MERCHANT SHIPPING NOTICES
(Consolidated Version)

Merchant Shipping Directorate
Transport Malta
Ministry for Transport and Infrastructure

Valletta, Malta
3 October, 2014
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FLAG STATE SHIP SAFETY INSPECTIONS

1. From on or about the 12 May 1993, the Merchant Shipping Directorate will be conducting ship safety inspections on Maltese registered ships on a regular basis. To this end a network of experienced Inspectors has been put in place worldwide.

2. The purpose of these inspections is to ascertain both the general and specific operational safety and environmental pollution prevention levels of Maltese registered ships. On each inspection, the Inspector will give a copy of his Report to the master of the vessel. This Report must be retained on board together with the other ship's Official Documents.

3. To ensure that this goal is accomplished effectively and possibly without any inconvenience to normal commercial operations, shipowners, masters and officers are to provide every possible assistance to the appointed Inspectors.

4. Inspectors in the various areas will liaise with ships through the owners' local Agents, and shipowners are accordingly required to instruct their representatives to provide all necessary and reasonable assistance.

5. The cost of inspections and the provision of an Inspector to the Port where the ship is to be inspected will be funded solely from the Directorate's own resources. However, any additional exceptional requirements to enable the Inspector to proceed on board the ship, such as launch transport to a ship at anchor, or gate passes into port areas, must be efficiently arranged by and at the expense of the owner's local Agents.

6. All routine matters relating to flag state inspections are dealt with and must be directed to the Safety Coordination Unit of the Merchant Shipping Directorate (SAFCORD). The operational head of SAFCORD is the Operations Manager Ship Safety Inspectorate.

7. It is requested and expected that all concerned will make every effort towards attaining the common goal of maintaining and further enhancing the good repute of the Malta flag. The ultimate objective will still remain, however, that of ensuring safety of life at sea and the prevention of pollution to our oceans.

Merchant Shipping Directorate
Marina Pinto
Valletta VLT 01

6 May 1993
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:


"......

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.


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.

Merchant Shipping Directorate
Valletta

11 March 1996
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 or Navigational Services
Queensland Transport Australian Maritime Safety Authority
GPO Box 2595 P.O. Box 1108
BRISBANE 4001 BELCONNEN ACT 2616

Tel: (07) 3224 2832 Tel: (06) 279 5678
Fax: (07) 3221 7179 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
28 February 1998

Minister of Finance
thru' Registrar of Ships

Name of Ship: ABCXYZ
Official No: 0000
Net Tonnage: 3566
Registered Sole Owners: XXX Co Ltd
1 Main Street
Valletta

Date of registration in the name of present owners: 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
Navigation Through Danish Waters

Notice to Shipowners, Ship Operators and Managers

Each year more than 18,000 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.frmfrv.dk

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

Merchant Shipping Directorate
Valetta 17 January 2001
Implementation of the International Safety Management (ISM) Code for the Safe Operation of Ships and for Pollution Prevention

MSD Notice No 42

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

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

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

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

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

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

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

Merchant Shipping Directorate
Valletta

14 March 2001
Ban on the shipment of equipment which might be used for internal repression in Zimbabwe

MSD Notice No 47

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


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

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

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

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

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

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

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

Merchant Shipping Directorate
Valletta
31 December 2002
Safe Loading and Unloading of Bulk Carriers

Merchant Shipping Notice No. 60

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

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


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.


“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.”


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
1. The Merchant Shipping Directorate wishes to once again bring these Condition Assessment Scheme Administration Requirements, this time through a Merchant Shipping Notice, to the attention of all Companies operating or managing single hull oil tankers of 5,000 tonnes deadweight and above.

2. Reference is made to the Condition Assessment Scheme (CAS) as laid down in IMO Resolution MEPC.94(46) adopted on 27 April 2001 in its up to-date version and the requirements of amended Regulation 13(G) and new Regulation 13(H) of Annex I to the 1973 International Convention for the Prevention of Pollution of Ships, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). Reference is also made to Regulation (EU) 417/2002 as amended.

3. The ship’s recognised organisation (RO) will carry out the CAS surveys for and on behalf of the Administration. Nevertheless, the Directorate does reserve the right for its officials to attend onboard, together with the RO, during any part of the CAS survey, as and when it deems necessary.

4. Notification from the Company to this Directorate and to the RO of its intention to initiate CAS procedures shall be submitted eight months prior to the planned commencement. The CAS survey shall be aligned with the ship’s forthcoming intermediate/special survey.

5. Notwithstanding the above, given special circumstances, inter alia re-activation from lay-up or extended stoppage period for hull or machinery damage, the Company, with the consent of this Directorate and the RO, may carry out the CAS survey at a date earlier than the due date of the forthcoming intermediate/renewal survey. The request for the early conduct of CAS should always be made to this Directorate through the RO. The RO will inform this Directorate accordingly, indicating its position on the Company’s request and confirming that sufficient time would still be available for the CAS survey documentation to be reviewed and finalised.

6. The Company shall submit the following documentation to the Directorate in preparation for the CAS survey:
   a. notification of intention to proceed with CAS;
   b. completed survey planning questionnaire; and
   c. survey plan duly endorsed by the RO at least two months prior to the intended commencement of the CAS survey.

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

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

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

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

12. The Company shall ensure that the following documents are kept onboard the ship and be readily available for inspection:
   a. The original Interim/Statement of Compliance;
   b. The CAS Final Report endorsed by this Directorate;
   c. The Review Record issued by this Directorate.

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

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

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

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

Merchant Shipping Directorate
Valletta 09 May 2005
TANKTECH Pressure Vacuum Valves

Merchant Shipping Notice No 70

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

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:

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

*United Nations sanctions with regard to the Islamic Republic of Iran*

**MSD Notice No 74**

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

The Security Council of the United Nations has adopted Resolution 1737 (2006) which, *inter alia*, prohibits the supply or sale of all items, materials, equipment, goods and technology that could contribute to Iran’s enrichment-related, reprocessing or heavy water-related activities, or to the development of nuclear weapon delivery systems.

Malta has adopted these sanctions and, resolution 1737 (2006) is enforceable in Malta, through Legal Notice 14 of 2007, United Nations Sanctions (Iran) Regulations, 2007. Attention is drawn in particular to regulations 4 and 7 that deal with the prohibition of supply to or procurement from Iran, using Maltese ships, of nuclear weapons-related items, no matter where originating.

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.

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 February 2007
United Nations further sanctions with regard to the Islamic Republic of Iran

Merchant Shipping Notice No 75


The attention of the shipping community is drawn in particular to provisions involving the carriage of prohibited contents using Maltese ships. Regulation 6 provides inter alia that the procurement by citizens of Malta, or using Malta’s flag vessels, of any arms, or related material, from Iran, and whether or not originating in the territory of Iran, shall be prohibited. Regulation 7 on the other hand, lays down that the direct or indirect supply, sale or transfer from Malta or by citizens of Malta, using Malta’s flag vessels to, or for the use in or benefit of, Iran, and whether or not originating from Malta, of any battle tanks, armoured combat vehicles, large calibre artillery systems, combat aircraft, attack helicopters, warships, missiles or missile systems, shall be prohibited.

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.

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 24 July 2007
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.


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 lrit@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 Types 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: lrittesting@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: +4 238 045 8544
Fax: +4 238 045 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
Measures to enhance maritime security in response to increased attacks off the coast of Somalia

Merchant Shipping Notice No 82

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

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

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

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

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

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

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

Merchant Shipping Directorate
Valletta
05 May 2009
Substances that Deplete the Ozone Layer

Merchant Shipping Notice 83

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

This Notice revokes Notice No. 61

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

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

Merchant Shipping Directorate
Valletta

24 June 2009
FURTHER SANCTIONS WITH REGARDS TO THE ISLAMIC REPUBLIC OF IRAN

Merchant Shipping Notice 86

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

The Merchant Shipping Directorate would like to remind all concerned that Merchant Shipping Notices No 74 and 75 dealing with restrictive measures concerning the Islamic Republic of Iran are still in force and are to be complied with at all times.

Moreover, attention is also drawn to the adoption by the Security Council of the United Nations on 9 June 2010 of Resolution No 1929(2010) concerning further sanctions with regards to the Islamic Republic of Iran and, to the adoption on 26 July 2010 of a European Union Council Decision concerning the same matter.

The Maltese Government has aligned itself with these restrictive measures through the publication on the 27 July 2010 of the United Nations Sanctions (Iran) (Further Sanctions) Regulations, 2010 (Legal Notice 372 of 2010).

Companies established in Malta or operating Maltese ships are required to exercise vigilance when doing business with entities incorporated in Iran or subject to Iran’s jurisdiction. Furthermore, particular attention is also drawn to provisions involving the carriage of prohibited contents using Maltese ships.

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

The shipping community is reminded that without prejudice to the penalties for violations of the restrictive measures contemplated in Legal Notice 372, the use of Maltese ships in any such violation may lead to closure of registry.

