



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

टेलीफोन नः 91-22-25752040/1/2/3/5 नौवीं मंजिल, बीटा बिल्डिंग / 9TH FLOOR, BETA BUILDING Tele : 91-22- 25752040/1/2/3/5
फक्स : 91-22- 25752029/35 आइ-थिंक टेक्नो कॅम्पस / I-THINK TECHNO CAMPUS Fax : 91-22- 25752029/35
ई मेल : dgship-dgs@nic.in कांजुर मार्ग (पूर्व) / KANJUR MARG (EAST) E-mail: dgship-dgs@nic.in
वेब : www.dgshipping.gov.in मुंबई - 400 042 / MUMBAI - 400 042 Web: www.dgshipping.gov.in

File No. CR/16(4)/2009-Vol.-IV

Dated: 08.12.2016

M. S. Notice No. 16 of 2016

Subject: Implementation of the Maritime Labour Convention, 2006 - the inspection and certification of the maritime labour conditions of Indian flag ships – reg.

In exercise of the powers conferred by section 218A, read with section 457, of the Merchant Shipping Act, 1958 (44 of 1958), as amended, the Central Government, having regard to the provisions of the Maritime Labour Convention, has notified the Merchant Shipping (Maritime Labour) Rules, 2016, which came into force with effect from 29.02.16, vide the Ministry of Shipping, Govt. of India's Notification G.R.F. 202 (E) dated 29.02.16.

2. The Maritime Labour Convention-2006(MLC-2006) has formally entered into force, globally, on 20.08.13, on the ratification of the same by the required number of the Member-States of the International Labour Organisation [ILO] on 20.08.12. At that time, when the MLC-2006 had formally entered into force, worldwide, India was in the process of the ratification of the said Convention. In anticipation of the said ratification coming through, it was then felt that suitable administrative mechanisms should be developed and put in place so that compliance to the provisions of the MLC-2006, including with respect to the MLC certification, are met with by Indian flag ships, well in advance. Accordingly, the Directorate General of Shipping, Govt of India, had through a series of Merchant Shipping Notices viz. the MS Notice No. 7 of 2013, [F. No.16(5)/CR/2010] dated 01.02.13. MS Notice No. 11 of 2013 [F. No.16(5)/CR/2010-Vol-I] dated 17.04.13, MS Notice No.15 of 2013 [F. No.16(5)/CR/2010-Vol-I] dated 31.05.13 & MS Notice No. 27 of 2013 [F. No.16(5)/CR-2010-Vol-I] dated 13.11.2013, had laid down an elaborate end to end comprehensive & composite process of Inspection and certification of Indian flag ships, in line with the MLC-2006. With the said mechanisms deployed, many ships under the Indian flag have voluntarily got inspected for the purpose and have been issued a 'Statement of Compliance'.

.....21-

3. The Govt. of India has now ratified the Maritime Labour Convention, 2006 on 09.10.15 and same has come into force for India with effect from 09.10.16, in accordance with Article VIII (4) of the MLC-2006. Considering that many Indian flag ships have already undertaken the process laid down in the MLC-2006 for statutory inspection & certification and hold a valid 'Statement of Compliance', it was felt that such ships need not undergo the same procedure again. The Directorate General of Shipping, Govt. of India, as the National Maritime Administration of India has, vide MS Notice No. 10 of 2016 (F.No:CR/16(4)/2009-Vol-IV) declared that the existing Statements of Compliance (SOC) already issued to the Indian flag ships in respect of the Maritime Labour Convention-2006 are deemed to be the 'Maritime Labour Certificates' issued under Rule 24(7) of the M.S.(Maritime Labour Rules),2016 and Regulation 5.1.3 of the MLC 2006. However, such Indian flag ships are required to obtain a fresh Maritime Labour Certificate within one year from 09.10.16, i.e. before 09.10.17 or before the expiry of the validity of their 'Statements of Compliance', whichever is earlier, under Rule 24(7) of the M.S. (Maritime Labour Rules) 2016 and Regulation 5.1.3 of the MLC 2006. The process for obtaining such fresh 'Maritime Labour Certificate' is mapped In the Annexure - I, of this Notice. This process may be followed by all the Indian flag ships except those ships of less than 500 GT and ships classified as River Sea & Indian Coastal Vessels notified under DGS order No. 1 of 2014. A separate MS Notice is being issued for the ships classified as River Sea Vessels, Indian Coastal Vessels and the ships under 500 GT, laying down the procedure for MLC Certification and extent of their MLC compliance.

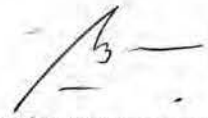
4. It is also clarified that the Recognised Organisation referred in the attached annexure include such ROs whom the DGS, GOI has formally authorised through an mutual agreement .As on date, the names of such authorised ROs are

- (a) Indian Register of Shipping
- (b) Llyod's Register Group Limited
- (c) Bureau Veritas
- (d) American Bureau of Shipping
- (e) Nippon Kaiji Kyokai
- (f) Korean Register of Shipping
- (g) RINA Services S.P.A
- (h) DNV GL AS



5. It is advised that the ship owner may to the extent possible utilise the services of one RO for interim/initial and renewal inspections.

6. This issues with the approval of Director General of Shipping and Secretary to Govt of India.


(Dr. Amol B Kirtane)
Deputy Director General of Shipping (Crew)

Encl : As above.


To,

1. Nautical/Engineering/Naval Architecture/Training/SD Branch of the Directorate.
2. Principal Officer, Mercantile Marine Department Offices Mumbai, Chennai, Kolkata, Kandla, Kochi.
3. Surveyor-in-charge, Mercantile Marine Department Office Jamnagar, Murmagoa, Manglore, Tuticorin, Vishakapatnam, Paradip, Haldia, Port Blair, Noida.
4. All Shipping Companies/ INSA ICCSA.
5. Hindi Section
6. Computer section for upload on Website.

Copy to: The Secretary to Govt. of India, Ministry of Shipping, Transport Bhavan, 1, Parliament Street,
New Delhi – 110001.

Annexure-I

1. Each ship owner may apply for issuance of the Declaration of Maritime Labour Compliance [DMLC]-Part-I in Form-3, to the respective Mercantile Marine Department where the ship is registered. The Mercantile Marine Department shall issue the said Form-3, contents of which would be as given in Annexure – IA.
2. On receipt of the Form-3, the ship owners shall prepare the Declaration of Maritime Compliance [DMLC] Part-II as in the Form-4(Annexure –II) and submit the same to the MMDs for endorsement with a copy to the Recognised Organisation (RO). The ship owner may also make an application to the MMD for issuance of DMLC Part-I and endorsement of DMLC Part-II simultaneously.
3. A fee of Rs 25,000 (Rupees twenty five thousand only) shall be submitted to the concerned Registrar for issuance of DMLC.
4. Upon submission of the application to the MMD for issuance of DMLC Part-I and endorsement of DMLC Part-II, the ship owners may make an application to the RO for interim inspection of the ship towards issuance of Interim Maritime Labour Certificate.
5. The recognised organisation may inspect and issue interim Maritime Labour certificate as per the Rule-24(6) for a period not exceeding 6 months. Such certificate shall be issued in Form 5 [Annexure-IV]. The interim MLC inspection of the ship shall be carried out, as far as reasonable and practicable, for the matters listed in the Form-6. [Annexure-V]
6. On receipt of the DMLC part –II, the Registrar of vessel concerned shall examine the application and satisfy himself that the applicant has complied with the requirements of this M.S.Notice and thereupon issue the DMLC Part-I and Part-II. Also the Registrar shall advise the concerned RO to conduct a full inspection of the vessel within three months.
7. Recognised organisation may carry out the initial inspection of the ship in accordance with DMLC – Part-I and Part-II, within three months, in any case prior to the expiry of the interim certificate. Guidance checklist for the recognised organisation for inspection of ship is given in [Annexure –III].
8. The working & living condition of the seafarers shall be inspected & approved by the Recognised organisation. On satisfactory report of inspection, the recognised organisation shall issue the Maritime Labour certificate valid for five years in the Form-7 [Annexure-VI], certifying that working & living



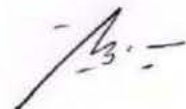
condition of seafarers on ship, including measures for ongoing compliance included in the declaration of Maritime labour compliance has been inspected & meets the requirement for implementing the convention.

