



HELLENIC REPUBLIC  
 MINISTRY OF SHIPPING,  
 MARITIME AFFAIRS AND THE AEGEAN  
 SEAMEN'S LABOUR DIRECTORATE  
 SEAFARERS' TRAINING DIRECTORATE  
 REGULATIONS & CLASS SUPERVISION DIRECTORATE  
 DIRECTORATE FOR SHIPS VETTING - CONSTRUCTION  
 SHIPS INSPECTION DIRECTORATE  
 DIRECTORATE OF SHIPS AND PORT FACILITIES  
 SAFETY AND SECURITY MANAGEMENT CONTROL

Piraeus, 10-09-2013  
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 P.C. MLC, 2006/ 01

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**Subject: "Implementation of the requirements of the Maritime Labour Convention, 2006 (MLC, 2006) of the International Labour Organization (ILO)".**

#### **A. GENERAL - BACKGROUND**

1. On the 23<sup>rd</sup> of February 2006, the International Labour Organization in its 94<sup>th</sup> General Maritime Session at Geneva, Switzerland, adopted the [Maritime Labour Convention, 2006](#), a single and coherent as well as pioneer instrument embodying standards contained in 65 existing international Maritime Labour Conventions and Recommendations already adopted by the International Labour Organization (ILO) since 1920, as well as the fundamental principles to be found in other international Labour Conventions. In this context, the Maritime Labour Convention, 2006, being the first International Maritime Labour Code, is the "**fourth pillar**" of the international maritime law completing the other three pillars which are the most essential Conventions of the International Maritime Organization, that is the *International Convention on Safety of Life at Sea, 1974, (SOLAS)*, the *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW)* and the *International Convention for the Prevention of Pollution from Ships, 1973 and its Protocol of 1978" (MARPOL)*.

2. The said Convention is a Port State Control instrument under the "*no more favorable treatment*" clause, which means that the implementation of these requirements is subject to control to all ships regardless if the Ship's Flag State has ratified or not the Convention and provides for certification (Maritime Labour Certificate – Declaration of Maritime Labour Convention) of ships of 500 gt and above as well as of ships of the same tonnage performing voyages both international and from ports or between ports in states other than the state whose flag they are flying.

3. Along with the adoption of the Maritime Labour Convention, 2006, the International Labour Organization adopted a series of Resolutions among of which those that in the year 2008 lead to the development of Guidelines aiming to an efficient, uniform and common inspection of the implementation of the MLC, 2006 by Port and Flag State Control inspectors.

4. The European Commission considering advisable the development of the existing Community *acquis* in terms of adapting, consolidating or supplementing it in view of the Maritime Labour Convention, 2006, consulted with the social partners in maritime transport industry (management and labour), whose organizations on the 19<sup>th</sup> of May, 2008 concluded an Agreement on the Maritime Labour Convention, 2006 and requested that it enters into force simultaneously with the Maritime Labour Convention, 2006.

Considering that social partners play a particularly significant role and taking into account the rights and principles set out in the Charter of Fundamental Rights of the European Union, there was adopted [Council Directive 2009/13/EC](#) of 16 February 2009 - implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC.

## **B. STRUCTURE AND CONTENT**

1. The Convention consists of three different but interconnected parts: the Articles, the Regulations and the Code. The Articles and the Regulations set out the core rights and principles along with the basic obligations of the States ratifying the Convention. The Code includes all the details concerning the implementation of the Regulations. It comprises Part A (Standards) of mandatory application and Part B (Guidelines) of non mandatory application, that should be taken duly into consideration for the implementation of the mandatory requirements, thus allowing a significant range of flexibility concerning the way the States ratifying the Convention implement the aforementioned obligations, rights and principles. More specifically, standards are adopted which govern overall the maritime labour and concern the minimum requirements regulating employment terms and conditions with special concern for young seafarers, accommodation, welfare, social security, medical care and health protection.

2. The Regulations and the Code of the Convention are organized in five Titles, as following:

Title 1: Minimum Requirements for Seafarers to Work on a Ship

Title 2: Conditions of Employment

Title 3: Accommodation, Recreational Facilities, Food and Catering

Title 4: Health Protection, Medical Care, Welfare and Social Security Protection

Title 5: Compliance and Enforcement

## **C. ENTRY INTO FORCE - IMPLEMENTATION**

1. According to Article VIII of the Convention, in order for the MLC, 2006 to enter into force, one year should have elapsed from the date on which there have been registered by the General Director ratifications by at least 30 Members with a total share in the gross tonnage of ships of 33 per cent, that is one year after the 20<sup>th</sup> of August 2012. After this date the Convention shall enter into force for each Member 12 months after the date on which its ratification has been registered.

2. Taking into consideration par.7 of Article V of the Convention, according to which each Member fulfills its obligations under the Convention in such a way so as to ensure that the ships flying the flag of any State that has not ratified the Convention do not receive more favorable treatment than the ships that fly the flag of any state that has ratified the Convention, it is known that since the 20<sup>th</sup> August 2013 and thereafter, it is possible that a ship flying the Hellenic flag sailing in ports of States that have ratified the Convention and for which the Convention has entered into force ([Annex I](#)) can be subject to an inspection in accordance with the requirements of the Convention. Notwithstanding, it is highlighted that the implementation of Part B of the Code cannot be verified/ inspected by inspectors/ authorized officers within the framework of Port State Control, but only from pertinent supervisory bodies of the ILO. Up-to-date information regarding the States that ratified the Convention and for the date on which the Convention enters into force for any Member can be accessed from the dedicated site of the official web site of the ILO: [http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0::NO:11300:P11300\\_INSTRUMENT\\_ID:312331:NO](http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0::NO:11300:P11300_INSTRUMENT_ID:312331:NO).

The Maritime Labour Certificate along with the Declaration of Maritime Labour Compliance consist *prima facie* evidence of compliance with the requirements of the Convention (including seafarers' rights) except in cases when an inspector/authorized officer attests the following:

(a) the required documents are not produced or maintained or are falsely maintained or that the documents produced do not contain the information required by the Convention or are otherwise invalid; or

(b) there are clear grounds for believing that the working and living conditions on the ship do not conform to the requirements of this Convention; or

(c) there are reasonable grounds to believe that the ship has changed flag for the purpose of avoiding compliance with this Convention; or

(d) there is a complaint alleging that specific working and living conditions on the ship do not conform to the requirements of the Convention;

3. Furthermore, it is noticed that according to Resolution No. XVII adopted by the General Conference of the International Labour Organization concerning the practical implementation of the issue of certificates on entry into force, it is requested from Members (both Flag and Port States) to give due consideration to allowing ships, during a period of one year following the initial entry into force of the Convention, that is until the 20<sup>th</sup> of August 2014, to continue to operate without the certificate and declaration referred to, provided that their inspectors have no evidence that the ships do not conform to the requirements of the Convention.

4. Hellas has ratified the Convention by [Law No. 4078/2012 \(A' 179\)](#), which in accordance with the aforementioned **enters into force for our country on the 4<sup>th</sup> of January 2014**. Therefore and taking into account those referred to in par. C2 of the present, under the authority of the aforementioned law the following were issued:

a) [No. 3522.2/08/2013](#) Common Ministerial Decision (B' 1671) and

b) [No. 4113.305/01/2013](#) Common Ministerial Decision (B' 1553),

with which Regulations for the implementation of the requirements of the Convention, including both Flag and Port State obligations, are approved and enter into force according to the provisions of their second Article,. It is noted that according to no. 3522.2/08/2013 Common Ministerial Decision, the capacity of implementing its provisions from its publication is not restrained for ships performing international voyages or voyages among ports abroad.

5. In case that a ship flying the Hellenic flag is under the restriction of sailing in absence of Maritime Labour Certificate and Declaration of Maritime Labour Compliance, it is recommended that the Seafarers' Labour Directorate is informed in order to communicate with the Port State authorities.

## **D. NATIONAL REQUIREMENTS ISSUES**

### **1. Scope of application**

The provisions of the Regulation on the implementation of the requirements of the Maritime Labour Convention, 2006 approved by the No. 3522.2/08/2013 Common Ministerial Decision (hereafter National Regulation) are applied, according to article 1, to seafarers employed on ships, in the context of this Regulation, except of ships engaged in fishing or similar pursuits activities, such as fish farming support ships, those characterized as traditional in accordance with Common Ministerial Decision 4113.203/01/13-09-2005 (B' 1281) and warships or naval auxiliaries. The term "seafarer" means any person who is employed or engaged or works and is ensigned under any capacity on board a ship to which the National Regulation applies. Persons who are on board and work or are occupied for its account, such as armed private guards, pilots, port workers, inspectors, repair technicians/work group staff are not to be considered seafarers for the purpose of the implementation of the requirements of the Convention.