The electronic version of Legal Notice 372 and the full text of the UN Resolution and the EU Decision can be downloaded from:
http://www.transport.gov.mt/mediacenter/PDFs/2_LN%20372%20MS%20Notice%2086.pdf

Merchant Shipping Directorate

24 August 2010
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:

Merchant Shipping Directorate

28 February 2011
FURTHER RESTRICTIVE MEASURES TO THE IVORY COAST

Merchant Shipping Notice 88

Notice to Shipowners, Ship Operators, Managers and Ship Masters

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

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

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

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

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


Merchant Shipping Directorate 23 March 2011
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
Guidelines for the ascertainment of seaworthiness of vessels being registered as Maltese ships

*Merchant Shipping Notice No. 90*

Notice to Shipowners, Ship Operators and Managers,
Masters, Owners’ representatives and Recognised Organisations
This notice revokes MSD Notice No. 36

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, 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 20 years and over but less than 25 years is also subject to

the outcome of a prior 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 15 years and over but less than 20 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.

The fee for pre-registration inspections, even when allowed to be carried out on registration shall be:

- €1,500 on non-propelled barges; and on vessels falling under category A.i (v) as provided in the First Schedule (Registration Fees) of the Merchant Shipping Act;
- €3,000 on merchant ships of 500 gross tons and over, owned by companies who already operate more than 5 ships under the Malta flag;
- €5,000 on merchant ships of 500 gross tons and over.

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

4 May 2011
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

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

This notice complements regulation 8 of
the Merchant Shipping (Training and Certification) Regulations, 2001
This notice revokes MSD notice 43

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

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

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

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

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

Merchant Shipping Directorate

27 May 2011
Application for an endorsement attesting the recognition of a certificate of competency for service on a Maltese registered ship under the provisions of the STCW 78 Convention as amended

Merchant Shipping Directorate
Transport Malta, Malta Transport Centre, Marsa MRS1917, Malta Tel: +356 21250360 Fax: +356 21241460 E-Mail: applica.stcw@transport.gov.mt

For Official Use
Application No:
Cash Sale / Invoice Number:

<table>
<thead>
<tr>
<th>1. Particulars of Seafarer</th>
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<tbody>
<tr>
<td>Surname (Family Name)</td>
<td>First Name</td>
</tr>
<tr>
<td>Country of Birth</td>
<td>Date of Birth (dd/mm/yyyy)</td>
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<th>2. Particulars of Certificate of Competency</th>
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<tr>
<td>(Tick were applicable)</td>
<td>Issuing Authority</td>
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<tr>
<td>Deck Reg</td>
<td>II/1</td>
</tr>
<tr>
<td>Engine Reg</td>
<td>III/1</td>
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<tr>
<td>Radio Reg</td>
<td>IV/2</td>
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<tr>
<td>STCW Capacity</td>
<td>Last STCW re-validation date</td>
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<tr>
<td>Limitations (if any)</td>
<td>Eg: wear corrective lenses; not valid for ARPA equipped vessels / passenger ship / ro-ro passenger ships etc</td>
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<th>3. Type of Application</th>
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<tbody>
<tr>
<td>New Application</td>
<td>If you are a current holder of an Endorsement Certificate, please indicate certificate number.</td>
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<tr>
<th>4. Capacity in which the officer is required to sail</th>
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<tbody>
<tr>
<td>Master</td>
<td>Chief Mate</td>
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<tr>
<td>Chief Engineer</td>
<td>Second Engineer</td>
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<tr>
<td>Radio Officer</td>
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<th>5. Contact Details</th>
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<tbody>
<tr>
<td>Company Name</td>
<td>Address</td>
</tr>
<tr>
<td>Contact Person</td>
<td>Contact Number</td>
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<tr>
<th>6. The following declaration should be completed and signed by a responsible person bearing in mind the requirements of Reg I/14 of the STCW Convention 1978 as amended</th>
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<tbody>
<tr>
<td>The undersigned declares that the officer whose personal details are shown on this application form, is proficient in spoken English to a standard sufficient for service on a Maltese ship, and that he/she can use manuals, documents, and other material written in English, necessary for the functions to be performed on board and which are published or printed in English. He/she can also understand instructions and orders given in English.</td>
<td></td>
</tr>
<tr>
<td>Name in full</td>
<td>Position held</td>
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<th>7. Applicant’s supporting documents required with application</th>
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<tr>
<td>Certificate of Competence and accompanying STCW endorsement</td>
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<tr>
<td>GMDSS certificate and accompanying STCW endorsement (if applicable)</td>
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<tr>
<td>Medical Fitness Certificate (ILO 73 and STCW 78 compliant)</td>
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<tr>
<td>Passport/ Identity Card / Seaman Book (showing personal details of applicant as per those entered on the Application form)</td>
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<tr>
<td>Tanker Certificates and accompanying STCW endorsement (if applicable)</td>
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<tr>
<td>Passport size colour photograph</td>
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<tr>
<td>Relative fee: €60 or €85 including courier delivery – telegraphic transfer reference/draft number</td>
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<tr>
<th>8. Kindly fill in all details if paying by credit card</th>
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<tbody>
<tr>
<td>American Express</td>
<td>Diners Club</td>
</tr>
<tr>
<td>Card Number</td>
<td>Expiry Date</td>
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Form TM/MSD/SCU003 Issue 2
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Restrictive Measures Against Syria

Merchant Shipping Notice 93

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


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
The Directorate would like to remind all concerned that, in addition to the reporting obligations in terms of Section 307 of the Merchant Shipping Act, any occurrence happening on board a Maltese ship anywhere in the world and any ship within Maltese waters shall be reported to the Marine Safety Investigation Unit within Transport Malta in terms of the Merchant Shipping (Accident and Incident Safety Investigation) Regulations, 2011, Legal Notice 275 of 2011 published on 12 July 2011.

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

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

**Reporting Occurrences**

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

Head of Marine Safety Investigation  
Marine Safety Investigation Unit  
Malta Transport Centre  
Marsa MRS 1917  
Malta

Tel: +356 2291 4217  
AOH: +356 7943 4315  
Fax: +356 2124 1460  
Email: msiu.tm@transport.gov.mt

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

Legal Notice 275 of 2011 can be downloaded from:  
Marine Accident/Incident Report
Form A

- Under the provisions of the international conventions, the flag State has the responsibility to conduct investigations of accidents and incidents to ships entitled to fly its flag.

- The Merchant Shipping Act 1973 (as amended) requests the owner or the master of a Maltese ship, which has sustained or caused any accident to report within 24 hours, or as soon as possible, the happening of the accident or damage. The scope of the Marine Accident/Incident Report Form is to facilitate the reporting to the Marine Safety Investigation Unit.

- One form should be completed for each accident/incident.

- Please return the completed form by email to: Marine Safety Investigation Unit
  Transport Malta
  Malta Transport Centre
  Marsa, MRS 1917 Malta

  Email: msiu.tm@transport.gov.mt

- Completing and signing this form does not constitute an admission of liability of any kind, either by the person making the report or any other person.

- Please complete the form clearly, using black or blue ink. Please tick the boxes □ where applicable.

<table>
<thead>
<tr>
<th>Section A  Ship Particulars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship’s Name:</td>
</tr>
<tr>
<td>IMO Number:</td>
</tr>
<tr>
<td>Type of Ship:</td>
</tr>
<tr>
<td>DPA:</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| VOYAGE DATA RECORDER FITTED: YES □ NO □ |
| MANUFACTURER & TYPE: ______ |

Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
The Marine Safety Investigation Unit is set up by L.N. 275 of 2011
## Section B Preliminary Casualty Data

<table>
<thead>
<tr>
<th>Date of occurrence</th>
<th>Time of occurrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>Month</td>
</tr>
<tr>
<td>![day]- ![month]</td>
<td>![year]</td>
</tr>
</tbody>
</table>

Date and time of departure from last port
From: 
To: 

Location of occurrence (e.g. latitude & longitude or name of port, or other geographical reference)
Lat. 0° Long. 0°
Port or geographical location: _____

Voyage type
- Internal voyage
- Coastal voyage
- International voyage
- Short international voyage
- Inland
- Other: _____

Type of occurrence (Initiating Event)
- Collision (insert particulars of other vessel in the space available below)
- Stranding/grounding
- Contact
- Fire/explosion
- Hull failure/failure of watertight doors/ports
- Machinery damage
- Damages to ship and/or equipment
- Capsizing/listing
- Missing ship: assumed lost
- Serious injury
- Loss of life
- Other

If other, please specify:

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

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

<table>
<thead>
<tr>
<th>Name of Other Ship and Official No.</th>
<th>Port of Registry or Flag</th>
</tr>
</thead>
<tbody>
<tr>
<td>![name]</td>
<td>![port]</td>
</tr>
</tbody>
</table>
## Section C  Details of person(s) killed or injured

<table>
<thead>
<tr>
<th>Place of occurrence (e.g. engine room, galley etc.)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Position (e.g. rank, rating, passenger)</strong></td>
<td><strong>Age</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

_____
### Section E

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

   _____

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

   _____

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

   _____
Signed:

Name:

Master or owner’s representative:

Date:

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

Signed:

Name:

Rank:

Date:

Company Single Point of Contact’s Details

Name:
Tel:
AOH:

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

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

PLEASE ATTACH A COPY OF THE CREW LIST TO THIS FORM

Number of continuation sheets

5
**Marine Accident/Incident Report**

**Form B**

- Under the provisions of the international conventions, the flag State has the responsibility to conduct investigations of accidents and incidents to ships entitled to fly its flag.

