



भारत सरकार / GOVERNMENT OF INDIA  
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING  
नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

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F. No.16(5)/CR/2010

Dated: 01.02.13

**M.S. Notice No.7 of 2013**

**Sub:- Implementation of the Maritime Labour Convention, 2006 – Voluntary inspection of Indian flag ships – reg.**

Considering the global nature of the shipping industry, its intrinsic linkages to economic conditions & EXIM trade and employment potential for seafarers, the need for special protection and promoting a decent & secure working condition for the seafarers were long-felt requirements. Mindful of these issues, the International Labour Organization (ILO), after due deliberations in its Governing Body, adopted the Maritime Labour Convention, [MLC], 2006, on the 23<sup>rd</sup> day of February, 2006. India, as a Member- State of the ILO had also participated in the deliberations of the ILO while developing the MLC and was, inter-alia, a party to an adoption of the MLC.

2. Each Member-State of the ILO which ratifies this Convention undertakes to give complete effect to its provisions in the manner set out in the Codes and Regulations of the said Convention, in order to secure & promote the rights of all seafarers to a decent employment in the forms recommended therein.
3. This Convention will, formally, enter into force on 20.08.13, after the ratification of the same had come through by the required number of Member-States on 20.08.12. After 20.08.13, ships will, globally, be subject to an inspection to verify, amongst other things, MLC compliance as well, during PSC inspection and may get detained for non-compliance thereof, potentially, in terms of the MLC provisions.
4. The process of ratification, of the said Convention, by India, is at an advanced stage and it involves procedural, legislative and regulatory formalities by way of the requisite amendments to the Merchant Shipping (M.S) Act, 1958, amendment of the existing M.S. Rules concerned, formulation of special rules for the purpose etc. However, as the Indian flag ships are already engaged in worldwide operations, and since the process of such an inspection of Indian ships under the MLC is likely to consume a considerable time period, it is desirable that Indian flag ship owners plan their said verifications for compliance with the MLC provisions, well in advance.
5. It has, therefore, been decided to adopt the following procedures in the interim as a bridge arrangement for a voluntary verification of the Indian flag ships for compliance with the required aspects of the Maritime Labour Convention, 2006, in advance & ahead of the ratification of the said Convention by the Government of India. The Indian Register of Shipping (IRS) has

been delegated the responsibility of inspection of the Indian flag ships, as a Recognized Organization [RO] for this purpose. Upon satisfactory completion of such an inspection by the IRS, 'Statement of Compliance' shall be issued to the ships; concerned and such a certificate can be utilized by the said ship to demonstrate its compliance with the MLC, 2006, till the said Convention is formally ratified by India.

6 The various documents prescribed, in this regard, for an application, inspection and issuance of the 'Statement of Compliance' on the basis of such a voluntary inspection paradigm are elaborated hereunder;

6.1. Procedures to be followed for applying for a voluntary inspection and obtaining a Statement of Compliance are elaborated herewith. (Annexure-I: 2 pages).

6.2. Declaration of Maritime Labour Compliance[DMLC] – Part I for the ship shall be issued by the Directorate General of Shipping. A copy of the format of the DMLC- Part I is enclosed (Annexure – II A: 4 pages). The guidelines for the DMLC- Part I too are enclosed (Annexure – IIB: 9 pages).

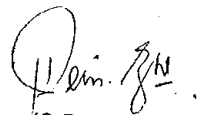
6.3. Declaration of Maritime Labour Compliance [DMLC] – Part II for any Indian flag ship shall be prepared by the ship owner / company concerned. A copy of the same is enclosed (Annexure – III: 3 pages).

6.4. Guidelines prescribed for the Recognized Organization for the inspection of ships (Annexure – IV: 12 pages).

6.5. Report of a vessel inspection to be submitted by the Inspector to the Recognized Organization (Annexure – V: 1 page).

6.6 'Statement of Compliance' to be issued by the Recognized Organization (IRS). (Annexure-VI: 2 pages).

7. This issue with the approval of the Director General of Shipping & ex-officio Additional Secretary to the Government of India.

  
(C. Rethinadhas)  
Deputy Director General of Shipping (Crew)

Encl: As above.

To:

1. All Shipping Companies.
2. Indian Registrar of Shipping, Mumbai. Principal Officer, Merchantile Marine Department Offices, Mumbai, Chennai, Kolkata.
3. Principal Officer, Merchantile Marine Department Offices, Kandla, Kochi.
4. Surveyor-in-Charge, Merchantile Marine Department Office, Jamnagar, Murmagoa, Mangalore, Tuticorin, Vishakapatnam, Paradip, Haldia, Port Blair, Noida

Copy to:

1. INSA/FOSMA/MASSA
2. NUSI/FUSI
3. Nautical/Engineering/Naval Architecture/Training/SD branches of the Directorate.
4. Hindi Section

The Secretary to Govt. of India, Ministry of Shipping, Transport Bhavan, 1, Parliament Street, N. Delhi... 110001

**Procedure & for submission of applications for voluntary inspections of ships, covering the required aspects of the Maritime Labour Convention, 2006 and for the issuance of Statements of Compliance**

Procedures, as elaborated hereunder, have been formulated for the submission of applications for voluntary inspections of the Indian flag ships and for obtaining Statements of Compliance thereto.

2. Any ship owner or another organization or person, such as a manager or agent, or bare boat charterer, who has assumed the responsibility for the operations of an Indian flag ship from its owner (on behalf of the ship owner) and is desirous of obtaining a Statement of Compliance after completing a voluntary inspection thereof & covering the required aspects of the Maritime Labour Convention [MLC], 2006, for such a vessel(s) shall apply for it, electronically, followed by the submission of a hard copy of the said application to the Registrar of the concerned/vessel, in the prescribed format, in Form -I appended with this order. (Annexure – I A: 1 page). A copy of the application may also be simultaneously forwarded to the IRS [Recognized Organization for the purpose] electronically.
3. An application requesting for a voluntary inspection and issuance of a Statement of Compliance, covering the required aspects of the MLC, 2006, should be complete in all respects and shall be accompanied by the following documents, (scanned copies of such documents have to be submitted with the electronic version of the application and hard copies thereof shall be enclosed with the hard copy of the application):
  - 3.1 Duly filled and completed Declaration of Maritime Labour Compliance – Part II, as prescribed in the Annexure - II attached to this order.
  - 3.2 Copy of the Registration Certificate of the vessel concerned.
  - 3.3 A fee of ₹.25,000 (Rupees twenty five thousand only) to be submitted to the concerned Registrar, drawn in the form of a crossed demand draft from any nationalized bank in favour of the concerned Registrar.
  - 3.4 Proof of payment of upto date payment of welfare fund contribution by the company to the Seafarer's Welfare Fund Society.
4. On receipt of the application, the Registrar of the concerned vessel shall examine the application and satisfy himself that the applicant has complied with the requirements of this M. S. Notice and in that event, the said Registrar shall request the IRS (recognized

organization), to conduct a thorough inspection of the vessel within the stipulations prescribed in this Notice and also issue a DMLC Part- I for the purpose of voluntary inspection & issuance of statement of compliance for the said vessel. Such request shall be made to the IRS within one day of the receipt of the application by the said Registrar.

