



INFORMATION BULLETIN No. 127

Maritime Labour Convention, 2006 (MLC 2006)

Guidance and Instructions for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, Ship Owners, Managers, Masters, Seafarers and Duly Authorised Manning Agents

1. Purpose

- 1.1. This Bulletin provides all parties with guidance on the Bahamas implementation of the International Labour Organisation (ILO) Maritime Labour Convention, 2006 (MLC 2006) requirements.
- 1.2. This Bulletin should be read in conjunction with:
 - i. MLC 2006;
 - ii. ILO Resolutions relating to MLC 2006;
 - iii. The Merchant Shipping (Maritime Labour Convention) Regulations 2012;
 - iv. Bahamas Maritime Authority (BMA) Information Bulletins relating to MLC 2006, seafarers, manning and training;
 - v. ILO "Guidelines for flag State inspections under MLC 2006",
 - vi. ILO "Guidelines for port State control officers carrying out inspections under MLC 2006";
 - vii. Other relevant ILO guidelines relating to labour conditions.
- 1.3. For the purpose of this Bulletin, the definition of "shipowner" shall be as defined in the MLC 2006, i.e.:
 - **"Shipowner** means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has 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 this Convention, regardless of whether any other organization or persons fulfil certain of the duties or responsibilities on behalf of the shipowner."

2. Application and interpretation

2.1 MLC 2006 applies to all seafarers and all ships, whether publicly or privately owned, ordinarily engaged in commercial activities, except as specified in 2.2 and 2.6 below.

2.2 The Bahamas has determined that the following will not be considered ships for the purpose of application of the requirements of MLC 2006:

- i. Ships that are trading and/or operating exclusively between ports and facilities within The Bahamas;
- ii. Offshore units whose primary service is in operations for the exploration, exploitation or production of resources beneath the sea-bed, are not ordinarily engaged in navigation or international voyages (e.g. MODUs, drill ships, jack-up platforms, accommodation platforms, Floating Production, Storage and Offloading units (FPSO), purpose built or permanently converted Floating Storage and Offloading/Floating Storage Units (FSO/FSU) etc.);
- iii. Commercial yachts of less than 24 meters in length;
- iv. Yachts in non-commercial use of any size.

2.3 Companies operating ships to which the BMA has determined that the MLC 2006 is not applicable, in accordance with 2.2 above, should note the following requirements are applicable:

- The authority of the Master, or Offshore Installation Manager where a Master is not onboard, for the overall safety and security of the ship and compliance with any relevant Bahamas requirements;
- Minimum age: All persons working on board shall be 16 years of age or older;
- Medical certificates: Valid medical certificates for all persons working on board;
- Training and qualifications: Persons working on board shall be duly trained, instructed or certified for their shipboard duties;
- Manning levels: The vessel shall be manned in accordance with the Safe Manning Document issued by the BMA;
- Hours of rest: Persons assigned safety, security or environmental protection shipboard duties shall comply with the STCW hours of rest requirements;
- Accommodation: Decent accommodation and recreational facilities should be provided for all persons on board and a hospital should be provided if there are more than 15 persons on board;

- Food and drinking water: There should be good quality food and drinking water on board;
- Medical care: The ship shall carry a medical chest, medical equipment and appropriate medical guide or references. A medical doctor or person in charge of medical care shall be carried;
- Health and safety protection and accident prevention: The vessel shall have on board occupational health and safety and accident prevention policies;
- On board complaints: The ship shall have on board procedures for dealing with complaints
- Repatriation: There should be measures to enable the repatriation of all persons onboard.

2.4. Companies operating ships to which the BMA has determined that the MLC 2006 is not applicable, in accordance with 2.2 above, may request voluntary compliance with the MLC 2006 requirements. Taking into consideration the rights and principles of the Convention, the BMA recommends that such ships and their shipowners aim to comply to the maximum extent possible with the MLC 2006 requirements.

