



THE MARSHALL ISLANDS REGISTRY

SERVICE & QUALITY ARE WITHIN YOUR REACH

MARITIME LABOUR CONVENTION, 2006 ROUNDTABLE DISCUSSION

18 February 2010

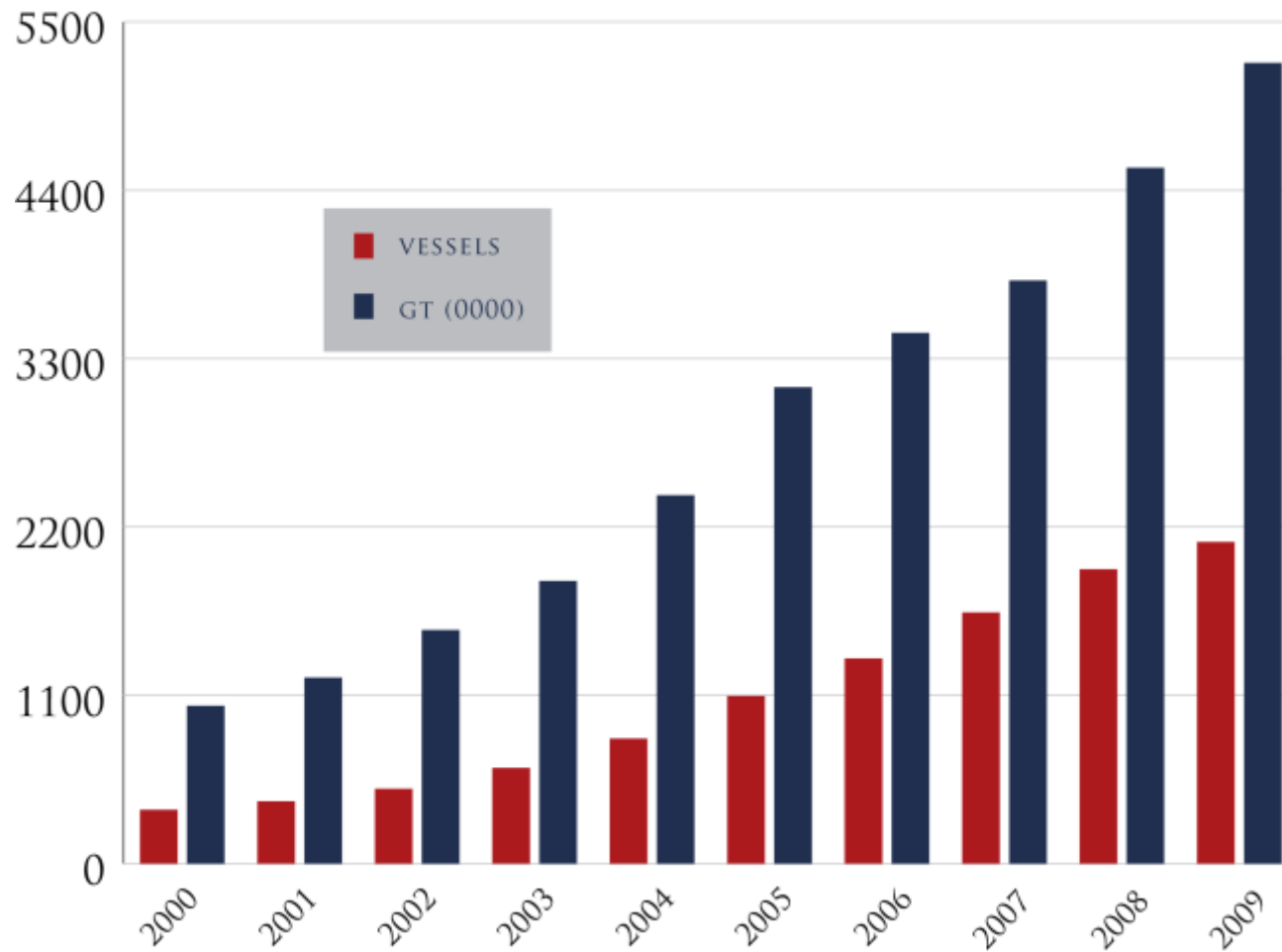
Houston, Texas



INTERNATIONAL REGISTRIES, INC.
THE MARSHALL ISLANDS MARITIME AND CORPORATE ADMINISTRATORS



FLEET GROWTH



As of 31 December 2009



FLEET TYPES

VESSEL TYPE	NO. OF VESSELS	% OF FLEET	GROSS TONS	% OF FLEET GROSS TONS
BULK CARRIER	336	16%	12,771,520	24%
CONTAINER	218	10%	4,890,058	9%
GAS CARRIER	82	4%	6,910,263	13%
GENERAL CARGO	78	4%	913,312	2%
MISCELLANEOUS	76	4%	611,133	1%
MODU	113	5%	1,979,158	4%
MOU	19	0.90%	910,225	2%
OSV	124	6%	209,168	0.40%
PASSENGER	8	0.38%	167,167	0.32%
TANKER	521	25%	22,871,072	44%
YACHT	527	25%	84,774	0.16%