### **2. Medical Certificates**

In order to be enlisted on board a ship, seafarers shall hold a valid medical certificate attesting that they are medically fit to perform their duties at sea. It is noticed that a medical certificate issued according to the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) is accepted. Furthermore, a certificate issued under the legislation of a country that has ratified the MLC, 2006 is accepted for the purpose of the National Regulation. Seafarers' medical certificates issued according to the International Convention 73 of the International Labour Organization or according to STCW International Convention (amendments 1995) are valid and accepted up to their expiration and not beyond the 1<sup>st</sup> January 2017. The [existing](#) Hellenic certificates, issued under the International Convention No 73 and the International Convention STCW (amendments 1995), are accepted as above.

### 3. Seafarers' Recruitment and Placement Services

If seafarers are employed directly by the shipowner, that is without any mediation from any Recruitment and Placement Services, then this situation *prima facie* does not fall within the scope of the concerned Convention's Regulation/Standard and article 5 of the National Regulation and should be referred relatively by the shipowner in Part II of the Declaration of Maritime Labour Compliance. As such should be considered the case where a seafarer is employed by a recruitment department operated by the shipowner. Where a shipowner uses a private seafarer recruitment and placement service, he/she must take steps to ensure that the service is licensed or certified or regulated in accordance with the requirements under Regulation 1.4. This responsibility, which is subject to inspection and also certification, is particularly important and when the recruitment and placement service is in a country that has not ratified the MLC, 2006, the shipowner must, as far as practicable, take measures and provide documentation according to article 5 of the National Regulation.

### 4. Seafarers' Employment Agreements

A Seafarer's Employment Agreement (SEA) is signed by both the seafarer and the shipowner or the shipowner's representative or the master (provided that the latter is not engaged) and takes effect by its entry/ registration in the ship's article. Except for cases where the shipowner or the master, acting on his/her behalf according to the national legislation, any other party contracting with the seafarer should be able to provide documentation showing that he/she is authorized to represent the shipowner. A SEA shall be deemed to incorporate any applicable labour Collective Bargaining Agreement and reference shall be made in the relevant fields of the SEA as well as to the collective agreement cited. In case no applicable collective bargaining agreement in force exists, seafarer's employment terms and conditions are agreed by contracting parties and are set in the seafarer's written employment agreement. In this context, if mutually agreed by the contracting parties, there may be made explicit reference, partially or on the whole, to terms of a previously applicable Collective Bargaining Agreement that has expired and a relevant entry shall be made to the appropriate fields of the SEA; Notwithstanding, by such an entry it shall not be considered that the Collective Bargaining Agreement which has expired is generally brought back into force, since the aforementioned are only binding the contracting parties. Each of the contracting parties shall receive a signed original of the agreement. It is recommended that SEA is carried on board either in its original form or in copy. At the end of the employment, the seafarer receives an "employment record document" containing details of his/her employment in accordance with article 6 of National Regulation.

### 5. Accommodation, recreational means and facilities

The provisions of Chapter C of the National Regulation related to construction and equipment, in application of the Regulation 3.1 par. 2 of the Convention, apply to all ships constructed from the 4<sup>th</sup> of January 2014 and after. A ship is deemed to have been constructed on the date when its keel is laid down or when it is at a similar construction stage. Existing ships to which provisions of Chapter C do not apply, are regulated as follows:

- a. ships engaged on international voyages of over 500 g.r.t, constructed after 18-7-1986, are subject to provisions of the Law 1637/1986 "Ratification of International Labour Convention 92 on the Accommodation of Crews Convention (Revised), 1949 (A' 107), as applicable.
- b. ships engaged on international voyages of over 1000 g.r.t., constructed after 19-5-1986 are subject to provisions of Law 1594/1986 "Ratification of International Labour Convention 133 on the Accommodation of Crews (Supplementary Provisions) Convention, 1970 (A' 65), as applicable.
- c. ships engaged on international voyages of 100 to 500 g.r.t. are subject to provisions of P.D. 259/1981 on "Master and crew accommodation Regulation of the Hellenic Merchant Ships" (A' 72), as applicable.
- d. ships engaged on international voyages of over 500 g.r.t. regarding issues not explicitly regulated or not implemented according to International Conventions 92 and 133, are subject to the provisions of P.D. 259/1981, as amended.

e. other ships engaged on domestic voyages are subject to P.D. 259/1981, as applicable and P.D. 221/2001 “High Speed Craft passenger and crew accommodation Regulation” (A’ 171), as applicable.

National law requirements on accommodation construction issues of existing ships, according to the above, are considered to be met by presence of a valid International Passenger Ship Safety Certificate or International Cargo Ship Safety Certificate or International Cargo Ship Safety Construction Certificate or General Survey Protocol, as appropriate.

## 6. Cooks

Seafarers enlisted in ship’s article as ships’ cooks shall hold the appropriate certificate issued by the Seafarers' Training Directorate of the Ministry of Shipping, Maritime Affairs and the Aegean (Chief Cook Certificate, Cook's License A, B or C). Certificates issued by States, which have ratified the Convention or the Certification of Ships' Cooks Convention, 1946 (C. 69), shall similarly be accepted. The aforementioned seafarers shall not be under the age of 18.

## 7. On-board complaint procedures

According to article 33 of the National Regulation for the on-board complaint handling procedures, the shipowner or the master provides to all seafarers a copy of the complaint procedures applicable on-board the ship, which includes contact information of the Seamen’s Labour Directorate of the Ministry of Shipping, Maritime Affairs and the Aegean as set out in [Annex II](#) and when country of residence is other than in Hellas, contact information of the relevant competent authority.

## **E. SHIPS’ CERTIFICATION -DECLARATION OF MARITIME LABOUR COMPLIANCE**

1. Ships falling under the scope of field of the National Regulation’s article 31, that is:

- a. of 500 gross tonnage or over engaged on voyages from a country to a port outside such a country,
- b. of 500 gross tonnage or over engaged on voyages from a port or between ports , in a country other than Hellas,
- c. any ship, at the request of the shipowner,

shall carry and maintain a Maritime Labour Certificate in accordance with article 32 of the above Regulation, certifying that seafarers' on-board working and living conditions, including measures for ongoing compliance concluded in the Declaration of Maritime Labour Compliance (DMLC) have been inspected and that they meet national law requirements or other measures implementing the Convention.

2. The Declaration of Maritime Labour Compliance shall be attached to the Maritime Labour Certificate and shall include two parts:

- a. Part I that is set out in [Annex III](#) and includes among others, reference to the respective requirements of national legislation, as well as concise information on their content. According to the Frequently Asked Questions handbook of the International Labour Office (Revised Edition 2012), if a Recognized Organization has been duly authorized by the flag State’s competent authority to complete and issue the Maritime Labour Certificate, an RO could also be authorized to issue DMLC Part I to be attached to the Certificate. Conducively, it is also noted that according to Regulation 3 of the Common Ministerial Decision No. 4113.305/01/2013, recognized organizations are “fully (F)” authorized for the issuance of the Declaration of Maritime Labour Compliance, including Part I and therefore they, apart from the competent authority described in Regulation 1 also approved by the aforementioned Decision, that is the Directorate of Ships’ Safety and Port Facilities Control and Management (SSPFCM), may also sign Part I of the Declaration.

- b. Part II that is drawn up by the shipowner and identifies the measures adopted by him/her to ensure ongoing compliance with the national requirements between inspections and the measures proposed to ensure that there is continuous improvement. In particular, they may make reference to the occasions on which ongoing compliance with particular national requirements will be verified, the persons responsible for verification, the records to be taken, as well as the procedures to be followed where non-

compliance is noted. References to other more comprehensive documentation covering policies and procedures relating to other aspects of the maritime sector, for example documents required by the *International Safety Management (ISM) Code* or the information required by the SOLAS Convention, relating to the ship's Continuous Synopsis Record, shall similarly be accepted for the intent of Part II. An example of the kind of information which may be included are set out in the Convention's Annex B5-I. Part II is certified by SSPFCM or the duly authorized classification society.

3. A Recognized Organization may issue a Certificate if from the outcome of the inspection carried out in previous time, i.e. within the framework of the shipowner's voluntary compliance, satisfies itself that observance of respective national requirements implementing the Convention is ensured. Relevant procedure shall be provided by its quality system.