5. The IRS (recognized organization/ inspecting authority), through its Inspector(s) shall inspect the vessel, according to the provisions of the said Convention stipulated in this Notices and according to the guidelines issued in the Annexure- III, attached to this Notice and having satisfied itself with the followance of the procedures & compliance of the requirements of this Notices, shall examine the inspection report submitted by its inspector(s) and then issue a **'Statement of Compliance'**, covering the required aspects of the Maritime Labour Convention, 2006, which shall be valid till the issuance of the 'Maritime Labour Certificate' for the vessel, post the ratification of the MLC, 2006, by India, on the specific directions of the competent authority.

6. The details of the ships issued with such **'Statement of Compliance'** covering the required aspects of the Maritime Labour Convention, 2006, shall be electronically transmitted by the IRS to the Registrars of ships concerned as well as to the DG Shipping, to be displayed on the official website of the DG Shipping, i.e. [www.dgshipping.com](http://www.dgshipping.com).

Annexure I A

Application for obtaining statement of compliance

From

To

Sub : Application for obtaining statement of compliance for the ship MT.....

Sir

Application is hereby made for obtaining statement of compliance for the said ship.

Sl. No.	Details	
1	Name of the ship	
2.	Continuous Synopsis Record (CSR) of the ship.	
2	Registration certificate	
3	Trade license	
4	Fee details	
5	Welfare fund details	
6	Name & address of the shipping company	
7	Name & address of the agent applying for the statement of compliance (if applicable)	

Yours faithfully

Date

Authorized signatory

Name & address of the company

**Annexure – II A**

**Maritime Labour Convention, 2006**  
**Declaration of Maritime Labour Compliance – Part I**  
**(To be Issued by the Director General of Shipping, Govt. of India)**

*(Note: This declaration must be attached to the ship's Maritime Labour Certificate)*

Issued under the authority of: **The Government of India, Ministry of Shipping,  
Directorate General of Shipping, India.**

2. With respect to the provisions of the Maritime Labour Convention [MLC], 2006, the following referenced ship:

Name of the Ship	IMO Number	Gross Tonnage
(1)	(2)	(3)

is maintained in accordance with Standard A5.1.3 of the MLC.

3. The undersigned declares, on behalf of the abovementioned competent authority, that:

3.1 The provisions of the MLC are fully embodied in the national requirements referred to in the enclosed Annexure - IB

3.2 These national requirements are contained in the national provisions referenced below; [explanations concerning the content of those provisions are provided; where necessary];

3.3 The details of any substantial equivalences under Article VI, paragraphs 3 and 4, of the MLC are provided under the corresponding national requirements listed below in the section provided for this purpose below.

3.4 Any exemptions granted by the competent authority in accordance with Title 3 of the MLC are clearly indicated in the section provided for this purpose below; and

3.5 Any ship-type specific requirements under the national legislations are also referenced under the requirements concerned.

3.6 The details of the above mentioned ship set out be seen below and also find mention in the enclosed Annexure – IB.

- 3.6.1. Minimum age (Regulation 1.1).....
- 3.6.2. Medical certification (Regulation 1.2).....
- 3.6.3. Qualifications of seafarers (Regulation 1.3).....
- 3.6.4. Seafarers' employment agreements (Regulation 2.1).....
- 3.6.5. Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4).....
- 3.6.6. Hours of work or rest (Regulation 2.3).....
- 3.6.7. Manning levels for the ship (Regulation 2.7).....
- 3.6.8. Accommodation (Regulation 3.1)  
As per MS (Crew Accommodation Rules).....
- 3.6.9. On-board recreational facilities (Regulation 3.1).....
- 3.6.10. Food and catering (Regulation 3.2).....
- 3.6.11. Health and safety and accident prevention (Regulation 4.3).....
- 3.6.12. On-board medical care (Regulation 4.1).....
- 3.6.13. On-board complaint procedures (Regulation 5.1.5).....
- 3.6.14. Payment of wages (Regulation 2.2).....

Name

Title:

Signature:

Place:

Date:

(Seal or stamp of the authority, as appropriate)



**Substantial equivalencies**

*(Note: Strike out the statement which is not applicable)*

The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, of the Convention, except where stated above, are noted *(insert description if applicable)*:

1.

2.

3.

4.

No equivalency has been granted.

Name:

Title:

Signature:

Place:

Date:

(Seal or stamp of the authority, as appropriate)

**Exemptions**

*(Note: Strike out the statement which is not applicable)*

The following exemptions granted by the competent authority as provided in Title 3 of the Convention are noted:

- 1.
- 2.
- 3.

No exemption has been granted.

Name:

Title:

Signature:

Place:

Date:

(Seal or stamp of the authority, as appropriate)

## Guidelines for declaration of Maritime Labour Compliance Part I

01.	Minimum Age	(Regulation 1.1)
	<ol style="list-style-type: none"> <li>1. No person under 16 years of age shall be engaged or carried to sea to work in any capacity in any ship.</li> <li>2. A 'young person' means any seafarer between the age of 16 and 18 years.</li> <li>3. 'Night' shall cover a period of at least nine hours starting from 2100 hours and ending at 0600 hours of the time zone at the location of the ship</li> <li>4. Night work for young person is prohibited with the following exceptions;               <ol style="list-style-type: none"> <li>i. for structured training with established programs and schedules approved by the Director General of Shipping.</li> <li>ii. for those specific types of works or an approved training programme which are scheduled to be carried out at night only. These types of work shall be decided by the Director General considering the well being of the young persons.</li> </ol> </li> <li>5. Young person shall not be engaged or employed for Carrying out the following hazardous works which may jeopardize the health of such young person's;               <ol style="list-style-type: none"> <li>i. Operating power machines, hoists, cranes or acting as signalers for the operators of such machines.</li> <li>ii. Attending to afloat works and work on deck during foul and heavy weathers.</li> <li>vi. Entry into boilers, tanks cofferdams and confined spaces.</li> <li>vii. Rigging</li> <li>viii. Lifting, moving or carrying heavy loads.</li> <li>ix. Exposure to toxic/radio active and other dangerous /hazardous substances.</li> </ol> </li> </ol>	

