



# Kiribati Ship Registry

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## MARINE CIRCULAR 09/2024

17 September 2024

**TO :**

**Ship Owners, Ship Managers, Ship Operators, Charterers, Ship Masters, Recognized Organizations and the Shipping Community**

**SUBJECT :**

**Amendments of 2022 to Maritime Labour Convention (MLC) 2006**

**PURPOSE :**

This circular serve to notify all parties concerned of the 2022 amendments to MLC 2006 which will enter into force on 23 December 2024 and the transitional measures adopted by this Administration with respect to the required issuance of new MLC Certificates, DMLC Part I and DMLC Part II.

**REFERENCES :**

- (a) Maritime Labour Convention, 2006
- (b) Text for the amendments of 2022 to the Maritime Labour Convention, 2006, approved by the International Labour conference at its 110<sup>th</sup> session, Geneva, 06 June 2022
- (c) Kiribati Marine Circular No. 23/2013 - Implementation of Maritime Labour Convention 2006

**DEFINITIONS :**

The following abbreviations stand for:

- “DMLC” – Declaration of Maritime Labour Compliance
- “MLC 2006” – Maritime Labour Convention, 2006
- “[KRIS](#)” – Kiribati Registry for International Ships (Portal)
- “[RO](#)” – Recognized Organization as defined by IMO Resolution A.789(19)
- “SRPS” – Seafarer Recruitment and Placement Services

**APPLICATION :**

This Marine Circular is applicable to all Kiribati flagged vessels and seafarers as defined under Article II of MLC 2006.

**CONTENTS :**

### 1. Amendments to Regulation 1.4 – *Recruitment and placement*

Replacement of Paragraph 5(c)(vi) of Standard A1.4 require that SRPS establish a system of protection, by way of insurance or an equivalent appropriate measure, to compensate seafarers for monetary loss that they may incur as a result of the failure of a recruitment and placement service or the relevant shipowner under the seafarers’ employment agreement to meet its obligations to them, and ensure that seafarers are informed, prior to or in the process of engagement, of their rights under that system

## **2. Amendments to Regulation 2.5 – Repatriation**

The new Paragraph 9 of Standard A2.5.1 facilitates the prompt repatriation of seafarers, including when they are deemed abandoned within the meaning of Standard A2.5.2, paragraph 2. Port States, flag States and labour-supplying States shall cooperate to ensure that the seafarers engaged on a ship to replace seafarers who have been abandoned in their territory, or on a ship flying their flag, shall be accorded their rights and entitlement under the MLC 2006.

## **3. Amendments to Regulation 3.1 – Accommodation and recreational facilities**

3.1. Replacement of Paragraph 17 of Standard A3.1 requires that appropriate seafarers' recreational facilities, amenities and services, including social connectivity, as adapted to meet the special needs of seafarers who must live and work on ships, be provided on board for the benefit of all seafarers, taking into account Regulation 4.3 and the associated Code provisions on health and safety protection and accident prevention.

3.2. Replacement of Paragraph 4(j) of Guideline B3.1.11 recommends that seafarers have reasonable access to ship-to-shore telephone communications, where available, with any charges for the use of these services being reasonable in amount.

3.3. The new Paragraph 8 of Guideline B3.1.11 recommends that shipowners should, so far as is reasonably practicable, provide seafarers on board their ships with internet access, with charges, if any, being reasonable in amount.

## **4. Amendments to Regulation 4.4 – Access to shore-based welfare facilities**

The new Paragraph 5 of Guideline B4.4.2 recommends that Member States, so far as is reasonably practicable, provide seafarers on board ships in their ports and at their associated anchorages with internet access, with charges, if any, being reasonable in amount.

## **5. Amendments to Regulation 3.2 – Food and catering**

5.1. Replacement of Paragraph 2(a) of Standard A3.2 requires that food and drinking water supplies, are considered based on the number of seafarers on board, their religious requirements and cultural practices as they pertain to food, and the duration and nature of the voyage, and shall be suitable in respect of quantity, nutritional value, quality and variety, and shall be provided free of charge during the period of engagement.

5.2. Replacement of Paragraph 2(b) of Standard A3.2 requires that the organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied, balanced and nutritious meals prepared and served in hygienic conditions.

5.3. Replacement of Paragraph 7(a) of Standard A3.2 requires that the Master carries out frequent documented inspections on supplies of food and drinking water in relation to their quantity, nutritional value, quality and variety.

## **6. Amendments to Regulation 4.1 – Medical care on board ship and ashore**

6.1. The new Paragraph 5 of Standard A4.1 requires that Member States provide prompt disembarkation of seafarers in need of immediate medical care from ships in its territory and access to medical facilities ashore for the provision of appropriate treatment.