2.5. In relation to seafarers, the BMA will be using the guidance in MLC 2006 Resolution VII in order to determine if a person engaged or employed onboard an applicable ship is a seafarer for the purpose of MLC 2006 compliance. Among other factors taken into consideration will be:

- the extent to which a country's national legal and social system provides protection for labour standards comparable to that provided for under MLC 2006;
- if the nature of work is not part of the routine business of the ship;
- although trained and qualified in maritime skills, the persons concerned perform key specialist functions that are not part of the routine business of the ship;
- the work the person performs is occasional and short term, with the principal place of employment being onshore

2.6. All parties should note that at the time of publication of this Bulletin, The Bahamas considers that the following persons are not seafarers for the purpose of MLC 2006 application:

- Port workers, including travelling stevedores;
- Pilots and port officials;
- Ship surveyors and auditors;
- Equipment repair/service technicians and riding crew whose principal place of employment is onshore;

- Guest entertainers who work occasionally and short term on board with their principal place of employment being onshore
- 2.7. If the shipowner deems that there is any other category of persons who should not be considered seafarers for the purpose of MLC 2006 compliance, an application containing the following should be submitted to the BMA (mlc@bahamasmaritime.com):
- The category or capacity of the persons;
 - the duration of the stay on board of the persons concerned;
 - the frequency of periods of work spent on board;
 - the location of the person's principal place of work;
 - the purpose of the person's work on board;
 - who is responsible for the labour and social conditions for the persons;
 - whether an agreement is in place for the persons and if the shipowner has assessed it to ascertain if it is comparable with MLC 2006.
- 2.8. The shipowner will be advised of the outcome of the assessment and if the affected person has been determined to not be a seafarer, a "*Statement of Interpretation*" will be provided to supplement the DMLC Part I. As the determination will be based on the information provided by the shipowner, any change of shipowner or manager will invalidate the Statement of Interpretation.
- 2.9. Companies should note that where the BMA has determined that the MLC 2006 is not applicable to a person or persons employed on board, in accordance with 2.6, 2.7 and 2.8 above, the following requirements are applicable:
- The authority of the Master, or Offshore Installation Manager where a Master is not onboard, for the overall safety and security of the ship and compliance with any relevant Bahamas requirements;
 - Minimum age: Persons shall be 16 years or older;
 - Medical certificate: Persons should have valid medical certificates;
 - Training or instructions: Persons working on board shall be duly trained or instructed for their shipboard duties and in particularly any duties that are related to safety, security or environmental protection;
 - Hours of rest: Persons assigned safety, security or environmental protection shipboard duties shall comply with the STCW hours of rest requirements;

- Medical care: The person should have access to on board medical care;
- Health and safety protection and accident prevention: The onboard occupational health and safety and accident prevention policies should be applicable;
- On board complaints: The person should have access to on board procedures for dealing with complaints.

2.10

- 2.10.1 All parties should note that the non-application of the MLC 2006 requirements does not exclude the affected person from compliance with the training and certification requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended (STCW) and/or other international requirements if this is required as a result of their assigned shipboard duties.
- 2.10.2 All persons employed on board ships shall receive safety familiarisation training or instruction prior to being assigned shipboard duties. The BMA will accept the training or instruction as being approved if documented in the vessel's safety management system or in-service training as approved by the BMA.
- 2.10.3 All persons employed on board ships to which the International Code for the Security of Ships and of Port Facilities (ISPS Code) is applicable shall receive security-related familiarisation training prior to being assigned shipboard duties. The BMA will accept the training as being approved if documented in the vessel's safety management system or in-service training as approved by the BMA.
- 2.11 The Bahamas position on any matters which require interpretation and clarification will continue to be dealt with on a case by case basis and, if required, the resulting decision(s) disseminated in the form of a BMA Information Bulletin or a "Statement of Interpretation" as referenced in 2.8 above.

3 Background

- 3.1 MLC 2006 was adopted by the ILO on 07 February 2006 and will enter into force on 20 August 2013 as all the required ratification criteria of the Convention have been satisfied.
- 3.2 MLC 2006 encompasses, supersedes and builds upon the requirements of a number of existing ILO Conventions. An important difference to other ILO Conventions is that the MLC 2006 has provisions for flag state inspection and certification as well as inspection and enforcement by port States under the principle of “no more favourable treatment” for ships of a non-party State.
- 3.3 MLC 2006 provides an international instrument setting forth a minimum set of requirements governing the working and living conditions for seafarers.
- 3.4 MLC 2006 will require shipowners to demonstrate that the Convention standards are met by their ships.
- 3.5 The Convention has four purposes:
- (i) to lay down, in its Articles and Regulations, a firm set of rights and principles;
 - (ii) to expand on the provisions of the Regulations in the Code, through mandatory requirements and non-mandatory guidance;
 - (iii) to allow, through the Code, a degree of flexibility in the way Member States implement these rights and principles; and
 - (iv) to ensure, through Title 5, that the rights and principles are properly complied with and enforced.
- 3.6 The Convention comprises three different but related parts: the Articles, the Regulations and the Code. The Articles and Regulations set out the core rights and principles and the basic obligations of Member States ratifying the Convention. The Code contains the details for the implementation of the Regulations and comprises Part A (mandatory standards) and Part B (non-mandatory guidelines).
- 3.7 The Regulations and the Code are organized into general areas under five Titles, each of which contains groups of provisions relating to a particular right or principle (or enforcement measure in Title 5), as follows:

- (i) *Title 1 - Minimum requirements for seafarers to work on a ship.* This addresses minimum age, medical certificates, training and qualifications, recruitment and placement.
- (ii) *Title 2 - Conditions of employment.* This addresses employment agreements, wages, hours of work and rest, leave entitlement, repatriation, compensation in the event of loss of a ship, manning levels, career and skill development, seafarer employment opportunities.
- (iii) *Title 3 - Accommodation, recreational facilities, food and catering.* This addresses standards for accommodation, recreational facilities, food and catering.
- (iv) *Title 4 - Health protection, medical care, welfare and social security protection.* This addresses medical care, shipowner's liability, health & safety and accident prevention, access to shore welfare facilities, social security
- (v) *Title 5 - Compliance and enforcement.* This addresses flag State responsibilities, port State responsibilities, labour supply responsibilities.

3.8 Guidance on implementation is given in the non-mandatory Part B of the Code. However, having considered the relevant guidelines, a Member State may decide to provide for different arrangements to give effect to the standard in Part A.

3.9 Certification is mandatory for commercial ships of 500 gross tons and above. Compliance for these ships is evidenced by a Maritime Labour Certificate, to which is annexed a Declaration of Maritime Labour Compliance (DMLC).

3.10 The flag State requirements will be referenced in the DMLC Part I and the format of the Bahamas DMLC Part I is provided in **Appendix I**.

3.11 The DMLC Part II is developed by the shipowner in response to the flag State requirements set out in the DMLC Part I. The example format of a DMLC Part II shown in **Appendix II** of this Bulletin may be used as guidance in the development of this document. The DMLC Part II shall be signed by either:

- the shipowner, or

- the entity who has assumed the responsibility for the operation of the ship from the owner and agreed to take over the MLC 2006 duties and responsibilities.

3.12 Port State control inspections will focus only on the relevant requirements of the Convention (Articles, Regulations and the Standards in Part A).

4 Bahamas legislation and requirements

4.1 The Bahamas Merchant Shipping (Maritime Labour Convention) Regulations 2012 will enter into force on 20 August 2013.

4.2 The advice to Administrations in Part B of the Code is for guidance and are not mandatory requirements to be applied by the shipowner, unless otherwise stated or referred to in Bahamas legislation or BMA Information Bulletins. However the guidance may be taken into account by a shipowner when implementing the provisions of MLC 2006.

5 Inspection and certification

5.1 The BMA has appointed its existing Recognised Organisations (ROs), as listed in BMA Information Bulletin No.3, as Recognised Organisations for the purpose of MLC 2006 inspection and certification. ILO "*Guidelines for Flag State Inspections*" are to be used in order to apply a common standard for inspection and certification.

5.2 Shipowners are encouraged to use the guidelines as a part of their preparation for inspection. The guidelines are available to download from the ILO website (http://www.ilo.org/wcmsp5/groups/public/---ed_norm/--normes/documents/publication/wcms_101788.pdf).

5.3 The RO carrying out the MLC 2006 inspection need not be the Classification Society for the ship, nor the issuing body of the Safety Management Certificate or International Ship Security Certificate.

5.4 MLC 2006 inspection and certification is totally independent of any other statutory survey, audit or inspection.

5.5 All applicable ships should be MLC 2006 compliant and certificated by the date of entry into force and shipowners are strongly encouraged to

undertake voluntary certification of their ships prior to entry into force of the Convention.

