



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° MLC 002- Rev. 7

PROCEDURES FOR MARITIME LABOUR CONVENTION CERTIFICATION

TO: RECOGNIZED ORGANIZATIONS (RO), FLAG STATE INSPECTORS, SHIP OWNERS, SHIPS' OPERATORS AND MANAGERS, MASTERS AND SEAFARERS

APPLICABLE TO: ALL SHIPS WHICH ARE SUBJECT TO MLC 2006 CERTIFICATION

EFFECTIVE AS FROM: 08th January 2019

16th May 2019

Maritime Labour Convention, 2006 (MLC 2006)

1. Introduction

1.1 On 9th November 2010, St. Vincent and the Grenadines (SVG) deposited its ratification of the MLC, 2006 with the International Labour Office (ILO), making it the eleventh (11th) maritime country to ratify.

1.2 St Vincent and The Grenadines has promulgated Shipping (Maritime Labour Convention) Regulations 2017 in order to give effect to the MLC 2006. The regulations are annexed to this circular.

1.3 ROs, and inspectors authorized by this Administration **may proceed with Inspection** of St. Vincent and The Grenadines' ships based on these regulations, DMLC Part I and the DMLC Part II.

1.4 A provisional copy of a Declaration of Maritime Labour Compliance – Part I, (DMLC Part I), annexed to this Circular, is available to assist shipowners/managers and seafarers in preparing for MLC 2006 compliance and certification.

2. Application

2.1 Ships

2.1.1 The MLC 2006 applies to all ships, whether publicly or privately owned, ordinarily engaged in commercial activities other than:

- 2.1.1.1 Ships which navigate exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;
- 2.1.1.2 Ships engaged in fishing or similar pursuits;
- 2.1.1.3 Ships of traditional build such as dhows and junks; and,
- 2.1.1.4 Warships or naval auxiliaries.

2.1.2 Commercial activity is considered to be any maritime activity undertaken for the purpose of generating revenue.

2.1.3 St Vincent and The Grenadines Maritime Administration, (the Administration), shall determine the waters of St. Vincent and The Grenadines which are within or closely adjacent to sheltered waters or areas where port regulations apply.

2.2 Exceptions and Exclusions

2.2.1 The Administration may, after consultation with ship owners' and seafarers' organizations concerned, determine that all or any of the requirements of the Code which forms part of the MLC 2006 shall not apply to ships of less than 200 gross tonnage (GT) not engaged on international voyages and communicate such exceptions and exclusions to the Director-General of the ILO and to other interested parties.

2.3 Seafarers

2.3.1 The MLC 2006 applies to all seafarers.

2.3.1.1 A Seafarer is any person who is employed or engaged or works in any capacity on-board a ship to which the MLC, 2006 applies.

2.3.1.2 In accordance with Resolution VII adopted 22nd February 2006, by the 94th (Maritime) Session of the International Labour Conference, held in Geneva, the term "seafarer" means the Master and everyone working on-board including shopkeepers, resident entertainers, hairdressers and similar persons.

2.3.2 Persons whose work is not part of the routine business of the ship and whose principal place of business is ashore are **NOT** considered as seafarers. The following categories of persons are therefore not considered as seafarers:

- 2.3.2.1 scientists, researchers, divers, specialist off-shore technicians, etc. whose work is not part of the routine operation of the ship;
- 2.3.2.2 harbour pilots, inspectors, surveyors, auditors, superintendent who although trained and qualified in maritime skills and perform key specialist functions, their work is not part of the routine operation of the ship;
- 2.3.2.3 guest entertainers, repair technicians, port workers whose work is occasional and short term with their principal place of employment being ashore; and
- 2.3.4 non-marine personnel, employed under outsourced service agreements, the terms of which determine the conditions under which the service provider will supply the necessary personnel;

2.3.3 In doubt as to whether any categories of persons should be regarded as seafarers, the matter will be determined by the Administration, after consultation with the shipowners' and seafarers' organizations concerned.

3. Exemptions

3.1 The MLC 2006 allows very limited options for exemption from Title 3 (Accommodation, Recreational Facilities, Food, Catering and Water).

3.2 Exemptions may only be agreed in consultation with the seafarers' and shipowners' organizations concerned or through the Special Tripartite Committee at the ILO.

