



Office of  
Deputy Commissioner  
of Maritime Affairs

**THE REPUBLIC OF LIBERIA**  
**LIBERIA MARITIME AUTHORITY**

**Marine Notice**

**MLC-003**  
**Rev. 07/20**

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**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF  
MERCHANT SHIPS AND AUTHORIZED CLASSIFICATION  
SOCIETIES**

**SUBJECT: Terms and Conditions for employment of seafarers under the Maritime  
Labour Convention (MLC), 2006**

**Reference:** (a) Maritime Labour Convention (MLC), 2006, as amended  
(b) **ILC.107/Amendments of 2018 to MLC, 2006**  
(c) Liberian Maritime Law (**RLM-107**) Articles: 292, 320, 324, 327, 328, 330,  
331, 333, 336A, 341, 342, 343, 351, 352, 353, 354, 355, 356  
(d) Liberian Maritime Regulations (**RLM 108**) Regulations: 2.66(2), 10.291,  
10.292, 10.320, 10.325, 10.327, 10.336, 10.336, 10.341, 10.342  
(e) Requirements for Merchant Marine Personnel (**RLM 118**)  
(f) Liberian Marine Notices: **MLC-001, MLC-002, MLC-004, MLC-005,**  
**MLC-006, INS-001, INT-001, ISM-001, MAN-001, SEA-002, SEA-004**

**Supersedes: Marine Notice MLC-003, dated 2/17**

The following changes have been included:

- a. Added definitions for ‘Armed robbery against ships’ and ‘Piracy’ in section 2.0 ;  
and added new paragraph 3.1.11, 3.2.10 and 3.6.8 related to the  
ILC.107/Amendments of 2018 to MLC, 2006
- b. Revised paragraph 3.3.1 to remove the ‘maximum hours of work’ standard
- c. Revised paragraph 3.5.4 to require the shipowner or operator to provide  
repatriation plan for approval and which will result in the repatriation of the  
seafarer

**PURPOSE:**

This notice sets forth the Administration’s terms and conditions for seafarers to work on a ship under the Maritime Labour Convention (MLC), 2006, having due regard to seafarers’ rights to fair terms of employment, decent working and living conditions, elimination of fatigue amongst seafarers and the safety of life, ship and cargo and protection of the environment.

**1. APPLICABILITY:**

**1 of 14**

Inquiries concerning the subject of this Notice should be directed to the Office of the Deputy Commissioner, Republic of Liberia, the Liberian International Ship & Corporate Registry, 22980 Indian Creek Drive., Suite 200, Dulles, VA 20166, USA. The most current version of all Marine Notices are available in the Online Library at: <http://www.lisrcr.com>

This notice applies to any person who is employed or engaged or works in any capacity on board ships to which MLC, 2006 applies, except as provided otherwise in Marine Notice [MLC-001](#).

## 2. DEFINITIONS:

Definitions have been taken from the MLC, 2006 and where necessary, Liberian National interpretations.

- 2.1 Armed robbery against ships:** any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea, or any act of inciting or of intentionally facilitating an act described above.
- 2.2 Basic pay or wages:** The pay, however composed, for normal hours of work; it does not include payments for overtime worked, bonuses, allowances, paid leave or any other additional remuneration.
- 2.3 Consolidated wage:** The wage or salary which includes the basic pay and other pay-related benefits; a consolidated wage may include compensation for all overtime hours worked and all other pay-related benefits, or it may include only certain benefits in a partial consolidation.
- 2.4 Hours of Rest:** Time outside hours of work; this term does not include short breaks.
- 2.5 Hours of Work:** Time during which seafarers are required to do work on account of the ship.
- 2.6 Overtime:** Time worked in excess of the normal hours of work.
- 2.7 Piracy:** any of the following acts:
- (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
    - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
    - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**2.8 Seafarers Employment Agreement:** Includes both a contract of employment and the articles of agreement.

### **3. REQUIREMENTS**

These requirements are supplemental to Declaration of Maritime Labour Compliance – Part I, the Maritime Law (**RLM-107**), Maritime Regulations (**RLM- 108**) and Marine Notices contained in the Combined Publication Folder (RLM-300).