- 5.6 Ships meeting the requirements of MLC 2006 prior to entry into force of the Convention shall be issued with a Statement of Compliance with the Maritime Labour Convention following satisfactory inspection.
- 5.7 On entry into force of the Convention, Statements of Compliance issued during the voluntary period shall be replaced directly with a Maritime Labour Certificate, without survey, with the expiry date being no later than that on the existing Statement of Compliance.
- 5.8 The Bahamas Maritime Authority will issue the DMLC Part I to all applicable ships. The shipowner shall apply to the BMA for the DMLC Part I by completing the application form outlined in [Appendix III](#).
- 5.9 A fee of US\$150 will be charged for each DMLC Part I.
- 5.10 An additional fee of US\$150 per hour, or part thereof, will be charged for the review of any requested exemption or equivalence. Where the same exemption or equivalency is requested for a number of ships under the same shipowner, the fee will be charged once.
- 5.11 A new DMLC Part I will be required where there is a change of the ship's particulars as recorded on the DMLC Part I or any changes to the exemptions or equivalent arrangements.
- 5.11 A revised DMLC Part II is required where there is a change of shipowner or a change to the measures to ensure compliance with the provisions of the DMLC Part I.

6 Equivalency, exemption or exception

- 6.1 Any applications for the acceptance of an equivalency, exemption or exception from MLC 2006 requirements shall be submitted to the BMA at the time of requesting the DMLC Part I as outlined in Section 5.8 above. Any request for exemption relating to structural matters for ships constructed after MLC 2006 entry into force date shall be submitted via the Recognised Organisation as outlined in BMA Information Bulletin 8.
- 6.2 The BMA will assess the application and where applicable, the equivalency or exemption will be included on the DMLC Part I. Any exception will be issued as separate document.

- 6.3.1 If, subsequent to the issuance of the DMLC Part I, the shipowner requires consideration of an equivalency or exemption, a new application for DMLC Part I will be required and, if the application is granted, an amended DMLC Part I, DMLC Part II and inspection for a Maritime Labour Certificate will be required.
- 6.3.2 If, subsequent to the issuance of the Maritime Labour Certificate, the shipowner requires consideration of an exception, an application should be submitted and if the application is granted, an amended DMLC Part II and inspection for a Maritime Labour Certificate will be required.
- 6.3.3 Any equivalency, exemption or exception will require a re-assessment if there are any changes to the issuing conditions or change of shipowner/Manager.
- 6.4 Where the application for an equivalency, exemption or exception is deemed to be related to a Bahamas interpretation of a MLC 2006 provisions (e.g format of record keeping, determination of seafarer), the BMA may issue a "*Statement of Interpretation*" to supplement the DMLC and Maritime Labour Certificate.

7 Revision History

Rev.0 (03 September 2010) – First issue

Rev.1 (31 August 2012) – Complete revision

Rev.2 (28 March 2013) – Reference to Bahamas MLC Regulations added at 1.2.iii; complete revision of Section 2; complete revision of Section 6; addition of DMLC Part I application form at Appendix III, editorial amendments.

Appendix I: Format of DMLC Part I[DMLC Part 1 - application form](#)

Maritime Labour Convention, 2006

Declaration of Maritime Labour Compliance – Part I

*(Note: This Declaration must be attached to the ship's Maritime Labour Certificate)*Issued under the authority of **The Bahamas Maritime Authority***in accordance with section 7 of The Merchant Shipping (Maritime Labour Convention)
Regulation 2012*

With respect to the provisions of the Maritime Labour Convention, 2006, the following referenced ship:

Name of Ship	IMO Number	Gross Tonnage

is maintained in accordance with Standard A5.1.3 of the Convention.

The undersigned declares, on behalf of the abovementioned competent authority, that:

- (a) the provisions of the Maritime Labour Convention are fully embodied in the national requirements referred to below;
- (b) these national requirements are contained in the national provisions referenced below; explanations concerning the content of those provisions are provided where necessary;
- (c) the details of any substantial equivalencies under Article VI, paragraphs 3 and 4, are provided <under the corresponding national requirement listed below> <in the section provided for this purpose below> *(strike out the statement which is not applicable)*;
- (d) any exemptions granted by the competent authority in accordance with Title 3 are clearly indicated in the section provided for this purpose below; and
- (e) any ship-type specific requirements under national legislation are also referenced under the requirements concerned.