9. In such cases, where the ship has already been issued a Statement of Compliance, the ship owners shall make an application to the Registrar of the MMD for issuance of the revised DMLC Part-I and Part-II in accordance with the M.S. (Maritime Labour) Rules, 2016. The recognised organisation may, on issuance of revised DMLC Part I and II, based on the owners request, conduct a limited purpose inspection for conforming the compliance of the additional requirements vis-a-vis requirements as per MS. Notice 7 of 2013. On satisfactory conduct of the inspection and the satisfactory report of inspection, the recognised organisation shall issue the Maritime Labour Certificate in the Form-7 [Annexure-VI], with validity same as that of the existing SOC.

10. The ship owners shall implement the measures adopted in DMLC-Part-II to ensure ongoing compliance between the inspections. In accordance with the principles of DGS order No. 6 of 2013, the intermediate MLC inspection shall be undertaken by the surveyors of the Mercantile Marine Department, as an 'oversight programme' of RO. Accordingly, the ship owners shall make an application to the MMD for completion of Intermediate inspection between second and third anniversary dates of MLC certificate. A fee of Rs 8,000/- (Rupees eight thousand only) shall be submitted to the MMD towards intermediate MLC inspection. However, such intermediate inspection may also be conducted by the RO, if any vessel is mainly operating in foreign waters and not visiting the Indian ports during the window period. The scope and depth of the intermediate inspection shall be equal to an inspection for renewal of the certificate.

11. The renewal inspection of the MLC certificate shall be carried out by the RO, with the scope of the initial inspection, within three months prior to the expiry date of the certificate. Upon satisfactory completion of inspection, the MLC certificate may be renewed for a period of further five years from the date of expiry of the existing certificate. However, when the renewal inspection is completed more than three months before the expiry date of the existing maritime labour certificate, then the new maritime labour certificate shall be valid for a period not exceeding five years starting from the date of completion of the renewal inspection.

12. Notwithstanding the provisions of para 8, where, after a renewal inspection completed prior to the expiry of a maritime labour certificate, the ship is found to continue to meet the requirements of

-3-

Merchant Shipping(Maritime Labour Rules) 2016 , but a new certificate cannot immediately be issued to and made available on board that ship, the recognized organization, may extend the validity of the certificate for a further period not exceeding five months from the expiry date of the existing certificate, and endorse the certificate accordingly. The new certificate shall be valid for a period not exceeding five years starting from the date provided for in paragraph 11.

13. The additional inspection of a ship may be ordered by the Directorate General of Shipping in accordance with the M.S. (Maritime Labour Rules), 2016.

Handwritten signature/initials

Form-3

[See rule 24 (5) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016)]

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 Director General of Shipping, Govt. of India

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 *[(Rule 24 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016)]*.

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

- (a) the provision of the Maritime Labour Convention are fully embodied in the requirements referred to below;
- (b) these requirement are contained in the provisions referenced below; explanations concerning the content of those provisions are provided where necessary;
- (c) the detail of any substantial equivalencies under Article VI, paragraphs 3 and 4 of the Convention are provided under the corresponding requirement listed below in the section provided for this purpose below *(strike the statement which is not applicable)*;
- (d) any exemption granted by the competent authority in accordance with Title 3 *[(under rules (16) and (17) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016)]* should be 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 requirement concerned.

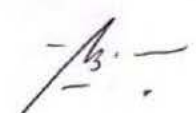
13

1. **Minimum age (Regulation 1.1)** [Rule 4 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) No person under 16 years of age shall be engaged or carried to sea to work in any capacity in any ship.
- b) A 'young person' means any seafarer between the age of 16 and 18 years.
- c) '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
- d) Night work for young person is prohibited with the following exceptions;
 - i. for structured training with established programs and schedules approved by the Director General of Shipping,
 - 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.
- e) 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;
 - i. Operating power machines, hoists, cranes or acting as signalers for the operators of such machines.
 - ii. Attending to afloat works and work on deck during foul and heavy weathers.
 - iii. Entry into boilers, tanks cofferdams and confined spaces.
 - iv. Rigging
 - v. Lifting, moving or carrying heavy loads.
 - vi. Exposure to toxic/ radioactive and other dangerous /hazardous substances.
 - vii. Entrusting any other work which have been declared as hazardous work by the Director

2. **Medical certification (Regulation 1.2)** [Rule 5 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) 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.
- b) 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 & ILO/WHO guidelines for conducting Pre sea and periodic Medical Fitness examination for Seafarers and also MLC 2006 compliant.
- c) 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.
- d) In 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.



3. **Qualification of seafarers (Regulation 1.3)** [Rule 6 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

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

[Handwritten signature]

4. Seafarers' employment agreement (Regulation 2.1) [Rule 8 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) seafarers working on Indian flag ships shall have a seafarers' employment agreement signed by both the seafarer and the ship owner or a representative of the ship owner or where they are not employees, evidence of contractual or similar arrangements providing them with decent working and living conditions on board the ship as required by the Act and the rules made thereunder.
- b) seafarers signing a seafarers' employment agreement shall be given an opportunity to examine and seek advice on the agreement before signing, and such other facilities as are necessary to ensure that they have freely entered into an agreement with a sufficient understanding of their rights and responsibilities;
- c) the ship owner and seafarer concerned shall each have a signed original of the seafarers' employment agreement;
- d) the ship owner shall ensure that clear information as to the conditions of the employment is easily obtained on board by seafarers, including the master of the ship and that such information including a copy of the seafarers' employment agreement is accessible to the Director General of Shipping or any other entity so notified including port state authorities in ports to be visited;
- e) at the end of, or termination of, contract, every seafarer's continuous discharge certificate shall be endorsed with record of employment on board the ship;
- f) Where a collective bargaining agreement in full or part forms part of a seafarers' employment agreement, a copy of that agreement shall be made available on board;
- g) The seafarers' employment agreement and any applicable collective bargaining agreement shall be in English;
- h) Seafarers' record of employment on board the ship shall be entered in his Continuous Discharge Certificate and given to him on his signing off;
- i) 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;
- j) Ship owner or its licensed recruitment and placement service provider shall file the articles of agreement signed with the seafarer to the shipping master or other related authority within the time limit as specified by the Director General of Shipping;
- k) Seafarers' employment agreements shall in all cases contain the particulars specified in sub rule 5 of Rule 8 of MS(Maritime labour) Rules;
- l) Minimum period of notice to be given by the seafarers and ship owners for the early termination of a seafarers' employment agreement shall be in accordance with the collective bargaining agreement or seafarer employment agreement, but in any case shall not be shorter than seven days. A period of notice shorter than seven days may be given in circumstances which are recognised under the applicable collective bargaining agreements as justifying termination of the employment agreement at shorter notice or without notice and in determining these circumstances, it shall be ensured by the ship owner that the need of the seafarer to terminate, without penalty, the employment agreement on shorter notice or without notice for compassionate or other urgent reasons is taken into account.
- m) Seafarers' entitlement for compensation from the ship owner in case of injury, loss or unemployment arising from loss of the ship or foundering shall be specified in the collective bargaining agreement or the Seafarers' Employment Agreement.

13

5. **Use of any licensed or certificated or regulated private recruitment and placement service (Regulation 1.4)** [Rule 7 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

Recruitment and placement of Indian seafarers shall be in accordance with the Merchant Shipping (Recruitment and placements of Seafarers) Rule, 2016 and the Merchant Shipping (Maritime Labour) Rules, 2016 made under the Merchant Shipping Act, 1958, as amended.

