
Maritime Labour Convention 2006

Notice to ship owners, managers, Masters, Approved Nautical Inspectors, Recognised Organisations & surveyors, and Seafarer Recruitment & Placement Providers

This Notice supersedes BMA Information Bulletin No.127

1. Purpose

- 1.1. This Marine Notice provides information on the Bahamas' implementation of the International Labour Organization (ILO) Maritime Labour Convention [as amended](#), 2006 (MLC 2006 – [as amended](#)).
- 1.2. This Notice should be read in conjunction with:
 - i. MLC 2006, as amended;
 - ii. ILO Resolutions relating to MLC 2006;
 - iii. The Merchant Shipping (Maritime Labour Convention) Regulations 2012;
 - iv. Merchant Shipping (Maritime Labour Convention)(Amendment) Regulations 2018;
 - v. Bahamas Maritime Authority (BMA) Marine Notices, Information Notices and Information Bulletins relating to MLC 2006, seafarers, manning and training;
 - vi. ILO "Guidelines for flag State inspections under MLC 2006",
 - vii. ILO "Guidelines for port State control officers carrying out inspections under MLC 2006";
 - viii. Other relevant ILO guidelines relating to labour conditions.

2. Application

- 2.1. MLC 2006 applies to all seafarers and all ships ordinarily engaged in commercial activities, whether publicly or privately owned, except as specified in this Notice.
- 2.2. Ships constructed on or after 20 August 2013 shall comply with the accommodation standards specified in Title 3 of MLC 2006 [as amended](#), except as specified in this Notice.

3. Bahamas legislation and requirements

- 3.1. The Bahamas Merchant Shipping (Maritime Labour Convention) Regulations 2012, as amended, implement the MLC 2006 ([as amended](#)) provisions.

- 3.2. The advice to Administrations in Part B of the MLC 2006 Code is for guidance and does not need to be applied by the shipowner unless specifically referred to in Bahamas legislation or BMA Marine Notices. However, the guidance should be taken into account by a shipowner when implementing the provisions of MLC 2006 [as amended](#).
- 3.3. The Merchant Shipping (Crew Accommodation) Regulations 1978, as amended, remain applicable to the accommodation standards for ships constructed prior to 20 August 2013. Please refer to Marine Notice 39.

4. Shipowner

- 4.1. For the purpose of this Notice and unless otherwise stated, the definition of “shipowner” shall be as defined in the MLC 2006 [as amended](#), i.e.:

“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 organization or persons fulfil certain of the duties or responsibilities on behalf of the shipowner.”

- 4.2. The Shipowner, ISM Manager, and entity that has assumed and agreed to MLC 2006 ([as amended](#)) duties and responsibilities are required to be duly recorded on the evidence of financial security, as their names appear in the chosen International Group Protection & Indemnity (P&I) or Bahamas approved non-International Group P&I Insurer.
- 4.3. The BMA is mindful of the ISM Code requirements for the safety management system to ensure compliance with mandatory rules and regulations. Accordingly, the BMA considers that in the absence of any document from the owner of the ship to the contrary, the ISM Manager shall be deemed to be the shipowner for the purposes of MLC 2006 ([as amended](#)).
- 4.4. To ensure effective communication and management of MLC 2006 ([as amended](#)) matters and to avoid potential delays, the owner of the ship should provide the BMA with a point of contact for matters relating to MLC 2006 ([as amended](#)) if this point of contact is different than the ISM Manager Designated Person Ashore (DPA).