- The Marine Accident/Incident Report – Form B **shall be used in conjunction** with the Marine Accident/Incident Report – Form A. Both Form A and Form B should therefore be sent to the Marine Safety Investigation Unit as one set of documents. This report and the information inside are solely used to further maritime safety and environmental protection.

- One form should be completed for each incident.

- Please return the completed form by email to: Marine Safety Investigation Unit
  Transport Malta
  Malta Transport Centre
  Marsa, MRS 1917 Malta

  Email: msiu.tm@transport.gov.mt

- Completing and signing this form does not constitute an admission of liability of any kind, either by the person making the report or any other person.

- Please complete the form clearly, using black or blue ink. Please □ the boxes where applicable.

### Part 1 Ship Particulars

<table>
<thead>
<tr>
<th>Ship’s Name:</th>
<th>Call Sign</th>
<th>9H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Ship:</td>
<td>Flag</td>
<td>MALTA</td>
</tr>
<tr>
<td>LOA (m):</td>
<td>Gross Tonnage:</td>
<td></td>
</tr>
<tr>
<td>LBP (m):</td>
<td>Deadweight (mt):</td>
<td></td>
</tr>
<tr>
<td>Hull Material:</td>
<td>Date of Contract:</td>
<td></td>
</tr>
<tr>
<td>Date when Keel was Laid:</td>
<td>Date of Delivery:</td>
<td></td>
</tr>
<tr>
<td>Date of Major Conversion:</td>
<td>Hull No.*:</td>
<td></td>
</tr>
<tr>
<td>Building Yard*:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single hull</td>
<td>Double hull</td>
<td>Double bottom</td>
</tr>
<tr>
<td>Bunkers: Heavy Fuel Oil (HFO)</td>
<td>Medium Fuel Oil (MFO)</td>
<td>Marine Diesel Oil (MDO)</td>
</tr>
<tr>
<td>No. of Crew:</td>
<td>Total No. of Passengers:</td>
<td>Total No. of Other Persons:</td>
</tr>
<tr>
<td>Classification Society:</td>
<td>Previous Classification Society:</td>
<td></td>
</tr>
<tr>
<td>Previous Flag:</td>
<td>Previous Name:</td>
<td></td>
</tr>
</tbody>
</table>

*The Building Yard and Hull Number may be obtained from the ship’s drawings available on board.*
**Part 2 Particulars of the Events**

**Voyage phase:**

<table>
<thead>
<tr>
<th>Anchor handling/tug work</th>
<th>Berthed</th>
</tr>
</thead>
<tbody>
<tr>
<td>At anchor</td>
<td></td>
</tr>
<tr>
<td>Entering port (no pilot)</td>
<td>Leaving port (no pilot)</td>
</tr>
<tr>
<td>Ocean passage</td>
<td>Pilotage</td>
</tr>
<tr>
<td>Fishing</td>
<td>Other (specify below)</td>
</tr>
</tbody>
</table>

If “Other” is ticked please specify:  

**Weather conditions:**

<table>
<thead>
<tr>
<th>Clear</th>
<th>Snow</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fog</td>
<td>Rain</td>
</tr>
<tr>
<td>Overcast</td>
<td>Other (specify below)</td>
</tr>
</tbody>
</table>

If “Other” is ticked please specify:  

**Visibility:**

<table>
<thead>
<tr>
<th>Distance: ____</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>Cables</td>
</tr>
<tr>
<td>Twilight</td>
<td>Night</td>
</tr>
</tbody>
</table>

**Sea conditions:**

<table>
<thead>
<tr>
<th>Sea State:</th>
<th>Was vessel icing present?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swell (Direction &amp; Height):</td>
<td>Was sea ice present?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Direction:</td>
<td>Approximate Thickness: ____</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Wind:**

<table>
<thead>
<tr>
<th>Direction:</th>
<th>Air: $^\circ$C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots):</td>
<td>Sea: $^\circ$C</td>
</tr>
</tbody>
</table>

**Account of rescue rendered (by what ship and means):**
### Part 3 Present Voyage

<table>
<thead>
<tr>
<th>Last Sailed From:</th>
<th>Destination:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of Departure:</td>
<td>Draft in metres <em>(at the time of occurrence)</em>:</td>
</tr>
<tr>
<td>Time <em>(specify if LT or UTC)</em>:</td>
<td>Fwd</td>
</tr>
<tr>
<td>Description of Cargo/Ballast:</td>
<td>Total weight or volume in m³ or metric tonnes:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unmanned Machinery Space (UMS)</th>
<th>One Man Bridge</th>
<th>Integrated Bridge System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**List of life saving appliances and/or safety equipment used (life rafts, fire-fighting gear, pumps, etc.):**

**Number of persons evacuated:**

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

<table>
<thead>
<tr>
<th>Magnetic compasses</th>
<th>Deviation Card</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gyro Compass</td>
<td>Gyro Compass Error Book</td>
</tr>
<tr>
<td>Radars</td>
<td>Automatic Radar Plotting Aid (ARPA)</td>
</tr>
<tr>
<td>Speed and Distance Indicator through the water</td>
<td>Speed and Distance Indicator through water interfaced with ARPA</td>
</tr>
<tr>
<td>Echo Sounder</td>
<td>Propeller Revolution Counter</td>
</tr>
<tr>
<td>Rudder Angle Indicators</td>
<td>Rudder Angle Indicators synchronised with repeaters</td>
</tr>
<tr>
<td>Propeller pitch indicator</td>
<td>Rate of Turn Indicator</td>
</tr>
<tr>
<td>Auto-pilot</td>
<td>Aldis lamp</td>
</tr>
<tr>
<td>Navigation lights failure alarm operational</td>
<td>COLREGS navigation lights and shapes</td>
</tr>
<tr>
<td>Line-throwing apparatus</td>
<td>Public Address System-Bridge/ER/Steering</td>
</tr>
<tr>
<td>Global Positioning System (GPS)</td>
<td>Automatic Identification System (AIS)</td>
</tr>
<tr>
<td>Voyage Data Recorder (VDR)</td>
<td>Standing Instructions/Night Order Book</td>
</tr>
</tbody>
</table>
### Part 5 Pollutants and Dangerous Goods

(In case of sinking, actual, or potential release of pollutants or dangerous goods). If more space is required please use separate sheet.

<table>
<thead>
<tr>
<th>Proper Shipping Name</th>
<th>Quantity Released</th>
<th>IMO Class</th>
<th>UN Number</th>
<th>From</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

- **Bunkers**: ☐
- **Cargo**: ☐
- **Contained**: ☐
- **Dispersed**: ☐
- **Caught Fire**: ☐

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

<table>
<thead>
<tr>
<th>Signed</th>
<th>Name</th>
<th>Rank</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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

Number of continuation sheets ☐
MERCHANT SHIPPING (INSURANCE FOR MARITIME CLAIMS) REGULATIONS, 2011

Merchant Shipping Notice 95

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


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.


Merchant Shipping Directorate 9 January 2012
Authorised Classification Societies

Merchant Shipping Notice 96

Notice to Shipowners, Ship Operators and Managers,
Masters, Owners’ representatives and recognised organizations
This Notice revokes MSD Notice No 48

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. Effective from 1 January 2012 the list of these classification societies has been revised as follows:

   American Bureau of Shipping (ABS)
   Bureau Veritas (BV)
   China Classification Society (CCS)
   ClassNK (NK)
   Det Norske Veritas (DNV)
   Germanischer Lloyd (GL)
   Korean Register of Shipping (KR)
   Lloyd’s Register (LR)
   Polish Register of Shipping (PRS)
   Registro Italiano Navale (RINA)
   Russian Maritime Register of Shipping (RS)

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

Merchant Shipping Directorate 8 February 2012
FURTHER SANCTIONS WITH REGARDS TO THE ISLAMIC REPUBLIC OF IRAN

Notice to Shipowners, Ship Operators and Managers and Ship Masters

The Merchant Shipping Directorate would like to remind all those concerned that Merchant Shipping Notices No 74, 75 and 86 dealing with the restrictive measures imposed against the Islamic Republic of Iran are still in force and must be complied with at all times.

Moreover, attention is drawn to the adoption on 23 March 2012 by the Council of the European Union of Regulation (EU) No 267/2012 concerning restrictive measures against Iran and repealing Regulation (EU) No 961/2010.

