



**PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS**  
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1018 Manila

**HPCG/CG-8**

**STANDING OPERATING PROCEDURE**  
**NUMBER.....02-13**

**GUIDELINES FOR PORT STATE CONTROL OFFICERS**  
**ON MARITIME LABOUR CONVENTION, 2006**

**I. AUTHORITY**

Republic Act 9993 (The Philippine Coast Guard Law of 2009)

**II. REFERENCES**

- A. Maritime Labour Convention (MLC, 2006);
- B. Guidelines for Port State Control Officers carrying out inspection under the MLC, 2006;
- C. Guidelines for Flag State Inspection under the MLC, 2006; and
- D. ILO Resolution 17 Practical Implementation of the issue of Certificates on entry into force

**III. APPLICATION**

This Standing Operating Procedure applies to ships of:

- A. 500 gross tonnage or over, engaged in international voyages; and
- B. 500 gross tonnage or over, flying the flag of a Member and operating from a port or between ports, in another country.

and, does not apply to:

- A. Ships engaged in fishing or in similar pursuits;
- B. Ships of traditional build such as dhows and junks; and
- C. Warships or naval auxiliaries.

**IV. PURPOSE**

This Standing Operating Procedure (SOP) is intended to provide basic guidance for Port State Control Officers (PSCO) in the conduct of control and compliance measure, in accordance with the provisions of the Maritime Labour Convention, 2006 (MLC,2006).

**V. DEFINITION OF TERMS**

- A. Complaint** - means information submitted by a seafarer, a professional body, an association, a trade union or, generally, any person with an interest in the safety of the ship, including an interest in safety or health hazards to seafarers on board (Standard A.5.2.1, paragraph 1(d) and 3);
- B. Declaration of Maritime Labour Compliance (DMLC)** – means the declaration referred to in Regulation 5.1.3 of the Maritime Labour Convention, 2006;

- C. Gross tonnage** - means the gross tonnage calculated with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurement of Ships, 1969, or any successor Convention; for ship covered by the tonnage measurement interim scheme adopted by the International Maritime Organization, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969);
- D. Maritime Labour Certificate (MLC)** - means the certificate referred to in Regulation 5.1.3 of the Maritime Labour Convention, 2006;
- E. MLC,2006** - Maritime Labour Convention, 2006;
- F. Member** - refer to countries that have ratified the Maritime Labour Convention, 2006;
- G. On board complaint procedure** - is a procedure whereby a seafarer or seafarers can complain using the internal procedure to the ships on board management. This complaint remains an internal procedure and should not involve the PSCO. Nevertheless, the existence of a functioning procedure can be checked during a more detailed inspection (Regulation 5.1.5).
- H. On-shore complaint procedure** - is a procedure whereby a seafarer or seafarers can make a complaint to the relevant authority in the port where the ship is calling at, about working and living conditions including seafarer's rights. On-shore complaint handling procedure is detailed in paragraph 2.5.2.2. (Regulation 5.2.2)
- I. Seafarer** - means any person who is employed or engaged or works in any capacity on board a ship to which this Convention applies;
- J. Seafarer' Employment Agreement** - includes both a contract of employment and article of agreement;
- K. Seafarer Recruitment and Placement Service** - means any person, company, institution, agency or other organization, in the public or the private sector, which is engaged in recruiting seafarers on behalf of shipowners or placing seafarers with shipowners;
- L. Ship** - means a ship other than one which navigates exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;
- M. Shipowner** – means the owner of the ship or other organization or person, such as the manager, agent or bareboat charterer, who assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with MLC, 2006, regardless of whether any other organization or person fulfil certain of the duties or responsibilities on behalf of the shipowner.

## **VI. GENERAL GUIDELINES**

- A.** Every foreign ship calling to port, in the normal course of its business or for operational reason, may be subject of inspection to determine whether the ship is in compliance with the requirements of MLC,2006.

- B. The MLC,2006, applies to all seafarers on all ships covered by the Convention.
- C. A Maritime Labour Certificate, complemented by a Declaration of Maritime Labour Compliance, shall constitute a prima facie evidence that the ship is in compliance to the requirement of MLC,2006 relating to working and living conditions of the seafarers have been to the extent so certified.
- D. Ships that fly the flag of any State that has not ratified MLC, 2006 should not receive any more favourable treatment than ships that fly the flag of any State that has ratified it. Under these circumstances the PSCO may carry out a more detailed inspection to evaluate compliance with the MLC, 2006 (Art. V. paragraph. 7).
- E. Where a PSC inspection according to MLC, 2006 is carried out, an initial inspection and, if necessary, a more detailed inspection may be carried out in a similar manner to SOLAS, STCW and other Conventions. (Regulation 5.2.1)
- F. In the implementation their responsibilities under the provision of MLC,2006, PSCO shall make all possible efforts to avoid a ship being unduly detained or delayed.

## **VII. RESPONSIBILITIES**

- A. The Commander of Coast Guard Districts and Stations shall be responsible for the implementation of this SOP and shall ensure:
  1. Proper coordination and information dissemination particularly to all foreign-flagged vessel, shipping companies, shipping agents, DOLE, PPA and MARINA.
  2. Positive control and supervision over PSCOs.
  3. Conduct hearing and appropriate disposition of appeals submitted by shipping agencies involving detention of vessels.
  4. Expeditious submission of reports.
  5. Proper filing of MLC,2006 related records aboard District and Station offices
- B. The Port State Control Officer (PSCO) shall undertake the following:
  1. Proper conduct of PSC inspection and submission of reports.
  2. In case of detention, inform immediately CPCG (Attn:CC-8) and respective District Commanders.
  3. Upon detention, notify the vessel's Flag State and or nearest embassy/consul in Asia, Director General of the ILO, the Recognized Organization and the shipping agent/company or owner.
  4. Prepare reports in accordance with the format provided by the Tokyo MOU and submit same as early as possible to HPCG (Attn:CG-8) for consolidation.
- C. Deputy Chief of Coast Guard Staff for Maritime Safety Services, CG-8 shall undertake the following:
  1. Monitor the implementation of the MLC,2006.
  2. Forward the relevant reports to the Secretary General of the International Labour Organization and Tokyo MOU Secretariat.
  3. Supervise and monitor the implementation of this SOP.

- D. The Director, Coast Guard Action Center shall monitor the status of vessels detained until released of the next voyage.

## VIII. PROCEDURES

### A. Inspection of Ships (**Annex 1**)

#### 1. Pre-boarding preparation

In preparing for an inspection the PSCO should:

- a. Verify whether the ship is flying the Flag of State that has ratified MLC,2006
- b. Verify whether there are any ship related messages or outstanding deficiencies; and
- c. Take due note of ship particulars in relation to applicability of certain elements of the MLC,2006

#### 2. Initial Inspection

##### a. Certificates and documents

During an initial inspection, including the tour of the ship, the PSCO should check that the ship has - A valid MLC or Interim MLC, and - A DMLC, Part I and Part II)\* on board. \* A DMLC need not be issued for the period of validity of the interim certificate. (Standard A. 5.1.3 paragraph 8)

A valid MLC and DMLC (part I and II) should be accepted by PSCOs as prima facie evidence of compliance with the requirements of the convention (Regulation 5.2.1 paragraph 2).