4. In addition to that, it is noted that according to article 32 par. 12 of the National Regulation, Declaration's Part II may be written only in English when the ship is not engaged on domestic voyages.

#### **F. Port State Control of Hellenic flag ships**

According to ILO Guidelines for port State control officers under the MLC, 2006, not every deficiency would be sufficiently serious to warrant preventing a ship from sailing. In Chapter 5.2 of the pertinent Guidelines, there are set examples –and examples only– of the kinds of circumstances which potentially could, due to their frequency of occurrence or their systematic re-occurrence or because of the seriousness of a single instance, warrant a decision to keep the ship in port (or the stoppage of an operation), in the absence of agreement on a proposal for a plan of action to rectify the deficiency.

#### **G. Documents carried aboard**

Attention is drawn to the requirements of the Convention and the National Regulation on documents/ records to be kept on-board a ship.

The present Circular, as well as information on issues related to the Convention and its implementation can be accessed to a special dedicated site of the official website of the Hellenic Coast Guard ([www.hcg.gr](http://www.hcg.gr))

Shipowners' as well as Seafarers' unions are requested to advise their members accordingly.

**The Minister**

**Miltiades Varvitsiotis**

Attached:  
Annexes hereby mentioned.

**DISTRIBUTION TABLE:****I. RECIPIENTS FOR ACTION:**

1. **Union of Greek Shipowners**  
*Akti Miaouli 85, 18538, Piraeus*  
FAX: 2104291166, 2104290107  
E-mail: [ugs@ath.forthnet.gr](mailto:ugs@ath.forthnet.gr)
2. **Panhellenic Seamen's Federation**  
*Akti Miaouli 47- 49, 185 36 Piraeus*  
Fax: 210 4293040  
E-mail: [gram@pno.gr](mailto:gram@pno.gr)
3. **Passenger Shipping Companies Association**  
*Akti Miaouli 7-9, 185 35, Piraeus*  
Fax: 2104220822, 2104226155  
E-mail: [seen@ath.forthnet.gr](mailto:seen@ath.forthnet.gr)
4. **Short-Sea Shipping Shipowners' Association**  
*Akti Miaouli 81, 185 38, Piraeus*  
FAX: 210 4280184  
E-mail: [eenma@ath.forthnet.gr](mailto:eenma@ath.forthnet.gr)
5. **Union of Domestic Ferries**  
*Gounari 2, 18531, Piraeus*  
FAX: 210 4175676
6. **Panhellenic Union of Shipowners Coastal Cargo Vessels up to 500 GRT.**  
*Makras Stoas 3, 1893, Piraeus*  
Fax: 210 4134843  
E-mail: [gorgo@otenet.gr](mailto:gorgo@otenet.gr)
7. **Hellenic Professional Yacht Owners Association**  
*Ktirio Dioikisis Marina Zea, 18536, Piraeus*  
Fax: 210 4280465  
E-mail: [epest@epest.gr](mailto:epest@epest.gr)
8. **Panhellenic Union of Tugboat - Lifeboat Shipowners "O Agios Nikolaos"**  
*2nd Merarchias 11, 18535, Piraeus*  
Fax: 210 4124109, 2104413245-2104410813
9. **Union of Tugboat-Lifeboat Shipowners**  
*Agiou Spiridonos 25 , 18535, Piraeus*  
Fax: 2104170248  
E-mail: [somat-rk@otenet.gr](mailto:somat-rk@otenet.gr)
10. **Panhellenic Union of Tugboat & Lifeboat Crews**  
*Dim. Omiridou Skillitsi 19, 185 36, Piraeus*  
Fax: 210 4124729  
E-mail: [pep.rk.ng@gmail.com](mailto:pep.rk.ng@gmail.com)  
E-mail: [lskaros@yahoo.gr](mailto:lskaros@yahoo.gr)
11. **Union of Cruise Shipowners and Associated Members**  
*Antoniou Ampatielou 10, 185 36, Piraeus*  
Fax: 2104293175  
E-mail: [info@cruise-union.com](mailto:info@cruise-union.com)
12. **Panhellenic Union of Professional Tourist Day-Vessels**  
*Monahou Samouil & M. Kiouri 177,*  
*N. Ikonio – Perama, 18863*  
Fax : 210 4323 362  
E-mail : [penetis2001@yahoo.gr](mailto:penetis2001@yahoo.gr)
13. **Panhellenic Union of Officers and Ratings of Professional – Private Cruise Vessels**  
*Dimosthenous Omiridou Skillitsi 19, 185 31, Piraeus*  
*(Center of Piraeus Labour Union)*  
Fax 210 4171593  
E-mail: [info@thalamigos.gr](mailto:info@thalamigos.gr)

**II. RECIPIENTS FOR NOTIFICATION**

1. **Hellenic Chamber of Shipping**  
*Akti Miaouli 65, 185 36, Piraeus*  
Fax: 210 4292 880  
E-mail: [hcs@nee.gr](mailto:hcs@nee.gr)

2. **Seafarers' Labour Recruitment Office**  
Fax: 210 4524757  
E-mail: [info@generg.gr](mailto:info@generg.gr)
3. **Sailors Pension Fund**  
*Ethnikis Antistaseos 1, 18531, Piraeus*
4. **American Bureau of Shipping (ABS Europe Division)**  
*Sahtouri 1 & Poseidonos, 17674, Kallithea*  
[abspiraeus@eagle.org](mailto:abspiraeus@eagle.org)
5. **Nippon Kaiji Kyokai (ClassNK)**  
*Leof. Poseidonos & Pindou 1-3, 18344, Moschato*  
[pr@classnk.or.jp](mailto:pr@classnk.or.jp)
6. **Hellenic Lloyd's (LR)**  
*Akti Miaouli 87, 18538, Piraeus*  
[piraeus@lr.org](mailto:piraeus@lr.org)
7. **Bureau Veritas Registre International De Classification De Navires**  
*Aitolikou 23, 185-45, Piraeus*  
[GRC\\_cpi@gr.bureauveritas.com](mailto:GRC_cpi@gr.bureauveritas.com)
8. **Germanischer Lloyd Hellas Survey M.E.Π.E. (GL)**  
*Akti Miaouli 85, 18538, Piraeus*  
[gl-piraeus@gl-group.com](mailto:gl-piraeus@gl-group.com)
9. **Det Norske Veritas A.E. (DNV)**  
*Aitolikou 5, 18545, Piraeus*  
[pirmar@dnv.com](mailto:pirmar@dnv.com)
10. **Registro Italiano Navale (RINA Hellas)**  
*Aitolikou 5 & Kastoros, 18545, Piraeus*  
[piraeus.office@rina.org](mailto:piraeus.office@rina.org) (w.a.)
11. **Korean Register of Shipping (KR)**  
*Leof. Athinas 41, 16671, Emporiko Kentro Status, Vouliagmeni*  
[kr-pru@krs.co.kr](mailto:kr-pru@krs.co.kr)
12. **China Classification Society (CCS)**  
*Skouze 26, Piraeus, 18536*  
[mjtang@ccs-eu.com](mailto:mjtang@ccs-eu.com) (w.a.)
13. **Russian Maritime Register of Shipping (RS)  
Single Member Company Limited**  
*Antoniou Ampatielou 10, Piraeus, 18536*  
[piraeus.office@rina.org](mailto:piraeus.office@rina.org) (w.a.)