	x. Entrusting any other work which have been declared as hazardous work by the Director General.
02.	<p><b>Medical certification</b> (Regulation 1.2)</p> <p>i. Any seafarer including young person employed on board a ship/vessel shall hold a valid medical certificate declaring him/her to be medically fit to carry out duties on board a ship/vessel as prescribed in section 98 and 111 of M. S. Act, 1958 respectively.</p> <p>ii. Medical certificate shall be issued in accordance with the M.S.(Medical Examination) Rules 2000, as amended, issued by the GOI and shall be in compliance with STCW 2010 &amp; ILO/WHO guidelines for conducting Pre sea and periodic Medical Fitness examination for Seafarers and also MLC 2006 compliant.</p> <p>iii. The certificate shall be valid for a maximum period of 2 years and for young person the same shall be valid for one year. The certificate for colour blindness shall be valid for a maximum period of 6 years.</p> <p>iv. In an exceptional and urgent circumstances the seafarers including young persons are allowed to sail up to the next port of call without a valid medical certificate. Such sailing shall not exceed 3 months within which periods the seafarer/young person has to obtain a valid medical certificate. The seafarer/ young person shall also possess a recently expired medical certificate of 90 days in such cases.</p> <p>v. The seafarer/ young person already on board the ship during the time of the voluntary inspection shall invariably have a valid medical certificate. However, they have to obtain a <del>MLC-2006</del> medical certificate within 3 months of the voluntary inspection as also provided in rule (iv) above.</p>
03.	<p><b>Qualification of Seafarers</b> (Regulation 1.3)</p>

② from a regulation medical provisions

1. all seafarers working on board any ship shall be trained or certified as competent or otherwise qualified to perform their duties.
2. any seafarer shall be permitted to work onboard a ship only after successfully completing training for personal safety on board.
3. Training and certification of the seafarers shall be in accordance with and conforming to the mandatory instruments adopted by IMO including STCW convention.
4. Qualification , training and certification of the seafarers shall be as prescribed by the Directorate General as per STCW requirements.

**04. Seafarers' employment agreement**

**(Regulation 2.1)**

1. All seafarers working on board any ship shall have a signed agreement signed between the seafarer and the ship owner or his agent for the said contractual period which gives a decent working condition to the seafarer. The Article of Agreement may be entered into as per the DGS order no.7 of 2002 and revised DGS Order of 2013 which is being issued separately.
2. The agreement shall be freely entered by the seafarer with sufficient understanding of her/his rights and responsibilities on board. The original copies of the agreement shall be held by both the parties and another will be submitted to the Shipping Master concerned as per the directions in DGS order no.07 of 2002 and revised DGS order of 2013 which is being issued separately.
3. Copies of all such agreement signed for the seafarers shall be available on board with the master for verification by any authorities in any port visited by the ship, as per the directions in DGS Order No. 07 of 2002 and revised DGS order of 2013 which is being issued separately.

	<p>4. Seafarers' record of employment on board the ship shall be entered in his Continuous Discharge Certificate and given to him on his signing off.</p> <p>5. The minimum notice period to be given for an early termination is 7 days. In case of termination of contract without notice except on disciplinary grounds, pro rata payment shall be deducted. However, the minimum notice period shall not be applicable in case of termination due to emergency circumstances or compassionate grounds.</p> <p>6. A copy of the collective bargaining agreement which forms a part of the employment agreement shall be available on board the vessel in English.</p>
05.	<p><b>Use of any licensed or certified or regulated private recruited and placement service</b></p> <p style="text-align: right;">(Regulation 1.4)</p> <p>1. 'Recruitment and Placement Service' means any person, company, institution, agency or other organization, in public or private sector, which is engaged in recruiting seafarers on behalf of employers or placing seafarers with employers.</p> <p>2. No person, firm or company shall directly or indirectly, carry on the business, in India, of recruitment and placement service of any seafarer on behalf of an employer / ship owner of Indian / foreign ship, except an Indian ship-owner engaged in recruiting seafarer for his / its own Indian flag vessel or a recruitment and placement service provider registered in India &amp; holding a valid license granted under these Rules.</p>
06.	<p><b>Hours of work or rest</b></p> <p style="text-align: right;">(Regulation 2.3)</p> <p>1. Hour of work means, time during which the seafarers are required to do work on account of the ship.</p> <p>2. Hour of rest means, the period or time outside the hour of work, at which the seafarer is free to utilize himself. Meal break given in between the working hours shall not be considered as hour of rest.</p>

	<p>3. The ship owners shall ensure that the maximum hours of rest for every seafarer on board shall be not less than ten 10 hours in any 24 hours period and not less than any 77 hours in 7 day period. The minimum hour of rest shall be divided not more than two periods, one of which shall be at least six hours and the interval between the consecutive period shall not be more than 14 hours.</p> <p>4. Exceptions from the required hour of rest in para 3 above can be allowed if the rest period taken is not less than 70 hours in 7 day period. Such exceptions cannot be allowed for more than two consecutive weeks.</p> <p>The interval between two period of exceptions on board shall not be less than twice the duration of the exceptions taken into account the guidance regarding prevention of fatigue stipulated in STCW 2010.</p>
<b>07.</b>	<p><b>Manning levels for the ship</b> (Regulation 2.7)</p>
	<p>Ship owners shall ensure that the manning level on board to ensure that ships are operated safely, efficiently &amp; with due regard to security under all conditions, taking into account seafarers fatigue &amp; the particular nature &amp; conditions of the voyage.</p>
<b>08.</b>	<p><b>Accommodation</b> (Regulation 3.1)</p>
	<p>2. The requirements of accommodation code as per MLC 2006 shall apply to ships constructed after the MLC 2006 comes into force.</p> <p>3. For those ships constructed before the MLC 2006 comes into force, M.S.(Accommodation )Rules 1998 applies.( as per applicability)</p> <p>4. Weekly inspections along with documentation shall be carried out by the Master or his representative on board to ensure that the seafarers accommodation is clean, decently habitable and maintained as per the requirements of MLC 2006 code.</p>
<b>09.</b>	<p><b>On board recreational facilities</b> (Regulation 3.1)</p>
	<p>1. The requirements of accommodation code as per MLC 2006 shall apply to ships</p>

