

ILO MARITIME LABOUR CONVENTION, 2006

HELPING YOU PREPARE FOR IMPLEMENTATION

The new International Labour Organisation (ILO) Maritime Labour Convention, 2006 (MLC, 2006) is being hailed as an international bill of rights for seafarers.

It has been drafted to help ensure that all seafarers, regardless of their nationality and the flag of the ships they work on, can enjoy decent working and living conditions.

Our voluntary assessment and training services can help you prepare for the Convention's implementation and support you in assessing your compliance.



The Maritime Labour Convention, 2006 will help ensure that all seafarers can enjoy decent working and living conditions.

What is the new ILO Maritime Labour Convention?

The International Labour Organisation adopted the Maritime Labour Convention, 2006 in February 2006. It is expected to enter into force in 2012, but could become ratified sooner.

The legislation sets minimum standards on issues such as: conditions of employment; accommodation; health and safety protection; medical care; and welfare and social security protection issues. At a more detailed level, the Convention also addresses issues such as: the causes of fatigue; occupational accidents; recruitment; employment opportunities; and working conditions for seafarers.

The Convention's compliance and enforcement provisions will help ensure requirements are respected on all ships, including those flying the flag of countries which have not ratified it.

Inspection and certification requirements

The MLC, 2006 applies to all ships engaged in commercial activities, whether publicly or privately owned. However, it does not apply to ships

engaged in fishing or similar pursuits, or traditionally built vessels such as dhows and junks. Nor does the Convention apply to warships and naval auxiliaries, or ships that navigate inland waters where port regulations apply.

The certification requirement applies to ships of:

- (a) 500 gt or over, engaged in international voyages, and
- (b) 500 gt or over, flying the flag of a member state and operating from a port, or between ports, in another country.

One of the areas the Convention focuses on is onboard practical inspections; in the future, ships may be detained on labour-related issues.

We have undertaken trial inspection work and numerous evaluation studies against the full requirements of the MLC, 2006. We have also been working with shipowners, shipyards and a number of organisations to identify a practical approach to its implementation.

Design

Build

Operate

The Lloyd's Register logo, featuring the company name in a stylized serif font with horizontal lines above and below the text.

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How can Lloyd's Register help?**Voluntary assessment scheme**

To help you prepare for the MLC, 2006, we have developed a voluntary assessment scheme for ship owners, shipyards and operating companies.

The scheme addresses the onboard inspection criteria addressed by the five titles of the Convention:

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 – on board complaint procedures.

The voluntary assessment scheme makes reference to the need for national requirements to be identified through flag state Declarations of Maritime Labour Compliance Part I (DMLC Part I).

Until flag states issue their DMLCs and ratify the Convention, we can help you to prepare by inspecting your ships against the scheme and issuing a 'Statement of Compliance' with its requirements.

The scheme is based on inspection best practice and can be downloaded from our website www.lr.org

Other services

We are also preparing an international programme of seminars, workshops and training courses to support your needs and help you prepare for the Convention's implementation.

KEY CHARACTERISTICS OF THE MLC, 2006

- Consolidates and updates about 68 existing Conventions and recommendations into one universally acceptable standard.
- Promotes a practical and flexible approach to implementation through national 'substantial equivalences', alternatives and exemptions, thereby promoting early ratification by ILO Member States.
- Enforcement and compliance mechanisms contained in Title 5 establish the roles and responsibilities of ship owners, masters and flag and port states, and define inspection and certification requirements.

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