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## **INFORMATION BULLETIN No. 127**

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### **Maritime Labour Convention 2006**

#### **Guidance and Instructions for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, Ship Owners, Managers, Masters, Seafarers, and Recruitment and Placement Providers**

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#### **1. Purpose**

- 1.1. This Bulletin provides all parties with guidance on the Bahamas implementation of the International Labour Organisation (ILO) Maritime Labour Convention, 2006 (MLC 2006) requirements.
- 1.2. This Bulletin should be read in conjunction with:
  - i. MLC 2006;
  - ii. ILO Resolutions relating to MLC 2006;
  - iii. The Merchant Shipping (Maritime Labour Convention) Regulations 2012;
  - iv. Bahamas Maritime Authority (BMA) Information Bulletins relating to MLC 2006, seafarers, manning and training;
  - v. ILO "Guidelines for flag State inspections under MLC 2006",
  - vi. ILO "Guidelines for port State control officers carrying out inspections under MLC 2006";
  - vii. Other relevant ILO guidelines relating to labour conditions.

1.3.1 For the purpose of this Bulletin and unless otherwise stated, the definition of "shipowner" shall be as defined in the MLC 2006, 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."*

- 1.3.2 The BMA is also mindful of the ISM Code requirements for the safety management system to ensure compliance with mandatory rules and regulations.
- 1.3.3 Accordingly the BMA considers that in the absence of any document from the owner of the ship to the contrary then the ISM Manager shall be deemed to be the shipowner for MLC 2006 purposes and if there are any aspects of MLC 2006 that have been delegated by the owner of the ship to another entity then the owner of the ship shall provide the ISM Manager with this information including documentary evidence of the delegated responsibility. If the delegated responsibilities relate to seafarer employment agreement (SEA), there should be a clear reference to the contractual agreement between the owner of the ship and the entity employing the seafarer in the SEA.
- 1.3.4 Where there is more than one entity with MLC 2006 responsibilities and the ISM Manager has not been delegated with the responsibility for all SEA, then:
- i. A copy of the contractual agreement in relation to MLC 2006 compliance between the registered Owner and all entities shall be maintained with the Maritime Labour Certificate; and
  - ii. The ISM Manager shall ensure that each seafarer has a SEA and that there is evidence of financial security for the repatriation of the affected seafarer.
- 1.3.5 To ensure effective communication and management of MLC 2006 matters and avoid any delays to vessels, the BMA would request that the owner of the ship provides a point of contact for matters relating to MLC 2006 if this point of contact is different than the ISM Manager.

## **2 Application and interpretation**

- 2.1. MLC 2006 applies to all seafarers and all ships, whether publicly or privately owned, ordinarily engaged in commercial activities, except as specified in 2.1.2, 2.2 and 2.6 below.
- 2.1.2 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. Additional guidance is provided in BMA Bulletin 139.

- 2.2. The Bahamas has determined that the following will not be considered ships for the purpose of application of the requirements of MLC 2006:
- 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, 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) etc.);
  - iii. Commercial yachts of less than 24 meters in length;
  - iv. Yachts in non-commercial use of any size.
- 2.3. Companies operating ships to which the BMA has determined that the MLC 2006 is not applicable, in accordance with 2.2 above, should note the following requirements are 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 Company 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 onboard;

- xiii. Employment period onboard: Persons should not be employed or engaged onboard for periods exceeding 12 months.
- 2.4. Companies operating ships to which the BMA has determined that the MLC 2006 is not applicable, in accordance with 2.2 above, may request voluntary compliance with the MLC 2006 requirements. Taking into consideration the rights and principles of the Convention, the BMA recommends that such ships and their shipowners aim to comply to the maximum extent possible with the MLC 2006 requirements including maintenance of a DMLC Party I and II.
- 2.5. In relation to seafarers, the BMA will be using the guidance in MLC 2006 Resolution VII in order to determine if a person engaged or employed onboard an applicable ship is a seafarer for the purpose of MLC 2006 compliance. Among other factors taken into consideration will be:
- i. the extent to which a country's national legal and social system provides protection for labour standards comparable to that provided for under MLC 2006;
  - ii. if the nature of work is not part of the routine business of the ship;
  - iii. 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;
  - iv. the work the person performs is occasional and short term, with the principal place of employment being onshore.
- 2.6. All parties should note that at the time of publication of this Bulletin, The Bahamas considers that the following persons are not seafarers for the purpose of MLC 2006 application:
- 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. Shorebased Company personnel.