### III. INTERNAL DISTRIBUTION

1. Minister Office
2. General Secretary – General Secretary of Ports, Port Policy and Maritime Investments Offices
3. Commandant of the HCG - Deputy Commandant of the HCG - Second Deputy Commandant of the HCG Offices
4. Supervisor of STD Office
5. Senior Administrator of Attica Prefecture/ Inspector of West Hellas and the Ionian – Inspector of the South/North Aegean Offices
6. Director of Shipping Policy General Directorate/ Director of Sector F' Office
7. Commandant of the HCG/ Coordinator of Ordnance Project Office
8. Director of Sector D' Office
9. General Director of Administrative Support Office
10. SPDD – STD
11. RCSD – DSPFSSMC – SID – DSVC
12. MSD – SRD – PSCHO
13. PPD – DPI – DOOEP – IOSD
14. DPOLA – DO – DIT
15. Regional Administrations of HCG
16. Port Authorities  
(HCG Stations – Sections through their Supervising Authorities)
16. Maritime Attaché Bases



**ANNEX I <sup>2</sup>**

Antigua and Barbuda  
Australia  
Bahamas  
Benin  
Bosnia and Herzegovina  
Bulgaria  
Canada  
Croatia  
Cyprus  
Denmark  
Holland  
Kiribati  
Latvia  
Liberia  
Luxembourg  
Marshall Islands  
Norway  
Palau  
Panama  
Philippines  
Poland  
Russia  
St. Kitts and Nevis  
Saint Vincent and Grenadines  
Singapore  
Spain  
Sweden  
Switzerland  
Tokyo  
Tuvalu

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<sup>2</sup>Countries to which Maritime Labour Convention enters into force in A

## ANNEX II

ΕΡΓΑΣΙΜΕΣ ΩΡΕΣ	WORKING HOURS
ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΑΙΓΑΙΟΥ ΛΙΜΕΝΙΚΟ ΣΩΜΑ – ΕΛΛΗΝΙΚΗ ΑΚΤΟΦΥΛΑΚΗ ΔΙΕΥΘΥΝΣΗ ΝΑΥΤΙΚΗΣ ΕΡΓΑΣΙΑΣ	HELLENIC REPUBLIC MINISTRY OF SHIPPING, MARITIME AFFAIRS AND THE AEGEAN HELLENIC COAST GUARD SEAMEN'S LABOUR DIRECTORATE
<p style="text-align: center;">Τηλ. / Tel. : <a href="tel:+302104191442">++30 210 419 1442</a>  <a href="tel:+302104064217">++30210 406 4217</a>  <a href="tel:+302104191295">++30 210 419 1295</a>  Αριθ. Τηλ/πίας/ Fax: <a href="tel:+302104137042">++30 210 413 7042</a>  Δ/ση Ηλεκτρ. Ταχ/μείου/ Email: <a href="mailto:dnr@yen.gr">dnr@yen.gr</a></p>	
<b>ΜΗ ΕΡΓΑΣΙΜΕΣ ΩΡΕΣ ΜΟΝΟ ΓΙΑ ΕΠΕΙΓΟΝΤΕΣ ΛΟΓΟΥΣ</b>	<b>NON-WORKING HOURS ONLY FOR URGENT REASONS</b>
ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΑΙΓΑΙΟΥ ΛΙΜΕΝΙΚΟ ΣΩΜΑ – ΕΛΛΗΝΙΚΗ ΑΚΤΟΦΥΛΑΚΗ ΚΕΝΤΡΟ ΕΠΙΧΕΙΡΗΣΕΩΝ	HELLENIC REPUBLIC MINISTRY OF SHIPPING, MARITIME AFFAIRS AND THE AEGEAN HELLENIC COAST GUARD OPERATIONS CENTRE
<p style="text-align: center;">Τηλ. / Tel. : <a href="tel:+302104082622">++30 210 4082622</a>  Αριθ. Τηλ/πίας/ fax: <a href="tel:+302104633096">++ 30 210 4633096</a>  Δ/ση Ηλεκτρ. Ταχ/μείου / email: <a href="mailto:kepix@hcg.gr">kepix@hcg.gr</a></p>	

## ANNEX III



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ  
ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ & ΑΙΓΑΙΟΥ  
ΚΛΑΔΟΣ ΕΛΕΓΧΟΥ ΕΜΠΟΡΙΚΩΝ ΠΛΟΙΩΝ  
ΔΙΕΥΘΥΝΣΗ ΕΛΕΓΧΟΥ ΔΙΑΧΕΙΡΙΣΗΣ ΤΗΣ ΑΣΦΑΛΕΙΑΣ  
ΠΛΟΙΩΝ ΚΑΙ ΛΙΜΕΝΙΚΩΝ ΕΓΚΑΤΑΣΤΑΣΕΩΝ

HELLENIC REPUBLIC  
MINISTRY OF SHIPPING, MARITIME AFFAIRS AND THE AEGEAN  
MERCHANT SHIPS INSPECTION GENERAL DIRECTORATE  
DIRECTORATE FOR THE VERIFICATION OF SAFETY AND  
SECURITY MANAGEMENT OF SHIPS AND PORT FACILITIES

Σύμβαση Ναυτικής Εργασίας, 2006  
Maritime Labour Convention, 2006

Δήλωση Συμμόρφωσης Ναυτικής Εργασίας – Μέρος Ι  
Declaration of Maritime Labour Compliance – Part I

DMLC-I No: .....

(Σημείωση: Η παρούσα Δήλωση πρέπει να επισυνάπτεται στο Πιστοποιητικό Ναυτικής Εργασίας του πλοίου)  
(Note: This Declaration must be attached to the ship's Maritime Labour Certificate)

Εκδίδεται υπό την εξουσία του Υπουργείου Ναυτιλίας και Αιγαίου της Ελληνικής Δημοκρατίας  
Issued under the authority of the Ministry of Shipping, Maritime Affairs and the Aegean of the Hellenic Republic

Λαμβάνοντας υπόψη τις διατάξεις της Σύμβασης Ναυτικής Εργασίας, 2006, το ακολούθως αναφερόμενο πλοίο:  
With respect to the provisions of the Maritime Labour Convention, 2006, the following referenced ship:

Όνομα πλοίου Name of ship	Αριθμός Δ.Ν.Ο. IMO number	Ολική χωρητικότητα Gross tonnage

τελεί σύμφωνα με το Πρότυπο Α5.1.3 της Σύμβασης.  
is maintained in accordance with Standard A5.1.3 of the Convention.

Ο υπογεγραμμένος δηλώνει, εκ μέρους της ανωτέρω αναφερόμενης αρμόδιας αρχής, ότι:  
The undersigned declares, on behalf of the abovementioned competent authority, that:

- (α) οι διατάξεις της Σύμβασης Ναυτικής Εργασίας είναι πλήρως ενσωματωμένες στις εθνικές απαιτήσεις που αναφέρονται παρακάτω,  
(a) the provisions of the Maritime Labour Convention are fully embodied in the national requirements referred to below;
- (β) οι εθνικές αυτές απαιτήσεις περιέχονται στις εθνικές διατάξεις που αναφέρονται παρακάτω. Επεξηγήσεις σχετικά με το περιεχόμενο των διατάξεων αυτών παρέχονται όποτε είναι αναγκαίο,  
(b) these national requirements are contained in the national provisions referenced below; explanations concerning the content of those provisions are provided where necessary;
- (γ) οι λεπτομέρειες οποιωνδήποτε ουσιωδών ισοδυναμιών σύμφωνα με το Άρθρο VI, παράγραφοι 3 και 4, παρέχονται <σύμφωνα με την αντίστοιχη εθνική απαίτηση που παρατίθεται παρακάτω> <στην ενότητα που παρέχεται για το σκοπό αυτό παρακάτω> (διαγράψτε τη δήλωση που δεν ισχύει),  
(c) the details of any substantial equivalencies under Article VI, paragraphs 3 and 4, are provided <under the corresponding national requirement listed below> <in the section provided for this purpose below> (strike out the statement which is not applicable);
- (δ) οποιεσδήποτε εξαιρέσεις χορηγήθηκαν από την αρμόδια αρχή σύμφωνα με το Τίτλο 3, δηλώνονται ρητώς στην ενότητα που παρέχεται για το σκοπό αυτό παρακάτω, και  
(d) any exemptions granted by the competent authority in accordance with Title 3 are clearly indicated in the section provided for this purpose below; and
- (ε) οποιεσδήποτε ειδικές ως προς τον τύπο του πλοίου απαιτήσεις σύμφωνα με την εθνική νομοθεσία αναφέρονται επίσης υπό τις σχετικές απαιτήσεις.  
(e) any ship-type specific requirements under national legislation are also referenced under the requirements concerned.

1. **Ελάχιστο όριο ηλικίας** (Κανονισμός 1.1)  
**Minimum age** (Regulation 1.1)

Κανονισμός για την Εφαρμογή Απαιτήσεων της Σύμβασης Ναυτικής Εργασίας, 2006 της Διεθνούς Οργάνωσης Εργασίας, που εγκρίθηκε με την αριθμ. 3522.2/ 08/ 2013 Κοινή Υπουργική Απόφαση (ΦΕΚ Β'1561) (εφεξής Εθνικός Κανονισμός), άρθρο 2.

