

Free Translation

(Coat of Arms)	DIRSOMAR SIM Maritime Inspection Service	<i>ADDITIONAL COMPLIANCE INSTRUCTIONS OF MLC 2006</i>	
INSTRUCTIONS FOR THE IMPLEMENTATION OF ILO STANDARDS ON CHILEAN VESSELS INVOLVED IN INTERNATIONAL TRADE		SUBJECT: MLC 2006 IMPLEMENTATION	

PROCEDURE FOR THE IMPLEMENTATION OF THE ILO STANDARD ON CHILEAN VESSELS INVOLVED IN INTERNATIONAL TRADE

REFERENCE:

- a) Maritime Labour Convention (MLC), 2006.

SCOPE:

- a) Chilean Shipowners with vessels with gross tonnage equal to or over 500 Ton involved in international trade.
- b) Recognised organisations.

PURPOSE:

Providing detailed instructions to Chilean owners of vessels with gross tonnage equal to or over 500 Ton involved in international trade for the implementation of MLC, 2006.

BACKGROUND:

- a) On 22 February 2018 the Republic of Chile submitted the Maritime Labour Convention, 2006, (MLC, 2006) Deposit and Registration Record to the ILO Director-General.
- b) On 22 February 2019, said Convention will come into force in Chile.

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INSTRUCTIONS:

A.- The following Chilean regulations shall be complied with to draft the Declaration of Maritime Labour Compliance - Part II:

1. Minimum Age (regulation 1.1)

- The minimum age to be employed or hired and be able to work on a Chilean-flagged vessel is 18.

2. Medical Certificate (regulation 1.2)

- To work aboard Chilean-flagged vessels, seafarers shall be in possession of a certificate and a license or registry number, as applicable. These documents are valid within the Chilean territory and are granted by the General Directorate of the Maritime Territory and Merchant Marine in compliance with the regulatory standards for the certification of seafarers and occupational fitness. Therefore, one of the many requirements to obtain a certificate and a seaman's pass, is that the interested party shall be physically fit to work on the workplace or position on board, as stated in the medical examination provided in the POB Training, Certification and Career Regulations (Decree No. 90, 1999, of the Chilean Ministry of Defence), including the provisions contained in the Convention and in Chilean legislation and regulations.
- Seafaring personnel with a Certificate issued or recognised by the POB Training, Certification and Career Regulations (Decree No. 90, 1999, of the Chilean Ministry of Defence) rendering service on board or intending to resume work after a period onshore, shall demonstrate, every five years, that they still meet the necessary physical fitness conditions to render service on board a ship, as provided in the aforementioned Regulations. Consequently, they shall submit a medical certificate not older than 30 days to the Maritime Authority. This certificate shall state that the seaman's health condition is fit to work on board.
- Notwithstanding this, since the amendments to the Appendix of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the Training Convention), 1978, and the STCW Code, 1995, were enacted in Chile on 2 April 2012 by virtue of the Decree No. 47 of the Chilean Ministry of Foreign Affairs, **medical certificates will be valid for a maximum period of two years (reg. I/9, paragraph 5, Appendix "Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978")**.

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- Documents required to issue the relevant medical certificate:

ISSUING AUTHORITY: MINISTRY OF HEALTH (HEALTH SUPERINTENDENCE)

I. - PERSONAL INFORMATION OF THE PATIENT:

NAME AND SURNAMES: _____ ID No.: _____

GENDER: MALE: FEMALE:

CERTIFICATE: _____

DATE OF BIRTH: _____ NATIONALITY: _____

II. - GENERAL PHYSICAL EXAMINATION:

A) EYE EXAMINATION

VISUAL ACUITY YES NO

COLOR VISION YES NO

DEPTH VISION YES NO

FIT FOR WATCHKEEPING YES NO

COLOR VISION TEST DATE: _____

SPECIALIST'S NAME, SIGNATURE AND STAMP

B) ENT EXAMINATION

COE YES NO

tone audiometry YES NO

SUCCESSFUL HEARING YES NO

SUCCESSFUL HEARING WITHOUT AID YES NO

SPECIALIST'S NAME, SIGNATURE AND STAMP

C) LABORATORY TESTS

COMPLETE URINE TESTS

HAEMATOCRIT

UROEMIA

GLYCAEMIA

V.D.R.L. (SYPHILIS)

CHEST X-RAYS

ELECTROCARDIOGRAM

FIT

UNFIT

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SPECIALIST'S NAME, SIGNATURE AND STAMP

D) **BLOOD GROUP** _____

III. - **ADDITIONAL TESTS FOR SEAFARERS OVER 40:**

	FIT	UNFIT
LIPID PROFILE	<input type="checkbox"/>	<input type="checkbox"/>

IV. - **OTHER TESTS**

ANY OTHER EXAM REQUIRED BY THE ATTENDING PHYSICIAN.

	FIT	UNFIT
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>

V. - **FITNESS AND RESTRICTIONS**

SOME AFFECTIONS MAY worsen AFFECT PERFORMANCE AT SEA OR ENDANGER THE HEALTH OF OTHER PEOPLE ON BOARD.

YES NO

STATEMENT OF THE CERTIFIED PHYSICIAN

THE UNDERSIGNED PHYSICIAN IS AWARE OF THE RELEVANT PROCEDURES AND PARAMETERS AND HEREBY CERTIFIES THAT THESE PHYSICAL EXAMINATIONS AND THE RESULTS OF THE ADDITIONAL ANALYSES SHOW THAT THE ABOVEMENTIONED PATIENT IS IN GOOD HEALTH:

FIT TO WORK ON BOARD

UNFIT TO WORK ON BOARD

PHYSICAL FITNESS RESTRICTIONS AND LIMITATIONS YES NO

DESCRIBE THE RESTRICTIONS OR LIMITATIONS: _____

DATE OF ACKNOWLEDGEMENT:
CERTIFICATE IS VALID UNTIL:
PLACE:

ATTENDING PHYSICIAN'S NAME, ID No. AND SIGNATURE

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STATEMENT AND SIGNATURE OF THE PATIENT.

I _____ CONFIRM THAT I AM AWARE OF THE CONTENT OF THIS CERTIFICATE AND OF MY RIGHT TO REQUEST A REVISION OF THIS MEDICAL REPORT PURSUANT TO THE PROVISIONS CONTAINED IN THE CURRENT REGULATIONS AND IN PARAGRAPH 6 OF SECTION A-I/9 OF THE TRAINING CODE, WHICH IS PART OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, STCW 1978, AS AMENDED.

SIGNATURE OF THE PATIENT

PROCEDURE FOR THE ISSUANCE OF MEDICAL CERTIFICATES AND MINIMAL PARAMETERS FOR APPROVAL OR REJECTION.