TOTAL FLEET

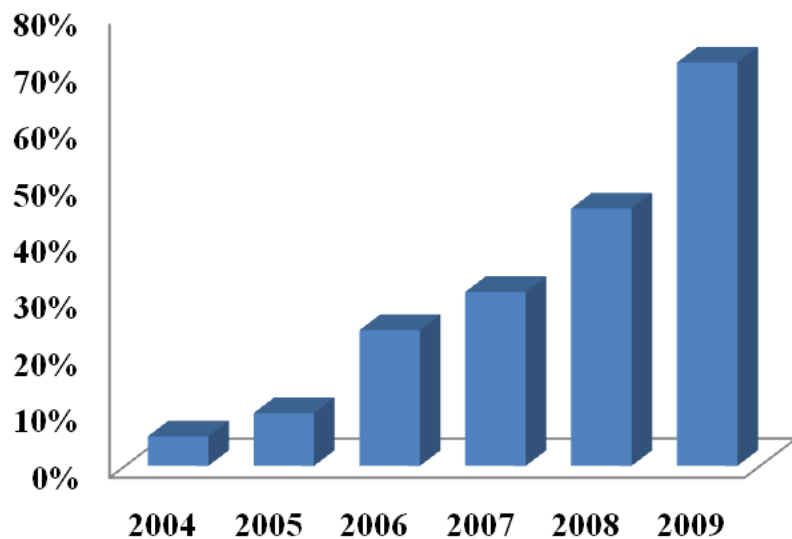
2102

52,317,850

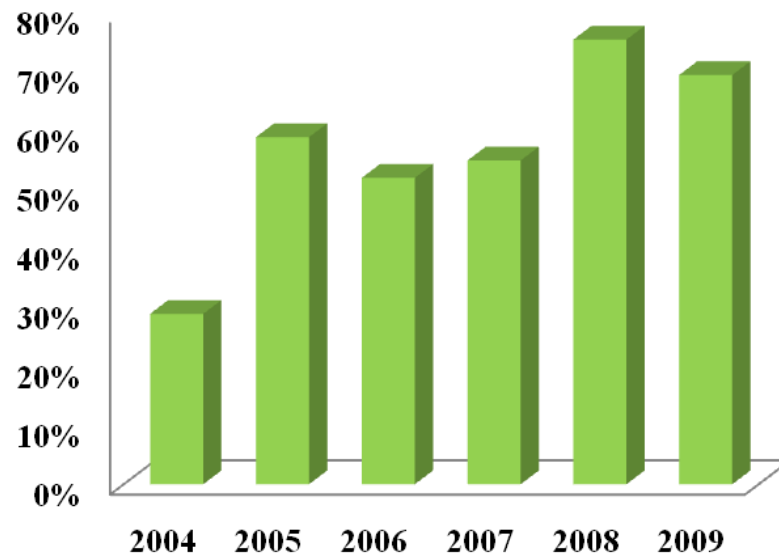
As of 31 December 2009



NEWBUILDING TONNAGE



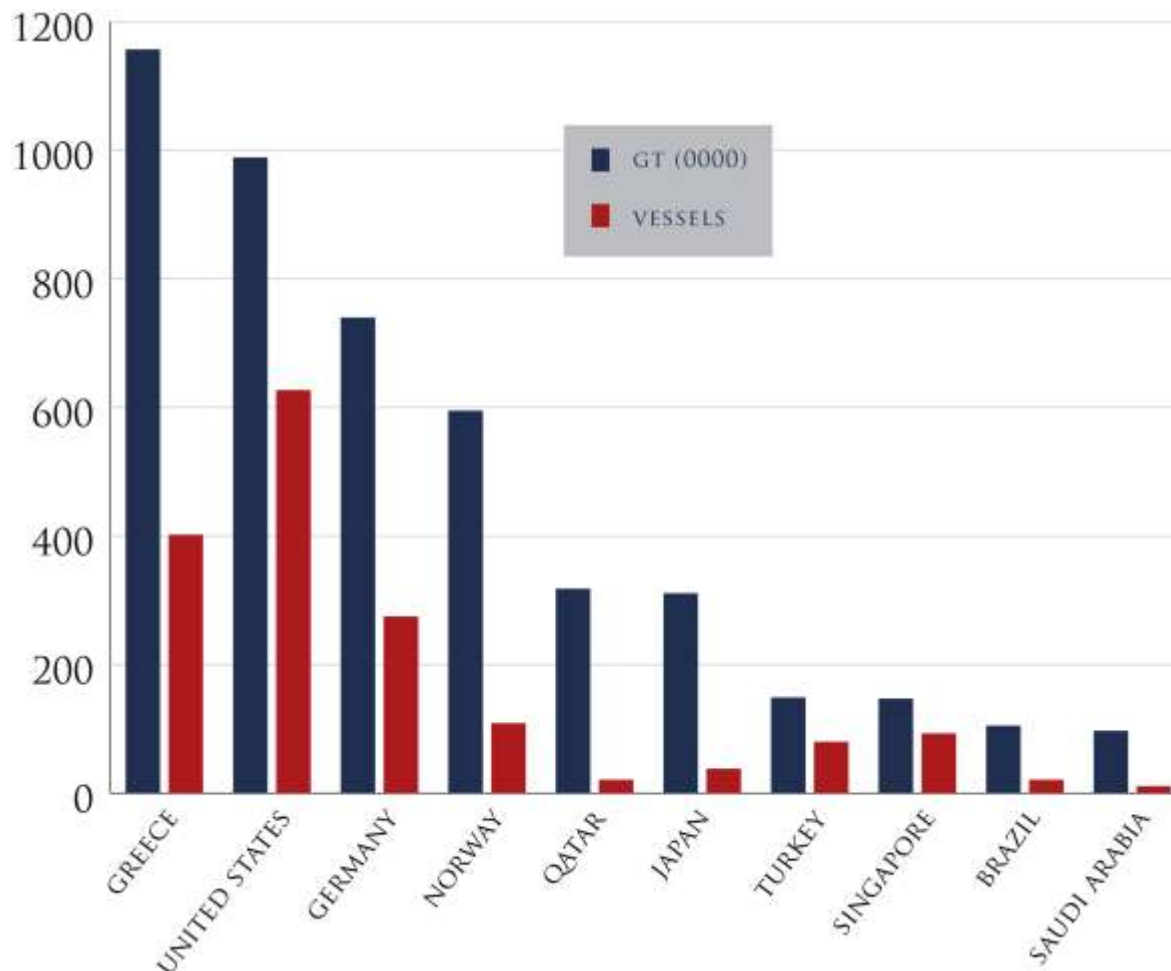
■ Newbuilds % of Overall Registrations



■ Energy Newbuilds % of Newbuild Registrations



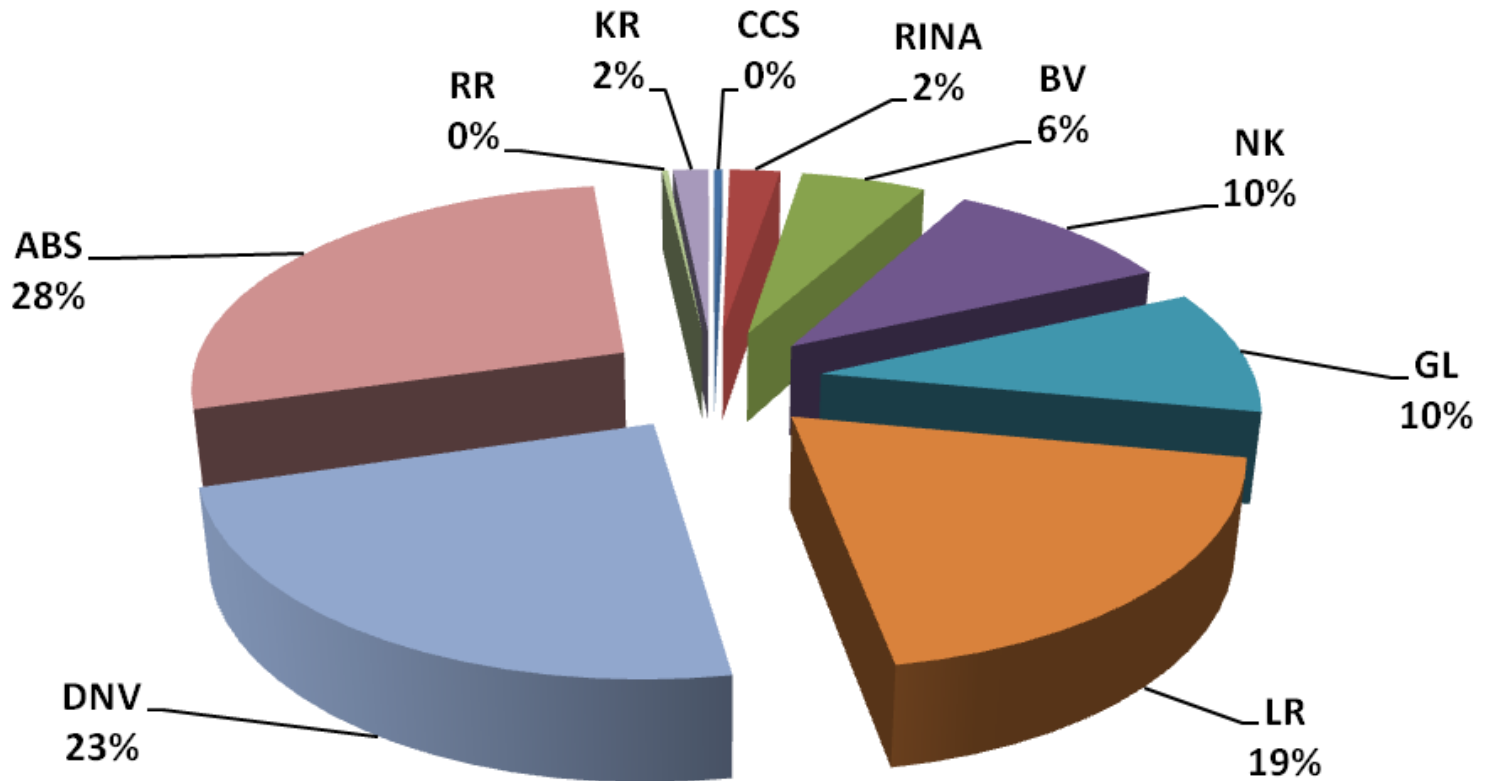
VESSELS REGISTERED BY NATIONALITY



As of 31 December 2009



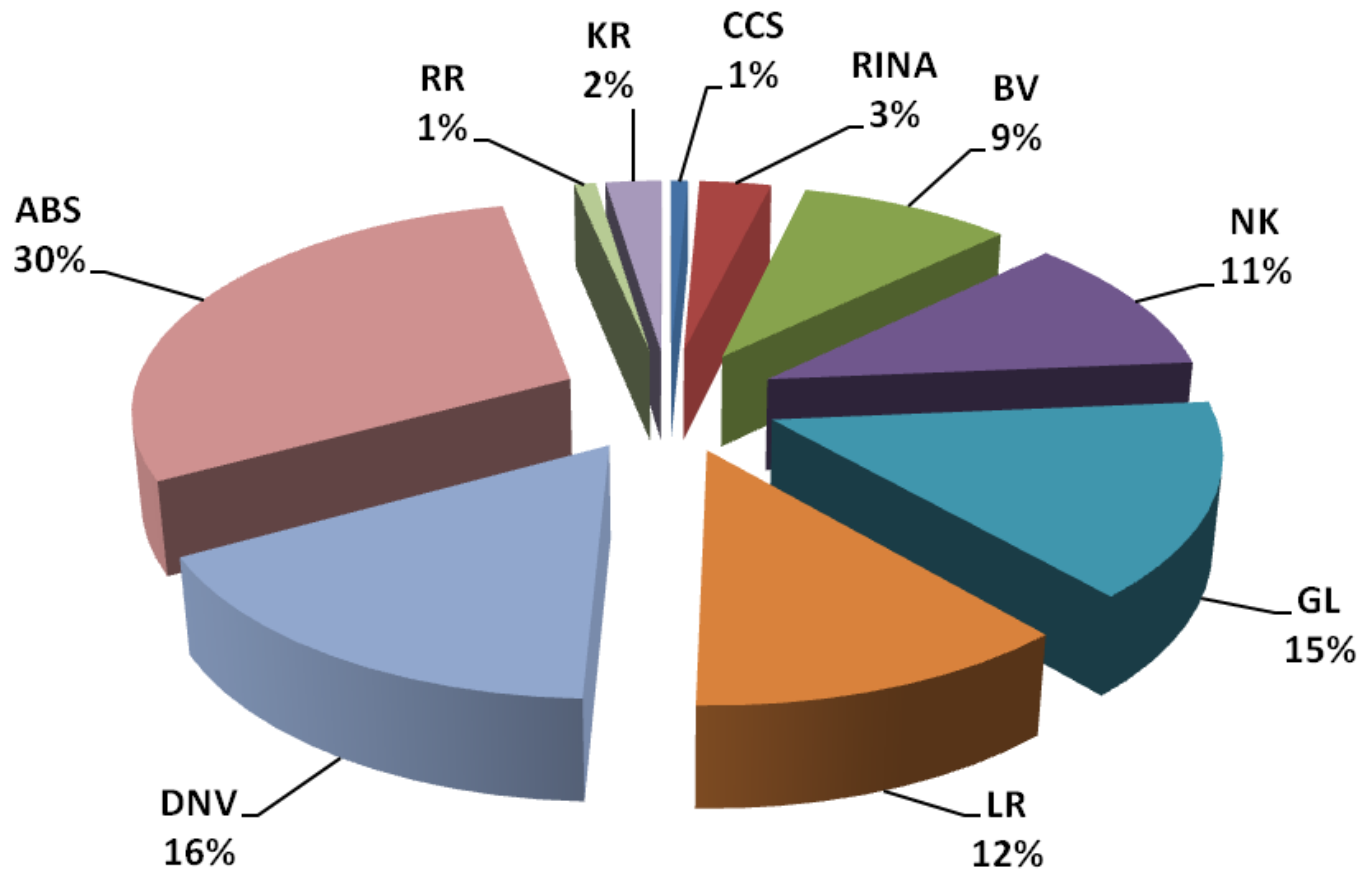
