



MERCHANT SHIPPING NOTICE

Issued by the Director General of Merchant Shipping, Sri Lanka

MSN 01/2013

**NOTICE TO SHIP OWNERS, MANAGERS, OPERATORS, RECOGNIZED ORGANIZATIONS, TRAINING
INSTITUTES, MASTERS AND OFFICERS**

Implementation of the Maritime Labour Convention, 2006 – Voluntary Certification of Sri Lankan Flag Ships

(1). The International Labour Organization (ILO), after due deliberations in its Governing Body, adopted the Maritime Labour Convention, [MLC], 2006, on the 23rd day of February, 2006. Sri Lanka, as a Member- State of the ILO had also participated in the deliberations of the ILO while developing the MLC 2006.

(2). The Member-State of the ILO which ratifies this Convention to give complete effect to its provisions in the manner set out in the Codes and Regulations of the said Convention.

(3). The Convention will, formally, enter into force on 20.08.2013, after the ratification of the same had come through by the required number of Member-States on 20.08.2012. After 20.08.2013, ships will, globally, be subject to an inspection to verify, amongst other things, MLC compliance as well, during PSC inspection and may get detained for non-compliance thereof, potentially, in terms of the MLC provisions.

(4). The process of ratification, of the said Convention, by Sri Lanka, is at an advanced stage and it involves procedural, legislative and regulatory formalities. It is recommended that Sri Lankan flag ship owners carry their said verifications for compliance with the MLC provisions voluntarily, well in advance.

(5). Applicability of onboard Certification for ships as defined in MLC 2006

The Maritime Labour Convention, MLC, requires all ships of 500 GT or more to carry a Maritime Labour Certificate. Carriage of a certificate is not mandatory for vessels of less than 500 GT but such a certificate can be issued on a voluntary basis if requested.

Whether certificated or not, all commercial ships trading internationally must comply with the MLC when it comes into force.

Therefore in addition to ships of 500 GT and above, DGMS also recommends that operators of vessels of less than 500 GT flying Sri Lankan Flag, trading in international waters should apply voluntarily for a certification as soon as they have made arrangements to comply in order to reduce the potential for problems with PSC.

For Sri Lankan flag ships not engaged in international voyages (in other words, operating only in domestic waters) the MLC allows the flag state to adopt a different approach and DGMS does not require those ships to carry any form of MLC Certification at this stage.

(6). It has, therefore, been decided to adopt the following procedures in the interim as a pre arrangement for a voluntary verification of the Sri Lankan flag ships for compliance with the required aspects of the Maritime Labour Convention, 2006, in advance & ahead of the ratification of the said Convention by the DGMS of Government of Sri Lanka.

(7). The Recognized Organizations [RO's] have been delegated the responsibility of reviewing of DMLC part II and onboard inspection of the Sri Lankan flag ships. Upon satisfactory completion of such an inspection by the RO's, '**Voluntary Statement of Compliance**' shall be issued to the ships; concerned and such a statement can be utilized by the said ship to demonstrate its compliance with the MLC, 2006, till the said Convention is formally ratified by Sri Lanka. After formal ratification DGMS will advise the relevant ROs to replace the statement of compliance with Certificate of Compliance.

(8). The various documents prescribed, in this regard, for an application, inspection and issuance of the 'Statement of Compliance' on the basis of such a voluntary inspections are elaborated in the following annexes.

8.1. Procedures and guidelines to be followed by Shipowners and Recognized Organization in applying for a voluntary inspection and obtaining a Statement of Compliance are elaborated on. (Annex-1)

8.2. Declaration of Maritime Labour Compliance[DMLC] – Part I for the ship which shall be issued by the Director General of Merchant Shipping. (Annex-1a)

8.3. Declaration of maritime Labour Compliance [DMLC] – Part II for any Sri Lankan flag ship shall be prepared by the ship owner / company concerned. A blank format of the same is appended as - (Annex-1b)

8.4. Application for obtaining a voluntary short term statement of compliance -(Annex-1c)

8.5. Report of a vessel inspection to be submitted by the Recognized Organization to DGMS (Annex-1e) (Note: RO (s) may use their own format of report of inspection containing the details as stated in (Annex-1d.)

8.6. Sample format of 'Voluntary short term Statement of Compliance' to be issued by the Recognized Organization (RO's) (Annex-1e)

(9.) The requirements of Sri Lankan Flag Administration for the voluntary compliance are contained in **MSN 01/2013** and **annexes 02 to 07**.