6 **Hours of work or rest (Regulation 2.3)** [Rule 10 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- (1) The normal working hours standard for seafarers shall not exceed an eight-hour day with one-day rest per week and rest on public holidays as per collective bargaining agreement or seafarers' employment agreement.
- (2) The ship owner shall adopt minimum hours of the rest which shall be,-
 - (i) not less than ten hours in any twenty-four hour period; and
 - (ii) not less than seventy-seven hours in total for a period of seven days in different spells.
- (3) Minimum ten hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length and the interval between consecutive periods of rest shall not exceed fourteen hours.
- (4) Musters, fire-fighting and lifeboat drills, and drills provided by the Act and rules made there under and by the International instruments shall be conducted in a manner that minimises the disturbance of rest period and does not induce fatigue.
- (5) When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.
- (6) The ship owner shall ensure the posting, in an easily accessible place, of a table with the shipboard working arrangements, which shall contain for every position at least.—
 - (a) the schedule of service at sea and service in port; and
 - (b) the minimum hours of rest as agreed upon within the frame-work of the applicable collective bargaining agreements.
- (7) The table referred above shall be established in a standardised format as given in Annexure -VII.
- (8) The ship owner shall maintain records of seafarers' daily hours of rest, to allow monitoring of compliance with the provision of sub-rules (3) to (7), in a standardised format as given in Annexure-VII.
- (9) Copy of the records pertaining to the seafarers shall be endorsed by the master or a person authorised by the master.
- (10)
 - (a) Nothing shall prevent the right of the master of a ship to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea;
 - (b) In accordance with the provisions of clause (a), the master may suspend the schedule of hours of work or hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored;
 - (c) As soon as practicable, after the normal situation has been restored, the master shall ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.
- (11)
 - (a) relaxations from the required hours of rest under clause (3) and clause (4) may be allowed for not more than two consecutive weeks provided that the rest period is not less than seventy hours in any seven day period, and the interval between two periods of relaxation on board shall not be less than twice the duration of the relaxation;
 - (b) the ten hours of rest in a twenty four hour period provided during the relaxation may be divided into no more than three periods, one of which shall be at least six hours in length, and the said periods shall not be less than one hour in length;
 - (c) Interval between consecutive periods of rest shall not exceed fourteen hours: Provided that no relaxation shall be made for duty beyond twenty four hour in any seven day period.
- (12) The ship owner shall establish the following operational parameters and practices to ensure that seafarers are provided with the adequate leave, namely:-
 - (a) Seafarers employed on ships shall be given paid annual leave of at least 2.5 calendar days per month of employment or pro rata;
 - (b) Seafarers shall be granted shore leave of adequate period to safe-guard their health and well-being and with the operational requirements of their positions.
- (2) Any agreement to forgo the minimum annual leave with pay specified in this rule, except in cases provided for by the Director General, shall be prohibited; provided that, the division of annual leave into parts, or the accumulation of such annual leave due in respect of one year together with a subsequent period of leave is authorized subject to mutual agreement between the ship owner and the seafarer concerned.

- 13 -

7. Manning levels for the ship (Regulation 2.7) [Rule 14 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

The ship owner shall ensure that each ship shall be manned as per the safe manning document issued by Mercantile Marine Department from time to time, by a crew that is adequate, in terms of size and qualifications, and manned by a crew so that the ships are operated safely, efficiently and with due regard to security under all conditions, taking into account concerns about seafarer fatigue and the particular nature and conditions of the voyage. The ship owner shall also ensure that provisions of Regulation 3.2 with regards to food and catering is complied with.

8. Accommodation (Regulation 3.1) [Rule 16 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) The requirements of accommodation code as per MLC 2006 shall apply to ships constructed after the MLC 2006 comes into force and shall be in accordance with Merchant Shipping (Seafarers' Accommodation) Rules, 2016.
- b) For those ships constructed before the MLC 2006 comes into force, M.S. (Crew Accommodation) Amendment Rules 1998 applies (as per applicability), shall be in accordance with Merchant Shipping (Crew Accommodation) Rules, 1960, as amended.
- c) 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.

9. On-board recreation facilities (Regulation 3.1) [Rule 16 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) The requirements of accommodation code as per MLC 2006 shall apply to ships constructed after the MLC 2006 comes into force and shall be in accordance with Merchant Shipping (Seafarers' Accommodation) Rules, 2016.
- b) For those ships constructed before the MLC 2006 comes into force, M.S. (Accommodation) Rules 1998 applies. (as per applicability) shall be in accordance with Merchant Shipping (Crew Accommodation) Rules, 1960, as amended.
- c) Recreational facilities including but not limited to television, showing of films, magazines, internet facility, reasonable access to ship to shore telephone communication, email, sports equipment, library, etc shall be provided on board ships at no cost to the seafarer.

13

10. Food and catering (Regulation 3.2) [Rule 17 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) The ship owner shall provide variety food of required quality, quantity and nutritional value and water, including drinking water which covers the requirement of the complement on board the ship, their religious requirements and cultural practices pertaining to food, duration and nature of voyage.
- b) The quality and quantity of food supplied shall be in conformity with the collective bargaining agreement or seafarer's employment agreement.
- c) The ship owner shall ensure that the food and water including drinking water is provided to the seafarers free of charge during the period of engagement.
- d) The ship owner shall ensure that the seafarers who are engaged as cooks of the ship are in possession of the Certificate of Competency of Cook, issued by Directorate General of Shipping.
- e) Catering staff shall be trained or instructed for their positions on board ship.
- f) On ships operating with a specified manning of less than ten which, by virtue of the size of the crew or the trading pattern, may not be required to carry a fully qualified cook, anyone processing the food in the galley shall be trained or instructed in areas including food and personal hygiene and handling and storage of food on board ship and in the case of exceptional necessity, the Director General of Shipping may, issue a dispensation permitting a non-fully qualified cook to serve in a specified ship for a specified period, until the next convenient port of call or for a period not exceeding one month, provided that the person to whom the dispensation is issued is trained or instructed in areas including food and personal hygiene and handling and storage of food on board ship.
- g) 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:
 - i. Supplies of food and drinking water:
 - ii. All spaces and equipment used for the storage and handling of food and drinking water; and
 - iii. Galley and other equipment for the preparation and services of meals.
- h) No seafarer under the age of eighteen shall be employed or engaged or work as a cook with the ship.

- 13 -

11. Health and safety and accident prevention (Regulation 4.3) [Rule 20 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) 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.
- b) 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.
- c) 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 as amended.
- d) 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.
- e) 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.
- f) 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 as amended.

-/3.-

12 On-board medical care (Regulation 4.1) [Rule 18 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

(1) The ship owner shall adopt such measures for providing protection of health and medical care, including essential dental care, at no cost to the seafarers, for seafarers working on board a ship which —

- a) ensure the application to seafarers, of any general provisions on occupational protection of health and medical care relevant to their duties, and of special provisions specific to work on board ship whilst working on board;
- b) ensure that seafarers are given protection of health and medical care including prompt access to the necessary medicines, medical equipment in accordance with the provisions of the Merchant Shipping (Medicine, Medical stores appliances and First Aid Equipment) Rules, 1994, and facilities for diagnosis and treatment and to medical information and expertise;
- c) give seafarers the right to visit a qualified medical practitioner or dentist without delay in ports of call, where practicable, at no cost to the seafarer;
- d) ensure that medical care and protection of health services while a seafarer is on board ship or landed in a foreign port are provided free of charge to seafarers; and are not limited to treatment of sick or injured seafarers but include measures of a preventive character such as health promotion and health education programmes.

2) The ship owner shall adopt a standard medical report form for use by the masters of the ship and relevant onshore and on-board medical personnel which is being specified by Directorate General of Shipping, GoI separately and the form when completed, its contents shall be kept confidential and shall only be used to facilitate the treatment of seafarers.

(3) Ships to which Merchant Shipping (Carriage of Medical Officers) Rules, 1961 apply shall carry medical practitioner on board.

(4) (a) The ship which does not carry a medical practitioner shall be required to have either at least one seafarer on board who is in charge of medical care and administering medicine as part of their regular duties or at least one seafarer on board competent to provide medical first aid.

(b) Persons in charge of medical care on board who are not medical practitioner shall have satisfactorily completed training in medical care that meets the requirements of Standard of Training Certification and Watch Keeping Convention.

(c) Seafarers designated to provide medical first aid shall have satisfactorily completed training in medical first aid that meets the requirements of Standard of Training Certification and Watch keeping.

(5) (a) The ship owner shall ensure by a prearranged system that medical advice by radio or satellite communication to ships at sea, including specialist advice is available on all twenty four hours of a day.

(b) Such medical advice, including the onward transmission of medical messages by radio or satellite communication between a ship and those ashore giving the advice, shall be available free of charge to all ships irrespective of the flag that they fly.

