

Subject

AMSA Focused Inspection Campaign (FIC) – Hours of work and rest

ClassNK

Technical Information

No. TEC-1263
Date 18 May 2022

To whom it may concern

This is to inform that AMSA (Australian Maritime Safety Authority) has noticed information about Focused Inspection Campaign (FIC) on Planned Maintenance.

Focused inspection: Hours of work and rest
Campaign Period : From 1 May 2022 to 30 June 2022

As for the details, please refer to Marine Notice 05/2022 on AMSA's website through following link:
<https://www.amsa.gov.au/about/regulations-and-standards/index-marine-notice>

For any questions about the above, please contact:

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Attachment:

1. Marine notice 05/2022
2. Checklist for hours of work and rest focused inspection campaign

NOTES:

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Marine notice 05-2022

Focused inspection campaign – Hours of work and rest

This marine notice provides information to ship owners, operators and masters about the Focused Inspection Campaign (FIC) on hours of work and rest which will run from 1 May 2022 to 30 June 2022

Purpose

The purpose of the FIC is to determine:

- The level of compliance with the maximum hours of work or minimum hours of rest for seafarers in accordance with the requirements of International Conventions, and
- The familiarity of the master and officers with implementing the provisions when working onboard ships.

Background

This FIC has been initiated by AMSA and is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.

The FIC will be conducted from 1 May 2022 to 30 June 2022.

Inspections

AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection.

Any port State control deficiencies will be reported to regional port State control databases.

AMSA encourages ship owners and masters to familiarise themselves with the requirements of the Maritime Labour Convention 2006 (MLC) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), Australian Marine Orders [11](#) and [28](#) and their respective safety management system, including how they are implemented onboard.

Inspectors will complete a checklist when conducting focused inspections so that

AMSA can collate and report on the outcomes.

Outcome of the FIC

The results of the FIC will be analysed at the conclusion of the campaign, and a de-identified report will be published on our website.

Further information

AMSA's website provides information on the [focused inspection campaign](#) and a [checklist](#) of requirements that will be used during this FIC.

AMSA encourages ship owners, operators and masters to review the information provided at the links above.

Cancellation

This notice will be cancelled on 30 June 2022.

Checklist (For surveyor Use and AMSA Website)
Focused Inspection Campaign –2022

Port of Inspection: _____ Date of Inspection: _____
 Name of Vessel: _____ Flag of Ship: _____
 IMO Number: _____

This checklist is solely for the purpose of collecting information for AMSA in relation to the FIC.

Questions with a * may be detainable.

No	Question	Yes	No	NA
1	Is a table of shipboard working arrangements posted for seafarers accessible?			
2	Does the table of shipboard working arrangements ensure that the first watch at the commencement of the voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty?			
3	Do records of the daily hours of work or rest show compliance with the actual hours of work and rest hours, including the requirements for rest breaks?			
4	Do any seafarers have periods of shipboard employment exceeding 11 months?			
5	Has adequate compensatory rest been given to seafarers who have had their rest disturbed by call-outs to work? (e.g. such as when a machinery space is unattended)			
6	Has the master suspended the schedule of hours of work or hours of rest, with in the last 3 months, and required any seafarer to perform any hours of work necessary until the normal situation has been restored?			
7	Have musters, fire-fighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments, been conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue?			
8	Where non-compliance with the work and rest hours has been recorded, has the Safety Management System corrective action process (ISMC 9) been used to rectify non-conformance by determining the cause and preventing recurrence?			