The attention of the shipping community is drawn in particular, to provisions involving the transportation of crude oil, petroleum products and petrochemical products if they originate in Iran or are being exported form Iran to any other country. The prohibitions outlined above shall be without prejudice to the execution, until 1 July 2012, of contracts concluded before 23 January 2012 or transport of crude oil or petroleum products which had been exported from Iran prior to 23 January 2012. Any notification to perform a contract in lieu of Regulation (EU) No 267/2012 shall be made to the relevant competent authority.

To this effect, companies established in Malta or operating Maltese ships are required to abide by these restrictive measures when planning their operations and, to extend their full cooperation for their enforcement. Moreover, the shipping community is reminded that without prejudice to the penalties for violations contemplated in Legal Notice 372 of 2010, the use of Maltese ships in contravention to the restrictive measures may lead to closure of registry.

The electronic version of the abovementioned Council Regulation can be downloaded from:


Merchant Shipping Directorate

27 March 2012
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
CONTACT DETAILS OF THE MERCHANT SHIPPING DIRECTORATE

Merchant Shipping Notice 99 Rev 1

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 new 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
Marsa MRS 1917
Malta.

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

3. Useful contact details are as follows:-

<table>
<thead>
<tr>
<th>Service</th>
<th>Email</th>
<th>AOH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration of Ships</td>
<td><a href="mailto:mershipmalta.tm@transport.gov.mt">mershipmalta.tm@transport.gov.mt</a></td>
<td>+356 9949 4317</td>
</tr>
<tr>
<td>Registration of Yachts</td>
<td><a href="mailto:yachtsmalta.tm@gov.mt">yachtsmalta.tm@gov.mt</a></td>
<td>+356 9949 4315</td>
</tr>
<tr>
<td>Technical Matters</td>
<td><a href="mailto:tech.tm@transport.gov.mt">tech.tm@transport.gov.mt</a></td>
<td>+356 7943 4316</td>
</tr>
<tr>
<td>ISPS Alerts</td>
<td><a href="mailto:alert.isps@transport.gov.mt">alert.isps@transport.gov.mt</a></td>
<td>+356 9949 4317</td>
</tr>
<tr>
<td>General</td>
<td><a href="mailto:comms.isps@transport.gov.mt">comms.isps@transport.gov.mt</a></td>
<td>+356 9949 4318</td>
</tr>
</tbody>
</table>

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
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

Maritime Radio Communications - Email: mrcsmalta.tm@transport.gov.mt

CLC & Bunker Applications - Email: clcmalta.tm@transport.gov.mt

Merchant Shipping Directorate 11 April 2013
ADDITIONAL SANCTIONS WITH REGARDS TO THE ISLAMIC REPUBLIC OF IRAN

Merchant Shipping Notice 100

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

The Merchant Shipping Directorate would like to remind all those concerned that Merchant Shipping Notices No 74, 75,86 and 97 dealing with the restrictive measures against the Islamic Republic of Iran are still in force and must be complied with at all times.

Moreover, attention is drawn to Council Decision 2012/635/CFSP of 15 October 2012 amending Decision 2010/413/CFSP concerning restrictive measures against Iran. The attention of the shipping community is drawn in particular, to additional prohibitions involving the import, purchase or transport of Iranian natural gas. Furthermore the sale, supply or transfer to Iran of graphite, raw or semi-finished metals, software for integrated industrial processes or of key-naval equipment and technology for shipbuilding, maintenance or refit to Iran or Iranian or Iranian owned companies engaged in the sector are also prohibited.

Furthermore, the provision of flagging and classification services, the supply of vessels designed for the transport or storage of oil and petrochemical products to Iranian persons, entities or bodies and for the transport or storage of Iranian oil and petrochemical products are also prohibited.

To this effect, companies established in Malta or operating Maltese ships are required to abide by these restrictive measures when planning their operations and, to extend their full cooperation for their enforcement. Moreover, the shipping community is reminded that without prejudice to the penalties for violations contemplated in Legal Notice 372 of 2010, the use of Maltese ships in contravention to the restrictive measures may lead to closure of registry.

The electronic version of the abovementioned Council Decision can be downloaded from:

Merchant Shipping Directorate

26 October 2012
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 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.


Merchant Shipping Directorate

21 November 2012
ANNEX

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

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

It provides for a minimum set of rights for passengers travelling

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

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

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

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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 scheduled 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
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.


Merchant Shipping Directorate

6 December 2012
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.
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
GUIDELINES FOR THE IMPLEMENTATION OF THE
MARITIME LABOUR CONVENTION, 2006

Merchant Shipping Notice 105

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

The Merchant Shipping Directorate would like to inform all concerned that Malta ratified the
Martime Labour Convention, 2006 (MLC) on 18 January 2013. The Convention shall enter into
force for Malta on 20 August 2013. The MLC will be transposed in the Laws of Malta through the

The drafting of the Merchant Shipping (Maritime Labour Convention) Rules, 2013 has been
completed and is at the final stage of the legislative process. The Directorate does not envisage
any substantive changes to the text. A copy of the Rules may be downloaded from
www.transport.gov.mt/admin/uploads/media-
library/files/Merchant%20Shipping%20(Maritime%20Labour%20Convention)%20Rules,%202013
-%20DRAFT.pdf.

The MLC aims to achieve both favorable working conditions for seafarers and secure economic
interests in fair competition for quality shipowners. The new Convention consolidates and
updates more than 68 international labour standards related to the maritime sector adopted over
the last 80 years. The MLC sets out seafarers’ rights to favorable conditions of work on a wide
range of subjects and aims to be globally applicable, easily understandable, readily updatable
and uniformly enforced. It has been designed to become a global instrument known as the
"fourth pillar" of the international regulatory regime for quality shipping, complementing the key
Conventions of the International Maritime Organization (IMO).

Definitions

Competent Authority
means the Merchant Shipping Directorate, through the Registrar-General of Shipping and
Seaman as defined in the Merchant Shipping Act.

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. Equipment repair/service technicians and riding crew whose principal place of employment is onshore;
5. Guest entertainers who work occasionally and short term onboard with their principal place of employment being onshore.

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**

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 Rules 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, which can be downloaded from [http://www.transport.gov.mt/admin/uploads/media-library/files/NOTICE96%20-%20Authorised%20Classification%20Societies.pdf](http://www.transport.gov.mt/admin/uploads/media-library/files/NOTICE96%20-%20Authorised%20Classification%20Societies.pdf).

To this effect, upon the issue 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, Collective Bargaining Agreements, if any, and shipowner’s management systems manual.

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 issued.

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 Part I 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 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 or a draft DMLC Part II for the issue of an interim Maritime Labour Certificate.

A copy of the application form may be downloaded from

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

Applications for the acceptance of an equivalence or exemption from the requirements of the MLC shall be submitted at the time of requesting the DMLC Part I. If, subsequent to the issuance of the DMLC Part I, the shipowner requires consideration of an equivalency or exemption, a new application for DMLC Part I shall be submitted and subject to the approval of the application, an amended DMLC Part I, DMLC Part II and inspection for the issuance of the Maritime Labour Certificate will be required.

A copy of the DMLC may be downloaded from
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. One has to note however that shipowners may 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 by the date of entry into force of the Convention. Shipowners are strongly encouraged to undertake voluntary certification of their ships prior to 20 August 2013. Ships meeting the requirements of the MLC prior to the entry into force of the Convention shall be issued with a Statement of Compliance with the MLC following satisfactory inspection. On entry into force of the Convention, Statements of Compliance issued during the voluntary period shall be replaced with a Maritime Labour Certificate, without survey, with the expiry date being no later than that on the existing Statement of Compliance.

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 shall 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 shall 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. A draft DMLC II has been submitted to the RO of the ship for review.

An interim certificate valid for a period not exceeding six months shall be issued following satisfactory completion of the interim inspection.

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
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. 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.

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 20 February 2013
PLACEMENT OF PRIVATELY CONTRACTED ARMED SECURITY PERSONNEL (PCASP) 
ONBOARD MALTESE SHIPS

Merchant Shipping Notice 106

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

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

In accordance with the Regulations, the Directorate may consider to authorise the placement of PCASP onboard Maltese ships operating in a High Risk Area (HRA). When the shipowner\(^1\) 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;

\(^1\)Shipowner means the owner of the ship or another organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners.
vi. all firearms and ammunitions are not to be deployed from the designated secure keeping in sea areas which are not defined as ‘High Risk Area’;

vii. the national requirements regarding firearms in coastal and port States are complied with;

viii. the PCASP are:
   a. qualified for providing the service for which they are being engaged;
   b. qualified in the use of the firearms being taken onboard;
   c. in possession of certificates for the four elements of basic training, namely:
      - Personal survival techniques (STCW A-VI/1-1);
      - Fire fighting and fire prevention (STCW A-VI/1-2);
      - Elementary first aid (STCW A-VI/1-3); and
      - Personal safety and social responsibility (STCW A-VI/1-4);

ix. any details or documents required shall immediately be made available at the request of the Maltese competent Authority.

