

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
Trawler and Coastal fishing vessel	Cargo ship	Between 20 and 50	Staffing	1			1	1			1	<p>1. 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.</p> <p>2. 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.</p> <p>3. Vessel engines of less than 50 gross tonnage may be exempt from the chief engineer.</p>
			Qualification	Third-class Deck Officer				Third-class Engineer Officer				
Dredger and Hopper	Cargo ship	Between 100 and 200	Staffing	1			2	1			1	<p>1. 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.</p> <p>2. 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.</p> <p>3. For sailing coastal areas and engaged in the offshore wind farm crew transfer, whose sailing time does not exceed eight hours, may reduce the number of ratings by one in the Deck Department..</p>
			Qualification	Third-class Master				Third-class Chief Engineer				
Eroder and Cargo vessel	Cargo ship	Between 200 and 500	Staffing	1			3	1			1	<p>1. 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.</p> <p>2. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification.</p> <p>3. 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</p>
			Qualification	Third-class Master				Third-class Chief Engineer				

											4. Department. For sailing coastal areas and engaged in the offshore wind farm crew transfer, may reduce the number of ratings by one in the Deck Department, but there shall be at least two ratings in the Deck Department.
Cargo ship	Between 500 and 1,000	Staffing	1			3	1			2	1. 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. 2. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification. 3. 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				
	Between 1,000 and 3,000	Staffing	1	1		3	1			3	1. 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. 2. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification. 3. Sailing time more than eight hours, the engine department should increase one engineer officer in charge. 4. For sailing duration of more than 16 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.
		Qualification	Second-class Chief Mate	Second-class Deck Officer			Second-class Second Engineer				
Cargo ship	Between 3,000 and 10,000	Staffing	1	1	1	4	1	1	1	3	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	1. If the main propulsion power is more than 750 kw but less than 6000 kw, the Engineering

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Crew Configuration		Deck Department				Engineering Department			Notes
		Master	Chief Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer	
Vessel Class/ Total Tonnage									
Taiwan's islands and around the Golan Heights or sea routes passenger vessel	Passenger ship	Between 20 and 50	Staffing	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		<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	<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	Third-class Master	Third-class Deck Officer			Third-class Chief Engineer	Third-class Engineer Officer			
			Qualification	Second-class Master	Second-class Chief Mate			Second-class Second Engineer	Second-class Engineer Officer			
			Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer		Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer		

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