#### **3.1 Seafarers employment agreements**

- 3.1.1 A seafarers’ employment agreement is a legally enforceable agreement setting out the terms and conditions for employment of a seafarer, and includes both the contract of employment and the articles of agreement and may incorporate any applicable collective bargaining agreement (“CBA”).
- 3.1.2 Prior to commencing work on a Liberian registered ship, every seafarer shall have a seafarers’ employment agreement signed by both the seafarer and the shipowner or a representative of the shipowner, where they are not employees, there shall be evidence of contractual or similar arrangements providing them with decent working and living conditions on board ship. The shipowner and seafarer concerned shall each have a signed original of the seafarers’ employment agreement.
- 3.1.3 Seafarers shall be given an opportunity to examine and seek advice on the agreement, including any collective bargaining agreement that forms part of it, before signing, as well as other facilities as necessary to ensure that they have freely entered into an agreement with sufficient understanding of their rights and responsibilities. The agreement may include a provision stating that the seafarer has the opportunity to examine and seek advice on the agreement before signing.
- 3.1.4 The shipowner shall ensure that clear information as to conditions of seafarers employment can be easily obtained on board by seafarers, including the ships master, and that such information including a copy of the seafarer’s employment agreement and any applicable CBA that forms all or part of it, is also accessible for review by a Liberian Maritime Labour Inspector (“LMLI”) or an authorized Recognized Organization (“RO”) inspector and authorized officers in the ports to be visited.
- 3.1.5 Where a CBA forms all or part of the seafarers’ employment agreement, a copy of the applicable CBA shall be available on board for seafarers to review their conditions of employment.
- 3.1.6 For ships engaged in international voyages, where the language of the seafarers’ employment agreement and any applicable CBA is not in English, then a copy of the standard form of the seafarers’ employment agreement and those portions of the applicable CBA that are subject to a port state inspection, shall also be available in English.

- 3.1.7 Each seafarer provided with a seafarer's identification and record book ("SIRB") shall have their record of employment entered in this document. The SIRB or other document shall not contain any statement as to the quality of the seafarers' work or as to their wages.
- 3.1.8 The minimum notice to be given by seafarers or shipowners for early termination of the seafarers' employment agreement shall not be shorter than 7 days.
- 3.1.9 In accordance with Liberian Maritime Law, Section 330, a notice period shorter than the minimum may be given for termination of the seafarers' employment agreement at shorter notice or without notice.
- 3.1.10 Seafarers shall have the opportunity to terminate the seafarers' employment agreement without penalty at a shorter notice or without notice for valid compassionate or urgent reasons.
- 3.1.11 Seafarer's employment agreements shall continue to have effect while a seafarer is held captive on or off the ship as a result of acts of piracy or armed robbery against ships, regardless of whether the date fixed for its expiry has passed or either party has given notice to suspend or terminate it.
- 3.1.12 The seafarers' employment agreement shall contain at least the following particulars:
- a) the seafarer's full name, date of birth or age, and birthplace;
  - b) the shipowner's name and address;
  - c) the place where and date when the seafarers' employment agreement is entered into;
  - d) the capacity in which the seafarer is to be employed;
  - e) the amount of the seafarer's wages or, where applicable, the formula used for calculating it;
  - f) the amount of paid annual leave, or where applicable, the formula used for calculating it;
  - g) the termination of the agreement and the conditions thereof, including:
    1. if the agreement is for an indefinite period, the conditions entitling either party to terminate it, as well as the required notice period which shall not be less for the shipowner than for the seafarer;
    2. If the agreement is for a definite period, the date fixed for its expiry. In lieu of the date fixed for its expiry, the period of engagement may be included with provision to extend or reduce the period of engagement by thirty days for operational reasons, by mutual consent between the shipowner and the seafarer and always consistent with the entitlement to repatriation after a period of less than 12 months;

3. If the agreement is for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged.
- h) The health, medical care and social security protection benefits to be provided to the seafarer by the shipowner, in accordance with **MLC-005**, sections 3.1, 3.2 and 3.5.
- i) The seafarer's entitlement to repatriation in accordance with section 3.6.1 of this Marine Notice.
- j) Reference to the CBA, if applicable; and
- k) The number of hours of work for the corresponding wage and any additional allowances.