“This issue with the approval of the Director General of Merchant Shipping “

(Signature and stamp)
Director General of the Merchant Shipping

Dated:25.06.2013
MINISTRY OF PORTS & HIGHWAYS
DIRECTOR GENERAL'S OFFICE OF MERCHANT SHIPPING
1ST FLOOR, BRISTOL BUILDING,
43-89, YORK STREET,
COLOMBO 01.

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Web : www.dgshipping.gov.lk

Procedure for submission of applications for voluntary inspections of ships, covering the required aspects of the Maritime Labour Convention, 2006 and for the issuance of Statements of Compliance

- (1).** Procedures, as elaborated hereunder, have been formulated for the submission of applications for voluntary inspections of the Sri Lankan flag ships and for obtaining Statements of Compliance thereto.
- (2).** Any ship owner or another organization or person, such as a manager or agent, or bareboat charterer, who has assumed the responsibility for the operations of an Sri Lankan flag ship from its owner (on behalf of the ship owner) and is desirous of obtaining a Statement of Compliance after completing a voluntary inspection thereof & covering the required aspects of the Maritime Labour Convention [MLC], 2006, for such a vessel(s) shall apply for it, electronically, followed by the submission of a hard copy of the said application to the DGMS, in the prescribed format, in form(Annex 1c) appended with this order. A copy of the application may also be simultaneously forwarded to the Recognized Organization for the purpose electronically.
- (3).** The Shipowner should examine the **MSN 01/2013** and **annexes 1 to 7** and assess the degree of compliance for the ship with requirements stipulated thereof.
- (4).** The shipowner should introduce any changes in procedures or systems necessary to ensure compliance and then complete the DMLC Part II. Ship owner should then submit the DMLC part II with the following copies of documents (a to k) to the recognized organization for review.
 - a) Copy of the SRPS (seafarer recruitment and placement services) license or certificate to operate, if available. Where the SRPS(s) is located in a country that is not a party to MLC, 2006, an audit report or certificate issued by the Administration or an authorized RO
 - b) Copy of the Collective Bargaining Agreement(s) (CBA) /Crew agreement(s) applicable to seafarers serving on the ship operated by that shipowner .
 - c) Copy of the Seafarers Employment Agreement(s) applicable to seafarers serving on the ship operated by that shipowner
 - d) Where the seafarers' employment agreement is signed by a representative of the shipowner, a copy of the manning agreement or similar arrangement between the shipowner and the representative of the shipowner
 - e) Evidence of shipowners' financial security for repatriation of seafarers .
 - f) Evidence of shipowners' financial security to assure compensation (as set out

in the seafarers' employment agreement; or a collective agreement or a crew agreement, whichever is greater) in case of seafarer's death or long-term disability due to an occupational injury, illness or hazard .

- g) Copy of the standardized format of the table of shipboard working arrangements.
- h) Copy of the standardized format of the record of daily hours of rest or hours of work.
- i) Copy of the standard medical report form used by the master and relevant medical personnel (on board and ashore) to help facilitate treatment of seafarers .
- j) Copy of the shipowners' occupational safety and health policy and
- k) Copy of shipowners on-board complaint procedures .

(5). Upon completion of successful review of DMLC part II the RO should stamped and signed each page and return the DMLC part II with a letter of review to the shipowner confirming the compliance to the requirements in DMLC part I .

(6). Upon receipt of The letter of review and DMLC part II, the shipowner shall then submit the application (1c) requesting for a voluntary inspection and issuance of a Statement of Compliance, covering the required aspects of the MLC, 2006, to DGMS with the following documents. (scanned copies of such documents have to be submitted with the electronic version of the application and hard copies thereof shall be enclosed with the hard copy of the application):

Copies of Declaration of Maritime Labour Compliance – Part II together with letter of review of DMLC part II from the recognized organization

Copy of the Registration Certificate of the vessel concerned.

A fee of Rs 50,000 (Rupees fifty thousand only) to be submitted to the DGMS, drawn in the form of a crossed demand draft from any nationalized bank in favour of the Director General Of Merchant Shipping, Sri Lanka.