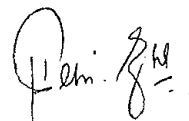
	<p>constructed after the MLC 2006 comes into force.</p> <p>2. For those ships constructed before the MLC 2006 comes into force, M.S.(Accommodation )Rules 1998 applies.( as per applicability).</p> <p>3.Taking into consideration of the guidelines in Part B of MLC 2006 and without prejudice to its requirements, the following minimum recreational facilities shall be provide on board at present;</p> <p>Television, magazines, reasonable access to ship to shore telephone communication, email and internet facilities, where available, with reasonable charges for use of these services. To be redrafted as per language in MLC.</p>
10.	<p><b>Food and catering</b></p> <p style="text-align: right;"><b>(Regulation 3.1)</b></p> <p>Ship owners shall ensure to provide food and drinking water of appropriate quality, nutritional value and quantity which covers the requirement of ship for the voyage and also takes into consideration of cultural and religious background and the food is served in hygienic condition.</p> <p>2. Ship owners shall ensure that the food is provided to the seafarers free of charge during the period of the contract period of engagement.</p> <p>3.Ship owners shall ensure that Seafarers employed as ships' cooks with responsibility for food preparation must be trained and qualified for their position on board ship.</p> <p>as stipulated in DGS order 7 of 2012(CR/Misc/1/2009) dated 17.12.12.</p> <p>4. Documented inspections shall be carried out on board the ships with an interval of 15 days, by or under the authority of the master, with respect to:</p> <p>(a) Supplies of food and drinking water;</p> <p>(b) All spaces and equipment used for the storage and handling of food and drinking water; and</p> <p>(c) Galley and other equipment for the preparation and services of meals.</p>



11.	Health and safety protection and accident prevention	(Regulation 4.3)
	<p>1. Ship owners shall adopt, implement and promote occupational safety, health policies, programmes on board ships including risk evaluation, training as well as instruction of seafarers in accordance with the provisions of safety management system(SMS) developed by it.</p> <p>2. Ship owners shall provide reasonable precautions to prevent occupational accidents, injuries and diseases on board ships including measures to reduce and prevent the risk of exposure to harmful levels of ambient factors and chemicals as well as risk of injury or diseases that may occur from the use of equipment and machineries on board ships as the laid down procedures in SMS.</p> <p>3. Ship owners shall report the details of occupation accidents, injuries occurred on board the ships in accordance with the relevant section of M. S. Act 1958.</p> <p>4. Ship owners shall ensure that the master and another designated officer on board is delegated with the responsibility for the implementation of and compliance with the ship's occupational safety and health, and related programmes policy as prescribed in SMS.</p> <p>5. Ship owner and master shall ensure that a ships safety committee is established on board and shall submit the records of its recommendations, action taken and functioning during the inspections and specify the authority of the ships seafarers selected as safety representatives to participate in meeting of the ships safety committee in accordance with the laid down procedures.</p> <p>6. Ship owners shall ensure that the safety and health of young person's on board are adequately taken care of as per the relevant provision of M.S. Act 1958.</p>	
12	On board medical care	(Regulation 4.1)
	<p>1. Ship owners shall ensure that adequate measures are provide d to the seafarers while</p>	

	<p>working on board, for the protection of their health (including dental care) and occupational health protection, and in principle, such protection and care shall be given to the seafarers with no extra cost to them.</p> <p>2. Ship owners shall ensure that seafarers on board who are in need of medical care are given to them on board ship or in a port including foreign port, at no cost to the seafarer.</p>
	<p>3. Ship owners shall ensure that the seafarers have the right to visit medical doctor or dentist without delay at any port of call, where practicable, in case of necessity, the provision of same incorporated in the M.S. Act 1958 (refer section 172, 174).</p>
	<p>4. All ships shall carry medical chest, equipment and medical guide, medical doctor as prescribed in the M. S. Act 1958 &amp; relevant rules made there under.</p>
13.	<p><b>On board complaint procedure</b> (Regulation 5.1.5)</p>
	<p>1. Ship owners shall ensure that their ships are provided with on board complaint procedures for complaints alleging breaches of the requirements of MLC 2006, as prescribed by the Director General in M.S. Notice no. 4 of 2013 (F. No. CR Grievance (on board)/75/2012 dated 30.01.13).</p>
	<p>2. A copy of the on board complaint procedure along with the details of complaint redressal officers shall be available on board and given to all seafarers in addition to the Seafarers Employment Agreement.</p>
	<p>3. The provision in this regulation is without prejudice to the seafarers' right to seek redressal through appropriate legal means.</p>
14.	<p><b>Payment of wages</b> (Regulation 2.2)</p>
	<p>1. Ship owners shall ensure payment of wages to the seafarers engaged by them,</p>

	<p>in accordance with the agreement, for their work, at no greater than monthly interval.</p> <p>2. Ship owners shall ensure that the account of wages of payment due and amounts paid, additional payments and the rate of exchange used are given to the seafarers.</p>
	<p>3. The currency exchange rate for the wage payment shall be the rate of currency exchange, unless otherwise provided, shall be in accordance with national laws or regulations, be at prevailing market rate or the official published rate and not unfavourable to the seafarers.</p>
	<p>4. Ship owners shall ensure that the seafarers are able to transmit their earnings to their families include:</p> <p>(a) A system for enabling seafarers, at the time of their entering employment or during it, to allot, if they so desire, a proportion of their wages for remittance at regular intervals to their families by bank transfers or similar means; and</p> <p>(b) A requirement that allotments should be remitted in due time and directly to the person or person nominated by the seafarers.</p>
	<p>5. Ship owners shall ensure by taking appropriate measures that the seafarers are able to transmit all or a part of their earnings to their families or any legally nominated person by the seafarer and such remittance shall be carried out by the ship owner without delay.</p>



(C. Rethinadhas)  
Deputy Director General of Shipping (Crew)

**Declaration of Maritime Labour Compliance – Part II**  
**(To be furnished by Ship owner/Contract)**

*Measures adopted to ensure ongoing compliance between inspections*

The following measures have been drawn up by the shipowner, named in the Maritime Labour Certificate to which this Declaration is attached, to ensure ongoing compliance between inspections:

*(State below the measures drawn up to ensure compliance with each of the items in Part I)*

1. Minimum age (Regulation 1.1) ☐  
.....
2. Medical certification (Regulation 1.2) ☐  
.....
3. Qualifications of seafarers (Regulation 1.3) ☐  
.....
4. Seafarers' employment agreements (Regulation 2.1) ☐  
.....
5. Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4) ☐  
.....
6. Hours of work or rest (Regulation 2.3) ☐  
.....
7. Manning levels for the ship (Regulation 2.7) ☐  
.....

8. Accommodation (Regulation 3.1)

☐

9. On-board recreational facilities (Regulation 3.1)

☐

10. Food and catering (Regulation 3.2)

☐

11. Health and safety and accident prevention (Regulation 4.3)

☐

12. On-board medical care (Regulation 4.1)

☐

13. On-board complaint procedures (Regulation 5.1.5)

☐

14. Payment of wages (Regulation 2.2)

☐

I hereby certify that the above measures have been drawn up to ensure ongoing compliance, between inspections, with the requirements listed in Part I.

