notices	18 July 2023	
182 Amended EU MRV Regulation	14 November 2023	
183 EU 12th package of sanctions against Russia	21 December 2023	
184 Heavy Fuel Oil Ban in Arctic Waters	08 January 2024	
185 Mandatory Notification of Tanker Sales_Guidance from the Sanctions Monitoring Board	11 January 2024	



Merchant Shipping Directorate



Transport Malta

MS Notice	Date Issued	Remarks
186 Merchant Ships navigating in the south Red Sea transiting the Bab el-Mandeb strait	12 January 2024	
187 Measures to enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea	13 February 2024	

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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.

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

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*

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



**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*

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*

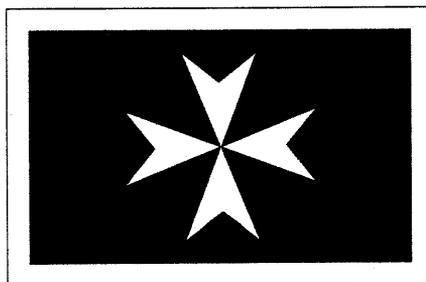
The Merchant Shipping Directorate draws attention to the relative provisions of the Merchant Shipping Act regarding the home port and national colours of Maltese ships.

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*

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



***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*

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*

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*

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



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*

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*

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*

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

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*

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



TANKTECH Pressure Vacuum Valves

Merchant Shipping Notice No 70

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

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
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*

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*

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

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*

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.

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



Authorised Testing Application Service Providers (testing ASPs)

Merchant Shipping Notice 78

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

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

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

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

Pole Star Space Applications

Compass House
4th Floor, 22 Redan Place
London W2 4Sa
United Kingdom
Tel: +44 207 311 7402
Fax: +44 207 313 7401
Email: lritesting@polestarglobal.com

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

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

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.

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*

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



Merchant Shipping Directorate



MEASURES TO ENHANCE MARITIME SECURITY IN RESPONSE TO INCREASED ATTACKS OFF THE COAST OF SOMALIA

Merchant Shipping Notice 82 Rev. 1

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

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.org>) 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

13 February 2024

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: isps.comms@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



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: merhipmalta.tm@transport.gov.mt
www.transport.gov.mt



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



RECOGNITION OF NON-MALTESE CERTIFICATES OF COMPETENCE FOR SERVICE ON MALTESE SHIPS

Merchant Shipping Notice 92 Rev. 2

*Notice to Shipowners, Ship Operators and Managers,
Masters, Owners' Representatives and Recognised Organisations
This notice complements Regulation 9 of
the Merchant Shipping (Training and Certification) Regulations, (S.L.234.17)*

The *International Convention on Standards of Training, Certification and Watchkeeping 1978*, as amended, requires that all officers serving on board seagoing ships and holding a Certificate 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 kept on board at all times. The *Merchant Shipping (Training and Certification) Regulations, (S.L.234.17)*, 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 online through the Seafarer Portal <https://seafarers.transport.gov.mt> either by the seafarer, his/her representative or by the company employing the seafarer. This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas, 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);*
- *copy of GMDSS certificate if GMDSS Endorsement is required;*
- *Chemical, Gas or Oil tanker Endorsement, if required:
copy of the Basic Tanker course completion certificate, and/or
copy of the advanced Chemical, Gas or Oil tanker training certificate as the case may be;*
- *copy of valid Passport, Seaman's Record Book or official Identity Card (proof of identification showing details of applicant);*
- *signature of seafarer;*
- *colour photograph. Photographs are to be taken in full face, on a white or light background and should be of clear exposure;*
- *relative fee of €60 for new business/revalidation or €30 for reissue (in the event that a certificate is lost);*
- *administrative fee of €25 if secure delivery by courier is required;*
- *administrative fees for urgent and after office hours applications apply.*

The applicant shall be informed if any of the above requirements is incorrect or missing. Applications shall be considered as abandoned within 15 days from the request if the missing requirements are not uploaded. 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

28 June 2022

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360

Email: stcw.tm@transport.gov.mt

www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



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.2

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

Reporting Obligations

In terms of the [Merchant Shipping \(Accident and Incident Safety Investigations\), 2011](#), marine accidents and incidents involving all Maltese registered ships and / or foreign flagged ships navigating in Maltese waters shall be reported as soon as practicable and by the quickest available means, irrespective of their severity or perceived severity.

Reporting Occurrences

To expedite the reporting obligations, the regulations stipulate that an occurrence report made to the Authority for Transport in Malta in terms of Section 307 of the Merchant Shipping Act, would satisfy the reporting obligations to the Marine Safety Investigation Unit (MSIU), notwithstanding the latter being an independent and separate entity from the Directorates within the Authority for Transport in Malta. Masters serving on board and ISM managers are normally best placed to submit an occurrence report and to facilitate compliance with the reporting requirement, all concerned may submit a report by accessing the [Reporting Link on the MSIU website](#), and make use of one of the two available options.

Accident and incident notification reports may also be sent to the following address:

Head of Marine Safety Investigation
Marine Safety Investigation Unit
No. 2, Level 1
Notabile Road
Fleur-de-Lys,
Birkirkara BKR1876
Malta

Email: msiu.tm@transport.gov.mt

Merchant Shipping Directorate

06 March 2024

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



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

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: merhipmalta.tm@transport.gov.mt
www.transport.gov.mt

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



Merchant Shipping Directorate



AUTHORISED CLASSIFICATION SOCIETIES

Merchant Shipping Notice 96 Rev.4

*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)
Det Norske Veritas (DNV)
Indian Register of Shipping (IRS)
Korean Register of Shipping (KR)
Lloyd's Register (LR)
Polish Register of Shipping (PRS)
Registro Italiano Navale (RINA)*

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

10 October 2022

Malta Transport Centre
Hal Lija LJA 2021, Malta

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Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 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
www.transport.gov.mt/ship-registration/



Merchant Shipping Directorate



CONTACT DETAILS OF THE MERCHANT SHIPPING DIRECTORATE

Merchant Shipping Notice 99 Rev.5

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).
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
 E-mail: mershipmalta.tm@transport.gov.mt
 Website: www.transport.gov.mt/ship-registration

3. Useful contact details are as follows: -

Registration of Ships	-	Email:	shipreg.tm@transport.gov.mt
Registration of Yachts	-	Email:	yachtsmalta.tm@gov.mt
	-	AOH:	+356 9949 4317 +356 9949 4315
Technical Matters			
Merchant Ships	-	Email:	tech.tm@transport.gov.mt
Non-Convention Vessels	-	Email:	ncv.tm@transport.gov.mt
Yachts	-	Email:	yachtsmalta.tm@gov.mt
	-	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
 Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



Merchant Shipping Directorate



ISPS	Alerts	-	Email:	alert.isps@transport.gov.mt
	General	-	Email:	isps.comms@transport.gov.mt
		-	AOH:	+356 9943 4318
STCW	Applications	-	Email:	applica.stcw@transport.gov.mt
	General	-	Email:	stcw.tm@transport.gov.mt
	Payments	-	Email:	stcw.fosmsd@transport.gov.mt
		-	AOH:	+356 9906 7197
Maritime Labour Convention, 2006		-	Email:	mlc.tm@transport.gov.mt
Flag State Inspections		-	Email:	fsi.tm@transport.gov.mt
ISM		-	Email:	ism.tm@transport.gov.mt
Maritime Radio Communications		-	Email:	mrcsmalta.tm@transport.gov.mt
CSR (Continuous Synopsis Record)		-	Email:	csr.tm@transport.gov.mt
CLC & Bunker Applications		-	Email:	clcmalta.tm@transport.gov.mt

4. Malta Ship Registry Office Greece

96, Vasilissis Sofias Avenue 115 28, Athens, Greece

E-mail: maltashipregistry-gr@transport.gov.mt

Telephone: +30 210 418 5715
+30 210 418 5716

AOH: +30 210 748 7418

Merchant Shipping Directorate

15 September 2023

Malta Transport Centre
Hal Lija LJA 2021, Malta

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www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



Merchant Shipping Directorate



Transport Malta

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

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration

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

ANNEX

Summary of provisions concerning the rights of passengers when travelling by sea and inland waterway¹

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 State².

The Regulation does however, not apply to certain categories of waterborne transport services³.

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

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

² 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.

³ 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.



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. 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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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



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: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate



Transport Malta

Merchant Shipping Notice 104
Page 2 of 2

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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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



Transport Malta

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 <https://www.transport.gov.mt/MLC-Rules.pdf-f3850>

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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Marsa, MRS 1917 Malta

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www.transport.gov.mt/ship-registration



MISA EN ISO 9001:2008
Reg. No. S056

Merchant Shipping Directorate
ISO 9001:2008 certified

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



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 :

- 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 <https://www.transport.gov.mt/maritime-40>.

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 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 <https://www.transport.gov.mt/Application-for-the-Issuance-of-DMLC-Part-I.doc-f3852>

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
<https://www.transport.gov.mt/DMLCBLANK-revised-v2.pdf-f3851>

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

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 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

Merchant Shipping Directorate

8 January 2015

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460

Email: mlc.tm@transport.gov.mt

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



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 shipowner¹ 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. 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;

¹Shipowner 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



Merchant Shipping Directorate

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



Transport Malta

Malta Transport Centre Marsa, MRS 1917 Malta Tel: +356 2125 0360 Fax: +356 2124 1460 Email: comms.isps@transport.gov.mt, 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:
<https://www.transport.gov.mt/Form-TM-MSD-SCU-010-Medical-fitness-certificate-issued-in-compliance-with-ILO-IMO-guidelines-of-the-medical-examinations-for-seafarers.doc-f3043>

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
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



MINIMUM BASIC WAGE

Merchant Shipping Notice 108 Rev 3

*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, the minimum basic wage for a calendar month of service for an able seafarer shall not be less than USD 658 on the 1 January 2023. As of the 1 January 2024 it shall not be less than USD 666 and as of 1 January 2025, it shall not be less than USD 673 or the equivalent thereof in the specific currency stated in the agreement with the crew.

Merchant Shipping Directorate

27 May 2022

Malta Transport Centre
Ħal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: mlc.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



Merchant Shipping Directorate



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

Merchant Shipping Notice 109 Rev.1

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 is issuing the revised Merchant Shipping Notice to reflect the adoption of the Seafarer Portal as the sole direct link to apply for seafarer documentation: <https://seafarers.transport.gov.mt>

Furthermore, the revised notice updates certain requirements that were introduced through the 2010 amendments to the STCW Convention (Manila Amendments). The amendments were transposed into the Laws of Malta, through the Merchant Shipping (Training and Certification) Regulations, 2013 (L.N 153 of 2013).

The revised Regulations contain numerous 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 an approved 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 re-validated certificate of competency without ECDIS limitations upon submitting an approved Generic ECDIS Training Certificate.

Malta Transport Centre
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Tel: +356 2125 0360
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



Tanker Training

Seafarers engaged on tankers shall be in possession of a valid tanker certificate and/or endorsement. For revalidation of an existing tanker certificate, 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 tanker certificate including basic tanker training certificate and/or advanced tanker training certificate, seafarers shall present the course completion certificate issued by a maritime training institution approved by the Directorate.

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

Applications for the issue of any Tanker Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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 undertaken.

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, paragraph 4 or Section A-VI/6, paragraphs 6 of the STCW Code.



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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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:

Certificate of Proficiency in Basic Safety Training (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>



Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

Certificate of Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

Certificate of Proficiency in Fast Rescue Boats (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

Certificate of Proficiency in Advanced Fire Fighting (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

Certificate of Proficiency in Medical First Aid (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.



Certificate of Proficiency in Medical Care (STCW Regulation 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 through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

Recognition of Certificates of Proficiency

This Administration may recognise valid Certificates of Proficiency issued by either:

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

Refresher Training Requirements

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

To this effect, seafarers in possession of any of the above mentioned certificates of proficiency that require refresher training 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 Rating 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.

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 may recognise valid Watch Rating Certificates issued by other administrations that are Party to the STCW Convention, for service onboard Maltese ships.

Applications for the issue of a Watch Rating Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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.

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 may recognise Electro-Technical Rating Certificates issued by other administrations that are Party to the STCW Convention for service onboard Maltese ships.

Applications for the issue of an Electro-Technical Rating Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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 may be converted into Able Seafarer certificates by submitting the following to the Directorate:

- A.B. Certificate issued prior to the 2010 Amendments
- Proof of Identification showing personal details of applicant as per those entered on the Seafarer Portal (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 may recognise Able Seafarer Deck Certificates issued by other administrations that are Party to the STCW Convention.

Applications for the issue of an Able Seafarer Deck Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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 may recognise Able Seafarer Engine Certificates issued by other administrations that are Party to the STCW Convention.

Applications for the issue of an Able Seafarer Engine Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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 may recognise Efficient Deck Hand Certificates issued by other administrations that are Party to the STCW Convention.

Applications for the issue of an Efficient Deck Hand Certificate are to be submitted through the Seafarer Portal <https://seafarers.transport.gov.mt>

Online applications shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

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. seafarers, in a management capacity prior to being assigned duties on board their vessels, have appropriate knowledge and access to Maltese maritime legislation.
7. 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
8. 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.

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

Merchant Shipping Directorate

10 April 2023



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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www.transport.gov.mt/ship-registration



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

Merchant Shipping Directorate

13 November 2013

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



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



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

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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Merchant Shipping Directorate
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Merchant Shipping Directorate



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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Merchant Shipping Directorate



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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www.transport.gov.mt/ship-registration



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Merchant Shipping Directorate



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

Merchant Shipping Directorate

23 December 2014

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Merchant Shipping Directorate



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

Merchant Shipping Notice 118 Rev.1

*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 Maltese Seaman's Record Book. The Record Book is available to all seafarers who are engaged or shall be engaged on commercial 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 online through the Seafarer Portal <https://seafarers.transport.gov.mt> either by the seafarer, his/her representative or by the company employing the seafarer. The online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas, these include:

- documents attesting qualifications 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);
- passport size photograph - Photographs are to be taken in full face, without a hat/cap. The photographs should be of clear exposure and taken against a white or light background;
- relative fee of €60; if secure delivery by courier is required, additional administrative fee of €25;.
- to apply for a renewal, kindly upload all the above documents;
- 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 submitted. Applications would be considered as "abandoned by applicant" within 15 days from request if the missing requirements are not submitted. The Seaman's Record Book will be delivered to the address provided by the applicant on the Seafarer Portal.

Merchant Shipping Directorate

28 June 2022

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Merchant Shipping Directorate
ISO 9001:2015 certified

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



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.

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

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www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



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 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:
<https://www.transport.gov.mt/MS-Notice-121-template-sheet-Excel-format.xlsx-f3862>

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

Merchant Shipping Directorate

15 May 2015

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www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
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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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Merchant Shipping Directorate



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.