- 2.7. If the shipowner deems that there is any other category of persons who should not be considered seafarers for the purpose of MLC 2006 compliance, an application containing the following should be submitted to the BMA ([mlc@bahamasmaritime.com](mailto: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. Where the shipowner is not the employer of the affected person(s), there should be documentary evidence that there is an agreement in place that takes into account the MLC 2006 requirements.
- 2.8. 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 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.
- 2.9. The shipowner should note that where following the assessment of the information specified in 2.7 the BMA has determined that the MLC 2006 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 onboard, 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 Company 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.
- 2.10.1 All parties should note that the non-application of the MLC 2006 requirements does not exclude the affected person from compliance 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.
- 2.10.2 All persons employed on board ships shall receive safety familiarisation training or instruction prior to being assigned shipboard duties. The BMA will accept the training or instruction as being approved if documented in the vessel's safety management system or in-service training as approved by the BMA.
- 2.10.3 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.
- 2.11 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 BMA Information Bulletin or a "Statement of Interpretation" as referenced in 2.8 above.

### **3. Bahamas legislation and requirements**

- 3.1 The Bahamas Merchant Shipping (Maritime Labour Convention) Regulations 2012 implements the MLC 2006 provisions.

- 3.2 The advice to Administrations in Part B of the MLC 2006 Code is for guidance and are not mandatory requirements to be applied by the shipowner, unless otherwise stated or referred to in Bahamas legislation or BMA Information Bulletins. However the guidance may be taken into account by a shipowner when implementing the provisions of MLC 2006.
- 3.3 [The Merchant Shipping \(Crew Accommodation\) Regulations 1978, as amended, remains applicable to the accommodation standards for ships constructed prior to 20 August 2013.](#)

#### **4. Inspection and certification**

- 4.1 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).
- 4.2 The format of the Bahamas DMLC Part I, which references the Bahamas requirements, is provided in Appendix I.
- 4.3 The DMLC Part II is developed by the shipowner in response to the flag State requirements set out in the DMLC Part I. The example format of a DMLC Part II shown in Appendix II of this Bulletin may be used as guidance in the development of this document. Taking into consideration 1.3.3 of this Bulletin, 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. In the case of such delegation, the shipowner should not sign the DMLC Part II *on behalf of* this entity.
- 4.4 Port State control inspections will focus only on the relevant requirements of the Convention (Articles, Regulations and the Standards in Part A).
- 4.5 The BMA has appointed its existing Recognised Organisations (ROs), as listed in BMA Information Bulletin No.3, as Recognised Organisations for the purpose of MLC 2006 inspection and certification.
- 4.6 ILO "Guidelines for Flag State Inspections" are to be used in order to apply a common standard for inspection and certification and shipowners are encouraged to use the guidelines as a part of their preparation for inspection. The guidelines are available to download from the ILO website ([http://www.ilo.org/wcmsp5/groups/public/---ed\\_norm/---normes/documents/publication/wcms\\_101788.pdf](http://www.ilo.org/wcmsp5/groups/public/---ed_norm/---normes/documents/publication/wcms_101788.pdf)).

- 4.7 The RO carrying out the MLC 2006 inspection need not be the Classification Society for the ship, nor the issuing body of the Safety Management Certificate or International Ship Security Certificate.
- 4.8 MLC 2006 inspection and certification is totally independent of any other statutory survey, audit or inspection.
- 4.9 The shipowner shall apply to the BMA for the DMLC Part I by completing a DMLC Part application form (R109), which is available to download from the BMA website, [ensuring that a valid documentary evidence of financial security is provided with the application.](#)
- 4.10 A new DMLC Part I will be required where there is a change of the ship's particulars as recorded on the DMLC Part I; change of shipowner ([i.e MLC 2006 shipowner](#)) or any changes to the exemptions or equivalent arrangements.
- 4.11.1 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.](#)
- 4.11.2 [Subsequent to issuing the DMLC Part I and on an annual basis \(or renewal of financial security\) thereafter, the shipowner shall provide the BMA with documentary evidence of valid financial security.](#)
- 4.11.3 [The BMA will review the submitted information for MLC 2006 compliance and if accepted, the BMA will issue a Statement, valid for the same period as financial security, verifying that the financial security complies with the MLC 2006 provisions.](#)
- 4.11.4 [The Statement should be maintained with the DMLC and Maritime Labour Certificate](#)
- 4.12 [A revised DMLC Part I is not required for a change of ISM Manager unless the ISM Manager is the shipowner as noted in Section 1.3.1 or 1.3.3 of this Bulletin.](#)
- 4.13 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.