1. THE CERTIFICATE SHALL CONTAIN THE NAME, SIGNATURE AND STAMP OF EVERY SPECIALIST (OTOLARYNGOLOGIST, OPHTHALMOLOGIST) AND OF THE LABORATORY WHERE THE EXAMINATIONS TOOK PLACE.
2. FOR SOME ITEMS, THE "YES" OR "NO" AND "FIT" OR "UNFIT" CONDITION SHALL BE ESTABLISHED, DEPENDING ON WHETHER THE PATIENT COMPLIES WITH THE REQUIRED FITNESS OR NOT.
3. THE ATTENDING PHYSICIAN WHO IS RESPONSIBLE FOR ISSUING THE CERTIFICATE SHALL IDENTIFY HIM/HERSELF STATING HIS/HER NAME, ID NUMBER, SIGNATURE AND STAMP AND ESTABLISH THE GENERAL CONDITION OF THE PATIENT AS "FIT" OR "UNFIT" TO WORK ON BOARD.
4. IN ADDITION, THE CERTIFICATE SHALL STATE ANY CONDITION OR TREATMENT THAT MAY CREATE LIMITATIONS OR RESTRICTIONS TO THE PHYSICAL FITNESS TO WORK ON BOARD.
5. THE FOLLOWING PHYSICAL OR PATHOLOGICAL LIMITATIONS WILL CAUSE "UNFITNESS TO WORK ON BOARD":
 - DISABLING HEART DISEASES.
 - TB OR ANY OTHER SIMILAR CONTAGEOUS DISEASE.
 - EPILEPSY.
 - UNRECOVERABLE HEARING IMPAIRMENT OR DISEASES.
 - ADVANCED VISUAL IMPAIRMENT OR EYE DISEASES OR COLOUR BLINDNESS.
 - CHRONIC ALCOHOLISM.
 - PHYSICAL OR MENTAL IMPAIRMENT OR ANY OTHER DISORDER THAT MAY HINDER COMPLIANCE WITH THE ORDINARY DUTIES OF THE APPLICANT ON BOARD.
 - DRUG AND NARCOTICS ADDICTION.
 - INSULIN-DEPENDENT DIABETES MELLITUS
6. THE PARAMETERS CONSIDERED "NORMAL" FOR ANY OF THE ABOVEMENTIONED MEDICAL SPECIALTY ASSESSMENTS ARE:

OPHTHALMOLOGY: 20/60 OF VISUAL ACUITY AS THE LOWEST VALUE AND 20/20 AS THE BEST ONE, 20/25 CORRECTIBLE IN THE BEST CASE.

OTOLARYNGOLOGY: PTP NOT OVER 35 DB IN EVERY EAR AND BILATERAL HEARING IMPAIRMENT NOT OVER 30%.
7. HIV EXAM IS NOT COMPULSORY.

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NOTE: THIS MEDICAL CERTIFICATE SHALL BE ISSUED BY A PROFESSIONAL REGISTERED IN THE LIST OF INDIVIDUAL HEALTH PROVIDERS INCLUDED IN WWW.SUPERDESALUD.GOB.CL

3. Qualifications of Seafarers (regulation 1.3)

- To work on board a Chilean-flagged vessel, seafarers shall be in possession of a certificate and a license or registry number, as applicable. These documents are valid within the Chilean territory and are granted by the General Directorate of the Maritime Territory and Merchant Marine in compliance with the regulatory standards for the certification of seafarers and occupational fitness.
- Since Chile passed the amendments to the Appendix of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the Training Convention), 1978, and the STCW Code, 1995, were enacted in Chile on 2 April 2012 by virtue of the Decree No. 47 of 2013, issued by the Chilean Ministry of Foreign Affairs, any professional training and certification shall abide by the compulsory instruments adopted by the International Maritime Organisation (IMO) and the requirements of the Chilean law.
- The following requirements are necessary to obtain a Certificate or Seaman's Pass:
 - Being a Chilean citizen over 18.
 - Good updated police record certified by the Civil Registry and Identification Service.
 - Being physically fit to work and have a position on board any vessel, as certified by the medical examinations provided herein and by the stipulations of the Convention and the Chilean law and regulations.
- In addition, seafarers shall meet the specific requirements for their relevant professional Master, officer or AB certificate, as established in Title VI of the POB Training, Certification and Career Regulations.
- When applicable, the certificates of officers and endorsements will be issued by resolution of the Director General of the Maritime Territory and Merchant Marine to any Chilean citizens that prove their compliance with the requirements of the POB Training, Certification and Career Regulations, in compliance with the provisions of the Convention.
- AB certificates will be issued by Harbourmasters to any Chilean citizens that prove compliance with the requirements of these Regulations and the Convention.

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- The following documents will be granted upon issuing the relevant certificates:
 - A diploma crediting the certification, which shall be signed by the Director General or by the relevant Harbourmaster, as applicable.
 - Seaman's book.
 - Professional identity card.
- Any certification to Chilean citizens issued by relevant authorities from other countries will be recognised by a resolution from the Director General of the Maritime Territory and Merchant Marine when applicable. Seafarers shall then prove that their professional training meets Chilean standards and complies with any assessment established by the Director General to obtain such recognition.
- Seafaring personnel with a Certificate issued or recognised by the POB Training, Certification and Career Regulations rendering service on board or intending to resume work after a period onshore, shall demonstrate every five years that they still meet the necessary physical fitness conditions to render service on board a ship, with regards to:
 - Physical fitness, as provided herein.
 - Due professional skill, as provided in the Convention or by the Chilean law and Regulations. However, to render services on vessels that abide by special training requirements of international conventions, the POB shall also comply with the supplementary requirements established herein.
- Notwithstanding this, since the amendments to the Appendix of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the Training Convention), 1978, and the STCW Code, 1995, were enacted in Chile on 2 April 2012 by virtue of Decree No. 47 of 2013, issued by the Chilean Ministry of Foreign Affairs, **medical certificates will be valid for a maximum period of two years (reg. 1/9, paragraph 5, Appendix "Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978")**.

4. Seafarers' employment agreements (regulation 2.1)

- POB or seafarers are people who, after signing an embarkation period agreement, develop their profession, artisanship or occupation on board vessels or naval artifacts. For the purposes of this title, the obligations therein will be deemed to be applicable to both the seafarers' employment agreement and the embarkation period agreement.

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- The embarkation period agreement is entered into by the seafarer and the Shipowner (by himself or by a representative such as the Master), by virtue of which the seafarer agrees on rendering shipping-related services on board one or several vessels of the owner and the owner agrees on providing accommodation and food on board and paying the salary or remuneration agreed.

