



REPUBLIC OF
THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR

Marine Notice
No. 7-044-1
Rev. Jul/2024

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Accommodations, Recreational Facilities, Food, Catering, and Water

- References:**
- (a) SOLAS, *International Convention for the Safety of Life at Sea, Consolidated Edition 2020*
 - (b) **Maritime Labour Convention, 2006**, ([MLC, 2006](#)), as amended by the [2022 Amendments](#)
 - (c) STCW, *International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW Convention and STCW Code), Consolidated Edition 2017*
 - (d) **Noise Code**, *Code on Noise Levels on Board Ships, 2014 Edition*
 - (e) **RMI [Maritime Regulations](#)** (MI-108)
 - (f) **RMI Yacht Code 2021** ([MI-103](#))
 - (g) **RMI Requirements for Seafarer Certification** ([MI-118](#))
 - (h) **RMI Marine Notice [2-011-33](#)**, *Maritime Labour Convention, 2006 Inspection and Certification Program*
 - (i) **RMI Marine Guideline [7-44-1](#)**, *Food Handling, Storage and Preparation*
 - (j) **RMI Marine Guideline [7-44-2](#)**, *Accommodations, Recreational Facilities, Food, Catering, and Water*

PURPOSE

This Marine Notice (MN) establishes the minimum standards for living conditions and arrangements on board Republic of the Marshall Islands (RMI)-flagged ships. It implements Title 3 of the Maritime Labour Convention, 2006 (MLC, 2006 or the “Convention”), focusing on requirements that are specific to the RMI Maritime Administrator (the “Administrator”) or that need further explanation.

This MN supersedes Rev. Feb/2023. It has been substantially restructured. Other changes include:

- Removing verbatim requirements from the MLC, 2006 and replacing them with an umbrella mandate for their compliance.
- Removing Administrator-specific guidance on Title 3, of [MLC, 2006](#) and placing it in Marine Guideline (MG) [7-44-2](#).
- Integrating, as appropriate, the [2022 Amendments](#) to the MLC, 2006 that enter into force on 23 December 2024.

- Relocating the certification requirements for Cooks to *RMI Requirements for Seafarer Certification* ([MI-118](#)).
- Relocating the Administrator’s policy on minimum safe manning certificates and cooks to MN [7-038-2](#)

APPLICABILITY

- A. This MN is for RMI-flagged ships to which the MLC, 2006 applies. See MN [2-011-33](#).
- B. Ships constructed on or after 20 August 2013 must fully comply with the [MLC, 2006](#), Title 3 requirements for ship construction and equipment unless otherwise specified in this MN, the RMI Yacht Code 2021 ([MI-103](#)), or the Mobile Offshore Unit Standards ([MI-293](#)).

BACKGROUND:

Although Title 3 requirements of MLC, 2006 are applicable to all ships to which the Convention applies, the ship construction and equipment standards of Title 3 apply **only** to ships constructed on or after the date the Convention entered into force. For the RMI, this was on 20 August 2013.

To ensure that ships built before 20 August 2013 did not encounter issues with port State control, the Administrator developed a process that used ILO Conventions C092 and C133 as baselines from which the DMLC Part I could be issued with notations for Title 3 equivalencies or exemptions.

More than a decade later, most ships to which MLC, 2006 applies now have MLC, 2006 certificates. In addition, ILO has deemed C092 and C133 as outdated and marked them for permanent removal (abrogation) in 2030.

As a result, and because the RMI provided for compliance with ILO C092 and C133 on a voluntary basis, the Administrator has simplified its process for issuing the DMLC Part I to vessels built before 20 August 2013. See MN [2-011-33](#).

DEFINITIONS

Terms used in this MN carry the same meaning as those defined in the Convention and in the RMI [Maritime Regulations](#), unless otherwise specified.

