

MARINE INFORMATION NOTICE

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The scope of the Marine Information Notice publication is to provide the Shipping Sector with information relevant to RINA, its organization, initiatives and services as well as to disseminate information of a general nature which in RINA view may be of interest. The information provided does not intend to be exhaustive and is given for reference only.

Following the entry in force of the Maritime Labour Convention, 2006 (MLC, 2006) on 20 August 2013, the Paris MoU Committee agreed at its 49th Committee Meeting to organize a Concentrated Inspection Campaign, from 1 September to 30 November 2016, to verify the compliance with the MLC 2006 on all types of ships.

As ships from non-ratifying States should not receive any more favorable treatment than ships from States that have ratified the convention, this CIC will be undertaken once on every individual ship eligible for inspection during the period of the campaign. These inspections should be carried out at ports of the Paris MoU member States for which the convention is in force. Other MoUs may join the Campaign (e.g. Tokyo, Black sea, India etc.), so vessels may be inspected worldwide based on the questionnaire issued by Paris MoU.

The questionnaire issued and adopted by 46th session of Paris MoU is a twelve items questionnaire checking of MLC implementation.

Prior to visit a port of any Paris MoU member State for which the convention is in force (or other joint MoUs' ports), Ship Operators and Masters should take special attention that MLC 2006 requirements are being properly complied with, and that all documentation and relevant records, which are the evidence of that compliance, are in good order and promptly available for inspection and review.

In reference to the MLC CIC Questionnaire items, Ship Operators are recommended to pay extra care to the following aspects:

- 1. Seafarers under the age of 18 shall be excluded from tasks that are likely to jeopardize their safety or Health:** clear reference should be made for seafarers with age under 18 in the Shipowner procedures (employed or not) and no seafarer under the age of 16 should be employed.
- 2. All seafarers shall hold a valid certificates attesting medical fitness:** all seafarers should have a valid medical fitness certificate, issued by a duly recognized doctor and a dedicated person to check for compliance to the flag State regulations and guidelines prescribing the correct form of the medical certificate and to ensure that medical certificates are issued in the prescribed format and are valid while the seafarer is on board.

It is to be highlighted that unless a shorter period is required by reason of the specific duties to be performed by the seafarer concerned or is required under STCW:

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RINA is a multi-national Group which offers verification, certification, conformity assessment, marine classification, environmental enhancement, product testing, site supervision and vendor inspection, training and engineering consultancy across a wide range of industries and services. RINA operates through a network of companies covering **Marine, Energy, Infrastructure & Construction, Transport & Logistics, Food & Agriculture, Environment & Sustainability, Finance & Public Institutions and Business Governance**. With a turnover of over 378 million Euros in 2015, over 3,000 employees, and 163 offices in 60 countries worldwide, RINA is recognized as an authoritative member of key international organizations and an important contributor to the development of new legislative standards.

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- a medical certificate shall be valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year;
- a certification of color vision shall be valid for a maximum period of six years.

In urgent cases the Flag State may permit, by issuing an exemption letter or equivalent, a seafarer to work without a valid medical certificate until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner, provided that:

- the period of work without a valid certificate does not exceed three months; and
- the seafarer concerned is in possession of an expired medical certificate expired within the past six (6) months.

3. All seafarers shall have completed their training for personal safety on board: all seafarers should be familiarized prior departure after their embarkation on safety issued concerning the ship and safety/security on board and in a specific time frame on items concerning their assigned duties per position on board.

A safety induction check list per position and department to be available signed (in required time frame) by familiarized seafarer and Master or the dedicated person. All documentation to be available for PSC inspection. Shipowner shall have documented procedures for training and familiarization of seafarers.

4.1 All seafarers shall have a copy of their seafarer's employment agreement: to be duly signed by the seafarer and by the shipowner. If signed by entities other than the shipowner, there should be an official letter of delegation

4.2 Seafarers' employment agreements (SEA) shall be in compliance with minimum standard required by MLC: dedicated person to check conformance.

5. Private recruitment and placement service shall meet the requirements of the MLC,2006: Shipowner to ensure that manning agency performs in accordance with MLC requirements.

6. Records of inspections of seafarers accommodations carried out by the master (or other designated person) to be available for review: MLC designated person on board to focus on the implementation of inspections and relevant checklists to be completed in the periods required and signed as appropriate. It is to noted that a common deficiency is that PSCOs find completed checklists but the condition of accommodation and/or other referred compartments is not as described in the check lists.

7. Frequent inspections carried out by or under the authority of the master with respect to supplies of food and drinking water, all spaces equipment used for the storage and handling of food and drinking water and galley and other equipment for the preparation and service of meals documented: MLC designated person on board to focus on the implementation of inspections and relevant checklists to be completed in the periods required and signed as appropriate. It is to be highlighted that drinking water analysis to be performed in accordance with Flag State requirements. If no requirement has been issued by Flag State the World Health Organization practice to be followed.

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8. **Ship safety committee to be established on board regarding ships on which there are five or more seafarers:** SMS's relevant form for safety committee minutes to be completed in accordance with its provisions and records to be made available on board for PSC inspection.

9. **On board ships not being required to carry a medical doctor, at least one seafarer shall hold a certificate of training in medical first aid or in medical care that meets the requirements of STCW**

10. **All seafarers shall be provided with a copy of on-board complaint procedure applicable on the ship:** MLC designated person on board to provide hand – by – hand a copy of the procedure for on board complaints to each seafarer and a signed receipt to be kept as evidence of hand over.

Posters with Shipowner Designed Person, Vessel's Flag State representative, Seafarer's Flag State representative contact details for onboard complaints to be posted in several bulkheads of the ship. Company should have appropriate and implemented procedures for handling procedures onboard and ashore.

11. **All seafarers shall be entitled to receive monthly accounts of their payments due and amounts paid:** Company to be strict on payment periods and amounts in accordance with signed SEA and contracts. As seafarers may be asked as individuals by PSCO for the payments all relevant records should be available in Company in order to be provided on board. Monthly payments' receipts per seafarer to be available. If there is an onboard complaint for payment issued by a seafarer, appropriate handling to be followed up.

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