Το ελάχιστο όριο ηλικίας είναι αυτό που αναφέρεται στη Σύμβαση. Εργασία των ναυτικών με ηλικία μικρότερη των δεκαοκτώ απαγορεύεται, εκτός των περιπτώσεων που αναφέρονται στον Κανονισμό, κατά τη νύκτα μεταξύ των ωρών 22:00 και 07:00 ή μεταξύ των ωρών 23:00 και 08:00 κατ' επιλογή του πλοιοάρχου. Κατηγορίες εργασιών που απαγορεύεται να εκτελούν οι νέοι ναυτικοί ηλικίας μικρότερης των δεκαοκτώ σύμφωνα με το άρθρο 5 του π.δ. 407/ 2001 (Α' 289) για την προσαρμογή προς την οδηγία 94/33/ΕΚ σχετικά με την προστασία των νέων στην εργασία.

Regulation for the Implementation of the Requirements of the Maritime Labour Convention, 2006, approved by the Joint Ministerial Decision no. 3522.2/08/2013 (Issue of the Gazette of the Government B' 1671) (hereunder National Regulation), article 2.

Minimum age as referred to in the Convention. Work of seafarers under the age of 18 is prohibited, except in cases referred to in the regulation, during night period from 22:00 to 07:00 or from 23:00 to 08:00, as decided by the master. Types of work prohibited for the young seafarers under the age of 18 according to article 5 of the presidential decree no.407/ 2001 (Α' 289) for the implementation of Council Directive 94/33/EC on the protection of young people at work.

## 2. **Ιατρική πιστοποίηση** (Κανονισμός 1.2) **Medical certification** (Regulation 1.2)

Εθνικός Κανονισμός, άρθρο 3

Για τη ναυτολόγησή τους σε πλοίο, οι ναυτικοί κατέχουν ιατρικό πιστοποιητικό σε ισχύ, με το οποίο βεβαιώνεται ότι είναι ικανοί εξ απόψεως υγειονομικής να εκτελέσουν τα καθήκοντά τους στη θάλασσα. Η εξέταση για την έκδοση του ιατρικού πιστοποιητικού διενεργείται χωρίς δαπάνες του ναυτικού. Για την ιατρική εξέταση λαμβάνονται υπόψη οι οδηγίες της ΔΟΕ/ΠΟΕ που αναφέρονται στην Οδηγία Β1.2.1. Πληροφορίες, γλώσσα και ισχύς του ιατρικού πιστοποιητικού σύμφωνα με τη Σύμβαση. Απαιτήσεις σχετικά με επείγουσες περιπτώσεις σύμφωνα με τη Σύμβαση, εφόσον το ιατρικό πιστοποιητικό έχει λήξει προσφάτως και όχι πλέον των τριών (03) μηνών. Ιατρικό πιστοποιητικό που εκδίδεται σύμφωνα με τις απαιτήσεις της Διεθνούς Σύμβασης για τα Πρότυπα Εκπαίδευσης, Πιστοποίησης και Τήρησης Φυλακών των Ναυτικών ("STCW") ή που πληροί ουσιαστικά τις απαιτήσεις για ναυτικούς που δεν εντάσσονται στο πεδίο εφαρμογής αυτής γίνεται δεκτό. Ιατρικά πιστοποιητικά που έχουν εκδοθεί σύμφωνα με τις απαιτήσεις της ΔΣ STCW (τροποποιήσεις 1995) ή της υπ' αριθ. 73 Σύμβασης της Δ.Ο.Ε. ισχύουν και γίνονται αποδεκτά έως τη λήξη της ισχύος αυτών και όχι πέραν της 1<sup>ης</sup> Ιανουαρίου 2017.

National Regulation, article 3

For signing on, seafarers hold a valid medical certificate attesting that they are medically fit to perform the duties they are to carry out at sea. Examination for issuing a medical certificate is conducted at no cost for seafarer. Medical examination follows the ILO/WHO Guidelines referred to in Guideline B1.2.1. Information, language and validity of medical certificate as referred to in the Convention. Provisions for urgent cases as referred to in the Convention, provided that the medical certificate will be recently expired but no more than three (03) months. A medical certificate issued in accordance with the requirements of STCW or meeting the substance of those requirements, in the case of seafarers not covered by STCW is accepted. Medical certificates issued under the 1995 STCW Amendments or the ILO C.73 are accepted until the date of their expiry and not beyond 1st January 2017.

## 3. **Προσόντα ναυτικών** (Κανονισμός 1.3) **Qualifications of seafarers** (Regulation 1.3)

Εθνικός Κανονισμός, άρθρο 4

Ο πλοιοκτήτης εξασφαλίζει ότι οι ναυτικοί που εργάζονται σε πλοίο του είναι κατάλληλα εκπαιδευμένοι ή πιστοποιημένοι ή διαθέτουν κατάλληλα προσόντα για την εκτέλεση των καθηκόντων τους. Εκπαίδευση για προσωπική ασφάλεια σύμφωνα με τη Σύμβαση. Εκπαίδευση και πιστοποίηση σύμφωνα με τη Δ.Σ. STCW είναι αποδεκτή.

National Regulation, article 4

The shipowner ensures that seafarers working on ship are trained or certified as competent or otherwise qualified to perform their duties. Training for personal safety as referred to in the Convention. Training and certification in accordance with STCW is acceptable.

## 4. **Συμβάσεις εργασίας ναυτικών** (Κανονισμός 2.1) **Seafarers' employment agreements** (Regulation 2.1)

Εθνικός Κανονισμός, άρθρο 6

Οι όροι και οι συνθήκες εργασίας ναυτικού περιέχονται σε γραπτή σύμβαση που υπογράφεται από το ναυτικό και από τον πλοιοκτήτη ή από εκπρόσωπο του πλοιοκτήτη ή τον πλοίαρχο και έκαστος λαμβάνει υπογεγραμμένο πρωτότυπο αυτής. Συνθήκες πριν την υπογραφή της σύμβασης ναυτολόγησης όπως αναφέρονται στη Σύμβαση. Με το πέρας της ναυτολόγησης, ο ναυτικός λαμβάνει έγγραφο αρχείου απασχόλησης στην ελληνική και στην αγγλική γλώσσα. Αντίγραφα του προτύπου της σύμβασης ναυτολόγησης και της συλλογικής σύμβασης εργασίας διαθέσιμα επί πλοίου, όπως αναφέρεται στη Σύμβαση. Ελάχιστη περίοδος γνωστοποίησης και περίοδος μικρότερη από αυτή, καθώς και στοιχεία της σύμβασης ναυτολόγησης, σύμφωνα με τη Σύμβαση.

National Regulation, article 6

The terms and conditions for employment of a seafarer are referred to in a written agreement. Seafarers' employment agreement signed by the seafarer and the shipowner or a representative of the shipowner or the master and each one shall have a signed original. Conditions before signing the agreement as referred to in the Convention. On completion of engagement, seafarers are given a record of their employment on the ship in Hellenic and in English. Copies of standard form of the agreement and the collective agreement available on board as referred to in the Convention. Particulars of seafarers' employment agreements, minimum notice period and periods shorter than the aforementioned as referred to in the Convention.

**5. Χρήση αδειοδοτημένης ή πιστοποιημένης ή ρυθμισμένης ιδιωτικής υπηρεσίας ναυτολόγησης και εύρεσης εργασίας (Κανονισμός 1.4)**

***Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4)***

Εθνικός Κανονισμός, άρθρο 5

Οι πλοιοκτήτες όταν χρησιμοποιούν υπηρεσίες ναυτολόγησης και εύρεσης εργασίας οι οποίες εδρεύουν σε χώρες ή επικράτειες στις οποίες δεν ισχύει η Σύμβαση, εξασφαλίζουν, κατά το δυνατό, ότι συμμορφώνονται με τις απαιτήσεις της Σύμβασης και ότι οι ναυτικοί δεν έχουν καταβάλλει αμοιβή για τις υπηρεσίες αυτές.

National Regulation, article 5

Shipowners when using seafarer recruitment and placement services based in countries or territories in which the Convention does not apply, ensure, as far as practicable, that those services meet its requirements and that seafarers have not made any payment for these services.

