

Press release

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Results first month Maritime Labour Convention: 7 ships detained for MLC-related deficiencies

On 20 August 2013 the Maritime Labour Convention (MLC, 2006) entered into force and became a relevant instrument for the Paris MoU. Thus making the MLC requirements officially subject to port State control. During the first month 7 ships were detained for MLC-related deficiencies. This means that 10% of the total number of detentions (68) in the Paris MoU area in this period was MLC, 2006 related.

The detentions were imposed by 4 different port States: Canada (2 ships), Denmark, the Russian Federation and Spain (3 ships). The detained ships were flying the flag of Cyprus (2 ships), Liberia, the Netherlands, Panama (2 ships) and Tanzania.

Other interesting figures during the month of MLC:

- A total of 4,260 deficiencies have been recorded;
- 494 deficiencies out of the 4,260 recorded (11.5%) were related to any of the ILO Conventions listed as relevant instrument;
- Of these 494, 30 (6,1%) were considered to be serious enough to be a ground for detention;
- 23 of those 30 (76,7%) were related to breaches of the MLC and resulted in the detention of 7 individual ships;
- The total number of detentions was 68 during 1,532 inspections, which resulted in a detention rate of 4,4%.

The MLC, 2006 applies to all ships engaged in commercial activities. International certification is required for all ships of 500GT and over, making international voyages. The requirements of the MLC, 2006 have to be implemented on board at the entry into force date 20 August 2013.

Only the member States of the Paris MoU who have ratified the MLC, 2006 on or before 20 August 2012 are entitled to conduct PSC inspections on MLC, 2006 requirements from 20 August 2013. As a result the following twelve member States

have started enforcing the MLC, 2006: Bulgaria, Canada, Croatia, Cyprus, Denmark, Latvia, the Netherlands, Norway, Poland, the Russian Federation, Spain and Sweden.

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Notes to editors:

The MLC addresses a wide range of matters, including the obligations of shipping companies with respect to seafarers' contractual arrangements, working hours, health and safety, crew accommodation, catering standards, and seafarers' welfare.

The MLC has been designed to become a global instrument that, once it enters into force, will be the "fourth pillar" of the international regulatory regime for quality shipping, complementing the key Conventions of the International Maritime Organization (IMO) such as the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended (STCW) and the International Convention for the Prevention of Pollution from Ships, 73/78 (MARPOL).

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.