



	<b>Remarks</b>	<ol style="list-style-type: none"><li>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.</li><li>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.</li><li>3. Apart from passenger vessels, the affairs department does not formulate quotas but should still comply with the provisions of the international conventions.</li><li>4. Traditional vessels renamed non-automatic control vessels.</li><li>5. Delete Taiwan-Ryukyu and Taiwan-Hong Kong route, note description instead.</li><li>6. Original note 1, 3 changed into note description.</li><li>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.</li><li>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.</li><li>9. Automatic control vessel's configuration is described by notes, and revise the text to clarify the meaning.</li><li>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.</li><li>11. Determine the quotas for personnel on passenger vessels in international voyages, the same as for domestic passenger vessels.</li><li>12. Adjust the format and field for clear mark.</li></ol>
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Attachment 3 Minimum Safety Manning for Seafarers on Routes between China and Taiwan (Page 2)

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
Cargo vessels sailing between Taiwan and mainland's navigable ports within 300 nautical miles	Cargo ship	Between 20 and 100	Staffing	1			1			<ol style="list-style-type: none"> <li>If the main engine propulsion power is less than 6,000 kW and above 750kW, the chief engineer officer 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.</li> <li>For sailing exceeding eight hours, at least one member of deck crew should be on duty and one ratings forming part should be added for engine department.</li> <li>Vessel engines of less than 50 gross tonnage may be exempt from the chief engineer.</li> </ol>
	Qualification		Third-class Deck Officer				Third-class Engineer Officer			
	Cargo ship	Between 100 and 200	Staffing	1		2	1			
	Qualification		Third-class Master				Third-class Chief Engineer			
Cargo ship	Between 200 and 500	Staffing	1		3	1			<ol style="list-style-type: none"> <li>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.</li> <li>The Deck Department and Engineering Department shall each have one rating with an on-watch qualification.</li> <li>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 one deck rating.</li> </ol>	
Qualification		Third-class Master				Third-class Chief Engineer				
Cargo ship	Staffing	Between 500 and 1000	1		3	1			2	<ol style="list-style-type: none"> <li>If the main propulsion power is more than 6000 kw, the Chief Engineer shall be required to have a competency</li> </ol>



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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											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 200 and 500	Staffing	1	1		2	1	1		1	<ol style="list-style-type: none"> <li>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.</li> <li>Ratings forming part of deck and engine departments should have at least one member each on duty. However, when sailing for more than eight hours, deck crew members and ratings forming part should each have two people with their own on-watch qualifications.</li> </ol>
	Passenger ship	Between 500 and 1,000	Staffing	1	1		2	1	1		2	<ol style="list-style-type: none"> <li>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.</li> <li>Ratings forming part of deck and engine departments should have at least one member each on duty. However, when sailing for more than eight hours, deck crew members and ratings forming part should each have two people with their own on-watch qualifications.</li> </ol>
	Passenger ship	Between 1,000 and 3,000	Staffing	1	1	1	4	1	1	1	3	<ol style="list-style-type: none"> <li>If the main propulsion power is more than 6000 kw, the Engineering Department shall assign a first-class Engineer.</li> <li>The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.</li> </ol>
	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	Between 5,000 and 10,000	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	<ol style="list-style-type: none"> <li>If the main propulsion power is more than 750 kw but less than 6000 kw, the Engineering Department shall assign a second-class Engineer.</li> <li>The Deck Department and Engineering Department shall have at least three ratings with an on-watch qualification.</li> </ol>
			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 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>											