Constructed must be interpreted in accordance with the International Convention for the Safety of Life at Sea (SOLAS) Chapter II-1, Part A, Regulations 1.1 and 1.2 as where:

1. the keel is laid; or
2. construction identifiable with a specific ship begins, and assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

REQUIREMENTS

1.0 General

- 1.1 Ships to which the [MLC, 2006](#) applies must meet the Title 3 requirements, unless otherwise provided by this MN, the RMI Yacht Code ([MI-103](#)), or the RMI Mobile Offshore Unit Standards ([MI-293](#)).
- 1.2 Ships constructed before 20 August 2013 must provide and maintain decent accommodation and recreational facilities for seafarers working or living on board, or both, consistent with promoting the seafarers' health and well-being.
- 1.3 The guidance contained in the MLC, 2006 Code, Part B, MG [7-44-1](#), and MG [7-44-2](#) must be considered when complying with the related mandatory provisions.
- 1.4 Living conditions and arrangements are subject to examination by and the approval of the Administrator or an RMI Recognized Organization (RO).
- 1.5 Inspections required under MLC, 2006 Regulation 5.1.4 must be conducted by the ship's RO or the Administrator, as applicable, when:
 - .1 a ship is initially certified for compliance;
 - .2 a ship is registered or re-registered in the flag; or
 - .3 the seafarer accommodation on a ship has been substantially altered.
- 1.6 Each shipowner must ensure that periodic inspections are conducted to assure both initial and ongoing compliance with the applicable standards.

2.0 Accommodation and Recreational Facilities

The Administrator has established the following requirements and clarifications.

2.1 Living Accommodation

.1 Headroom

Ships must comply with headroom requirements in MLC, 2006 Standard A3.1.6(a). However, some limited reduction in headroom in any space, or part of any space, in such accommodations may be permitted where it will not cause a seafarer to inadvertently contact it or be required to take any cautionary measure to avoid any appurtenances installed on it.

2.2 Sleeping Rooms

.1 Below the Load Line

In accordance with [MLC, 2006](#), Standard A3.1.6(d), in passenger ships and special ships constructed in compliance with the IMO Code of Safety for Special Purpose Ships (SPS Code), the Administrator permits sleeping rooms below the load line on condition that satisfactory arrangements are made for lighting and ventilation. However, sleeping arrangements must **not** be located immediately beneath working alleyways.

.2 Cadets

- a. Cadets are seafarers. Suitable accommodation onboard ships must be made available to them while undergoing mandatory shipboard training.
- b. On ships routinely carrying cadets for training on board, sleeping rooms **may** be occupied by a maximum of two cadets.
- c. The floor area of such sleeping rooms must **not** be less than seven square meters (m²).

.3 Riding Crew

On special purpose ships or ships with temporary riding maintenance crews, sleeping rooms **may** accommodate more than four persons. However, the floor area of such sleeping rooms **must** not be less than 3.6 m² per person.

2.3 Social Connectivity

Beginning 23 December 2024, shipowners must provide social connectivity onboard for the benefit of all seafarers.¹

3.0 Hospital Accommodation

- 3.1 In accordance with [MLC, 2006](#), Standard A3.1.12, ships carrying 15 or more seafarers and engaged in a voyage of more than three days' duration must provide separate hospital accommodation to be used exclusively for medical purposes.
- 3.2 In determining the number of hospital berths to be provided, the guidance in MG [7-44-2](#) must be considered. For Mobile Offshore Units, refer to the requirements for hospital facilities in Administrator's Mobile Offshore Unit Standards ([MI-293](#)).

4.0 Noise, Vibration, and other Ambient Factors

The IMO Code on Noise Levels on Board is a mandatory instrument under SOLAS II-1/3-12 which must be applied accordingly. See also MG [2-11-23](#), *Protection Against Noise*.

5.0 Mosquito Protection

Ships regularly trading to mosquito-infested ports must be fitted with appropriate protective devices, such as those recommended by the World Health Organization in their [Guide to Ship Sanitation](#). See MN [7-042-1](#) for the mosquito repellent and anti-malarial medications required to be carried onboard.

1. Per [MLC, 2006](#), Guideline B3.1.11.8. social connectivity should be interpreted as meaning "internet access, with charges, if any, being reasonable in amount." Refer to the [STCMLC/Part II/2022](#) amendments to MLC, 2006.