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

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


Merchant Shipping Directorate 8 March 2013
**Placement of Privately Contracted Armed Security Personnel (PCASP) on board Maltese ships in accordance to Merchant Shipping Notice 106**

<table>
<thead>
<tr>
<th>Gross Tonnage</th>
<th>IMO number</th>
<th>Call Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length (meters)</td>
<td>Operating Speed (knots)</td>
<td>Freeboard to the lowest deck (meters)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interested Parties</th>
<th>Name</th>
<th>Incorporated</th>
<th>Company Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registered Owners</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ISM Company</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charterer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other / Remarks</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Master</th>
<th>Contact details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Security Officer</td>
<td></td>
</tr>
<tr>
<td>Company Security Officer</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PMSC Responsible person</td>
<td></td>
<td>Contact details</td>
</tr>
</tbody>
</table>

**Privately Contracted Armed Security Personnel:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Nationality</th>
<th>Passport Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Embarkation date</th>
<th>Embarkation point / port</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Disembarkation date</th>
<th>Disembarkation point / port</th>
</tr>
</thead>
</table>

**Firearms:**

<table>
<thead>
<tr>
<th>Firearm</th>
<th>Serial no.</th>
<th>Caliber</th>
<th>Ammunition Type</th>
<th>Ammunition Qty.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Loading date</th>
<th>Loading point / port</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Unloading date</th>
<th>Unloading point / port</th>
</tr>
</thead>
</table>

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

---

Form: TM MSD PCASP 001
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Placement of Privately Contracted Armed Security Personnel (PCASP) on board Maltese ships in accordance to Merchant Shipping Notice 106

<table>
<thead>
<tr>
<th>Name of ship</th>
<th>IMO number</th>
<th>Call Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Tonnage</td>
<td>Operating Speed (knots)</td>
<td>Freeboard to the lowest deck (meters)</td>
</tr>
</tbody>
</table>

Interested Parties

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<td></td>
<td></td>
</tr>
<tr>
<td>Charterer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other / Remarks</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Master</th>
<th>Contact details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Security Officer</td>
<td></td>
</tr>
<tr>
<td>Company Security Officer</td>
<td></td>
</tr>
</tbody>
</table>

Private Maritime Security Company

<table>
<thead>
<tr>
<th>Incorporated</th>
<th>Company No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMSC Responsible person</td>
<td>Contact details</td>
</tr>
</tbody>
</table>

Privately Contracted Armed Security Personnel:

<table>
<thead>
<tr>
<th>Name</th>
<th>Nationality</th>
<th>Passport Number</th>
</tr>
</thead>
</table>

| Embarkation date | Embarkation point / port |
| Disembarkation date | Disembarkation point / port |

Firearms:

<table>
<thead>
<tr>
<th>Firearm</th>
<th>Serial no.</th>
<th>Caliber</th>
<th>Ammunition Type</th>
<th>Ammunition Qty.</th>
</tr>
</thead>
</table>

| 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
MEDICAL FITNESS CERTIFICATE

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.


Merchant Shipping Directorate

19 September 2013
# PART A – To be completed by applicant

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Birth</th>
<th>Country of Birth</th>
<th>Nationality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Department**

<table>
<thead>
<tr>
<th>Deck</th>
<th>Engine</th>
<th>Radio</th>
<th>Other</th>
<th>Please specify:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Passport No. / Discharge Book No. / Identity Card No.**

**Gender**

<table>
<thead>
<tr>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Address**

| Applicant's personal declaration (Assistance should be offered by medical staff)

- Have you ever had any of the following conditions:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Yes</th>
<th>No</th>
<th>Condition</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Eye / vision problem</td>
<td></td>
<td></td>
<td>18. Sleep problem</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. High blood pressure</td>
<td></td>
<td></td>
<td>19. Do you smoke, use alcohol or drugs?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Heart / vascular disease</td>
<td></td>
<td></td>
<td>20. Operation / surgery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Heart surgery</td>
<td></td>
<td></td>
<td>21. Epilepsy / seizures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Varicose veins / piles</td>
<td></td>
<td></td>
<td>22. Dizziness / fainting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Asthma / bronchitis</td>
<td></td>
<td></td>
<td>23. Loss of consciousness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Diabetes</td>
<td></td>
<td></td>
<td>25. Depression</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Digestive disorder</td>
<td></td>
<td></td>
<td>27. Loss of memory</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Skin problem</td>
<td></td>
<td></td>
<td>29. Severe headache</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Allergies</td>
<td></td>
<td></td>
<td>30. Ear (hearing/tinnitus)/nose/ throat problem</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Hernia</td>
<td></td>
<td></td>
<td>32. Back or joint problem</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Genital disorder</td>
<td></td>
<td></td>
<td>33. Amputation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17. Pregnancy</td>
<td></td>
<td></td>
<td>34. Fractures / dislocations</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If you answered **yes** to any of the above questions, please write details below:
Additional questions:

35. Have you ever been signed off as sick or repatriated from a ship? [ ] Yes [ ] No
36. Have you ever been hospitalized? [ ] Yes [ ] No
37. Have you ever been declared unfit for sea duty? [ ] Yes [ ] No
38. Has your medical certificate ever been restricted or revoked? [ ] Yes [ ] No
39. Are you aware that you have any medical problems, diseases or illnesses? [ ] Yes [ ] No
40. Do you feel healthy and fit to perform the duties of your designated position / occupation? [ ] Yes [ ] No
41. Are you allergic to any medication? [ ] Yes [ ] No

Comments:

42. Are you taking any non-prescription or prescription medications? [ ] Yes [ ] No

If yes, please list the medications taken, and the purpose/s and dosage/s:

Applicant must sign personal declaration in the presence of a duly qualified medical practitioner who will be filling PART B of this medical report

I hereby certify that the personal declaration above is a true statement to the best of my knowledge. Furthermore, I authorize the release of all my records from any health professionals, health institutions and public authorities to the appointed medical practitioner.

Applicant’s Signature
(Signed in the presence of medical practitioner)  Date:
PART B – To be completed by a duly qualified medical practitioner

<table>
<thead>
<tr>
<th>Medical Examination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height (cm)</td>
</tr>
<tr>
<td>Systolic Blood pressure (mm Hg)</td>
</tr>
<tr>
<td>Glucose</td>
</tr>
</tbody>
</table>

Sight (Table on the “Minimum in-service eyesight standards for seafarers” is found on page 4 of this medical report)

<table>
<thead>
<tr>
<th>Use of glasses or contact lenses:</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visual acuity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Unaided</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right eye</td>
<td>Left eye</td>
<td>Binocular</td>
</tr>
<tr>
<td><strong>Distant</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Near</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Colour vision</strong></td>
<td>Not tested</td>
<td>Normal</td>
</tr>
</tbody>
</table>

**Hearing**

<table>
<thead>
<tr>
<th>Pure tone and audiometry (threshold values in dB)</th>
<th>Speech and whisper test (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>500 Hz</td>
<td>1000 Hz</td>
</tr>
<tr>
<td>Normal</td>
<td>Whisper</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Normal</th>
<th>Abnormal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Head</td>
<td>13. Skin</td>
</tr>
<tr>
<td>2. Sinuses, nose, throat</td>
<td>14. Varicose veins</td>
</tr>
<tr>
<td>3. Mouth / teeth</td>
<td>15. Vascular (inc. pedal pulses)</td>
</tr>
<tr>
<td>4. Ears (general)</td>
<td>16. Abdomen and viscera</td>
</tr>
<tr>
<td>5. Tympanic membrane</td>
<td>17. Hernia</td>
</tr>
<tr>
<td>6. Eyes</td>
<td>18. Anus (not rectal exam)</td>
</tr>
<tr>
<td>7. Ophthalmoscopy</td>
<td>19. G-U system</td>
</tr>
<tr>
<td>8. Pupils</td>
<td>20. Upper and lower extremities</td>
</tr>
<tr>
<td>10. Lungs and chest</td>
<td>22. Neurologic (full brief)</td>
</tr>
</tbody>
</table>

**Chest X-ray** | Not performed | Performed on |
|----------------|---------------|

Results:

Other diagnostic test/s and results:

Test: 
Result:

Medical practitioner’s comments and assessment for fitness, with reasons for any limitations:

Vaccination status recorded: Yes | No |
### Medical certificate for service at sea

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Birth</th>
<th>Country of Birth</th>
<th>Nationality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Department
- [ ] Deck
- [ ] Engine
- [ ] Radio
- [ ] Other
- Please specify:

#### Passport No. / Discharge Book No. / Identity Card No.

<table>
<thead>
<tr>
<th>Gender</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
</tr>
<tr>
<td>Female</td>
</tr>
</tbody>
</table>

### Declaration of duly qualified medical practitioner

 Confirmation that applicant’s identification documents were checked?  
- [ ] Yes  
- [ ] No

 Hearing meets the standards in STCW Code, section A-I/9?  
- [ ] Yes  
- [ ] No

 Visual acuity meets standards in STCW Code, section A-I/9?  
- [ ] Yes  
- [ ] No

 Colour vision meets standards in STCW Code, section A-I/9?  
- [ ] Yes  
- [ ] No