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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Merchant Shipping Directorate



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/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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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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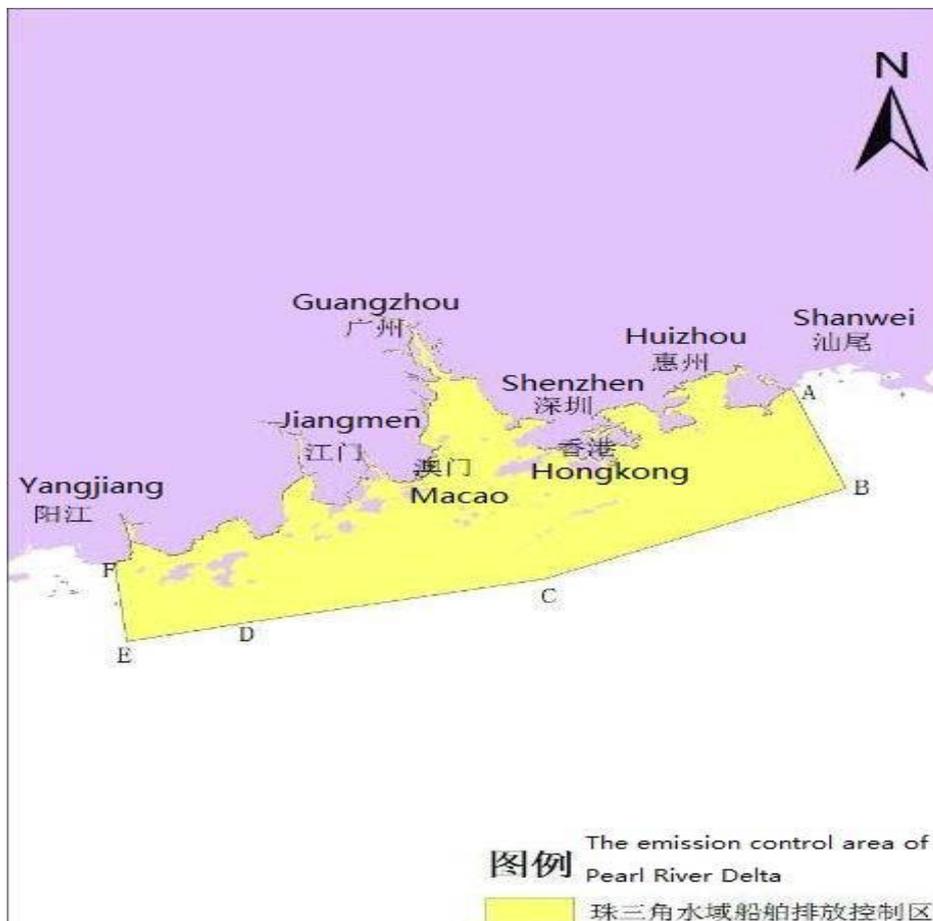
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Annex

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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Marsa, MRS 1917 Malta

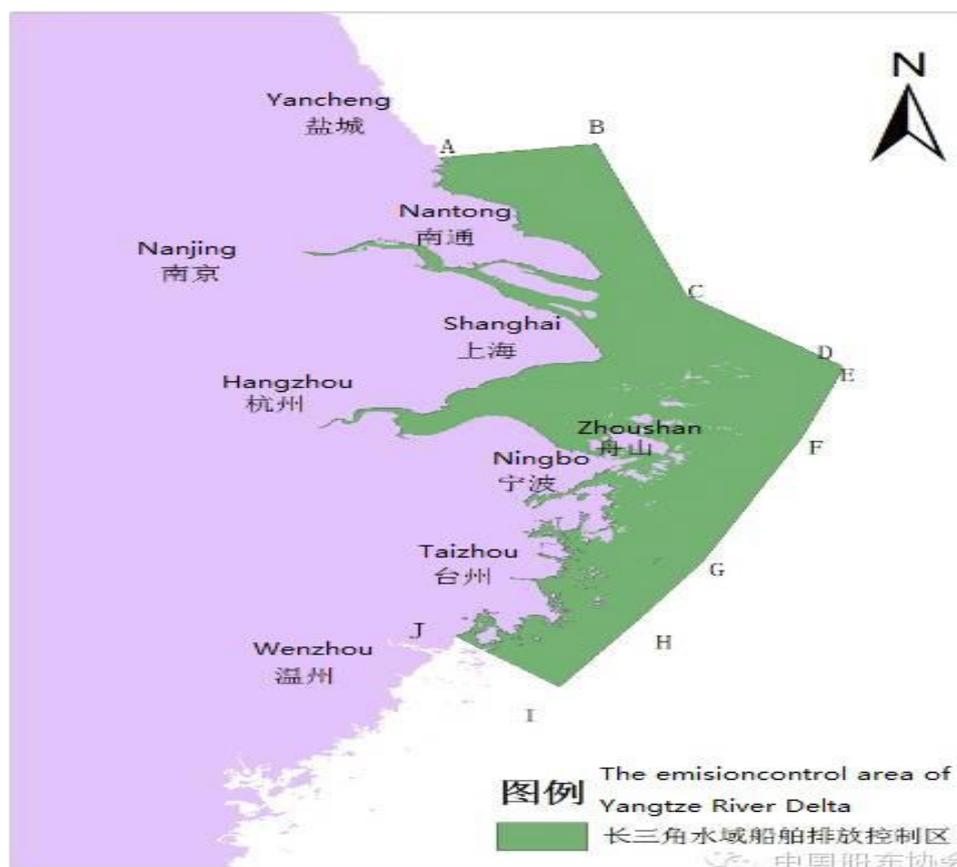
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Yangtze River Delta ECA

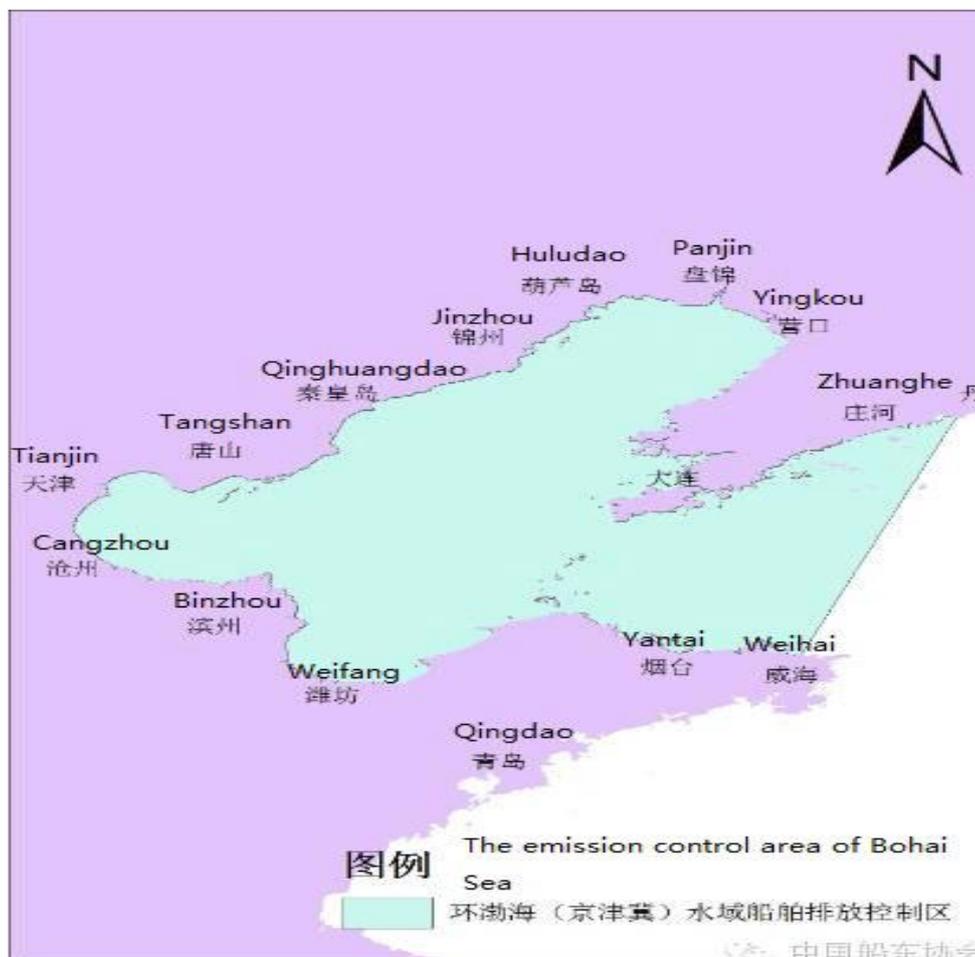


- Sea boundaries: the sea area within the lines connecting the points of A, B, C, D, E, F, G, H, I and J.
 Point A: The Shoreline junction point of Nantong and Yancheng
 Point B: 12 nautical miles away from Wai Ke Jiao Island
 Point C: 12 nautical miles away from Sheshan Island
 Point D: 12 nautical 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.



Merchant Shipping Directorate

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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Transport Malta

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



Merchant Shipping Directorate



Transport Malta

Merchant Shipping Notice 127 Rev 1
Page 2 of 2

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 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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Merchant Shipping Directorate



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:

https://www.transport.gov.mt/S_RES_2231-2015- E.pdf-f3861

https://www.transport.gov.mt/CELEX_32016D0037_EN_TXT.pdf-f3860

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_jcp_oa_en.pdf

Merchant Shipping Directorate

18 February 2016

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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 transition 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

15 June 2016



Merchant Shipping Directorate



MERCHANT SHIPPING ACT (AMENDMENT OF VARIOUS ARTICLES) REGULATIONS, 2016

Merchant Shipping Notice No. 130

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 publication of the Merchant Shipping Act (Amendment of Various Articles) Regulations, 2016 published on 1 June 2016 as Legal Notice 210 of 2016. The Regulations shall come into force on 1 July 2016.

Following a continuous review of the provisions regulating the registration of ships under the Merchant Shipping Act (Cap. 234), a number of provisions were identified for amendment. The provisions required a degree of improvement in order to further enhance the level of service provided and to further streamline the registration process and the provision of ancillary services.

These amendments include, *inter alia*, amendments to:

- i. article 19 of the Act providing the option for a maximum of five year validity period for a Certificate of Malta Registry and its Renewal Certificate in respect of ships of 500 gross tonnage and over.
- ii. article 19A of the Act concerning the Certificate of Malta Registry issued in the name of the charterer or lessee and the addition of an Article 19B ;
- iii. the effect of the sale of a ship and its closure of Maltese registry under article 28A of the Act;
- iv. the registration of a change in the ownership of a ship following a merger or by operation of law; and
- v. the provisions related to the bareboat charter registration of a ship in or out of Malta under Part IIA of the Act.

In particular, reference is made to amendments introduced with respect to Article 19. It is pertinent to point out, that as required by the same article, in order to issue and maintain an (Operational) Certificate of Malta Registry, the vessel shall be in possession of all relevant valid international statutory certificates, at all times. When a vessel is not in possession of all the relevant valid statutory certificates, only a Non Operational Certificate of Malta Registry shall be maintained on board the vessel.

The attention of all concerned is also drawn to the fact that a Certificate of Malta Registry or its Renewal Certificate shall only remain valid if payment of all the relevant annual registration fees is affected by the anniversary of the initial registration on an annual basis.

In order to avoid the uninterrupted operation of Maltese ships, it is important to ensure adherence with the above at all times. In the eventuality of non compliance to such provisions the Certificate of Registry will immediately cease to have effect. Furthermore, this may also lead to the application of penalties as provided under the Merchant Shipping Act and closure of Registry.

The electronic version of Legal Notice 210 of 2016 can be downloaded from <http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lp&itemid=27746&l=1>

Merchant Shipping Directorate

20 June 2016

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MARITIME SAFETY INFORMATION OFF THE AUSTRALIAN COAST

Merchant Shipping Notice No. 131

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

The Merchant Shipping Directorate draws the attention of all concerned to Marine Notice 13/2016, issued by the Australian Maritime Safety Agency (AMSA), revoking Marine Notice 13/2011. Inter alia, the revised Marine Notice requires that adequate measures are implemented by all ships transiting NAVAREA X, or navigating off the Australian coast, to ensure that they receive all Maritime Safety Information (MSI) necessary for the intended voyage.

All concerned are reminded that Maritime Safety Information, as defined in Reg. IV/2 of SOLAS 74, as amended, includes navigational and meteorological warnings, meteorological forecasts, and other urgent safety related messages broadcast to ships. Under the provisions of Reg. IV/7.1.5 of SOLAS 74, as amended, every ship shall be provided with a radio facility for reception of Maritime Safety Information by the INMARSAT EGC system if the ship is engaged on voyages in any area of INMARSAT coverage, but in which an international NAVTEX service is not provided.

It is important to note that Australia does not provide a NAVTEX service, but uses the INMARSAT-C EGC service as the primary means of promulgating Maritime Safety Information.

It is the responsibility of the Masters to ensure that their INMARSAT-C EGC receivers are correctly configured, even whilst in port (if needed), to receive Maritime Safety Information for NAVAREA X and the coastal warning areas appropriate to their intended voyage. In addition, the types of Maritime Safety Information to be received for the coastal warning areas need to be selected (e.g. navigational warnings, weather information, etc.).

The latest Maritime Safety Information may also be accessed through JRCC Australia on:

<http://www.amsa.gov.au/search-and-rescue/about-the-gmdss/msi-information/msi-email/index.asp>

AMSA recommends that ships compare the current list of Maritime Safety Information received via e-mail with that received via SafetyNET, in order to ensure that ships have received all current Maritime Safety Information, particularly when entering NAVAREA X for the first time, entering a new coastal warning area, or prior departure from a port.

More information on Maritime Safety Information and the limits of the Australian coastal areas can be obtained from the Admiralty List of Radio Signals (ALRS) Vol. 3 and Vol. 5, Seafarers Handbook for Australian Waters, the Australian Annual Notices to Mariners, Australian GMDSS Handbook, and the IMO's International SafetyNET Manual.

This Directorate advises that all Malta flagged ships should carry updated editions of the ALRS and the International SafetyNET Manual, at all times.

The co-operation of owners and operators of Malta flagged ships, and their representatives, is, therefore, solicited to ensure the uninterrupted operation of their ships.

Merchant Shipping Directorate

19 August 2016

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Merchant Shipping Directorate



AMENDMENTS TO THE MARITIME LABOUR CONVENTION, 2006

Merchant Shipping Notice No. 132

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

The Merchant Shipping Directorate draws the attention of all concerned to the entry into force of the 2014 amendments to the Maritime Labour Convention, 2006, on 18 January 2017.

The amendments deal with more stringent financial security requirements in respect of crew repatriation and for compensation for death and disability. Maltese ships will therefore need to carry certification to show that the appropriate cover is in place. There is no need for Malta to issue additional certification.