13

13 On-board complaint procedures (Regulation 5.1.5) [Rule 26 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

The Indian Flag ship shall adopt following on board complaint procedures:—

- a) Any aggrieved seafarer serving on board an Indian flag ship shall, as soon as is feasible, submit a written complaint to his Head of Department on board (deck or engine), which shall be immediately and formally acknowledged by the Head of Department to the seafarer concerned.
- b) If the Head of Department cannot resolve the seafarer's complaint to the satisfaction of the seafarer, within a prescribed time limit of three days of receipt of the complaint, the Head of Department shall refer it to the Master of the ship, who shall handle the matter personally and settle the issue within seven days of receipt of complaint.
- c) A seafarer shall, at all times, have the unequivocal right to be accompanied and to be represented by another seafarer of his choice on board the ship concerned, while making the complaint or for the follow - up work thereon.
- d) All complaints and decisions on the complaint shall be duly recorded in the official record book and a copy of the decision taken, in each case, shall be provided to the seafarer concerned by the said issue resolving authority. A proper documentary record of all the complaints and actions taken on each complaint shall be kept on board and shall be available for an inspection by the authorities concerned for a period of at least three years of receipt of complaint.
- e) If the Master of the vessel cannot resolve the complaint on board, he shall take it up with to the shipowner concerned, under and due immediate intimation to the seafarer. The shipowner shall resolve the matter, without any delay, but not later than within a maximum period of one month of receipt of complaint. Contact details of the shipowner for resolving seafarer's complaints shall be made available onboard, by the Master of the vessel. The shipowner shall, in resolving the complaint, take the assistance of the Committee that may be set up by it, comprising the seafarers union(s) also.
- f) If the complaint of the seafarer is not resolved by the recruitment and placement service or shipowner within one month, including the Committee also represented by the seafarers union, the seafarer shall have the right to approach the competent authority, through the Grievance Redressal Mechanism as may be issued by the Director General from time to time. The complaint so registered with the authority shall contain the copies of the complaint made by the seafarer to all his superiors, as mentioned above, including to the recruitment and placement service or shipowner or Union (if any) and the replies given thereto by them, if any.
- g) A seafarer on board a vessel calling at a foreign port, in between a voyage shall also have the right to separately report his complaint alleging breach of the requirement of, the Maritime Labour Convention, 2006 including seafarers' rights, to the authorized officer at that port, under the Maritime Labour Convention on-shore seafarer complaint handling procedures.
- h) In all such cases, seafarers shall also have the right to file their complaints directly with the Master or recruitment and placement service provider or shipowner or any other legal entity that the seafarers may consider appropriate for the purpose.

[Handwritten signature]

14 Payment of wages (Regulation 2.2) [Rule 9 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- (1) The ship owner shall make payments due to seafarers working on board their ships at no greater than monthly intervals:
- (2) The ship owner shall ensure that seafarers are given a monthly account of the payments due and the amounts paid, including wages, additional payments and the rate of exchange used where payment has been made in foreign currency.
- (3) The ship owner shall take measures to provide seafarers with a means to transmit all or part of their earnings to their families or dependents or legal beneficiaries.
- (4) The ship owner shall formulate measures to ensure that seafarers are able to transmit their earnings to their families which include:-
 - (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;
 - (b) a requirement that allotments shall be remitted in due time and directly to the person or persons nominated by the seafarers;
 - (c) any charge for the service under sub-rule (3) and clauses (a) and (b) of sub-rule (4) shall be reasonable in amount, and unless otherwise provided the rate of currency exchange shall be at the prevailing market rate or the official rate prescribed by the Reserve Bank of India and not be unfavourable to the seafarer.
- (5) The wages included in the collective bargaining agreement or the Seafarers' Employment Agreement shall be in accordance with the guidelines as laid down in the Maritime Labour Convention.

- 3 -

15. Financial Security for repatriation (Regulation 2.5) [Rule 12 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- (1) Ship owner shall provide financial security as in rule 12 of the Merchant Shipping(Maritime Labour Rules)-2016 and place the evidence of such financial security on-board as in Form- 1 of Merchant Shipping(Maritime Labour Rules)-2016.
- (2) The ship owner shall ensure that seafarer on their ships are repatriated in the following circumstances without any cost to the seafarers, namely.- (a) if the seafarers' employment agreement expires ;
 - (b) when the seafarers' employment agreement is terminated by the ship owner; or by the seafarer; for justified reasons, as per collective bargaining agreement/seafarer employment agreement; and also
 - (c) when the seafarers are no longer able to carry out their duties under their employment agreement or cannot be expected to carry them out in the specific circumstances, as per collective bargaining agreement/seafarer employment agreement;
 - (d) on compassionate grounds as per collective bargaining agreement/seafarer employment agreement;
 - (e) in the event of their abandonment. A seafarer shall be deemed to have been abandoned where, in violation of the requirements of the Act or the rules or the terms of the seafarers' employment agreement, the ship owner fails to cover the cost of the seafarer's repatriation; or has left the seafarer without the necessary maintenance and support(including adequate food, accommodation, drinking water supplies, essential fuel for survival on board the ship and necessary medical care.); or has otherwise unilaterally severed their ties with the seafarer including failure to pay contractual wages for a period of at least two months.
- (3) Ship owner shall ensure that there are appropriate provisions in collective Bargaining agreement or the seafarers employment agreement seafarer, specifying.-
 - (a) the circumstances in which seafarers are entitled to repatriation in accordance with the provisions of clauses (b) and (c) of sub-rule (2);
 - (b) the maximum duration of service periods on board following which a seafarer is entitled to repatriation – which shall be less than twelve months; and
 - (c) the precise entitlements to be accorded by ship owners for repatriation, including those relating to the destinations of repatriation, the mode of transport, the items of expense to be covered and other arrangements to be made by ship owners.
- (4) Ship owner shall not make any provision requiring that seafarers make an advance payment towards the cost of repatriation at the beginning of their employment, and also from recovering the cost of repatriation from the wages of seafarers' or other entitlements except where the seafarer has been found, as per the applicable collective bargaining agreements, to be in default of the seafarer's employment obligations.
- (5) Financial security system shall be sufficient to cover the following, namely.-
 - (a) outstanding wages and other entitlements due from the ship owner to the seafarer under the employment agreement, the relevant collective bargaining agreement, limited to four months of any such outstanding wages and four months of any such outstanding entitlements;
 - (b) all expenses reasonably incurred by the seafarer, including the cost of repatriation referred below
 - (c) the essential needs of the seafarer including such items, namely, a adequate food, clothing where necessary, accommodation, drinking water, essential fuel for survival on board the ship, necessary medical care and any other reasonable costs or charges from the act or omission constituting the abandonment until the seafarer's arrival at home.
- (6) Cost of repatriation shall cover travel by appropriate and expeditious means, normally by air, and include provision for food and accommodation of the seafarers from the time of leaving the ship until arrival at the seafarer's home, necessary medical care, passage and transport of personal effect and any other reasonable costs or charges arising from the abandonment.
- (7) The financial security shall not cease before the end of the period of validity of the financial security.
- (8) A copy of the certificate of financial security for repatriation shall be submitted to the registrar of the ship at the time of application for DMLC Part-I and subsequently during the renewal of COFS annually, for verification and record.
- (9) The certificate of financial security by means of an insurance cover may either be obtained from the members of the International Group of P& I Clubs or from any of the Non-IG P&I Clubs approved by the Directorate General of Shipping, GoI. The ship owners may also obtain the Certificate of Financial Security from the Indian insurance companies in order to cover all the required claims of seafarers under the M.S.(Maritime Labour) Rules, 2016.
- (10). The financial security shall provide direct access to, sufficient coverage and expedited financial assistance to any abandoned seafarer.
- (11). Financial security should be encashable/*payable*, if required, under the direction of the registrar of ships, in case a ship owner is absconding or does not take up the due responsibilities for the payment of wages/repatriation.

-/3/-

16. Financial security relating to shipowners' liability (Regulation 4.2) [Rule 19 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]:

- a) The ship owner shall provide a system of financial security to assure compensation in the event of the death or long-term disability of seafarers due to an occupational injury, illness or hazard, as set out in the seafarers' employment agreement or collective agreement, as in rule 19 of the Merchant Shipping (Maritime Labour) Rules-2016 and place the evidence of such financial security on-board as in Form- 2 of Merchant Shipping (Maritime Labour) Rules-2016 ;
- b) The shipowner shall ensure that the system of financial security meet the following minimum requirements, namely:
 - i. the contractual compensation, as set out in the seafarers' employment agreement and without prejudice to subparagraph iii. below, shall be paid in full and without delay;
 - ii. there shall be no demand to accept a payment less than the contractual amount;
 - iii. whereas the nature of the long-term disability of a seafarers makes it difficult to assess the full compensation to which the seafarers may be entitled, an interim payment shall be made to the seafarers so as to avoid undue hardship;
 - iv. the seafarers shall receive payment in accordance with the provisions of Regulation 4.2, paragraph 2 of MLC, 2006, without prejudice to other legal right, but such payment may other claim made by the seafarers against the ship owner and arising from the same incident; and
 - v. the claim for concerned compensation may be brought directly by the seafarers concerned, or their next of kin, or a representative of the seafarers or designated beneficiary or by Registrar of ship.
 - vi. The certificate or documentary evidence of financial security shall contain the following information and it shall be in English or accompanied by an English translation:
 - a. Name of the ship;
 - b. Port of registry of the ship;
 - c. Call sign of the ship;
 - d. International Maritime Organisation number of the ship;
 - e. Name and address of the provider or providers of the financial security;
 - f. Contact details of the person or entity responsible for handing seafarer's contractual claims;
 - g. Name of the owner of the ship;
 - h. Period of validity of the financial security; and
 - i. An attestation from the financial security provider that the financial security meets the requirements of Standard A4.2.1 of MLC, 2006.
- c) The ship owner shall not cancel or terminate the financial security without giving a notice in writing to the seafarer.
- d) The ship owner shall ensure that no financial security shall be cancelled or terminated by the provider of the financial security without giving notice of at least thirty days in advance, to the Director General of Shipping, Govt. of India, by the provider of financial security.
- e) The ship owner shall ensure that his ships carry on board a certificate or other documentary evidence of financial security issued by the financial security provider complying with Standard A4.2.1 of MLC, 2006 and copy of the same shall be posted in a conspicuous place on board where it is available to the seafarers.
- f) Where more than one financial security provider provides the cover, the document provided by each provider shall be carried on board.
- g) Financial security shall not cease before the end of the period of validity of the financial security unless the financial security providers has given prior notification of at least thirty days to the competent authority of the flag State.
- h) Financial security shall provide for the payment of all contractual claims covered by it which arise during the period for which the document is valid.
- i) A copy of certificate of financial security shall be submitted to the registrar of the ship at the time of an application for DMLC Part-I and subsequently during the renewal of COFS annually for verification and record.
- j) The certificate of financial security by means of an insurance cover may either be obtained from the members of International Group of P& I Clubs or from any of the Non-IG P&I Clubs approved by the Directorate General of Shipping, Govt of India. The ship owners may also obtain the Certificate of Financial Security from the Indian insurance companies in order to cover all the required claims of seafarers under the M.S(Maritime Labour) Rules, 2016.
- k) Financial security shall provide direct access to sufficient coverage and expedited financial assistance to any seafarer.
- l) Financial security should be encashable/*payable*, if required, under the direction of the registrar of ships, in case a ship owner is absconding or does not take up the due responsibilities for the payment of compensation to the seafarer.