Said agreement shall be authorised by the relevant Port Captainty along the Chilean coast and the Chilean Consulates abroad. The parties shall also abide by the specific provisions of the navigation laws.

The clauses contained in the embarkation period agreement are considered to be fully incorporated in the seafarer employment agreement, even if such agreement is verbal.

- Seafarers hired to provide service on a vessel are the vessel's crew, which is made up by the Master, officers and ABs.
- Officers and ABs shall fulfil the tasks appointed by the Master, as agreed by the parties.
- Owner is any owner, proprietor or operator of a Chilean merchant vessel.
- The embarkation period agreement shall state:
 1. place and date of the agreement;
 2. identification of the parties, indicating the nationality, place and date of birth and work starting date of the employee;
 3. a clear description of the nature of the services and the vessel(s) name and registry number;
 4. two or more specific alternative or complementary tasks can be specified in the agreement;
 5. amount, way and period of payment of the agreed remuneration;
 6. bonuses and allowances agreed;
 7. number of days of annual bank holidays entitled to the employee pursuant to the Chilean law;
 8. duration and distribution of working hours, unless a shift system has been implemented by the company. In this case, the corporate regulations shall prevail;
 9. healthcare and social security protection to be provided by the owner;
 10. term of the agreement;
 11. the port of repatriation (see Repatriation) and repatriation conditions agreed by the parties; and
 12. any other covenant agreed by the parties.

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- Both the embarkation period agreement and the seafarer employment agreement shall be written and signed in English and Spanish.
- The shipowner shall always keep a copy of the agreements on board the vessel where the employee is rendering his services.
- No crewmember of a vessel is allowed to leave his work without the intervention of the Maritime Authority or Consul of the port where the vessel is moored.
- If the vessel sets sail for a voyage lasting more than one month or for a period longer than the one specified in the agreement, the employee is entitled to terminate it seven days prior to the departure of the vessel, pursuant to the minimum term established in MLC, 2006. After this period, the agreement will be considered terminated.
- Likewise, the minimum term for notification by the shipowners to terminate the seafarers' employment agreement is seven days.
- Any agreement expiring while at sea will be extended until arrival at the port of registry or port of repatriation.
- However, if this happened while the vessel is at a Chilean port and should take more than fifteen days of navigation to the repatriation port or port of registry, any of the parties may terminate the agreement and the employee shall be repatriated at the expense of the shipowner.
- If any crewmember is called for military service, the agreement will be terminated and the shipowner (or the Master on his behalf) shall pay the tickets to the port of enrolment.
- Regardless of the number of crewmembers, the employer shall draft the corporate health & safety regulations, which shall contain the obligations and prohibitions over the employees with respect to their duties and stay within the corporate facilities or premises. The standards to ensure a proper working environment and mutual respect among the employees must be specially looked after.
- The employer shall issue and distribute free copies of the corporate regulations and the regulations stipulated by Act No. 16.744.

5. Use of any licensed or certified or regulated private recruitment and placement service (regulation 1.4)

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- There is no such regulation in the Chilean law. However, the general labour and social security regulations shall be complied with pursuant to Chilean law. These regulations include the Seafarers' Training, Certification and Career Regulations and the stipulations of the Convention. It is not the intention of the Republic of Chile to create or encourage said norms.
- Notwithstanding this, both the General Directorate of the Maritime Territory and Merchant Marine and the Labour Directorate, in accordance with their scope of action, shall request that the shipowners use the seafarer recruitment and allocation services in countries or territories where the Maritime Labour Convention, 2006, is applicable or otherwise request that those service providers in non-member states comply with the provisions contained in Regulation 1.4 of the Maritime Labour Convention, 2006.

6. Hours of work and hours of rest (regulation 2.3)

- The rules of the Maritime Labour Convention on hours of rest will be applicable to Chilean-flagged vessels involved in international trade and voyages. The hours of work will abide by the provisions contained in the Labour Code (Law Decree No. 1 of 2002, issued by the Chilean Ministry of Work and Social Security, Book I, Title I, Chapter II).
- Any Chilean-flagged vessel shall display the table containing the shipworking arrangements in an easily accessible place both at sea and onshore. The maximum legal hours of work shall be respected at all times. For every position, the table shall contain at least:
 - a) the service programme on board and onshore; and
 - b) the minimum number of hours of rest set by the Chilean law, including the requirements of the Convention stated below, or any applicable collective agreement:

The abovementioned table shall be drafted and signed by the Master in Spanish and English and be approved by the Chilean Maritime Authority.
- Any amendment to this table, which may be necessary during the voyage, shall be registered in the vessel's logbook and informed to the Maritime Authority for approval or otherwise sanction of any unjustified changes.
- Nothing in this Standard shall impair the right of the master of a ship to require a seafarer to work as long as 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.

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Accordingly, the master may suspend the schedule of hours of work or hours of rest and require a seafarer to work as many hours as necessary until the situation comes back to normal. After this, master shall ensure as soon as possible that any seafarers who have worked in a scheduled rest period are provided with an adequate period of rest.

- In line with this, no overtime will be paid for hours of work ordered by the Master under the following circumstances:
 - a) when the safety of the vessel or the POB is in danger due to force majeure;
 - b) in case of having to provide assistance to a vessel in distress or to any other vessel or to avoid the loss of human life. In these cases, any compensation awarded shall be shared as agreed or otherwise pursuant to the international custom; and
 - c) when training personnel in fire-fighting and lifeboat drills or for any other manoeuvres and salvage drills.

6.1.- Hours of rest

- minimum hours of rest shall not be less than:
- 10 hours in any 24-hour period; and
- 77 hours in any seven-day period.
- 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 14 hours.
- Musters, fire-fighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments, shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.
- 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.
- Each Chilean-flagged vessel shall display a table containing the shipworking arrangements in an easily accessible place.

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- Nothing in these provisions Standard shall prevent a Member from having national laws or regulations for the Labour Directorate to authorise or register collective agreements permitting exceptions to the limits set out. Such exceptions shall, as far as possible, follow the provisions of this Standard but may 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. Overall, both the authorisation and the registration of Agreements shall abide by the standards that regulate said matter.
- Supervise attendance and determine the normal hours of work or overtime, the shipowner shall maintain an attendance book for all personnel or a time recorder with clock cards.
- The daily record of hours of rest shall be written in Spanish and English. Seafarers will receive a hard copy of the attendance records, which shall be endorsed by the Master or anyone authorised by the Master and by the seafarers.
- Work on Sundays or holidays will not be compulsory when the vessel is anchored at a port. The hours of work should not exceed forty-eight hours per week.
- On Sundays and holidays the crew will not be required to perform any task except for mandatory and necessary tasks to ensure security, health and safety and cleaning of the vessel.
- The abovementioned Sunday rest will not be effective on Sundays and holidays on which the vessel is entering or leaving port, in cases of force majeure or over personnel in charge of receiving passengers or for workers who stay on board.
- At the end of the embarkation period, seafarers involved in work on Sundays and holidays will be given a day of rest as a compensation for the work done during said period. When one or more days of rest have accumulated in one week, the parties may agree on a special form of distribution or remuneration for the days of rest exceeding one day a week. In this case, the remuneration shall include an increase of 50% for each hour worked overtime.