One is to note that the Declarations of Maritime Labour Compliance Parts I and II (DMLC) and the Maritime Labour Certificates (MLC) issued in accordance with the Convention prior to 18 January 2017, will continue to be recognised, until the first renewal inspection following entry into force of the amendments.

The recognised organisations authorised by Malta should include in the MLC checklist the two financial securities and verify these requirements during the initial, intermediate and renewal inspections. Consequently, the new amendments to the DMLC and MLC will be reflected from the first renewal inspection after the 18 January 2017.

In order to ensure the uninterrupted operation of Maltese ships, it is important that a copy of the relevant certificate or other documentary evidence of financial security issued by the respective P&I Club or insurer, is posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provides cover, the document provided by each provider shall be carried on board.

The text of the 2014 amendments to the Maritime Labour Convention, 2006, adopted by the Special Tripartite Committee of the International Labour Organisation may be downloaded from:

http://www.ilo.org/wcmsp5/groups/public/---ed_norm/---relconf/documents/meetingdocument/wcms_248905.pdf

Merchant Shipping Directorate

8 November 2016

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MSA EN ISO 9001:2008
Reg. No. S056

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Merchant Shipping Directorate



Implementation of EU Regulation 2015/757 on the Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport

Merchant Shipping Notice No.133

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

The Merchant Shipping Directorate would like to remind all those concerned that Regulation (EU) No.2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, has entered into force on 1 July 2015.

Inter alia, the Regulation requires shipowners and operators to monitor, report and verify CO₂ emissions from ships above 5,000 GT and which call at any port under the jurisdiction of an EU Member State.

In order to ensure the continuous uninterrupted operation of Maltese ships, shipowners and operators of 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. Shipowners and operators are encouraged to be prepared, starting by developing monitoring plans as well as examining how to best collect, aggregate and report fuel consumption and transport work data for their ships.

By 31 August 2017, companies shall submit ship-specific monitoring plans for fuel consumption indicating the method chosen to monitor and report CO₂ emissions and other relevant information for each of their ships covered by the Regulation to an accredited verifier for approval. Furthermore, in case of ships falling under the scope of the Regulation for the first time after 31 August 2017, this obligation is to be fulfilled no later than two months after each ship's first call in a port under the jurisdiction of an EU Member State.

The monitoring plan shall consist of complete and transparent documentation of the monitoring method for the ship concerned and shall contain all the elements required by Regulation 2015/757. Companies shall draw up the monitoring plan using a template corresponding to the model set out in Annex I to Implementing Regulation (EU) 2016/1927.

In case the verifier's assessment identifies non-conformities with the requirements of the Regulation, companies shall revise the monitoring plan accordingly and submit the revised plan for final assessment by the verifier before the reporting period starts.

On 1 January 2018 companies shall start the per-voyage and annual monitoring of the parameters specified in Regulation 2015/757. This should be based on the monitoring plan assessed by the accredited verifiers, for each ship arriving in or departing from, and for each voyage to or from a port under an EU Member State's jurisdiction.

Furthermore, as from 2019, by 30 April of each year, companies are obliged to submit verified annual emissions reports concerning the CO₂ emissions for the previous entire reporting period for each ship to the Merchant Shipping Directorate and to the European Commission.

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www.transport.gov.mt/ship-registration Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



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The specific obligations are enshrined in the full text of the relevant EU legislation that may be downloaded from the following links;

[Regulation \(EU\) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC.pdf](#)

[Commission Delegated Regulation \(EU\) 2016/2071 of 22 September 2016 amending Regulation \(EU\) 2015/757 of the European Parliament and of the Council as regards the methods for monitoring carbon dioxide emissions and the rules for monitoring other relevant information.pdf](#)

[Commission Implementing Regulation \(EU\) 2016/1927 of 4 November 2016 on templates for monitoring plans, emissions reports and documents of compliance pursuant to Regulation \(EU\) 2015/757 of the European Parliament and of the Council on monitoring, reporting and verification of Carbon dioxide emissions from maritime transport.pdf](#)

[Commission Implementing Regulation \(EU\) 2016/1928 of 4 November 2016 on determination of cargo carried for categories of ships other than passenger, ro-ro and container ships pursuant to Regulation \(EU\) 2015/757 of the European Parliament and of the Council on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.pdf](#)

Merchant Shipping Directorate

10 March 2017



RESTRICTIVE MEASURES AGAINST THE DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (DPRK)

Merchant Shipping Notice 134

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

The Merchant Shipping Directorate reminds all concerned of the United Nations Security Council Resolution 2321 (2016), and [Council Decision \(CFSP\) 2016/849 concerning restrictive measures against the Democratic People's Republic of Korea](#) (DPRK), as amended.

Attention is drawn in particular to the prohibition of the direct or indirect supply, sale, transfer or export by nationals of EU Member States, or through or from the territories of Member States, or using the flag vessels or aircraft of Member States of:

- Arms and related material of all types, including weapons and ammunition, military vehicles and equipment, paramilitary equipment and spare parts for the aforementioned;
- All items, materials, equipment, goods and technology (as determined by the UN Security Council or the Sanctions Committee) which could contribute to the DPRK's nuclear-related, ballistic-missile-related or other weapons of mass destruction-related programmes or which could contribute to its military activities, including all dual-use goods and technology listed in Annex I to Council Regulation (EC) No 128/2009;
- Certain key components for the ballistic-missile sector, such as certain types of aluminum used in ballistic-missile-related systems.

The procurement from the DPRK by nationals of Member States, or using the flag vessels or aircraft of Member States, of items or technology referred to above is also prohibited, whether or not originating in the territory of the DPRK.

Additionally, it is to be noted that:

- The direct or indirect sale, purchase, transport or brokering of diamonds, gold and precious metals to, from or for the Government of the DPRK, its public bodies, corporations and agencies or the Central Bank of the DPRK, as well as persons or entities acting on their behalf or at their direction, or entities owned or controlled by them, is prohibited;
- The procurement from the DPRK by national of Member States, or using the flag vessels or aircraft of Member States, of gold, titanium ore, vanadium ore and rare-earth minerals, is prohibited, whether or not originating in the territory of the DPRK;
- The delivery of newly printed or minted or unissued DPRK-denominated banknotes and coinage to or for the benefit of the Central Bank of the DPRK is prohibited;



- The direct or indirect supply, sale or transfer of luxury goods to the DPRK by nationals of Member States or through or from the territories of Member States, or using the flag vessels or aircraft of Member States, is prohibited whether or not originating in the territories of Member States;
- The import, purchase or transfer of luxury goods from the DPRK is prohibited;
- Subject to delineated exceptions, the procurement from the DPRK by nationals of Member States, or using the flag vessels or aircraft of Member States, of coal, iron, and iron ore, is prohibited, whether or not originating in the territory of the DPRK;
- Subject to delineated exceptions, the sale or supply of aviation fuel, including aviation gasoline, naphtha-type jet fuel, kerosene-type jet fuel and kerosene-type rocket fuel, to the DPRK by nationals of Member States or from the territories of Member States, or using the flag vessels or aircraft of Member States, is prohibited whether or not originating in the territories of Member States;
- The import, purchase or transfer from the DPRK of petroleum products not covered by UNSCR 2270 (2016) is also prohibited.

The restrictive measures also include a ban on: leasing or chartering vessels or aircraft, or providing crew services, to the DPRK; and procuring vessels and aircraft crewing services from the DPRK. Furthermore, there is an obligation to deregister any vessel that is owned, controlled or operated by the DPRK, including a prohibition on registering any such vessel that has been deregistered by another United Nations Member State.

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: https://eeas.europa.eu/topics/sanctions-policy/8442/consolidated-list-of-sanctions_en



Revised format of Certificates issued in terms of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended (STCW Convention)

Merchant Shipping Notice 135

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

The Merchant Shipping Directorate would like to inform all concerned that with effect from 2 May 2017, a new format for all certificates issued in terms of the STCW Convention issued by the Republic of Malta will be introduced.

In order to fully implement the revised requirements for certificates in accordance to the 2010 amendments to the STCW Convention, the Directorate will be introducing a new format for all certificates. Details of the new format and transitional arrangements affecting the validity of existing certificates are provided below.

New Format of Certificates

The new certificates are printed on plastic card ID-1 format making them more resistant to the rigours of repeated use whilst incorporating a number of modern security features to minimise the possibility of falsification. The cards feature a UV-dull glossy surface on which the seafarer's personal and certificate details are printed in a full colour 600dpi high resolution print that allows superior forensics.

Features making the cards more secure include the cardholder's name in repeated microtext on two areas of the card, photo and signature in UV-sensitive ink and also the cardholder's name in UV-sensitive microtext. These components are exclusive to and change with each unique card according to the cardholder details.

Other security elements include UV-sensitive data and designs on both sides of the card (including the Maltese Cross) and a UV-sensitive guilloche with microtext on the card back. Moreover, both card sides are covered by a secure holographic layer.

Samples of the certificates, which also include security features, are being annexed to this Notice.

Transitional Arrangements for Existing Certificates

Seafarers in possession of any of the new certificates are deemed to have met all the requirements of the STCW Convention, as amended.

All existing certificates are also deemed to be in full compliance to the STCW Convention, as amended and remain valid until their expiry date.

All enquiries related to certificates issued in terms of the STCW Convention, should be addressed to this Directorate on stcw.tm@transport.gov.mt

Annotations for the Seafarer Certification Card:

- endorsement number: Endorsement No: 0
- seafarer's name in repeated microtext: The Government of Malta certifies that:
- certificate number: Certificate No: 37-3929
- seafarer's data: Issued in terms of STCW Regulation: II/2 IV/2 V/1-1.3 V/1-1.5; By the Government of: Ukraine; Name: SAMPLE SAMPLE; Date of Birth: 04 August 1975
- seafarer's colour photo: [Photo of seafarer]
- seafarer's signature: Signature
- variable QR code: [QR code]
- certificate validity dates: Issued on: 27 September 2015; Valid until: 05 July 2018
- seafarer's competencies and limitations:

CAPACITY	LIMITATIONS
Master	Valid on oil & chemical tankers [Advanced]

Annotations for the Endorsement Card:

- seafarer's name in repeated microtext: ENDORSEMENT
- certificate title: Attesting the recognition of a Certificate of Competency
- authorising signature: [Signature of Registrar-General]

Text on the Endorsement Card:

ENDORSEMENT
 Attesting the recognition of a Certificate of Competency
 INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED.

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.II/2 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
 www.transport.gov.mt
 stcw.tm@transport.gov.mt
 Tel: +356 2125 0360

Registrar-General
 of Shipping and Seamen

GOVERNMENT OF MALTA



Transport Malta
www.transport.gov.mt
Seafarer Certification Unit

CONFIDENTIAL

Features visible under UV light

Endorsement No: 0
The Government of Malta certifies that:
Certificate No: 37-3929
37-3929
Issued in terms of STCW Regulation: II/2 IV/2 V/1-1.3 V/1-1.5
By the Government of: Ukraine
Name: SAMPLE SAMPLE
Date of Birth: 04 August 1975
Signature: *Signature*

Issued on: 27 September 2015
Valid until: 05 July 2018

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements.

CAPACITY	LIMITATIONS
Master	Valid on oil & chemical tankers [Advanced]

Is duly recognised in accordance with the provisions of Regulation I/10 of the STCW Convention as amended, and that the lawful holder is authorised to perform functions in accordance with the provisions of the specified regulations subject to any limitations indicated.

Annotations:

- seafarer's name in repeated microtext
- logo background
- Maltese Cross
- seafarer's photo
- seafarer's signature

ENDORSEMENT
Attesting the recognition of a Certificate of Competency
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED.

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.II/2 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Annotations:

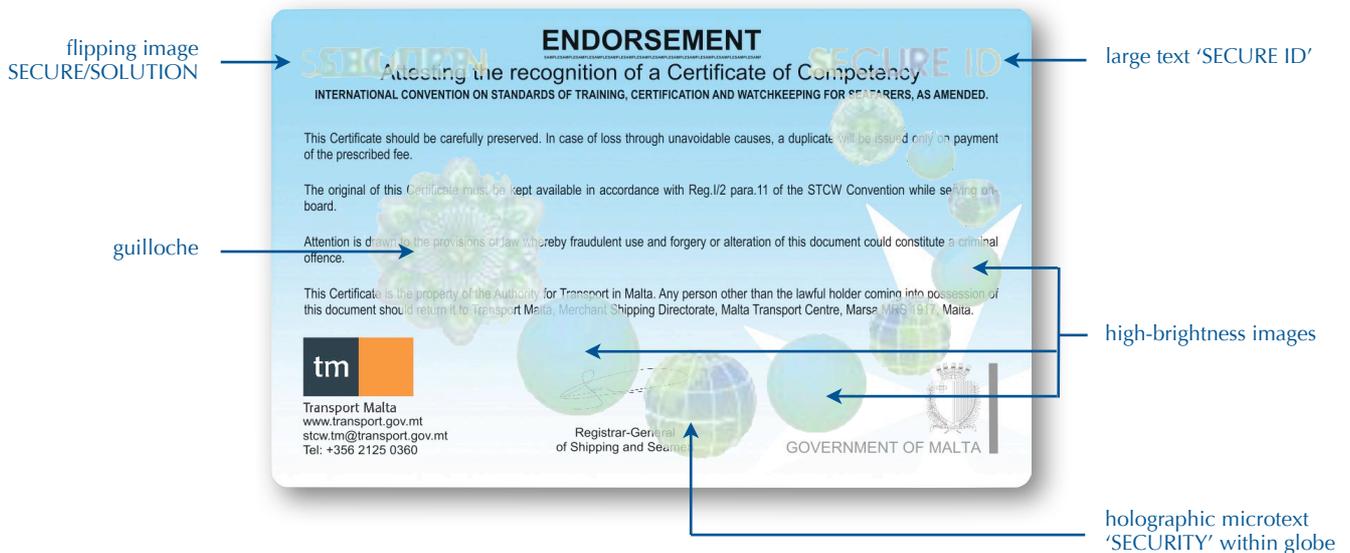
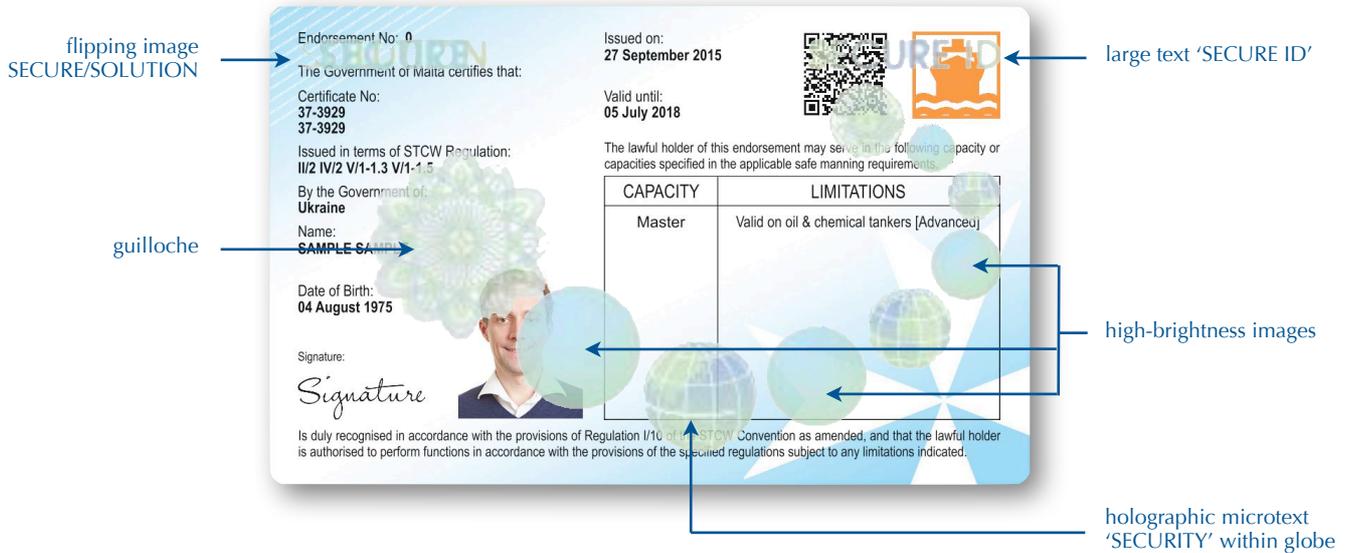
- guilloche with microtext 'TRANSPORTMALTA'
- Maltese Cross



Transport Malta
www.transport.gov.mt
Seafarer Certification Unit

CONFIDENTIAL

Holographic layer



Features that are visible under UV light are also partially visible in the holographic layer.

