



İstanbul :

Sayı : 4909

Our Reference:

24.11.2014

Konu : Paris MoU Basın Bildirisi, 17 Kasım 2014.
Subject :

Sirküler No: 797/ 2014

Sayın Üyemiz,

İlgi: Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 17 Kasım 2014 tarih ve LA(14)64 sayılı yazı ve Eki Paris MoU Basın Bildirisi ve Eki.

İlgi yazı Ekinde "Denizcilik Çalışma Sözleşmesi birinci yıl sonuçları: MLC ile ilgili eksiklikler yüzünden 113 gemi alıkonuldu" başlıklı, 17 Kasım 2014 tarihli bir Paris MoU Basın Bildirisi gönderilmiş olup, Basın Bildirisinde aşağıdaki bilgiler verilmektedir:

"20 Ağustos 2014 tarihi Denizcilik Çalışma Sözleşmesinin (MLC 2006) yürürlüğe girişinin birinci yıl dönümü olmuştur. Bu ilk 12 ay esnasında MLC ile ilgili eksiklikler yüzünden 113 gemi Paris MoU İdarelerinden biri tarafından alıkonulmuştur. Bu rakam, anılan süre esnasında Paris MoU'daki tutulmaların toplam sayısının (649) %17.4'ünü teşkil etmektedir.

İlk yıl içinde kaydedilen 46,798 toplam eksiklikler sayısının %7.4'ü (3,447) MLC ile bağlantılı idi, bunlardan 160'ı (%4.6) alıkoyma için bir sebep olarak gösterilmiş olup, 113 geminin tutulmasıyla sonuçlanmıştır. Tutulmaya sebep olabilecek eksiklikler en sık olarak "ücretlerin ödenmesi" (%39,5) ve "gemi için personel ile donatma seviyeleri" (%28.6) alanlarında kaydedilmiştir. Yüksek eksiklik seviyelerinin olduğu diğer alanlar şunlardır: "sağlık, güvenlik ve kaza önleme" (%43.1), "gıda ve yemeklerin hazırlanması" (%15.4) ve "yaşam yeri sağlama" (%10).

Sadece 20 Ağustos 2012 tarihinde veya daha önce "Denizcilik Çalışma Sözleşmesini (MLC) onaylamış olan Paris MoU Üye Devletleri" 20 Ağustos 2013'den itibaren MLC gereksinimleri hususunda PSC (Liman Devleti Kontrol) denetmelerini yürütmeye yetkiliydiler. Sonuç olarak, aşağıda belirtilen 12 Üye Devlet 20 Ağustos 2013 tarihinden itibaren MLC 2006'yı uygulamaya başlamıştır:

Bulgaristan, Kanada, Hırvatistan, Kıbrıs, Danimarka, Letonya, Hollanda, Norveç, Polonya, Rusya Federasyonu, İspanya ve İsveç.

Uygulamanın birinci yılında aşağıdaki Üye Devletler MLC 2006'yı uygulamaya başlamışlardır:

Belçika, Finlandiya, Fransa, Almanya, Yunanistan, İtalya, Litvanya, Malta ve İngiltere; böylece toplam sayı 21'e çıkmıştır."



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ICS İstihdam İşleri Müdürü Natalie Shaw imzalı İlgi yazıda değinilen diğer hususlar aşağıda belirtilmiştir:

Paris MoU Lizbon, Portekiz'de bulunan Avrupa Deniz Güvenlik Ajansının (EMSA) ev sahipliği yaptığı ve çalıştırdığı THETIS adlı merkezi veri tabanı ile desteklenmektedir. MoU Üyeleri araştırma ve güncelleştirme yapmak üzere denetleme sonuçlarını sağlayabilirler. Denetleme sonuçları Paris MoU web sitesinde görülebilir; bunlar Equasis web sitesinde yayınlanmaktadır. MoU Sekreteryaya hizmetleri Lahey, Hollanda'da bulunan Hollanda Altyapı ve Çevre Bakanlığı tarafından sağlanmaktadır.