7. Manning levels (Regulation 2.7)

- All Chilean-flagged vessels shall have a sufficient number of seafarers on board to ensure that ships are operated safely, efficiently and with due regard to security. Every ship shall be manned by enough and qualified crewmembers to ensure the safety and security of the ship and its personnel under all operating conditions, in accordance with the minimum safe manning document or an equivalent issued by the competent authority, and to comply with the standards of the international Convention.

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- Seafarers hired to provide service on a vessel are her crew.
- The vessel crew is composed of the Master, officers and ABs.
- The Chilean safety manning standards comply with the provisions of the International Convention for the Safety of Life at Sea, the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, and in the Chilean laws and regulations.
- The minimum safety manning of a vessel or naval artifact is composed by the sufficient number of competent officers and ABs that are needed to guarantee the safety and security of the vessel, crew, passengers, cargo and other assets on board and to ensure the protection of the marine environment, including the manning of watchkeeping shifts and equipment functioning during the navigation or operation.
- Minimum safety manning is restricted to masters or skippers and to officers and ABs posted on the bridge and engine room, including the personnel assigned for communications on board.
- The General Directorate of the Maritime Territory and Merchant Marine will issue a certificate stating the number and professional categories of officers and ABs that are part of the minimum safety manning of a vessel or naval artifact in accordance with the "Minimum Safety Manning Certificate" approved by the Director General of the Maritime Territory and Merchant Marine. This certificate shall contain the relevant limitations imposed on the vessel of naval artifact.
- No vessel or naval artifact will be authorised to leave port without the minimum safety manning.
- The Master of the vessel or naval artifact shall be responsible for keeping the "Minimum Safety Manning Certificate" on board, which shall be shown to the Maritime Authority upon request.
- Determination of the number and professional categories of officers and crew that take part of the minimum safety manning must consider that, for each case, they are the minimum number of people needed for the safe navigation of vessels and naval artifacts. Notwithstanding this, shipowners are allowed to cover all vacant positions with seafarers having a certification above the standard set for the minimum safety manning and to increase the number whenever they deem convenient within the limits allowed by the Safety Certificate.

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- The General Directorate of the Maritime Territory and Merchant Marine, whilst a minimum safety manning of a vessel or naval artifact has not been approved, can set a temporary minimum manning for a period up to 120 days.
- To set the minimum safety manning of a vessel or naval artifact, her owner, proprietor or operator shall send an application to the relevant Maritime Authority requesting that they set the manning and providing all the relevant documentation of the vessel or naval artifact.
- The General Directorate of the Maritime Territory and Merchant Marine shall set the minimum safety manning within 30 working days of the submission of the application of after the date when the interested party has completed the documentation requested.
- If the competent Maritime Authority has not set the relevant minimum safety manning after the abovementioned period, the Authority shall issue the relevant “Minimum Safety Manning Certificate” upon request by the interested party within 48 hours of the request. After setting the minimum safety manning, the interested party can request reconsideration of the resolution within fifteen working days of the notification of the pertinent resolution.
- The General Directorate of the Maritime Territory and Merchant Marine shall maintain an updated Scale of References to set the minimum safety manning in compliance with the resolutions, recommendations and guidelines of the International Maritime Organisation and MLC, 2006, bearing in mind, among other factors, the relevant vessel or naval artifact particulars. In case of a merchant or special vessel, it shall stipulate its type and seaworthiness condition, the duration of the tasks performed by the crew and the description of the tasks carried out on board by the personnel.
- When a vessel or naval artifact is due to start trades, navigations or operations involving a substantial change of the conditions that were stated to set the minimum safety manning, including the length of the navigation or operation, the nature of the new conditions and the waters in which the navigation will take place, the vessel’s owners, proprietors or operators shall request a temporary or permanent adjustment, as applicable, of the manning set in view of the new conditions.

8. Accommodation (Regulation 3.1)

- Each vessel shall maintain decent accommodations and recreational facilities for seafarers working or living on board, or both, consistent with promoting the seafarers’ health and well-being, as provided in the Convention.

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- The MLC, 2006 provisions for the construction or equipment of ships will only be applicable to vessels built after the Convention comes into force in Chile (22 February 2019). A ship shall be deemed to have been constructed on the date when its keel is laid or when it is at a similar stage of construction.
- The Machinery and Naval Engineering Inspector from the Ship Inspection Department of the General Directorate will be responsible for approving the shipbuilding works for vessels and naval artifacts and for updating any change in their history in order to keep the hull, machinery and equipment efficiency and safety information updated and for maintaining the documentation containing information that allow the Director General of the Maritime Territory and Merchant Marine to issue authorisations and resolutions on any operation required.
- Shipbuilding and repair works shall be surveyed by the Machinery and Naval Engineering Inspectors from the local Ship Inspection Commissions.
- The General Directorate of the Maritime Territory and Merchant Marine shall pay particular attention to ensuring -in addition to the general requirements stipulated in Decree No. 146 of 1987, issued by the Ministry of Defence of Chile, which approves the Regulations for building, repairing and maintaining large merchant vessels and special vessels and naval artifacts, vessel inspection and registry, and the provisions in paragraphs 6 to 17 of the Standard- implementation of the requirements of this Convention relating to:
 1. the size of rooms and other accommodation spaces
 2. heating and ventilation
 3. noise and vibration and other ambient factors
 4. sanitary facilities
 5. lighting and
 6. hospital accommodation.

9. Recreational facilities (Regulation 3.1)

- Appropriate seafarers' recreational facilities, amenities and services, as adapted to meet the special needs of seafarers who must live and work on ships, shall be provided on board by the shipowner for the benefit of all seafarers, taking into account the provisions on health and safety protection and accident prevention.