5. Seafarers

- 5.1. The BMA uses the guidance in MLC 2006 ([as amended](#)) Resolution VII to determine if a person engaged or employed onboard an applicable ship is considered a seafarer for the purpose of MLC 2006 ([as amended](#)). Among other factors taken into consideration are:

- i. if the nature of work is not part of the routine business of the ship;
 - ii. although trained and qualified in maritime skills, the persons concerned perform key specialist functions that are not part of the routine business of the ship;
 - iii. the work the person performs is occasional and short term, with the principal place of employment being onshore; and
 - iv. all Seafarer Employment Agreement (SEA), or Collective Bargaining Agreement (CBA) forming part thereof, or Contract of Employment, complies with MLC, 2006 ([as amended](#)).
- 5.2. The Bahamas considers that the following persons **are not** seafarers for the purpose of MLC 2006 ([as amended](#)):
- i. Port workers, including travelling stevedores;
 - ii. Pilots and port officials;
 - iii. Ship surveyors and auditors;
 - iv. Equipment repair/service technicians and riding crew whose principal place of employment is onshore;
 - v. Guest entertainers who work occasionally and short term on board with their principal place of employment being onshore;
 - vi. Shipowner's shore-based personnel;
 - vii. Chief storekeeper;
 - viii. Vessel HSE Officer; and
 - ix. Riding crew.
- 5.3. If the shipowner deems that there is any other category of persons who should not be considered seafarers for the purpose of MLC 2006 ([as amended](#)), an application containing the following should be submitted to mlc@bahamasmaritime.com:
- i. The category or capacity of the persons;
 - ii. the duration of the stay on board of the persons concerned;
 - iii. the frequency of periods of work spent on board;
 - iv. the location of the person's principal place of work;
 - v. the purpose of the person's work on board;
 - vi. who is responsible for the labour and social conditions for the persons;
 - vii. whether an agreement is in place for the persons and if the shipowner has assessed it to ascertain if it is comparable with MLC 2006.
- 5.4. The shipowner will be advised of the outcome of the assessment and if the affected person has been determined to not be a seafarer for compliance either fully or in part with the MLC 2006 ([as amended](#)) requirements, a "**Statement of Interpretation**" will be provided to supplement the DMLC Part I. As the determination will be based on the

information provided by the shipowner, any change of shipowner will invalidate the Statement of Interpretation.

- 5.5. The shipowner should note that where, following the assessment of the information specified in 5.3, the BMA has determined that the MLC 2006 (as amended) is either not applicable or partially applicable to a person or persons employed on board, the following minimum requirements remain applicable:
- i. The authority of the Master (or Offshore Installation Manager where a Master is not on board) for the overall safety and security of the ship and compliance with any relevant Bahamas requirements;
 - ii. Minimum age: Persons shall be 16 years or older;
 - iii. Medical certificate: Persons, who hold any STCW certificate, shall have a valid medical certificate. For all other person serving onboard, the shipowner should verify that the affected person(s) is medically fit taking into consideration the shipboard environment;
 - iv. Training or instructions: Persons working on board shall be duly trained or instructed for their assigned shipboard duties if any duties that are related to safety, security or environmental protection;
 - v. Hours of rest: Persons assigned safety, security or environmental protection shipboard duties shall comply with the STCW hours of rest requirements;
 - vi. Medical care: The person shall have access to on board medical care;
 - vii. Health and safety protection and accident prevention: The onboard occupational health and safety and accident prevention policies should be applicable;
 - viii. On board complaints: The person should have access to the on board procedures for dealing with complaints;
 - ix. Employment period onboard: Persons should not be employed or engaged onboard for periods exceeding 12 months;
 - x. Repatriation: The shipowner should verify that there are measures to enable the repatriation of the persons employed or engaged onboard within 12 months of signing SEA, CBA and/or Contracts of Employment;
 - xi. Wages: shall be paid for their work regularly and in full in accordance with their SEA, CBA and/or Contract of Employment.
- 5.6. For the purpose of compliance of MLC 2006 (as amended), the above-mentioned personnel are required to comply with the training and certification requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended (STCW) and/or other international requirements if this is required as a result of their assigned shipboard duties.
- 5.7. All persons employed on board ships shall receive safety familiarisation training or instruction prior to being assigned shipboard security or environmental duties. The

BMA will accept training or instruction as being approved if documented in the vessel's safety management system or in-service training as approved by the BMA.

