

Palau International Ship Registry



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MARINE CIRCULAR 213.1

To: DEPUTY REGISTRARS, SHIPOWNERS, SHIPMANAGERS, DPAs, FLAG STATE INSPECTORS

Subject: JOINT CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS (MLC, 2006)

1. Reference

- 1.1 Press release - Tokyo MoU – Joint Concentrated Inspection Campaign on Fire Safety
- 1.2 [https://www.tokyo-mou.org/doc/Press%20release%20on%202024%20CIC%20on%20Crew%20Wages%20and%20Seafarer%20Employment%20Agreements%20\(MLC\)-final.pdf](https://www.tokyo-mou.org/doc/Press%20release%20on%202024%20CIC%20on%20Crew%20Wages%20and%20Seafarer%20Employment%20Agreements%20(MLC)-final.pdf)
- 1.3 <https://parismou.org/2024/08/joint-concentrated-inspection-campaign-crew-wages-and-seafarer-employment-agreements-mlc>
- 1.4 [Annual Safety Inspection Checklist \(CL003\)](#)
- 1.5 [Flag Continuous Inspection Report Form \(F024\)](#)

2. Introduction

- 2.1 Paris and Tokyo MOU have launched a joined Concentrated Inspection Campaign (CIC) based on Crew Wages and Seafarer Employment Agreements (MLC, 2006).

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on crew wages and seafarer employment agreements (MLC, 2006); and
- to verify that ships comply with these requirements.

3. Applicability

- 3.1 The present Marine Circular applies to all commercial ships and yachts registered under Palau Flag.

4. Information

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



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

4.3 Port State Control Officers use a list of predefined questions during the CIC. The predefined questions are attached to this Marine Circular and will be included in the [Annual Safety Inspection Checklist \(CL003\)](#) and the [Flag Continuous Inspection Report Form \(F024\)](#) for the period the CIC is in force.

4.4 All PISR registered vessels must always comply with all applicable International Conventions.

5. Effective date and actions

5.1 This Marine Circular is effective immediately.

6. Recommendations

6.1 This Flag Administration kindly request the due diligence of Owners, Managers, Masters to the content of this Circular and take all necessary actions to be prepared for the forthcoming PSC CIC, effectively will resulted in a positive outcome of any inspection on board their Ships.

7. Contact

7.1 For further questions, please do not hesitate to contact the PISR Technical Department at technical@palaureg.com

Click [here](#) or use the below QR Code for the list of the last updated Marine Circular



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ANNEX I

PARIS & TOKYO MoU

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

Ship Name:		IMO Number:	
Date of Inspection:		Inspection Port:	

QUESTIONS 1 TO 10b ANSWERED WITH A “NO” MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION

No	Item	Yes	No	N/A	Detention
Q.1*	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Is the seafarer able to access information regarding their employment conditions on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3	Are standard form of seafarer employment agreements and parts of any applicable collective bargaining agreements, subject to port State control under Reg. 5.2, available in English?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Does the seafarer employment agreement include all the required elements specified in the MLC, 2006?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Do particulars included in the seafarer employment agreement comply with the MLC, 2006 requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Are wage or salary payments made to the seafarer at no greater than monthly intervals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7*	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8*	Are wage or salary payments in accordance with any applicable CBA or SEA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	If payments made to a seafarer include deductions, are they in accordance with the MLC, 2006?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If “No” is ticked for questions with an asterisk “*”, the ship may be considered for detention.