Name of ship owner :

1 Company address:

Name of the authorized signatory:

Title:

Signature of the authorized signatory:

Date:

(Stamp or seal of the shipowner<sup>1</sup>)

The above measures have been reviewed by *(insert name of competent authority or duly recognized organization)* and, following inspection of the ship, have been determined as meeting the purposes set out under Standard A5.1.3, paragraph 10(b), regarding measures to ensure initial and ongoing compliance with the requirements set out in Part I of this Declaration.

Name:

Title:

Address:

Signature:

Place:

Date:

(Seal or stamp of the authority, as appropriate)

1 *Shipowner* means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the shipowner. See Article II(1)(j) of the Convention

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## GUIDANCE SHECKLIST FOR MLC 2006 INSPECTION

NB: items marked \* in the below list need only to be checked at the initial inspection of a new or substantially altered ship.

## MLC 2006

General principles (inspected )		Y/N/NA
1	Is a copy of the MLC 2006 available on board (Standard A5.1.1, para. 2)?	
Regulation 1.1 – Minimum age (inspected and certified)		Y/N/NA
2	Are all the seafarers over the age of 16?	
3	No seafarers under the age of 18 carrying out work or being employed in situations which are likely to jeopardize their health or safety?	
4	No seafarers under the age of 18 employed in night work (except where an exemption has been granted with respect training courses)?	
Regulation 1.2 - Medical certificate (inspected and certified)		Y/N/NA
5	Does the seafarer have a medical certificate that contains the following information?	
6	Full name	
7	Date of birth	
8	Position/occupation: (deck, engineer, other). Other to be specified	
9	Confirmation that the seafarer concerned is fit to undertake the duties associated with their position/occupation?	
10	In particular, a statement that the seafarer's hearing and sight and, where applicable, colour vision are all satisfactory	
11	Date of examination	
12	Name, address, contact information and/or official stamp of the duly qualified medical practitioner and/or of a vision certificate, a person recognized by the national authority	
13	Signature of the duly qualified medical practitioner or if a vision certificate, the person recognized by the national authority	
14	Does the signatory appear to be a duly qualified medical practitioner?	
15	Is the start of voyage beyond the stated expiry date or the maximum periods of validity under the national law?	
16	If medical restrictions on work, is work assigned to seafarer or performed by him/her consistent with them?	
17	Certificate(s) in English for ships on international voyages?	

18	If a seafarer is working without a valid medical certificate (e.g., for urgent cases) is the permit still valid?	
	<b>Regulation 1.3 – Training and qualifications (inspected and certified)</b>	Y/N/NA
19	Are seafarers trained or certified (in accordance with national requirements) as competent to perform their duties (e.g., have STCW certificates if relevant to the position)?	
20	Are the certificates or endorsements, if any, up to date?	
21	Is there evidence available to confirm that seafarers have completed training for personal safety on board ship?	
22	Are the qualifications listed in the Safe Manning Document being met?	
23	Is there a training manual on board?	
	<b>Regulation 1.4 – Recruitment and placement (inspected and certified)</b>	Y/N/NA
24	Is a private seafarer recruitment and placement service used?	
25	If a private seafarer recruitment and placement service is used where is it located?	
26	If the service is located in the flag State is there documentary evidence that it is licensed, certified or regulated in accordance with MLC 2006 requirements?	
27	If recruitment and placement services based in a State not party to the MLC 2006 are used, is there documentation showing that the shipowner has verified (as far as practicable) that they are operated consistently with the MLC, 2006?	
28	Is there evidence to indicate that any recruitment and placement services that are used operate a blacklist?	
29	Did seafarers pay or will they have to pay a fee or other charges for recruitment and placement services (other than costs permitted by Standard A1.4, para. 5(b))?	
	<b>Regulation 2.1 – Seafarers' employment agreements (SEA) (inspected and certified) (certified and inspection item)</b>	Y/N/NA
30	Copy of any applicable CBA (the CBA, or applicable sections of the CBA, to be in English on a ship that voyage internationally) on board?	
31	Do the seafarers' have a complete employment agreement including following mandatory information as well as any additional national requirements?	
32	Seafarer's full name	
33	Date of birth or age	
34	Birthplace	
35	Shipowner's name and address	
36	The place where and date when the SEA is entered into	
37	The capacity in which the seafarer is to be employed	
38	The amount of the seafarer's wages (or, if applicable, the formula used for calculating them)	
39	The amount of paid annual leave (at least 2.5 days/month or, if	



	applicable, the formula used for calculating it)	
40	<p>The termination of the agreement and the conditions thereof, including :</p> <p>(a) if the agreement is for an indefinite period, the conditions entitling either party to terminate it, as well as the required notice period which shall not be less for the shipowner or the seafarer.</p> <p>(b) If the agreement is for a definite period, the date fixed for its expiry.</p>	
41	The health and social security protection benefits to be provided to the seafarer by the shipowner	
42	The seafarer's entitlement to repatriation	
43	Reference to the collective bargaining agreement, if applicable	
44	Any other particulars as required by national legislation?	
45	If the SEA refers to a CBA, is a copy of the CBA, or applicable sections, on board (in English for a ship that voyages internationally)?	
46	Were seafarers given an opportunity to examine and seek advice on the SEA before signing?	
47	Do seafarers have a record of their employment on the ship (e.g. a discharge book)?	
48	Do seafarers' records of employment contain any statement about the quality of their work or wages?	
	<b>Regulation 2.2 – Wages (certified and inspection item)</b>	Y/N/NA
49	Are seafarers paid as required by their SEA or CBA (at least monthly)?	
50	Are the wages consistent with the national wages (if applicable)?	
51	Are all the elements of the wages (basic wages, leave pay, allowances, overtime etc) reflected in the seafarer's wage account?	
52	Do the hours of work recorded in the wage account correspond with the overtime records and/or hours of work and rest?	
53	Do the times of entering/leaving port, manoeuvring, making fast/letting go, loading/discharging correspond with the recorded working hours of the seafarers concerned?	
54	Are there only one set of wage accounts in use?	
55	Were any large cash advances shown on the wage accounts actually received by the seafarers?	
56	Are there any other indications of non-payment in full (e.g. payment of different wages into same bank account)?	
57	Has the seafarer authorised the master/owner to make an allotment? If so ask to see any such authorisation or allotment advice and any confirmation that it was made.	
58	Do exchange rates and service charges meet national regulations	