3.

Name:
Title:
Signature:
Place:
Date: (Seal or stamped of the authority)

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):
.....
.....No equivalency has granted.


Name:
Title:
Signature:
Place:
Date: (Seal or stamp of the authority)

Exemptions

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

The following exemptions granted by the competent authority) are noted:
.....
No exemption has been granted.

Name:
Title:
Signature:
Place:
Date: (Seal or stamp of the authority)



Form-4

[See rule 24 (5) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]]

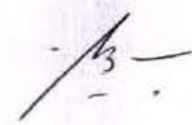
Declaration of Maritime Labour Compliance – Part II

Measures adopted to ensure ongoing compliance between inspections

The following measures have been drawn up by the ship owner, 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) (Rule 4 of the Gol's M.S. (ML) Rules, 2016)
.....
2. Medical certification (Regulation 1.2) (Rule 5 of the Gol's M.S. (ML) Rules, 2016)
.....
3. Qualification of seafarers (Regulation 1.3) (Rule 6 of the Gol's M.S. (ML) Rules, 2016)
.....
4. Seafarers' employment agreement (Regulation 2.1) (Rule 8 of the Gol's M.S. (ML) Rules, 2016)
5. Use of any licensed or certificated or regulated private recruitment and placement service (Regulation 1.4) (Rule 7 of the Gol's M.S. (ML) Rules, 2016)
.....
6. Hours of work or rest (Regulation 2.3) (Rule 10 of the Gol's M.S. (ML) Rules, 2016)
.....
7. Manning levels for the ship (Regulation 2.7) (Rule 14 of the Gol's M.S. (ML) Rules, 2016)
.....



8. Accommodation (Regulation 3.1) (Rule 16 of the Gol's M.S. (ML) Rules, 2016)
9. On-board recreation facilities (Regulation 3.1) (Rule 16 of the Gol's M.S. (ML) Rules, 2016)
10. Food and catering (Regulation 3.2) (Rule 17 of the Gol's M.S. (ML) Rules, 2016)
11. Health and safety and accident prevention (Regulation 4.3) (Rule 18 of the Gol's M.S. (ML) Rules, 2016)
12. On-board medical care (Regulation 4.1) (Rule 18 of the Gol's M.S. (ML) Rules, 2016)
13. On-board complaint procedures (Regulation 5.1.5) (Rule 26 of the Gol's M.S. (ML) Rules, 2016)
14. Payment of wages (Regulation 2.2) (Rule 9 of the Gol's M.S. (ML) Rules, 2016)
15. Financial security for repatriation (Regulation 2.5) (Rule 12 of the Gol's M.S. (ML) Rules, 2016)
16. Financial security relating to shipowners' liability (Regulation 4.2) (Rule 19 of the Gol's M.S. (ML) Rules, 2016)

I hereby certify that the above measure have been drawn up to ensure ongoing Compliance, between inspections, with the requirement listed in part I.

Name of the owner of the ship:

Company address:

Title:

Signature of the authorized signatory:

Date:

(Stamp or seal of the ship-owner)

CHECKLIST FOR INSPECTION

Report No.:	Date:
	(dd/mm/yyyy)
Inspection: Interim / Initial / Intermediate / Renewal / Additional#	
Shipowner's Name:	Shipowner's Contact:

S. No.	Description	Y/N/NA
General principles (inspected)		
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) (Rule 4 of the Gol's M.S. (ML) Rules, 2016)		
1.1.1	Are all the seafarers over the age of 16?	
1.1.2	No seafarers under the age of 18 carrying out work or being employed in situations which are likely to jeopardize their health or safety?	
1.1.3	No seafarers under the age of 18 employed in night work (except where an exemption has been granted with respect training courses)?	
1.1.4	Is "Night" defined in accordance to national law and practice?	
1.1.5	Is there a list of works likely to jeopardize the health or safety of seafarers under the age of 18 available?	
Regulation 1.2 - Medical certificate (inspected and certified) (Rule 5 of the Gol's M.S. (ML) Rules, 2016)		
1.2.1.a	Do the seafarers hold a valid medical certificate as prescribed by the competent authority? <i>(verify medical certificate is issued by a qualified medical practitioner, date of examination, validity not exceeding maximum 2 year or maximum 1 year for seafarers below the age of 18 years, original signature, in English if the ship is on International voyage)</i> OR	
1.2.1.b	Do the seafarers hold a valid medical certificate issued in accordance with the requirements of STCW, as amended? <i>(verify medical certificate is issued by a qualified medical practitioner, date of examination, validity not exceeding maximum 2 year or maximum 1 year for young seafarers, original signature, in English for ships on International voyage)</i>	

-/3-

1.2.2	Do the seafarers hold a valid medical certificate attesting that they are medically fit to perform the duties they are to carry out at sea?	
1.2.3	In the case of a certificate solely concerning eyesight, is it issued by a person recognized by the competent authority?	
1.2.4	Do the medical certificate state in particular that the hearing and sight of the seafarer concerned, and the colour vision in the case of a seafarer to be employed in capacities where fitness for the work to be performed is liable to be affected by defective colour vision, are all satisfactory?	
1.2.5	Do the medical certificate state in particular that the seafarer concerned is not suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?	
1.2.6	Is the Name, address, contact information and/or official stamp of the duly qualified medical practitioner and/or in case of a vision certificate, a person recognized by the national authority available on the medical certificate?	
1.2.7	In the event of medical certificate expiring during the voyage, is the validity within the permissible period of 3 months?	
1.2.8	In urgent case, do the seafarers hold a recent expired (not more than 90 days on the date of joining the vessel) and the period the seafarer is on board is less than 3 months?	
1.2.9	If there are medical restrictions on work, is work assigned to seafarer or performed by seafarer consistent with them?	
1.2.10	Is the validity for a maximum period of six years, for certification of colour vision?	
1.3.1	Are seafarers trained / certified (in accordance with national requirements) as competent to perform their duties (e.g., STCW certificate if relevant to the position)	
1.3.2	Are the certificates or endorsements, if any, up to date?	
1.3.3	Is there evidence available to confirm that seafarers have completed training for personal safety on board ship?	
1.3.4	Are the qualifications listed in the Safe Manning Document being met?	
1.3.5	Is there a training manual on board?	
Regulation 1.4 – Recruitment and placement (inspected and certified) (Rule 7 of the Gol's M.S. (ML) Rules, 2016)		
1.4.1	Is a private seafarer recruitment and placement service (RPS) used?	
1.4.1.1	If the private seafarer RPS is located in the MLC 2006 ratified flag State, is there documentary evidence that it is licensed, certified or regulated in accordance with MLC 2006 requirements? (only if No.1.4.1 is YES)	

