

Attachment 2 Minimum Safe Manning for Seafarers on Domestic Routes (Page 1)

Crew Configuration		Vessel Class/ Total Tonnage	Deck Department				Engineering Department			Notes		
			Master	Chief Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer		Ratings forming part	
T a i w a n ' s C e n t r a l I s l a n d a n	Cargo ship	Between 20 and 50	Staffing	1			1	1			1	<ol style="list-style-type: none"> If the main engine propulsion power is less than 6,000 kW and above 750kW, the chief engineer should have a second-class governor above certificate of employment. If the propulsion power of the main engine is above 6,000kW, the chief engineer should have a first-class governor above certificate of employment. For sailing exceeding eight hours, at least one member of deck ratings should be on duty and one ratings forming part should be added for engine department. Vessel engines of less than 50 gross tonnage may be exempt from the chief engineer.
			Qualification	Third-class Deck Officer				Third-class Engineer Officer				
d t h e G o l d e n H o r s e a r e a r o u t e c a r g o v e s s e l	Cargo ship	Between 100 and 200	Staffing	1			2	1			1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Engineer Officer. For sailing exceeding eight hours, at least one member of deck ratings should be on duty and one ratings forming part should be added for engine department. For sailing coastal areas and engaged in the offshore wind farm crew transfer, whose sailing time does not exceed fourteen hours and submit Emergency deployment List, may reduce the number of ratings by one in the Deck Department, and ratings should have on-watch qualification; if the main propulsion power is less than 750 kw, may reduce the number of ratings by one in the engine Department. Remark 2 does not apply to those who meet the conditions of this item.
			Qualification	Third-class Master				Third-class Chief Engineer				
	Cargo	Between 200 and	Staffing	1			3	1			1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall

	500		Qualification	Third-class Master				Third-class Chief Engineer				<p>be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Engineer Officer.</p> <ol style="list-style-type: none"> The Deck Department and Engineering Department shall each have one rating with an on-watch qualification. If hours underway surpass eight, the Deck Department shall add a third-class Deck Officer, and the Engineering Department shall add a rating but may reduce the number of ratings by one in the Deck Department. For sailing coastal areas and engaged in the offshore wind farm crew transfer, whose sailing time does not exceed fourteen hours and submit Emergency deployment List, may reduce the number of ratings by two in the Deck Department, and ratings should have on-watch qualification; if the main propulsion power is less than 750 kw, may reduce the number of ratings by one in the engine Department. Remark 2 and 3 do not apply to those who meet the conditions of this item.
Cargo ship	Between 500 and 1,000	Staffing	1			3	1			2	<ol style="list-style-type: none"> If the main propulsion power is more than 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Second Engineer. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification. If hours underway surpass eight, the Deck Department shall add one second-class Deck Officer but may reduce the number of ratings by one in the Engineering Department; furthermore, the General Affairs Department shall add one kitchen worker. 	
		Qualification	Second-class Chief Mate				Second-class Second Engineer					
Cargo ship	Between 1,000 and 3,000	Staffing	1	1		3	1			3	<ol style="list-style-type: none"> If the main propulsion power is more than 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Second Engineer. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification. Sailing time more than eight hours, the engine department should increase one engineer officer in charge. For sailing duration of more than 16 	
		Qualification	Second-class Chief Mate	Second-class Deck Officer			Second-class Second Engineer					

												hours, Class A crew members in the deck department and the marine engine department should add one deck officer and engineer officer for each; and at least three ratings of parts for each should have on-watch qualifications.
Cargo ship	Between 3,000 and 10,000	Staffing	1	1	1	4	1	1	1	3	<ol style="list-style-type: none"> 1. If the main propulsion power is more than 6000 kw, the Engineering Department shall assign a first-class Engineer. 2. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification. 	
		Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer		Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer			
Cargo ship	More than 10,000	Staffing	1	1	1	4	1	1	1	3	<ol style="list-style-type: none"> 1. If the main propulsion power is more than 750 kw but less than 6000 kw, the Engineering Department shall assign a second-class Engineer. 2. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification. 	
		Qualification	First-class Master	First-class Chief Mate	First-class Deck Officer		First-class Chief Engineer	First-class Second Engineer	First-class Engineer Officer			

Crew Configuration		Deck Department				Engineering Department			Notes			
		Master	Chief Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer		Ratings forming part		
Vessel Class/ Total Tonnage												
T a i w a n ' s i s l a n d a n d t h e G o l d e n H o r s e a r o u t e s p a s s e n g e r v e s s e l	Passenger ship	Between 20 and 50	Staffing	1			1	1			1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Engineer Officer. If hours underway surpass eight, a third-class Deck Officer shall be added, and the Engineering Department shall add one rating with an on- watch qualification.
			Qualification	Third-class Master				Third-class Engineer Officer				
	Passenger ship	Between 50 and 100	Staffing	1			1	1			1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Engineer Officer. If hours underway surpass four, the Deck Department shall add a rating with an on-watch qualification. If hours underway surpass eight, the Deck Department and Engineering Department shall each add one Deck Officer and one Engineer Officer, and the Deck Department and Engineering Department shall each have one rating with an on-watch qualification.
		Qualification	Third-class Master				Third-class Engineer Officer					
	Passenger ship	Between 100 and 200	Staffing	1			2	1			1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Engineer Officer. If hours underway surpass four, the Deck Department shall add one rating with an on-watch qualification. If hours underway surpass eight, the Deck Department and Engineering Department shall add one Deck Officer and one Engineer Officer,
		Qualification	Third-class Master				Third-class Chief Engineer					