	<b>Regulation 2.3 – Hours of work and hours of rest (inspected and certified)</b>	Y/N/NA
59	Is there an approved standardised table of shipboard working arrangements setting out for national requirements for maximum hours of work or the minimum rest for every position posted in	
60	Does the table set out the schedule of service at sea and port and do these arrangements conform to the applicable minimum hours of rest or maximum hours of work?	
61	Is the table in the working language of the ship and in English?	
62	Do other onboard documents ( e.g., logbooks) confirm that the maximum hours of work or minimum hours of rest being followed?	
63	Are up to date records of daily hours of work or rest in the approved format available for each seafarer?	
64	Are there any indications of seafarer fatigue ?	
65	Are the national requirements, if any, for seafarers under the age 18 complied with?	
	<b>Regulation 3.4 – Entitlement to leave</b>	Y/N/NA
66	Do seafarers have the minimum paid annual leave (calculated on the basis of a minimum 2.5 days per month of employment and/or any applicable CBA) and as stated in the SEA?	
67	Is there any restriction to shore leave imposed by the shipowner/master without adequate reason?	
68	Do seafarer employment records and wage accounts confirm the leave provisions in the SEA?	
	<b>Regulation 2.5 – Repatriation (inspected)</b>	Y/N/NA
69	Do seafarers' repatriation entitlements (set out in the SEA and/or any applicable CBA) conform to national requirements for repatriation including coverage for costs and choice of destinations?	
70	Is there a copy of the national provisions on repatriation on board and is it accessible to seafarers?	
71	Has the shipowner provided financial security to ensure that repatriation will occur?	
72	Are national provisions, if any, for repatriation of seafarers under the age of 18 adequately addressed?	
	<b>Regulation 2.7 – Manning levels (inspected and certified)</b>	Y/N/NA
73	Is the ship manned in accordance with the Safe Manning	
74	Does the ship have sufficient seafarers onboard to meet concerns about safety, security and seafarer fatigue considering the particular nature and conditions of the ship's voyages	
	<b>Regulation 3.1 - Accommodation and recreational facilities (inspected and certified)</b>	Y/N/NA
	<b>General requirements</b>	
75	Are accommodation and recreational facilities decent and consistent with health and well-being?	

76	Are all accommodation and recreational facilities in a clean and tidy condition?	
77	Are there records of regular inspections by the master or designated officer of the seafarers' accommodations (in accordance with the DMLC Part II, where applicable)?	
78	*Is headroom adequate in all seafarers' accommodation where full and free movement is necessary (minimum 203 cm unless less is approved)?	
79	*Is accommodation adequately insulated?	
80	*Are the sleeping rooms located above the loadline and either amidships or aft (in ships other than passenger ships and special ships)?	
81	Are there sleeping rooms located forward of the collision bulkhead?	
82	Have appropriate materials been used for the bulkheads, floors, panelling etc.?	
83	*Sufficient drainage and appropriate lighting?	
84	Are the necessary checks being carried out to avoid hazardous levels of noise and vibration and other ambient factors and chemicals in the seafarer accommodation or recreational or catering facilities?	
	<b>Ventilation and heating</b>	Y/N/NA
85	Adequate heat for the ship's voyage in sleeping rooms and messrooms?	
86	Air conditioning if appropriate for the ship's voyages?	
87	Is ventilation adequate and functioning in accordance with national standards?	
88	Sanitary spaces ventilated to open air independently of other accommodation?	
	<b>Lighting</b>	Y/N/NA
89	Do the sleeping rooms and mess-rooms have natural light and adequate artificial light?	
	<b>Sleeping rooms</b>	Y/N/NA
90	Are individual sleeping rooms provided (unless exempted)?	
91	Are separate berths of the minimum size (inside dimensions)	
92	Are separate sleeping rooms provided for men and women?	
93	Do the number and size (including height) of the sleeping rooms conform to national standards (taking account of the number of occupants)?	
94	Do fixtures and fittings in the sleeping rooms (furniture, bedding, mosquito netting etc) conform to the national standards implementing the MLC?	
	<b>Mess rooms</b>	Y/N/NA
95	*Are the mess rooms separate from sleeping rooms and located as close as practicable to the galley (unless exempted)?	
96	Is there a common mess room and used by all personnel or are separate mess rooms provided, if appropriate?	

97	Are the size of the mess rooms and their equipment, tables and chairs sufficient for the number of persons likely to use them at any one time?	
98	*Is the floor area of each mess room on ships other than passenger ships at least 1.5 m <sup>2</sup> /person?	
<b>Recreational facilities</b>		Y/N/NA
99	Do seafarers have access to space or open spaces on deck that are accessible when off duty	
100	Do the recreational facilities conform to national standards? In particular:	
101	Where practicable, have recreation room(s) been provided for seafarers?	
102	Are the recreation rooms fitted, as a minimum, with a book case and facilities for reading, writing and, where practicable, games and a canteen?	
103	In addition to the above, has consideration been given to providing where practicable: a smoking room, television and radio reception facilities together with electronic equipment such as a television, radio, video recorders, DVD players and personal computers, a stock of films sufficient for the voyage, sports equipment such as exercise equipment, table tennis, and deck games, a suitably stocked library and, if appropriate, bars	
104	Do seafarers have reasonable access (at a reasonable charge) to ship-to-shore telephone communication, email and internet facilities?	
<b>Sanitary facilities</b>		Y/N/NA
105	*Are the toilets intended for use by more than one person separate from sleeping rooms and wash rooms but located close by and not directly accessible from either sleeping rooms or from a passage between sleeping rooms and toilets (except in the case of semi-private bathrooms used by no more than four persons)?	
106	Do all seafarers without a private bathroom have access to at least one toilet, one wash basin and one tub or shower in a convenient location?	
107	*Is there a sufficient number of the locations just mentioned? (i.e. at least the number of persons without a private bathroom divided by six, with any fraction taken to the next whole number)	
108	Are separate sanitary facilities provided for men and women?	
109	Is adequate drainage provided together with hot and cold fresh water available in all wash spaces?	
110	Are there sanitary facilities within easy access of the navigating bridge and machinery space or near the engine room control centre (unless exempted)?	
111	Are all toilets and other sanitary facilities functioning properly?	
<b>Laundry facilities</b>		Y/N/NA
112	Are appropriately situated and furnished laundry facilities	