10. Food and catering (Regulation 3.2)

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- The embarkation period agreement is entered into by and between the seafarers and the shipowner in person or via a representative such as the Master, by virtue of which the seafarers agree on providing seagoing services and the shipowner agrees on providing accommodation and food on the vessel and pay the agreed wages.
- The employer shall take any necessary measure to efficiently protect the life and health of his employees, to inform any possible risk, to maintain adequate health and safety conditions at the workplace and to provide the necessary equipment to prevent accidents or occupational diseases.
- The General Directorate of the Maritime Territory and Merchant Marine shall ensure that any Chilean-flagged vessel meets the following minimum standards:
 - food and drinking water supplies, having regard to the number of seafarers on board, their religious requirements and cultural practices as they pertain to food, and the duration and nature of the voyage, shall be suitable in respect of quantity, nutritional value, quality and variety;
 - the organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied and nutritious meals prepared and served in hygienic conditions; and
 - catering staff shall be properly trained or instructed for their positions.
- Shipowners shall ensure that seafarers who are engaged as ships' cooks are trained, qualified and found competent for the position in accordance with requirements set out in the laws and regulations of Chile, specially the requirements contained in Decree No. 90, of 1999, issued by the Ministry of Defence of Chile, which approves the POB Training, Certification and Career Regulations.
- The requirements shall include completion of a training course approved or recognised by the competent authority, which covers practical cookery, food and personal hygiene, food storage, stock control, and environmental protection and catering health and safety.
- On ships operating with a prescribed manning of less than ten, which, by virtue of the size of the crew or the trading pattern, the General Directorate of the Maritime Territory and Merchant Marine may not require a fully qualified cook. Anyone processing food in the galley shall be trained or instructed in areas including food and personal hygiene as well as handling and storage of food on board ship.

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- In circumstances of exceptional necessity, the General Directorate of the Maritime Territory and Merchant Marine may issue a dispensation permitting a non-fully qualified cook to serve in a specified ship for a specified limited 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 as well as handling and storage of food on board ship.
- In accordance with the ongoing compliance procedures under Title 5 of MLC 2006, the General Directorate of the Maritime Territory and Merchant Marine shall require that frequent documented inspections be carried out on board ships, by or under the authority of the master, with respect to:
 - supplies of food and drinking water;
 - all spaces and equipment used for the storage and handling of food and drinking water; and
 - galley and other equipment for the preparation and service of meals.
- The applicable standards of the Food Sanitation Regulations shall be complied with on Chilean-flagged merchant vessels. They include:
 - Having the relevant authorisation by the corresponding Health Service;
 - Checking that the galley, cooking equipment, cookware and other systems, including the waste drainage, shall be maintained in good condition, are clean and in order. In addition, all the equipment and cookware shall be placed on shelves and cupboards after cleaning and disinfection.
 - Making sure that the waste is removed from the handling area and from any other working areas as many times as needed, at least once a day, and that the waste handling area is clean.
 - Ensuring that all the disinfectants used are suitable for the relevant work. All waste must be removed to prevent cross-contamination of food.
 - Check that, immediately upon completion of the daily work, or as many times as needed, the floors, including the waste drainage, auxiliary structures and walls of the food handling area, are cleaned thoroughly.

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- Ensuring that the dressing areas, toilets, access routes and open areas around and next to the galleys are clean.
- Making sure that an effective and continuous preventive plague control programme has been implemented and that the surrounding areas are inspected on a periodical basis to prevent infestation.
- Checking that no substance that may contaminate food is stored in the food handling areas and that no clothes or personal belongings are placed or stored there.
- The shipowner shall take all the necessary measures and provide suitable and continuous training on food handling and personal hygiene, among other requirements.

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

11.1. General obligations

- The shipowner is responsible for adopting efficient occupational health and safety policies and programmes, including risk assessment, seafarers' training and instructions, to prevent occupational accident, injuries and diseases. This also includes measures to reduce and prevent the risk of exposure to injuries or diseases that may result from the use of shipboard equipment and machinery.
- Shipowners shall provide protective equipment or other accident prevention safeguards together with instructions for the use of said protective equipment and devices.
- Employers are responsible for ensuring that shipboard machinery in use is properly guarded and that its use without appropriate guards is prevented, as well as for preventing the use of machinery without suitable guards.
- Employers shall take all necessary measures to protect the life and health of their employees efficiently. They shall report any possible risk and maintain suitable health and safety conditions during the tasks, as well as all the implements needed to prevent occupational accidents and diseases.

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- Employers shall also provide and guarantee the necessary items so that, in case of accident or emergency, the employees have prompt and due medical, hospital and pharmaceutical assistance, as applicable.
- Any ship loading and discharging, repair and maintenance work and any other tasks performed at ports, dry docks, landings, piers and jetties will be supervised by the Maritime Authority.

11.2. Corporate order, health and safety regulations

- Regardless of the number of crewmembers, the employer is responsible for issuing the relevant **corporate order, health and safety regulations**, which shall contain the duties and prohibitions of the employees in relation to their work, stay and life in the relevant corporate premises or offices.
- A copy of the corporate regulations shall be submitted to the Ministry of Health and the Labour Directorate within five days following its coming into effect.
- The corporate regulations shall, at least, contain the following provisions:
 - 1.- on-call start and finish time and the shift rotation, if the shift is by teams;
 - 2.- hours of rest;
 - 3.- different types of wage;
 - 4.- place, date and time of payment;
 - 5.- obligations and prohibitions of employees;
 - 6.- the appointment of corporate executives or officials to which the employees should address their requests, complaints, queries and suggestions and, in the case of companies employing over two hundred workers, a list containing the different positions or duties within the company and their essential technical characteristics;
 - 7.- the specific rules for the different tasks, in accordance with the workers' age and sex, and the necessary support arrangements and services to ensure due performance of duties by impaired workers;
 - 8.- the form of ascertaining compliance with the social security, compulsory military service and ID card laws and, in the case of minors, compliance with compulsory schooling;
 - 9.- the prevention, health and safety rules and instructions to be complied within the corporate offices or premises;

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10.- any sanction applicable for non-compliance with the obligations herein. Sanctions include verbal or written warning and fines of up to 25% of the daily wage;

11.- the procedure to apply the abovementioned sanctions;

12.- the procedure, protection measures and sanctions against sexual harassment.

13.- the procedure to hear complaints arising from non-compliance with the principle of wage equality between men and women rendering the same work. Objective differences in wages based on skills, qualifications, capability, degree of responsibility or productivity will not be deemed arbitrary.

- In addition, the Corporate Regulations shall include the on-board complaint procedure.
- In case of complaints, the employer shall keep the confidentiality of all the information and private details of the employee provided as a result of the work relationship.
- The employer shall give the employees a copy of the corporate regulations at no cost for the workers.
- Corporate regulations and amendments thereto shall be disclosed to the employees and be displayed in two visible spots at the workplace thirty days prior to coming into effect. A copy shall also be submitted to the unions and Joint Committees in the company, if any.
- Companies or organisations shall maintain their occupational health and safety regulations updated and the employees shall comply with the requirements therein. Regulations shall also refer to the application of fines to workers who fail to use the personal protective equipment provided by the company or fails to comply with any occupational health and safety standard, regulation or instruction.