3.1.13 Where the shipowner is unable to implement any of the provisions in paragraphs 3.1.2 and 3.1.11b, the Administration may provide measures in the declaration of maritime labour compliance (DMLC) Part I which are substantially equivalent to these provisions, while ensuring that the shipowner implements these measures in the DMLC Part II.

## **3.2 Wages and payment of wages**

- 3.2.1 Seafarers shall be paid in full at no greater than monthly intervals and in accordance with their employment agreements.
- 3.2.2 Seafarers shall be given a monthly account of the payments due and the amounts paid, including wages, any additional payments, and the rate of exchange used if applicable.
- 3.2.3 Seafarers are entitled to receive, on demand, from the master wages actually earned, less any valid deductions, and payable at every intermediate port where the vessel shall load or discharge cargo before the voyage is ended, but not more than once in any fifteen-day period.
- 3.2.4 The normal working hours' standard for seafarers shall be based on an eight-hour day with one day of rest per week and rest on public holidays. Any applicable collective agreement may determine seafarers' normal working hours on a basis no less favourable than this. Hours worked in excess of the normal working hours shall be considered overtime. The rate of compensation for overtime should not be less than one and one-quarter times the basic wage per hour.
- 3.2.5 Where hourly overtime is payable for hours worked in excess of those covered by the consolidated wage, overtime records shall be maintained at least monthly on board and endorsed by the seafarer. The records of overtime shall be consistent with the record of rest hours.
- 3.2.6 Seafarers shall be provided by the ship owner with a means to transmit all or part of their earnings to their families or dependants or legal beneficiaries.

- 3.2.7 The shipowner shall have a system for enabling seafarers, at the time of their entering employment or during it, to allot, if they so desire, by bank transfers or similar means, all or a proportion of their wages for remittance at regular intervals and in due time and directly to the person or persons nominated by the seafarers.
- 3.2.8 Any charges directed to the seafarer for such transmission of wages, including the currency exchange rates shall be at the prevailing market rate or the official published rate and shall not be unfavourable to the seafarer.
- 3.2.9 In the absence of any agreement to the contrary, the shipowner or the master of the ship shall pay to every seafarer their wages within two days after the termination of the Articles, or at the time when the seafarer is discharged, whichever is first, and provide the seafarer a full and true account of their wages due and all deductions therein.
- 3.2.10 Where a seafarer is held captive on or off the ship as a result of acts of piracy or armed robbery against ships, wages and other entitlements under the seafarers' employment agreement, relevant collective bargaining agreement or applicable national laws, including the remittance of any allotments as provided in paragraph 3.2.7 of this Marine Notice, shall continue to be paid during the entire period of captivity and until the seafarer is released and duly repatriated in accordance with Standard A2.5.1 or, where the seafarer dies while in captivity, until the date of death as determined in accordance with applicable national laws or regulations.

### **3.3 Hours of work and hours of rest**

- 3.3.1 The Administration has provided for the minimum hours of rest of not less than 10 hours in any 24-hour period; and 77 hours in any seven-day period.
- 3.3.2 The minimum hours of rest in any 24-hour period may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.
- 3.3.3 This period of 24 hours shall begin at the time a seafarer starts work immediately after having any period of rest, which does not include short breaks.
- 3.3.4 The shipowner shall ensure that musters, fire-fighting; lifeboat; security, oil-spill drills, enclosed space entry and other emergency drills, safety & security exercises are conducted in such a manner so as to minimise the disturbance of rest periods and not to induce fatigue. Thus, time spent in the aforementioned musters, drills and exercises need not be included in normal hours of work or be regarded as overtime.
- 3.3.5 The shipowner shall ensure that adequate compensatory rest period is provided if the normal period of rest is disturbed for call-outs to work,

such as when a machinery space is unattended, or for other unscheduled work that was not anticipated at the commencement of the voyage. The compensatory rest period should be added to the minimum rest hours required before the seafarer returns to work. The call-out to work and provision of compensatory rest shall be clearly recorded.

- 3.3.6 The shipowner shall post in an accessible place in the standardized format established by the Administration or in the ILO/IMO model format, a table of shipboard working arrangements containing the following information for every position on board the ship provided in English and the working language of the ship:
- (a) position of the seafarer;
  - (b) the schedule of service at sea and service in port; and
  - (c) the minimum hours of rest or the maximum hours of work, as applicable.