Certificate & Endorsement No: 3688/0

The Government of Malta certifies that under the provisions of the Merchant Shipping (Training and Certification) Regulations and in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended

Issued on: 31 December 2011
Revalidated on: 25 July 2015
Valid until: 31 December 2016

has been found duly qualified and competent to serve in the following capacity or capacities specified in the applicable safe manning requirements and subject to any limitations indicated.

CAPACITY	STCW REG.	LIMITATIONS
Second Eng.	III/2	No Limitations To wear corrective lenses

Name: SAMPLE SAMPLE
Date of Birth: 01 January 1990
Place of Birth: Malta
Nationality: Maltese
Signature:

CERTIFICATE OF COMPETENCY AND ENDORSEMENT

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.12 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
www.transport.gov.mt
stow.mt@transport.gov.mt
Tel: +356 2125 0360

Registrar-General of Shipping and Seamen
GOVERNMENT OF MALTA

Endorsement No: 0

The Government of Malta certifies that:

Certificate No: 37-3929
37-3929

Issued in terms of STCW Regulation: II/2 IV/1-1.3 V/1-1.5

By the Government of: Ukraine

Name: SAMPLE SAMPLE
Date of Birth: 04 August 1975
Signature:

Issued on: 27 September 2015
Valid until: 05 July 2018

has been found duly qualified and competent to serve in the following capacity or capacities specified in the applicable safe manning requirements.

CAPACITY	LIMITATIONS
Master	Valid on oil & chemical tankers [Advanced]

is duly recognised in accordance with the provisions of Regulation 110 of the STCW Convention as amended, and that the lawful holder is authorised to perform functions in accordance with the provisions of the specified regulations subject to any limitations indicated.

ENDORSEMENT

Attesting the recognition of a Certificate of Competency

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED.

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.12 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
www.transport.gov.mt
stow.mt@transport.gov.mt
Tel: +356 2125 0360

Registrar-General of Shipping and Seamen
GOVERNMENT OF MALTA

Certificate No: 16725IBOCTC

Name: SAMPLE SAMPLE

Date of Birth: 08 July 1988
Place of Birth: Malta
Nationality: Maltese

Signature:

Issued on: 19 August 2016
Revalidated on: N/A
Valid until: N/A

Training Programme	STCW Regulation
Basic Oil & Chemical	V/1-1.1

The lawful holder of this certificate has successfully completed a programme of training under the provisions of the Merchant Shipping (Training and Certification) Regulations and in accordance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended.

CERTIFICATE OF PROFICIENCY

TANKER CERTIFICATE

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED.

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.12 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
www.transport.gov.mt
stow.mt@transport.gov.mt
Tel: +356 2125 0360

Registrar-General of Shipping and Seamen
GOVERNMENT OF MALTA

Certificate No: 145883ABSD

Name: SAMPLE SAMPLE

Date of Birth: 21 August 1989
Place of Birth: Malta
Nationality: Maltese

Signature:

Issued on: 4 October 2013
Revalidated on: N/A
Valid until: N/A

Training Programme	STCW Regulation
Able Seafarer Deck	I/1.5

The lawful holder of this certificate has successfully completed a programme of training under the provisions of the Merchant Shipping (Training and Certification) Regulations and in accordance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended.

RATING CERTIFICATE

Able Seafarer Deck

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED.

This Certificate should be carefully preserved. In case of loss through unavoidable causes, a duplicate will be issued only on payment of the prescribed fee.

The original of this Certificate must be kept available in accordance with Reg.12 para.11 of the STCW Convention while serving on-board.

Attention is drawn to the provisions of law whereby fraudulent use and forgery or alteration of this document could constitute a criminal offence.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
www.transport.gov.mt
stow.mt@transport.gov.mt
Tel: +356 2125 0360

Registrar-General of Shipping and Seamen
GOVERNMENT OF MALTA

Certificate & Endorsement No: 0000000000

This is to certify that, under the provisions of the Radiocommunications (Certificates of Operators) Regulations, the Radio Regulations annexed to the International Telecommunication Convention currently in force and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended

Name: SAMPLE SAMPLE
Date of Birth: 04 August 1975
Place of Birth: Malta
Nationality: Maltese
Signature:

Issued on: 27 September 2015
Revalidated on: 05 September 2016
Valid until: 05 September 2018

has been found duly qualified and competent to serve as a GMDSS General Operator in terms of Regulation IV/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended.

Furthermore, the Government of Malta certifies that the lawful holder of this certificate has been found duly competent to perform functions in accordance with the provisions of Regulation IV/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended.

GMDSS GENERAL OPERATOR'S CERTIFICATE

AUTHORITY TO OPERATE

The holder of this Certificate is hereby authorised to perform the duties appropriate to the holder of a GMDSS General Operator's Certificate on a ship in respect of which a ship radio station and a ship earth station has been duly licensed.

Subject to the provisions of the Radiocommunications (Certificates of Operators) Regulations, regarding the suspension of any authority with a view to the revocation thereof, this authority shall remain valid until further notice.

The original of this Certificate must be kept available in accordance with Reg.12 para.11 of the STCW Convention while serving on-board.

This Certificate is the property of the Authority for Transport in Malta. Any person other than the lawful holder coming into possession of this document should return it to Transport Malta, Merchant Shipping Directorate, Malta Transport Centre, Marsa MRS 1917, Malta.

Transport Malta
www.transport.gov.mt
stow.mt@transport.gov.mt
Tel: +356 2125 0360

Registrar-General of Shipping and Seamen
GOVERNMENT OF MALTA



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

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
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



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.

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



Merchant Shipping Directorate



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

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



Merchant Shipping Directorate



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

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



Merchant Shipping Directorate



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.

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



Merchant Shipping Directorate



For ease of reference, an implementation timeline is included as per below:

31st 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).

1st January 2019: start of the first reporting period.

31st December 2019: end of the first reporting period.

31st March 2020: submission of the report on fuel oil consumption data related to the first reporting period.

31st 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

Malta Transport Centre
Fal Lija LJA 2021, Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: merSHIPmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified



Merchant Shipping Directorate



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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www.transport.gov.mt/ship-registration



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Merchant Shipping Directorate



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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Merchant Shipping Directorate



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 Rev.1

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 on the muster list of having responsibility for the safety of passengers in emergency situations on board passenger ships shall complete approved training in crisis management and human behaviour, as specified in section A-V/2, paragraph 4 of the STCW Code.



- **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.



Applications for the issue of a certificate of proficiency in basic or advanced training for ships operating in polar waters are to be submitted through our online portal <https://seafarers.transport.gov.mt>.

Seafarers holding Certificates of Proficiency in basic training for ships operating in polar waters or in advanced training for ships operating in polar waters, shall be required, at intervals not exceeding five years, to establish continued professional competence for ships operating in polar waters in accordance with section A-1/11, paragraph 4 of the STCW Code.

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 through our online portal <https://seafarers.transport.gov.mt>.

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.

Merchant Shipping Directorate

30 August 2022

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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.

Equivalencies

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 onboard, 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 onboard.

This Office will subsequently decide whether the said equipment is considered to be equivalent and can therefore be retained onboard 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 20/4/90/EU".

Merchant Shipping Directorate

28 June 2018



Merchant Shipping Directorate



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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APPLICATION OF REGULATION (EU) 1257/2013 ON SHIP RECYCLING

Merchant Shipping Notice 147

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

The Merchant Shipping Directorate reminds all concerned that Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling and amending Regulation (EC) No 1013/2016 and Directive 2009/16/EC (hereinafter the 'EU Regulation') will become applicable on 31 December 2018.

In terms of the EU Regulation, the installation or use of Hazardous Materials listed in Annex I of such Regulation shall be prohibited and/or restricted in accordance with the definitions and control measures set out in the said Annex I. Each new ship is required to have on board an Inventory of Hazardous Materials (IHM) verified by the recognized organization and identifying at least the hazardous materials referred to in Annex II and contained in the structure or equipment of ship, their location and approximate quantities. Existing ships and ships going for recycling will be required to have on board an IHM which shall identify, at least, the hazardous materials listed in Annex I of the Regulation. Existing ships will be required to have the IHM on board as from the 31 December 2020 while ships that are going for recycling have been required, as far as practicable, to have an IHM on board since the date of publication of the European list (19 December 2016). In all cases, the IHM must be properly maintained and updated throughout the operational life of the ship.

Furthermore, ships covered by the scope of the EU Regulation may only be recycled at facilities that are included in the European List of approved ship recycling facilities (<http://ec.europa.eu/environment/waste/ships/list.htm>). Shipowners must provide the relevant facility with all available information relating to the ship for the development of the Ship Recycling Plan that is required under Article 7 of the Regulation and conduct all other necessary preparations as required under Article 6 of the EU Regulation. When preparing to send a ship for recycling, shipowners must notify this Directorate in writing not less than one month before the intended start of recycling, together with the information indicated in Article 6 (1)(b) of the Regulation.

Maltese-flagged ships will be subject to the following surveys:

- (i) An initial survey which, for new ships, shall be conducted before the ship is put in service, or before the International Certificate on Inventory of Hazardous Materials is issued. For existing ships, an initial survey shall be conducted by 31 December 2020. The initial survey shall verify that Part I of the Inventory complies with the requirements of the Regulation;
- (ii) A renewal survey at intervals not exceeding five years. This survey shall verify that Part I of the Inventory of Hazardous Materials complies with the requirements of the Regulation;

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- (iii) An additional survey may be made at the request of the shipowner after a change, replacement, or significant repair of the structure, equipment, systems, fittings, arrangements and material. The survey shall be such as to ensure that any such change, replacement, or significant repair has been made in the way that the ship continues to comply with the requirements of the Regulation and that Part I of the Inventory is amended as necessary;
- (iv) A final survey prior to the ship being taken out of service and before the recycling of the ship has started. This survey shall verify: (i) that the Inventory is in accordance with the requirements of the Regulation; (ii) that the Ship Recycling Plan reflects the information contained in the inventory of hazardous materials and complies with the requirements of Article 7 of the Regulation; and (iii) that the Ship Recycling Facility (ies) where the ship is to be recycled is included in the European List.

Insofar as existing ships intended for ship recycling are concerned, the initial survey and the final survey may be conducted at the same time.

Ships shall be required to carry on board a valid certificate attesting the inventory of hazardous materials or a valid ready for recycling certificate, as applicable, in accordance with the EU Regulation.

The full text of the EU Regulation may be accessed at:

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32013R1257&from=EN>

Merchant Shipping Directorate

17 December 2018

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AMENDMENTS OF 2016 TO THE MARITIME LABOUR CONVENTION, 2006

Merchant Shipping Notice 148

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

The Directorate draws the attention of all concerned to the entry into force of the 2016 amendments to the Maritime Labour Convention, 2006, on 8 January 2019.

The 2016 Amendments to the Code of the Maritime Labour Convention, 2006 introduce provisions to better protect seafarers against shipboard harassment and bullying and to allow for an extension of the validity of full term Maritime Labour Certificates.

Guideline B4.3.1 – Provisions on occupational accidents, injuries and diseases will be amended at paragraph 1 to refer to the latest version of the *Guidance on eliminating shipboard harassment and bullying* and at paragraph 4 with the addition of a new subparagraph (d) harassment and bullying.

Guideline B4.3.6 – Investigations will be amended to include a new subparagraph (g) problems arising from harassment and bullying.

Standard A5.1.3 Maritime Labour Certificate and Declaration of Maritime Labour Compliance will be amended to allow for the extension of the validity of the full-term maritime labour certificate in circumstances where ships have passed the renewal inspection but where a new full-term maritime labour certificate cannot be immediately issued and made available on board. The competent authority or the recognized organization duly authorized for this purpose, may extend the validity of the full-term maritime labour certificate for a period of five months from the expiry date of the existing full-term certificate and endorse -on board- the full-term certificate accordingly.

Appendix A5-II – Maritime Labour Certificate will be amended to cater for the extension for a period of five months.

Shipowners and ship managers are advised to review their management systems to ensure they include procedures for the elimination of harassment and bullying on board ships.

The text of the 2016 amendments to the Maritime Labour Convention, 2006, adopted by the Special Tripartite Committee of the International Labour Organisation may be downloaded from:

https://www.ilo.org/ilc/ILCSessions/105/reports/provisional-records/WCMS_488452/lang--en/index.htm

Merchant Shipping Directorate

20 December 2018

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ANNUAL RETURN OF SHIPPING ORGANISATIONS BENEFITTING FROM THE TONNAGE TAX REGIME

Merchant Shipping Notice 150 Rev.1

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

The Directorate wishes to draw the attention of all concerned to the reporting obligations contained in the Merchant Shipping (Taxation and Other Matters Relating to Shipping Organisations) Regulations.

Those shipping organizations falling within the scope of regulation 4 of the said Regulations, shall submit an annual declaration to the Commissioner for Revenue, in the form set out in [Annex 1](#) to this Notice and in the form set out in [Annex 2](#) to this notice to the Registrar General.