3.3 The Administration strongly recommends to shipowners to strive for full compliance where possible without relying on exemptions since both processes (consultation with the seafarers' and shipowners' organizations concerned or through the Special Tripartite Committee at the ILO) are expected to be lengthy.

3.4 For ships of less than 200 GT, shipowners may seek to obtain an exemption from the requirements for accommodation, (as provided in paragraph 20 of Standard A3.1), where it is reasonable to do so, taking into account the size of the ship and the number of persons on-board. Such requests for exemptions should be clearly justified on strong grounds and subject to protecting the seafarers' health and safety.

3.5 Any shipowner who wishes to obtain an exemption should submit an application to the Administration for consideration well in advance of the application for the issue of the ships' DMLC Part I.

4. Recognized Organizations and Inspectors

4.1 The Administration are to the extent outlined at paragraph 4.2, has delegated inspection and certification functions under the MLC, 2006 to the following Recognized Organizations (ROs):

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- China Classification Society (CCS)
- Croatian Register of Shipping (CRS)
- Det Norske Veritas (DNV)
- Germanischer Lloyd (GL)
- Indian Register of Shipping (IRS)
- International Naval Surveys Bureau (INSB)
- Hellenic Register of Shipping (HRS)
- Korean Register of Shipping (KR)
- Lloyds Register (LR)
- Nippon Kaiji Kyokai (NKK)
- Polski Rejestr Statkow (PRS)
- Registro Italiano Navale (RINA)
- Russian Maritime Register of Shipping (RS)

4.2 The inspection and certification functions to be carried out by ROs include the following:

- 4.2.1 Approval of Plans and Drawings in respect of the Title 3 of MLC 2006;
- 4.2.2 Approval of Declaration of Maritime Labour Compliance Part II;
- 4.2.3 Interim inspection and issuance of Certificate;
- 4.2.4 Initial inspection and issue of a Short Term Certificate;

- 4.2.5 Intermediate inspection and endorsement of Certificate;
- 4.2.6 Renewal inspection and issue of a Short Term Certificate;
- 4.2.7 Withdrawal of a Certificate;
- 4.2.8 Require the rectification of deficiencies found during the inspections;
- 4.2.9 Inspections at the request of a port State for the rectification of the deficiencies found during a Port State Control (PSC) inspection; and
- 4.2.10 Investigate complaints if specifically authorized by the Administration. Responsibility for the resolution of a complaint remains with SVG.

4.3. The Administration may, on a case by case basis, authorize inspectors who are qualified, (possess the training and competence outlined in Standard 5.1.4), to discharge any or all of the functions at 4.2 and to undertake related activities outlined in this Circular.

5. Inspection and Certification

5.1 General Requirements

- 5.1.1 MLC 2006 requires all ships of 500 GT or more to carry a Maritime Labour Certificate (ML Certificate). It is not mandatory for vessel of less than 500 GT to have a Certificate on-board but, such a certificate can be issued on a voluntary basis if requested.
- 5.1.2 Whether certificated or not, all ships trading internationally should comply with the MLC 2006 when it enters into force.
- 5.1.3 The Administration recommends that shipowners/managers of vessels of less than 500 GT should apply voluntarily for a Certificate of Compliance in order to reduce possible problems with PSC. However these vessels are subject to inspections and a RO should provide the relevant report on-board.
- 5.1.4 The Administration strongly recommends to shipowners/managers to apply for MLC 2006 certification as soon as possible. All ships should be inspected and certified, as applicable, by 20th August 2013, in respect of the MLC 2006.
- 5.1.5 As part of the certification process, it will be verified that the conditions for seafarers on ships relating to working and living conditions as set out in the DMLC, where applicable, are being followed and that the requirements of MLC 2006 are met.
- 5.1.6 The scope of inspection for initial, interim or renewal of the Maritime Labour Certificate should include the fourteen (14) items referred to in Appendix A5-I of MLC 2006.
- 5.1.7 The ILO *Guidelines for Flag State Inspections* expand upon the requirements for inspection to include in addition to the fourteen (14) items:
 - 5.1.7.1 Entitlement to Leave (Regulation 2.4)
 - 5.1.7.2 Repatriation (Regulation 2.5)
 - 5.1.7.3 Shipowners' Liability (Regulation 4.2)
 - 5.1.7.4 Social Security (Regulation 4.5)
 - 5.1.7.5 General Principles – Certification (Standard A5.1.1)
- 5.1.8 As with surveys for other statutory certificates, shipowners should contact their Classification Society for MLC 2006 inspections.