											respectively; the Deck Department and Engineering Department shall each have one rating with an on-watch qualification.	
	Passenger ship	Between 200 and 500	Staffing	1	1		2	1	1		1	<ol style="list-style-type: none"> If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall be required to have a competency certificate over second-class Second Engineer, and the Second Engineer shall be required to have a competency certificate over second-class Engineer Officer; if over 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Second Engineer, and the Second Engineer shall be required to have a competency certificate over first-class Engineer Officer. Ratings forming part members and engine departments should have at least one crew member each on duty. However, when sailing for more than eight hours, deck crew members and Ratings forming part members should each have two people with their own on-duty qualifications.
	Passenger ship	Between 500 and 1,000	Staffing	1	1		2	1	1		2	<ol style="list-style-type: none"> If the main propulsion power is more than 6000 kw, the Chief Engineer shall be required to have a competency certificate over first-class Second Engineer, and the Second Engineer shall be required to have a competency certificate over first-class Engineer Officer. Ratings forming part members and engine departments should have at least one crew member each on duty. However, when sailing for more than eight hours, deck crew members and Ratings forming part members should each have two people with their own on-duty qualifications.
	Passenger ship	Between 1,000 and 3,000	Staffing	1	1	1	4	1	1	1	3	<ol style="list-style-type: none"> If the main propulsion power is more than 6000 kw, the Engineering Department shall assign a first-class Engineer. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.
	Passenger	Between 3,000 and 5,000	Staffing	1	1	2	5	1	1	2	3	Same as the column above.

			Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer		Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer		
	Passenger ship	More than 5,000	Staffing	1	1	2	6	1	1	2	4	Same as the column above.
			Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer		Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer		
	Passenger ship	More than 10,000	Staffing	1	1	2	6	1	1	2	4	1. If the main propulsion power is more than 750 kw but less than 6000 kw, the Engineering Department shall assign a second-class Engineer. 2. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.
			Qualification	First-class Master	First-class Chief Mate	First-class Deck Officer		First-class Chief Engineer	First-class Second Engineer	First-class Engineer Officer		
Remarks	<p>1. The crew configuration principles are as follows for the deck and engine department sailing domestic routes:</p> <p>(1) The maximum daily rotation of a person shall not exceed eight hours on alternate days, and shall not exceed 16 hours for two consecutive days if overtime is required for the purpose of sailing. When necessary, the Master (chief engineer) may participate in the duty.</p> <p>(2) Cargo vessels of more than 200 gross tonnage and less than 3,000 shall sail for more than 16 hours and Class A and Ratings forming part members of the deck department and the engine department shall each have at least three persons on duty.</p> <p>2. The engineers of the Engineering Department are categorized into first-class, second-class, and third-class engineers, and the main propulsion power of applicable ships thereof are described below:</p> <p>(1) A first-class engineer refers to the officer of the Engineering Department that serves on a ship whose main propulsion power exceeds 3,000 kw, including first-class Chief Engineer, first-class Second Engineer, and first-class Engineer Officer.</p> <p>(2) A second-class engineer refers to the officer of the Engineering Department that serves on a ship whose main propulsion power exceeds 750 kw but does not reach 3,000 kw, including second-class Chief Engineer, second-class Second Engineer, and second-class Engineer Officer.</p> <p>(3) A third-class engineer refers to the officer of the Engineering Department that serves on a ship whose main propulsion power is less than 750 kw and is navigating in domestic routes, including third-class Chief Engineer and third-class Engineer Officer.</p> <p>3. Vessels sailing within the harbor, inland rivers, lakes, reservoirs or enclosed waters, the third-class Master can be replaced by third-class vessel deputy, third-class engine Master can be replaced by third-class tube wheel.</p> <p>4. In the case that a passenger ship (including a high speed passenger ship) starts navigating without passengers because of a need to take shelter from the wind, ship maintenance, or non-commercial operations, under the condition that the numbers set forth in the deployment table for a navigational watch, moorings, lifesaving, firefighting, damage control, etc. are unaffected, with the approval of each shipping administration center of the Bureau through written application, the steward of the General Affairs Department is not required to be onboard for navigation, as long as the limiting conditions noted in the original "Seafarer Minimum Safety Staffing Certificate" are not violated.</p> <p>5. In accordance with the vessel's operation manual (if applicable) of the vessel and the verification according to the emergency deployment schedule, the quota of personnel of the Passenger Ship Affairs Department shall be allocated to one staff member of the affairs department in principle for each one hundred passengers, and the same shall apply for less than 100 passengers; No more than 80 nautical mile of the voyage, the affairs officer can be replaced by ratings forming part .</p>											