11.3 Joint Health and Safety Committees

- One or more **Joint Health and Safety Committees** should be in place in any factory or work site with more than 25 workers in it. The Committees shall:

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- 1.- Assess and instruct the employees on the correct use of safety equipment;
- 2.- Watch for compliance by the companies and the workers with the prevention, health and safety measures;
- 3.- Investigate the causes of accidents at work and occupational diseases in the company and any other repeated or general disorder affecting the workers presumably arising from the use of phytosanitary, chemical or hazardous products;
- 4.- Indicate the adoption of any health and safety measure that could be useful to prevent risks at work;
- 5.- Comply with any other task or mission entrusted by the relevant Administration Authority.

- The representative(s) of the workers in the Committee will be elected by the workers.
- An Occupational Risk Prevention Department will be compulsory for mining, industrial and commercial companies employing over 100 workers. This Department shall be led by a Risk Prevention Officer who, in his/her own right, will participate in the Joint Committees.
- Companies shall adopt and enforce the prevention measures indicated by the Prevention Department and/or the Joint Committee. However, they will be entitled to appeal against said resolutions before the Administration Authority within 30 days of the notification of the resolution by the Prevention Department or Health & Safety Committee.
- Shipowners shall report any accident, injury or disease to the General Directorate of the Maritime Territory and Merchant Marine using the occupational accident and disease reporting channels provided by the ILO.

11. 4 Basic hygiene and environment conditions at the workplace

- The company shall maintain the necessary hygiene and environment conditions to protect the life and health of their employees at the workplace, regardless of whether they are in-house employees or third-party contractors' employees working for the company.
- All workplaces shall be maintained naturally or artificially ventilated in order to provide comfortable ambient conditions to prevent nuisance or damage to the workers' health.

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- For work that must unavoidably be carried out in the open or outdoors, all the suitable measures must be taken to protect the workers against the inclement conditions.
- Workplaces must be maintained in good order and clean. In addition, effective measures should be taken to prevent entry or eliminate the presence of insects, rodents and other pests of sanitary interest.
- Drinking water for human consumption and basic hygiene and personal hygiene needs, for individual or collective use should be available in every workplace. The facilities, devices, channels and complementary devices comprising the drinking water services must comply with the relevant legal provisions.
- Every workplace equipped with its own supply system, whose project must be duly approved by the health authority, shall maintain a minimum supply of 100 liters of water per person per day, which must comply with the requirements established in the Regulation on basic workplace hygiene and environment conditions.
- Every workplace will be provided with restrooms for individual or collective use, which will have at least one toilet and sink. Each toilet will be placed in a compartment with a door, separated from the adjacent compartments by permanent walls.
- For temporary works where, due to their nature, no sanitary services connected to a sewerage network can be installed, the employer must provide at least one outdoor toilet or chemical bath, whose total number will be calculated by dividing the number of toilets indicated in the first paragraph of Article 23 of the Regulations on basic hygiene and environment conditions at the workplace. The employer shall be responsible for their transport, installation and cleaning.
- Every workplace where changing clothes is necessary due to the type of work must be equipped with a clean stationary or mobile changing room protected from external weather conditions. When men and women work together, the changing rooms must be independent and separated. Lockers in good condition and ventilated should be available in these rooms in equal number to the total number of workers involved in the work or task.
- In places where workers are exposed to toxic or infectious substances, the changing rooms must be equipped with 2 individual, separate and independent lockers, one for work clothes and the other for regular clothing. In such case, the employer shall be responsible for washing the work clothes and adopting measures to prevent the workers from taking their clothes outside the workplace.

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- The mess will be provided with tables and chairs covered with washable material and a solid, easy-to-clean floor. The mess must have protection systems to prevent the entry of vectors and shall be equipped with drinking water for hand and face washing.
- These rules are among other standards applicable at the Competent Authority's discretion.

11.5 Requirements for the POB

- Apart from the general requirements, personnel with a Seaman's Pass must be in possession of certificates of competence in the training courses established by the Convention and the national legislation and regulations to work on board, namely:
 - a.- A basic course in fire fighting;
 - b.- Proficiency course in handling survival crafts and rescue boats;
 - c.- First level in basic first aid course;
 - d.- Personnel working on oil tankers, gas tankers, chemical tankers, Roll on–Roll off ships, passenger ships or any other special vessel must pass the professional development courses provided by the Convention for each case.

12. Medical care on board (Regulation 4.1)

- Shipowners shall provide coverage to the seafarers with an insurance policy in order to ensure protection of their health and prompt and adequate access to medical care whilst working on board. The insurance coverage shall expire upon expiration of the seafarer's employment agreement.
- The protection and medical care under the paragraph above shall be provided at no cost for the seafarers.
- On board and onshore health assistance provided by the shipowner for seafarers working on vessels registered in Panama include:
 - The supply of the necessary medicines, equipment and medical services for diagnosis and treatment, as well as medical information and advice.

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- The right to a visit to the dentist or qualified physician at the port of call without delay, whenever possible.
- Programmes to promote health and sanitary education, as pre-ventive measures.
- Hospitalization services when necessary.

12.1 General Obligations

- Employers shall take any necessary measure to efficiently protect the life and health of their employees, to inform any possible risk, to maintain adequate health and safety conditions at the workplace and to provide the necessary equipment to prevent accidents or occupational diseases. Employers shall also provide and guarantee the necessary items so that, in case of accident or emergency, the employees have prompt and due medical, hospital and pharmaceutical assistance.
- The crew of a Merchant Navy vessel is composed of her Master, Officers and ABs. For servicing and working on board the vessel, Officers are classified as:
 - a) Deck Officers;
 - b) Engine Room Officers, and
 - c) General Service Officers.
- Among the General Service Officers is the doctor; for administrative purposes, s/he is the Officer in charge of Sanitation and answers to the General Service Department. The doctor is responsible for taking any measure needed to ensure the health and sanitation of all the crew and passengers.
- When the presence of the Doctor is not required by the Regulations, the doctor can be replaced by a Paramedic or by the First Aid Officer.
- The doctor, paramedic or first aid officer is in charge of the medical attention items as , who must be duly prepared to take care of the patients and properly trained to receive instructions by radio from a doctor onshore.
- World Health Organisation reference books or similar publications should be maintained on any Chilean Merchant Navy vessel to treat diseases and accidents make the services provided by the health personnel on board more effective.