- 5.8. All persons employed on board ships to which the International Code for the Security of Ships and of Port Facilities (ISPS Code) is applicable shall receive security-related familiarisation training prior to being assigned shipboard duties. The BMA will accept that training is approved if the training is documented in the vessel's safety management system or in-service training has been approved by the BMA.
- 5.9. The Bahamas' position on any matters which require interpretation and clarification will continue to be dealt with on a case-by-case basis and, if required, the resulting decision(s) disseminated in the form of a Marine Notice, Information Notice or a "Statement of Interpretation" as referenced above.

6. MLC 2006 Amendments of 2018 and 2022

- 6.1. The amendments do not necessitate any immediate changes to the Declaration of Maritime Labour Compliance (DMLC) Part I. As such, changes to the DMLC Part II are not necessary unless there are references therein that are not in compliance with the 2018 and [2022 amendments](#).

7. Ships

- 7.1. Ships constructed prior to 20 August 2013 are deemed to be existing ships for the purposes of accommodation standards and accordingly Title 3 provisions of the MLC 2006 are not applicable to these ships. Please refer to Marine Notice 39.
- 7.2. The Bahamas considers that the following ship types **are not** ships for the purpose of MLC 2006 ([as amended](#)):
- i. Ships that are trading and/or operating exclusively between ports and facilities within The Bahamas;
 - ii. Offshore units whose primary service is in operations for the exploration, exploitation or production of resources on or beneath the sea-bed and are not ordinarily engaged in navigation or international voyages (e.g. MODUs, drill ships, jack-up platforms, accommodation platforms, Floating Production, Storage and Offloading units (FPSO), purpose built or permanently converted Floating Storage and Offloading/Floating Storage Units (FSO, FSU, FSRU, etc.);
 - iii. Objects under tow;
 - iv. Non-propelled barges;
 - v. Charter (commercial) yachts of less than 24 meters in length;
 - vi. Private (non-commercial) yachts of any size.

- 7.3. Shipowners should note that for ships to which the BMA has determined that the MLC 2006 ([as amended](#)) is not applicable, in accordance with 7.2 above, the following requirements remain applicable:
- i. The authority of the Master (or Offshore Installation Manager where a Master is not onboard) for the overall safety and security of the ship and compliance with any relevant Bahamas requirements;
 - ii. Minimum age: All persons working on board shall be 16 years of age or older;
 - iii. Medical certificates: Persons, who hold any STCW certificate, shall have a valid medical certificate. For all other person serving onboard, the shipowner should verify that the affected person(s) is medically fit taking into consideration the shipboard environment;
 - iv. Training and qualifications: Persons working on board shall be duly trained, instructed or certified for their shipboard duties;
 - v. Manning levels: The vessel shall be manned in accordance with the Minimum Safe Manning Document issued by the BMA;
 - vi. Hours of rest: Persons assigned safety, security or environmental protection shipboard duties shall comply with the STCW hours of rest requirements;
 - vii. Accommodation: Decent accommodation and recreational facilities should be provided for all persons on board and a hospital should be provided if there are more than 15 persons on board;
 - viii. Food and drinking water: Good quality food and drinking water shall be provided on board;
 - ix. Medical care: The ship shall carry a medical chest, medical equipment and appropriate medical guide or references. A medical doctor or person in charge of medical care shall be carried;
 - x. Health and safety protection and accident prevention: The vessel shall have on board occupational health and safety and accident prevention policies;
 - xi. On board complaints: The ship shall have on board procedures for dealing with complaints;
 - xii. Repatriation: There shall be measures to enable the repatriation of all persons on board;
 - xiii. Employment period onboard: Persons should not be employed or engaged onboard for periods exceeding 12 months
 - xiv. Wages: all seafarers shall be paid their wages for their work regularly and in full, in accordance with their SEA, CBA and/or Contract of Employment.
- 7.4. Shipowners operating ships to which the BMA has determined that the MLC 2006 ([as amended](#)) is not applicable, in accordance with 7.2 above, may request voluntary compliance with the MLC 2006 ([as amended](#)) requirements. Taking into consideration the rights and principles of the Convention, the BMA recommends that such ships and their shipowners aim to comply with MLC 2006 ([as amended](#)) to the maximum extent possible, including maintenance of a DMLC Part I and II.