(7). On receipt of the application, the DGMS shall examine the application and satisfy him/her self that the applicant has complied with the requirements, and also issue a DMLC part I to the shipowner for the purpose of voluntary inspection & issuance of a statement of compliance for the said vessel. Upon receipt of DMLC part I shipowner shall request the RO's to carry out the onboard verification. DMLC part I and II and letter of review should be available onboard the said vessel at the time of verification by RO .

(8). The RO's (recognized organization/ inspecting authority), through its Inspector(s) shall inspect the vessel, according to the provisions of the said Convention stipulated in the MNS MLC Notices and according to the DMLC Part I and II and having satisfied itself with the followance of the procedures & compliance of the requirements, shall then issue a "**Short term voluntary Statement of Compliance**"(sample format in annex 1e) ,covering the required aspects of the Maritime Labour Convention, 2006, which shall be **valid for 05 months** .

(9). It is only very recently that widespread availability of insurance cover to meet the repatriation requirements has been achieved. There may, therefore be occasions when a ship applying for early certification is not able to demonstrate complete compliance in advance of the entry into force date. In a case where this happens there are two options (a or b) for any RO undertaking an MLC inspection;

a. Complete the inspection and issue a Conditional short term Statement of Compliance where the condition reflects the requirement that is not yet met. When the missing requirement is met, the shipowner can confirm this with the RO who will be able to issue a Statement of Compliance or .

b. Complete the inspection and issue a Short term Statement of Compliance plus a non-conformity for the missing elements. The corrective action plan for the non-conformity will be to complete the missing element, and once it is closed out the Statement of Compliance will be fully effective.

c. RO(s) may limit the validity of statement of compliance to a period less than 05 months depending on the seriousness of the non conformity.

The options selected will depend on the internal procedures adopted within each RO for dealing with observations and non-conformities. However the maximum validity of the short term statement should not exceed 05 months in any case. .

(10). The details of the ships (as per Annex 1d) or in any other format of inspection report of RO(s) containing details stated in the Annex 1d, issued with such short term '**Statement of Compliance**' covering the required aspects of the Maritime Labour Convention, 2006, shall be electronically transmitted by the RO's to the DGMS, to be displayed on the official website of the DG Shipping, i.e. www.dgshipping.gov.lk

PROVISIONAL**Maritime Labour Convention 2006****Declaration of Maritime Labour Compliance-Part I (voluntary compliance)**

(Note: This Declaration must be attached to the ship's Maritime Labour Certificate)

Issued under the authority of: Director General's Office of Merchant Shipping of Government of Sri Lanka. For voluntary compliance of the requirements of MLC 2006

With respect to the provisions of the Maritime Labour Convention,2006,the following referenced ship:

Name of Ship	IMO	Gross tonnage

Is maintained in accordance with standard A5.1.3 of the Convention.

The undersigned declares, on behalf of the abovementioned competent authority, that :

(a). the provisions of the Maritime Labour Convention are fully embodied in the national requirements referred to below;

(b).these national requirements are contained in the national provisions referenced below; explanations concerning the content of those provisions are provided where necessary;

(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).

(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

(e).any ship-type specific requirements under national legislation are also referenced under the requirements concerned.

<p>1. Minimum age (Regulation 1.1)</p>	<p>.1 The minimum age for any seafarer to be employed, engaged or work on board Sri Lanka-registered ship is 18 years.</p>
<p>2. Medical Certification (Regulation 1.2)</p>	<p>.1 Shipowners shall ensure that, prior to beginning work on a ship; any seafarer employed holds a valid medical fitness certificate attesting that the seafarer is medically fit to perform the duties they are to carry out on board the ship.</p> <p>.2 Medical fitness certificates to seafarers are to be issued in accordance with provisions of section A-I/9 and guidelines in B-I/9 of the revised STCW Code as updated from time to time on DGMS website: www.dgshipping.gov.lk</p> <p>.3 The Director General Of Merchant Shipping accepts valid medical fitness certificate issued by the following:</p> <ul style="list-style-type: none"> .i A medical practitioner recognized by a MLC State Party and familiar with guidelines for conducting pre-sea and periodical medical fitness examinations for seafarers published by IMO, ILO or WHO; or .ii A medical practitioner recognized by a STCW State Party on the “STCW White List” (see IMO document MSC.1/Circ.1163/Rev.4 dated 8 June 2009, as updated from time to time); or .iii Registered medical practitioners licensed to practice in Sri Lanka and familiar with guidelines for conducting pre-sea and periodical medical fitness examinations for seafarers published by IMO, ILO or WHO. .iv A medical practitioner whose medical certification are accepted by the Director General of Merchant Shipping – Sri Lanka. <p>.4 The maximum validity for medical fitness certificate is two years; The maximum validity for color vision is six years.</p> <p>.5 The nature of the medical examination is to be in accordance with the <i>ILO/WHO Guidelines for Conducting Pre-Sea and Periodic Medical Fitness Examinations for Seafarers (ILO/IMO/JMS/2011/12)</i>, including any subsequent versions. Medical certificate format is specified in Annex 4.</p>