1. Minimum age (Regulation 1.1)

Regulation 11 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 140

2. Medical certification (Regulation 1.2)

Regulation 12 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 103

3. Qualifications of seafarers (Regulation 1.3)

Regulation 13 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011

BMA Information Bulletin nos. 104, 105, 106, 108, 118, 129, 130, 135, 146

4. Seafarers' employment agreements (Regulation 2.1)

Regulations 15, 16, 18 and 19 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 142

5. Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4)

Regulation 14 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 147

6. Hours of work or rest (Regulation 2.3)

Regulation 17 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Regulations 28, 29 Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011

BMA Information Bulletin no. 144

7. Manning levels for the ship (Regulation 2.7)

Regulation 21 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Regulations 22, 23, 24 of Merchant Shipping (Training, Certification, Watchkeeping and Manning) Regulations 2011

BMA Information Bulletin nos. 105 and 115

8. Accommodation (Regulation 3.1)

Regulation 22 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

Merchant Shipping (Crew Accommodation) Regulations 1978

BMA Information Bulletin no. 139

9. On-board recreational facilities (Regulation 3.1)

Regulation 22 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 149

10. Food and catering (Regulation 3.2)

Regulation 23 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin nos. 139, 146

11. Health and safety and accident prevention (Regulation 4.3)

Regulation 26 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 145

12. On-board medical care (Regulation 4.1)

Regulation 24 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 148

13. On-board complaint procedures (Regulation 5.1.5)

Regulation 30 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 141

14. Payment of wages (Regulation 2.2)

Regulation 16 of Merchant Shipping (Maritime Labour Convention) Regulations 2012

BMA Information Bulletin no. 142

Stamp of the authority

Signature:

Name:

Title:

Place:

Date:

Substantial equivalencies

No equivalency has been granted.

The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, of the Convention, except where stated above, are noted:

Substantial equivalencies:
See Annex

Stamp of the authority

Signature:
Name:
Title:
Place:
Date:

Exemptions

No exemption has been granted.

The following exemptions granted by the competent authority as provided in Title 3 of the Convention are noted:

Exemptions:
See Annex

Stamp of the authority

Signature:
Name:
Title:
Place:
Date:

DMLC Part I ANNEX: Details of Substantive Equivalencies/Exemptions

Appendix II: Example Format of DMLC Part II

Maritime Labour Convention, 2006

Declaration of Maritime Labour Compliance – Part II

Measures adopted to ensure ongoing compliance between inspections

The following measures have been drawn up by the shipowner, named in the Maritime Labour Certificate to which this Declaration is attached, to ensure ongoing compliance between inspections:

(State below the measures drawn up to ensure compliance with each of the items in Part I)

- | | |
|---|--------------------------|
| 1. Minimum age (Regulation 1.1) | <input type="checkbox"/> |
| | |
| 2. Medical certification (Regulation 1.2) | <input type="checkbox"/> |
| | |
| 3. Qualifications of seafarers (Regulation 1.3) | <input type="checkbox"/> |
| | |
| 4. Seafarers' employment agreements (Regulation 2.1) | <input type="checkbox"/> |
| | |
| 5. Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4) | <input type="checkbox"/> |
| | |
| 6. Hours of work or rest (Regulation 2.3) | <input type="checkbox"/> |
| | |
| 7. Manning levels for the ship (Regulation 2.7) | <input type="checkbox"/> |
| | |
| 8. Accommodation (Regulation 3.1) | <input type="checkbox"/> |
| | |
| 9. On-board recreational facilities (Regulation 3.1) | <input type="checkbox"/> |
| | |
| 10. Food and catering (Regulation 3.2) | <input type="checkbox"/> |
| | |
| 11. Health and safety and accident prevention (Regulation 4.3) | <input type="checkbox"/> |
| | |
| 12. On-board medical care (Regulation 4.1) | <input type="checkbox"/> |
| | |
| 13. On-board complaint procedures (Regulation 5.1.5) | <input type="checkbox"/> |
| | |
| 14. Payment of wages (Regulation 2.2) | <input type="checkbox"/> |

I hereby certify that the above measures have been drawn up to ensure ongoing compliance, between inspections, with the requirements listed in Part I.

Name of shipowner¹:
.....
Company address:
.....
Name of the authorized signatory:
.....
Title:
Signature of the authorized signatory:
.....
Date:
(Stamp or seal of the shipowner¹)

The above measures have been reviewed by (*insert name of competent authority or duly recognized organization*) and, following inspection of the ship, have been determined as meeting the purposes set out under Standard A5.1.3, paragraph 10(b), regarding measures to ensure initial and ongoing compliance with the requirements set out in Part I of this Declaration.