Further documentation, such as flag State or RO acting on behalf of the flag state MLC inspection reports, crew list, safe manning document, shipboard working arrangements, may be checked by PSCOs with regard to compliance with the requirements of the MLC, 2006 during an initial inspection.

##### b. Ships under 500 GT

Ships under 500 GT are not required to have a MLC but they are required to comply with the MLC, 2006. When carrying out an initial inspection the PSCO should refer to **annex 2** of this guideline.

##### c. Substantial equivalence, exemption and variations

When carrying out an initial inspection, the PSCO should take into account any substantial equivalent provisions, exemptions, variations, indicated in Part I of the DMLC.

#### 3. Clear grounds

A more detailed inspection may be carried out in case that:

- a. The required documents are not produced or maintained or are falsely maintained or that the documents produced do not contain the information required by the MLC, 2006 or are otherwise invalid (Standard A.5.2.1, paragraph 1(a))\* or

\* However, in accordance with the Resolution 17, during one year after this Convention enters into force, it is possible for PSCO not to

carry out a more detailed inspection just on the ground of absence of MLC, DMLC or interim MLC.

- b. There are clear grounds for believing that the working and living conditions on the ship do not conform to the requirements of the MLC (Standard A.5.2.1, paragraph 1(b)) or
- c. There are reasonable grounds to believe that the ship has changed flag for the purpose of avoiding compliance with the MLC(Standard A.5.2.1 paragraph 1 (C)), or
- d. There is a complaint alleging that specific working and living conditions on the ship do not conform to the requirements of the MLC,2006 (Standard A.5.2.1, paragraph 1(d)) or
- e. Following investigation of an on shore complaint, (paragraph 2.5.2) in case where this on shore complaint is considered as an issue which falls within the PSC activities, and a more detailed inspection is judged as necessary. (Standard A.5.2.2, paragraph 2) or
- f. The ship's documentation shows that previously reported deficiencies have not been rectified or completed or the ship flies the flag of a State that has not ratified the MLC, 2006. A more detailed inspection shall in any case be carried out, where the working and living conditions believed or alleged to be defective could constitute a clear hazard to the safety, health or security of seafarers, or
- g. Where the PSCO has grounds to believe that any deficiencies constitute a serious breach of the requirements of this Convention (including seafarer's rights). (Standard A.5.2.1)

#### **4. More Detailed Inspection**

When carrying out a more detailed inspection, the PSCO should take account of the provision(s) stated in the DMLC, part I, and use their professional judgement when checking for compliance with some or all the 14 areas listed in **annex 3** of this guideline. The PSCO could also consider consulting a competent labour authority ashore in case where expertise is needed, when necessary.

#### **5. Complaints**

- a. On-shore complaint and complaint- handling procedures

When receiving an on shore complaint or a complaint, the authority or PSCO assesses the complaint including the on board complaints procedure which has been used and based on professional judgement, decides whether or not the ship will be inspected.

Then, a more detailed inspection is warranted to the extent of this complaint (cf. 2.3 and 2.4 above).

Records of complaints and any outcomes should be kept with the format of **annex 4** by the authority or the PSCO.

- b. Specific on-shore seafarer complaint-handling procedures (**Annex 5**)
  - 1) **Step 1** - Determining whether the complaint should be handled under PSC procedure.

- a) Carrying out an initial assessment to ascertain whether the complaint relates to MLC, 2006 requirements. Those complaints which fall outside the scope of the APPENDIX A5-I (flag States inspection, approval and certification) of the MLC, 2006 should not be handled under PSC procedure under this Guidelines.
- b) Depending upon the outcome of the initial assessment the PSCO should decide whether or not to carry out a more detailed inspection. (Standard A.5.2.2, paragraph 1,2)

## 2) Step 2 – Inspection process

- a) Ascertain whether the on board complaint procedure has been used. If the procedure has not been used without valid justification the PSCO should advise that, in the first instance, the on board complaint procedure should be used. (Standard A.5.2.2, paragraph 3)
- b) Otherwise, the PSCO should seek to resolve the complaint on ship board level
- c) The master, the ship owner and any other interested parties, persons or organisation with a legal interest shall be permitted to express their views.
- d) If during the inspection a deficiency relating to the complaint is recorded and depending upon its seriousness the PSCO should take the appropriate action. (Standard A.5.2.2, paragraph 4)
- e) If the complaint cannot be resolved at shipboard level, the flag state should be notified and requested within a prescribed deadline decided by PSCO to provide advice and a corrective plan of action.(Standard A.5.2.2 paragraph 5)

## 3) Step 3 – Dealing with an unresolved complaint

- a) If the flag state advises that it will resolve the matter and will provide a corrective plan of action within a prescribed deadline decided by PSCO, the PSCO will not have any further involvement.
- b) If the complaint is not resolved by the flag state within the prescribed deadline, then the PSCO should transmit the inspection result to the ILO with a format of **annex 6** and inform the appropriate shipowners and seafarers organizations in the port state (Standard A.5.2.2 paragraph6).
- c. In all case, records of complaints and outcomes should be kept by the port state authority.
- d. Notwithstanding the above, seafarers may have resort to alternative procedures or conventions (International Convention on the Arrest of Ships) established for the handling of incorrect or lacking payment of wages. The PSCO may provide information about relevant persons, organizations or authorities, who may assist in pursuing a

maritime claim. The PSCO could also collect information and pass the case on to a competent authority ashore.

- e. Regardless of the source of complaints (as defined in 2.5.1.2. and 2.5.1.3.), appropriate steps shall be taken to safeguard the confidentiality of complaints made by seafarers.

## **B. Follow-Up Actions**

### **1. Possible deficiencies**

**Annex 7** contains a non-exhaustive list of example of deficiencies.

### **2. Deficiencies warranting detention**

- a. **Annex 8** contains a non-exhaustive list of deficiencies which may warrant detention.
- b. If following an inspection, the PSCO finds that the ship does not comply with the requirements of the convention and,
  - 1) The conditions on board are clearly hazardous to the safety, health or security of seafarers, or
  - 2) The deficiency constitutes a serious or repeated breach of the requirements of the convention, including seafarers' rights,
- c. The PSCO should ensure that the ship does not proceed to sea until the deficiencies are rectified or until the PSCO has accepted a rectification action plan to rectify the deficiencies and is satisfied that the plan will be implemented in an expeditious manner (Standard A 5.2.1.paragraph 6).
- d. Every effort should be made to avoid a ship being unduly delayed or detained. (Standard A.5.2.2, paragraph 8)

### **3. Actions to be considered**

#### **a. Non-detainable deficiencies**

Non-detainable deficiencies relating to the MLC, 2006 should be treated in the same manner as any other deficiencies and the usual action taken codes and deadline should be specified. (Standard A.5.2.1, paragraph 4)

#### **b. Detainable deficiencies**

The ship may be released when either:

- 1) The detainable deficiencies have been rectified to the satisfaction of the PSCO, or
- 2) The PSCO has accepted a rectification action plan (RAP) and is satisfied that the plan will be implemented in an expeditious manner and in an appropriate time schedule. (Standard A.5.2.2, paragraph 6)

#### **c. Rectification Action Plan (RAP)**

- 1) When deciding whether or not to accept a RAP the following elements should be considered:
  - a) The length and nature of the intended voyage or service;