20 Ağustos 2013 – 20 Ağustos 2014 arasındaki eksikliklerin sayısı

MLC Alanı	Engellenebilen Eksiklik
Alan 14 Ücretlerin Ödenmesi	51
Alan 6 Çalışma ve Dinlenme Saatleri	23
Alan 11 Sağlık, güvenlik ve kaza önlenmesi	19
Alan 4 Gemi adamlarının iş anlaşmaları	15
Alan 7 Gemiye ait personel ile donatma seviyeleri	14
Alan 8 Yaşam alanı sağlanması	12
Alan 10 Gıda ve yiyecek sağlanması	12
Alan 12 Gemide tıbbi bakım	5
Alan 13 Gemide şikayet prosedürü	4
Geminin belgeleri ve dokümanları	2
Alan 2 Gemi adamlarına tıbbi sertifika verilmesi.	2
Alan 3 Gemi adamlarının Vasıfları	1
Alan 5 Gemi adamları için herhangi bir izinli veya onaylı veya düzenli özel personel sağlama, yerleştirme hizmeti	0
Alan 9 Gemide eğlence hizmeti tesisleri	0
Alan 1 Gemi adamlarının asgari yaşı	0

İlgi yazı ve Eki Paris MoU Basın Bildirisi ilişikte sunulmuştur.
Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,



İsmail ASASOĞLU
Genel Sekreter V.

EKLER:

Ek-1: İlgi yazı ve Eki.



İstanbul :

Sayı
Our Reference :

Konu
Subject :

DAĞITIM:

Gereği:

- Tüm Üyelerimiz (Web)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri Motorlu Taş.Koop.
- Vapur Donatanları ve Acenteleri Derneği
- İMEAK DTO Şubeleri
- Türk Loydu
- Türk Uzakyol Gemi Kaptanları Derneği
- Gemi Sahibi Firmalar

Bilgi:

- Ulaştırma, Denizcilik ve Haberleşme Bakanlığı
Deniz ve İçsular Düzenleme Genel Müdürlüğü
- Sn. Sefer KALKAVAN
TOBB DTO'ları Konsey Başkanı
- Meclis Başkanlık Divanı
- Yönetim Kurulu Başkanı ve Üyeleri
- Sn. Erol YÜCEL
TOBB Türkiye Denizcilik Meclisi Başkanı
- İMEAK DTO Şube YK Başkanları

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17 November 2014

LA(14)64

TO: LABOUR AFFAIRS COMMITTEE

CC: All Members

PARIS MOU PRESS RELEASE 17 NOVEMBER 2014

RESULTS FOR THE FIRST YEAR OF ENTRY INTO FORCE OF THE MARITIME LABOUR CONVENTION 2006

Action Required: Members are invited to note the following information and to review the full press release attached at Annex A.

The 20th August 2014 was the first anniversary of the entry into force of the Maritime Labour Convention (MLC, 2006). During these first 12 months 113 ships were detained by one of the Paris MoU Authorities for MLC-related deficiencies. This represents 17.4% of the total number of detentions (649) in the Paris MoU during this period.

During the first year 7.4% (3,447) of the total number of 46,798 deficiencies recorded were linked to the MLC, while 160 (4.6%) were marked as a ground for detention resulting in 113 detained ships. Detainable deficiencies were most frequently recorded for "payment of wages" (39.5%), and "manning levels for the ship" (28.6%). Other areas with high deficiency levels are "health and safety and accident prevention" (43.1%), "food and catering" (15.4%) and "accommodation" (10%).

Only member States of the Paris MoU which ratified the MLC prior to 20 August 2012 could conduct PSC inspections on MLC requirements from 20 August 2013. This resulted in twelve member States starting enforcement from 20 August 2013: Bulgaria, Canada, Croatia, Cyprus, Denmark, Latvia, the Netherlands, Norway, Poland, the Russian Federation, Spain and Sweden. During the first year of implementation, the following member States also began to commence enforcement: Belgium, Finland, France, Germany, Greece, Italy, Lithuania, Malta and the United Kingdom, bringing the total to 21.