<p>3. Qualifications of Seafarers (Regulation 1.3)</p>	<p>.1 All seafarers working on board any ship shall be trained or certified as competent or otherwise qualified to perform their Duties.</p> <p>.2 All seafarers prior to commencement of work onboard Any ship shall successfully complete trainings for Personal safety onboard ship.</p> <p>.3 Training and certification in accordance with the mandatory instruments adopted by the International Maritime Organization, including the STCW Convention, is considered as meeting the requirements of paragraphs .1 and .2 above.</p>
<p>4. Seafarers' employment agreements (Regulation 2.1)</p>	<p>.1 Prior to commencing work on board any ship, every seafarer shall have a seafarer's employment agreement Signed by both the seafarer and the shipowner or a Representative of the shipowner. The shipowner and The seafarer concerned shall each have a signed Original of the seafarer's employment agreement. Where the language of the SEA and any applicable CBA is not in English, the copies of standard form of Agreement and applicable CBA shall be available in In English.</p> <p>.2 All seafarers shall have the opportunity to examine and seek advice on the terms and conditions in their seafarers' employment agreement including any collective bargaining agreement that forms all or part of it before signing.</p> <p>.3 Shipowners shall ensure that clear information on the conditions of employment, including a copy of the seafarers' employment agreement and any applicable CBA are easily obtainable on board by seafarers, and Accessible for review by authorized officers of a Competent authority, including those in ports to be visited.</p> <p>.4 Shipowners shall ensure that all seafarers are given a document containing a record of their employment on board the ship (such as an appropriate "Seaman's Discharge Book"), and that this document shall not contain any information on the quality of the seafarer's work or their wages.</p> <p>.5 Relevant conditions and the format of the seafarers' employment agreement, prescribed by the Director General Of Merchant Shipping is given in Annex 6 , as updated from time to time on DGMS website: www.dgshipping.gov.lk</p> <p>6. The minimum notice period to be given by the seafarers or the shipowners for early termination of</p>

	<p>seafarers employment agreements shall not be less than 7 days, A notice period shorter than 7 days may be given for compassionate or other urgent reasons.</p> <p>7 Any collective bargaining agreement if incorporated as part or full of a seafarers' employment agreement where appropriate shall be in accordance with national laws, and shall in all cases contain the particulars specified in "standard A 2.1/4 of the MLC 2006 convention.</p>
<p>5. Use of any licensed or certified or regulated private recruitment and placement service. (Regulation 1.4)</p>	<p>.1 "Seafarer recruitment and placement service" refers to any person, company, institution, agency or other organization which is engaged in recruiting seafarers On behalf of shipowners or placing seafarers with Third party shipowners .</p> <p>.2 All seafarer recruitment and placement services based in Sri Lanka shall apply for and attain approval from the Director General of Merchant Shipping Sri Lanka to provide seafarer recruitment and placement services, and shall only operate in accordance with requirements under national regulations & MLC 2006.</p> <p>Services based in MLC State Parties</p> <p>.3 Seafarer recruitment agencies based in and licensed by State Parties to the MLC 2006 are recognized by the Director General Of Merchant Shipping Sri Lanka.</p> <p>services based in non-MLC State Parties</p> <p>.4 shipowners shall ensure that when using seafarer recruitment and placement services located in countries not party to the MLC 2006, such services are, as far as practicable, consistent with the requirements of the MLC 2006.</p> <p>.5 Shipowners may engage any of the Director General Of Merchant Shipping recognized Organizations (appointed and authorized by the DGMS) to audit seafarer recruitment and placement services located in countries not party to the MLC 2006. Shipowners may engage seafarer recruitment and placement service already audited by any of the recognized Organizations. Shipowners are required to ensure that such services are consistent with the requirements of the MLC 2006.</p>
<p>6. Hours of work or rest (Regulations 2.3)</p>	<p>1 The administration has adopted the minimum hours of rest standard. However with prior notice to the administration, ship owner may choose to apply the</p>