- b) The nature of the hazard to seafarers' safety, health or security;
  - c) The seriousness of the breach of the requirements of the MLC, 2006 (including seafarers' rights);
  - d) Any previous history of deficiencies or repeated deficiencies;
  - e) Whether or not the appropriate work or rest periods for seafarers are being observed;
  - f) The safe manning requirements of the flag State;
  - g) The number and nature of deficiencies found during the particular inspection.
- 2) It is the joint responsibility of the shipowner and the master to propose and implement a RAP.
  - 3) The RAP should specify the actions required and agreed time frame acceptable to all parties, within which period the items will be rectified. The RAP should be submitted to the flag State or RO recognised by flag State for formal acceptance by the master on behalf of the shipowner accordingly \* before being proposed to the PSCO within the prescribed deadline decided by PSCOs.  
\* taking into account Flag State responsibilities under Standard A 5.1.4. paragraph5
  - 4) When the RAP plan is being considered the PSCO may consult other parties (appropriate shipowners and seafarer's organizations in the port State in which the inspection is carried out).
  - 5) The RAP should contain a commitment by the shipowner to facilitate the inspection of the ship by PSCOs in next ports in order to verify that the RAP has been properly implemented. The RAP must be attached to the report of inspection.
  - 6) The PSCO should inform the master that the rectification action plan should be properly implemented and carried out in the time frame agreed, if not, the ship may be subject to detention.
  - 7) The RAP is a provision and procedure mentioned in the MLC, 2006, standard A5.2.1. This means that the PSCO may become involved in actions stipulated during PSC inspections elsewhere in the world.
  - 8) However, the PSCO is not bound by RAP agreed.

## **C. Reports**

### **1. Notification**

- a. In addition to authorities usually informed of the result of the inspection (as the master), shipowners' and seafarers' organisations, the Director General of the International Labour Office, the flag State and RO, and the competent authority of next port may be notified as follows

	Appropriate shipowners' and seafarers' organization in the port State	Director General of the ILO	Flag State	PSC Authority	Report Forms
Significant deficiency or deficiency in connection with complaint	Must be informed	May be informed if any reply from flag State	Must be informed	May be informed according to port State procedure	Using report annex 6
On shore complaint not resolved	Must be informed	Must be informed	Must be informed	May be informed according to port State procedure	Using report annex 6
Ship detained due to MLC, 2006 deficiency	Must be informed	May be informed	Must be informed	May be informed Informed by APCIS	Using notice of detention to other authority than master

- b. Whether or not deficiencies are determined to be significant will depend upon the professional judgement of the PSCO concerned. Deficiencies which, having regard to their nature or quantity or repetition, the PSCO would not expect to find on a well-run ship would be significant (For further guidance see the Guidelines for Port State Control Officers carrying out inspections under the MLC, 2006, paragraphs 90, 91, 92, 93).

## 2. Reporting

- a. Any MLC, 2006 related deficiency found should be recorded as an individual deficiency in the inspection report. In accordance with the procedure of Tokyo MoU, the codes to be used while inputting the data are the ones attached in **Annex 9**

As an example, MLC, 2006-related deficiencies should be reported as follows:

Risk area – Sub area	Working and Living Conditions-Living Conditions
Defective item	Sanitary facilities
Defective item - nature of defect	Missing, Damaged, Not as required, Inoperative, Dirty, Insufficient, Not properly maintained.
Convention reference	MLC, 2006 A.3.1.11
Delay Action Taken	Rectified, At the next port, within 14 days, before departure, at agreed repair port, as in agreed class condition, as in agreed flag State condition, Master instructed to... As in the agreed rectification action plan
Appropriate Seafarers' and Shipowners' organizations in the port State informed Director General ILO informed	
Additional comments	The PSCO should explain the defect in the same way on both the inspection report and the information system  In the event that a RAP is issued, this document should be attached to the inspection report and inserted as an attachment in the information system.

- b. Any new or single deficiency which is either a deficiency related to SOLAS, STCW or others conventions, should be preferably register with these conventions references. When the deficiency is only a MLC related deficiency, is a significant deficiency, when this deficiency is repeated, when it justifies a detention or when it is related to a complaint, the convention reference must be a MLC, 2006 reference.

## IX. EFFECTIVITY

This SOP shall take effect upon entry into force of the MLC, 2006 on 20 August 2013.