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.

Number of deficiencies 20 August 2013 - 20 August 2014

<u>Area of the MLC</u>	<u>Detainable Deficiency</u>	
Area 14 Payment of wages	51	
Area 6 Hours of Works or rest		23
Area 11 Health and safety and accident prevention	19	
Area 4 Seafarers' employment agreements	15	
Area 7 Manning levels for the ship	14	
Area 8 Accommodation		12
Area 10 Food and catering		12
Area 12 on-board medical care		5
Area 13 On-board complaint procedure		4
Ship's certificates and documents		2
Area 2 Medical certification of seafarers		2
Area 3 Qualifications of seafarers		1
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	0	
Area 9 On-board recreational facilities		0
Area 1 Minimum age of seafarers		0

Natalie Shaw
Director Employment Affair

17 November 2014

Results first year Maritime Labour Convention: 113 ships detained for MLC related deficiencies

20 August 2014 marked the first anniversary of the entry into force of the Maritime Labour Convention (MLC, 2006). During these first 12 months 113 ships were detained by one of the Paris MoU Authorities for MLC-related deficiencies. This represents 17.4% of the total number of detentions (649) in the Paris MoU during this period.

During the first year 7.4% (3,447) of the total number of 46,798 deficiencies recorded was linked to the MLC, while 160 (4.6%) were marked as a ground for detention resulting in 113 detained ships. Detainable deficiencies were most frequently recorded in the areas "*payment of wages*" (39.5%), and "*manning levels for the ship*" (28.6%). Other areas with high deficiency levels are "*health and safety and accident prevention*" (43.1%), "*food and catering*" (15.4%) and "*accommodation*" (10%).

Only the member States of the Paris MoU which have ratified the MLC on or before 20 August 2012 were entitled to conduct PSC inspections on MLC requirements from 20 August 2013. As a result the following twelve member States started enforcing the MLC, 2006 from 20 August 2013: Bulgaria, Canada, Croatia, Cyprus, Denmark, Latvia, the Netherlands, Norway, Poland, the Russian Federation, Spain and Sweden.

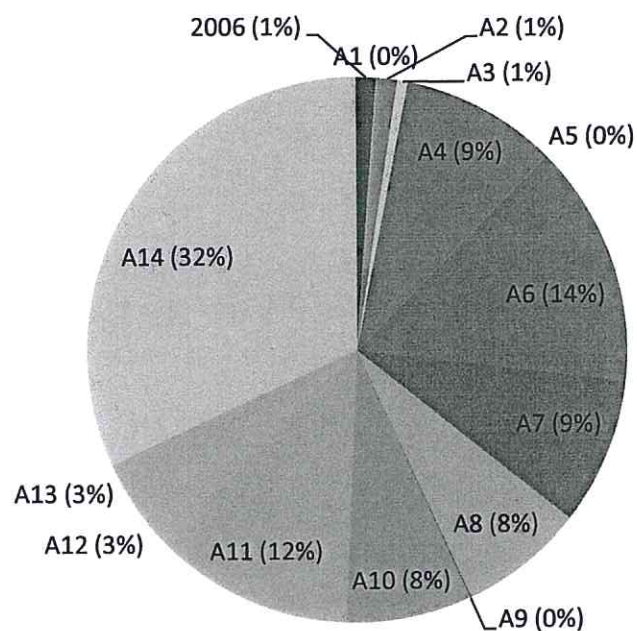
During the first year of implementation, the following member States began to enforce MLC, 2006: Belgium, Finland, France, Germany, Greece, Italy, Lithuania, Malta and the United Kingdom, bringing the total to 21.