**6. Ώρες εργασίας ή ανάπαυσης (Κανονισμός 2.3)**

***Hours of work or rest (Regulation 2.3)***

Εθνικός Κανονισμός, άρθρο 8

Ο πλοιοκτήτης εφαρμόζει για την οργάνωση του προγράμματος εργασίας σχήμα ελαχίστου αριθμού ωρών ανάπαυσης, ο οποίος παρέχεται σε μια δεδομένη χρονική περίοδο, σύμφωνα με τη Σύμβαση. Σε ευπρόσιτο μέρος στο πλοίο, τοποθετείται πίνακας στον οποίο εμφανίζεται η διευθέτηση του χρόνου εργασίας επί του πλοίου. Οι ναυτικοί λαμβάνουν αντίγραφο των στοιχείων του αρχείου που τους αφορούν, το οποίο υπογράφεται από τον πλοίαρχο ή από μέλος πληρώματος εξουσιοδοτημένο από τον πλοίαρχο και από τους ναυτικούς. Πίνακας και αρχεία σχετικά με την οργάνωση του χρόνου εργασίας και ανάπαυσης και δικαίωμα πλοίαρχου να απαιτεί εργασία και να αναστέλλει το πρόγραμμα ωρών ανάπαυσης, όπως αναφέρεται στη Σύμβαση. Για το χρόνο εργασίας, ανάπαυσης, τα διαλείμματα και τις εργασίες σε περίπτωση ανώτερης βίας των νέων ναυτικών ηλικίας μικρότερης των δεκαοκτώ (18), εφαρμογή έχουν οι διατάξεις του π.δ. 407/2001 για την προσαρμογή προς την οδηγία 94/33/ΕΚ σχετικά με την προστασία των νέων στην εργασία.

National Regulation, article 8

The shipowner fixes a minimum number of hours of rest which shall be provided in a given period of time, as referred to in the Convention. In an easily accessible place on-board the ship a table with the shipboard working arrangements is posted. The seafarers receive a copy of the records pertaining to them which shall be endorsed by the master, or a person authorized by the master, and by the seafarers. Table and records regarding the shipboard working arrangements, right of the master to require work and suspend the schedule of hours of rest, as referred to in the Convention. Working time, rest period, breaks and work in the event of force majeure for the young seafarers under the age of 18 shall be in accordance with the presidential decree no.407/ 2001 (Α' 289) for the implementation of Council Directive 94/33/EC on the protection of young people at work.

**7. Επίπεδα στελέχωσης του πλοίου (Κανονισμός 2.7)**

***Manning levels for the ship (Regulation 2.7)***

Εθνικός Κανονισμός, άρθρο 11

Το πλοίο στελεχώνεται με πλήρωμα σύμφωνα με το Έγγραφο Ελάχιστης Ασφαλούς Στελέχωσης, που εκδίδεται από τις αρμόδιες αρχές.

National Regulation, article 11

The ship is manned in accordance with the minimum safe manning document issued by the competent authorities.

**8. Ενδιαίτηση (Κανονισμός 3.1)**

***Accommodation (Regulation 3.1)***

Εθνικός Κανονισμός, άρθρο 13-25/ ΥΑ αριθ. 4113.190/01/2004 (Β' 379), παρ. 3.6.1. του Προσαρτήματος 1 - Κανονισμός 3 που εγκρίθηκε με την ΚΥΑ αριθ. 4113.305/01/2013 (Β' 1553).

Ο πλοιοκτήτης εξασφαλίζει ότι το πλοίο του διατηρεί αξιοπρεπείς εγκαταστάσεις ενδιαίτησης και υπηρεσίες αναψυχής για τους ναυτικούς που εργάζονται ή διαβιούν επί του πλοίου ή και τα δύο, για την προαγωγή της υγείας και της ευημερίας των ναυτικών. Οι απαιτήσεις του κανονισμού που σχετίζονται με την κατασκευή και τον εξοπλισμό των πλοίων, ισχύουν μόνο για πλοία που κατασκευάστηκαν την 04 Ιανουαρίου 2014 και μετά. Για πλοία που κατασκευάστηκαν πριν από την ημερομηνία αυτή, οι απαιτήσεις που σχετίζονται με την κατασκευή και τον εξοπλισμό πλοίων που καθορίζονται με τη Σύμβαση για την Ενδιαίτηση των Πληρωμάτων, 1949 (Αναθεωρημένη) (No.92), τη Σύμβαση για την Ενδιαίτηση των Πληρωμάτων

(Συμπληρωματικές Διατάξεις), 1970 (No.133) και του π.δ 259/1981 συνεχίζουν να εφαρμόζονται στο βαθμό που ίσχυαν την 04 Ιανουαρίου 2014. Ένα πλοίο θεωρείται ότι κατασκευάστηκε την ημερομηνία κατά την οποία τέθηκε η τρόπιδα ή όταν βρίσκεται σε παρόμοιο στάδιο κατασκευής. Ο Πλοίαρχος λαμβάνει μέτρα, ώστε να εξασφαλίζεται ότι οι χώροι ενδιαίτησης των ναυτικών είναι καθαροί, αξιοπρεπείς και ότι διατηρούνται σε καλή κατάσταση από άποψη επισκευών. Ο Πλοίαρχος ανά 15νθήμερο διενεργεί αυτοπροσώπως επιθεώρηση των χώρων ενδιαίτησης και ενεργεί σχετική περί αυτής εγγραφή στο ημερολόγιο γεφύρας. Για ένα πλοίο που φέρει σε ισχύ Πιστοποιητικό Ασφαλείας ή Πιστοποιητικό Κατασκευής Φορητού Πλοίου ή Πρωτόκολλο Γενικής Επιθεώρησης, ο φορέας έκδοσης του εν λόγω πιστοποιητικού έχει προβεί σε έλεγχο εφαρμογής των κανονισμών ενδιαίτησης πληρώματος.

National Regulation, article 13-25/ MD No 4113.190/01/2004 (B' 379), par. 3.6.1. of Appendix 1/ Regulation 3 approved by the JMD No. 4113.305/01/2013 (B' 1553).

The shipowner ensures that the ship maintains decent accommodations and recreational facilities for seafarers working or living on board, or both, consistent with promoting the seafarers' health and well-being. The requirements in the regulation which relate to ship construction and equipment apply only to ships constructed on and after 04 January 2014. For ships constructed before that date, the requirements relating to ship construction and equipment that are set out in the Accommodation of Crews Convention (Revised), 1949 (No. 92), the Accommodation of Crews (Supplementary Provisions) Convention, 1970 (No. 133) and presidential decree 259/ 1981 shall continue to apply to the extent applicable before 04 January 2014. A ship is deemed to have been constructed on the date when its keel is laid or when it is at a similar stage of construction. The Master takes measures to ensure that seafarers' accommodation is clean, decently habitable and maintained in a good state of repair. Once every 15 days the master himself/herself conducts an inspection of the accommodation spaces and makes relevant entry in the bridge logbook. The compliance with the regulation on the accommodation of a ship having a Cargo ship safety construction Certificate, a Safety Certificate or a General Inspection Certificate has been inspected by the authority or organization issuing the aforementioned certificate.

#### **9. Εγκαταστάσεις και ευκολίες αναψυχής επί πλοίου (Κανονισμός 3.1)** ***On-board recreational facilities (Regulation 3.1)***

Εθνικός Κανονισμός, άρθρα 13-25

Τα πλοία διαθέτουν χώρο ή χώρους στο ανοικτό κατάστρωμα στους οποίους οι ναυτικοί έχουν πρόσβαση όταν είναι εκτός υπηρεσίας. Πλοία άνω των 3.000 ο.χ, διαθέτουν ξεχωριστά γραφεία ή κοινό γραφείο πλοίου για να χρησιμοποιείται από το προσωπικό των κλάδων καταστρώματος και μηχανοστασίου. Πλοία άνω των 8000 ο.χ, διαθέτουν ιδιαίτερη αίθουσα αναψυχής που επιπλώνεται και εξοπλίζεται με τρόπο ώστε να εξυπηρετείται ο σκοπός για τον οποίο προορίζονται. Πλοία άνω των 1600 ο.χ, εφοδιάζονται με βιβλιοθήκη εμπλουτισμένη με βιβλία που ανανεώνονται τακτικά, καθώς επίσης και με οπτικοακουστικό υλικό. Ο πλοιοκτήτης μεριμνά ώστε οι οι υπηρεσίες αναψυχής υπόκεινται σε συχνή εξέταση προκειμένου να εξασφαλίζεται ότι είναι κατάλληλες ενόψει των μεταβολών στις ανάγκες των ναυτικών που απορρέουν από τις τεχνικές, λειτουργικές και λοιπές εξελίξεις της ναυτιλιακής βιομηχανίας.