The comments section in the table of ship-board working arrangements may be used to indicate the anticipated number of hours to be devoted to unscheduled work and any such hours should be included in the appropriate total daily work/rest hours column.

Other forms of the tables of shipboard working arrangements may be accepted provided the required information is included.

- 3.3.7 The shipowner shall ensure that records of daily hours of work or daily hours of rest are maintained in a standardised format as established by the Administration or in the ILO/IMO model format, in English and in the working language of the ship, to allow monitoring of compliance with the requirements in 3.3.1 to 3.3.7 inclusive. Although the records are marked at thirty (30) minute intervals in the model format, records with shorter intervals may be used for recording actual time worked or rested. Other forms of record keeping may be accepted provided the required information is included. Use of electronic record keeping systems, such as “ISF Watchkeeper” available on the International Chamber of Shipping website, are also acceptable.
- 3.3.8 The shipowner shall ensure that seafarers receive a copy of their records as referred to in 3.3.7 above, endorsed by the Master, or a person authorized by the Master, and by the seafarer at intervals not exceeding one month. The records must be retained on board for each seafarer during the period of their employment on board or for 12 months, whichever is longer.
- 3.3.9 Formats of the table of shipboard working arrangements and record of work or rest periods are provided in the annexes to this Marine Notice.
- 3.3.10 Any applicable collective agreement may permit an exception to the 77-hour rest in any 7-day period in 3.3.1 provided:
- a) the working pattern does not compromise the safety and security of the

- ship and the protection of the marine environment;
- b) that the rest period is not less than 70 hours in any 7-day period;
- c) such an exception from the weekly rest period shall not be allowed for more than two consecutive weeks.
- d) the intervals between two periods of exceptions on board shall not be less than twice the duration of the exception.

3.3.11 Any applicable collective agreement may permit an exception to the two rest periods in any 24-hour period in 3.3.2 provided:

- a) the hours of rest in any 24-hour period may be divided into no more than three periods, one of which shall be at least six hours in length and neither of the other two periods shall be less than one hour in length;
- b) exceptions to the two rest periods in any 24-hour period shall not extend beyond two 24-hour periods in any 7-day period and the intervals between consecutive periods of rest shall not exceed 14 hours.

3.3.12 Collective agreements permitting such exceptions as in 3.3.10 and/or 3.3.11 above may take account of more frequent or longer leave periods or the granting of compensatory leave for watch keeping seafarers or seafarers working on board ships on short voyages.

3.3.13 Shipowners desiring to implement such exceptions shall record this in the DMLC-II under 'Hours of work or rest.'

3.3.14 The master has the right to suspend the schedule of rest and require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. As soon as practicable after the normal situation has been restored, the master shall ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

3.3.15 The shipowner shall ensure that if there is a deviation from the schedule of service at sea and service in port, an explanation for this deviation should be recorded. Deviation from the schedule is not an infringement, provided the requirements for minimum hours of rest, including any applicable compensatory rest are being adhered to.

3.3.16 The shipowner shall ensure that there are procedures for on-board monitoring of the rest periods of the seafarers.

### **3.4 Hours of work and hours of rest for young seafarers under the age of 18 years**

3.4.1 Young seafarers under the age of 18 years should not work more than 8 hours per day and 40 hours per week and overtime should be worked only



where unavoidable for safety reasons.

- 3.4.2 Sufficient time should be allowed for all meals, and a break of at least one hour for the main meal of the day should be assured.
- 3.4.3 A 15-minute rest period as soon as possible following each two hours of continuous work should be allowed.
- 3.4.4 Exceptionally, the provisions of 3.4.1 to 3.4.3 above need not be applied if:
  - 3.4.4.1 they are impracticable for young seafarers in the deck, engine and catering departments assigned to watchkeeping duties or working on a rostered shift-work system; or
  - 3.4.4.2 the effective training of young seafarers in accordance with established programmes approved by the Administration would be impaired.
- 3.4.5 Such exceptional situations should be recorded, with reasons, and signed by the master.
- 3.4.6 The provisions of 3.4.1 to 3.4.3 above does not exempt young seafarers from the general obligations of all seafarers to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea.