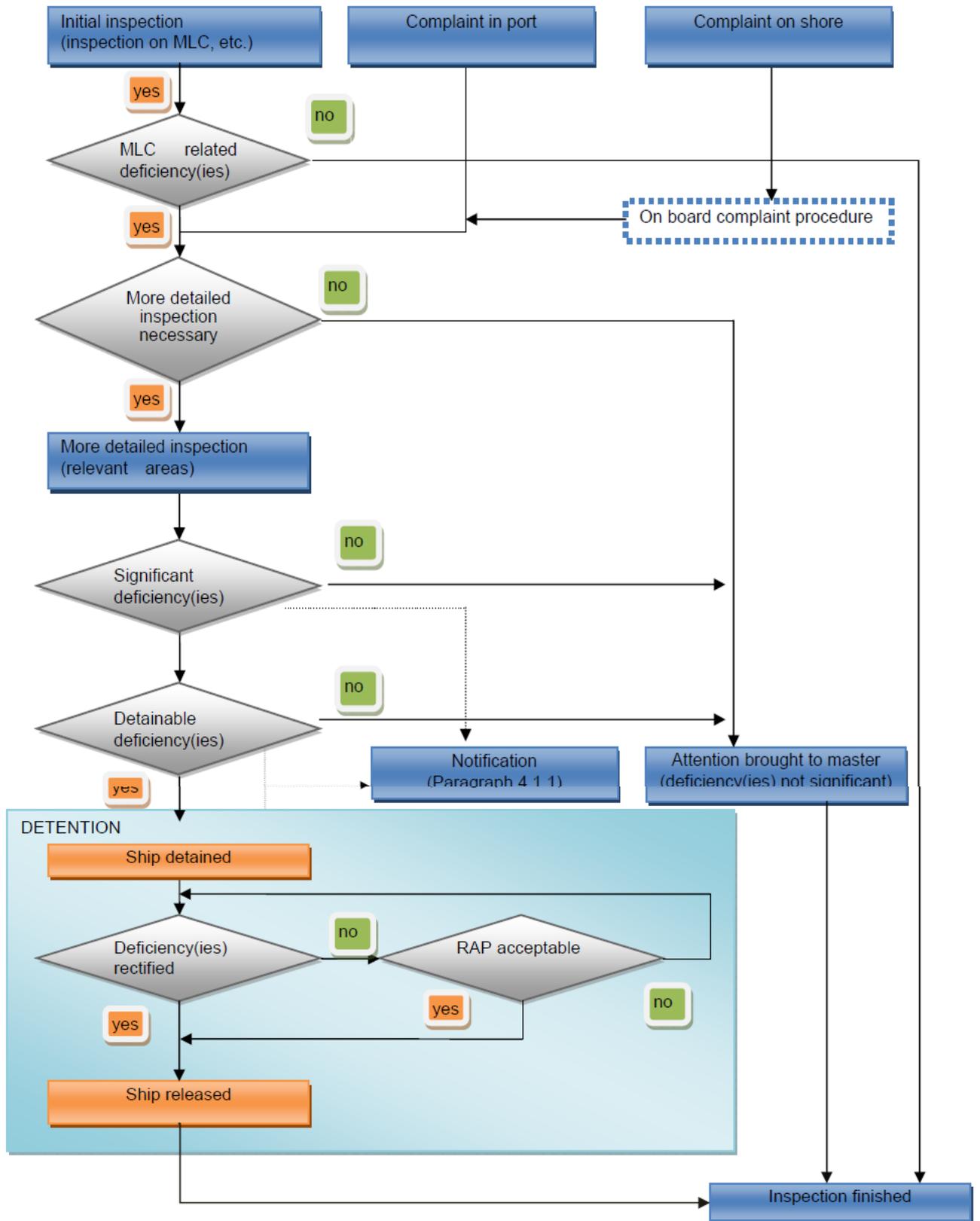


RODOLFO D ISORENA  
RADM PCG  
Commandant, PCG

- Annexes:**
- 1 - Flow Chart "Inspection"
  - 2 - Initial inspection for ships under 500 GT
  - 3 - List of the 14 areas subject to a more detailed inspection
  - 4 - Model for Details to be recorded for on-shore complaint and complaint
  - 5 - Flow Chart "on-shore complaints"
  - 6 - Standard Form to report
  - 7 -List of example of deficiencies in the 14 areas
  - 8 - List of example of deficiencies warranting detention
  - 9 - MLC,2006 Code of deficiencies

# Annex 1

## Flow Chart “PSC Inspection on MLC, 2006”



## **Annex 2**

### **Initial inspection for ships under 500GT**

These ships are not required to have a MLC and DMLC but the PSCO should seek the evidence that the ship has been inspected by the flag State according to the MLC, 2006 requirements (Standard A.5.1.4. paragraph 4).

If the ship does have a valid MLC, (Regulation 5.1.3. paragraph 2) then the procedure for ship of 500gt and above applies.

The PSCO should take into account any flag State inspection reports relating to compliance with the MLC, 2006 when considering whether to conduct a more detailed inspection. The report is the evidence that the inspection had been carried out according the MLC, 2006.

And, considering the policy on the Resolution 17 on the practical implementation of the issue of certificates on the entry into force, and taking account of the necessary period for the each Member to prepare its regime for inspection on MLC, 2006, for the time being PSCO can decide not to carry out a more detailed inspection solely by the lack of the states inspection reports for the ships flying the flag of any state that has ratified the Convention.

However, if there are clear grounds for believing that the working and living condition on the ship do not conform to the requirements of Convention, or if there is a complaint alleging that non-conformity, PSCO should carry out inspections on that area.

In case of perceived deficiency, the master should be given an opportunity to produce evidence of compliance with the MLC, 2006 or substantial equivalencies and provide any necessary explanation; As MLC and DMLC are not issued to these ships, the PSCO, may, in case of doubt, contact the flag State authority.

A more detailed inspection should be carried out according to paragraph 2.3 of this Guideline in case of clear grounds.

## **Annex 3**

### **List of 14 area subject to a more detailed inspection**

General areas that are subject to a more detailed inspection by a PSCO in a port of a Member carrying out a port State inspection pursuant to paragraph 2.4.:

1. Minimum age of seafarers
2. Medical certification of seafarers
3. Qualifications of seafarers
4. Seafarers' employment agreements (SEA)
5. Use of any licensed or certified or regulated private recruitment and placement service for seafarers
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

**Annex 4**

**MODEL for Details to be recorded for on-shore complaint and complaint**

**Confidential document if details of the seafarer are included (standard A.5.2.2, paragraph 7)**

Date/time, local time of receipt :  
Name of the complainant :  
Address of the complainant :

Relation to the ship :  
Confidentiality necessary : yes/no  
Ship's particulars :  
Ship's name, IMO-number :  
Flag :  
Ratifying state : yes/no  
Shipowner's name:  
IMO company number :  
Shipowner's address :

Particulars of the complaint : .....

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Relevant Article, Regulation or Standard :

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Attached file :

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A/.....

B/.....

C/ .....

Action Taken : .....

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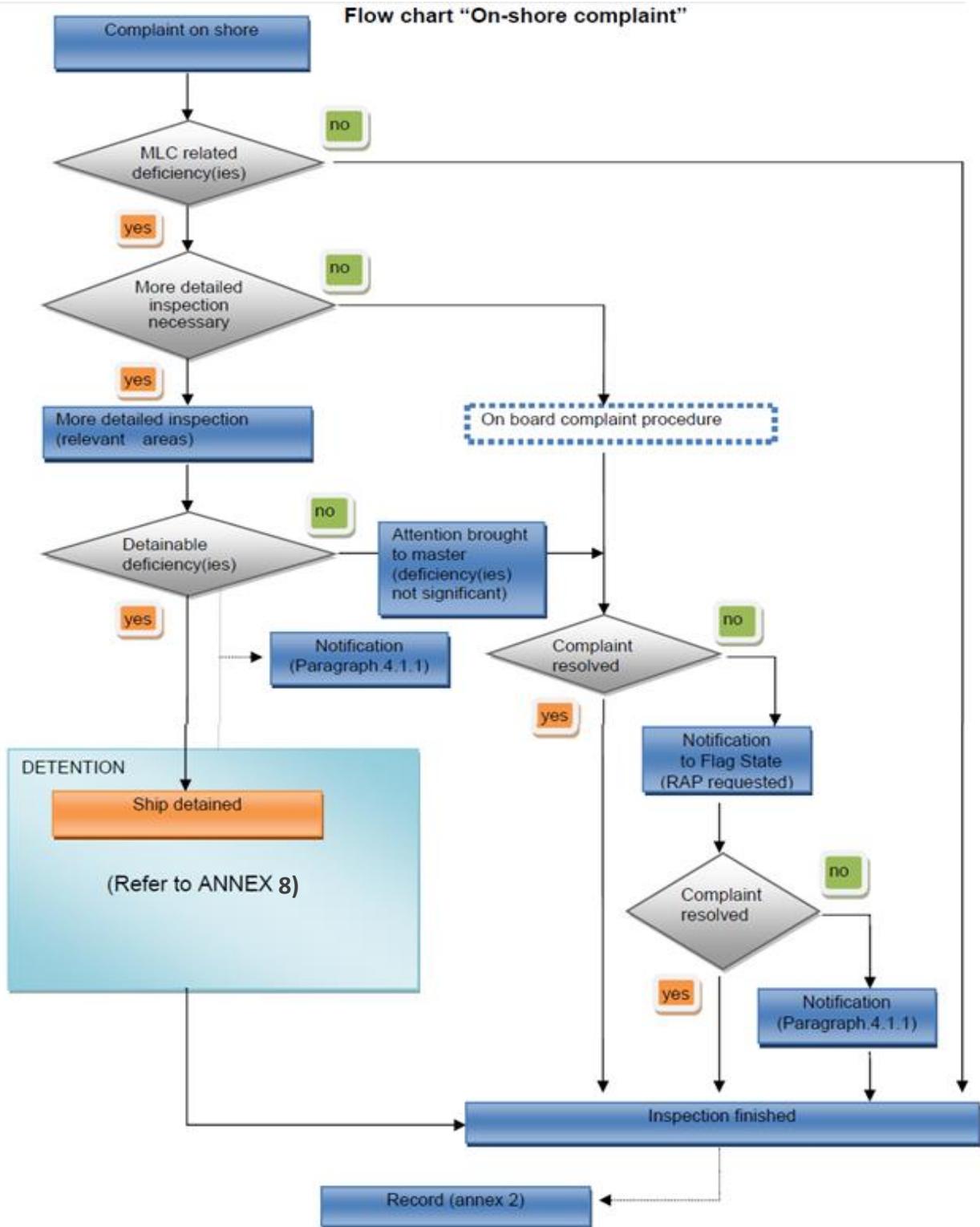
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Follow-up action : .....

