

Germanischer Lloyd



Seminar on the Maritime Labour Convention 2006

The point of view of the Recognised Organisation



www.gl-group.com

The Speaker

Name: Jasmin Denhoorn
Experience: Dipl.-Wirtsch.Ing.
(Maritime Economics and Port Management)
Statutory Expert ILO
ILO accredited trainer
GL Maritime Labour Inspector / ISM Auditor
Phone: +49-40-36149-496
Email: jasmin.denhoorn@gl-group.com

Navigator

Content

A

B

C

D

Ratification and Implementation of MLC Process

Inspection and Certification Process

Breakdown of Deficiencies

Different Approaches and Related Challenges



Navigator

Content

A

B

C

D

Ratification and Implementation of MLC Process

Inspection and Certification Process

Breakdown of Deficiencies

Different Approaches and Related Challenges



Current Ratification Status



- 185 Member States of ILO
 - 50 Member States ratified the Convention
 - with 20 EU Member States
-
- Some ratifying countries still have to implement the MLC requirements into their National Legislation – until final publication only Maritime Labour Statements of Compliance are issued
 - Evidence of Compliance for vessels flying flags of non-ratifying countries

Status: November 2013
Source : ILO website

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 5



Implementation of MLC Process - Training

306 qualified ML Inspectors

Training consist of

- E-learning
 - 4 day class room training incl. examination
 - practical onboard training
- } theoretical training

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 6



Implementation of MLC Process – Flag State Requirements

Request for authorization

- Different scope of authorization - visible for inspectors in specific GL Tool / National files
- Upon receipt of DMLC I and national legislation flag specific lists are developed
- Reporting to the Administration according their instructions

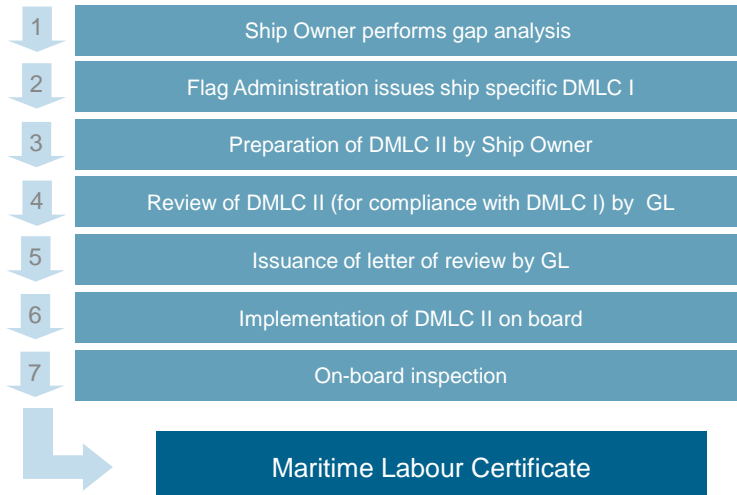


Navigator

Content	A	Ratification and authorization
	B	Inspection and Certification Process
	C	Breakdown of Deficiencies
	D	Different Approaches and Related Challenges



Inspection and Certification Process



SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 9



Inspection and Certification Process

Means of inspection:

- Verification of documented evidence
- Interviews – representative sample
- Tour of the ship



- All items subject to inspection have to be addressed during the on-board inspection. However, any inspection is a **sampling process**.

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 10



Handling of Deficiencies

MLC 2006 / Flag State Guidelines

- In all cases any deficiencies should be rectified
- Deficiencies noted during the inspection:
 - Immediate rectification
 - **Rectification action plan** (to be agreed upon with attending ML inspector)
- The seriousness and frequency of the deficiency are to be taken into account
- The Maritime Labour Certificate may be withdrawn in case of non-compliance and required corrective action has not been taken

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 11



Navigator

Content	A	Ratification and authorization
	B	Inspection and Certification Process
	C	Breakdown of Deficiencies
	D	Different Approaches and Related Challenges

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 12



Breakdown of Deficiencies

- 1.2 – Medical certificates not entirely in compliance
with MLC requirements although issued in a white list country
- 2.1 – SEA not fully compliant,
not all SEAs available onboard,
CBAs do not cover all MLC 2006 requirements
- 2.2 – Seafarers do not always receive a monthly wage account

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 13



Breakdown of Deficiencies

- 2.3 – Insufficient resting hours especially on small coasters – 2 watch
system
- 3.2 – Evidence that catering personnel is trained and instructed
often missing,
no evidence available that drinking water is of appropriate quality,
seafarers often have to pay for bottled water
- 5.1.5 – Seafarers are not aware of the onboard complaint procedure,
contact information of Competent Authority in the seafarer's
country of residence

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 14



Navigator

Content	A	Ratification and authorization
	B	Inspection and Certification Process
	C	Breakdown of Deficiencies
	D	Different Approaches and Related Challenges

Different Approaches and Related Challenges

Definition of Shipowner:

- Shipowner is the ISM DoC holder
- Shipowner is the ISM DoC holder, unless otherwise agreed with the Administration
- Shipowner can be any legal entity (beneficial owner, registered owner, bareboat charterer etc.)
- Shipowner is not further specified

Handling of Amendments of DMLC II:

Discrepancy between new issue date and the date of inspection reflected on the certificate, in case no additional inspection is required

Different Approaches and Related Challenges

Challenge for Ship Owners with multiple fleet and multiple flag

- different national interpretations; most ship owners tend to implement the strictest requirement amongst their fleet

Challenge for all Ship Owners and ROs

- Some Flag States do not provide further determination of vague expressions (adequate, sufficient, appropriate, frequent)
- Some Flag States do not specify the evidence to be available onboard the ship for demonstrating compliance

SAFEMED III Seminar on the Maritime Labour Convention 2006 | 2013-11-25 | No. 17



Germanischer Lloyd



Thank you for your kind attention

www.gl-group.com