

Attachment 3 Minimum Safety Manning for Seafarers on Routes between China and Taiwan (Page 1)

Crew Configuration		Deck Department				Engineering Department			
		Master	Chief Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer	Ratings forming part
Total Tonnage of the Vessel	Less than 3,000	1	1	2	4	1	1	2	3
	Between 3,000 and 5,000	1	1	2	5	1	1	2	4
	More than 5,000	1	1	2	6	1	1	2	4
Cargo vessels sailing between Taiwan and mainland's navigable ports within 300 nautical miles	Remarks	<ol style="list-style-type: none"> 1. The non-automatic control vessels sail in the offshore area at ninety degrees east longitude, east longitude 150 degrees west, ten degrees south latitude and north latitude forty-five degrees south, the deck department and engine department ratings forming part should be deducted one person each. If the voyage does not exceed sixteen hours, the crew of the deck department and the engine department shall be assigned one less person each. 2. During the voyage, the deck department and the crew of the engine department should adopt the three-shift system for duty. During the voyage of the vessel and the date of arrival at sea, the principle of not exceeding eight hours on duty per person per day shall be adopted. The on-duty deck department and engine department ratings forming part should not be less than three people each. 3. An automatic control vessel is divided into A, B categories by machine equipment, the quotas are as follows: <ol style="list-style-type: none"> (1) Category A: Cabins equipped with automatic or remote control and monitoring systems. The symbol of the country's surveyor is CMS (CAS). At least two rating forming parts of the engine department are required to possess the on-watch qualification of the engine, and at least one of them is required to possess the certificate of able seafarer engine. (2) Category B: The vessel is equipped with a nacelle that does not need to be on duty regularly, and the symbol of its country's surveyor is CMS (CAU). At least one person from the engine department and one from the ratings forming part and have the certificate of able seafarer engine. 4. The on-duty ratings from the Engineering Department of an automatic control vessel shall be exempt from comment No. 1 and the number of the on-duty ratings forming parts of engine department in comment No. 3 should not be less than three people each, but such ratings shall still be required to possess an on-watch qualification. 5. According to the provisions of the International Maritime Labor Convention (MLC), the number of crew members over 10, should be equipped with at least one qualified cook. In accordance with the vessel's handbook and the deployment plans of the vessel, the quotas for passenger ships are to be verified in accordance with the charter of the vessel and the deployment plans. In principle, every 100 passengers need to be provided with one staff member in the affairs department, and it is same for the passengers less than 100 persons; those who have a voyage less than 80 nautical miles, ratings forming part can serve instead of staff member in the affairs department. 							

	<p>Remarks</p>	<ol style="list-style-type: none"> 1. With reference to international practices, delete the titles of deck department, engine department ratings forming part and affairs department, changing into ratings forming part said. 2. The quota for each vessel will vary with the time of voyage or configuration. The total number of people in each vessel is meaningless and therefore deleted. 3. Apart from passenger vessels, the affairs department does not formulate quotas but should still comply with the provisions of the international conventions. 4. Traditional vessels renamed non-automatic control vessels. 5. Delete Taiwan-Ryukyu and Taiwan-Hong Kong route, note description instead. 6. Original note 1, 3 changed into note description. 7. Delete original note 2 It is difficult to verify whether there is a centralized control function in the vessel's engine room and to reduce the quota accordingly. 8. Taking into account the co-operation between the cross-strait routes, the quota of ratings forming part members with a total tonnage of less than 3,000 is higher than that of the mainland and is therefore revised to four. 9. Automatic control vessel's configuration is described by notes, and revise the text to clarify the meaning. 10. Taiwan-Hong Kong and Taiwan-Ryukyu routes have been included the offshore area at ninety degrees east longitude, east longitude 150 degrees west, ten degrees south latitude and north latitude forty-five degrees south. If the voyage does not exceed sixteen hours, the crew of the deck department and the engine department shall be assigned one less person each. 11. Determine the quotas for personnel on passenger vessels in international voyages, the same as for domestic passenger vessels. 12. Adjust the format and field for clear mark.
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Remarks	<p>1. Crew configuration principle of deck and engine departments are as follows:</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 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 marine 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. According to the provisions of the International Maritime Labor Convention (MLC), the crew of the vessel more than 10 persons, should be equipped with at least one qualified cook.</p>
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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		Ratings forming part
Vessel Class/ Total Tonnage		Staffing	Qualification	Staffing	Qualification	Staffing	Qualification	Staffing	Qualification	
Cargo vessels sailing between Taiwan and mainland's navigable ports within 300 nautical miles	Passenger ship	Between 20 and 50	Third-class Master	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.
	Passenger ship	Between 50 and 100	Third-class Master	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 add a third-class Deck Officer and an Engineering Officer, respectively; the Deck Department and Engineering Department shall each have one rating with an on-watch qualification.
	Passenger ship	Between 100 and 200	Third-class Master	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

		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	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		
	Between 5,000 and 10,000										
	Passenger ship	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		
	More than 10,000										
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 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 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. 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>4. 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;</p> <p>5. According to the provisions of the International Maritime Labor Convention (MLC), the crew of the ship more than 10 persons, should be equipped with at least one qualified cook.</p>										