 Visual aid required?  
- [ ] Yes  
- [ ] No

 Fit for lookout duties?  
- [ ] Yes  
- [ ] No

 Is applicant suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?  
- [ ] Yes  
- [ ] No

#### This is to certify that I have examined the applicant and that my findings are recorded in this medical report

**Result:**

- [ ] Fit for Sea Duty
- [ ] Unfit for Sea Duty
- [ ] **Fit with limitations or restrictions**

**Please specify limitations or restrictions, if any:**

<table>
<thead>
<tr>
<th>Signature of duly qualified medical practitioner</th>
<th>Applicant’s Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Signed in the presence of medical practitioner)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Medical practitioner’s stamp</th>
<th>Date of Examination</th>
</tr>
</thead>
</table>

### Validity

This medical certificate shall remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year.
### Table A-I/9
Minimum in-service eyesight standards for seafarers

<table>
<thead>
<tr>
<th>STCW Convention regulation</th>
<th>Category of seafarer</th>
<th>Distance vision (AIDS)</th>
<th>Near/Intermediate vision</th>
<th>Colour vision</th>
<th>Visual fields</th>
<th>Night blindness</th>
<th>Digital display (double vision)</th>
</tr>
</thead>
<tbody>
<tr>
<td>III</td>
<td>Masters, deck officers and ratings required to undertake lookout duties</td>
<td>0.3&lt;sup&gt;3&lt;/sup&gt;</td>
<td>0.5</td>
<td>See Note 6</td>
<td>Normal Visual fields</td>
<td>Vision required to perform all necessary functions; in darkness without compromise</td>
<td>No significant condition evident</td>
</tr>
<tr>
<td>IV</td>
<td>All engineer officers, electro-technical officers, electro-technical ratings and ratings or other forming part of an engine-room watch</td>
<td>0.4&lt;sup&gt;4&lt;/sup&gt;</td>
<td>0.4</td>
<td>See Note 7</td>
<td>Sufficient Visual fields</td>
<td>Vision required to perform all necessary functions; in darkness without compromise</td>
<td>No significant condition evident</td>
</tr>
<tr>
<td>V</td>
<td>GMDSS Radio operators</td>
<td>0.4</td>
<td>0.4</td>
<td>See Note 7</td>
<td>Sufficient Visual fields</td>
<td>Vision required to perform all necessary functions; in darkness without compromise</td>
<td>No significant condition evident</td>
</tr>
</tbody>
</table>

**Notes:**

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

Merchant Shipping Notice 108 Rev 1

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

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

Merchant Shipping Directorate

6 March 2014
IMPLEMETATION OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, AS AMENDED

Merchant Shipping Notice 109

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

This notice revokes MS Notices No 19, 30 and 84

The Merchant Shipping Directorate would like to draw the attention of all concerned to the publication of the Merchant Shipping (Training and Certification) Regulations, 2013 (L.N 153 of 2013). The Regulations transpose into the Laws of Malta, the 2010 Manila Amendments to the STCW Convention and may be downloaded from: http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=9603&l=1

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

Certificate of Competency (Deck)

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

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

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

Tanker Training

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

In order to be issued with a new certificate / endorsement including basic tanker training certificate and advanced tanker training certificate, seafarers shall present the completion certificate issued by a maritime training institution approved by the Directorate, by a Party to the
STCW Convention or from a maritime training institution approved by a Party with whom Malta has an undertaking in terms of the STCW Convention.

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

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

Revalidation Requirements

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

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

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

Security Related Training

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

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

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

Certificate of Proficiency in Security Awareness

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

Certificate of Proficiency in Designated Security Duties

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

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

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

Certificate of Proficiency as Ship Security Officer

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

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

- have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and
- meet the standard of competence for certification of proficiency as ship security officer as set out in Section A-VI/5, paragraphs 1 to 4 of the STCW Code.

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

**Certificates of Proficiency**

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

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

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

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

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

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

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

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

- be not less than 18 years of age;
- have approved seagoing service of not less than 12 months or have attended an approved training course and have approved seagoing service of not less than 6 months; and
- meet the standard of competence for certificates of proficiency in survival craft and rescue boats, set out in section A-VI/2 paragraph 1-4 of the STCW Code.

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form **TM/MSD/SCU 021**.

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

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

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

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

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form **TM/MSD/SCU 021**.

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

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

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form **TM/MSD/SCU 027**.

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

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

Applications for the issue of a Certificate of Proficiency are to be submitted on the appropriate form **TM/MSD/SCU 023**.
Certificate of Proficiency in Medical Care (STCW VI/4-2)

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

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

Recognition of Certificates of Proficiency

This Administration will recognise Certificates of Proficiency issued by either:

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

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

Refresher Training Requirements

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

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

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

Watch Ratings Certification

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

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

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

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

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

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

**Electro-Technical Ratings**

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

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

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

- be 18 years of age;
- have completed:
(i) Approved seagoing service including not less than 12 months of training and experience, or

(ii) Completed approved training pre-sea or on board ship including an approved period of seagoing service which shall not be less than 6 months; and

- meet the standard of competence specified in section A-III/7 of the STCW Code.

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

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

**Able Seafarer certification**

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

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

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

- Duly filled application form TM/MSD/SCU 024
- A.B. Certificate issued prior to the 2010 Amendments
- Proof of Identification showing personal details of applicant as per those entered on the application form (passport, identity card or seaman’s book)
- Passport size photograph in full colour
- Basic Courses as per Regulation VI/1
- PSCRB Certificate as per Regulation VI/2 (applicable for Able Seafarer Deck certificate)
- Documentary evidence of 12 months approved seagoing service in the previous 5 years
• Declaration by Master or Chief Engineer attesting where the seagoing service was performed (Deck or Engine)
• Medical Fitness Certificate (ILO/IMO)
• Relative fee

Requirements for the issue of an Able Seafarer Deck Certificate

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

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

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

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

Requirements for the issue of an Able Seafarer Engine Certificate

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

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


Requirements for the issue of an Efficient Deck Hand Certificate

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

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

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

Applications for the issue of an Efficient Deck Hand Certificate are to be submitted on the appropriate form TM/MSD/SCU 025.
Responsibilities of companies

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

1. each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;

2. its ships are manned in compliance with the applicable safe manning requirements of the Administration;

3. seafarers assigned to any of its ships have received refresher and updating training as required by the Convention;

4. documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;

5. seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties;

6. the ship’s complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety, security and to the prevention or mitigation of pollution; and

7. at all times on board its ships there shall be effective oral communication in accordance with chapter V, regulation 14, paragraphs 3 and 4 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

Drug and Alcohol Policy

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

17 October 2013
1. Particulars of Seafarer

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
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<tbody>
<tr>
<td>Country of Birth</td>
<td>Date of Birth (dd/mm/yyyy)</td>
<td>Nationality</td>
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<tr>
<th>Course</th>
<th>STCW Regulation</th>
<th>Issuing Training Centre</th>
<th>Certificate Number</th>
<th>Date of Issue</th>
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<tbody>
<tr>
<td>Ship Security Officer</td>
<td>VI/5</td>
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<tr>
<td>Security-Awareness Training</td>
<td>VI/6.1</td>
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<tr>
<td>Designated Security Duties</td>
<td>VI/6.4</td>
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3. Type of Application

New Application

If you are a current holder of a certificate of proficiency for ship security officers, security-awareness training or designated security duties issued by this Administration please indicate certificate number.

4. Contact Details

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Contact Person</td>
<td>Contact Number</td>
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<tr>
<td>Address where certificate is to be forwarded</td>
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</tbody>
</table>

Date    Customer Code Signature of Applicant

(Please keep your signature within the box and sign without touching any of the box lines)

5. Particulars of Service at Sea

<table>
<thead>
<tr>
<th>Ship’s Name</th>
<th>IMO Number</th>
<th>Signed On</th>
<th>Signed Off</th>
<th>Capacity</th>
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6. Declaration by Applicant

I, the undersigned, declare that to the best of my knowledge the information provided by me is correct.