12.2. Medicine chest

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- Any Chilean Merchant Navy ship with a crew of more than ten men involved in voyages of more than forty-eight hours, with or without a layover, must be equipped with therapeutic and surgical cleaning items in case of illness or accident.
- A medicine chest must be kept closed at all times and in optimal cleanliness and order conditions. The medicines must comply with all the sanitary provisions in force and the medical instruments shall be maintained in conditions that allow immediate use.
- The medicine chest must contain at least:
 - Antiallergic drugs
 - Betamethasone 0.1% Cream 6 Flasks
 - Chlorphenamine 4 mg Tablets 80 Tablets
 - 10 mg/ml Vials 10 Vials
 - Antipasmotics
 - Tablets 60 Tablets
 - Injectable 10 Vials
 - Suppositories 20 Suppositories
 - Cold medicines
 - Noscapine 20 mg Tablets 80 Tablets
 - 5 mg/5 ml Syrup 6 Bottles
 - Analeptics
 - Nikethamide 25% Solution 1 Bottle
 - Ethylephrine 7.5 mg in 1 ml Solution 1 Bottle
 - Epinephrine hydrochloride 1 mg blister 5 Vials
 - Antidiarrheals
 - Loperamide 2 mg Tablets 80 Tablets
 - Antiasthmatics
 - Salbutamol Mist solution 0.5% 2 Bottles
 - Tablets 4 mg 20 Tablets
 - Aminophylline 100 mg Tablets 20 Tablets
 - Painkillers
 - Dipyron 300 mg Tablets 80 Tablets
 - 1 g. Blister 10 Vials
 - 250 mg Suppositories 20 Suppositories

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- Antiacids
 - Aluminium Hydroxide 500mg Gel Tablets 80 Tablets
- Coronary Vasodilators
 - Nifedipine 10 mg Capsules 10 Capsules
- Drugs used for treating infections
 - Penicillin G Sodium or Potassium 1,000,000 U 20 Bottles
 - Penicillin G Benzathine 1,200,000 U 10 Bottles
 - Tetracycline 250 mg Capsules 40 Capsules
 - Erythromycin 500 mg Capsules 40 Capsules
 - Amoxicillin 500 mg 40 Capsules
 - Cotrimoxazole 40 Tablets
 - Eye Solution and Ear Antibiotic 10 Bottles of each product
 - Sulphaguanidine 500 mg tablets 80 Tablets
- Antiseptics for external use
 - Triclosan Soap 1% 5 soap loaves
 - Cetrimide + Chlorhexidine Solution 100 ml
 - Thimerosal Alcohol solution I: 1000 100 ml
 - Povidone iodine Sol. 10% 2 Bottles 30 ml
- Local anesthetics
 - Lidocaine hydrochloride 2% Blisters 20 Vials
 - 4% topical use gel 2 Bottles
 - 4% topical use solution 1 Bottle
- Antifungals
 - Powder 2 Bottles
 - Cream 2 Bottles
- Diuretics
 - Hydrochlorothiazide 50 mg tablets 10 Tablets
 - Furosemide 20 mg blisters 5 Vials
- Glucocorticoids
 - Betamethasone phosphate disodique 4 mg Blisters 10 Vials
 - Betamethasone phosphate disodique 0.1% eye cream 5 Flasks
- Cardiac Glycosides
 - Acetyldigoxin 0.2 mg Tablets 20 Tablets

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- Lanatoside C 0.4 mg Vial 10 Vials
- o Laxatives
 - Liquid Petrolatum 1 Bottle
 - Disposable evacuation enema 6 Units
- o Rehydration salts
 - Rehydration salts (UNICEF type) 100 units
 - Sodium Chloride Solution 0.9% in 500 ml 4 units
 - Glucose Solution 5% in 500 ml 4 units
- o Tranquilisers
 - Flunitrazepam 2 mg Tablets 20 Tablets
 - Diazepam 5 mg Tablets 40 Tablets
 - 10 mg Blisters 10 Vials
- o Antitoxins
 - Tetanus 2,000 I.U. 4 Vials
 - Diphtheria 20,000 I.U. 4 Bottles of blisters.
- o Antimalarial drugs
 - Chloroquine 250 mg Tablets 80 Tablets
- o Antiemetics
 - Dimenhydrinate 100 mg Tablets 40 Tablets
- o Pediculicides and escabicides
 - Lindane powder 2% 2 Bottles
 - Emulsion 1% 200 ml (2 Bottles)
- o Angina drugs
 - Nitroglycerine 0.6 mg Tablets 20 Tablets
- o Other items
 - Distilled water 5 ml Vial 40 Vials
 - Clove oil 1 50 ml Bottle
 - Antihaemorrhoidal suppositories 20 Units
 - Sun screen lotion to prevent burns 10 to 15 Units
 - Cotton 2 Kg.
 - Alcohol 2 litres
 - Hydrogen peroxide 10 Vol. 2 litres

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- 6 cm wide tape 5 spools
- Band-aids 1 Box
- Insect repellent:(dimethylphthalate)
Lotion 1 Bottle
- Boric acid 250 grs.

o MEDICINE CHEST FOR LARGE VESSELS

- | o Equipment and Instruments | Quantity |
|--|--------------------------|
| - Thermometer | 2 |
| - Otoscope | 1 |
| - Sphygmomanometer | 1 |
| - Phonendoscope | 1 |
| - Tweezers to remove foreign bodies from the eye | 1 |
| - Torch | 1 |
| - Ambu simulator | 1 |
| - Oxygen bottle (fully charged) with regulator and supply system | 1 |
| - Tourniquets | 1 |
| - Disposable 5cc and 10cc syringes | 20 of each type |
| - Disposable intramuscular and e.v. syringes | 20 of each type |
| - Stitching material with needle 00 000 0000 | 10 sachets of each type |
| - Plaster bandages 10 cm | 20 |
| - Disposable gloves | 1 Box (100) |
| - Nasogastric tubes | 5 |
| - Rectal tubes | 2 |
| - Vesical tubes | 5 |
| - Nelaton catheter 1, 2, 3 | 6 |
| - Guedel cannula | 1 kit |
| - Gauze and sterile dressings | 2 Boxes w/100 units each |
| - Electric steriliser | 1 |
| - Elastic bandage | 4 |
| - Cambric bandages | 10 |
| - Rubber bag | 1 |
| - Sterile soft rubber drainage bag | 1 Bottle w/assortment |
| - Cardboard scissors | 1 |
| - Packing tape | 2 |
| - Disposable tongue depressors | 1 Box |
| - Surgical cleaning/minor surgery box | 2 units |
| Including: | |
| | 1 anatomical tweezer |
| | 1 surgical tweezer |
| | 1 needle carrier |

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- 2 Kelly hemostatic forceps
- 1 straight scissor
- 1 curved scissor
- Disposable scalpel 1 Box
- Large and medium size safety pins 10 of each type
- Disposable sterile perforated covers 10
- Stainless-steel sink 1
- Stainless-steel sink faucet 1
- Stainless-steel bedpan 1
- Stainless-steel kidney dish 2
- Foldable stretcher 1
- Quick lab test kit
- Combur test
- Fecal occult blood test
- First aid manual on board
- Accident reporting forms signed by the Shipmaster.