REGISTERED TONNAGE BY CLASS SOCIETY



As of 31 December 2009



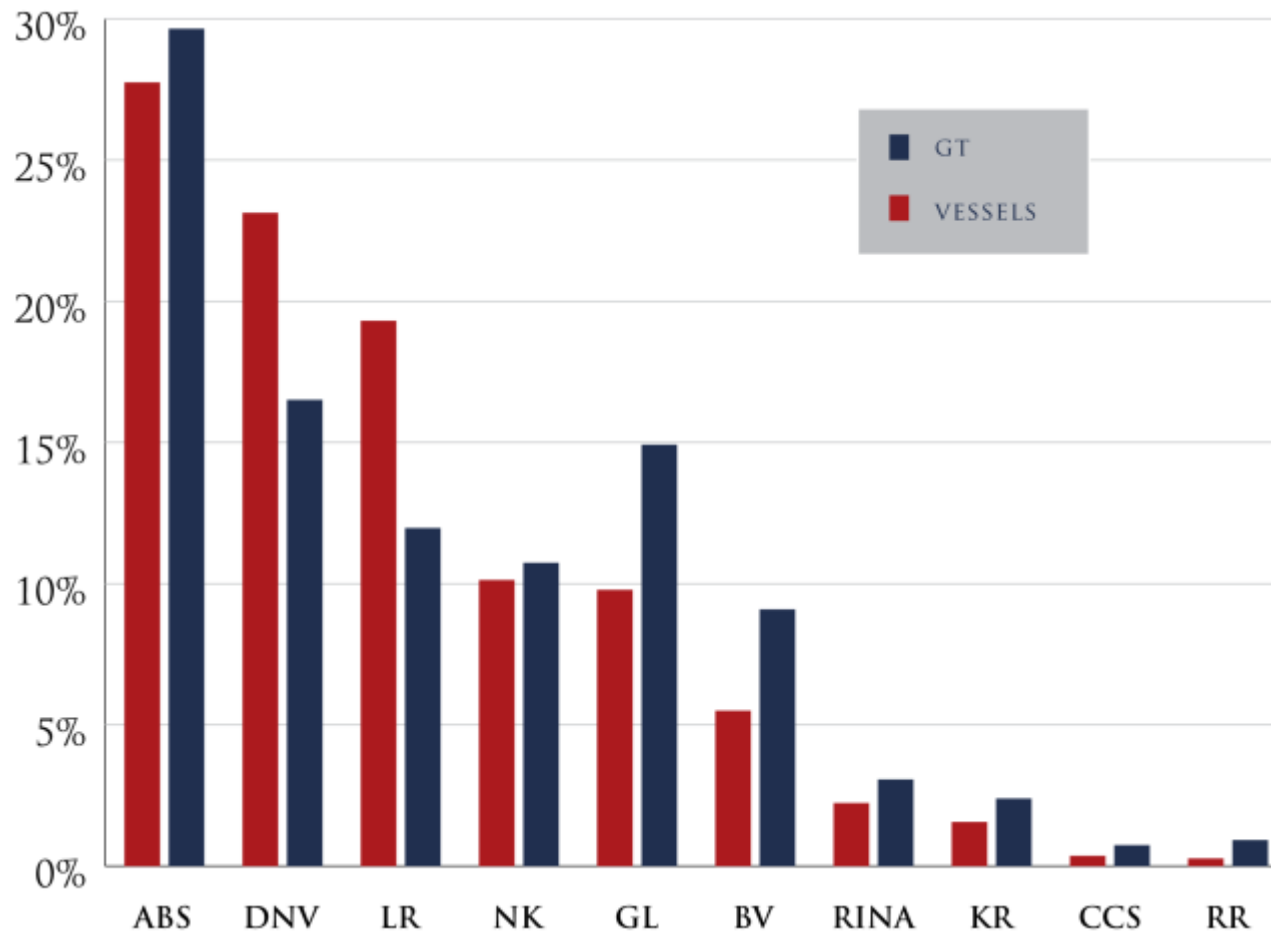
REGISTERED VESSELS BY CLASS SOCIETY



As of 31 December 2009



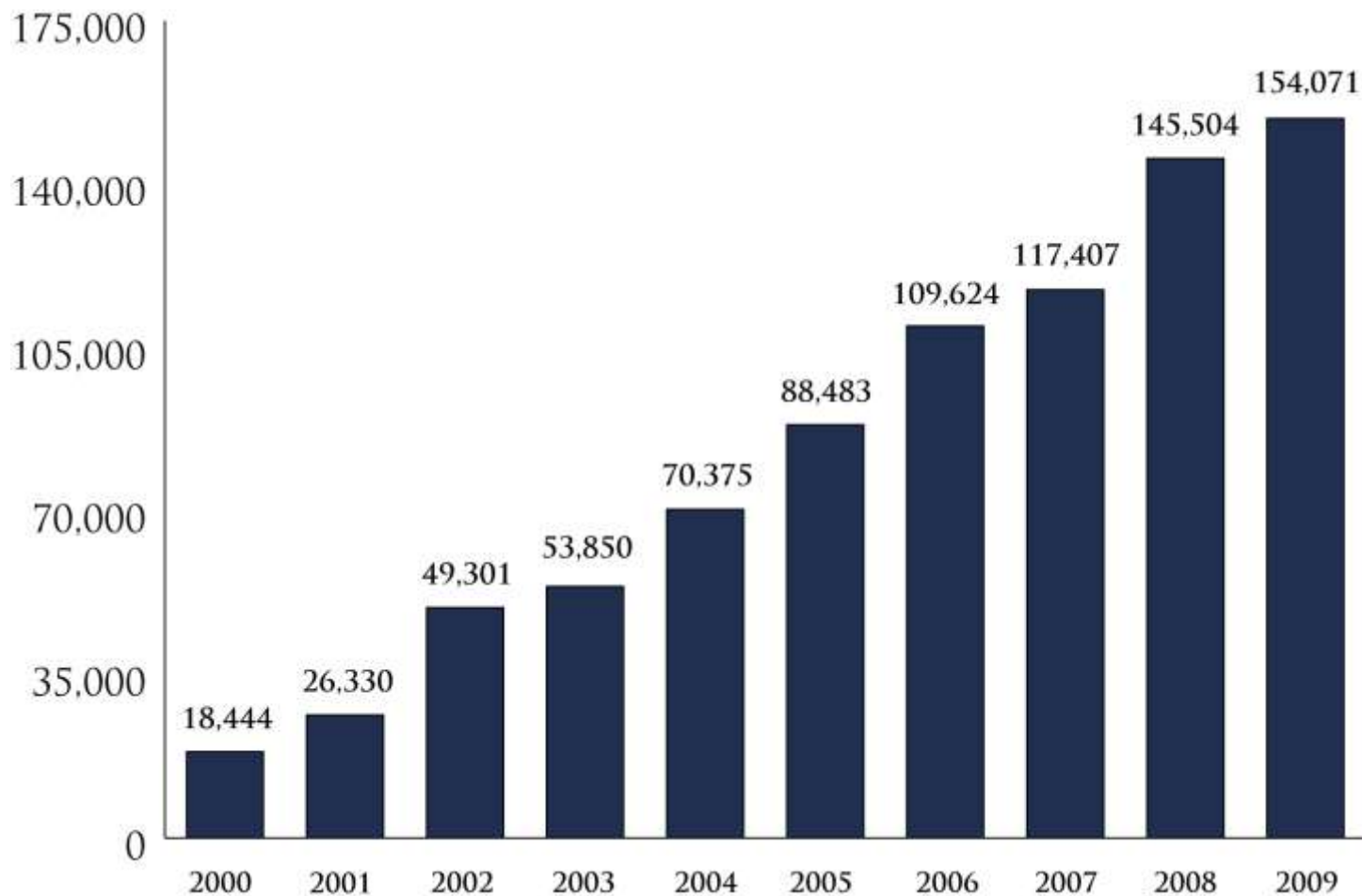
REGISTRATIONS BY CLASS SOCIETY



As of 31 December 2009



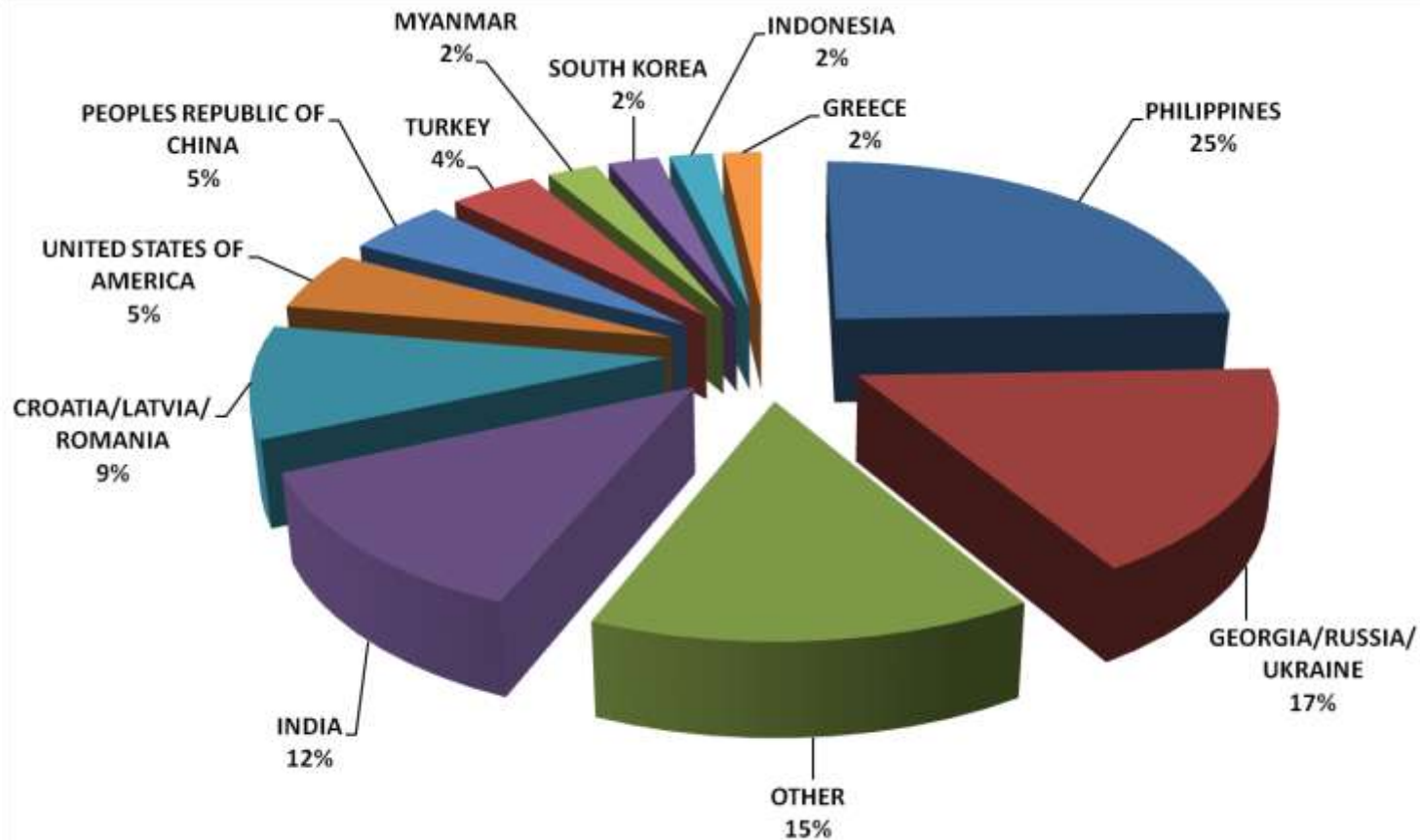
SEAFARER DOCUMENTATION GROWTH



As of 31 December 2009



OFFICER CERTIFICATES BY NATIONALITY



As of 31 December 2009



STCW – DECK CHANGES