Declarations in terms of Annex 1 of this Notice shall be signed by a Director of the shipping organisation falling within the scope of the Regulations and submitted in electronic format to the Commissioner for Revenue by the applicable deadline. Declarations in terms of Annex 2 shall be submitted to the Directorate by the same deadline in electronic format to shipreg.tm@transport.gov.mt.

The Directorate also wishes to inform all concerned that in line with the approval of the Commissioner for Revenue in Malta, Merchant Shipping Organisations shall be able to sign and submit the Annex 1 based on financial results of the shipping organisation that have been audited in any jurisdiction to a standard similar to that accepted in Malta, either as a standalone entity or as part of a consolidated group of companies.

Shipping organisations are also reminded of their duty to ensure that they are in compliance with the applicable requirements of the Regulations, as well as the consequences of failure to comply are clearly stated in the Regulations.

It is reminded that any false or inaccurate statement given in the referred Declaration is subject to the applicable penalties laid down by the relevant provisions of the Laws of Malta.

The full text of the Merchant Shipping (Taxation and Other Matters Relating to Shipping Organisations) Regulations may be downloaded from the following link: <https://legislation.mt/eli/sl/234.43/eng/pdf> .

The Declaration contained in Annex 1 may be downloaded from the following link: <https://www.transport.gov.mt/Shipping-tax-declaration-Final230612.docx-f8793>

The Annual Return contained in Annex 2 may be downloaded from the following link: <https://www.transport.gov.mt/Annex-2-TM-Tonnage-Tax-Return.xlsx-f5893>

These amendments shall be effective from 1 July 2023 for Year of Assessment 2020.

Merchant Shipping Directorate

28 July 2023

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



Merchant Shipping Directorate



REGULATION (EU) 2015/757 DEADLINES REMINDER

Merchant Shipping Notice 151

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

Further to Merchant Shipping Notices [No.133](#), [No.137](#) and [No.140](#), the Merchant Shipping Directorate would like to remind companies of ships covered by Regulation (EU) No 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, i.e. ships above 5,000 GT and which call at any port under the jurisdiction of an EU member state, that:

- By 30 April 2019, companies should have had already submitted verified annual emissions reports concerning the CO₂ emissions for the previous entire reporting period for each ship to the European Commission and to the Merchant Shipping Directorate through THETIS-MRV.
- By 30 June 2019, ships having visited EU ports during a previous reporting period shall carry on board a valid Document of Compliance issued by a verifier having verified that the emissions report fulfils the requirements of the Regulation.

Merchant Shipping Directorate

21 June 2019

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CONCENTRATED INSPECTION CAMPAIGN ON EMERGENCY SYSTEMS AND PROCEDURES

Merchant Shipping Notice 152

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 Emergency Systems and Procedures. The Campaign will commence on 1 September 2019 and end on 30 November 2019.

The joint CIC is intended to ensure that ships are capable of responding appropriately and promptly to emergency situations in order to preserve human lives, protect the marine environment and minimise damages to ships. It also intends to raise awareness of the importance of such emergency systems to all responsible stakeholders.

Port State Control Officers will use a questionnaire consisting of 11 questions to assess that equipment provided onboard complies with the relevant convention, the master and officers are qualified and familiar with operations relating to shipboard emergency systems and that equipment is properly maintained and functioning.

It is the responsibility of all concerned to ensure that the Master and crew are well familiarized with such systems as emergency power sources, steering gears, fire pumps, etc. and that such equipment is in order at all times. A copy of the questionnaire is available at the following link:

<https://www.parismou.org/sites/default/files/Questionnaire%202019%20CIC%20on%20Emergency%20Systems%20and%20Procedures.pdf>

Should deficiencies be noted by Port State Control Officers, actions may vary from recording a deficiency to be rectified within a certain period of time to detaining the ship until the serious deficiency has been rectified.

The cooperation of all parties concerned is hereby solicited.

Merchant Shipping Directorate

01 August 2019

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MARINE EQUIPMENT DIRECTIVE – EU DECLARATIONS OF CONFORMITY

Merchant Shipping Notice 153

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

The Directorate reminds all concerned of the implementation of Directive 2014/90/EU on marine equipment (hereinafter referred to as “the MED”) and to Merchant Shipping Notice 145 on compliance with the MED. In particular, it is recalled that the latter, *inter alia*, provides that “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”.

In terms of Article 16(4) of the MED, when marine equipment is placed on board a Maltese ship, a copy of the EU declaration of conformity covering the equipment concerned shall be kept on board until the said equipment is removed from the ship. Such EU declaration of conformity should be in the English language and may be in electronic format. During the course of inspections carried out by Recognised Organisations, checks that EU declarations of conformity for specific pieces of equipment are maintained on board shall be conducted. This Directorate shall be informed in cases where EU Declarations of Conformity are not available on board.

Furthermore, the Directorate would like to draw the attention of all concerned that flag State inspectors have also been instructed to carry out checks of MED equipment and to request EU declarations of conformity for specific pieces of MED equipment during flag State inspections. It is the responsibility of all concerned to ensure that EU declarations of conformity for all MED equipment are available for inspection on board.

The cooperation of all parties concerned is hereby solicited.

Merchant Shipping Directorate

21 August 2019

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APPLICATION OF REGULATION (EU) 1257/2013 ON SHIP RECYCLING BY PORT STATE CONTROL

Merchant Shipping Notice 154

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

The Merchant Shipping Directorate draws the attention of all concerned that the European Maritime Safety Agency (EMSA) has issued [Guidance on Inspections of Ships by the Port States in Accordance with Regulation \(EU\) 1257/2013 on Ship Recycling](#). The overarching aim of the Guidance is to ensure harmonised implementation and enforcement of the provisions of the Ship Recycling Regulation and of the Port State Control Directive.

The Directorate takes this opportunity to remind all concerned of the relevant obligations under the Ship Recycling Regulation, including as outlined in Merchant Shipping Notice [147](#). In particular, ships falling under the scope of the Regulation are expected to have on board an Inventory Certificate (IC) (existing ships as from 31 December 2020) or a Ready for Recycling Certificate (RfRC), as applicable.

In accordance with Article 10(2) of the Regulation, an IC ceases to be valid if the condition of the ship does not correspond substantially with the particulars of the IC, including where Part I of the Inventory of Hazardous Materials (IHM) has not been properly maintained and updated, reflecting changes in ship structure and equipment, taking into account the relevant IMO guidelines. An IC also ceases to be valid where the renewal survey is not completed within intervals not exceeding five years. In accordance with Article 10(4) of the Regulation, a RfRC ceases to be valid where the condition of the ship does not correspond substantially with the particulars of the certificate. It is the responsibility of all concerned to ensure that all certificates are properly completed and signed.

A detailed inspection may be carried out by port State control where a ship does not carry a valid certificate, or there are clear grounds for believing: either that the condition of the ship or its equipment does not correspond substantially with the particulars of that certificate and/or Part I of the IHM; or that there is no procedure implemented on board the ship for the maintenance of Part I of the IHM.

A ship may be warned, detained, dismissed or excluded from the ports or offshore terminals under the jurisdiction of a Member State if it fails to submit to the relevant authorities of that Member State a copy of the IC or the RfRC, as appropriate and on request of those authorities.

The cooperation of all parties is hereby solicited to ensure the uninterrupted operations of Maltese ships.

Merchant Shipping Directorate

16 October 2019

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Transport Malta

MARPOL RELATED DEFICIENCIES TO THE 15-PPM BILGE ALARM SYSTEM

Merchant Shipping Notice 155

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

It has been noted that during recent port State control inspections in US ports, whereby MARPOL related deficiencies have been raised to the 15-ppm bilge alarm system, specifically related to entries made in the vessels' Oil Record Books (ORBs) not corresponding to the data being displayed by the 15-ppm bilge alarm/oil content meter.

In accordance with the IMO guidelines contained in [MEPC.107 \(49\)](#), paragraph 4.2.9, the 15 ppm Bilge Alarm should record date, time, alarm status, and operating status of the 15 ppm Bilge Separator. The recording device should also store data for at least eighteen (18) months and should be able to display or print a protocol for official inspections as may be required. In the event of the 15 ppm Bilge Alarm having to be replaced, means should be provided to ensure that the recorded data remains available on board for not less than 18 months.

Upon further investigation the root cause was found to be due to low battery voltage on the 15 ppm bilge alarm system of the Oily Water Separators. The system failed to maintain the required stored data due to low battery voltage. The purpose of the battery is to ensure adequate power to maintain the stored data and to keep the Real Time Clock (RTC) operational. In instances related to low battery voltage (less than the required 2.50 volts), the data shown on the display may become scrambled and/or inaccurate.

The voltage problem was discovered to exist on older models of the 'BilgMon 488' which were fitted with a non-removable battery. Later models are equipped with a replaceable battery that provides an indicator for battery replacement on the display unit, when the voltage drops below a certain value.

Older model identification (letters and numbers) start with "A", "AE", "BFA" & "EDA" whilst newer model identification starts with "4A", "4AE", "4BFA", "4EDA".

Based on the investigations conducted, the [USCG \(Marine Safety Lessons/Alert Learned 01-19\)](#) has issued recommendations to ship-owners/managers and to operators whose vessels have been installed with the BilgMon 488, as follows:

1. To routinely review the stored data available through the LCD display ensuring that the data matches the information recorded in the ORB and actual OWS operations.
2. Maintain awareness that PSC Officers performing MARPOL examinations will verify that the BilgMon 488 is recording data properly and is aligned with the ORB entries.

In order to avoid delays or potential Port State Control penalties owners/managers shall ensure adherence to these recommendations.

Merchant Shipping Directorate

23 October 2019

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MERCHANT SHIPPING (SAFE OPERATION OF RO-RO PASSENGER SHIPS AND HIGH-SPEED PASSENGER CRAFT IN REGULAR SERVICE) REGULATIONS, 2019

MERCHANT SHIPPING (PORT STATE CONTROL) (AMENDMENT) REGULATIONS, 2019

MERCHANT SHIPPING (COUNTING AND REGISTRATION OF PERSONS ON BOARD PASSENGER SHIPS) REGULATIONS, 2019

Merchant Shipping Notice 156

*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, on 20 December 2019, of three pieces of subsidiary legislation which entered into force on 21 December 2019.

The [Merchant Shipping \(Safe Operation of Ro-Ro Passenger Ships and High-Speed Passenger Craft in Regular Service\) Regulations, 2019](#) and the [Merchant Shipping \(Port State Control\) \(Amendment\) Regulations, 2019](#) transpose into Maltese law Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC.

The new Directive takes account of the progress made in the implementation of the port State control regime put in place by Directive 2009/16/EC. To further reduce the inspection effort and to maximise the time in which the ship or craft can be commercially exploited, whilst continuing to ensure high safety standards, vessels subject to port State control inspections were transferred to fall within the scope of Directive 2009/16/EC.

The scope of the new Directive was therefore confined, and in the case of Malta, would apply to any Maltese ships providing regular ro-ro passenger ship and high-speed passenger craft services between a port in Malta and a port in a third country. In the case of non-Maltese ro-ro passenger ships and high speed craft, the port State control Directive 2009/16/EC would apply. The latter has been amended to ensure that the content and frequency of ro-ro passenger ships and high-speed passenger craft inspections is maintained. Specific provisions for inspections and verifications of ro-ro passenger ships and high-speed passenger craft on regular service that are eligible for port State control were introduced.

The [Merchant Shipping \(Counting and Registration of Persons on Board Passenger Ships\) Regulations, 2019](#) transpose into Maltese legislation Directive (EU) 2017/2109 of the European Parliament and of the Council of 15 November 2017 amending Council Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community and Directive 2010/65/EU of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States.

Directive (EU) 2017/2109 introduces amendments to Directive 98/41/EC and 2010/65/EU requiring the registration of passenger data digitally in order to make search and rescue operations in case of emergency more effective and facilitate proper management of the consequences of any accident (medical care, insurance, etc.). The amendments aim to increase legal clarity and to enhance consistency with related Union legislation.

Merchant Shipping Directorate

23 December 2019

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SECURITY GUIDANCE FOR MARINERS OPERATING IN THE GULF OF GUINEA

Merchant Shipping Notice 159

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

The Directorate wishes to bring to the attention of all concerned the new publication for maritime security guidance for ships and seafarers operating off the coast of West Africa and the Gulf of Guinea, replacing the previous guidelines for the area. This publication is aimed to help mariners detect, deter and delay external threats to their safety. Best Management Practices to Deter Piracy and Enhance Maritime Security off the Coast of West Africa including the Gulf of Guinea (BMP-WA) complements piracy guidance in the latest International Maritime Organisation Resolutions and Circulars (www.imo.org) in this region.

The maritime security situation off the West Coast of Africa is complex and dynamic. BMP (WA) has been developed to help ships and seafarers avoid becoming the victims of maritime security incidents in these waters. The publication aims to help ships plan their voyage and to detect, avoid, deter, delay and report attacks. BMP-WA also outlines risk assessment as an integral part of voyage planning in identifying measures for prevention, mitigation and recovery, combining statutory regulations with supplementary measures.

The consequences of not adopting effective security measures can be severe. The guidance contained in this publication mitigate the risk from piracy and armed robbery. To this effect, all concerned are strongly advised to apply the recommendations in this publication, which will make a significant difference to the safety of seafarers.

The Directorate also draws the attention of all concerned to the official website (<https://www.gog-mdat.org>) of the Maritime Domain Awareness for Trade-Gulf of Guinea

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(MDAT-GoG), the coordination centre tasked to safeguard merchant ships operating in the region.

MDAT-GoG is a cooperation centre between the Royal Navy (UKMTO) and the French Navy (MICA-Center) in support of Yaounde Process. The primary output from the MDAT-GoG is to contribute by maintaining coherent maritime situational awareness in the central and western African Maritime areas, with the ability to inform and support industry. It contributes to the safety and security of the Mariner in the regional maritime domain.

To do this effectively, MDAT-GoG needs to know about merchant ships approaching, transiting or operating in the region. The MDAT-GoG website offers shipowners, ship masters and agents the facility to register their details securely with MDAT-GoG, 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

The publication may be downloaded from www.maritimeglobalsecurity.org , which also includes links to other maritime security information useful to mariners.

Merchant Shipping Directorate

03 April 2020

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DISCHARGE OF WASHWATER FROM EXHAUST GAS CLEANING SYSTEMS

Merchant Shipping Notice 161

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Directorate wishes to remind all concerned of the requirements set out in MARPOL Annex VI and Directive (EU) 2016/802 limiting the sulphur content of marine fuels to 0.1% whilst operating in emission control areas, and the global sulphur limit of 0.5%, that became effective from 1 January 2015 and 1 January 2020 respectively; as well as regulating the use of exhaust gas cleaning systems.

Resolution MEPC.259(68) specifies the requirements for the verification, testing, survey and certification of scrubber systems and sets out the criteria for discharging exhaust gas cleaning washwater into the sea.