National Regulation, articles 13-25

Ships have space or spaces on open deck to which the seafarers have access when off duty. Ships over 3,000 gt, have separate offices or a common ship's office for use by staff of the deck and engine room. Ships of more than 8000 gt, have a separate room for recreational room and equipped so as to serve the purpose for which they are intended. Ships over 1600 gt, are equipped with library containing books updated regularly, as well as audiovisual materials. The shipowner ensures that the facilities and leisure services are subject to frequent inspection to ensure that they are appropriate in view of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry

#### **10. Διατροφή και τροφοδοσία (Κανονισμός 3.2)** ***Food and catering (Regulation 3.2)***

Εθνικός Κανονισμός, άρθρο 26

Με μέριμνα του πλοίαρχου παρέχεται δωρεάν στους ναυτικούς επί του πλοίου τροφή και πόσιμο νερό, κατάλληλης ποιότητας, διατροφικής αξίας και ποσότητας, λαμβάνοντας υπόψη τις θρησκευτικές πεποιθήσεις και τις πολιτιστικές πρακτικές των ναυτικών. Η τροφοδοσία του πλοίου βαρύνει τον πλοιοκτήτη. Πίνακες του παρεχόμενου σιτηρεσίου αναρτώνται, με φροντίδα του πλοίαρχου, σε μέρος επί του πλοίου ευπρόσιτο στους ναυτικούς. Οι ναυτικοί που ναυτολογούνται ως μάγειροι κατέχουν το ανάλογο αποδεικτικό. Αποδεικτικά μαγείρων πλοίων που εκδίδονται από κράτη που έχουν επικυρώσει τη Σύμβαση ή τη Σύμβαση Περί Πτυχιών Ναυτομαγείρων, 1946 (No.69) γίνεται αποδεκτά. Άδεια που εκδίδεται σε περιπτώσεις εξαιρετικής ανάγκης, και ελάχιστο όριο ηλικίας μάγειρα πλοίου, σύμφωνα με τη Σύμβαση. Συχνές όχι πέραν του μήνα τεκμηριωμένες επιθεωρήσεις από τριμελή επιτροπή.

National Regulation, article 26

The Master cares for food and drinking water of appropriate quality, nutritional value and quantity to be provided free of charge during the period of their engagement, taking into account the differing cultural and religious backgrounds of the seafarers. The shipowner bears the cost of food and catering. Tables with the provided ration are posted on board, in an easily accessible place to seafarers. Seafarers serving under the capacity of the cook hold appropriate documentation. Documents for cooks issued from states that have ratified the Convention or ILO Co. 69 are accepted. Dispensation issued in circumstances of

exceptional necessity and minimum age of ship's cook as referred to in the Convention. Frequent not beyond a month documented inspections from a three-member committee.

**11. Υγεία και ασφάλεια και πρόληψη ατυχημάτων (Κανονισμός 4.3)**  
**Health and safety and accident prevention (Regulation 4.3)**

Εθνικός Κανονισμός, άρθρο 29

Ο πλοιοκτήτης εξασφαλίζει ότι στους ναυτικούς επί πλοίου παρέχεται προστασία επαγγελματικής υγείας και ότι διαβιούν, εργάζονται και εκπαιδεύονται επί του πλοίου σε ασφαλές και υγιεινό περιβάλλον. Κατά την εφαρμογή του Κανονισμού πρόληψης εργατικών ατυχημάτων στα πλοία (π.δ. 1349/1981 (Α' 336)), παρέχει τα απαιτούμενα μέσα στον πλοίαρχο και τους ναυτικούς και λαμβάνει τα αναγκαία μέτρα συμπεριλαμβανομένης πολιτικής και προγράμματος επαγγελματικής ασφάλειας και υγείας επί πλοίου, αξιολόγησης κινδύνων, εκπαίδευσης και παροχής οδηγιών των ναυτικών, διερεύνηση και αναφορά εργατικών ατυχημάτων επί πλοίου και αναθεώρησης των ληφθέντων μέτρων, αποδίδοντας ιδιαίτερη προσοχή στην ασφάλεια και την υγεία των ναυτικών ηλικίας μικρότερης των δεκαοκτώ (18), σύμφωνα με το π.δ. 407/ 2001. Η συμμόρφωση με τις απαιτήσεις των διεθνών οργάνων που εφαρμόζονται, όσον αφορά στην εκπαίδευση, στα αποδεκτά επίπεδα έκθεσης σε κινδύνους στο χώρο εργασίας επί πλοίων και την ανάπτυξη και εφαρμογή πολιτικών και προγραμμάτων επαγγελματικής ασφάλειας και υγείας στα πλοία, είναι αποδεκτή. Επί πλοίου στο οποίο είναι ναυτολογημένοι πέντε ή περισσότεροι ναυτικοί συγκροτείται από τον πλοίαρχο επιτροπή ασφάλειας από τρεις τουλάχιστον ναυτικούς, στους οποίους μπορεί να συμπεριλαμβάνεται και ο πλοίαρχος.

National Regulation, article 29

The shipowner ensures that seafarers on ships are provided with occupational health protection and live, work and train on board ship in a safe and hygienic environment. While implementing Regulation for the prevention of accidents on board vessels (presidential decree 1349/ 1981 (A' 336)), the shipowner provides the means required to the master and the seafarers and take the necessary measures, including occupational safety and health policy and programme on ship, risk evaluation, training and instruction of seafarers, investigating and reporting on-board occupational accidents and reviews the measures taken, with special attention being paid to the safety and health of seafarers under the age of 18 according to presidential decree 407/2001. Compliance with the requirements of applicable international instruments on training and the acceptable levels of exposure to workplace hazards on board ships and on the development and implementation of ships' occupational safety and health policies and programmes is acceptable. On board a ship on which there are five or more seafarers, a safety committee is established by the master that comprises of at least three seafarers, one of which may be the master.

**12. Ιατρική περίθαλψη επί πλοίου (Κανονισμός 4.1)**  
**On-board medical care (Regulation 4.1)**

Εθνικός Κανονισμός, άρθρο 27

Τα πλοία φέρουν φαρμακείο, ιατρικό υλικό, εξοπλισμό, φάρμακα και ιατρικό οδηγό, τα χαρακτηριστικά των οποίων και τα περιεχόμενα καθορίζονται σύμφωνα με τις διατάξεις του π.δ. 376/ 1995 «Ελάχιστες προδιαγραφές ασφάλειας και υγείας για την προώθηση βελτιωμένης ιατρικής περίθαλψης στα πλοία, σύμφωνα με την οδηγία 92/29/ΕΟΚ του Συμβουλίου της 31ης Μαρτίου 1992» (Α' 206). Ιατρός, αριθμός και εκπαίδευση ναυτικών που δεν είναι ιατροί και είναι υπεύθυνοι για την ιατρική περίθαλψη επί του πλοίου ή ορίζονται να παρέχουν ιατρικές πρώτες βοήθειες και δελτίο αναφοράς πληροφοριών υγείας, σύμφωνα με τη Σύμβαση.

National Regulation, article 27

Ships carry medicine chest, medical equipment and medical guide, the specifics of which and requirements for inspection as in presidential decree 376/95 (A' 206) for the implementation of Council Directive 92/29/EEC on the minimum safety and health requirements for improved medical treatment on board vessels. Medical doctor, number and training of seafarers who are not medical doctors in charge of medical care on board or for the provision and medical report form, as referred to in the Convention.

**13. Διαδικασίες επίλυσης παραπόνων επί πλοίου (Κανονισμός 5.1.5)**  
**On-board complaint procedures (Regulation 5.1.5)**

Εθνικός Κανονισμός, άρθρο 33

Ο πλοιοκτήτης είναι υπεύθυνος ώστε το πλοίο να διαθέτει κατάλληλες διαδικασίες για την επί αυτού δίκαιη, αποτελεσματική και ταχεία διαχείριση παραπόνων των ναυτικών, που ισχυρίζονται παραβιάσεις των απαιτήσεων της εθνικής νομοθεσίας που εφαρμόζει τη Σύμβαση (συμπεριλαμβανομένων των δικαιωμάτων των ναυτικών σύμφωνα με αυτή). Δικαιώματα ναυτικών σχετικά με τις διαδικασίες διαχείρισης παραπόνων επί πλοίου και αντίγραφο των διαδικασιών που εφαρμόζονται σύμφωνα με τη Σύμβαση.

National Regulation, article 33

The shipowner ensures that ship has on-board procedures for the fair, effective and expeditious handling of seafarer complaints alleging breaches of the national requirements implementing the Convention (including seafarers' rights). Rights of seafarers relating to on-board complaint procedures and copy of the procedures applicable as referred to in the Convention.