- II/5 Mandatory minimum requirements for certification of ratings as able seafarer deck
 - While qualified as II/4, must have 18 months of sea service or 12 months with approved training and meet standards specified in Part A of the STCW Code
- Mandatory ECDIS training—less emphasis on celestial navigation and light signaling
- Recommendations for training in OSV and Dynamic Positioning vessels



STCW – TANKERS/SPECIAL PURPOSE

- Regulation V/1-1 Mandatory minimum requirements for training and qualification of masters, officers and ratings on oil and chemical tankers
- Regulation V/1-2 Mandatory minimum requirements for training and qualification of masters, officers and ratings on liquefied gas tankers
 - Strengthen training, service, fire-fighting and knowledge requirements and assessments for tanker personnel
 - Security awareness and refresher training requirements strengthened for all officers and ratings



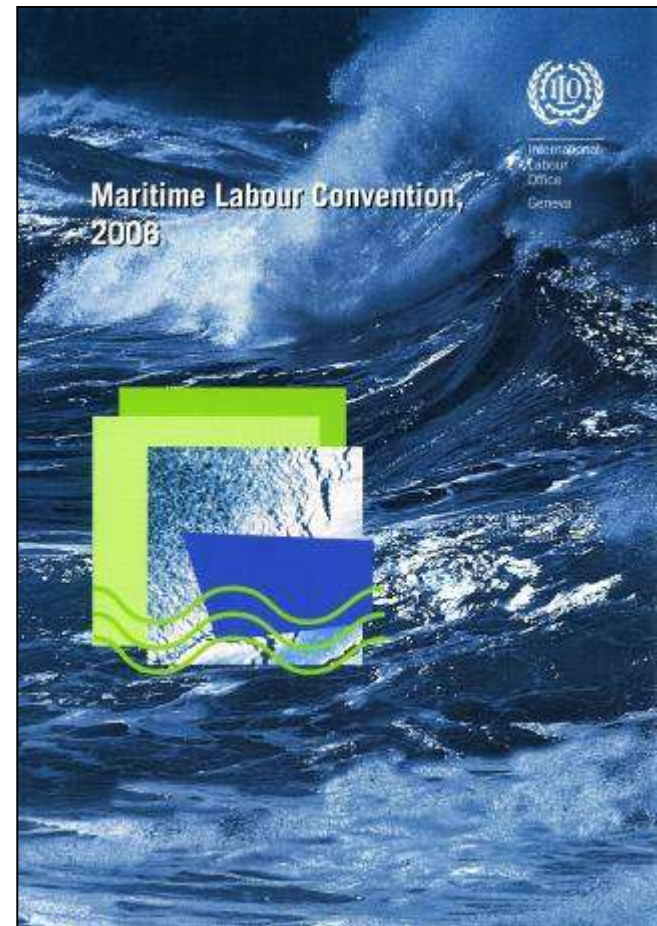
STCW – ENGINE CHANGES

- III/5 Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in periodically unmanned engine-room
- III/6 Mandatory minimum requirements for certification of electro-technical officer
- III/7 Mandatory minimum requirements for certification as electro-technical ratings
- Establishes training and standards for the above capacities and strengthens security and environmental training for all