- 3 -

Regulation 2.1 - Seafarers' employment agreements (SEA) (inspected and certified) (Rule 8 the Gol's M.S. (ML) Rules, 2016)		
2.1.1	Is the Copy of applicable CBA (the CBA, or applicable sections of the CBA, in English on a ship that are on international voyage) available on board?	
2.1.2	Is the seafarers' agreement signed by both, the seafarer and shipowner or shipowner's representative, on board?	
2.1.3	Was it ensured that the seafarers have understood their rights & responsibilities?	
2.1.4	<p>Do the seafarers' employment agreements, including the Article of Agreement, if any, contain the particulars as per MLC.2006 Standard A2.1 4(a) to 4(k)?</p> <p>2.1.4(a) Seafarer's full name, date of birth or age, and birthplace;</p> <p>2.1.4(b) Shipowner's name and address;</p> <p>2.1.4(c) The place where and date when the SEA is entered into;</p> <p>2.1.4(d) The capacity in which the seafarer is to be employed;</p> <p>2.1.4(e) The amount of the seafarer's wages (or, if applicable, the formula used for calculating them);</p> <p>2.1.4(f) The amount of paid annual leave (at least 2.5 days/month or, if applicable, the formula used for calculating it);</p> <p>2.1.4(g) 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> <p>(c) If the agreement is for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged.</p> <p>2.1.4(h) The health and social security protection benefits to be provided to the seafarer by the shipowner;</p> <p>2.1.4(i) The seafarer's entitlement to repatriation;</p> <p>2.1.4(j) Reference to the collective bargaining agreement, if applicable; and</p> <p>2.1.4(k) Any other particulars as required by national legislation</p>	
2.1.5	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)?	
2.1.6	Were seafarers given an opportunity to examine and seek advice on the SEA before signing?	
2.1.7	Do seafarers have a record of their employment on the ship (e.g, a discharge book)?	
2.1.8	Is it verified that the seafarers' record of employment does not contain any statement about the quality of their work or wages?	

- 3 -

2.1.9	Is there a minimum notice period required to be given by the seafarers and shipowners for early termination of a SEA?(minimum notice not less than seven days except if determined for justified reasons)	
Regulation 2.2 –Wages (certified and inspection item) (Rule9 of the Gol's M.S. (ML) Rules, 2016)		
2.2.1	Are seafarers paid full wages as required by their SEA or CBA (at least monthly)?	
2.2.2	Are the wages consistent with the national wages (if applicable)?	
2.2.3	Are all the elements of the wages (basic wages, leave pay, allowances, overtime etc) reflected in the seafarer's wage account?	
2.2.4	Do the hours of work recorded in the wage account correspond with the overtime records and/or hours of work and rest?	
2.2.5	Has the seafarer authorized the master/owner to make an allotment?	
2.2.5.a)	If YES, is there evidence of any such authorization or allotment advice and any confirmation that it was made?	
2.2.6	Do exchange rates and service charges meet national regulations?	
Regulation 2.3 – Hours of work and hours of rest (inspected and certified) (Rule 10 of the Gol's M.S. (ML) Rules, 2016)		
2.3.1	Is there an approved standardized table of shipboard working arrangements (in working language(s) and in English), setting out for national requirements for maximum hours of work or the minimum rest for every position posted in an easily accessible place?	
2.3.2	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?	
2.3.3	Do the times of entering/leaving port, manoeuvring, making fast/letting go, loading/discharging correspond with the recorded working hours of the seafarers concerned?	
2.3.4	Do other onboard documents (e.g., logbooks) confirm that the maximum hours of work or minimum hours of rest being followed?	
2.3.5	Are up to date records of daily hours of work or rest in the approved format available for each seafarer? (including the master)	
2.3.6	When a seafarer is on call and if the normal period of rest is disturbed by call-outs to work, is the seafarer adequately compensated rest period?	
2.3.7	Are the seafarers well rested?(no signs of seafarer fatigued)?	
2.3.8	Are the national requirements for hours of rest, for seafarers under the age 18 complied with?	

3

2.3.9	Are there provisions to take account of more frequent or longer leave periods or the granting of compensatory leave for watchkeeping seafarers or seafarers working on board ships on short voyages?	
2.3.9.1	If YES, are the provisions being complied with?	
Regulation 2.4 – Entitlement to leave (inspected) (Rule 11 of the Gol's M.S. (ML) Rules, 2016)		
2.4.1	Is there a method determined for calculation of length of service and entitlement to leave with pay?	
2.4.2	Do seafarer employment records and wage accounts confirm the leave provisions in the SEA?	
2.4.3	Has the seafarer availed of the entitled annual paid leave? (check Record of Employment)	
Regulation 2.5 – Repatriation (inspected) (Rule 12 of the Gol's M.S. (ML) Rules, 2016)		
2.5.1	Do seafarers' repatriation entitlements (set out in the SEA and/or in the applicable CBA) conform to national requirements for repatriation including coverage for costs and choice of destinations?	
2.5.2	Is there a copy of the national provisions on repatriation on board and is it accessible to seafarers? (in working language)	
2.5.3	Has the shipowner provided financial security to ensure that repatriation will occur?	
2.5.4	Whether the financial security is in accordance with sub-rule 14 of Rule 12 of MS (Maritime Labour rules)-2016	
Regulation 2.7 – Manning levels (inspected and certified) (Rule 14 of the Gol's M.S. (ML) Rules, 2016)		
2.7.1	Is the ship manned in accordance with the Safe Manning Document (including food and catering personnel)?	
2.7.2	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	
Regulation 3.1 - Accommodation and recreational facilities (inspected and certified) (Rule 16 of the Gol's M.S. (ML) Rules, 2016)		
NB: Items marked * in the below list need only to be checked at the initial inspection of a new or substantially altered ship.		
1. General requirements		
3.1.1.1	For existing ships, are the requirements of Construction and Equipments complying with the national requirements, which was existing prior to this convention coming into force?	

- 3 -

3.1.1.2	Are accommodation and recreational facilities decent and consistent with health and well-being?	
3.1.1.3	Are all accommodation and recreational facilities in a clean and tidy condition?	
3.1.1.4	Are there records of regular inspections by the master or designated officer of the seafarers' accommodations in accordance with the DMLC Part II?	
3.1.1.5	*Is it verified that there are no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, storerooms, drying rooms or communal sanitary areas; and that part of a bulkhead separating such places from sleeping rooms and external bulkheads are efficiently constructed of steel or other approved substance and be watertight and gas-tight?	
3.1.1.6	*Is headroom adequate in all seafarers' accommodation where full and free movement is necessary (minimum 203 cm unless less is approved)?	
3.1.1.7	*Is accommodation adequately insulated?	
3.1.1.8	*Are the sleeping rooms located above the loadline and either amidships or aft (in ships other than passenger ships and special ships)?	
3.1.1.9	*Is it ensured that there are no sleeping rooms located for'd of the collision b'head?	
3.1.1.10	*Have appropriate materials been used for the bulkheads, floors, panelling etc.?	
3.1.1.11	*Is there sufficient drainage and appropriate lighting?	
3.1.1.12	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?	
2. Ventilation and heating		
3.1.2.1	Are the sleeping rooms and messrooms adequately ventilated (ventilation adequate and functioning in accordance with national standards)?	
3.1.2.2	If equipped with Air conditioning, is it functioning properly?	
3.1.2.3	Is the Sanitary spaces ventilated to open air independently of other accommodation?	
3.1.2.4	If heating system is provided, is it adequate and appropriate?	
3. Lighting		
3.1.3.1	Do the sleeping rooms & mess-rooms have natural light & adequate artificial light?	
4. Sleeping rooms		
3.1.4.1	*Are individual sleeping rooms provided? (unless exempted)	
3.1.4.2	Are separate berths of the minimum size (inside dimensions 198 centimetre x 80 centimeters) provided for seafarers?	
3.1.4.3	Are separate sleeping rooms provided for men and women?	

3

3.1.4.4	Do the number and size (including height) of the sleeping rooms conform to national standards (taking account of the number of occupants)?	
3.1.4.5	Do fixtures and fittings in the sleeping rooms (furniture, bedding, mosquito netting etc) conform to the national standards implementing the MLC?	
5. Mess rooms		
3.1.5.1	*Are the mess rooms separate from sleeping rooms and located as close as practicable to the galley (unless exempted)?	
3.1.5.2	Is there a common mess room and used by all personnel?	
3.1.5.3	Are separate mess rooms provided?	
3.1.5.4	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?	
3.1.5.5	*Is the floor area of each mess room on ships other than passenger ships at least 1.5 m ² /person?	
6. Recreational facilities		
3.1.6.1	Do seafarers have access to space or open spaces on deck that are accessible when off duty?	
3.1.6.2	Do the recreational facilities conform to national standards? In particular:	
3.1.6.2a	Where practicable, have recreation room(s) been provided for seafarers?	
3.1.6.2b	Are the recreation rooms fitted, as a minimum, with a book case and facilities for reading, writing and, where practicable, games and a canteen?	
3.1.6.2c	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 for the use of seafarers?	
3.1.6.2d	Do seafarers have reasonable access (at a reasonable charge) to ship-to-shore telephone communication, email and internet facilities?	
7. Sanitary facilities		
3.1.7.1	*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)?	
3.1.7.2	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 for every six persons or less?	
3.1.7.3	Are separate sanitary facilities provided for men and women?	
3.1.7.4	Is adequate drainage provided together with hot and cold fresh water available in all wash spaces?	