	<p>maximum hours of work standard, but shall not implement both on the same vessel.</p> <p>2. Shipowners shall ensure that every seafarer on board is entitled to hours of rest, as stipulated in Annex 7</p> <p>3 "Hours of rest" means a period during which the seafarer is free to dispose of his time and movements. meal breaks or short breaks of less than 01 hour taken during hours of work shall not be considered as "hours of rest".</p> <p>4. Shipowners are recommended to use the model Format for recording daily hours of work/rest and ship Board working arrangement as specified in the annex 7 Shipowners may use their own formats which shall contain at minimum the same information fields as found in the IMO/ILO guidelines for the development of the tables of shipboard working arrangement and hours of work/rest.</p>
7. Manning levels for the ships (Regulation 2.7)	.1 Shipowners shall ensure compliance with the Minimum Safe Manning Document issued by the Director General of Merchant Shipping Sri Lanka.
8. Accommodation (Regulation 3.1)	<p>1 Decent accommodations and recreational facilities Should be provided for seafarers working or living Onboard or both, consistent with promoting the Seafarers health and well- being.</p> <p>2 Ships constructed on or after the date the MLC 2006 comes into force shall comply with the requirements of MLC 2006.</p> <p>3 Ships constructed before the date when the MLC 2006 comes into force shall comply with the requirements of accommodation crew convention(revised), 1949(No 92) and the accommodation of crews(supplementary provisions) convention 1970(No 133) if applicable.</p> <p>4 All other ships which are not covered under paragraph 2 and 3 above , shall comply with the minimum requirements specified in Annex 2</p>
9. On/board recreational facilities (Regulation 3.1)	<p>.1 Ships constructed on or after the date the MLC 2006 comes into force shall comply with the requirements of MLC 2006.</p> <p>.2 Ships constructed before the date when the MLC 2006 comes into force shall comply with the requirements of accommodation crew convention(revised), 1949(No 92) and the accommodation of crews(supplementary</p>

	<p>provisions) convention 1970(No 133) if applicable</p> <p>.3 Without prejudice to the requirements of the MLC, and taking into consideration the guidelines in Part B, the ship-owner should as a basic requirement provide equipments & facilities prescribed in Annex 2</p>
<p>10. Food and catering (Regulation 3.2)</p>	<p>.1 Shipowners shall provide and maintain the following minimum standards for food and catering on board ships:</p> <ul style="list-style-type: none"> .i The provision of food and drinking water shall be of appropriate quality, nutritional value, quantity and variety. The provision of food and drinking water shall also take into account the number of seafarers on board, their religious requirements and cultural practices as they pertain to food, and the duration and nature of the ship's voyage. .ii The organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied and nutritious meals prepared and served in hygienic conditions. .iii The catering staff shall be properly trained or instructed for their positions as specified in Annex 3 <p>.2 Shipowners shall provide seafarers on board with food and drinking water free of charge during the period of engagement.</p> <p>.3 Shipowners shall ensure that seafarers, who are engaged as ships' cooks are trained, qualified and found competent in accordance with the requirements specified in Annex 3.</p> <p>.4 Documented inspections, by or under authority of the master and at intervals not exceeding 7 days, shall be carried out on board as specified in Annex 3</p>
<p>11. Health and Safety and accident prevention (Regulation 4.3)</p>	<p>.1 Ship-owners shall adopt, implement and promote occupational safety and health policies and programs on board ships, including risk evaluation as well as training and instruction of seafarers.</p> <p>. 2 Ship-owners shall provide and ensure reasonable Precautions to prevent occupational accidents, injuries and diseases on board, including measures to reduce and prevent the risk of exposure to harmful levels of ambient factors and chemicals as well as the risk of injury or diseases that may arise from the use of equipment and machinery on board ships.</p>