- 5.1.9 After conducting an MLC 2006 inspection of any SVG ship, the RO shall provide an inspection report to the Administration, whether the ship is certificated or not.

5.2 Accommodations and On-board Recreational Facilities

5.2.1 New Ships

5.2.1.1 Accommodation and on-board recreational facilities of new ships, other than pleasure vessels, including pleasure yachts with limited charter allowance, shall meet the provisions set out in Paragraphs 6 to 17 of Standard 3.1 and Part B3.1 of MLC 2006. Variations may be allowed in the interests of seafarers having differing and distinctive religious and social practices.

5.2.2 Existing Ships

5.2.2.1 Existing ships are defined as ships whose keel laying dates are before 20th August 2013, the date on which the MLC 2006 enters into force.

5.2.2.2 Existing ships should be inspected by ROs or Inspectors to ensure that the accommodation and recreational facilities are clean and maintained in condition which promotes seafarers health and well-being.

5.2.2.3 Existing ships are required to comply with the accommodation and recreational facilities in ILO Conventions C92 and C133 (as recommended in the ILO "Guidelines for Flag State Inspections under the MLC, 2006" – ILO ISNB 987-92-2-121741-1. Those Guidelines provide, at Paragraph 2 of Regulation 3.1, that ships that were in existence before entry into force of the MLC, 2006 will be inspected in connection with seafarers' accommodation and recreational facilities to verify that the ship provides and maintains decent accommodation and recreational facilities for seafarers working or living on-board, or both, consistent with promoting the seafarers' health and well-being in accordance with national legislation).

5.2.2.4 ROs and Inspectors conducting initial inspection of SVG ships should complete annexed checklist for accommodation of existing ships. This document should be retained on-board as long as the ship remains registered with SVG.

5.2.2.5 Any alteration other than substantial alteration of accommodation and recreational facilities of existing ships should be carried out in accordance with ILO Conventions C92 and C133.

5.2.2.6 Any substantial alteration of accommodation and recreational facilities of existing ships should be carried out in accordance with the MLC 2006.

5.3 Procedure for Shipowners/Managers to obtain MLC 2006 Certification (Initial Inspection)

5.3.1 Shipowners/managers should conduct a gap analysis of the ship and Company policy against the SVG Implementing Regulations (including the DMLC Part I).

5.3.2 Any areas of concern raised from the gap analysis should be discussed with the relevant RO or Inspector.

5.3.3 Shipowners/managers should have documented procedures to comply with the requirements of the MLC 2006. The Master should be familiar with the requirements of the MLC 2006 and the responsibilities for its implementation.

- 5.3.4 Shipowners/managers should make a formal request to the Administration for the issue of a ship's specific DMLC Part I.
- 5.3.5 An additional fee may be required for the review of any requested exemption or equivalency.
- 5.3.6 DMLC Part I will be issued by the Administration with a copy to the RO. A PDF copy will be e-mailed to the shipowner and the original will be couriered to the shipowner's attention. The DMLC Part I will include exemptions and/or equivalences authorized by the Administration, **if any**. (Please refer to Paragraph 3 - Exemptions).
- 5.3.7 In order to prepare the vessel for an initial MLC 2006 inspection the shipowners/managers should complete the DMLC Part II which is available on the Administration's website. The RO or inspector may be consulted for general guidelines. In completing the DMLC Part II shipowners should be guided by the sample in Appendix B5-1 to the MLC 2006.
- 5.3.8 DMLC Part II prepared by the shipowners/managers should be submitted together with the ship's specific DMLC Part I to the RO for review and acceptance of DMLC Part II.
- 5.3.9 Upon review of both DMLC Part I and DMLC Part II and acceptance of DMLC Part II, the ship's initial MLC 2006 inspection should be agreed with a RO. (Please note that review and acceptance of DMLC Part II may also be carried out on-board during an initial MLC 2006 inspection). The Administration strongly recommends that shipowners/managers submit the DMLC Part II to the RO in a timely manner to allow ample time for rectification of discrepancies, if any.
- 5.3.10 Upon satisfactory initial inspection, the RO should issue a Short Term ML Certificate valid for up to five (5) months and approve the DMLC Part II. Originals of DMLC Part I (issued by the Administration) and the DMLC part II (completed by the shipowners/managers and approved by the RO) should be kept on-board together with the Short Term ML Certificate (issued by the RO).
- 5.3.11 The RO should forward as soon as possible a copy of the Short Term ML Certificate, DMLC Part I, DMLC Part II and inspection report/inspection log to the Administration.
- 5.3.12 Shipowners/managers should apply to the Administration for the issue of a Full Term ML Certificate. The application should be submitted to the Administration within three (3) months of the date of the initial inspection.
- 5.3.13 Upon receipt of the documentation and application indicated at 5.3.11 and 5.3.12 respectively (above), the Administration will issue a Full Term ML Certificate valid for five (5) years from the date of the initial inspection. The originals of the Full Term ML Certificate, DMLC Part I and DMLC Part 2 (approved by an RO) should be kept on-board.
- 5.3.14 All SVG ships to which the MLC 2006 applies should have Short Term or Full Term ML Certificates on-board by 20th August 2013.
- 5.3.15 The application forms for the issue of a ship specific DMLC Part I and for Full Term ML Certificate as well as the general DMLC Part I are available on the Administration's website.