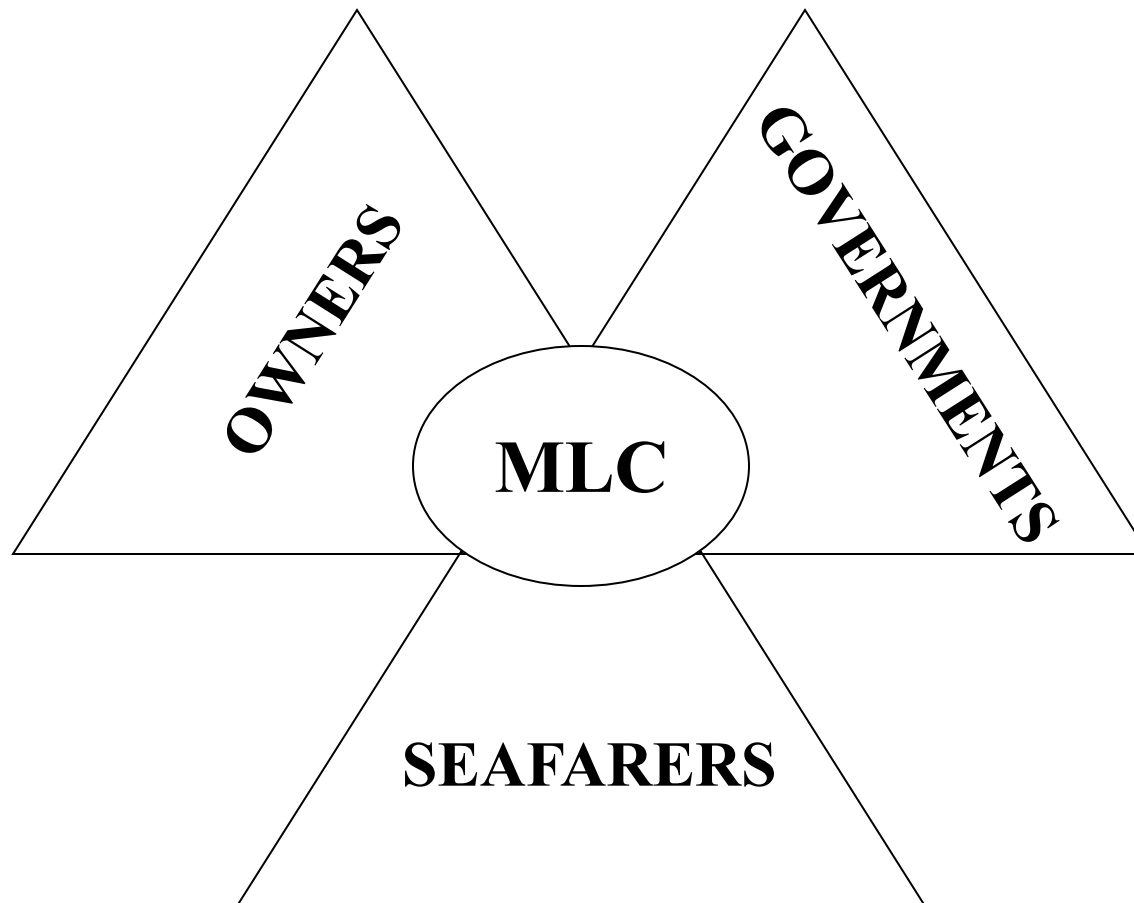
MLC, 2006 IMPLEMENTATION

- Working with ILO over past couple of years
- Completed a gap analysis of legislation and regulations to develop DMLC Part I
- Working with ROs to develop inspection authorization, procedures and certification
- Set voluntary compliance program in place to work out issues before the Convention comes into force





TRIPARTITE STRUCTURE





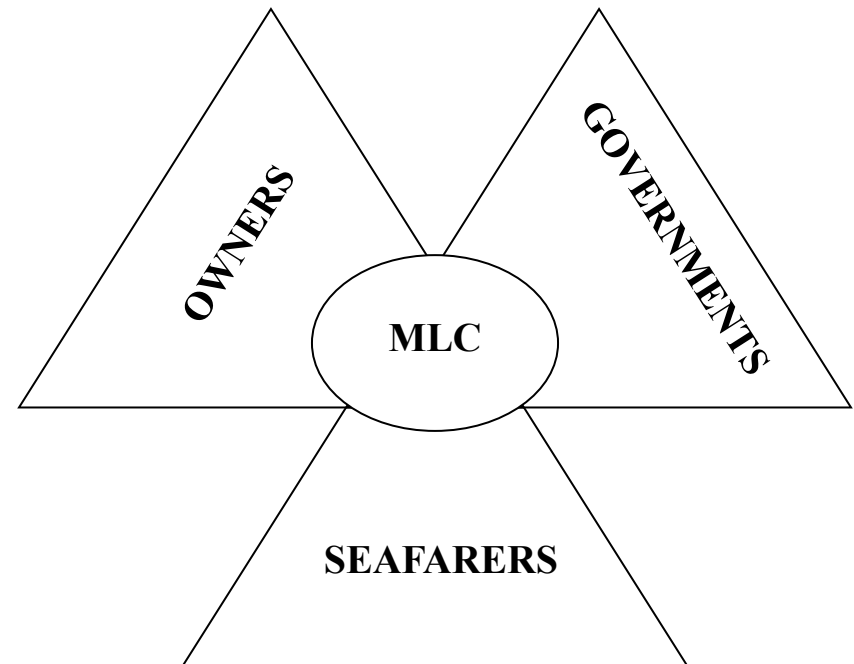
SUBSTANTIAL EQUIVALENCIES AND EXEMPTIONS

- This Convention applies to all ships, whether publicly or privately owned, ordinarily engaged in commercial activities, with certain exceptions.
- This Convention applies to all seafarers.
- Any determinations made regarding ship types or seafarers must be communicated to the ILO Director-General.
- Any derogation, exemption or other flexible application of this Convention for which the Convention requires consultation with shipowners' and seafarers' organizations may, *in cases where representative organizations of shipowners or seafarers do not exist within a Member*, only be decided by that Member through consultation with the MLC Special Tripartite Committee.