Notwithstanding the above, it is important to note that a number of coastal States and ports have implemented local regulations with more stringent requirements that restrict or even completely prohibit the discharge of washwater from open loop exhaust gas cleaning systems in waters falling under their jurisdiction.

It is imperative that owners/managers ensure that their crews are familiar with the emissions and discharge limits in force in their trading areas. Furthermore, since the regulatory enforcement strategy may differ from one region/port to another, crews must be provided with clear procedures and guidance on this matter well in advance of the vessel's intended area of operation and port of call.

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For vessels trading in areas where the discharge of scrubber washwater is not permitted, two options are available in order to ensure compliance with the sulphur limits, either to switch over to closed loop mode of EGCS operation in case of hybrid systems, or changeover to compliant fuel. Any changeover should be carried out well in advance of the vessel entering the areas with prohibition or restrictions in place. Early changeover is highly recommended as this may help in identifying any operational issues that may arise and to take corrective actions in a timely manner.

To this effect, it is recommended that shipowners and operators of Maltese registered ships undertake the necessary actions to ensure that the systems are in compliance not only with the relevant IMO instruments but also with the regulations and the limits in force in their trading areas. This should be done at the earliest opportunity to avoid the risk of any detentions or unnecessary delays.

Merchant Shipping Directorate

02 September 2020

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Merchant Shipping Directorate



MARINE EQUIPMENT DIRECTIVE 2014/90/EU – MARKET SURVEILLANCE AND REPORTING

Merchant Shipping Notice 162

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Directorate reminds all concerned of the implementation of [Directive 2014/90/EU](#) on Marine Equipment (hereinafter referred to as the “MED”) as well as Merchant Shipping Notices [153](#) and [145](#) on compliance with the MED. It is recalled that the latter, *inter alia*, provides that recognised organisations shall inform this Directorate in cases where it is suspected that MED equipment placed on board a Maltese ship is not compliant with the applicable requirements.

It is brought to the attention of all concerned that market surveillance also includes activities carried out in the course of the Directorate’s recognised organisations auditing and oversight programme with respect to compliance with the MED of equipment placed on board.

Marine equipment is required to be evaluated after installation on board a Maltese ship, both by carrying out documentary checks related to the equipment, as well as through physical checks, particularly when carrying out operational performance tests required by the IMO Conventions for safety and pollution prevention equipment (SOLAS, COLREG and MARPOL). The checking of equipment shall be carried out by:

- Recognised Organisations when conducting statutory surveys on behalf of the Maltese Administration;
- Flag state inspectors when conducting flag State inspections on board Maltese ships;
- Owners, masters, charterers, and owners’ representatives reporting problems encountered with equipment placed on board Maltese ships.

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All concerned shall notify this Directorate in all cases where equipment falling within the scope of the MED, is suspected of not meeting the applicable standards or otherwise does not comply with the MED, especially in cases where the Wheelmark is missing or when the Declaration of Conformity or Notified Body details are not available, incomplete or otherwise not valid.

In such cases, all concerned are to report their findings to this Directorate by completing the [MED Market Surveillance Reporting Form](#) and submit it without delay to tech.tm@transport.gov.mt. Upon receipt of such notification, this Directorate shall undertake any necessary investigations and follow up action as required, including request all appropriate corrective actions to be taken to bring the equipment into compliance with the MED requirements.

Failure to meet the relevant marine equipment obligations may result in the application of action foreseen in terms of the [Merchant Shipping \(Marine Equipment\) Regulations \(S.L. 234.40\)](#), including that when equipment on board a Maltese ship does not comply with the requirements of such regulations, the ship may be considered to be unseaworthy and liable to be detained, without prejudice to other measures foreseen in the Merchant Shipping Act. The cooperation of all concerned is kindly being solicited.

Merchant Shipping Directorate

11 September 2020

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ENFORCEMENT OF EU SHIP RECYCLING REGULATION NO. 1257/2013 RELATING TO THE INVENTORY OF HAZARDOUS MATERIALS

Merchant Shipping Notice 163

Notice to Ship-owners, Ship Operators, Managers, Masters, Owners' Representatives and Recognized Organizations

This Directorate wishes to draw the attention of all concerned to a Notice recently adopted by the Commission providing Guidelines on the enforcement of obligations under the EU Ship Recycling Regulation No. 1257/2013 relating to the Inventory of Hazardous Materials (IHM). The Notice is available at:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:JOC_2020_349_R_0001

The above-mentioned Notice, in particular refers to the obligation to carry on board an IHM with a certificate or statement of compliance as appropriate, as from 31 December 2020, and provides guidance considering the disruptions caused by Covid-19, for a harmonised approach towards enforcement by the EU port States authorities during ship inspections carried out as from the said deadline.

Furthermore, recalling the European Maritime Safety Agency (EMSA) published guidance on inspections carried out by EU port States to enforce provisions of the Ship Recycling Regulation, it is important to note that this reference document provides both technical information and procedural guidance contributing to harmonised implementation and enforcement of the provisions of the Ship Recycling Regulation and the port State control Directive.

The shipping community is also reminded of Merchant Shipping Notices No.147 and 153 concerning the implementation of the EU Ship Recycling Regulation.

The attention and cooperation of all parties concerned is being solicited in order to ensure the uninterrupted operations of Maltese ships.

Merchant Shipping Directorate

27 October 2020

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REVISION OF THE COMMERCIAL YACHT CODE

Merchant Shipping Notice 164

*Notice to Yacht Owners, Yacht Operators, Managers, Masters,
Designers, Builders, Owners' Representatives,
Appointed Surveyors and Recognised Organisations*
This notice revokes MS Notice 120.

The Directorate draws the attention of all concerned that following internal and external consultations with all stakeholders, and whilst taking into consideration new industry and market standards, the requirements of the Commercial Yacht Code (CYC) 2015 have been duly revised and improved and a new CYC 2020 is being issued replacing the CYC 2015.

The CYC 2020 will better serve the needs of the yachting industry as it aims to optimise the regulatory regime to the particular needs, demands and technologies of this market, in conformity with safety and international regulations and standards.

The new revised CYC 2020 is applicable to all commercial yachts and is effective as from the **1st January 2021**.

Existing commercial yachts already certified in accordance to the CYC 2015, shall comply with the requirements of the CYC 2020 by not later than the yacht's first periodical survey carried out after the **1st June 2021**. The Directorate and the Code itself provide for special consideration to the phasing-in of new/optimised applicable requirements on existing yachts.

The CYC 2020 may be downloaded from the following link:

<https://www.transport.gov.mt/CYC-2020.pdf-f5432>

A synopsis of the main amendments to the Malta Commercial Yacht Code 2020 is also available for download from the following link:

<https://www.transport.gov.mt/Synopsis-of-amendments-of-the-CYC-2020-Rev-1.pdf-f5433>

Merchant Shipping Directorate

24 November 2020

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TRAINING AND CERTIFICATION OF CREW ENGAGED ON YACHTS AND WORKBOATS (INTERNATIONAL VOYAGES)

Merchant Shipping Notice 165 Rev.1

Notice to all concerned

The Directorate draws the attention of all concerned to new training programmes developed in conjunction with the industry, that may be provided by accredited training centres that lead to various non-STCW certificates intended to be used on yachts and workboats.

The Directorate has developed six model courses to assist accredited training centres in developing their own training programmes leading to non-STCW certificates. The following are the model courses developed and adopted by the Directorate:

- 1) [Recreational Skipper – Mediterranean Sea – Model Course 1.00 – 2019 Edition;](#)
- 2) [Master on Yachts Less Than 200 GT and Limited up to 60 Nm from Safe Haven \(Non-Tidal Waters\) – Model Course 1.01 – 2019 Edition;](#)
- 3) [Master on Yachts Less Than 200 GT and Limited up to 150 Nm from Safe Haven – Model Course 1.02 – 2019 Edition;](#)
- 4) [Master on Yachts Less Than 200 GT Unlimited – Model Course 1.03 – 2019 Edition;](#)
[and](#)
- 5) [Workboat Module \(Less Than 200 GT, Carrying 12 Passengers or Less\) – Model Course 1.04 – 2020 Edition.](#)
- 6) [Accredited Engine Course \(Yachts\) – Model Course 1.05 – 2021 Edition.](#)

Following successful completion of the above-mentioned courses, the Directorate may issue the following non-STCW certificates:

Recreational Skipper

Holders of this certificate will be competent to skipper a pleasure yacht less than twenty-four (24) metres in length overall and up to thirty-five (35) nautical miles from safe haven within the Mediterranean Sea, without any restriction on engine/s horsepower.

As a minimum, applicants for the certificate must meet the requirements listed below to be eligible for a Recreational Skipper certificate:

- Be not less than eighteen (18) years of age;
- Be in possession of a Maltese nautical certificate or an international recognised equivalent, for a minimum period of twelve (12) months;
- Have a valid VHF- Short Range Certificate or a valid GMDSS ROC/GOC; and
- A relative fee of €50 for a new certificate or €25 for a revalidated certificate. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.

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- The certificate is valid for ten (10) years from the date of issue and shall be revalidated subject to successfully completing an approved refresher training programme and submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.



Master on Yachts Less Than Two Hundred (200) Gross Tonnage

- **Limited up to sixty (60) nautical miles from safe haven (non-tidal waters)**

Holders of this certificate will be competent to skipper a yacht less than two hundred (200) gross tonnage and limited up to sixty (60) nautical miles from safe haven in non-tidal waters.

As a minimum, trainees must meet the requirements listed below to be eligible for this certificate:

- Be not less than eighteen (18) years of age;
- Have a valid medical fitness certificate including an eyesight test (IMO/ILO);
- Have a valid VHF-Short Range Certificate or a valid GMDSS ROC/GOC;
- Have a valid Basic Safety Training certificate as per Regulation VI/1 of the STCW Convention, as amended;
- Have documentary evidence of eight hundred (800) Nm logged approved seagoing service, thirty (30) hours of which must be carried out during night-time. All seagoing service must be relevant to the position applied for;
- Have a valid and an officially recognised certificate to skipper a vessel; and
- A relative fee of €60 for a new certificate or €30 for a revalidated certificate. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.

- The certificate is valid for five (5) years from the date of issue of the completion

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certificate/letter. Documentary evidence of having logged eight hundred (800) Nm approved seagoing service, thirty (30) hours of which carried out during night-time in the previous five (5) years prior to submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>.

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.



- **Limited up to one hundred-fifty (150) nautical miles from safe haven**

Holders of this certificate will be competent to skipper a yacht less than two hundred (200) gross tonnage and limited up to one hundred-fifty (150) nautical miles from safe haven.

As a minimum, trainees must meet the requirements listed below to be eligible for this certificate:

- Be at least eighteen (18) years of age;
- Have a valid medical fitness certificate including an eyesight test (IMO/ILO);
- Have a valid VHF-Short Range Certificate or a valid GMDSS ROC/GOC;
- Have a valid Basic Safety Training certificate as per Regulation VI/1 of the STCW Convention, as amended;
- Have documentary evidence of two thousand five hundred (2500) Nm logged approved seagoing service, one hundred (100) hours of which must be carried out during night-time. All seagoing service must be relevant to the position applied for;
- Have held an officially recognised certificate to skipper a vessel for at least two years; and
- A relative fee of €70 for a new certificate or €35 for a revalidated certificate. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.

This certificate is valid for five (5) years from the date of issue of the completion certificate/letter.

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- Documentary evidence of having logged two thousand five hundred (2500) Nm approved seagoing service, one hundred (100) hours of which carried out during night-time in the previous five (5) years prior to submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.

- **Unlimited**

Holders of this certificate will be competent to skipper a yacht less than two hundred (200) gross tonnage on unlimited voyages.

As a minimum, trainees must meet the requirements listed below to be eligible for this certificate:

- Be not less than eighteen (18) years of age;
 - Have a valid medical fitness certificate including an eyesight test (IMO/ILO);
 - Have a valid GMDSS GOC; Have a valid Basic Safety Training certificate as per Regulation VI/1 of the STCW Convention, as amended;
 - Have a valid and a recognised Master of Yachts certificate limited up to one hundred fifty (150) Nm from safe haven;
 - Have documentary evidence of two thousand five hundred (2500) Nm logged approved seagoing service, one hundred (100) hours of which must be carried out during night-time. Seagoing service must be accumulated while certified as a Master of Yachts up to 150 Nm from safe haven. All seagoing service must be relevant to the position applied for; and
 - A relative fee of €80 for a new certificate or €40 for a revalidated certificate. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.
- The certificate is valid for five (5) years from the date of issue of the completion

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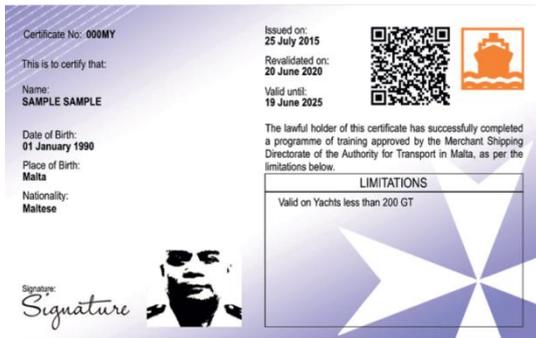


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certificate/letter. Documentary evidence of having logged two thousand five hundred (2500) Nm approved seagoing service, one hundred (100) hours of which carried out during night-time in the previous five (5) years prior to submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.



- **Workboat Module**

The Master on Yachts certificates listed above may be topped up by a workboat module which would give trainees the essential education and training to skipper a workboat less than two hundred (200) gross tonnage, carrying less than twelve (12) passengers and any other operational limitations.

As a minimum, trainees must meet the requirement listed below to be eligible for this certificate:

- Have successfully completed a course, which is approved by the Merchant Shipping Directorate of the Authority for Transport in Malta, leading to the issuance of a Master on Yachts less than two hundred (200) gross tonnage certificate.

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Accredited Engine Course

Holders of this certificate will have the necessary education, training, and proficiency sufficient for understanding the basic engineering principles for the machinery and equipment normally found on yachts and to enable them to carry out periodical servicing and preventive maintenance of onboard machinery/equipment.

As a minimum, trainees must meet the requirements listed below to be eligible for this certificate:

- Be not less than eighteen (18) years of age;
- Have a valid medical fitness certificate including an eyesight test (IMO/ILO);
- Have a valid Basic Safety Training certificate as per Regulation VI/1 of the STCW Convention, as amended;
- A relative fee of €40 for a new or revalidated certificate. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.
- The certificate is valid for ten (10) years from the date of issue and shall be revalidated subject to successfully completing an approved refresher training programme and submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas.



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www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
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Yachting Record Book

The Directorate has issued a Yachting Record Book. The record book is available to all yachting persons who are sailing or shall be sailing on board pleasure yachts registered under the Merchant Shipping Act.