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# Annex 5

## Flow Chart “on-shore complaints”



**Annex 6**

**Standard Form to report**

**Report of significant deficiency(ies), deficiency(ies) related to a complaint (according paragraph 3 of standard 5.2.1) or on shore complaint.**

From :  
Fax no. :  
E-mail :

to

Port State seafarer's organisation :  
Ports State shipowner's organisation :  
Flag State or RO :  
Director general of the ILO :  
Next port - competent authority done by APCIS

Number of pages, incl. this :

Dear Sir / Madam,

[Ship's name, flag, IMO No.]

The ..... Maritime Authority has on [dd/mm/yyyy] carried out an inspection of the above ship at [Port, country].

During the inspection,  a significant deficiency (ies),  a deficiency (ies) related to a complaint (according paragraph 3 of Standard A 5.2.1) has/have been raised, an on shore complaint had nor been resolved.

Additional comments : .....

.....

.....

.....

flag state representative is invited to  be present on board  
 reply before [dd/mm/yyyy – hh-mm]

Enclosed please find a copy of the Report of inspection forms A & B

and the Notice of detention for the Master  
 other document :

For further inquiries, please contact: [Name and contact details]

Yours faithfully,

## Annex 7

### List of examples of deficiencies in 14 areas

<b>Certificates</b>	<b>Art IV.5</b>
MLC or DMLC or interim MLC expired or missing <sup>a</sup> a : for ships of 500 or over, engaged in international voyages, flying the flag of a ratifying state after one year of the entry into force - RES 17)	R5.1.3 para3 and 4 Resolution 17

<b>Minimum age</b>	<b>Art III.c, Regulation 1.1</b>
Person under the age of 16 working on board ship	Standard A 1.1. para.1
Seafarer under the age of 18 regularly working at night (except exemption in case of training programme) on board	Standards A 1.1. para. 2 and A 1.1. para. 3
Seafarer under the age of 18 carrying out tasks on board liable to jeopardize his/her health or safety on board	Standard A 1.1. para. 4

<b>Medical certificate</b> <i>For more precision, the PSCO should deal with this area based on the existing standards of STCW Convention.</i>	<b>Art IV.4, Regulation 1.2</b>
Seafarers on board without a valid medical certificate* <i>*Except urgent cases or in case where the period of validity of a certificate expires in the course of voyage.,</i>	Standards A 1.2. para. 1, A 1.2. para. 8 and A 1.2. para. 9
Medical certificates not provided in English language	Standard A 1.2. para. 10
Seafarer working on the ship or performing tasks contrary to a restriction on a medical certificate	StandardA1.2.para6(b)

<b>Qualifications of seafarers</b> <i>For more precision, the PSCO should deal with this area based on the existing standards of STCW Convention. In such cases PSCOs should refer to the PSC Guideline concerning the inspection of this Convention,(PSC manual 6-2)</i>	<b>Art IV.1, Regulation 1.3</b>
	Regulation 1.3. para. 3
Seafarer who is not trained or certified or endorsed, or otherwise qualified to perform required duties working on board the ship	Regulation A 1.3. para. 1
Certificates or endorsements are not up to date or have expired	Regulation 1.3. para. 1
Absence of a valid dispensation issued under STCW, where needed	Regulation 1.3. para. 3

<b>Seafarer's employment agreements SEA</b>	<b>Art IV.2, Regulation 2.1</b>
Seafarers do not have an original of a written [SEA] signed both by the seafarer and the ship owner or their representative on board	Standard A 2.1. para 1 (a),(c)
A seafarer, with a SEA that does not contain all the required items required in Standard A.2.1 paragraph 4 (a) through (k).	Standard A2.1,para4(a)- (k).
A seafarer with a SEA that is inconsistent with the national requirements of the flag State	Standard A 2.1.para. 1
Seafarers are not given a record of their employment on the ship on completion of engagement	Standard A 2.1.para. 1 (e).
A copy of collective bargaining agreement that forms all or part of the SEA is either not on board nor available., A standard form of SEA and relevant part of collective bargaining agreement for inspection not available in English	Standard A 2.1. para. 2
The SEA contains clauses that violate seafarers' rights	Regulation 2.1.

\* Deficiencies referred to in more than one Convention shall be recorded only once with the most appropriate convention

## Reference

<i>Recruitment and placement</i>	<i>Art IV.2, Regulation 1.4</i>
Seafarers on board recruited by unlicensed, uncertified or unregulated private recruitment and placement service(s) operating in the territory of a State which is party to the Convention	Regulation 1.4 para 2
Shipowner has no measure to evidence that private recruitment and placement services are complied with MLC 2006 in case where seafarers on board recruited by them operating in countries or territories which is non party. .	Regulation 1.4 para. 3
Use of a private recruitment and placement service requiring the seafarer to pay a fee or other charge for employment services	Standard A 1.4.para. 5

<i>Hours of work or rest</i>	<i>Art IV.3, Regulation 2.3</i>
The standardized table in the working language and in English with shipboard working arrangements is not available, not posted (not easily accessible to the crew) or does not contain the required information	Standard A 2.3. para. 10 and 11
Records of seafarer's daily hours of work or rest are not maintained on board. These records are not in the working language(s) of the ship and in English.	Standard A 2.3.para.12
Seafarers' daily hours of work and hours of rest is not complied with the requirement of MLC 2006.( Except in case where a Member permits exceptions to the limits set out. Provisions for exceptions (Standard A 2.3. Para.13)	Standard A 2.3. para. 5, 6, 7, 13 and 14

<i>Manning levels for the ship</i> <i>For more precision, the PSCO should deal with this area based on the existing standards of SOLAS Convention. In such cases, PSCO should refer to the Guideline concerning the inspection of this Convention('PORT STATE CONTROL MANUAL Section 6-9)</i>	<i>Art IV.4, Regulation 2.7</i>
The number and job category of seafarers' working on board is not in accordance with MSMD	Standard A 2.7 para1

<i>Accommodation (see note)</i>	<i>Art IV.3, Regulation 3.1</i>
Number, size and relevant equipments of sleeping rooms on the ship does not conform to national standards <sub>1</sub> implementing the MLC, 2006	Standard A 3.1. para. 6 c, d, e, 7, 8, 9),
There is more than one seafarer per berth	Standard A 3.1. para. 9d
Areas concerning accommodation, hospital accommodation, and recreational facilities do not conform to national standards <sub>1</sub> implementing the MLC, 2006	Standard A 3.1. para.6, 7, 8, 10, 17
Air conditioning, lighting or ventilation is inadequate or not functioning correctly	Standard A 3.1. para. 7, 8
Separate sleeping rooms are not provided for males and females	Standard A 3.1. para. 9b
Separate sanitation facilities are not provided for males and females	Standard A 3.1. para. 11a
Sanitary facilities and laundry facilities are not complied with national standards to implement in MLC, 2006.	Standard A 3.1. para. 11,13
Hospital is being used to accommodate persons who are not sick	Standard A 3.1. para. 12
Seafarer accommodation or recreational facilities are not being maintained in a clean and tidy condition,	Standard A 3.1. para. 9c, 17
Regular inspections of seafarer accommodation are not being carried out by the master or another designated person. Or the results of those inspections are not available for review.	Standard A 3.1. para. 18
Exposure to hazardous levels of noise and vibration and other ambient factors and chemicals in the seafarer accommodation or recreational or catering facilities	Standard A 3.1. para 6h. and IMO code on noise level on board ships resolution A 468(XII))

