

2016 Concentrated Inspection Campaign on MLC,2006 in the Paris MoU region

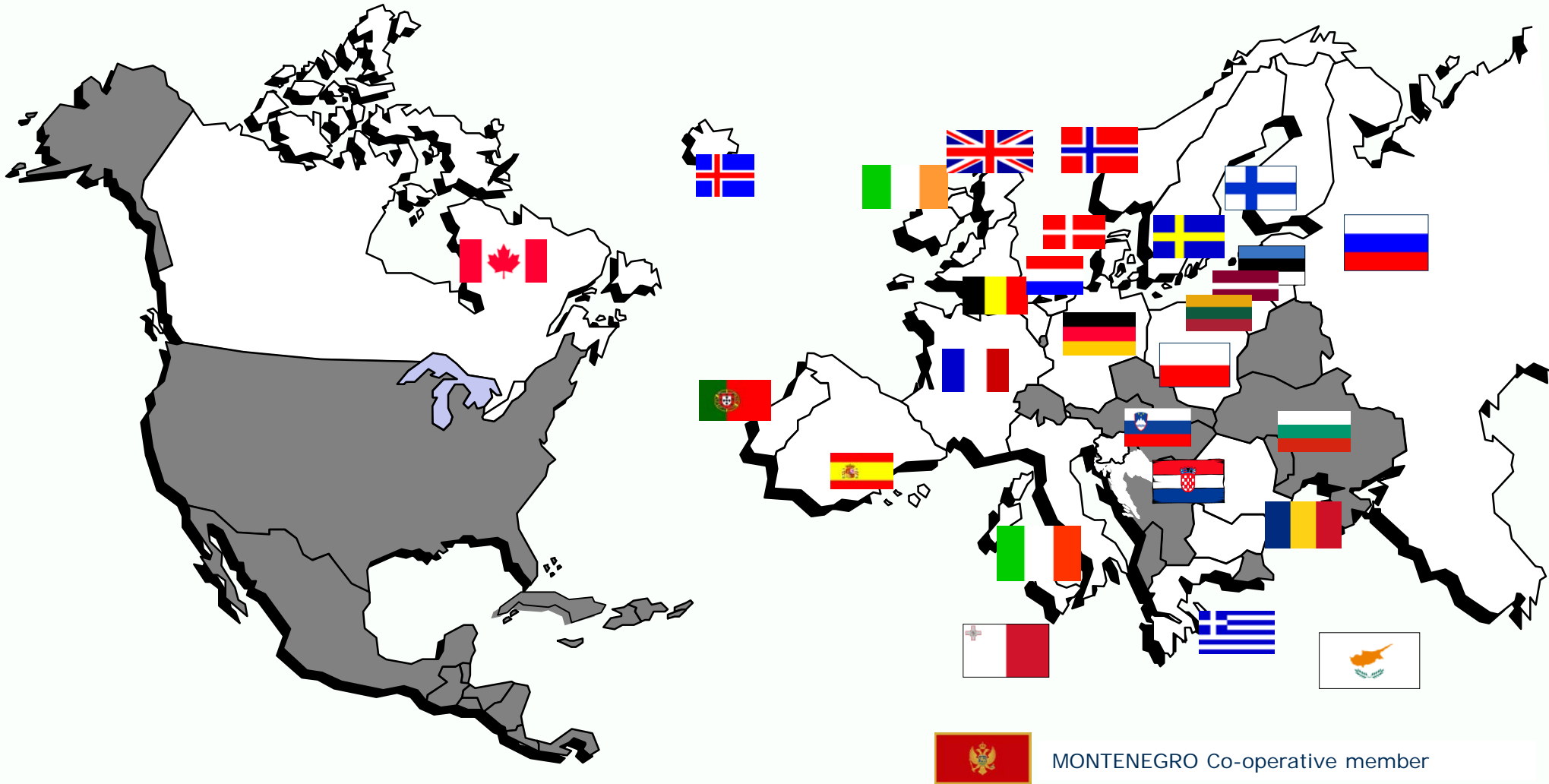
Secretariat of the
Paris MoU on Port State Control

Paris MoU



on Port State Control

Regional scope: (from 01-01-2011 incl. anchorages)



2016 CIC MLC,2006

Report of the 2016 Concentrated Inspection Campaign (CIC) on the Maritime Labour Convention, 2006

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Executive Summary

The Maritime Labour Convention, 2006 (MLC, 2006) came into force in 20 August 2013 and is a "relevant instrument" of the Paris MoU.