	<p>.3 Ship-owners shall ensure that on-board programs for the prevention of occupational accidents, injuries and diseases and for continuous improvement in occupational safety and health protection, involving seafarers' representatives and all other persons concerned in their implementation, take into account preventive measures, including engineering and design control, substitution of processes and procedures for collective and individual tasks, and the use of personal protective equipment.</p> <p>.4 The ship-owner or the master of the ship are required to report and investigate occupational accidents, injuries and diseases on board ships, and to also correct unsafe conditions. Reporting and investigation of occupational safety and health matters shall be designed to ensure the protection of seafarers personal data.</p> <p>.5 Shipowners shall specify the duties of the master or a person designated by the master, or both, to take specific responsibility for the implementation of and compliance with the ship's occupational safety and health policies and programs. Shipowners shall also specify the authority of the ship's seafarers appointed or elected as safety representatives to participate in meetings of the ship's safety committee to be held onboard at least once a month. Such a committee shall be established on board a ship on which there are five or more seafarers</p>
<p>12. On-board medical care (Regulation 4.1)</p>	<p>.1 Shipowners shall ensure that:</p> <p>1.1 There are measures for seafarers to be given prompt and adequate medical care (including dental care) and occupational health protection relevant to their duties on board the ship; as specified in Annex 4</p> <p>1.2 Seafarers have the right to visit a doctor or dentist without delay in ports of call, where practicable;</p> <p>1.3 Medical care and health protection services while a seafarer is on board ship or landed in a foreign port are provided at no cost to the seafarer; and</p> <p>1.4 There are measures for medical care to be of preventive character such as health promotion and education programs.</p> <p>2. The format of the medical fitness report form prescribed by the Director General Of Merchant Shipping Sri Lanka is contained in Annex 4</p>

<p>13. Onboard Complaint Procedure (Regulation 5.1.5)</p>	<ul style="list-style-type: none"> .1 Shipowners shall ensure that all ships have the on board complaint procedures, as prescribed by the Director General of merchant shipping, for the fair, Effective and expeditious handling of seafarer Complaints. .2 The on board complaint procedures, as prescribed by the Director General of merchant Shipping Sri Lanka, is contained in Annex 5 .3 Shipowners shall ensure that all seafarers working Onboard have a copy of on board complaint procedure As prescribed by the Director General of Merchant Shipping Sri Lanka.
<p>14. Payment of wages (Regulation 2.2)</p>	<ul style="list-style-type: none"> . 1 Shipowners shall ensure that payments due to Seafarers are paid at no greater than monthly intervals and in accordance with the seafarer employment agreement, and where applicable, any collective bargaining agreement. .2 Ship-owners shall ensure that seafarers are given a monthly account of the payments due and that the account contains the minimum information fields as prescribed in MLC guide line B2.2 – and Annex 6 .3 The rate of currency exchange shall not be unfavourable to the seafarers. .4 Shipowners shall take measures to provide seafarers with a means to transmit all or part of their earnings to their families or dependants or legal beneficiaries. Measures to ensure that seafarers are able to transmit their earnings to their families include: <ul style="list-style-type: none"> a) A system for enabling seafarers, at the time of their entering employment or during it, to allot, if they so desire, a proportion of their wages for remittance at regular intervals to their families by bank transfers or similar means; and b) A requirement that allotments should be remitted in Due time and directly to the person or persons nominated by the seafarers. .5 Shipowners shall ensure that transmissions of earnings by seafarers to an account/accounts by the seafarer shall be provided at reasonable charge.

Name:
Title:
Signature:
Place:
Date:

(seal or stamp of the authority as appropriate)

Substantial equivalencies

(Note: Strike out the statement which is not applicable)

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):

.....
.....
No equivalency has been granted

Name:
Title :
Signature:
Place:
Date:

(Seal or stamp of the authority), as appropriate

Exemptions

(Note: Strike out the main statement which is not applicable)

The following exemptions granted by the competent authority as provided in Title 3 of the Convention are noted:

No exemption has been granted.

Name:

Title:

Signature:

Place:

Date:

(Seal or stamp of the authority), as appropriate

I hereby certify that the above measures have been drawn up to ensure ongoing compliance, between inspections, with the requirements listed in DMLC part I.

Name of shipowner:* _____

Company address: _____

Name of the authorised signatory: _____

Title: _____

Signature of authorised signatory: _____

Date: _____

(stamp or seal of the shipowner*)

The above measures have been reviewed by the Director General's Office of Merchant Shipping and, following inspection of the ship, have been determined as meeting the purposes set out under Standard A5. 1.5, paragraph 10(b), regarding measures to ensure initial and ongoing compliance with the requirements set out in part I of this Declaration.