8. Certification

8.1. Certification is mandatory for commercial ships of 500 gross tons and above. Compliance for these ships is evidenced by a Maritime Labour Certificate, to which is annexed a Declaration of Maritime Labour Compliance (DMLC).

8.2. DMLC Part I

8.2.1. The DMLC Part I references the relevant Bahamas requirements relating to MLC 2006 (as amended).

8.2.2. The format of the Bahamas DMLC Part I is provided in Appendix I to this Notice.

8.2.3. The shipowner shall apply to the BMA for the DMLC Part I by completing a DMLC Part I application form (R109), which is available to download from the BMA website <https://bahamasmaritime.com>.

8.2.4. A new DMLC Part I will be required;

- i. where there is a change of the ship's particulars as recorded on the DMLC Part I, or
- ii. any changes to the exemptions or equivalent arrangements, or
- iii. Change of Registered Shipowner or address, or
- iv. Change of Shipowner (MLC) or address, or
- v. Change of financial security provider, or
- vi. Applying for Statement of Interpretation (SOI) of the determination of ship (as per MLC 2006 Article II(4), or
- vii. Every 5 years after the issue date.

8.2.5. A revised DMLC Part I is not required for a change of ISM Manager unless the ISM Manager is also the shipowner for the purpose of MLC 2006, as noted in Section 4 of this Notice.

8.3. DMLC Part II

8.3.1. The DMLC Part II is developed by the shipowner in response to the flag State requirements set out in the DMLC Part I to demonstrate the shipowner's compliance with MLC 2006. The example format of a DMLC Part II shown in Appendix II to this Notice may be used as guidance in the development of this document.

8.3.2. The DMLC Part II shall be signed by either:

- i. the shipowner, or
- ii. the entity who has assumed the responsibility for the operation of the ship from the owner and agreed to take over the MLC 2006 duties and responsibilities (see section 4 of this Notice). In the case of such delegation, the shipowner should not sign the DMLC Part II on behalf of this entity.

8.3.3. A revised DMLC Part II is required where there is a change of shipowner or a change to the measures to ensure compliance with the provisions of the DMLC Part I.

8.4. ***Documentary evidence of financial security***

8.4.1. Subsequent to issuing the DMLC Part I and on an annual basis (or on renewal of financial security) thereafter, the shipowner shall provide the BMA with documentary evidence of valid financial security.

8.4.2. The BMA will review the submitted information for MLC 2006 (as amended) compliance and, if accepted, will issue a Statement, valid for the same period as financial security, verifying that the financial security complies with the MLC 2006 (as amended) provisions.

8.4.3. Valid documentary evidence of financial security is to be provided with the initial application and in the following circumstances:

- i. Change of the registered shipowner whose name is recorded in the P&I records and the issued evidence of financial security.
- ii. Change to ISM Manager which invalidates the existing P&I issued evidence of financial security;
- iii. Change of the ship's gross tonnage; and
- iv. Changes to exemptions or equivalent arrangements.

8.4.4. Where there has been a change of the means of financial security provider, or renewal of financial security as recorded on the initial DMLC Part I application form, the application form shall be used to declare the change and/or renewal.

8.5. ***Inspections***

8.5.1. Port State control inspections focus on the relevant requirements of the Convention (Articles, Regulations and the Standards in Part A).

