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

$\overline{}$		Crew		i	eck Dep			T -			***	Notes
\		Configura		— P	COV Del	ai tille	1	Eng	neer	mR r	Department	Notes
Î		Configura	шоп				Ratings forming part		i.	h	Ratings	
					,	cer	in	Chief Engineer	Second Engineer	Engineer Officer	forming	
$ _{\mathbf{v}}$	essel	Class/	•	 5	Chief Mate	Offi	gs fo	Eng	nd En	neer (part	
- 1		onnage		Master	Chiel	Deck Officer	Ratin	Chief	Secor	Engir		
Ta		Dataman 20		 	-			<u> </u>			1	If the main engine propulsion
	180	and 50	Staffing	1			1	1			1	power is less than 6,000 kW and
iw	Carg		St									above 750kW, the chief engineer
an						!						should have a second-class governor above certificate of
's												employment. If the propulsion
С								. ي				power of the main engine is above
en				ficer		ļ)ffice			•	6,000kW, the chief engineer should
tra			lion	Third-class Deck Officer				Third-class Engineer Officer				have a first-class governor above certificate of employment.
			Qualification	Dec				ngin				2. For sailing exceeding eight hours, at
I			Qual	class				ass E				least one member of deck ratings
İsl				hird-				lg-pr				should be on duty and one ratings forming part should be added for
an				-				Ţ,				engine department.
d												3 Vessel engines of less than 50
an									ļ			gross tonnage may be exempt from the chief engineer.
d	ship	Between	gu	1			2	1			1	1. If the main propulsion power is
th	Cargo sl	100 and	Staffing									more than 750 kw but less than
l e	, Š	200	-								į	6000 kw, the Chief Engineer shall be required to have a competency
		200							ļ			certificate over second-class
G												Engineer Officer; if over 6000 kw,
lo			•									the Chief Engineer shall be required to have a competency certificate
de												over first-class Engineer Officer.
n			u l									2. For sailing exceeding eight hours,
Н			fication					ec.				at least one member of deck ratings should be on duty and one
or			Qualif	ster				ngine				ratings forming part should be
se			O	s Ma:				iefE				added for engine department,
1				Third-class Master				Third-class Chief Engin				For sailing coastal areas and engaged in the offshore wind farm
ar				 [hird				I-clas				crew transfer, whose sailing time
								Thir.		ŀ		does not exceed eight hours, may
												reduce the number of ratings by one in the Deck Department.
	i gi	Between	ğ.	1			3	1	\dashv		1	If the main propulsion power is
	Cargo ship	200 and	Staffing	_				_			-	more than 750 kw but less than
ea	Car		S				-					6000 kw, the Chief Engineer shall be required to have a competency
ro		500		4								certificate over second-class
ut						i						Engineer Officer; if over 6000 kw,
1	 .											the Chief Engineer shall be required
e				<u>.</u>	ŀ			inecr				to have a competency certificate over first-class Engineer Officer.
ca			uo	fastc				Eng				The Deck Department and
rg			ficat	ass N				Shiel				Engineering Department shall each
0			Qualification	Third-class Master				Third-class Chief Engineer				have one rating with an on-watch qualification.
ve				ΪĘ				护				3. If hours underway surpass eight, the
SS								臣				Deck Department shall add a
												third-class Deck Officer, and the
el												Engineering Department shall add a rating but may reduce the number
<u></u>	<u> </u>											of ratings by one in the Deck

_	1	T	ſ	1	т .	1	1	- 1	-T	- F	-	1	
	0	Between 500	50	1			3	1			2	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. If the main propulsion power is
	Cargo ship	2 and 1,000	Staffing	1				1				"	more than 6000 kw, the Chief Engineer shall be required to have a
			l oo	iefMate				d Engineer				2.	competency certificate over first-class Second Engineer. The Deck Department and Engineering Department shall each have one rating with an on-watch qualification.
			Qualification	Second-class Chief Mate				Second-class Second Engineer				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.
	Cargo ship	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
	·			alc	ficer			necr				2.	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,
			Qualification	class Chief Mate	Second-class Deck Officer			ass Second Engineer				4.	the engine department should increase one engineer officer in charge. For sailing duration of more than 16
			0	Second-el	риоээς			Sccond-class					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	1.	If the main propulsion power is more than 6000 kw, the Engineering Department shall assign a first-class Engineer.
			Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer	,	Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer		2.	The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.
	Cargo ship	More than	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

			Qualification	First-class Master	First-class Chief Mate	First-class Deck Officer		First-class Chief Engineer	First-class Second Engineer	First-class Engineer Officer		2.	Department shall assign a second-class Engineer. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.
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		Crev		D	eck Dep	partme	nt	Eng	ineer	ing I	Department	Notes
	/	Configura	tion								Ratings	
											forming part	
Ve	Vessel Class/			Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer		•	
		onnage		Master	Chief Mate)eck (ating	Chief	econe	ngin		
Ta iw	Passenger ship	Between 20 and 50	Staffing	1			1	1	03	1	1	If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall
isl an d an d	Pas		Qualification	Third-class Master				Third-class Engineer Officer				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. 2. 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.
th e G	Passenger ship	Between 50 and 100	Staffing	1	_		1	1			1	If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall
ol de n H or se ar ea ro ut es		Dahwaan	Qualification	Third-class Master				Third-class Engineer Officer				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. 2. If hours underway surpass four, the Deck Department shall add a rating with an on-watch qualification. 3. 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.
pa ss	Passenger ship	Between 100 and 200	Staffing	1			2	1			1	If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall
en ge r ve ss el	Pas		Qualification	Third-class Master				Third-class Chief Engineer				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. 2. If hours underway surpass four, the Deck Department shall add one rating with an on-watch qualification. 3. If hours underway surpass eight, the Deck Department and Engineering Department shall add one Deck Officer and one Engineer Officer,

							-		į		respectively; the Deck Department and Engineering Department shall each have one rating with an on-watch qualification.
Passement this	Between 200 and 5 500	Staffing	1	1		2	1	1		1	If the main propulsion power is more than 750 kw but less than 6000 kw, the Chief Engineer shall
	Detuces	Qualification	Third-class Master	Third-class Deck Officer			Third-class Chief Engineer	Third-class Engineer Officer			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. 2. 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	500 and 1,000	Staffing	1	1		2	1	1	<u> </u>	2	If the main propulsion power is more than 6000 kw, the Chief Engineer shall be required to have a competency certificate over
		Qualification	Second-class Master	Second-class Chief Mate			Second-class Second Engineer	Second-class Engineer Officer			first-class Second Engineer, and the Second Engineer shall be required to have a competency certificate over first-class Engineer Officer. 2. 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	If the main propulsion power is more than 6000 kw, the Engineering Department shall
Pass		Qualification	Second-class Master	Second-class Chief Mate	Second-class Deck Officer		Second-class Chief Engineer	Second-class Second Engineer	Second-class Engineer Officer		assign a first-class Engineer. 2. The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.
Passenge	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	2 4 Same as the colum	Same as the column above.
Pas		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	If the main propulsion power is more than 750 kw but less than 6000 kw, the
Pas		Qualification	First-class Master	First-class Chief Mate	First-class Deck Officer		First-class Chief Engineer	First-class Second Engineer	First-class Engineer Officer		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.

The crew configuration principles are as follows for the deck and engine department sailing domestic routes:
 The maximum daily rotation of a person shall not exceed eight hours on alternate days, and shall not exceed eight hours.

- (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.
- (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.
- 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:
 - (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.
 - (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
 - (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.
- 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.
- 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.
- 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