*Note : The requirements in the MLC, 2006 which relate to ship construction and equipment apply only to ships constructed on or after the date when this Convention comes into force for the Member concerned. For ships constructed before that date, the requirements relating to ship construction and equipment that are set out in the ILO Accommodation of Crews Convention (Revised), 1949 (No. 92), and the ILO Accommodation of Crews (Supplementary Provisions) Convention, 1970 (No. 133), shall continue to apply to the extent that they were applicable, prior to that date, under the law or practice of the Party to the MLC, 2006. A ship shall be deemed to have been constructed on the date when its keel is laid or when it is at a similar stage of construction (Regulation 3.1 para. 2)*

<b><i>On-board recreational facilities</i></b>	<b><i>Art IV.3, Regulation 3.1</i></b>
Appropriate seafarers' recreational facilities, amenities and services are not provided on board taking account Regulation 4.3 and standard A 4.3.	Standard A 3.1. para. 17
<b><i>Food and catering</i></b>	<b><i>Art IV.3, Regulation 3.2</i></b>
The ship's cook is under the age of 18	Standard A 3.2.para. 8
Food and drinking water are not of appropriate quality, nutritional value and quantity, for the seafarers on the ship	Regulation 3.2.1, Standard A 3.2 para. 1, 2a
Seafarer is charged for food and/or is not provided with drinking water	Regulation 3.2.2
Seafarer who has responsibility for preparing food is not trained or not instructed as required	Standard A 3.2 para. 5
No evidence that the cook is properly trained (regarding DMLC),	Standard A 3.2 para. 3
Frequent and documented inspections of the food or water, or of the Preparation, storage or handling areas, are not being carried out.	Standard A 3.2 para. 7
The records of those inspections are not maintained	
Catering facilities are not maintained in hygienic condition	Standard A 3.2 para. 2b
<b><i>Health and safety protection and accident prevention</i></b>	<b><i>Art IV.1, Regulation 4.3</i></b>
Conditions exist on board which may directly impair efforts to prevent accidents and exposure to harmful levels of ambient factors and chemicals	Standard A.4.3 para 1b
No evidence of on-board programmes for the prevention of occupational accidents, injuries and diseases meeting the standards of MLC, 2006, or not appropriate	Standard A 4.3. para. 1c),
No ships safety committee has been established on board a ship on which there are five or more seafarers	Standard A 4.3. para. 2D, para 5
Seafarers are unaware of the measures adopted by the management to provide occupational safety and health and to prevent accidents	Standard A 4.3. para. 1c
Risks posed to seafarers under the age of 18 have not been addressed	Standard A 4.3. para. 2b
Occupational accidents are not being investigated or reported in accordance with the ship's procedures	Standard A 4.3. para. 5
<b><i>On board medical care</i></b>	<b><i>Art IV.4, Regulation 4.1</i></b>
<i>For assurance, PSCO should deal with this area based on the existing standards of STCW Convention for the person in charge of medical care on board who are not medical doctors. And more assurance, PSCO should refer to the Guideline concerning the inspection of this Convention</i>	
No qualified seafarer in charge of medical care, nor seafarer on board competent to provided medical first aid in case where ships do not carry a medical doctor. Or on board without a valid certificate.	Standard A.4.1. para. 4c
No medicine chest, medical equipment and a medical guide on board	Standard A.4.1. para. 4a
No medical doctor on-board ships ordinarily engaged in	Standard A.4.1. para. 4b

international voyages of more than three days duration and carrying one hundred persons or more, or medical doctor is not qualified.	
A seafarer is not provided with appropriate health protection and medical care on board ship or ashore	Standard A.4.1. para. 1c,d
No medical report forms on board	Standard A.4.1. para. 2
There is evidence that a seafarer is being charged for medical or dental care contrary to national law or practice	Regulation 4.1.1.d

<i>On-board complaint procedures</i>	<i>Art III, IV, Regulation 5.1.5</i>
No document indicating an on board complaint procedure	Standard A 5.1.5 para. 1
A copy of the on-board complaint procedures applicable on the ship has not been provided to seafarers, or the copy provided is not in the working language of the ship	Standard A 5.1.5 para.4
Ship's on-board complaint procedures are not operating	Standard A 5.1.5 para. 2
Victimization of a seafarer for making a complaint	Standard A 5.1.5 para. 3

<i>Payment of wages</i>	<i>Art III.d, IV.2, Regulation 2.2</i>
A seafarer has not been paid at monthly intervals in full for his/her work in accordance with SEA or collective bargaining agreement	Standard A2.2, para. 1
A seafarer has not been given a monthly account (such as a wage slip) of wages	Standard A2.2, para. 2
Seafarers are not provided with a means transmit their earnings to their family, allotments are not being paid or are not being paid in accordance with the seafarer's instructions	Standard A2.2, para. 3 and 4
Charge for converting and transmitting currencies are excessive and do not correspond to exchange rates in accordance with national requirements	Standard A2.2, para. 5
More than one set of wage accounts are in use	Standard A2.2, para. 2

Note about "national standards<sup>1</sup>": national standard are listed in DMLC part I and part II identifies the measures adopted to ensure on-going compliance with the national requirements between inspections and the measures proposed to ensure there is continuous improvement.

## Annex 8

### List of example of deficiencies warranting detention

The following non exhaustive list contains examples of deficiencies (including seafarers' rights) which may justify the detention of the ship. For more precision, when relevant, the PSCO should refer to relevant Guideline (Tokyo MOU Port State Control Manual, Section 6-2 and 6-9):