- 8.6. The BMA has appointed its Recognised Organisations, as listed in [Marine Notice 02](#)¹, as Recognised Organisations for the purpose of MLC 2006 (as amended) inspection and certification.
- 8.7. The Recognised Organisation carrying out the MLC 2006 (as amended) inspection need not be the Classification Society for the ship, nor the issuing body of the Safety Management Certificate or International Ship Security Certificate.
- 8.8. The ILO document [Guidelines for Flag State Inspections](#)² is to be used by Recognised Organisations so that a common standard for inspection and certification is applied. Shipowners are encouraged to use the guidelines as a part of their preparation for inspections.
- 8.9. MLC 2006 (as amended) inspection and certification is independent of other statutory surveys, audits or inspections.

9. Equivalency, exemption or exception

- 9.1. Any applications for the acceptance of an equivalency, exemption or exception from MLC 2006 requirements shall be submitted to the BMA at the time of requesting the DMLC Part I.
- 9.2. Applications for exemptions relating to structural requirements for ships (i.e. provisions of Title 3 of MLC 2006 – as amended) shall be submitted to the BMA as outlined in BMA Marine Notice 08.
- 9.3. The BMA will assess the application and, where applicable, the equivalency or exemption will be included on the DMLC Part I. Any exception or interpretation will also be issued as separate document. However, it should be noted that where a Title 3 exemption is granted to a ship constructed prior to 20 August 2013, this **will not** be recorded on the DMLC Part I.
- 9.4. If, subsequent to the issuance of the DMLC Part I, the shipowner requires consideration of an equivalency or exemption, a new application for DMLC Part I will be required and, if the application is granted, an amended DMLC Part I, DMLC Part II and inspection for a Maritime Labour Certificate will be required.
- 9.5. If, subsequent to the issuance of the Maritime Labour Certificate, the shipowner requires consideration of an exception, an application should be submitted and if the application is granted, an amended DMLC Part II and inspection for a Maritime Labour Certificate will be required.

¹ <https://www.bahamasmaritime.com/wp-content/uploads/2021/03/MN002-Authorised-Classification-Societies.pdf>

² http://www.ilo.org/wcmsp5/groups/public/---ed_norm/---normes/documents/publication/wcms_101788.pdf

- 9.6. Any equivalency, exemption or exception will require a re-assessment if there are any changes to the issuing conditions or change of shipowner/manager.
- 9.7. Where the application for an equivalency, exemption or exception is deemed to be related to a Bahamas interpretation of MLC 2006 ([as amended](#)) provisions (e.g. format of record keeping, determination of seafarer), the BMA may issue a "Statement of Interpretation" to supplement the DMLC and Maritime Labour Certificate.

10. Fees

- 10.1. The fee for issuing a DMLC Part I is outlined in [Marine Notice 50](#)³.
- 10.2. Additional fees will be charged for the review of any requested exemption or equivalence and review of financial security provisions. Where the same exemption or equivalency is requested for a number of ships under the same shipowner, the fee will be charged once.

11. Queries

- 11.1. Any queries on this Notice may be submitted to mlc@bahamasmaritime.com or any BMA office.

³ <https://www.bahamasmaritime.com/wp-content/uploads/2021/01/MN050-Fee-Schedule-v2.2-ID-2371589.pdf>

[illegible]

Appendix I: Format of DMLC Part I

Maritime Labour Convention, 2006

Declaration of Maritime Labour Compliance – Part I

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

Issued by **The Bahamas Maritime Authority** under the authority of the government of The Commonwealth of The Bahamas, *in accordance with section 7 of The Merchant Shipping (Maritime Labour Convention) Regulation 2012*

With respect to the provisions of the Maritime Labour Convention, 2006, the following referenced ship:

Name of Ship	IMO Number	Gross Tonnage

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

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

- (a) the provisions of the Maritime Labour Convention are fully embodied in the national requirements referred to below;
- (b) these national requirements are contained in the national provisions referenced below; explanations concerning the content of those provisions are provided where necessary;
- (c) the details of any substantial equivalencies under Article VI, paragraphs 3 and 4, are provided <under the corresponding national requirement listed below> <in the section provided for this purpose below> (strike out the statement which is not applicable);
- (d) any exemptions granted by the competent authority in accordance with Title 3 are clearly indicated in the section provided for this purpose below; and
- (e) any ship-type specific requirements under national legislation are also referenced under the requirements concerned.