	available?	
113	Are the laundry facilities provided with washing machines, drying machines (or adequately heated and ventilated drying rooms), and irons and ironing boards (or their equivalent).	
	<b>Hospitals</b>	
114	*If the ship is intended to be at sea for a continuous period of more than 3 days and is carrying more than 15 or more seafarers (unless an exemption has been given for coastal trade)	Y/N/NA
115	Is the accommodation easy to access and comfortable and conducive to prompt and proper attention? E.g., Has the entrance, berths, lighting, ventilation, heating and water supply been designed in such a way as to ensure the comfort and the treatment of patients and the number of hospital beds/person is in accordance with national legislation?	
116	Is the hospital being used to accommodate persons who are not sick?	
	<b>Offices</b>	
117	Have separate offices (or a common office for use by all officers of the deck and engine room departments) been provided (unless exempted)?	Y/N/NA
	<b>Regulation 3.2: Food and catering (inspected and certified)</b>	
	<b>Food and drinking water</b>	
118	Is the food and drinking water served on the ship of appropriate quantity, nutritional value and quantity, in accord with national provisions, to cover the requirements of the ship and takes into account the differing cultural and religious backgrounds of seafarers working and living on board?	Y/N/NA
119	Are seafarers charged for food?	
120	Is an adequate quantity of safe drinking water provided?	
121	Are seafarers who are responsible for food preparation trained and the ship's cooks qualified (and 18 years of age or older)?	
122	Are frequent and documented inspections of food and catering facilities including food storage areas carried out by the master or an officer?	
123	*Does the organization and equipment in the catering department permit the provision of adequate, varied and nutritious meals prepared and served in hygienic conditions? The following areas should be considered in making this evaluation:	
124	*Are the surfaces of the decks, bulkheads, deckheads and doors constructed from impervious, non-absorbent, washable and non-toxic materials, thus preventing the accumulation of dirt, reduction of condensation, the growth of undesirable mould and	
125	Has a suitable natural or mechanical ventilation system been provided and constructed to permit easy maintenance including access to filters?	

126	Is the ambient temperature in the galley acceptable?	
127	Does the galley have adequate natural or artificial lighting?	
128	*Are the drainage facilities adequate and designed/constructed to prevent contamination?	
129	Is there an adequate supply of hot and cold water available in the galley for washing food?	
130	Are the work surfaces (including the surfaces of galley equipment, and uptake grease filters) maintained in a good condition and are they easy to clean and disinfect?	
131	Are adequate facilities provided for the cleaning, disinfecting and storage of utensils and equipment?	
	<b>Food storage arrangements</b>	Y/ N/ NA
132	*Are there a sufficient number of temperature controlled food storage and handling rooms for the number of persons on board and the duration of the voyage?	
133	Are the temperatures of the deep freezers and dry provision rooms maintained in accordance with national legislation (eg -18 degrees C for deep freezers and 7 degrees C for dry provision rooms)?	
134	*Are the cold store rooms insulated and ventilated in order to maintain the correct temperatures	
135	Are the cold store room doors operable from both sides?	
136	Are the cold store rooms fitted with man trap alarms?	
	<b>Food preparation and supply</b>	Y/ N/ NA
137	Is the condition of the food satisfactory?	
138	Is the food being correctly stored with respect to stock rotation, segregation and spillages?	
139	Is the food being defrosted in cool clean conditions?	
140	Are the hot and cold holding arrangements in accordance with national legislation?	
141	Is the meal preparation to serving times satisfactory?	
142	Is the variety of the food provided satisfactory taking into account any religious requirements and cultural practices of the seafarers on board?	
	<b>Drinking water supplies</b>	Y/ N/ NA
143	Is drinking water safe and is the quality regularly monitored?	
144	Has the piping been adequately insulated where hot and cold water pipes run together?	
145	Are records available to confirm that the fresh water storage tanks have been cleaned and disinfected within the last 12 months?	
146	Are records available to confirm that shower heads (where fitted)	
147	Are the fresh water loading hoses capped and stored correctly?	
148	Are records available to confirm that the fresh water loading hoses are being regularly disinfected?	
	<b>Hygiene</b>	Y/ N/ NA
149	Are there adequate facilities for hand washing and drying?	

150	Are there sufficient cleaning agents available?	
151	Are the chemical cleaning agents being stored correctly?	
152	Are there sufficient cleaning cloths available and being used correctly?	
153	Are separate chopping boards being used for different foods to prevent cross contamination?	
154	Are the arrangements for disposing of food waste in accordance with national legislation?	
155	Are there any signs of vermin or pests being present in the food areas?	
<b>Catering staff</b>		Y/N/NA
156	Are the catering staff wearing clean and suitable personal protective clothing?	
157	Is personal protective clothing available for use (and being used)?	
158	Are the training records of the ship's cook and other catering staff available?	
159	Are there any indications that catering staff have insufficient knowledge of food safety?	
<b>Regulation 4.1 – Medical care on board ship and ashore (inspected and certified)</b>		Y/N/NA
160	Is the health of seafarers adequately protected on the ship and do they have prompt access to adequate medical care including essential dental care?	
161	Is health protection and care provided free of charge to seafarers?	
162	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?	
163	Is there an approved medical form in use and is it kept confidential?	
164	Is the medicine chest, medical equipment and medical guide in compliance with national legislation?	
165	Do the onboard hospital and medical care facilities meet national requirements for the ship? (see also #115 above)	
166	Are seafarers permitted by the shipowner to visit a qualified medical doctor or dentist in port (where practicable) without delay?	
167	Does the ship have a procedure in place for radio or satellite communication for medical assistance?	
<b>Regulation 4.2 – Shipowners' liability (inspected)</b>		Y/N/NA
168	Does the SEA and/or relevant CBA say that the shipowner is to provide seafarers with material assistance and support with respect to the financial consequences of sickness, injury or death whilst serving under the SEA or arising from their employment under the SEA?	
169	Is the shipowner responsible for costs in respect to sickness and injury to seafarers during employment or arising from their	

	employment?	
170	Are all costs in respect to sickness and injury covered (including medical treatment and supply of necessary medicines and therapeutic appliances and board and lodging away from home)?	
171	Is the shipowner responsible for continuing to cover those medical costs for at least the minimum periods provided for under the national law?	
172	Is the shipowner responsible for full wages (where sickness or injury results in incapacity for work) while seafarer is on board or until repatriated and payment of wages as per the national legislation or an applicable CBA, once landed or repatriated?	
173	Is the shipowner responsible for paying costs of burial expenses in the case of death occurring on board or ashore during the period of engagement? (unless exempted by national legislation)	
174	Has the shipowner provided financial security to assure compensation in the event of death or long-term disability as set out in the SEA and/or CBA and national legislation?	
175	Are measures in place to safeguard seafarers' property left on board by sick, injured, or deceased seafarers?	
	<b>Regulation 4.3 - Health &amp; safety protection &amp; accident prevention (inspected and certified)</b>	Y/N/NA
176	Are seafarers provided with occupational health and safety protection and accident prevention in accordance with national requirements?	
177	Is the living, working and training environment onboard ship safe and hygienic?	
178	Does the ship have an occupational safety and health policy and programme (with special attention paid to protecting seafarers under the age of 18)?	
179	Is there a ship safety committee (for ships with 5 or more seafarers) with seafarers appointed or elected as ships safety representatives?	
180	Is the ship safety committee functioning (is there a record of meetings and/or actions)? Are the issues raised by the safety committee and safety inspections being addressed in a timely manner?	
181	Are there procedures in place and followed for reporting and recording and investigating unsafe conditions and onboard occupational accidents?	
182	Has a proper risk assessment been carried out for onboard occupational safety and health management?	
183	Is there training and instruction of seafarers regarding occupational safety and health and accident prevention?	
184	Are the national provisions for specific areas or equipment and practices and matters being complied with. <b>In particular:</b>	
185	general and basic provisions?	