Taking the entry into force of this new Convention into consideration, at the 46th session of the Paris MOU Committee meeting, it was agreed to organize a CIC in 2016 to verify the compliance with the requirements of the Convention on all types of ships.

The targeting and the type of inspection to be performed was determined in accordance with normal ParisMoU procedures. The CIC was performed complementary to the inspection.

As ships from non-ratifying States should not receive any more favourable treatment than ships from States that have ratified the convention, this CIC was undertaken once on every individual ship eligible for inspection during the period of the campaign.

A total of 3674 inspections were carried out with the CIC questionnaire completed on ships targeted for inspection.

In general, the results of the CIC on MLC show a good standard of implementation of the MLC requirements on board the ships inspected, with a minimum of 95% of positive results in the Questionnaire, except the question regarding the SEA content (93,5% of positive results) and sufficient compliance on the subjects in the questionnaire, with respect to the number of detentions.

A total of 42 ships were detained in line with the CIC Questionnaire representing 1,1% of the total. These detentions have not caused an increase regarding the overall detention percentage. Principle grounds of detentions were linked with wages, seafarer's employment agreement and procedure of complaint areas.

However, considering the significant number of deficiencies raised during this campaign, PSCOs should maintain awareness and attention on MLC requirements on board and industry should continue to improve their efforts to fully comply with the MLC, 2006

Objective of the 2016 CIC MLC,2006

Objectives of this CIC were:

- ◆ To improve the maritime labour conditions at sea;
- ◆ The need to verify compliance of ships with the new requirements of the MLC, 2006;
- ◆ The need to enhance the overall knowledge of PSCO's in the Paris MoU region on this new regulation.

Scope of the 2016 CIC MLC,2006

- ◆ The CIC was undertaken once on every individual ships targeted for inspection within the Paris MoU Region between 1st September 2016 and 30th November 2016;
- ◆ Inspections results from ParisMoU member States where the MLC,2006 was not yet ratified or in effect have been excluded from the results.

2016 CIC MLC,2006

	# of individual ships inspected during CIC	# of inspections performed with a CIC questionnaire	# of inspections without a CIC questionnaire
Total # of inspections	3904	3674	325
# of inspections with detentions	177	161	16
# of detentions with <i>CIC-topic</i> related deficiencies	42	42	0

CIC-topic related deficiencies		Inspections	Detentions CIC-topic related	Detentions CIC-topic related with RO responsibility
		(# of inspections with this deficiency) One inspection can have multiple deficiencies	(# of inspections with this deficiency recorded as ground for detention)	(# of inspections with this deficiency recorded as ground for detention and RO related)
01219	Training and qualification MLC - Personal safety training	19	3	
01220	Seafarers' employment agreement (SEA)	357	22	
01330	Procedure for complaint under MLC,2006	191	15	
18101	Minimum age	2	1	
18103	Medical fitness	45	4	
18104	Recruitment and placement service	30		
18203	Wages	78	17	
18320	Record of inspection (food and catering)	87		
18328	Record of inspection	68		
18404	Medical doctor or person in charge of medical care	4		
18430	Ship's safety committee	33		7

Conclusions 2016 CIC MLC,2006

- ◆ Result of detentions that were CIC related was 1.1%
- ◆ No RO related detentions were recorded (where the RO issued the certificate and a deficiency covered by that certificate was recorded as detainable);
- ◆ These detentions have not caused an increase regarding the overall detention percentage;
- ◆ Overall, the results of the campaign show a proper implementation of the MLC,2006 provisions;
- ◆ However, the recording of deficiencies in the CIC period is significantly higher than the 8 months previous the CIC;

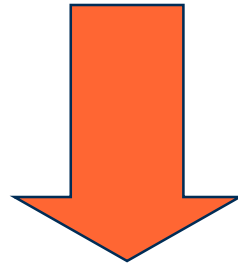
Conclusions 2016 CIC MLC,2006 (continued)

- ◆ Port State Control Officers in the Paris MoU will maintain the necessary attention on the enforcement of MLC, 2006;
- ◆ The industry should focus on the main deficiencies identified in this report.

Recommendations 2016 CIC MLC,2006

- ◆ In relation to the seafarer's employment agreement, the industry is reminded that all the information required by the MLC should be included in the SEA, in view of observations received from PSCOs pointing out difficulties to find mandatory information when this information was referenced in a CBA.

More CIC facts and figures



Publications / CIC results

Maritime Labour
Convention
(MLC), 2006



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QUESTIONS?

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