Name _____

Title: _____

Address: _____

Signature: _____

Place: _____

Date: _____

(Seal or stamp of the authorized, as appropriate):

(.* Shipowner means the owner of the ship or another organization or person, such as the manager, agent or bareboat charter, who has assumed the responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with this Convention, regardless of whether any other organization or persons fulfill certain of the duties or responsibilities on behalf of the shipowner. See Article II (1)(j) for the Convention.)

Application for obtaining a voluntary statement of compliance

From :

To :

Sub : Application for obtaining a statement of compliance for the ship MT/MV.....

Sir/Madam,

The application is hereby made for obtaining a statement of compliance for the said ship.

Sl. No.	Details	
1	# Name of the ship/IMO Number	
2	Continuous Synopsis Record (CSR) of the ship.	
3	Registration certificate	
4	Trade license	
5	Fee details	
6	Name & address of the shipping company	
7	Name & address of the agent applying for the statement of compliance (if applicable)	
8.	DMLC Part II with letter of Review by RO	

Yours faithfully

Date

Authorized signatory & Stamp

Name & address of the company

Delete as applicable

SHIP VOLUNTARY INSPECTION REPORT
(To be submitted by R. O (S) to DGMS)

DATE:

NAME OF SHIP:		INSPECTED AT:	
PORT OF REGISTRY:		GT:	
OFFICIAL NO/CALL SIGN:		SHIP TYPE:	
DATE OF BUILD:		IMO NO:	
CLASS:			
COMPANY NAME:			
ADDRESS:			
MLC 2006 CERTIFICATE NO:		ISSUED BY:	
INTERMEDIATE INSPECTION DATE:		LOCATION:	
SCOPE (SHIP TYPE):		VALID TILL:	
DMLC PART I.		ISSUED ON:	VALID TILL:
ISSUED BY			
DMLC PART II.		ENDORSED ON:	INSPECTION DATE (S)
NO OF DEFICIENCIES:			
DEFICIENCIES CLEARED:		YES/NO/NA	
SUMMARY OF RECOMMENDATIONS:			
COPIES OF ALL DEFICIENCIES (AS APPROPRIATE) ARE ATTACHED TO THIS REPORT:			
YES/NO			
VOLUNTARY:	MANDATORY:	FLAG:	
YES/NO	YES/NO		
ADDITIONAL INSPECTION REQUIRED? : YES/NO			
NAME SIGNATURE & STAMP OF MLC INSPECTOR:		NAME & SIGNATURE , STAMP OF SHIPMASTER	

* Delete as appropriate

Annex- 1e of MSN 01/2013

Statement of Compliance

(Short Term Voluntary
Maritime Labour Compliance)

(To be issued by the recognized Organization)

(Note: This Certificate shall have a Declaration
of Maritime Labour Compliance attached)

The Statement of Compliances of the Maritime Labour Convention, 2006

(referred to below as “the Convention”)

here below is issued under the authority of the

Government of Sri Lanka

By the Recognized Organization

Under the authority of the Director General’s Office of Merchant Shipping, 1st floor, Bristol Building, 43-89, York Street, Colombo 01, Sri Lanka under the provisions of the Convention

Particulars of the ship	
Name of ship :	
Distinctive number or letters :	
Port of registry :	
Date of registry :	
Gross tonnage (1) :	
IMO number :	
Type of ship :	
Name and address of the ship owner (2) :	

This is to certify, for the purposes of Standard A5.1.3, paragraph 7, of the Convention, that:

(a) This ship has been inspected, as far as reasonable and practicable, for the matters listed in Appendix A5-I to the Convention, taking into account verification of items under (b), (c) and (d) below;

(b) The shipowner has demonstrated to the competent authority or recognized organization that the ship has adequate procedures to comply with the Convention;

(c) The master is familiar with the requirements of the Convention and the responsibilities for implementation; and

(d) Relevant information has been submitted to the competent authority or recognized organization to produce a Declaration of Maritime Labor Compliance.

This Certificate is valid until subject to inspections in accordance with Standards A5.1.3 and A5.1.4.

The completion date of the inspection referred to under (a) above was

Signature of the duly authorized official

Issuing the Statement of Compliances

(Signature /Stamp of issuing authority, as appropriate)

Note:

1 For ships covered by the tonnage measurement interim scheme adopted by the IMO, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969). See Article II (1) (c) of the Convention.

2 *Ship owner* means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on ship owners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the ship owner.