6.0 Food, Catering, and Drinking Water

6.1 Food Quantity and Quality

- .1 Shipowners must provide sufficient food and drinking water free of charge to seafarers during their period of engagement²;
- .2 Shipowners must ensure that ships they manage meet the standards for food³ and catering provided in [MLC, 2006](#), Standards A3.2.2(a), (b), and (c). Beginning 23 December 2024,⁴ this will include ensuring that the meals provided to seafarers are balanced in addition to being adequate, varied, and nutritious.

6.2 Cooks

.1 Qualifications

Seafarers may only be qualified as ships' cooks if they satisfy the requirements for a cook in accordance with the *RMI Requirements for Seafarer Certification* ([MI-118](#)).

.2 Minimum Safe Manning Certificates

Refer to *Minimum Safe Manning Requirements for Vessels*, MN [7-038-2](#).

6.3 Drinking Water

- .1 The Administrator does not prescribe (nor does MLC, 2006 require) numerical values for the constituents of water or standards to which water quality must be measured. The RMI requirement for water targets only the result – that it must be drinkable.
- .2 There are numerous guidelines, including the World Health Organization (WHO) *Guidelines for Drinking Water*, that provide information on how to provide drinkable water and the operational monitoring of it. It is the responsibility of the ship owner or ship operator to determine which guidelines will be used, the methods by which drinking water will be provided and how the water quality will be monitored. This process should be included as part of the company's policies in its Safety Management System.
- .3 The Administrator similarly does not prescribe how drinking water should be tested – ashore or on board – or if on board, the type of test kits to be utilized. The result must be that the water is drinkable and there must be a method of testing and recordkeeping in place to verify that this is the case.
- .4 Assuming that drinking water is currently being provided to seafarers onboard, an acceptable approach would be to document current practice, taking into consideration the need for the frequency of testing to the chosen standard and for recordkeeping.

2. Per the RMI Maritime Regulations and as required by the 2022 Amendments to MLC, 2006.

3. Refer to MG [7-44-1](#).

4. Refer to the [2022 amendments](#) to MLC, 2006 relating to Standard A3.2, Food and catering.

7.0 Inspections by the Master

- 7.1 Frequent documented inspections covering the items listed in [MLC, 2006](#), Standard A3.2.7 must be carried out on board ships by or under the authority of the Master.
- 7.2 Beginning 23 December 2024 the inspections must not only cover the supplies of food and drinking water, but this must be done “in relation to their quantity, nutritional value, quality, and variety.”
- 7.3 The date and results of each such inspection must be recorded in the Master’s official logbook and be available for review.

8.0 Exemptions

- 8.1 For ships of less than 3,000 GT where it is reasonable to do so, in relation to the requirements of the provisions specified below, taking account of the size of the ship and the number of persons on board, shipowners may seek exemption under MLC, 2006 Title 3 from the Administrator from compliance with:

MLC, 2006 Standard	MN 7-044-1
A3.1.7 (b)	§3.2.3 - riding crew
A 3.1.11 (d)	
A 3.1.13	
A.3.1.9 (f) -floor area only	
A.3.1.9 (h) - floor area only	
A.3.1.9 (k)	
A.3.1.9 (l)	
A.3.1.9(m)	
A.3.1.9(n)	
A.3.1.9(o)	

- 8.2 For yachts, refer to the RMI Yacht Code 2021 ([MI-103](#)). Equivalent arrangements for ships noted in §9.1 above may be considered.
- 8.3 Any exemptions from these minimum standards may be made only:
- .1 when they are expressly permitted in a given standard; and
 - .2 for circumstances in which such exemptions can be clearly justified on strong grounds while still protecting seafarers’ health and safety.
- 8.4 Any substantial alterations from the construction and equipment standards of the MLC, 2006, as applicable, must be reported to the Administrator so that the DMLC Part I can be notated correctly. Refer to MN [2-011-33](#) for the details of this process.