5.4 Procedure for Shipowners/Managers to Obtain Interim ML Certificate

- 5.4.1 An Interim ML Certificate may be issued as follows:
 - 5.4.1.1 to new ships on delivery;
 - 5.4.1.2 when a ship changes flag; or
 - 5.4.1.3 when a shipowner assumes responsibility for the operation of a new ship.
- 5.4.2 An Interim Maritime Labour Certificate may be issued by an RO for a period not exceeding six (6) months. Interim certificates will not be extended or reissued.
- 5.4.3 The shipowner/manager should conduct a gap analysis of the ship and Company policy against the SVG Implementing Regulations (including the DMLC Part I).
- 5.4.4 Any area(s) of concern raised from the gap analysis should be discussed with the relevant RO or inspector.
- 5.4.5 The shipowner/manager should have adequate procedures to comply with the requirements of the MLC 2006. The Master should be familiar with the requirements of the MLC 2006 and be responsible for its implementation on-board.
- 5.4.6 The shipowner/manager should apply to the Administration for the issue of a ship's specific DMLC Part I.
- 5.4.7 The shipowner/manager should arrange for an interim MLC 2006 inspection of the vessel to be carried out by an RO. DMLC Part II is not required for interim ML inspection/certification.
- 5.4.8 Upon a satisfactory interim MLC 2006 inspection, the RO should issue an Interim ML Certificate valid for six (6) months. No further Interim ML Certificate will be issued.
- 5.4.9 The RO should forward as soon as possible a copy of the Interim ML Certificate and inspection report/inspection log to the Administration.

5.5 Intermediate Inspection and Endorsement of the ML Certificate

- 5.5.1 The validity of the ML Certificate will be subject to the intermediate inspection. The scope and depth of the intermediate inspection should be equal to an inspection for the renewal of the ML Certificate.
- 5.5.2 If only one intermediate inspection is carried out and the period of validity of the certificate is five years, it should take place between the second and third anniversary dates of the certificate.
- 5.5.3 The ML Certificate should be endorsed by the RO, after a satisfactory intermediate inspection.
- 5.5.4 The RO should submit to the Administration a copy of the endorsed ML Certificate and intermediate Inspection Report no later than thirty (30) days after completion of the intermediate inspection.

- 5.5.5 The ML Certificate will cease to be valid if the intermediate inspection is not carried out as required, (i.e. between the second and third anniversary date of the ML Certificate).