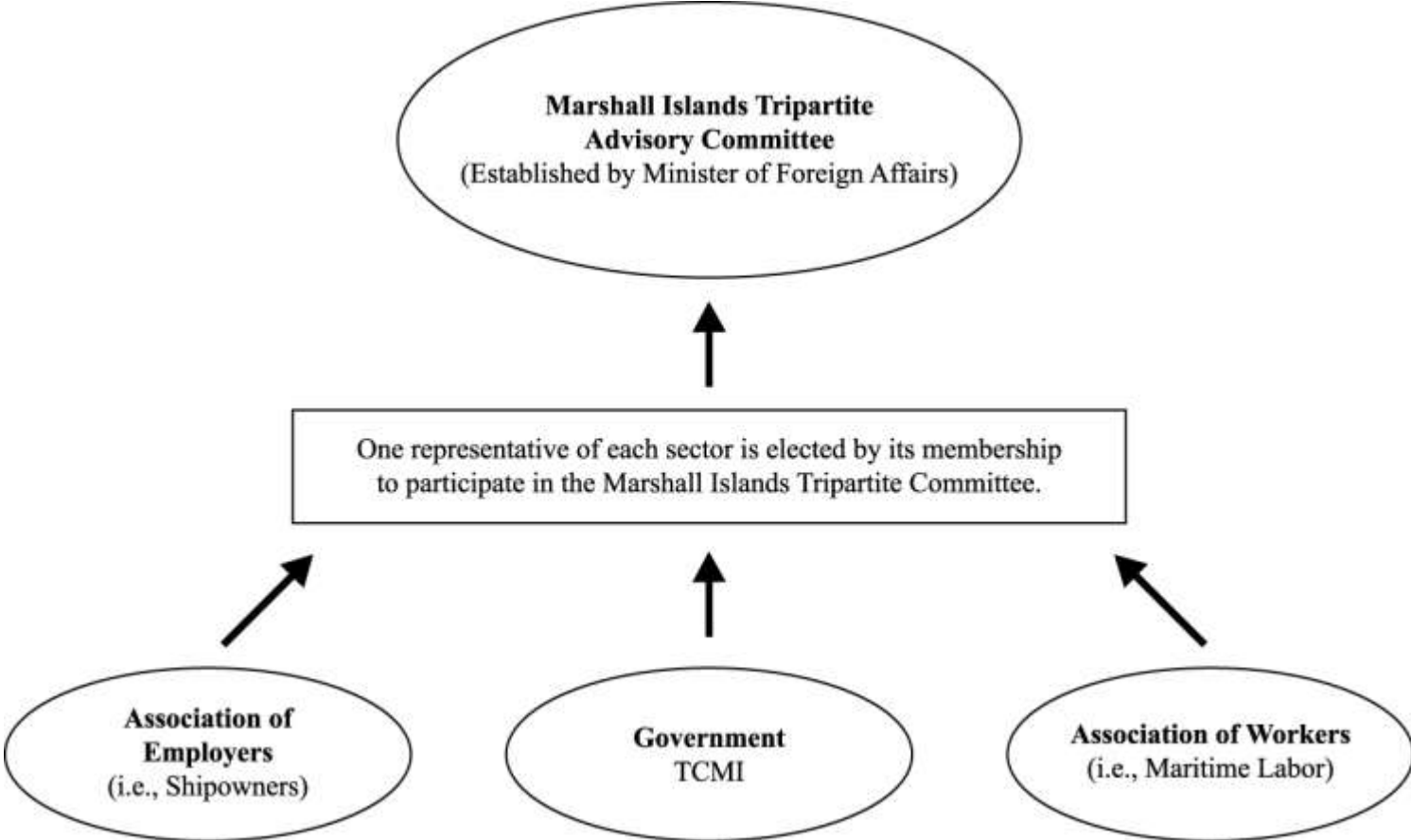
ILO SPECIAL TRIPARTITE COMMITTEE

- Working with ILO one-on-one
- Marshall Islands called for a meeting of the Special Tripartite Committee in April (now rescheduled for September) with ILO
- Soliciting input on issues from industry sectors during this period of voluntary compliance





MARSHALL ISLANDS TRIPARTITE ADVISORY COMMITTEE





DEFINITION OF A SEAFARER

Any person who is employed or engaged or works in any capacity on board a ship to which Convention applies





DEFINITION OF A SEAFARER

The following would likely not be considered seafarers:

- persons whose work is not part of the routine business of the ship, such as scientists, researchers, divers, specialist offshore technicians, etc.
- Harbor pilots, inspectors, surveyors, auditors, superintendents or others whose work is occasional and short-term
- Repair technicians, port workers and staff with their principal place of employment being ashore
- Non-marine persons (contractors or subcontractors and/or industrial personnel) employed under outsourced service agreements



JURISDICTION AND CONTROL

- Flag State
- Coastal





MARITIME LABOUR CERTIFICATE

- Valid for 5 years with interim, initial, intermediate and renewal inspections
- Certifies the following 14 conditions comply with national requirements:
 1. Minimum age
 2. Medical certification
 3. Qualifications of seafarers
 4. Seafarers' employment agreements
 5. Use of any licensed or regulated private recruitment and placement services
 6. Hours of work or rest
 7. Manning levels for the ship
 8. Accommodation
 9. On-board recreational facilities
 10. Food and catering
 11. Health and safety and accident prevention
 12. On-board medical care
 13. On-board complaint procedures
 14. Payment of wages



DECLARATION OF MARITIME LABOUR COMPLIANCE (DMLC)

DMLC Part I:

- Completed by the Flag Administration
- Declares that the provisions of the MLC are fully embodied in the national requirements
- Identifies the national laws and regulations which conform to the Convention requirements
- Refers to relevant vessel-specific regulations
- Identifies equivalent regulations adopted
- Indicates any exemptions applicable to vessels



DECLARATION OF MARITIME LABOUR COMPLIANCE (DMLC)

DMLC Part II:

- Completed by the shipowner
- Identifies the measures drawn up against national laws and regulations to ensure compliance between inspections
- Certified by shipowner to meet the requirements of Part I
- Reviewed and certified by RO following inspection of the ship to meet the purposes of the Convention regarding measures to ensure initial and ongoing compliance with the requirements of Part I



TITLE 5: COMPLIANCE AND ENFORCEMENT

Establishes a system of regular inspections for Convention compliance:

- Medical certification and care
- Minimum age and Qualifications of seafarers
- Seafarers' employment agreements
- Recruitment and placement services
 - Ensures that manning agents providing crew comply with the Convention



MANNING AND WORK HOURS

- Administration's rest hour standard and relationship to STCW requirements
 - Based on minimum rest hours
- “Sufficient manning” for work related to safety and navigation of a ship
- Exceptions
 - Emergency operations, training and exercises



TITLE 3: ACCOMMODATION, RECREATIONAL FACILITIES, FOOD AND CATERING

- Ensure seafarers have decent accommodation
- Will apply to those vessels where keel is laid after ratification of the Convention
- Flag State will be required to inspect
- Vessels will require to have a qualified Cook at least 18 years of age



TITLE 3: ACCOMMODATION, RECREATIONAL FACILITIES, FOOD AND CATERING

- Application; special purpose ship
- Date of construction
- General



OTHER MLC TOPICS

- Health and safety and accident prevention. Inquiries into Serious Marine Casualty resulting in loss of life
- Hazardous work and safety issues for seafarers under 18
- Payment of wages and Repatriation
- Ensures that the ship has procedures for handling seafarer complaints alleging breaches of the Convention
 - Seafarer complaints to PSC alleging breaches of the Convention



INSPECTION AND ENFORCEMENT

- Initial inspections by RO to determine compliance and issue MLC
- Port State Control also has the authority to inspect for compliance if there are clear grounds to suggest non conformity.
- No more favorable treatment
- ASI
- Location of operations



**THE MARSHALL
ISLANDS REGISTRY**



THANK YOU



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