- 3 -

3.1.7.5	Are there sanitary facilities within easy access of the navigating bridge and machinery space or near the engine room control centre (unless exempted)?	
3.1.7.6	Are all toilets and other sanitary facilities functioning properly?	
3.1.7.7	Where there is more than one toilet in a compartment, are they sufficiently screened to ensure privacy?	
8. Laundry facilities		
3.1.8.1	*Are appropriately situated and furnished laundry facilities available?	
3.1.8.2	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).	
9. Hospitals		
3.1.9.1	*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 ships), is there separate hospital accommodation?	
3.1.9.2	Is the Hospital accommodation easy to access in all weather and comfortable and conducive to prompt and proper medical 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?	
3.1.9.3	Is the hospital being used only to accommodate persons who are sick?	
10. Offices		
3.1.10.1	Have separate offices for use by all officers of the deck and engine room departments been provided (unless exempted)? (<i>make appropriate comment in the Remarks column</i>)	
Regulation 3.2: Food and catering (inspected and certified) (Rule 17 of the Gol's M.S. (ML) Rules, 2016)		
NB: Items marked* in the below list need only to be checked at the initial inspection of a new or substantially altered ship		
1. Food and drinking water		
3.2.1.1	Is the food and drinking water served on the ship, free of charge to the seafarers, 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?	
3.2.1.2	Are seafarers who are responsible for food handling & preparation trained and the ship's cooks (18 years of age or older) qualified?	
3.2.1.3	Are frequent and documented inspections of food and catering facilities including food storage areas carried out by the master or an officer appointed by him?	
3.2.1.4	*Does the organization and equipment in the catering department permit the	

- 3 -

	provision of adequate, varied and nutritious meals prepared and served in hygienic conditions?	
3.2.1.5	*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 the shedding of particles?	
3.2.1.6	Has a suitable natural or mechanical ventilation system provided, constructed to permit easy maintenance including access to filters?	
3.2.1.7	Is the ambient temperature in the galley at acceptable level?	
3.2.1.8	Does the galley have adequate lighting?	
3.2.1.9	*Are the drainage facilities adequate and designed/constructed to prevent contamination?	
3.2.1.10	Is there an adequate supply of hot and cold water available in the galley for washing food?	
3.2.1.11	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?	
3.2.1.12	Are adequate facilities provided for the cleaning, disinfecting and storage of utensils and equipment?	
2. Food storage arrangements		
3.2.2.1	*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?	
3.2.2.2	Are the temperatures for storing of perishable provision maintained?	
3.2.2.3	Are the cold store room doors operable from both sides?	
3.2.2.4	Are the cold store rooms fitted with man trap alarms?	
3. Food preparation and supply		
3.2.3.1	Is the condition of the food supplied, stored (w.r.t stock rotation, segregation & spillages), prepared and served satisfactory?	
3.2.3.2	Is the food being defrosted in cool clean conditions?	
3.2.3.3	Is the meal preparation to serving times satisfactory?	
3.2.3.4	Is the variety of the food provided satisfactory, taking into account any religious requirements and cultural practices of the seafarers on board?	
4. Drinking water supplies		
3.2.4.1	Is drinking water safe and is the quality regularly monitored?	

- 3 -

3.2.4.2	Has the piping been adequately insulated where hot and cold water pipes run together?	
3.2.4.3	Are records available to confirm that the fresh water storage tanks have been cleaned and disinfected within the last 12 months?	
3.2.4.4	Are the fresh water loading hoses capped and stored correctly?	
5. Hygiene		
3.2.5.1	Are there adequate facilities for hand washing and drying?	
3.2.5.2	Are there sufficient cleaning agents available?	
3.2.5.3	Are the chemical cleaning agents being stored correctly?	
3.2.5.4	Are there sufficient cleaning cloths available and being used correctly?	
3.2.5.5	Are separate chopping boards being used for different foods to prevent cross contamination?	
3.2.5.6	Are the arrangements for disposing of food waste in accordance with national legislation?	
3.2.5.7	Are there any signs of vermin or pests being present in the food preparation and storage areas?	
6. Catering staff		
3.2.6.1	Are the catering staff wearing clean and suitable personal protective clothing?	
3.2.6.2	Is personal protective clothing available for use (and being used) with chemical cleaning agents?	
3.2.6.3	Are the training records of the ship's cook and other catering staff available?	
3.2.6.4	Does the catering staff have sufficient knowledge of food safety?	
3.2.6.5	Is the catering staff free from any communicable disease?	
Regulation 4.1 – Medical care on board ship and ashore (inspected and certified) (Rule 18 of the Gol's M.S. (ML) Rules, 2016)		
4.1.1	Is health protection and care provided free of charge to seafarers and do they have prompt access to adequate medical care including essential dental care?	
4.1.2	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?	
4.1.3	Is there a medical log maintained of the treatment of seafarers on board?	
4.1.4	Is there an approved medical form in use and is it kept confidential?	
4.1.5	Are the medicine chest, medical equipment and medical guide in compliance with national legislation?	
4.1.6	Do the onboard hospital and medical care facilities meet national requirements for the ship?	

13

4.1.7	Are seafarers permitted by the shipowner to visit a qualified medical doctor or dentist in port (where practicable) without delay?	
4.1.8	Does the ship have a procedure in place for radio or satellite communication for medical assistance?	
Regulation 4.2 – Shipowners’ liability (inspected) (Rule 19 of the Gol’s M.S. (ML) Rules, 2016)		
4.2.1	Does the SEA and/or relevant CBA state 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?	
4.2.2	Is the shipowner responsible for costs in respect to sickness and injury to seafarers during employment or arising from their employment?	
4.2.3	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) by the shipowner?	
4.2.4	Is the shipowner responsible for continuing to cover those medical costs for at least the minimum periods provided for under the national law?	
4.2.5	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?	
4.2.6	Is the shipowner responsible for paying costs of funeral expenses in the case of death occurring on board or ashore during the period of engagement? (unless exempted by national legislation)	
4.2.7	Has the shipowner provided financial security under rule 19 of MS (Maritime Labour rules)-2016	
4.2.8	Whether the financial security is in accordance with of Rule 19 of MS (Maritime Labour rules)-2016	
Regulation 4.3 - Health & safety protection & accident prevention (inspected and certified) (Rule 20 of the Gol’s M.S. (ML) Rules, 2016)		
4.3.1	Are seafarers provided with occupational health and safety protection and accident prevention in accordance with national requirements?	
4.3.2	Is the living, working and training environment onboard ship safe and hygienic?	
4.3.3	Does the ship have an occupational safety and health policy and programme (with special attention paid to protecting seafarers under the age of 18)?	
4.3.4	Is there a ship safety committee (for ships with 5 or more seafarers) with seafarers appointed or elected as ships safety representatives?	

- 13 -

4.3.5	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?	
4.3.6	Are there procedures in place and followed for reporting and recording and investigating unsafe conditions and onboard occupational accidents?	
4.3.7	Has a proper risk assessment been carried out for onboard occupational safety and health management?	
4.3.8	Are the seafarers trained and instructed regarding occupational safety and health and accident prevention?	
4.3.9	<p>Are the national provisions for specific areas or equipment and practices and matters, being complied with? In particular:</p> <p>4.3.9.1 General and basic provisions?</p> <p>4.3.9.2 Structural features of the ship, including means of access and asbestos-related risks?</p> <p>4.3.9.3 Machinery?</p> <p>4.3.9.4 The effects of the extremely low or high temperature of any surfaces with which seafarers may be in contact?</p> <p>4.3.9.5 The effects of noise in the workplace and in shipboard accommodation?</p> <p>4.3.9.6 The effects of vibration in the workplace and in shipboard accommodation?</p> <p>4.3.9.7 The effects of other ambient factors in the workplace and in shipboard accommodation, including tobacco smoke?</p> <p>4.3.9.8 Special safety measures on and below deck?</p> <p>4.3.9.9 Loading and unloading equipment?</p> <p>4.3.9.10 Fire prevention and fire-fighting?</p> <p>4.3.9.11 Anchors, chains and lines?</p> <p>4.3.9.12 Dangerous cargo and ballast?</p> <p>4.3.9.13 Personal protective equipment for seafarers?</p> <p>4.3.9.14 Work in enclosed spaces?</p> <p>4.3.9.15 Physical and mental effects of fatigue?</p> <p>4.3.9.16 The effects of drug and alcohol dependency?</p> <p>4.3.9.17 HIV/AIDS protection and prevention?</p> <p>4.3.9.18 Emergency and accident response?</p>	
4.3.10	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?	
4.3.11	Are seafarers aware of the guidelines appertaining to the management of occupational health and safety?	
4.3.12	Is the access/egress satisfactory?	