## **5. Equivalency, exemption or exception**

- 5.1.1 Any applications for the acceptance of an equivalency, exemption or exception from MLC 2006 requirements, [other than structural requirements](#), shall be submitted to the BMA at the time of requesting the DMLC Part I as outlined in Section 4.9 above.



- 5.1.2 Any request for exemption relating to structural matters for ships shall be submitted via the Recognised Organisation as outlined in BMA Information Bulletin no. 8.
- 5.1.3 Where a Title 3 (accommodation standard) exemption is granted to a ship constructed prior to 20 August 2013, this will not be recorded on the DMLC Part I.
- 5.2 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 be issued as separate document.
- 5.3.1. 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.
- 5.3.2 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.
- 5.3.3 Any equivalency, exemption or exception will require a re-assessment if there are any changes to the issuing conditions or change of shipowner/Manager.
- 5.4 Where the application for an equivalency, exemption or exception is deemed to be related to a Bahamas interpretation of a MLC 2006 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.

## **6. Fees**

- 6.1 The fee for issuing a DMLC Part I is outlined in BMA Information Bulletin no. 81.
- 6.2 An additional fee (professional fee as per BMA Information Bulletin no.81) 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.

## **7. Revision History**

[Rev.4 \(10 November 2016\) Clarification on ships constructed prior to 20 August 2013; exemption process and issuing of revised DMLC Part I on change of](#)

shipowner or financial provisions, revision of format of DMLC Part II to incorporate 2014 amendments to MLC 2006, introduction of Statement accepting financial security and alignment with Bulletin 161

Rev.3 (06 May 2016) – Formatting and editorial; clarification and guidance on shipowner; requirement for documentary evidence of contractual agreement where other entity has agreed to shipowners MLC 2006; request for contact point of MLC 2006 matters; inclusion of employment period onboard, repatriation and medical fitness for person on non-MLC 2006 ship or persons deemed not to be MLC 2006 seafarers; clarification on applying for a DMLC Part I where changes have occurred.

Rev.2 (28 March 2013) – Reference to Bahamas MLC Regulations added at 1.2.iii; complete revision of Section 2; complete revision of Section 6; addition of DMLC Part I application form at Appendix III, editorial amendments.

Rev.1 (31 August 2012) – Complete revision

Rev.0 (03 September 2010) – First issue

## **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 under the authority of **The Bahamas Maritime Authority**

*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 Information Bulletin no. 140

**2. Medical certification (Regulation 1.2)**

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

BMA Information Bulletin no. 103

**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 Information Bulletin nos. 104, 105, 106, 108, 118, 129, 130, 135, 146

**4. Seafarers' employment agreements (Regulation 2.1)**

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

BMA Information Bulletin no. 142

**5. 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 Information Bulletin no. 147

**6. 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 Information Bulletin no. 144

**7. 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 Information Bulletin nos. 105 and 115

**8. Accommodation (Regulation 3.1)**

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

Merchant Shipping (Crew Accommodation) Regulations 1978

BMA Information Bulletin no. 139

**9. On-board recreational facilities (Regulation 3.1)**

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

BMA Information Bulletin no. 149

**10. Food and catering (Regulation 3.2)**

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

BMA Information Bulletin nos. 139, 146

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

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

BMA Information Bulletin no. 145

**12. On-board medical care (Regulation 4.1)**

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

BMA Information Bulletin no. 148

**13. On-board complaint procedures (Regulation 5.1.5)**

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

BMA Information Bulletin no. 141

**14. Payment of wages (Regulation 2.2)**

Regulation 16 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 142

**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 Information Bulletin no. 142, 161

**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 Information Bulletin no. 142, 148 and 161

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**

**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)   
.....



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 shipowner<sup>1</sup>: .....  
.....  
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)

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<sup>1</sup> 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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