



# INTERNATIONAL SHIP CLASSIFICATION

Website: [www.isclass.com](http://www.isclass.com)

## PORT STATE CONTROL CIC 2024 ON CREW WAGES AND SEA (ISC Circular No.7.R0)

### Notice

Attention to all Ship Owners / Managers / Operators / Auditors / Surveyors / DPAs / Ship's Masters

### Purpose

This Circular is issued to advise the topic of Crew Wages and Seafarer Employment Agreements (SEAs) under MLC based on the Concentrated Inspection Campaign (CIC) running from 1<sup>st</sup> September 2024 to 30 November, 2024 which was agreed between Paris and Tokyo MoUs.

### Contents

Concentrated Inspection Campaigns (CIC) aim at specific areas with a higher risk of non-compliance and occur annually over a three-month period (September - November). These campaigns are part of routine PSC inspections, and the attending PSC Officers may expand the inspection to other aspects of the ship or crew-related issues. Multiple non-detainable MLC-related deficiencies can be viewed by the PSC Officers as an ISM deficiency (PSC Code 15150) and could be treated as grounds for detention.

As deficiencies about MLC are directly linked to the implementation of the Safety Management System (SMS), the SMS should be reviewed for any necessary updates. It is also recommended to perform root cause analyses for individual PSC deficiencies.

IS Class has created a checklist, please check appendix in next page, to help Owners/Managers ensure all necessary and required information regarding working arrangements and payments is provided to the Crew and ready for PSC inspection. IS Class Surveyors will also utilize the checklist during their onboard visits. The Owner also makes sure that the internal auditors from the company check all necessary and required information regarding to Crew Wages and SEAs as per the appendix.

### Action

Ship Owners / Managers / Operators / Auditors / Surveyors / DPAs / Ship's Masters should make sure their vessels are thoroughly prepared for the Concentrated Inspection Campaigns (CIC). It is important to not only complete the checklist items but also to verify that supporting evidence documents are in order.

### Reference

- Press release from Paris MoU: Paris MoU 57<sup>th</sup> Committee meets in Madrid, Spain issued on 21<sup>st</sup> May 2024.
- IMO Res. A. 1185 (33) Procedures for Port State Control 2023

For further assistance or information, please visit our website or contact us at [enquiry@isclass.com](mailto:enquiry@isclass.com).



## PSC CIC Crew Wages and Seafarer Employment Agreement (SEA) (Appendix Form Checklist from ISC Circular No.7)

Ship Name: \_\_\_\_\_  
 IMO No.: \_\_\_\_\_  
 Port of Inspection: \_\_\_\_\_  
 Date of Inspection: \_\_\_\_\_ Surveyor's Name \_\_\_\_\_

No.	Item	YES	NO	N/A
1a.	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?			
1b.	Amendments to the SEA or extension (requested by seafarer) is not signed by the seafarer.			
2.	Is the seafarer able to access information regarding their employment conditions on board?			
3.	Are standard forms of SEAs and parts of any applicable CBA* subject to Port State control under Reg.5.2, available in English?			
4.	Does the SEA include all the required elements specified in the MLC 2006 Standard?			
5.	Do particulars included in the SEA comply with MLC, 2006 requirements?			
6.	Are wage or salary payments made to the seafarer at no greater than monthly intervals?			
7.	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?			
8.	Are wage or salary payments in accordance with any applicable CBA or SEA?			
9.	If payments made to a seafarer include deductions, are they in accordance to MLC Convention?			
10a.	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of compensation for death and long-term disability?			
10b.	Is a certificate or documentary evidence of financial security, issued by the financial security provider, available on board in the event of the repatriation?			
11.	Is the seafarer being in a higher or different position as agreed in the SEA?			

\*CBA- Collective Bargaining Agreement which details all the terms and conditions of the crew employed on the ship. It specifies entitlements such as pay (in the form of a wage scale), working hours, overtime work, loss of life, paid leave etc.

If the answer to any of the above-mentioned statements is "NO" please inform the Flag Administration and Ship's owner to resolve them right away and make a rectification plans.

**Additional Comments:**

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Received for and on behalf of Owners

(Name, Signature and Stamp)

For IS Class

(Name, Signature and Stamp)