Name:
Title:
Address:
.....
.....
Signature:
Place:
Date:
(Seal or stamp of the authority, as appropriate)

¹ Shipowner means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has 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 this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the shipowner. See Article II(1)(j) of the Convention.

Appendix III – [Bahamas DMLC Part I Application Form](#)**Instructions**

To apply for a MLC 2006 DMLC Part I, this form should be completed and signed by ISM Designated Person Ashore (DPA) or for ships to which ISM does not apply, the Manager as noted on the form R104. The person completing the form should read the MLC 2006 guidance as provided in BMA Information Bulletin 127.

The form and the application fee shall be sent by email or post: Deputy Director (Seafarers & Manning), The Bahamas Maritime Authority, 120 Old Broad Street, London EC2N 1AR, United Kingdom, email: mlc@bahamasmaritime.com.

The fee for a DMLC Part I is US\$150 (or \$150 plus \$150 per hour if the application requires a review of exemption or equivalency. Payment details are outlined in BMA Information Bulletin no. 81.

A new DMLC Part I will be required if there are changes to the ship's name, gross tonnage, equivalency or exemption after the DMLC Part I has been issued. A new DMLC will also be required if an exemption or equivalency is identified during the inspection for the Maritime Labour Certificate and the exemption or equivalency is not recorded on the DMLC Part I.

Name of ship	
Bahamas Official no.	
IMO no	
Gross tonnage	
Ship Type	
Name of Shipowner <i>(in accordance with MLC 2006 Article II 1(j))</i>	
Has the Manager assumed <u>and</u> agreed to the shipowner's duties and responsibilities under MLC 2006?	YES/NO/Not applicable* <i>(delete as applicable)</i>
Is the vessel subjected to any exemption from MLC 2006 Title 3 requirements or any other MLC 2006 requirements? If Yes, please include full details on a separate document	
Does the vessel have or is the owner applying for any substantial equivalency under Article VI paragraphs 3 or 4? (If Yes, please include full details on a separate document	
Are any exceptions from the MLC 2006 requirements included in Collective Bargaining Agreement? If yes, please include full details on a separate document)	
What is the means of financial security for seafarer's repatriation in accordance with Regulation 2.5 ?	<i>(please provide evidence of financial security)</i>
What is the means of financial security for seafarer's sickness, injury or death in accordance with Regulation 4.2 ?	<i>(please provide a copy of financial security document)</i>
Reason for application: Initial or amended certificate	

Stamp of the Shipowner/Manager

Signature:

Name:

Position in Company:

Name of Company:

Date:

Appendix IV – BMA Information Bulletins that should be read in conjunction with this Bulletin

No	Subject
1	BMA Information Bulletins and Bahamas National Requirements
2	Public Holidays
3	Authorised Classification Societies
8	Application of an Exemption from or an Extension to an International Convention Requirement
70	SOLAS Chapter XI-2 and International Code for the Security of Ships and of Port Facilities (ISPS Code)
81	BMA Fees Schedule
86	Approval of STCW Training
91	Statutory Approval of Documents
92	Application of SOLAS Requirements for High Pressure Fuel Pipe Protection
102	Procedures for Yachts - 24 metres length or more
103	Seafarers Medical Examinations and Certificates
104	Issue of Bahamas National Certificates and Endorsements
105	Guidance on Manning & Training for Offshore Industry
106	Tanker Training & Certificates / Endorsements
107	Bahamian Seaman's Record Book
108	Bahamian Flag State Endorsements
115	Safe Manning Requirements
118	Certificate of Proficiency for Ship Security Officers
121	Countries Recognised by the Bahamas in accordance with STCW Regulation I/10
129	STCW 2010 Amendments
130	Training and Certification Requirements
133	Procedures for Yachts - less than 24 metres length
135	Passenger Ships - Training and Certification

- 138 [Electronic Chart Display & Information System \(ECDIS\) Training Requirements](#)
- 139 [MLC 2006 Accommodation Standards](#)
- 140 [Minimum Age requirements for Seafarers](#)
- 141 [MLC 2006 Onboard Complaint Procedures](#)
- 142 [Seafarers Employment Agreement and Articles of Agreement](#)
- 143 [MLC 2006 Guidelines for Flag State Inspection and Certification](#)
- 144 [Hours of Rest](#)
- 145 [Management of Occupational Health and Safety](#)
- 146 [Ships Cook](#)
- 147 [MLC 2006 Recruitment and Placement Services](#)
- 148 [Medical Care Onboard](#)