**14. Καταβολή μισθών** (Κανονισμός 2.2)  
**Payment of wages** (Regulation 2.2)

Εθνικός Κανονισμός, άρθρο 7

Οι ναυτικοί αμείβονται για την εργασία τους τακτικά και σε διαστήματα όχι μεγαλύτερα από μηνιαία και πλήρως, σύμφωνα με τις συμβάσεις ναυτολόγησης και την τυχόν ισχύουσα συλλογική σύμβαση εργασίας που έχει εφαρμογή. Οι ναυτικοί λαμβάνουν μηνιαίως λογαριασμό (wages account) των αποδοχών τους σύμφωνα με τη Σύμβαση. Οι πλοιοκτήτες λαμβάνουν μέτρα ώστε να παρέχεται στους ναυτικούς μέσο αποστολής του συνόλου ή τμήματος των αποδοχών τους.

National Regulation, article 7

Seafarers are paid for their work regularly at no greater than monthly intervals and in full in accordance with their employment agreements and with any applicable collective agreement. Seafarers are given a monthly account as referred to in the Convention. Shipowners take measures to provide seafarers with a means to transmit their earnings.

Όνομα: .....

Name: .....

Τίτλος: .....

Title: .....

Υπογραφή:

Signature:

Τόπος: .....

Place: .....

Ημερομηνία: .....

Date: .....

Σφραγίδα της αρχής

Seal or stamp of the authority

**Ουσιώδεις ισοδυναμίες**  
**Substantial equivalencies**

(Σημείωση: Διαγράψτε τη δήλωση που δεν ισχύει)  
 (Note: Strike out the statement which is not applicable)

Σημειώνονται οι ακόλουθες ουσιώδεις ισοδυναμίες, όπως προβλέπονται από το Άρθρο VI, παράγραφοι 3 και 4, της Σύμβασης, εκτός εάν αναφέρονται ανωτέρω (εισάγετε περιγραφή εάν ισχύει):

~~The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, of the Convention, except where stated above, are noted (insert description if applicable):~~

**Δεν χορηγήθηκε ισοδυναμία.**

No equivalency has been granted.

Όνομα: .....

Name: .....

Τίτλος: .....

Title: .....

Υπογραφή:

Signature:

Τόπος: .....

Place: .....

Ημερομηνία: .....

Date: .....

Σφραγίδα της αρχής

Seal or Stamp of the authority



Εξαιρέσεις<sup>1</sup>  
Exemptions

(Σημείωση: Διαγράψτε τη δήλωση που δεν ισχύει)<sup>2</sup>  
(Note: Strike out the statement which is not applicable)

1. Σε πλοία, εκτός των επιβατηγών πλοίων, κάτω των 500 ο.χ. διατίθεται στους αξιωματικούς είτε ατομικός κοιτώνας είτε κοιτώνας κατ' ανώτατο όριο δύο (02) ατόμων, πλην του Πλοιάρχου και του Α' Μηχανικού για τους οποίους διατίθεται ατομικός κοιτώνας. Σε πλοία άλλα εκτός των επιβατηγών έως 3000 ο.χ. διατίθεται για το κατώτερο πλήρωμα είτε ατομικός κοιτώνας είτε κοιτώνας κατ' ανώτατο όριο δύο (02) ατόμων. (Εθνικός Κανονισμός, άρθρο 16).  
*In ships, other than passenger ships, of less than 500 g.t., an individual sleeping room or a sleeping room occupied by maximum two (02) persons is provided for officers, except for the Master and the Chief Engineer for whom an individual sleeping room is provided. In ships other than passenger ships of less than 3,000 g.t an individual sleeping room or a sleeping room occupied by maximum two (02) persons is be provided for ratings. (National Regulation, article 16).*
2. Πλοία κάτω των 3000 ο.χ εξαιρούνται από την απαίτηση της παραγράφου 9 (iv) του Προτύπου A3.1 της Σύμβασης. (Εθνικός Κανονισμός, άρθρο 17).  
*Ships of less than 3,000 g.t. are exempted from the requirement of paragraph 9(m) of the Standard A3.1 of the Convention. (National Regulation, article 17).*
3. Η τοποθέτηση τμήματος των κοιτώνων κάτω από τη γραμμή φόρτωσης είναι επιτρεπτή σύμφωνα με .....  
(εισάγετε στοιχεία έγκρισης της αρμόδιας αρχής).  
(Εθνικός Κανονισμός, άρθρο 14, Μόνο σε επιβατηγά πλοία και σε πλοία Ειδικού Σκοπού ή Προορισμού)  
*The location of sleeping rooms below the load line is permitted according to .....  
(insert permit of the competent authority).  
(National Regulation, article 14, only in passenger ships and in special purpose ships)*
4. Για να παρέχονται κοιτώνες μίας κλίνης, το εμβαδό πατώματος μειώνεται .....  
.....  
σύμφωνα με .....(εισάγετε  
στοιχεία έγκρισης της αρμόδιας αρχής)  
(Εθνικός Κανονισμός, άρθρο 17, μόνο σε πλοία κάτω των 3.000 ο.χ, σε επιβατηγά πλοία και σε πλοία ειδικού σκοπού ή προορισμού).  
*In order to provide single berth sleeping rooms, floor area is reduced .....  
.....  
according to ..... (insert permit of the competent authority).  
(National Regulation, article 17, only on ships of less than 3,000 gross tonnage, passenger ships and special purpose ships).*
5. Το ελάχιστο επιτρεπτό ελεύθερο ύψος σε όλους τους χώρους ενδιαίτησης ναυτικών ή σε τμήμα .....  
..... (διαγράψτε αναλόγως) είναι ..... εκατοστά  
σύμφωνα με ..... (εισάγετε στοιχεία  
έγκρισης της αρμόδιας αρχής).  
(Εθνικός Κανονισμός, άρθρο 14)

1 Σημειώνονται οι ακόλουθες εξαιρέσεις που χορηγήθηκαν από την αρμόδια αρχή όπως προβλέπεται από τον Τίτλο 3 της Σύμβασης και αφορούν σε πλοία που έχουν ημερομηνία κατασκευής από την 04-01-2014 και έπειτα. Εξαιρέσεις που δεν αφορούν κατηγορία πλοίου διαγράφονται.  
The following exemptions granted by the competent authority as provided in Title 3 of the Convention are noted and concern only ships constructed on or after the 4<sup>th</sup> of January 2014. Exemptions that do not relate to the ship's type are deleted.

2 Διενεργείται αναλόγως μετά την εξέταση εφαρμογής εξαιρέσεων σε εν λόγω πλοίο.  
To be conducted accordingly after checking if relevant exemptions refer to the specific ship.

The minimum permitted headroom in all seafarer accommodation or part of .....  
 ..... (delete as appropriate) is .....  
 centimeters, according to .....  
 (insert permit of the competent authority).

(National Regulation, article 14).

6. Πλοία 1600 ο.χ. και κάτω εξαιρούνται από την απαίτηση να υπάρχουν πλησίον της γέφυρας ναυσιπλοΐας και του μηχανοστασίου ή κοντά στο κέντρο ελέγχου μηχανοστασίου εγκαταστάσεις υγιεινής στις οποίες διασφαλίζεται η εύκολη πρόσβαση. (Εθνικός Κανονισμός, άρθρο 20).  
 Ships of 1600 g.t. and less are exempted from the requirement of having sanitary facilities within easy access of the navigating bridge and the machinery space or near the engine room control centre (Εθνικός Κανονισμός, άρθρο 20).
7. Πλοία κάτω των 3.000 ο.χ. εξαιρούνται από την υποχρέωση να διαθέτουν ξεχωριστά γραφεία ή κοινό γραφείο πλοίου για να χρησιμοποιείται από το προσωπικό των κλάδων καταστρώματος και μηχανοστασίου (Εθνικός Κανονισμός, άρθρο 23).  
 Ships of less than 3,000 g.t. are exempted from the requirement to be provided with separate offices or a common ship's office for use by deck and engine departments (National Regulation, article 23).
8. ....  
 (Εξαιρέσεις- ρυθμίσεις που εγκρίνονται σύμφωνα με τον Εθνικό Κανονισμό, άρθρο 20 παρ. 5ζ και άρθρο 25 που δεν αφορούν εξαιρέσεις των παρ. 1- 7 του παρόντος τμήματος).  
 ....  
 (Exemptions – arrangements granted under National Regulation, article 20 par. 5g and article 25 that do not refer to exemptions of par. 1-7 of the present Section).

Δεν χορηγήθηκαν εξαιρέσεις.

No exemption has been granted.

Όνομα: .....

Name: .....

Τίτλος: .....

Title: .....

Υπογραφή:

Signature:

Τόπος: .....

Place: .....

Ημερομηνία: .....

Date: .....

Σφραγίδα της αρχής

Seal or Stamp of the authority