5.6 The Renewal of the Inspection and Renewal of the ML Certificate

- 5.6.1 All national requirements (as per initial inspection) implementing the MLC 2006 need to be verified during a ML Certificate renewal inspection.
- 5.6.2 When the renewal inspection has been satisfactorily completed by the RO within three (3) months before the expiry date of the existing ML Certificate, issued before 08.01.2019, a Short Term ML Certificate valid for five (5) months should be issued by the RO.
- 5.6.2.1 At the request of shipowner's and upon receipt of the report of renewal inspection and a Short Term ML Certificate from the RO, the Administration will issue a new Full Term ML Certificate. This certificate will be valid for a period of five (5) years from the date of expiry of the existing ML Certificate.
- 5.6.2.2 Shipowners/Managers should apply to the Administration for the issue of a new Full Term ML Certificate. The application should be submitted to the Administration within three (3) months from the date of the renewal inspection.
- 5.6.3 When the renewal inspection has been satisfactorily completed by the RO within three (3) months before the expiry date of the existing ML Certificate, issued after 08.01.2019, the certificate may be extended/endorsed by RO in accordance with Standard A5.1.3, paragraph 4 of the Convention in order to allow for the new certificate to be issued and made available on board or the RO may issue a Short Term ML Certificate valid for five (5) months.
- 5.6.3.1 At the request of shipowner's and upon receipt of the report of renewal inspection and an extended ML Certificate or Short Term ML Certificate, the Administration will issue a new Full Term ML Certificate. This certificate will be valid for a period of five (5) years from the date of expiry date of the existing ML Certificate.
- 5.6.3.2 Shipowners/Managers should apply to the Administration for the issue of a new Full Term ML Certificate. The application should be submitted to the Administration within three (3) months from the date of the renewal inspection.
- 5.6.4 When the renewal inspection is satisfactorily completed more than three (3) months before the expiry date of the existing ML Certificate, the new ML Certificate will be valid for a period not exceeding five (5) years, from the date of completion of the renewal inspection.
- 5.6.5 When a ship which it is to be verified is not in port at the time when its Certificate expires, the Administration may extend the period of validity of the Certificate, but this extension will only be granted for the purpose of allowing the ship to complete its voyage to the port in which it is to be verified. No Certificate will be extended more than three (3) months for this purpose. Documented evidence from the Administration granting this request should be reviewed by the RO prior endorsing the extension.
- 5.6.6 When the renewal inspection is satisfactorily completed after the expiry date of the existing Certificate, the new Certificate will be valid from the date of the completion of the renewal inspection to a date not exceeding five (5) years from the date of expiry of the existing certificate.

5.7 Cessation (Invalidation) of Certificates

- 5.7.1 A ML Certificate and a DMLC will cease to be valid if any of the following situations arises:
 - 5.7.1.1 Required inspections as stated above are not carried out;
 - 5.7.1.2 ML Certificate is not endorsed at the intermediate inspection;
 - 5.7.1.3 When the shipowner/manager is no longer responsible for the operation of the ship;
 - 5.7.1.4 A ship changes flag;
 - 5.7.1.5 Substantial modifications made to the structure or equipment; or
 - 5.7.1.6 Amendments to national laws or regulations or other measures implementing the MLC 2006 are not taken into account.

5.8 ML Certificate and DMLC withdrawal

The ML Certificate and the DMLC will be withdrawn by the Administration or the RO if there is evidence of serious or frequent deficiencies and the required corrective action has not been taken.

5.9 Change of Flag

To support the timely re-certification when a ship changes flag, (see 5.7.1.3 above), the Administration undertakes to implement the guidelines in the MLC 2006 concerning transmission of ML Certificate, DMLC and relevant inspection reports, B5.1.3.6 of which provides:

When a ship changes flag ... and where both States concerned have ratified this Convention, the Member whose flag the ship was formerly entitled to fly should, as soon as possible, transmit to the competent authority of the other Member copies of the maritime labour certificate and the declaration of maritime labour compliance carried by the ship before the change of flag and, if applicable, copies of the relevant inspection reports if the competent authority so requests within three months after the change of flag has taken place.

5.10 Significance of the DMLC Parts I and II

The DMLC Parts I and II are of critical importance. Part I states the requirements of national law. Part II states the measures that the shipowner has adopted on-board to actually give effect to the law. It is effectively these two documents that will form the inspection standard for the issue of a Maritime Labour Certificate or for any Port State Control or other inspection.

6. On-board Complaint Procedures

- 6.1 It is a mandatory requirement for shipowners to establish on-board procedures for the fair, effective and prompt handling of the seafarers' complaints alleging breaches of the requirements of MLC 2006, including seafarers' rights, in accordance with the national requirements and the requirements of MLC 2006.
- 6.2 It is also mandatory for shipowners to ensure that each seafarer is provided with:

- 6.2.1 A copy of the complaint procedures;
 - 6.2.2 The shipowner's contact details or the contact details of the shipowner's representative ashore who is responsible for handling and solving the complaints;
 - 6.2.3 The contact details for SVG's point of contact for receipt of complaints. (See paragraph 8.2); and,
 - 6.2.4 The contact details for the Competent Authority in the seafarer's country of residence.
- 6.3 The procedures should be designed to resolve complaints at the lowest possible level but should not prevent a seafarer from making a complaint directly to the Master, to the shipowner, to the Administration or to the Competent Authority for the MLC 2006 in the seafarer's country of residence, if the seafarer considers it necessary.
- 6.4 The complaint system should include safeguards against victimization.
- 6.5 The complaints system should at least ensure that:
- 6.5.1 The complainant seafarer briefly describes his/her complaint.
 - 6.5.2 The complainant seafarer should submit his/her complaint in writing within seven (7) days of the occurrence, or according to the circumstances, following the hierarchy below:
 - Superior Officer
 - Head of Department
 - Master
 - 6.5.3 Each of the indicated rank has a further seven (7) days to solve the complaint.
 - 6.5.4 If the Master is unable to solve the complaint, the seafarer will have ten (10) days to bring it through the Master to the shipowner, or if the complaint is to the prejudice of the Master, then directly to the shipowner or his representative ashore.
 - 6.5.5 The shipowner or his representative ashore and the seafarer concerned will have a period of thirty (30) days to solve the complaint.
 - 6.5.6 If after thirty (30) days, the complaint has not been solved, either party will have a further thirty (30) days to bring the matter to the Administration.
- 6.6 Seafarers making a complaint may be accompanied or represented during the complaint procedure. Each seafarer should be provided with the name of a person on-board who can provide impartial advice on a complaint on a confidential basis.
- 6.7 As a substantial equivalent, the Administration accepts that the identity of a position on-board may be substituted for the name of a person.

7. Financial Security

7.1 The amendments to the Maritime Labour Convention 2006 which is entering into force on 18 January 2017. After this date, ships that are subject to the MLC will be required to display certificates issued by an insurer or other financial security provider confirming that insurance or other financial security is in place for liabilities in respect of:

- outstanding wages and repatriation of seafarers together with incidental costs and expenses in accordance with MLC Regulation 2.5, Standard A2.5.2 and Guideline B2.5,

- and compensation for death or long-term disability in accordance with Regulation 4.2., Standard A4.2. and Guideline B4.2.

Please refer to the circular MLC 008.

8. Administration Contact

8.1 In accordance with the Regulation 5.1.5 of the MLC 2006 seafarers should be provided with a copy of the on-board complaints procedures which include contact details of the competent authority.

8.2 SVG's point of contact for receipt and resolution of seafarer complaints (paragraph 6.2.3) is:

The Registrar of Seafarers	
C/o Commissioner for Maritime Affairs 8, Av de Frontenex 1207 Geneva Switzerland Tel: +41 (0) 22 707 63 00 Fax: +41 (0) 22 707 63 49 Email: technical@svg-marad.com	First Floor, Cruise Ship Terminal Upper Bay Street, Kingstown Saint Vincent and the Grenadines Tel: +1 784 456 1378 Fax: +1 784 451 2445 Email: svgmarad@gmail.com

Annexes to this Circular:

- DMLC Part I
- Application for the issue, change or renewal of a ML Certificate
- Checklist for accommodation of existing ships
- Model of on-board complaint handling procedures
- Ship master's Report Form (Model)
- DMLC Part II
- ML Certificate
- Application for the issue or change of a DMLC Part I
- Shipping (Maritime Labour Convention) Regulations 2017

REVISION HISTORY

- Rev. 3 - date of the Circular inserted, Annex, DMLC Part I, 10. Food and Catering and Application for the issue of a Maritime Labour (ML) Certificate.
- Rev. 4 - date of the Circular inserted, Annex, Application for the issue or Change of a Declaration of Maritime Labour Compliance (DMLC) Part I.
- Rev. 5 - date of the Circular inserted, Paragraph 7, Annex, Declaration of Maritime Labour Compliance – Part I, Declaration of Maritime Labour Compliance – Part II, The Shipping (Maritime Labour Convention, 2006) Regulations, 2017.
- Rev. 6 - date of the Circular inserted, Paragraph 1.2, Paragraph 5.6.8 (added), Annex, Declaration of Maritime Labour Compliance – Part I, ML Certificate, Application for the

issue or change of a Declaration of Maritime Labour Compliance (DMLC) Part I and Shipping (Maritime Labour Convention) Regulations 2017.

- Rev 7- date of the Circular, Paragraph 5.6.