13. On-board complaint procedures (Regulation 5.1.5)

- In addition to the provisions of the law, the Corporate of Order and Health & Safety Regulations to be drawn up by the shipowner shall include a specific regulation on the On-Board Complaint Procedure, contained in regulation 5.1.5 of the Maritime Labor Agreement MLC 2006.
- This procedure must describe how to file a complaint and its processing on board. Such procedures shall seek to resolve complaints at the lowest level possible. However, in all cases, seafarers shall have a right to complain directly to the master and, where they consider it necessary, to appropriate external authorities including the necessary information on how to contact the competent authority of the Flag State or country of residence of the seafarers, when it is not the same Flag State. The on-board complaint procedures shall include the right of the seafarer to be accompanied or represented during the complaints procedure, as well as safeguards against the possibility of victimization of seafarers for filing complaints
- For the latter, the State of Chile has implemented a technological tool for seafarers to report complaints.
- Visit www.direcciondeltrabajo.cl, www.minsal.cl and www.directemar.cl. This tool is available 24/7 for seafarers who are on board ships flying the Chilean flag or for personnel on board foreign vessels.

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- The banner (in Spanish) “Quejas a Bordo, Convenio sobre el Trabajo Marítimo 2006 (MLC 2006)” [Onboard complaints, MLC 2006] is an online form to submit complaints to the competent authorities -namely the Labour Directorate (DT), the General Directorate of the Maritime Territory and Merchant Marine of Chile (DIRECTEMAR) and the Ministry of Health (MINSAL) in the case of Chile- regarding one or more matters regulated by the MLC 2006, with the purpose of activating a procedure to attend and respond to the complaint.
- Once the complaint has been made, a voucher with a folio number will be sent to the email address provided by the interested party to allow the worker back-up and follow-up.

14. Wages (Regulation 2.2)

- Payments due to officers and crew members shall be made in Chilean currency or its equivalent in foreign currency at no greater than monthly intervals. At the request of the worker, wages can be paid directly to the worker by cheque or bank transfer.
- Along with the payment, the employer must give the worker a payslip indicating the amount paid, the calculation method and allowances.
- Shipowners must provide seafarers with the necessary means to transfer all or part of their remuneration to their families, dependents or legal beneficiaries, among others.
- Seafarers have the right to receive periodical and full remuneration for their work in accordance with their respective employment agreements.
- The rest of the regulation on the payment of wages shall abide by the provisions of the Labour Code. (Law Decree No. 1, of 2002, of the Ministry of Labour and Social Security, Book I, Title I, Chapter V and VI, Title II, Chapter III, Article 128).

15. Financial Guarantee in cases of repatriation (Regulation 2.5)

- Seafarers working on ships that fly their national flag have a right to be repatriated under the following circumstances:
 - a) if the seafarers' employment agreement expires while they are abroad;

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- b) when the seafarers' employment agreement is terminated:
 - i) by the shipowner; or
 - ii) by the seafarer for justified reasons; 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.
- A seafarer will be deemed to have been stranded when, in violation of the requirements of this Convention or of the terms of the seafarers' employment agreement, the shipowner:
 - a) fails to pay the seafarer repatriation cost;
 - b) has left seafarers without the necessary means maintenance and support, or
 - c) has unilaterally broken its contractual relation with the seafarer without even paying the contractual wages for at least two months.
- Shipowners should ensure a financial security system that provides direct access, sufficient coverage and expedited financial assistance, in accordance with this Standard, to any abandoned seafarer on a ship flying the flag of the Member
- Necessary maintenance and support of seafarers shall include: adequate food, accommodation, drinking water supplies, essential fuel for survival on board the ship and necessary medical care. Member shall require that ships that fly its flag, and to which paragraph 1 or 2 of Regulation 5.1.3 applies, carry on board a certificate or other documentary evidence of financial security issued by the financial security provider. A copy shall be posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider shall be carried on board. The certificate or other documentary evidence of financial security shall contain the information required in Appendix A2-I of the Agreement and shall be in English or accompanied by an English translation.
- Assistance provided by the financial security system shall be granted promptly upon request made by the seafarer or the seafarer's nominated representative and supported by the necessary justification of entitlement in accordance with paragraph 2 above.
- The assistance provided by the financial security system shall be sufficient to cover the following:

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- a) outstanding wages and other entitlements due from the shipowner to the seafarer under their employment agreement, the relevant collective bargaining agreement or the national law of the flag State, 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 to in paragraph 10; and
- (c) the essential needs of the seafarer including such items as: adequate food, clothing where necessary, accommodation, drinking water supplies, 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.

16. Shipowners' Liability (regulation 4.2)

- Each Member shall ensure that measures, in accordance with the Code, are in place on ships that fly its flag to provide seafarers employed on the ships with a right to material assistance and support from the shipowner with respect to the financial consequences of sickness, injury or death occurring while they are serving under a seafarers' employment agreement or arising from their employment under such agreement.
- Employers shall take any necessary measure to efficiently protect the life and health of their employees, to inform any possible risk, to maintain adequate health and safety conditions at the workplace and to provide the necessary equipment to prevent accidents or occupational diseases. Employers shall also provide and guarantee the necessary items so that, in case of accident or emergency, the employees have prompt and due medical, hospital and pharmaceutical assistance.
- In cases of disease, all crewmembers will be assisted during their stay on board by the shipowner at the shipowner expense. When a disease is not included among the occupational accidents, it will be governed by the following rules:
 - 1.- the sick crewmember will be disembarked upon arrival at port, if the master deems it necessary after reading the medical report, and the owner will pay the sickness expenses onshore, unless the disembarkation takes place in a Chilean port with medical care supported by the sick seafarer's social security system. The ticket cost to the port of repatriation shall be at the expense of the shipowner, and

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- 2.- When the disease is harmful to the health of other seafarers, the patient will be disembarked at the first port of call, if s/he is not rejected, and will have the same rights established in the previous number.
- Shipowners shall pay the cost of repatriation of the mortal remains in case of death of a crew-member.

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