Deficiencies	References
Confirmation that seafarers are trained and certified as competent or otherwise qualified to perform their duties (in accordance with the mandatory instruments adopt by IMO) is missing. For more assurance, PSCO should deal with this area based on the existing standards of STCW Convention.	Art IV para 1 Regulation 1.3.
Persons under the age of 16 years working on board	Art III para c Standard A.1.1. para.1
Seafarers on board under the age of 18 years (except training programme) are regularly working at night, or work likely to jeopardise their health or safety.	Art IV para 3 Standard A.1.1. para. 2 and 4
Several seafarers not holding valid medical certificate(s) <u>repeatedly</u> . For more assurance, PSCO should deal with this area based on the existing standards of STCW Convention concerning this area.	Art IV para 4 Regulation 1.2.1
Seafarers on board the same ship repeatedly not in possession of valid SEA or seafarers with SEAs containing clause containing denial of seafarers' rights.	Art IV para 2 Regulation 2.1. para. 1 and para. 3 Standard A.2.1 para 1
Evidence that maximum hours of work have been <u>repeatedly</u> exceeded or evidence that minimum hours of rest have repeatedly not been kept.  Note: Excessive fatigue may occur and constitute immediate danger for the safety of the ship, the crew and/or the environment.	Art IV para 3 Regulation 2.3 and Standard A.2.3. para. 5a or Regulation 2.3 and Standard A.2.3. para. 5b
Attribution of substandard accommodation based on the race or gender or trade union activity of the seafarers concerned, freedom of association	Art III para a and d  Standard A.5.2.1 para 6 a
Deficiencies which extremely prevent seafarers' health in accommodation space including galley and sanitary facilities.	Art IV para 3 Standard A3.1.para., Standard 4.3
Quality and quantity of food and drinking water not sufficient for the intended voyage	Art IV para 3 Regulation 3.2 and Standard A3.2. para. 2
Required medical guide repeatedly missing or medicine chest or medical equipment, not on board, and not updated	Art IV, para 4 Standard A4.1. para. 4, (a)
No doctor, nor seafarer in charge of medical care or medical first aid on board. No doctor, nor seafarer in charge of medical care or medical first aid on board. For assurance, PSCO should deal with this area based on the existing standards of STCW Convention for the person in charge of medical care on board who are not medical doctors.	Art IV para 4 Art IV para 4 Standard A.4.1. para. 4 (b),(c)
Repeated cases of non-payment of wages or the non-payment of wages for a long period.	Art IV para 2 Standard A2.2, paragraphs 1 and 2

## Annex 9

### MLC, 2006 Codes of deficiencies

*Reminder codes relating to MLC, 2006*

*This list of deficiencies is wider than possible deficiencies linked to the 14 points of annexes 1 and detailed in annex 3 and 4 and thus, offers the opportunity to report deficiencies related to a complaint.*

Code	Defective Item	Reference	Nature of defect
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<b>MLC,2006 Ship's certificates and documents</b>			
01139	<b>MLC or interim MLC</b> Issue Issue or endorsement Issue (other government) Issue or endorsement (other government) Duration Duration and validity Surveys	Reg 5.1.3 Std A.5.1.3	Missing, Invalid, Entries missing, Not properly filled, Withdrawn, Incomplete, See comment, Expired, Survey out of Window, Incorrect language;
01140	<b>DMLC, parts one and two</b> Issue Issue or endorsement Issue (other government) Issue or endorsement (other government) Form Surveys Incomplete Nor properly filled	Reg 5.1.3 Std A.5.1.3	Missing, Invalid, Entries missing, Not properly filled, Withdrawn, Incorrect language, Incomplete, See comment
01329	<b>Report of inspection</b> Validity, Initial, Intermediate Renewal Incomplete Endorsement	Reg 5.1.3 Std A.5.1.3/11	Missing, Invalid, Entries missing, Not properly filled, Withdrawn, Incorrect language, Incomplete, See comment
01218	<b>Medical certificate</b>	Art IV.4,Reg 1.2.1/2,Std A.1.2. 1/3/4/6/7/8/9/ 10	Missing, Invalid, Entries missing, Not properly filled, Incorrect language, Incomplete, Expired, See comment
01330	<b>Procedure for complaint</b>	Art IV.2,Reg 5.2.2,Std A.5.1.5	Missing, Invalid, Entries missing, Not properly filled, Incorrect language, Incomplete, See comment
01134	<b>Other</b> (Ship's certificates and documents)	Art IV.2, Std A.5.1	Other

<b>MLC, 2006 Minimum requirements to work on a ship</b>			
18101	<b>Minimum age</b> Seafarer under the minimum age dangerous work	Art III.c, Reg 1.1, Std A.1.1. 1/ 3 /4	Not as required

	exception		
18102	<b>Night working</b> Night working for seafarer under the age of 18	Art IV.3, Std A.1.1. 2/3	Not as required
18103	<b>Medical fitness</b>	Art IV.4, Reg 1.2, Std A.1.2.1/3	Not as required, See comment
01219	<b>Training and qualification</b> Personal safety training <b>Certificates</b>	Art IV.2 , Reg 1.3/2 STCW/CII-C VII	Missing, Not as required, Expired,
18104	<b>Recruitment and placement service</b> or agency certified or licensed, charge for the seafarer	Art IV.2, Reg 1.4, Std A1.4/2, 5(b)	Insufficient doc, Not as required See comment
18199	Minimum requirements for seafarers to work on a ship (Other)	Other	Other

<b>MLC, 2006 Conditions of employment</b>			
01220	<b>Seafarer' employment agreement SEA</b> Copy English language	Art IV.2, Reg 2.1, Std A2.1/1(d),2	Missing, Invalid, Entries missing, Not posted, Not properly filled, Incorrect language, not Available, Not posted
01221	<b>Record of employment</b>	Art IV.2, Reg 2.1, Std A.2.1/1(e)	Missing, Invalid, Entries missing, Not properly filled, Incorrect language, missing information, not Available
01331	<b>Collective bargaining agreement</b>	Art IV.2, Reg 2.1, Std A.2.1/2	Missing, Invalid, Entries missing, Not properly filled, Incorrect language, missing information, not Available
18203	<b>Wages</b> Interval monthly account unauthorized deduction under minimum	Art IV.2, Reg 2.2, Std A.2.2/ 1 2 3, 6	Not according SEA, no records, missing information, Not adequate, Missing
18204	<b>Calculation and payment</b> normal hours exceeded overtime record of overtime	Art IV.2, Reg 2.2, Std A.2.2/ 6	Not according SEA, no records, missing information, Not adequate, Missing
18205	<b>Measures to ensure transmission to seafarer's family</b> Charge for allotment transmission service	Art IV.2, Reg 2.2, Std A.2.2/ 4,5	Not according SEA, no records, missing information, Not adequate, Missing
18201	<b>Fitness for duty</b> Hours of work and hours of rest	Art IV.2, Reg 2.3, Std A2.3/2,3,4,5,6 ,7,8,9, 13	Rest hours insufficient, Work hours exceeded, Unfit for duty, Not as required
01306	<b>Schedule for service at sea and service at port</b>	Art IV.2, Reg 2.3, Std A2.3/10 STCW/PA/CV III/1.5	Missing, Not properly filled, Not posted, Not as required
18202	<b>Maximum hours of work or the minimum hours of rest required by national law or regulation or applicable collective agreement</b>	Art IV.2, Reg 2.3, Std A2.3/10 STCW/PA/CV III/1	Missing, Not posted, Incorrect language, Entries missing, Not as required, Not adhered to
01308	<b>Records of seafarers' daily hours of work or rest</b>	Art IV.2, Reg 2.3, Std A2.3/12,13	Missing, False, Not endorsed Incorrect language, Entries missing, Incorrect entries

01209	<b>Manning specified by the minimum safe manning document</b>	Art IV.2, Reg 2.7 Std A2.7/1,2, 3 S60/CV/R13, S74/CV/R13, S74-6/CV/R1 3 S74-23/CV/R 14.2	Missing, Invalid, Not as required, Entries missing
18299	<b>Other conditions of employment other</b>	Art IV.2	Not according SEA