3

4.3.13	Are all openings in the decks etc guarded or covered?	
4.3.14	Is personal protective equipment in good order, used correctly and being maintained correctly?	
4.3.15	Are machinery guards correctly secured in place (including those in way of hot/cold surfaces)?	
4.3.16	Do machinery emergency stop devices function correctly?	
4.3.17	Are seafarers aware of the risks posed by enclosed spaces and the procedures required to enter them?	
4.3.18	Have the risks posed to young persons been addressed?	
4.3.19	Are safety inspections (where required by national legislation) being carried out correctly?	
Regulation 4.5 – Social security (inspection item) (Rule 22 of the Gol's M.S. (ML) Rules, 2016)		
4.5.1	Are the seafarers covered by flag State social security protection? (or by an arrangement between the flag State and another State)?	
4.5.2	Does the SEA contain the required information on any social security protection (in addition to medical protection) to be provided by the shipowner?	
4.5.3	If it is a contributory system, is there evidence available to confirm that the mandatory contributions are being made?	
Regulation 5.1.5 – On-board complaint procedures (inspected and certified) (Rule 26 of the Gol's M.S. (ML) Rules, 2016)		
5.1.5	<p>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:</p> <p>5.1.5.1 Do seafarers have a right to be accompanied or represented during the procedure?</p> <p>5.1.5.2 Do seafarers have a right to complain directly to the master and to appropriate external authorities?</p> <p>5.1.5.3 Are there safeguards to protect seafarers from victimization for making complaints?</p> <p>5.1.5.4 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?</p> <p>5.1.5.5 Are all seafarers given a copy of the onboard complaint procedures for the ship (in the working language of the ship)?</p> <p>Note: Any complaint received on board or any indication (early warning) of any issue on board related to working and living conditions should be immediately communicated to Head Office, for onward communication to the Administration.</p>	

- 3 -

Annexure - IV

Form-5

Interim Maritime Labour Certificate

[See rule 24 (6) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]

Issued under the provisions of Article V and Title 5 of the Maritime Labour Convention, 2006

(referred to below as "the Convention")

Under the authority of the Government of:

.....

(Full designation of the issuing authority)

by

(Full designation and address of the authority or duly authorized recognized organizations duly authorized under the provisions of the Convention)

Particular of the ship

Name of ship

Distinctive number or letters.....

Port of registry

Date of registry

Gross tonnage.....

IMO number

Type of ship

Name and address of the shipowner

h3

This is to certify, for the purposes of Standard A5.1.3, paragraph 7, of the Convention, (Rule 24 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016), that:

- (a) this ship has been inspected, as far as reasonable and practicable, for the matters listed Appendix A5-1 of Convention (in Form-6 of Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016), taking into account verification of items under (b), (c) and (d) below;
- (b) the owner of the ship has demonstrated to the competent authority or recognized organization that the ship has adequate procedures to comply with these rules.
- (c) the master is familiar with the requirements of these rules and the responsibilities for implementation; and
- (d) relevant information has been submitted to the competent authority or recognized organisation to produce a Declaration of Maritime Labour Compliance.

This Certificate is valid until subject to inspection in accordance with Standard A5.1.3 and A5.1.4 of the Convention [*Rules 24 and 25 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016*]

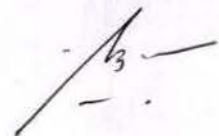
Completion date of the inspection referred to under (a) above was.....

Issued at..... on.....

Signature of the duly authorised official

Issuing the interim certificate.....

(Seal or stamp of issuing authority, as appropriate)



Form-6

[See rule 24 (6) (a) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]

The working and living conditions for seafarers that shall be inspected and approved by the competent authority before certifying that the ship is in accordance with Standard A5.1.3, paragraph1, [Rule 24 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016] are as under:-

- (1) Minimum age:
- (2) Medical certification:
- (3) Qualification of seafarers:
- (4) Seafarers' employment agreements:
- (5) Use of any licensed or certified or regulated private recruitment and placement service
- (6) Hours of work or rest:
- (7) Manning levels for the ship:
- (8) Accommodation:
- (9) On-board recreational facilities:
- (10) Food and catering:
- (11) Health and safety and accident prevention:
- (12) On-board medical care:
- (13) On-board compliant procedures:
- (14) Payment of wages:
- (15) Financial security for repatriation
- (16) Financial security relating to shipowners' liability



Form-7

Maritime Labour Certificate

[See rule 24 (7) of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016]

(Note: This Certificate shall have a Declaration of Maritime Labour Compliance attached)

Issued under the provisions of Article V and Title 5 of the Maritime Labour Convention, 2006
(referred to below as "the Convention") under the authority of:

.....
(full designation of the State whose flag the ship is entitled to fly)

by.....

(Full designation and address of the competent authority or recognized organization duly
authorized under the provision of the Convention)

Particular of the ship

Name of ship

Distinctive number or letters

Port of registry

Date of registry

Gross tonnage*

IMO number

Type of ship

Name and address of the ship owner.....
.....



* 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.

This is to certify:

1. that this ship has been inspected and verified to be in compliance with the requirements of the Convention, and the provision of the attached Declaration of Maritime Labour Compliance.

2. that the seafarers' working and living condition specified in Appendix A5-I of the Convention [in form-6 of Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016] were found to correspond to the abovementioned country's national requirement implementing the Convention. These national requirements are summarized in the Declaration of Maritime Labour Compliance, Part I.

This certificate is valid untilsubject to inspection in accordance with Standards A5.1.3 and A5.1.4 of Convention [Rules 24 and 25 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016].

This certificate is valid only when the Declaration of Maritime Labour Compliance issued

at..... on..... is attached.

Completion date of the inspection on which this certificate is based was.....

Issued at..... on

Signature of the duly authorized official issuing the Certificate

(Seal or stamp of issuing authority, as appropriate)



Endorsements for mandatory intermediate inspection and, if required, any additional inspection

This is to certify that the ship was inspected in accordance with Standards A5.1.3 and A5.1.4 of the Convention [the provisions of rule 24 and 25 of the Govt. of India's Merchant Shipping (Maritime Labour) Rules, 2016] and that the seafarers' working and living conditions specified in the said rule were found to correspond to the requirement implementing the conventions:

(to be completed between the second and third anniversary dates)

Signed.....

(Signature of authorised official)

Place.....

Date

(Seal or stamp of the authority,
as appropriate)

Additional endorsements (if required)

This is to certify that the ship was the subject of an additional inspection for the purpose of verifying whether the ship continued to be in compliance with the requirements implementing the Convention, as required by sub-rule (3) of rule 16 (re-registration or substantial alteration of accommodation) or for other reasons.

Additional inspection:

(if required)

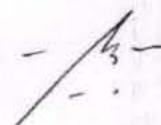
Signed.....

(Signature of authorised official)

Place

Date

(Seal or stamp of the authority,
as appropriate)



Additional inspection:
(if required)

Signed.....
(Signature of authorised official)

Place

Date

(Seal or stamp of the authority,
as appropriate)

Additional inspection:
(if required)

Signed.....
(Signature of authorised official)

Place

Date

(Seal or stamp of the authority,
as appropriate)

Extension after renewal inspection (if required)

This is to certify that, following a renewal inspection, the ship was found to continue to be in compliance with national laws and regulations or other measures implementing the requirements of this Convention, and that the present certificate is hereby extended, in accordance with paragraph 4 of Standard A5.1.3, until



(not more than five months after the expiry date of the existing certificate) to allow for the new certificate to be issued to and made available on board the ship.

Completion date of the renewal inspection on which this extension is based

was:

Signed:.....

(Signature of authorized official)

Place:.....

Date:.....

(Seal or stamp of the authority, as appropriate)

A-3-

Note: A copy of this record is to be given to the Seafarer. This form is subject to examination and endorsement by the Flag state and port state authorities.

- 63 -