

Subject: “2014 MLC amendments entered into force - An important issue!”

Case: Recently, the following finding has been reported by one of our Inspectors, during his attendance on board a cargo vessel for a ‘Prevention at Sea’ Marine Risk Assessment for vetting purposes audit;

→ ‘MLC procedures available on board are not in compliance with the 2014 revised requirements’

In connection to the above and with a view to assist our Clients to avoid potential complications, we would like to advise that on **18th of January 2017**, the new MLC amendments entered into force.

The amendments relate to the financial security of seafarers in the event of abandonment (**MLC Regulation 2.5**) and contractual claims for compensation in the event of a seafarer's death or long-term disability due to an occupational injury, illness or hazard (**MLC Regulation 4.2**).



How to comply with the new requirements?



After the subject date, the documentary evidence of financial security should include the information required in

⇒ [MLC Appendix A2-1, Standard A2.5.2 §7](#) and

⇒ [MLC Appendix A4-1, Standard A4.2.1 §14](#).

◆ A Copy of the updated Certificate should be posted in an accessible and visible place onboard (**MLC Regulation A4.2.11**).

- ◆ The amendments should be reflected in the ship's **Maritime Labour Certificate**. The deadline for getting this into place is by the ship's next MLC 2006 renewal inspection due **after 18th of January 2017**.
- ◆ The Flag Administrations will issue a new [DMLC Part I](#), upon request from the Manager and prior to the ship's next scheduled MLC 2006 inspection after the subject date. In [DMLC Part II](#), the ship-owner has to identify the measures adopted to ensure ongoing compliance with the requirements mentioned in DMLC Part I.

The Maritime Labour Certificates and Declarations of Maritime Labour Compliance issued prior 18th of January 2017 remain valid until the next upcoming inspection after 18th of January 2017.

- ◆ For the **initial MLC 2006 Certificates**, issued **after 18th of January 2017**, the DMLC Part I & Part II should comply with the new amendments.
- ◆ The revised requirements for financial security and ship owners' liability should be incorporated into the MLC 2006 procedures Manual or the Company's SMS, wherever relevant reference is made, in order to be in compliance with the new requirements.

For Ship Operators seeking to maintain best management practices in their offices as well as high operational standards onboard their ships, we have designed the ‘Prevention at Sea’ Marine Risk Assessment Scheme.

Through the Marine Risk audits on board or ashore, we provide our Clients with the opportunity to identify particular events, hazards or circumstances relevant to the Company's objectives. By building and maintaining an outstanding Risk Profile, we assist the Vessel Operators and their Fleet in ensuring safe operations, building reputation and thus improving the earning capacity of the fleet and reducing the costs of operations.

For more information do not hesitate to contact us!

We remain at your disposal,

Prevention at Sea