This online application shall be accompanied by those documents prescribed in the Seafarer Portal and are to be uploaded in their respective areas:

- Colour photograph of seafarer
- Passport or identity card showing personal details of seafarer supporting data entered in the application process
- Any supporting qualifications to be included in the record book
- A relative fee of €60 for a new record book. An additional administrative fee of €25 applies (including courier mailing) when certificate is not collected from our office.

The record book is valid for ten (10) years from the date of issue subject to submitting an application through the Seafarer Portal <https://seafarers.transport.gov.mt>.

Additional Information

Original certificates should always be readily available on board as evidence of competence.

All enquiries related to the application of these certificates, should be addressed to the Seafarer Department within the Merchant Shipping Directorate on stcw.tm@transport.gov.mt.

Merchant Shipping Directorate

28 June 2022



Merchant Shipping Directorate



AMENDMENTS TO THE MARITIME LABOUR CONVENTION, 2006

Merchant Shipping Notice 167

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

The Directorate reminds all concerned to the entry into force of the 2018 amendments to the Maritime Labour Convention, 2006, on 26 December 2020.

Inter alia, the 2018 amendments provide that a seafarer's employment agreement (SEA) shall continue to have effect for the whole period during which a seafarer is held captive on or off a ship in the event of and as a result of acts of piracy or armed robbery against ships. The SEA will be deemed to have full effect regardless of whether the expiration date of the contract has passed or either party has given notice to suspend or terminate it.

Shipowners, Ship Operators and Ship managers operating ships registered under the Merchant Shipping Act, must ensure that SEAs and/or any applicable collective bargaining agreements that are signed on or after 26 December 2020, cover the 2018 amendments.

Furthermore, it is to be noted that the 2018 amendments do not necessitate changes to the Declaration of Maritime Labour Compliance (DMLC) Part I. To this effect, the current DMLC Part I will remain in force.

DMLC Part II amendments, if any, do not require submission to the Recognized Organizations (ROs) at this time. ROs will be confirming compliance with the new requirements during their MLC, 2006 inspections on or after the entry into force date.

The text of the 2018 amendments to the Maritime Labour Convention, 2006, as amended, adopted by the Special Tripartite Committee of the International Labour Organisation may be downloaded from:

https://www.ilo.org/dyn/normlex/fr/f?p=1000:51:::NO:51:P51_CONTENT_REPOSITORY_ID:3952971

Merchant Shipping Directorate

16 December 2020

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PROMULGATION OF THE MERCHANT SHIPPING (TRAINING AND CERTIFICATION) (AMENDMENT) REGULATIONS

Merchant Shipping Notice 168 Rev.1

Notice to all concerned

The Directorate draws the attention of all concerned to the promulgation of the Merchant Shipping (Training and Certification) (Amendment) Regulations (Legal Notice 26 of 2021) published on 29 January 2021.

The Regulations transpose the amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and Directive 2008/106/EC on the Minimum Level of Training of Seafarers into Maltese legislation.

Inter alia, the recent amendments to the STCW Convention, published in 2017, include an overhaul of training for seafarers engaged on passenger ships, seafarers engaged on ships operating in Polar Waters and seafarers engaged on vessels that are subject to the IGF code. Directive 2008/106/EC of the European Parliament and of the Council on the Minimum Level of Training for Seafarers amended through Directive 2019/1159 transposed the STCW amendments into European law.

The Regulations also transpose the provisions for the training and certification of Radio Operators from the Radiocommunications (Certificates of Operators) Regulations (S.L. 399.35) into the Merchant Shipping (Training and Certification) Regulations.

Furthermore, the Regulations include new training provisions aimed at the yachting industry with a view of providing a holistic platform for this growing sector in line with the Administration's vision.

The Directorate has developed a framework and syllabus, based on the tables of the STCW Code intended to assist accredited STCW training centres in developing their own training programmes leading to such STCW certificates. The following is the framework developed and adopted by the Directorate:

[Officer in Charge of a Navigational Watch on Yachts less than 3000 GT – Master on Yachts less than 500 GT – Framework and Syllabus](#)

[Master on Yachts less than 3000 GT – TM Model Course 2.01](#)



Following successful completion of the above-mentioned courses, the Directorate may issue the following STCW certificates:

Officer in Charge of a Navigational Watch on Yachts of Less Than Three Thousand (3000) Gross Tonnage

A certificate of competency as Officer in Charge of a Navigational Watch is issued in terms of Regulation II/1 of the STCW Convention and Section A-II/1 of the STCW Code, which is limited to yachts of less than three thousand (3000) gross tonnage (GT).

Master on Yachts of Less Than Five Hundred (500) Gross Tonnage / Chief Mate on Yachts of Less Than Three Thousand (3000) Gross Tonnage

A certificate of competency as Master / Chief Mate is issued in terms of Regulation II/2 of the STCW Convention and Section A-II/2 of the STCW Code, which is limited to yachts of less than five hundred (500) GT / three thousand (3000) GT.

Master on Yachts of Less Than Three Thousand (3000) Gross Tonnage

A certificate of competency as Master is issued in terms of Regulation II/2 of the STCW Convention and Section A-II/2 of the STCW Code, which is limited to yachts of less than three thousand (3000) GT.

Application for Certification

Applications for certificates of competency for shall be submitted to the Merchant Shipping Directorate online through the Seafarer Portal <https://seafarers.transport.gov.mt>.

Additional Information

All enquiries related to the application of these certificates, should be addressed to the Seafarer Department within the Merchant Shipping Directorate on stcw.tm@transport.gov.mt.

Merchant Shipping Directorate

09 November 2022



Merchant Shipping Directorate



DNV GL CHANGES NAME TO DNV

Merchant Shipping Notice 169

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

The Merchant Shipping Directorate would like to remind all concerned that DNV GL has been rebranded and changed its name to DNV, effective from 01 March 2021.

To this effect, all Statutory Certificates and other Class related certificates or documents issued/endorsed on behalf of the Government of Malta shall remain valid under the existing RO Agreement, unless they become invalid pursuant to the Rules of the Classification Society or the applicable Statutory Regulations. Therefore, it is not necessary to amend or re-issue these certificates reflecting this name change.

Furthermore, to reduce the burden on Ship Owners, Managers and Operators, this Directorate will not require the Continuous Synopsis Record (CSR) to be amended and re-issued; thus, it shall remain valid unless any other information on it is changed. The new DNV brand logo shall be reflected on the new CSR once this Directorate is in receipt of the new Class certificates and the CSR application form.

In view of this, the attention and cooperation of all concerned is hereby solicited.

Merchant Shipping Directorate

10 March 2021

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Merchant Shipping Directorate



NON-CONVENTION VESSEL (NCV) CODE Rev.2

Merchant Shipping Notice 170

*Notice to Shipowners, Ship Operators, Managers, Masters,
Designers, Builders, Owners' Representatives,
Appointed Surveyors and Recognised Organisations*
This Notice revokes MS Notice 149.

Following the successful introduction and implementation of the Non-Convention Vessel (NCV) Code, the Directorate would like to inform all those concerned, that following feedback and consultation with all stakeholders and interested parties, the NCV Code has been duly revised and improved.

The NCV Code Rev.2 has been designed to better serve the needs of the industry whilst meeting the particular needs, demands and technologies of this market, in conformity with applicable national, EU and international rules, regulations and standards.

The NCV Code Rev 2 comes into force on the **1st September 2021**.

Existing vessels, already issued with an NCV Certificate, shall comply with the NCV Code Rev.2 by not later than the first periodical survey that is carried out on or after the **1st September 2021**.

The NCV Code may be downloaded from the following link: <https://www.transport.gov.mt/NCV-Code-Rev-2.pdf-f6200>

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

Merchant Shipping Directorate

14 April 2021

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ADOPTION OF THE PASSENGER YACHT CODE (PYC)

Merchant Shipping Notice 171

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

It is widely recognised that when considering the operational pattern and risk profile of commercial yachts, the requirements for commercial passenger ships are in some instances disproportionately onerous and impracticable in terms of design and operations. Moreover, as large commercial yachts grow in size, the 12 passenger limitation has become more and more perceptible and the Merchant Shipping Directorate, spurred on by encouragement from the industry, have developed equivalent arrangements in the form of a Passenger Yacht Code (PYC).

The Malta Passenger Yacht Code (PYC) has been drawn up in consultation with various industry stake holders including yacht designers, yacht builders, yacht managers, yacht builders' associations, repair yards, specialised service providers and manufacturers and Appointed Surveyors and Recognised Organisations, as a wider representation of the industry.

To this effect, the Directorate wishes to announce the entry into force of the Passenger Yacht Code, on 25 May 2021.

A Passenger Yacht, registered under the Malta Flag, shall meet SOLAS and other applicable Conventions' requirements. In lieu of certain disproportionately onerous Conventions' requirements the Passenger Yacht may meet the requirements of the PYC which includes a number of dedicated equivalencies.

This Code is specifically designed and intended for Passenger Yachts, which carry more than 12 passengers up to 36 passengers, which carry not more than 200 persons, which do not carry cargo and which are engaged on international voyages.

The PYC Code and Synopsis may be downloaded from the following links:

<https://www.transport.gov.mt/Passenger-Yacht-Code-PYC.pdf-f6340>

<https://www.transport.gov.mt/Passenger-Yacht-Code-PYC-Synopsis.pdf-f6339>

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

Merchant Shipping Directorate

24 May 2021

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Merchant Shipping Directorate



EXTENSION OF RESTRICTIVE MEASURES IN VIEW OF THE SITUATION IN UKRAINE

Merchant Shipping Notice 172

*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 Notices No. 115 and 117 dealing with restrictive measures adopted in view of the situation in Ukraine are still in force and must be complied with at all times.

Council Decision 2014/145/CFSP of 17 March 2014 concerning restrictive measures in respect of actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine and Council Regulation (EU) No 269/2014 of 17 March 2014 concerning restrictive measures in respect of actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine, have been prolonged for a further six months until 15 March 2022.

To this effect, the existing restrictive measures provide for travel restrictions, the freezing of assets, and a ban on making funds or other economic resources available to the listed persons and entities will continue to apply. 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.

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 full text of the Council Regulation is available at:

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02014R0269-20210316&qid=1631281334410&from=EN>

Merchant Shipping Directorate

13 September 2021

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Merchant Shipping Directorate



CONCENTRATED INSPECTION CAMPAIGN ON STABILITY

Merchant Shipping Notice 173

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

The Directorate would like to draw the attention of all concerned to a Joint Port State Control (PSC), Concentrated Inspection Campaign (CIC) recently launched by the Paris MoU and Tokyo MoU on Stability (in general).

The overall purpose of the campaign is to ensure that crew onboard commercial vessels are aware of the importance of stability analysis onboard; to confirm assessment of actual stability condition before departure and on all stages of the voyage and to verify that vessels comply with intact stability requirements (and damage stability requirements, if applicable) in accordance with the relevant IMO instruments.

It is also of paramount importance to draw the attention of all concerned, particularly that of commercial yachts operators that such yachts will also be included in the CIC during a PSC Inspection. Therefore, it is the responsibility of all concerned to ensure that the Master and crew are well familiarized with their stability booklet and with the Joint CIC questionnaire in preparation of any PSC Inspection during the stipulated dates. A copy of the questionnaire may be downloaded through this link: [Questionnaire for the Stability](#).

Port State Control Officers (PSCOs) will use a pre-defined questionnaire, to assess that the documentation provided onboard complies with the relevant Convention and requirements, whilst ascertaining that the master and officers are familiar with the stability booklet and available stability data.

Furthermore, should deficiencies be identified by a PSCO, actions may vary from recording a deficiency, which will need to be rectified within a certain period, to the detention of the vessel until the serious deficiency(ies) has/have been rectified.

To this effect, should a vessel within a company's fleet be detained in any PSC region, it is imperative that the Flag Administration is duly informed. A copy of the PSC report shall be forwarded to the Administration. In the case that the vessel is not detained, the Administration shall also be informed of such an inspection, especially should serious and/or numerous deficiencies have been identified.

In view of this the attention and cooperation of all concerned is hereby solicited.

Merchant Shipping Directorate

13 September 2021

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Merchant Shipping Directorate



REVISION OF TONNAGE REGULATIONS

Merchant Shipping Notice 174

*Notice to Ship Owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*
This Notice revokes MS Notice 55.

The Directorate would like to remind all concerned to the entry into force of the amended [Tonnage Regulations](#), on 1 September 2021. Furthermore, the [TM Measurement Guidelines for Yachts and Other Types of Vessels](#) and the [Certificate of Survey for Maltese Ships under 24 metres in length](#), other than fishing vessels with overall length equal or greater than 15 metres were also published.

The relevant amendments, which are contained in [Legal Notice 165 of 2021](#), *inter alia* provide new definitions of 'length overall' and of 'hull length'. They also substitute the fourth schedule (Certificate of Survey for Maltese Fishing Vessels of 15 metres length overall to less than 24 metres length) and the fifth schedule (Certificate of Survey for Maltese Ships under 24 metres length, other than fishing vessels with overall length equal or greater than 15 metres) of the Regulations.

Existing Malta-flagged yachts and vessels which were already issued with a valid Tonnage Certificate prior to 1 September 2021 do not need to be remeasured in line with the requirements and interpretations detailed in the Guidelines, unless the yacht or vessel undergoes any modifications which may affect its dimensions and/or its type.

Merchant Shipping Directorate

22 October 2021

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Merchant Shipping Directorate



UNITED NATIONS SECURITY COUNCIL AND EU SANCTIONS UPDATES

Merchant Shipping Notice 175

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

The Merchant Shipping Directorate would like to draw the attention of all concerned to the latest updates concerning United Nations Security Council (UNSC) and EU Sanctions. All concerned are reminded that UN/EU sanctions are directly applicable under Maltese law in terms of the [National Interest \(Enabling Powers\) Act](#) (Cap. 365 of the Laws of Malta).

Inter alia, the sanctions provide for travel restrictions, the freezing of assets and a ban on making funds or other economic resources available directly or indirectly to specific persons and entities or bodies associated with them. The lists of sanctioned persons and entities are regularly reviewed and subject to periodic renewals.

Attention is drawn to the latest updates issued by the UNSC concerning Libya adding to the Sanctions List of individuals and entities subject to the measures imposed by Security Council resolutions 1970 (2011) and 1973 (2011) (<https://www.un.org/press/en/2021/sc14674.doc.htm>). There have also been further updates to listed individuals and entities under EU sanctions targeting those responsible for undermining or threatening the territorial integrity, sovereignty, and independence of Ukraine (<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32021D1792>).