186	structural features of the ship, including means of access and asbestos-related risks?	
187	machinery?	
188	the effects of the extremely low or high temperature of any surfaces with which seafarers may be in contact?	
189	the effects of noise in the workplace and in shipboard accommodation?	
190	the effects of vibration in the workplace and in shipboard accommodation?	
191	the effects of other ambient factors in the workplace and in shipboard accommodation, including tobacco smoke?	
192	special safety measures on and below deck?	
193	loading and unloading equipment?	
194	fire prevention and fire-fighting?	
195	anchors, chains and lines?	
196	dangerous cargo and ballast?	
197	personal protective equipment for seafarers?	
198	work in enclosed spaces?	
199	physical and mental effects of fatigue?	
200	the effects of drug and alcohol dependency?	
201	HIV/AIDS protection and prevention?	
202	emergency and accident response?	
203	Are reasonable precautions being taken on the ship to prevent occupational accidents, injuries and diseases including risks of exposure to harmful levels of ambient factors and chemicals and well as risk of injury or disease that may result from the use of equipment and machinery on the ship?	
204	Are seafarers aware of the guidelines appertaining to the management of occupational health and safety?	
205	Is the access/egress satisfactory?	
206	Are any openings in the decks etc guarded or covered?	
207	Is personal protective equipment in good order and being maintained correctly?	
208	Is personal protective equipment being used correctly?	
209	Are machinery guards correctly secured in place (including those in way of hot/cold surfaces)?	
210	Do machinery emergency stop devices function correctly?	
211	Are seafarers aware of the risks posed by enclosed spaces and the procedures required to enter them?	
212	Are seafarers aware of the guidelines appertaining to the management of occupational health and safety?	
213	Have the risks posed to young persons been addressed?	
214	Are safety inspections (where required by national legislation)	
<b>Regulation 4.5 – Social security (inspection item)</b>		Y/N/NA
215	Are the seafarers covered by flag State social security protection? (or by an arrangement between the flag State and	

	another State?	
216	Does the SEA contain the required information on any social security protection (in addition to medical protection) to be provided by the shipowner?	
217	If it is a contributory system, is there evidence available to confirm that the mandatory contributions are being made?	
	<b>Regulation 5.1.5 – On-board complaint procedures (inspected and certified)</b>	Y/N/NA
218	Does the ship have onboard procedures for the fair, effective and expeditious handling of seafarer complaints? (if model procedures have been adopted by the competent authority are they consistent with these procedures?) The procedures must address the following matters:	
219	Do seafarers have a right to be accompanied or represented during the procedure?	
220	Do seafarers have a right to complain directly to the master and to appropriate external authorities	
221	Are there safeguards to protect seafarers from victimization for making complaints?	
222	Do the onboard procedures include contact information for the competent authority in the flag State and persons who can provide confidential and impartial advice and assistance?	
223	Are all seafarers given a copy of the onboard procedures for the ship (in the working language of the ship)?	

## ANNEXURE - V

SHIP VOLUNTARY INSPECTION REPORT  
(To be submitted by R. O(S))

REF.: IRS/MLC/

DATE:

NAME OF SHIP:		INSPECTED AT:	
PORT OF REGISTRY:		GT:	
OFFICIAL NO/CALL SIGN:		SHIP TYPE:	
DATE OF BUILD:		IMO NO:	
CLASS:			
COMPANY NAME:			
ADDRESS:			
MLC 2006 CERTIFICATE NO:		ISSUED BY:	
INTERMEDIATE INSPECTION DATE:		LOCATION:	
SCOPE (SHIP TYPE):		VALID TILL:	
DMLC PART I.		ISSUED ON:	VALID TILL:
ISSUED BY			
DMLC PART II.		ENDORSED ON:	INSPECTION DATE(S)
NO OF DEFICIENCIES:			
DEFICIENCIES CLEARED:		YES/NO/NA	
SUMMARY OF RECOMMENDATIONS:			
COPIES OF ALL DEFICIENCIES(AS APPROPRIATE) ARE ATTACHED TO THIS REPORT:			
YES/NO			
VOLUNTARY:	MANDATORY:	FLAG:	
YES/NO	YES/NO		
ADDITIONAL INSPECTION REQUIRED? : YES/NO			
SIGNATURE OF TEAM LEADER:		NAME & SIGNATURE OF SHIPMASTER	

\* Delete as appropriate

**Statement of Compliance**(Short Term Voluntary  
Maritime Labour Compliance)**(To be issued by the recognized Organization)***(Note: This Certificate shall have a Declaration  
of Maritime Labour Compliance attached)*

The Statement of Compliance of the Maritime Labour Convention, 2006

(referred to below as "the Convention")

here below is issued under the authority of the

**Government of India**

By the Indian register of Shipping (Recognized Organization)

under the authority of the Director General of Shipping, Jahaz Bhavan, Walchand Hirachand  
Marg, Ballard Estate Mumbai – 400001, India under the provisions of the Convention

Particulars of the ship	
Name of ship	:
Distinctive number or letters	:
Port of registry	:
Date of registry	:
Gross tonnage 1	:
IMO number	:
Type of ship	:
Name and address of the ship owner 2	:

↑ This is to certify, for the purposes of Standard A5.1.3, paragraph 7, of the Convention, that:

- (a) this ship has been inspected, as far as reasonable and practicable, for the matters listed in Appendix A5-I to the Convention, taking into account verification of items under (b), (c) and (d) below;

(b) the shipowner has demonstrated to the competent authority or recognized organization that the ship has adequate procedures to comply with the Convention;

(c) the master is familiar with the requirements of the Convention and the responsibilities for implementation; and

(d) relevant information has been submitted to the competent authority or recognized organization to produce a Declaration of Maritime Labour Compliance.

This Certificate is valid until ..... subject to inspections in accordance with Standards A5.1.3 and A5.1.4.

Completion date of the inspection referred to under (a) above was.....

Signature of the duly authorized official

Issuing the Statement of Compliances .....

(Seal or stamp of issuing authority, as appropriate)

Note:

1 For ships covered by the tonnage measurement interim scheme adopted by the IMO, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969). See Article II(1)(c) of the Convention.

2 Ship owner means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on ship owners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the ship owner. See Article II(1)(j) of the Convention.