

What is MLC 2006?

The International Labour Organisation (ILO) has adopted the Maritime Labour Convention 2006 (MLC 2006).

A Maritime Labour Certificate (MLC) and a Declaration of Maritime Labour Compliance (DMLC) will be required to ensure compliance with the Convention for all ships above 500 tons in international trade.

This Convention shall come into force 12 months after the date on which there have been registered ratifications by at least 30 Member states with a total share in the world gross tonnage of 33 per cent.

Thereafter, this Convention shall come into force for any Memberships 12 months after the date on which its ratification has been registered. It can be expected that the MLC 2006 enters into force in 2011/2012.

Who needs to be inspected and certified?

Regulation 5.1.3 - Maritime labour certificate and declaration of maritime labour compliance

This Regulation applies to ships of:

- (a) 500 gross tonnage or over, engaged in international voyages; and
- (b) 500 gross tonnage or over, flying the flag of a Member and operating from a port, or between ports, in another country.

For the purpose of this Regulation, international voyage means a voyage from a country to a port outside such a country.

This Regulation also applies to any ship that flies the flag of a Member and is not covered by paragraph 1 of this Regulation, at the request of the ship owner to the Member concerned.

Ships from non-ratifying states shall be met by the “No more favourable treatment” ensuring inspections for compliance on such ships.

Inspection will be carried out for:

The items that will be inspected and found to meet national laws and regulations or other measures implementing the requirements of the Convention before a MLC can be issued are:

1. Minimum age
2. Medical certification
3. Qualification of seafarer
4. Seafarer’s 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. Onboard recreational facilities
10. Food and catering
11. Health and safety and accident prevention
12. Onboard medical care



WHY IS MLC 2006 A CHALLENGE ?

To meet requirements officers onboard need to be able to extract the required information from the administration system(s) installed onboard. Responsible officers might face significant challenges in retrieving the relevant information from various non-standardized tools and solutions – or even hard copy files etc.

What will happen if a vessel is non-compliant? The authorized inspection officer can take steps to ensure that the ship shall not proceed to sea until any non-conformities have been rectified, or until the authorized officer has accepted a plan of action to rectify such non-conformities and is satisfied that the plan will be implemented in an expeditious manner.

SEAMANAGER is a comprehensive administration solution managing administrative tasks on the vessel – crew management, payroll, vessel's account, radio accounts, port call administration, vessel certificates, rest hour registrations etc.

SEAPAY have assisted customers in Europe and the Far East with varying and complex projects and tasks since 1987. A very extensive skills and knowledge base has been built in close cooperation with our innovative customers. IT skills have continuously been supplemented with business process skills - creating a very powerful combined capability in SEAPAY.

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