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

Further information may be viewed and downloaded through the following links:

EU Financial Sanctions Database

<https://data.europa.eu/euodp/en/data/dataset/consolidated-list-of-persons-groups-and-entities-subject-to-eu-financial-sanctions>

Consolidated UN Sanctions List

<https://www.un.org/securitycouncil/content/un-sc-consolidated-list>

EU Sanctions Map

<https://www.sanctionsmap.eu/#/main>

Sanctions Monitoring Board

<http://www.foreign.gov.mt/smb>

Merchant Shipping Directorate

27 October 2021

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Merchant Shipping Directorate



RESTRICTIVE MEASURES CONCERNING SYRIA AND BELARUS

Merchant Shipping Notice 176

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

The Merchant Shipping Directorate would like to draw the attention of all concerned to the latest restrictive measures adopted by the Council of the European Union (EU) in view of the situation in Syria and Belarus. All concerned are reminded that EU sanctions are directly applicable under Maltese law in terms of the National Interest (Enabling Powers) Act (Cap. 365 of the Laws of Malta).

Council Implementing Regulation (EU) 2021/1983 implementing Regulation (EU) No. 36/2012 and Council Implementing Decision (CFSP) 2021/1984 implementing Decision 2013/255/CFSP concerning restrictive measures against Syria were updated to include other individuals to the list of natural and legal persons, entities, or bodies; subject to restrictive measures in Annex II to Regulation (EU) No. 36/2012 and Annex I to Decision 2013/255/CFSP.

Attention is also drawn to the latest amendments to Council Regulation (EC) No.765/2006, concerning restrictive measures in respect of Belarus. Inter alia such amendments provide for the freezing of funds and economic resources of, and prohibits making funds or economic resources available to, persons, entities, and bodies responsible for serious violations of human rights or the repression of civil society and democratic opposition, or whose activities otherwise seriously undermine democracy or the rule of law in Belarus, and those facilitating the illegal crossing of the external borders of the Union or the transfer of prohibited goods and the illegal transfer of restricted goods, including hazardous goods, into the territory of the Union.

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

Further information may be obtained through the following links:

EU Financial Sanctions Database

<https://data.europa.eu/euodp/en/data/dataset/consolidated-list-of-persons-groups-and-entities-subject-to-eu-financial-sanctions>

EU Sanctions Map

<https://www.sanctionsmap.eu/#/main>

Sanctions Monitoring Board

<http://www.foreign.gov.mt/smb>

Merchant Shipping Directorate

17 November 2021

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RESTRICTIVE MEASURES IN RESPONSE TO THE SITUATION IN UKRAINE

Merchant Shipping Notice 178

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

The Merchant Shipping Directorate wishes to bring to the attention of all concerned the new package of restrictive measures adopted by the Council of the European Union to respond to actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine.

Within the existing framework for sanctions, the restrictive measures have been extended to cover additional individuals and entities. Restrictive measures include an asset freeze and a prohibition from making funds available to the listed individuals and entities. In addition, a travel ban applicable to the listed persons prevents these from entering or transiting through EU territory.

The new measures also introduce an import ban on goods from the non-government controlled areas of the Donetsk and Luhansk oblasts of Ukraine, restrictions on trade and investments related to certain economic sectors, a prohibition to supply tourism services, and an export ban for certain goods and technologies. In terms of financial restrictions, the measures introduce a sectoral prohibition to finance the Russian Federation, its government and Central Bank.

To this effect, all those concerned, including owners of ships registered in Malta, shipping organisations established in Malta or operating Maltese ships and masters of Maltese ships 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 the registry.

The relevant legal acts, including the names of the persons and entities concerned, are available on the [EU Official Journal](#).

Merchant Shipping Directorate

24 February 2022

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Merchant Shipping Directorate



NAVIGATION IN BLACK SEA REGION IN VIEW OF THE ESCALATING SITUATION

Merchant Shipping Notice 179

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

The Directorate wishes to draw the attention of all concerned to the escalating security tensions in Ukraine and according to reports in the public domain, all commercial operations at Ukrainian sea ports have been suspended.

Masters and operators of Maltese ships that operate or that may operate in this area are strongly advised to evaluate the local security circumstances to determine whether their continued presence/or proceeding to ports in the area is safe.

Masters and crew shall at all times observe restrictions imposed by local authorities. It is to be noted that in view of the situation, port services may be disrupted and security levels in ports may change at short notice. As required in terms of SOLAS XI-2/4.3 and XI-2/4.4, ships shall respond to the MARSEC level set by the Contracting Government.

To this effect, if ship masters and operators of Maltese ships, in their judgment, deem it necessary to proceed to this area, they are strongly advised to proceed with utmost caution and in a high state of vigilance, implementing higher ship security level procedures as outlined in the approved ship security plans whilst trading in these areas.

Merchant Shipping Directorate

24 February 2022

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FOCUS ON PLANNED MAINTENANCE DURING PORT STATE CONTROL IN AUSTRALIAN PORTS

Merchant Shipping Notice 180

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

The Directorate would like to remind all concerned of the Australian Maritime Safety Authority's (AMSA) [Marine Notice 10/2022](#), regarding its increased focus on planned maintenance during port State control inspections (PSC) in Australian ports.

AMSA will place greater focus on planned maintenance of propulsion and auxiliary equipment and associated systems and will take necessary compliance actions to address any identified areas of concern. This may include the physical attendance of classification society surveyors to verify the condition of critical equipment and its suitability to continue to function under all voyage conditions to maintain safe operations.

This is not a Focused Inspection Campaign (FIC) or Concentrated Inspection Campaign (CIC) of limited duration, but it is an ongoing exercise. During regular maintenance, the crew needs to focus on verifying operational preparedness and compliance to international requirements.

Ship operators and masters of Maltese registered vessels must ensure that all areas of SMS maintenance procedures are being diligently covered and documented in preparation for any PSC inspection. This includes ensuring that; maintenance inspections are held at appropriate intervals; equipment is tested regularly; any non-conformity is reported; appropriate corrective action is taken; and records of these activities are maintained.

The cooperation of all parties concerned is hereby solicited.

MS Notice 177 is hereby revoked.

Merchant Shipping Directorate

03 March 2023

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Merchant Shipping Directorate



REVOCATION OF NOTICES

Merchant Shipping Notice 181

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Merchant Shipping Directorate would like to inform all concerned that Merchant Shipping Notices 157, 158, 160, 166 and Information Notice 37 are hereby revoked.

Merchant Shipping Directorate

18 July 2023

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Merchant Shipping Directorate



Transport Malta

AMENDED EU MRV REGULATION

Merchant Shipping Notice 182

Notice to Ship-owners, Ship Operators, Managers, Masters, Owners' Representatives and Recognized Organizations

This Directorate reminds all concerned of the implementation of Regulation (EU) 2015/757 of 29 April 2015, on the monitoring, reporting and verification (MRV) of carbon dioxide emissions from maritime transport, as well as Merchant Shipping Notices [133](#), [137](#) and [140](#). The said Regulation has been amended by Regulation (EU) 2023/957 of 10 May 2023 in order to provide for the inclusion of maritime transport activities in the EU Emissions Trading System and for the monitoring, reporting and verification of emissions of additional greenhouse gases and emissions from additional ship types.

As from 1 January 2024, the scope of the EU MRV Regulation shall be extended to include methane (CH₄) and nitrous oxide (N₂O). Furthermore, as from 1 January 2025, general cargo ships between 400 and 5000 gross tonnage and offshore ships of 400 gross tonnage and above, shall also fall under the scope of the amended MRV Regulation.

From 1 January 2024, shipping companies must monitor and report methane (CH₄) and nitrous oxide (N₂O) emissions, in addition to CO₂ emissions, using the [THETIS MRV](#) module. The revised monitoring plan shall be submitted no later than 1 April 2024, for approval, to the responsible Administering Authority after being assessed by a verifier. The attribution of each company to the Administering Authority of a Member State will be stated in a list published by the European Commission by 1 February 2024, and every two years thereafter.

From 2025, by 31 March of each year, an emissions report for the previous year, for each ship, verified as satisfactory by an accredited verifier shall be submitted to the relevant Administering Authority as well as to the flag State and the European Commission.

By the same date, for ships falling within the scope of the [ETS Directive](#), a verified as satisfactory report at company level shall also be submitted to the relevant Administering Authority, through THETIS MRV.

Merchant Shipping Directorate

14 November 2023

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Merchant Shipping Directorate



EU 12TH PACKAGE OF SANCTIONS AGAINST RUSSIA

Merchant Shipping Notice 183

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

The Merchant Shipping Directorate wishes to draw the attention of all concerned to the new package of restrictive measures adopted by the Council of the European Union to respond to actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine. Within the existing framework for sanctions, the restrictive measures have *inter alia* been extended to cover additional individuals and entities.

In relation to the existing price cap mechanism, the 12th package introduces a requirement that itemised price information for ancillary costs, such as insurance and freight, be shared upon request throughout the supply chain of Russian oil trade. In accordance with the Price Cap Coalition tier system for attestations that modulates actors' compliance obligations on the basis of their access to the purchase price for Russian crude or petroleum products, the itemised price information is to be shared by those actors with access to that information, such as traders and charterers. Actors down the supply chain, such as shipowners and insurers, should be able to collect as part of their due diligence procedures, and share, the itemised cost information provided by actors closer to the origin of such information. Competent authorities can request that information from any actor, regardless of their place in the supply chain, at any time, in order to verify compliance with the price cap mechanism.

The 12th package also provides that the implementation and enforcement of the price cap mechanism should be further supported by information sharing between the Commission, with the support of the European Maritime Safety Agency, and Member States to identify vessels and entities carrying out one or more possible deceptive practices, such as ship-to-ship transfers used to conceal the origin or destination of cargo and manipulations of the automatic identification system, while transporting Russian crude oil or petroleum products.

Furthermore, in order to introduce transparency into the sale of tankers, in particular second-hand carriers, that could be used to evade the import ban on Russian crude oil or petroleum products and the price cap, the 12th package provides for a notification obligation for the sale of tankers to any third country and possible derogations from the prohibition on the sale of tankers to Russian persons and entities, or for use in Russia. This obligation applies to owners of tankers who are nationals or resident of an EU Member State, and to legal persons established in the EU. The owner, or anyone acting on his or her behalf, should notify before 20 February 2024 the competent authorities of the Member State where the owner of the tanker is a citizen, a resident or is established in the EU, of any such sale concluded since 5 December 2022.

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Merchant Shipping Notice 183
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To this effect, all those concerned, including owners of ships registered in Malta, shipping organisations established in Malta or operating Maltese ships and masters of Maltese ships are requested 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 the registry.

The relevant legal acts, further information, and questions and answers, are available at:
https://ec.europa.eu/commission/presscorner/detail/en/ip_23_6566

Merchant Shipping Directorate

21 December 2023

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HEAVY FUEL OIL BAN IN ARCTIC WATERS

Merchant Shipping Notice 184

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

The Merchant Shipping Directorate wishes to draw the attention of all concerned to Resolution [MEPC.329\(76\)](#) introducing a prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Arctic waters as from 1 July 2024. The prohibition will cover fuel oils having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s.

Ships subject to Regulation 12A of MARPOL Annex I (oil fuel tank protection) or Regulation 1.2.1 of Part II-A of the Polar Code may use and carry HFO until 1 July 2029. Ships engaged in securing the safety of ships, or in search and rescue operations, and ships dedicated to oil spill preparedness and response are not covered by the said Resolution.

Maltese ships entering Arctic waters on or after the said dates are hereby reminded to ensure compliance with the said requirements.

Merchant Shipping Directorate

08 January 2024

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MANDATORY NOTIFICATION OF TANKER SALES – GUIDANCE FROM THE SANCTIONS MONITORING BOARD

Merchant Shipping Notice 185

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

Further to [Merchant Shipping Notice 183](#), the Directorate notifies all concerned that the Sanctions Monitoring Board (SMB), being the national competent authority in Malta for sanctions implementation, has issued guidance relating to the regulatory amendments outlined in Article 3q of Council Regulation 833/2014 as part of the 12th EU sanctions package, specifically addressing the sale or transfer of ownership of tankers designed for the transport of crude oil or petroleum products listed in Annex XXV, falling under HS code ex 8901 20.

The [guidance](#) includes details as to the information to be provided to the SMB in notifications of tanker sales. The SMB has also issued a [reporting template](#) concerning notification requirements for tanker ownership transfers.

All concerned are advised to follow the SMB guidance and use the template provided when making tanker sales notifications to the SMB.

Merchant Shipping Directorate

11 January 2024

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Merchant Shipping Directorate



MERCHANT SHIPS NAVIGATING IN THE SOUTH RED SEA TRANSITING THE BAB EL-MANDEB STRAIT

Merchant Shipping Notice 186

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

The Directorate draws the attention of all concerned to the escalating security situation in the Red Sea. All ships operating in the sea area are to note all security and advisory notices issued by the multinational cooperation centres and maintain good communications before proceeding with their navigation in this area.

Ships are recommended to avoid Bab el-Mandeb strait or transiting the south Red Sea, at least until the situation de-escalates given the elevated risks and possibility of collateral threats.

Masters and operators of Maltese ships that operate or that may operate in this area are strongly advised to evaluate the local security circumstances to determine whether their presence in the area is safe. To this effect, if ship masters and operators of Maltese ships, in their judgment, deem it necessary to proceed to this area, they are strongly advised to proceed with utmost caution and in a high state of vigilance.

It is crucial that all ships apply the required precautionary measures for ensuring the safety of their crew and assets.

Merchant Shipping Directorate

12 January 2024

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MEASURES TO ENHANCE MARITIME SECURITY IN THE RED SEA, GULF OF ADEN, INDIAN OCEAN AND ARABIAN SEA

Merchant Shipping Notice 187

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*
This notice revokes MS Notice 113.

The Directorate would like to remind all concerned of [Merchant Shipping Notice 82 Rev.1](#), highlighting the need to register on the official website of the [Maritime Security Centre - Horn of Africa \(MSCHOA\)](#) whilst transiting the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea.

When operating in these areas, contact should be made with one of the regional reporting centres. Vessels should be registered with MSCHOA and the [UK Maritime Trade Operations \(UKMTO\)](#) (which administers the Voluntary Reporting Scheme) should be informed.

Furthermore, masters and operators are strongly advised to follow the Best Management Practices (BMP) developed by the industry and endorsed by IMO through [MSC.1/Circ.1601](#). The BMP is accessible on the [Maritime Global Security website](#).

Additionally, it may be appropriate for the company security officer (CSO) to review the Ship Security Plan (SSP) by conducting a thorough assessment of new issues which come to light and apply measures commensurate with possible risks when operating in these areas, including, a thorough appreciation of the physical and operational characteristics of the ship, the voyage pattern, ports and their facilities. The result of the review may necessitate amendments to the SSP. Its continued effectiveness shall be ascertained.

To this effect, masters and operators of Maltese ships that operate or that may operate in these sea areas are strongly advised to:

- adopt the measures of the BMP in its up-to-date version
- distribute a copy of the BMP to the crew and implement appropriate awareness prior to transit.

Masters and operators of Maltese ships that operate or that may operate in the area, are strongly advised to keep all useful contact details up to date and readily available as provided in the BMPs.

Merchant Shipping Directorate

13 February 2024

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