6.2. The new Paragraph 6 of Standard A4.1 establishes the requirements where a seafarer has died during a ship's voyage. The Member State in whose territory the death has occurred or, where the death has occurred on the high seas, into whose territorial waters the ship next enters, shall facilitate the repatriation of the body or ashes by the shipowner, in accordance with the wishes of the seafarer or their next of kin, as appropriate.

6.3. The new Paragraph 4 of Guideline B4.1.3 recommends that Member States ensure that seafarers are not prevented from disembarking for public health reasons, and that they are able to replenish ships' stores, fuel, water, food and supplies.

6.4. The new Paragraph 5 of Guideline B4.1.3 recommends that seafarers should be considered to be in need of immediate medical care in cases of, but not limited to:

6.4.1. any serious injury or disease;

6.4.2. any injury or disease which might lead to temporary or permanent disability;

6.4.3. any communicable disease which poses a risk of transmission to other members of the crew;

6.4.4. any injury involving broken bones, severe bleeding, broken or inflamed teeth or severe burns;

6.4.5. severe pain which cannot be managed on board ship, taking account of the operational pattern of the ship, the availability of suitable analgesics and the health impacts of taking these for an extended period;

- 6.4.6. suicide risk; and
- 6.4.7. a tele-medical advisory service recommending treatment ashore.

6.5. Replacement of Paragraph 1(k) of Guideline B4.1.4 recommends that Member States cooperate in the arranging for the repatriation of the bodies or ashes of deceased seafarers, in accordance with their wishes or those of their next of kin, as appropriate, and as soon as practicable.

## **7. Amendments to Regulation 4.3 – Health and safety protection and accident prevention**

- 7.1. Replacement of Paragraph 1(b) of Standard A4.3 requires that reasonable precautions are undertaken to prevent occupational accidents, injuries and diseases on board ship, including through the provision of all necessary appropriately-sized personal protective equipment and 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 disease that may arise from the use of equipment and machinery on board ships.
- 7.2. The new Paragraph 5(a) of Standard A4.3 requires that all deaths of seafarers employed, engaged or working on board ships are adequately investigated and recorded, and reported, on an annual basis, to the Director-General of the International Labour Office to be published in a global register.
- 7.3. The new Paragraph 4 of Guideline B4.3.5 recommends that the fatality data to be reported under subparagraph (a) of paragraph 5 of Standard A4.3 should be in the format, and using the classification, as specified by the International Labour Office.
- 7.4. The new Paragraph 5 of Guideline B4.3.5 recommends that the fatality data should include, but not be limited to, information on the type (classification) of death, ship type and gross tonnage, location of fatality (at sea, in port, at anchorage), and seafarer's sex, age, occupational position and department.

## **8. Amendments to Appendices**

- 8.1. Item (g) of Appendix A2-I (Evidence of financial security under Regulation 2.5, paragraph 2) is replaced by “name of the shipowner, or of the registered owner if different from the shipowner:”
- 8.2. Item (g) of Appendix A4-I (Evidence of financial security under Regulation 4.2) is replaced by “name of the shipowner, or of the registered owner if different from the shipowner;”

## **9. Compliance and Certification**

- 9.1. MLC 2006 certificates and the associated DMLCs are required to be updated and re-issued to address these amendments when they come into force.
- 9.2. All existing MLC 2006 certificates and DMLCs that have been issued prior to the entry into force of the amendments shall not be invalidated, but instead shall be renewed no later than the date of the first renewal inspection following entry into force (i.e. 23 December 2024) of the amendments. This, however, shall not affect the rights and obligations of the seafarers and shipowners (respectively) with regards to the requirements of the amendments from the date of entry into force.
- 9.3. Shipowners are urged to commence applying for a new revised DMLC Part I (in electronic format) incorporating the above amendments from this office through [KRIS](#), and to prepare and submit an updated DMLC Part II to the respective [RO](#) prior to entry into force (i.e. 23 December 2024) of the amendments stating the measures adopted to ensure ongoing compliance with the new requirements.
- 9.4. **[Form DMLC Part I]** containing the updated national requirements and **[Form DMLC Part II]** template may be downloaded [here](#).
- 9.5. The updated DMLC Part I & II are to be appended to the vessel's existing MLC 2006 certificate as evidence of compliance with the amendments in view that the existing MLC 2006 certificate will only be reissued at the vessel's next MLC 2006 renewal inspection by the relevant [RO](#).

Yours sincerely,

Deputy Registrar  
Kiribati Ship Registry