Name in full    Date    Signature

7. Applicant’s supporting documents required with application

- Passport/ Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
- Passport size colour photograph
- Documentary evidence of approved seagoing service claimed in paragraph 5 (applicable for SSO)
- Course completion certificate
  - Relative fee: €30 or €55 including courier delivery – telegraphic transfer reference/draft number ______
  - The above fees are applicable per certificate

8. Kindly fill in all details if paying by credit card

- American Express
- Diners Club
- Electron
- Maestro
- Master Card
- Visa

Card Number    Expiry Date    Signature

Card Holder’s Name    Signature
Application for a Rating Certificate issued under the provisions of the STCW Convention as amended

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

MS Notice No 109 refers
Type or PRINT in ink throughout

For Official Use
Application No:
Cash Sale / Invoice Number:

<table>
<thead>
<tr>
<th>1. Particulars of Seafarer</th>
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<tr>
<td>Surname (Family Name)</td>
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<th>2. Type of Rating Certificate</th>
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<tr>
<td>Deck Rating II/4</td>
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<tr>
<td>Engine Rating III/4</td>
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<tr>
<td>Electro-technical Rating III/7</td>
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<th>3. Contact Details</th>
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<tbody>
<tr>
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Address where certificate is to be forwarded

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<tr>
<th>5. The following declaration should be completed and signed by a responsible person bearing in mind the requirements of Reg I/14 of the STCW Convention as amended</th>
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<tbody>
<tr>
<td>The undersigned declares that the officer whose personal details are shown on this application form, is proficient in spoken English to a standard sufficient for service on a Maltese ship, and that he/she can use manuals, documents, and other material written in English, necessary for the functions to be performed on board and which are published or printed in English. He/she can also understand instructions and orders given in English.</td>
</tr>
<tr>
<td>Name in full</td>
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<tbody>
<tr>
<td>☐ Passport/ Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)</td>
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<tr>
<td>☐ Applicant must be 16 years of age or more (18 years of age or more if applying for the electro-technical rating certificate)</td>
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<tr>
<td>☐ Passport size colour photograph</td>
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<tr>
<td>☐ Basic courses as per Regulation VI/1</td>
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<tr>
<td>☐ 6 months approved seagoing service including the completed Training Record Book or 2 months approved seagoing service including course completion certificate (applicable for deck or engine ratings)</td>
</tr>
<tr>
<td>☐ 12 months approved seagoing service including the completed Training Record Book or 6 months approved seagoing service including course completion certificate (applicable for electro-technical rating)</td>
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<tr>
<td>☐ Provisional watch rating certificate</td>
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<tr>
<td>☐ Medical fitness certificate (ILO / IMO)</td>
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<tr>
<td>☐ Relative fee: ☐ €30 or ☐ €55 including courier delivery – telegraphic transfer reference/draft number ____</td>
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<td>American Express</td>
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<td>Card Holder’s Name</td>
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Form TM/MSD/SCU 007 Issue 4
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for a Tanker Training Certificate issued under the provisions of the STCW Convention as amended

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

MS Notice No 109 refers
For Official Use
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Cash Sale / Invoice Number: ________________________________

1. Particulars of Seafarer

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2. Particulars of Tanker Certificates

(Tick ☒ applicable box)

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<th>Certificate Number</th>
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<tbody>
<tr>
<td>Basic Oil &amp; Chemical</td>
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<tr>
<td>Basic Liquefied Gas</td>
<td>V/1.2.1</td>
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<tr>
<td>Advanced Oil</td>
<td>V/1.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Chemical</td>
<td>V/1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Liquefied Gas</td>
<td>V/1.3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Type of Application

New Application ☐

If you are a current holder of a Tanker Certificate issued by this Administration, please indicate certificate number.

4. Contact Details

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contact Person</th>
<th>Contact Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Address where certificate is to be forwarded

Date

Customer Code

Signature of Applicant

(Please keep your signature within the box and sign without touching any of the box lines)

5. Particulars of Service at Sea

<table>
<thead>
<tr>
<th>Ship’s Name</th>
<th>IMO Number</th>
<th>Signed On</th>
<th>Signed Off</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. Declaration by Applicant

I, the undersigned, declare that to the best of my knowledge the information provided by me is correct.

Name in full

Date

Signature

7. Applicant’s supporting documents required with application

- Passport/Identity Card/Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
- Passport size colour photograph
- Documentary evidence of approved seagoing service claimed in paragraph 5 (when applying for an advanced tanker certificate/s)
- Course completion certificate (when applying for an advanced tanker certificate please submit the basic tanker certificate/s)

Relative fee: ☐ €30 or ☐ €55 including courier delivery – telegraphic transfer reference/draft number ______

The above fees are applicable per certificate

8. Kindly fill in all details if paying by credit card

<table>
<thead>
<tr>
<th>Card Type</th>
<th>Card Number</th>
<th>Expiry Date</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Express</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diners Club</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electron</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maestro</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Master Card</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visa</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Card Holder’s Name

Card Signature

Form TM/MSD/SCU 019 Issue 1
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for a certificate of proficiency in Basic Safety Training
issued under the provisions of the STCW Convention as amended

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

1. Particulars of Seafarer

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Country of Birth Date of Birth (dd/mm/yyyy) Nationality

2. Particulars of Basic Safety Training Certificates – STCW Regulation VI/1

<table>
<thead>
<tr>
<th>Course</th>
<th>Issuing Training Centre</th>
<th>Certificate Number</th>
<th>Date of Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Survival Techniques</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Prevention &amp; Fire Fighting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elementary First Aid</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Safety &amp; Social Responsibilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Safety Training Combined</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Type of Application

New Application If you are a current holder of a certificate of proficiency in basic safety training issued by this Administration, please indicate certificate

4. Contact Details

Company Name Address

Contact Person Contact Number E-Mail

Address where certificate is to be forwarded

Date Customer Code Signature of Applicant (Please keep your signature within the box and sign without touching any of the box lines)

5. Declaration by Applicant

I, the undersigned, declare that to the best of my knowledge the information provided by me is correct.

Name in full Date Signature

6. Applicant’s supporting documents required with application

- Passport/Identity Card/Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
- Passport size colour photograph
- Documentary evidence of approved refresher training (applicable for renewal)
- Course completion certificate/s

Relative fee: €30 or €55 including courier delivery – telegraphic transfer reference/draft number

7. Kindly fill in all details if paying by credit card

- American Express
- Diners Club
- Electron
- Maestro
- Master Card
- Visa

Card Number Expiry Date

Card Holder’s Name Signature

Form TM/MSD/SCU 020 Issue 1
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for a certificate of proficiency in Survival Craft and Rescue
Boats Other Than Fast Rescue Boats and Fast Rescue Boats issued
under the provisions of the STCW Convention as amended

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

MS Notice No 109
Type or PRINT in ink throughout

For Official Use
Application No:

Cash Sale / Invoice Number:

1. Particulars of Seafarer
Surname (Family Name)  First Name  Second Name
Country of Birth  Date of Birth (dd/mm/yyyy)  Nationality

2. Particulars of PSCRB other than Fast Rescue Boats & Fast Rescue Boats Certificates
(Tick ☑ applicable box)
Course  STCW Regulation  Issuing Training Centre  Certificate Number  Date of Issue
PSCRB  ☐  VI/2.1
Fast Rescue Boats  ☑  VI/2.2

3. Type of Application
New Application  ☐
If you are a current holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats or fast rescue boats issued by this Administration, please indicate certificate number.

4. Contact Details
Company Name  Address
Contact Person  Contact Number  E-Mail
Address where certificate is to be forwarded

Date  Customer Code  Signature of Applicant
(Please keep your signature within the box and sign without touching any of the box lines)

5. Particulars of Service at Sea
Ship’s Name  IMO Number  Signed On  Signed Off  Capacity

6. Declaration by Applicant
I, the undersigned, declare that to the best of my knowledge the information provided by me is correct.
Name in full  Date  Signature

7. Applicant’s supporting documents required with application
☐ Passport/ Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
☐ Applicant must be 18 years of age or more
☐ Passport size colour photograph
☐ Documentary evidence of approved seagoing service claimed in paragraph 5
☐ Evidence of approved refresher training (applicable for revalidation)
☐ Course completion certificate/s
☐ PSCRB certificate (applicable for Fast Rescue Boats)
Relative fee: ☐ €30 or ☑ €55 including courier delivery – telegraphic transfer reference/draft number ______
The above fees are applicable per certificate

8. Kindly fill in all details if paying by credit card
American Express  Diners Club  Electron  Maestro  Master Card  Visa
Card Number  Expiry Date  Signature

For Official Use
Application No:

Cash Sale / Invoice Number:

Form TM/MSD/SCU 021 Issue 1
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for a certificate of proficiency in Medical First Aid and Medical Care issued under the provisions of the STCW Convention as amended

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

MS Notice No 109 refers
Type or PRINT in ink throughout

For Official Use
Application No: __________________
Cash Sale / Invoice Number: __________________

1. Particulars of Seafarer

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country of Birth</th>
<th>Date of Birth (dd/mm/yyyy)</th>
<th>Nationality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Particulars of Medical First Aid & Medical Care Certificates

(Tick ☑ applicable box)

<table>
<thead>
<tr>
<th>Course</th>
<th>STCW Regulation</th>
<th>Issuing Training Centre</th>
<th>Certificate Number</th>
<th>Date of Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical First Aid</td>
<td>☑ VI/4.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical Care</td>
<td>☑ VI/4.2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Type of Application

<table>
<thead>
<tr>
<th>New Application</th>
<th>☑</th>
<th>If you are a current holder of a certificate in medical first aid or medical care issued by this Administration, please indicate certificate number.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. Contact Details

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contact Person</th>
<th>Contact Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Address where certificate is to be forwarded

<table>
<thead>
<tr>
<th>Date</th>
<th>Customer Code</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signature of Applicant

(Please keep your signature within the box and sign without touching any of the box lines)

5. Declaration by Applicant

I, the undersigned, declare that to the best of my knowledge the information provided by me is correct.