1. Minimum age (Regulation 1.1)

Regulation 11 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 32

2. Medical certification (Regulation 1.2)

Regulation 12 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 28

3. Qualifications of seafarers (Regulation 1.3)

Regulation 13 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011 and Merchant Shipping (Training, Certification, Watchkeeping and Manning) (Amendments) Regulations 2016

BMA Marine Notices 14, 15, 16, 17, 19, 20, 21, 27,37

4. Seafarers' employment agreements (Regulation 2.1)

Regulations 15, 16, 18 and 19 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 345. **Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4)**

Regulation 14 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 386. **Hours of work or rest (Regulation 2.3)**

Regulation 17 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Regulations 28, 29 Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011

BMA Marine Notice 357. **Manning levels for the ship (Regulation 2.7)**

Regulation 21 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Regulations 22, 23, 24 of Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011

BMA Marine Notices 15 & 188. **Accommodation (Regulation 3.1)**

Regulation 22 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Merchant Shipping (Crew Accommodation) Regulations 1978

BMA Marine Notice 39

9. On-board recreational facilities (Regulation 3.1)

Regulation 22 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 39

10. Food and catering (Regulation 3.2)

Regulation 23 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notices 37 & 39

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

Regulation 26 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 36

12. On-board medical care (Regulation 4.1)

Regulation 24 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 40

13. On-board complaint procedures (Regulation 5.1.5)

Regulation 30 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Marine Notice 33

14. Payment of wages (Regulation 2.2.1)

Financial security for payment of seafarers held captive as a result of acts of piracy or armed robbery

Merchant Shipping (Maritime Labour Convention) Regulations 2012, as amended by Merchant Shipping (Maritime Labour Convention) (Amendment) Regulations 2018

BMA Marine Notice 43

15. Financial Security for repatriation (Regulation 2.5)

Regulations 5, 19 and 19A of Merchant Shipping (Maritime Labour Convention) Regulations 2012 as amended by Merchant Shipping (Maritime Labour Convention) (Amendment) Regulations 2016

BMA Marine Notices 34 & 43

16. Financial Security for shipowners' liability (Regulation 4.2)

Regulations 5, 20 and 25 of Merchant Shipping (Maritime Labour Convention) Regulations 2012 as amended by Merchant Shipping (Maritime Labour Convention) (Amendment) Regulations 2016

BMA Marine Notices 34, 42 & 43

Stamp of the authority

Signature:

Name:

Title:

Place:

Date:

Substantial equivalencies

No equivalency has been granted.

The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, of the Convention, except where stated above, are noted:

Substantial equivalencies:

See Annex

Stamp of the authority

Signature:

Name:

Title:

Place:

Date:

Exemptions

No exemption has been granted.

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

Exemptions:

See Annex

Stamp of the authority

Signature:

Name:

Title:

Place:

Date:

DMLC Part I ANNEX: Details of Substantive Equivalencies/Exemptions

EXAMPLE

Appendix II: Example Format of DMLC Part II

Maritime Labour Convention, 2006

Declaration of Maritime Labour Compliance – Part II

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 2.2.1) ☐

.....

15. Financial Security for repatriation (Regulation 2.5) ☐

.....

16. Financial Security for shipowners' liability (Regulation 4.2) ☐

.....

.....

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 shipowner⁴:

.....

Company address:

.....

Name of the authorized signatory:

⁴ 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.

.....

Title:

Signature of the authorized signatory:

.....

Date:

(Stamp or seal of the shipowner¹)

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)