Annex MLC, 2006 deficiencies 20 August 2013 – 20 August 2014

MLC, 2006 area's	# of MLC Deficiencies	% of total # of MLC deficiencies	# of detainable MLC deficiencies	% of detainable MLC deficiencies of total MLC deficiencies
MLC,2006 Ship's certificates and documents	84	2.44%	2	2.4%
Certificate & Documentation - Documents	1	0.03%		
Certificate & Documentation - Ship Certificates	83	2.41%	2	2.4%
Area 1 Minimum age of seafarers	1	0.03%		
Labour conditions - Minimum requirements for seafarers	1	0.03%		
Area 2 Medical certification of seafarers	89	2.58%	2	2.2%
Certificate & Documentation - Crew Certificates	70	2.03%	1	1.4%
Labour conditions - Minimum requirements for seafarers	19	0.55%	1	5.3%
Area 3 Qualifications of seafarers	12	0.35%	1	8.3%
Certificate & Documentation - Crew Certificates	7	0.20%	1	14.3%
Labour conditions - Minimum requirements for seafarers	5	0.15%		
Area 4 Seafarers' employment agreements	184	5.34%	15	8.2%
Certificate & Documentation - Crew Certificates	126	3.66%	14	11.1%
Certificate & Documentation - Documents	10	0.29%	1	10.0%
Labour conditions - Conditions of employment	48	1.39%		
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	17	0.49%		
Labour conditions - Minimum requirements for seafarers	17	0.49%		
Area 6 Hours of Works or rest	300	8.70%	23	7.7%
Certificate & Documentation - Documents	258	7.48%	16	6.2%
Labour conditions - Conditions of employment	42	1.22%	7	16.7%
Area 7 Manning levels for the ship	49	1.42%	14	28.6%
Certificate & Documentation - Crew Certificates	49	1.42%	14	28.6%
Area 8 Accommodation	354	10.27%	12	3.4%
Certificate & Documentation - Documents	9	0.26%		
Labour conditions - Accommodation, recreational facilities, food and catering	345	10.01%	12	3.5%
Area 9 On-board recreational facilities	5	0.15%		
Labour conditions - Accommodation, recreational facilities, food and catering	5	0.15%		

MLC, 2006 area's	# of MLC Deficiencies	% of total # of MLC deficiencies	# of detainable MLC deficiencies	% of detainable MLC deficiencies of total MLC deficiencies
Area 10 Food and catering	530	15.38%	12	2.3%
Labour conditions - Accommodation, recreational facilities, food and catering	530	15.38%	12	2.3%
Area 11 Health and safety and accident prevention	1,485	43.08%	19	1.3%
Labour conditions - Accommodation, recreational facilities, food and catering	34	0.99%		
Labour conditions - Health protection, medical care, social security	1,451	42.09%	19	1.3%
Area 12 on-board medical care	119	3.45%	5	4.2%
Labour conditions - Accommodation, recreational facilities, food and catering	35	1.02%		
Labour conditions - Health protection, medical care, social security	84	2.44%	5	6.0%
Area 13 On-board complaint procedure	89	2.58%	4	4.5%
Certificate & Documentation - Documents	89	2.58%	4	4.5%
Area 14 Payment of wages	129	3.74%	51	39.5%
Labour conditions - Conditions of employment	129	3.74%	51	39.5%
Total	3,447	100.00%	160	4.6%

% detainable deficiencies per MLC Area of total MLC detain. def



% detainable deficiencies per MLC Area of total MLC detain. def	Nr Det. Def.
Area 14 Payment of wages	51
Area 6 Hours of Works or rest	23
Area 11 Health and safety and accident prevention	19
Area 4 Seafarers' employment agreements	15
Area 7 Manning levels for the ship	14
Area 8 Accommodation	12
Area 10 Food and catering	12
Area 12 on-board medical care	5
Area 13 On-board complaint procedure	4
MLC,2006 Ship's certificates and documents	2
Area 2 Medical certification of seafarers	2
Area 3 Qualifications of seafarers	1
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	0
Area 9 On-board recreational facilities	0
Area 1 Minimum age of seafarers	0

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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 has become 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 coordinate 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.