Name in full Date Signature

6. Applicant’s supporting documents required with application

☒ Passport/ Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
☒ Passport size colour photograph
☒ Course completion certificate

Relative fee: ☐ €30 or ☐ €55 including courier delivery – telegraphic transfer reference/draft number ______

The above fees are applicable per certificate

7. Kindly fill in all details if paying by credit card

<table>
<thead>
<tr>
<th>American Express</th>
<th>Diners Club</th>
<th>Electron</th>
<th>Maestro</th>
<th>Master Card</th>
<th>Visa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Card Number</td>
<td>Expiry Date</td>
<td>Signature</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Credit Card Holder’s Name Signature

Form TM/MSD/SCU 023 Issue 1

Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for certification of Ratings as Able Seafarer issued under the provisions of the STCW Convention as amended

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

MS Notice No 109 refers
Type or PRINT in ink throughout

For Official Use
Application No: __________________________
Cash Sale / Invoice Number: ________________

1. Particulars of Seafarer

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
<th>Country of Birth</th>
<th>Date of Birth (dd/mm/yyyy)</th>
<th>Nationality</th>
</tr>
</thead>
</table>

2. Type of Able Seafarer Certificate

(Tick ☒ applicable box)
- Able Seafarer Deck ☐ II/5
- Able Seafarer Engine ☐ III/5

3. Contact Details

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Person</td>
<td>Contact Number</td>
</tr>
</tbody>
</table>

Address where certificate is to be forwarded

Date ✗ Customer Code ✗ Signature of Applicant

(Please keep your signature within the box and sign without touching any of the box lines)

4. Particulars of Service at Sea

<table>
<thead>
<tr>
<th>Ship’s Name</th>
<th>IMO Number</th>
<th>Signed On</th>
<th>Signed Off</th>
<th>Capacity</th>
</tr>
</thead>
</table>

5. The following declaration should be completed and signed by a responsible person bearing in mind the requirements of Reg I/14 of the STCW Convention as amended

The undersigned declares that the officer whose personal details are shown on this application form, is proficient in spoken English to a standard sufficient for service on a Maltese ship, and that he/she can use manuals, documents, and other material written in English, necessary for the functions to be performed on board and which are published or printed in English. He/she can also understand instructions and orders given in English.

Name in full Position held Signature

6. Applicant’s supporting documents required with application

- Passport/Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
- Applicant must be 18 years of age or more
- Passport size colour photograph
- Documentary evidence of approved seagoing service claimed in paragraph 4 of this application
- Deck or engine watch rating certificate
- Certificate of proficiency in survival craft and rescue boats (applicable for Able Seafarer Deck)
- Course completion certificate
- *Declaration by Master or Chief Engineer attesting where the sea going service was performed (Deck/Engine)
- *Previous AB certificate  *Valid Basic Courses as per Regulation VI/1 (*applicable for converting AB certificate)
- Medical fitness certificate (ILO / IMO)

Relative fee: ☐ €30 or ☐ €55 including courier delivery – telegraphic transfer reference/draft number ______

The above fees are applicable per certificate

7. Kindly fill in all details if paying by credit card

<table>
<thead>
<tr>
<th>American Express</th>
<th>Diners Club</th>
<th>Electron</th>
<th>Maestro</th>
<th>Master Card</th>
<th>Visa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Card Number</td>
<td>Expiry Date</td>
<td>Signature</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Card Holder’s Name

Form TM/MSD/SCU 024 Issue 1
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Application for an Efficient Deck Hand Certificate issued under the provisions of the Merchant Shipping (Training & Certification) Regulations 2013

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

MS Notice No 109 refers
Type or PRINT in ink throughout

For Official Use
Application No: ________________________________
Cash Sale / Invoice Number: ________________________________

1. Particulars of Seafarer

<table>
<thead>
<tr>
<th>Surname (Family Name)</th>
<th>First Name</th>
<th>Second Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country of Birth</th>
<th>Date of Birth (dd/mm/yyyy)</th>
<th>Nationality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Contact Details

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contact Person</th>
<th>Contact Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Address where certificate is to be forwarded

<table>
<thead>
<tr>
<th>Date</th>
<th>Customer Code</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Please keep your signature within the box and sign without touching any of the box lines)

3. Particulars of Service at Sea

<table>
<thead>
<tr>
<th>Ship’s Name</th>
<th>IMO Number</th>
<th>Signed On</th>
<th>Signed Off</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. The following declaration should be completed and signed by a responsible person

The undersigned declares that the officer whose personal details are shown on this application form, is proficient in spoken English to a standard sufficient for service on a Maltese ship, and that he/she can use manuals, documents, and other material written in English, necessary for the functions to be performed on board and which are published or printed in English. He/she can also understand instructions and orders given in English.

Name in full Position held Signature

5. Applicant’s supporting documents required with application

- [ ] Passport/Identity Card/Seaman’s Book (showing personal details of applicant as per those entered on the Application form)
- [ ] Applicant must be 17 years of age or more
- [ ] Passport size colour photograph
- [ ] Basic courses as per Regulation VI/1
- [ ] Documentary evidence of approved seagoing service claimed in paragraph 3 of this application
- [ ] Course completion certificate (to be issued by an approved Maritime Training Centre)
- [ ] Navigational watch rating certificate or Steering Certificate
- [ ] Medical fitness certificate (ILO/IMO)

Relative fee: [ ] €30 or [ ] €55 including courier delivery – telegraphic transfer reference/draft number ______

The above fees are applicable per certificate

6. Kindly fill in all details if paying by credit card

- [ ] American Express
- [ ] Diners Club
- [ ] Electron
- [ ] Maestro
- [ ] Master Card
- [ ] Visa

<table>
<thead>
<tr>
<th>Card Number</th>
<th>Expiry Date</th>
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<tbody>
<tr>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Card Holder’s Name</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Application for a certificate of proficiency in Advanced Fire Fighting
issued under the provisions of the STCW Convention as amended

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

MS Notice No 109 refers
For Official Use
Application No:
Cash Sale / Invoice Number: ____________

<table>
<thead>
<tr>
<th>1. Particulars of Seafarer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surname (Family Name)</td>
</tr>
<tr>
<td>First Name</td>
</tr>
<tr>
<td>Second Name</td>
</tr>
<tr>
<td>Country of Birth</td>
</tr>
<tr>
<td>Date of Birth (dd/mm/yyyy)</td>
</tr>
<tr>
<td>Nationality</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Particulars of Advanced Fire Fighting Certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Tick applicable box)</td>
</tr>
<tr>
<td>Course</td>
</tr>
<tr>
<td>STCW Regulation</td>
</tr>
<tr>
<td>Issuing Training Centre</td>
</tr>
<tr>
<td>Certificate Number</td>
</tr>
<tr>
<td>Date of Issue</td>
</tr>
<tr>
<td>Advanced Fire Fighting</td>
</tr>
<tr>
<td>V/3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. Type of Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Application</td>
</tr>
<tr>
<td>If you are a current holder of a certificate of proficiency in advanced fire fighting issued by this Administration, please indicate certificate number.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Name</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Contact Person</td>
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<tr>
<td>Contact Number</td>
</tr>
<tr>
<td>E-Mail</td>
</tr>
<tr>
<td>Address where certificate is to be forwarded</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5. Declaration by Applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name in full</td>
</tr>
<tr>
<td>Date</td>
</tr>
<tr>
<td>Signature</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. Applicant’s supporting documents required with application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passport/ Identity Card / Seaman’s Book (showing personal details of applicant as per those entered on the Application form)</td>
</tr>
<tr>
<td>Passport size colour photograph</td>
</tr>
<tr>
<td>Documentary evidence of approved refresher training (applicable for renewal)</td>
</tr>
<tr>
<td>Course completion certificate</td>
</tr>
<tr>
<td>Relative fee: □ €30 or □ €55 including courier delivery – telegraphic transfer reference/draft number</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. Kindly fill in all details if paying by credit card</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Express</td>
</tr>
<tr>
<td>Diners Club</td>
</tr>
<tr>
<td>Electron</td>
</tr>
<tr>
<td>Maestro</td>
</tr>
<tr>
<td>Master Card</td>
</tr>
<tr>
<td>Visa</td>
</tr>
<tr>
<td>Card Number</td>
</tr>
<tr>
<td>Expiry Date</td>
</tr>
<tr>
<td>Card Holder’s Name</td>
</tr>
<tr>
<td>Signature</td>
</tr>
</tbody>
</table>
RESTRICTIVE MEASURES AGAINST THE REPUBLIC OF GUINEA

Merchant Shipping Notice 110

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


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:


Merchant Shipping Directorate

5 November 2013
RESTRICTIVE MEASURES AGAINST MYANMAR/BURMA

Merchant Shipping Notice 111

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


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
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.


Merchant Shipping Directorate

26 March 2014

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
MEASURES TO ENHANCE MARITIME SECURITY IN RESPONSE TO SOMALIA BASED PIRACY

Merchant Shipping Notice 113

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

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

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

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

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

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

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

Merchant Shipping Directorate 13 August 2014
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
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


Merchant Shipping Directorate 22 September 2014
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