<b>MLC, 2006 Accommodation, recreational facilities, food and catering</b>			
<b>Accommodation and recreational facilities</b>			
18310	<b>Minimum headroom</b>	Art IV.3, Reg 3.1, Std A.3.1/6(a)	Not as required
18322	<b>Insulation</b>	Art IV.3, Reg 3.1, Std A3.1/6(b)	Missing, Damaged, Insufficient, Inoperative, Not as Required
18304	<b>Lighting</b>	Art IV.3, Reg 3.1, Std A3.1/6(g), Std A3.1/8	Missing, Incomplete, Inoperative, Insufficient, Damaged
18321	<b>Heating, air conditioning and Ventilation</b>	Art IV.3, Reg 3.1, Std A3.1/7	Missing, Under heated, Overheated, Inoperative, Not as required, Obstructed, Dirty filters, Inoperative, Insufficient
18303	<b>Drainage</b>	Art IV.3, Reg 3.1, Std A3.1/6(g)	Obstructed, Not as required, Missing, Damaged
18301	<b>Noise, vibration and other ambient factors</b>	Art IV.3, Reg 3.1, Std A3.1/6(h)	Not as required, Documentation, missing, Insufficient doc, Noisy
18302	<b>Sanitary facilities</b>	Art IV.3, Reg 3.1, Std A3.1/11	Missing, Not hygienic, Damaged, Dirty, Not as required, Inoperative Insufficient, Not properly maintained
18305	<b>Hospital accommodation (sickbay)</b>	Art IV.3, Reg 3.1, Std A3.1/12	Incomplete, Missing manual, Not as required, Not hygienic
18306	<b>Sleeping room, additional spaces</b>	Art IV.3, Reg 3.1, Std A3.1/9	Dirty, Not hygienic, Signs of parasites, Not as required
18309	<b>Berth dimensions, etc.</b>	Art IV.3, Reg 3.1, Std A3.1/9	Missing, Damaged, Not as required
18311	<b>Mess rooms and recreational facilities,</b>	Art IV.3, Reg 3.1, Std A3.1/10,14,17	Insufficient, Not as required
18308	<b>Furnishings</b>	Art IV.3, Reg 3.1, Std A3.1/9(n)	Missing, Damaged, Not as required
18326	<b>Laundry, Adequate locker</b>	Art IV.3, Reg 3.1, Std A3.1/13	Damaged, Missing, Insufficient, Not hygienic, Not as required
18323	<b>Office</b>	Art IV.3, Reg 3.1, Std A3.1/15	Insufficient, Missing ; Not as required

18307	<b>Direct openings into sleeping rooms from cargo/machinery space, etc.</b>	Art IV.3, Reg 3.1, Std A3.1/6(e)	Unsafe, Damaged, Not as required
19122	<b>Record of inspection</b>	Art IV.3, Reg 3.1, Std A3.1/18	Missing, Not as required
19142	<b>Exemptions</b>	Art IV.3, Reg3.1, Std A3.1/20,21	Missing, Not as required
18399	<b>Other (accommodation)</b>	Art IV.3, Reg 3.1	Other
<b>Food and catering</b>			
18312	<b>Galley, handling room (maintenance)</b>	Art IV.3, Reg 3.1, Std A3.2/2(b)	Missing, Damaged
18327	<b>Ventilation</b>	Art IV.3, Reg 3.1, Std A3.1/6(h),A3.1/7	Dirty filters, Not as required, Inoperative, Missing, insufficient
18407	<b>Lighting</b>	Art IV.3, Reg 3.1, Std A3.1.6(g)	Inoperative, Missing, Insufficient, Damaged
18313	<b>Cleanliness</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Dirty, Not hygienic, Signs of vermin, Not as required
18314	<b>Provisions quantity</b> (food and drinking water supply)	Art IV.3, Reg 3.2, Std A3.2/2(a)	Missing, Insufficient, Not as required
18315	<b>Provisions quality and nutritional value,</b> religions and cultural custom	Art IV.3, Reg 3.2, Std A3.2/2(a)	Rotten, Not properly segregated, Expired, Not as required
18316	<b>Water, pipes, tanks</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Not as required, Damaged Corroded
18324	<b>Cold room, Cold room cleanliness, cold room temperature</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Missing, Inoperative, Damaged, Not properly located, Overheated, Under heated, Not properly segregated, Dirty, Not hygienic, Not as required
18317	<b>Food hygiene</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Not hygienic
18318	<b>Food temperature</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Overheated, Under heated ,Not as required
18319	<b>Food segregation</b>	Art IV.3, Reg 3.2, Std A3.2/2(b)	Not adequate
18320	<b>Record of inspection</b>	Art IV.3, Reg 3.2, Std A3.2/7A3.2/	Missing, Not as required, Entries missing, Not properly filled, Not updated
18325	<b>Training and qualification of ship's cook</b> Dispensation	Art IV.3, Reg 3.2, Std A3.2/3,4,5,6	Missing, Not as required
18399	<b>Other (food)</b>	Art IV.3, Reg 3.2, Std A3.2	Other

<b>MLC, 2006 Health protection, medical care, welfare and social security protection</b>			
<b>Health protection</b>			
18402	<b>Access to on shore medical doctor or dentist</b>	Art IV.4, Reg 4.1, Std A.4.1/1(c)	Not as required
18403	<b>Standard medical report form</b>	Art IV.4, Reg 4.1, Std A.4.1/2	Missing, not properly filled, Not as required
18423	<b>Preventive information</b>	Art IV.4, Reg 4.1, Std A.4.1/1(e)	Missing, Not as required
18401	<b>Medical equipment, medical chest, medical guide</b>	Art IV.4, Reg 4.1 Std A4. ¼ A.	Missing equipment, Not as required, expired not hygenic
18404	<b>Medical doctor or person in charge of medical care</b>	Art IV.4, Reg 4.1, Std A4.1/4A.	Missing, not familiar
18405	<b>Medical advice by radio or satellite</b>	Art IV.4, Reg 4.1, Std A4.1/4A.	Missing equipment, not as required
18406	<b>Charge for the Seafarer</b>	Art IV.4, Reg 4.1 Std A4.1/1(d)	Missing, Not as required
<b>Health and safety protection and accident prevention</b>			
18427	<b>Ship's occupational safety and health policies and programmes</b>	Art IV.1, Reg 4.3, Std 4.3/1(a)/4/5	Missing, Not Available, Not as required, Incorrect language, Not updated
18428	<b>On board programme for the prevention of occupational injuries and diseases</b>	Art IV.1, Reg 4.3, Std 4.3/1( c) & 4	Missing, Not Available, Not as required, Incorrect language, Not updated
18429	<b>Procedure for inspecting, reporting and correcting unsafe conditions and for investigating and reporting on-board occupational accident</b>	Art IV.1, Reg 4.3, Std 4.3/1(d)	Missing, Not Available, Not as required, Incorrect language, Not updated, Not properly used
18430	<b>Ship's safety committee</b> (required on board ship on which there are five or more seafarers).	Art IV.1, Reg 4.3, Std 4.3/2(d)	Missing, not as required
18431	<b>Investigation after accident</b>	Art IV.1, Reg 4.3, Std 4.3/1(d),64.3/	Missing, Not Available, Not as required, Incorrect language, Not updated
18432	<b>Risk evaluation, training and instruction to seafarers</b>	Art IV.1, Reg 4.3, Std 4.3/1(a),7,8	Missing, Not Available, Not as required, Incorrect language, Not updated
18499	<b>Other (Health and safety protection and accident prevention)</b>	Art IV.1, and Art IV.4 Reg 4.3	Other