As soon as practicable after the normal situation has been restored, the master shall ensure that any young seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

### **3.5 Entitlement to leave**

- 3.5.1 All seafarers shall be granted shore leave to benefit their health and well-being, whenever and wherever possible and with the operational requirements of their positions.
- 3.5.2 All seafarers shall receive annual leave with pay calculated on the basis of a minimum of 2.5 calendar days per month of employment.
- 3.5.3 Justified absences from work shall not be considered as annual leave.
  - 3.5.3.1 Any absence from work to attend an approved maritime vocational training course or for such reasons as illness or injury or for maternity should be counted as part of the period of service.
  - 3.5.3.2 The following should not be counted as part of annual leave with pay:
    - a) public and customary holidays recognized as such in the

country in which the seafarer is ordinarily resident and/or as indicated in the seafarers employment agreement, whether or not these fall during the annual leave with pay;

- b) periods of incapacity for work resulting from illness or injury or from maternity;
- c) temporary shore leave granted to a seafarer while under an employment agreement; and
- d) compensatory leave of any kind.

3.5.4 Any agreement to forgo the minimum annual leave with pay shall be prohibited, except in cases provided by the Administration. The maximum period that a seafarer can serve on board a ship is eleven (11) months before taking minimum paid annual leave. This is also linked to the requirement in Standard A2.5, paragraph 2(b), regarding the entitlement to repatriation in a period of less than 12 months. The Administration will take into consideration the following when permitting a seafarer to forego the minimum annual leave with pay and continue being engaged under the seafarers' employment agreement for a period not exceeding 14 months:

- a) the reason for foregoing minimum annual leave with pay;
- b) the shipowner or operator can satisfactorily demonstrate that all possible efforts have been expended to repatriate the seafarer without success;
- c) the seafarer has provided written confirmation accepting the extension of the seafarers' employment agreement;
- d) the shipowner or operator provides a repatriation plan for approval and which will result in the repatriation of the seafarer; and
- e) a proper risk assessment carried out by the shipowner taking into account the ships trading pattern, the seafarers' record of rest hours, fatigue and other identified hazards.

3.5.5 A seafarer taking annual leave should be recalled only in cases of extreme emergency and with the seafarers consent.

## **3.6 Repatriation**

3.6.1 All seafarers shall be entitled to repatriation:

1. Upon termination of the period of employment by reason of completion of the voyage for which the seafarer was engaged or of expiration of the seafarers contract period of employment, to the port at which the seafarer was engaged, or to such other port as may be agreed upon;
2. Under the following cases:
  - a) In the event of shipwreck;

- b) In the event of the shipowner not being able to continue to fulfill their legal or contractual obligations as an employer of the seafarers by reason of insolvency or abandonment, sale of ship, change of ship's registration or any other similar reason;
- c) In the event of a ship being bound for a war zone, as defined by seafarers employment agreements, to which a seafarer does not consent to go; and
- d) In the event of termination or interruption of employment in accordance with an industrial award or collective agreement, or termination of employment or for any similar reason.

And shall be returned as a seafarer or otherwise, but without expense to the seafarer:

- at the ship owner's option, to the port in which the seafarer was engaged or where the voyage commenced or a port in such seafarers' own country; or
- to another port agreed upon between the seafarer and the shipowner or master.

However, in the event such seafarers' contract period of service has not expired, the shipowner shall have the right to transfer the seafarer to another of the shipowners' vessels, to serve thereon for the balance of the contract period of service, unless otherwise provided;

3. In the event of disabling sickness or injury, while a seafarer is on board a ship under signed Shipping Articles (Seafarers Employment Agreement) or off the vessel pursuant to an actual mission assigned to the seafarer, by the master or by the authority of the master, to the port at which the seafarer was engaged, or to such other port as may be agreed upon; and
4. Upon being abandoned by the master or shipowner in a foreign port or place without being brought back to the place as required under the Shipping Articles (Seafarers Employment Agreement).

3.6.2 The costs for repatriation to the destination selected shall be borne by the shipowner.

3.6.3 Time spent awaiting repatriation and repatriation travel time shall not be deducted from paid leave accrued to the seafarers.

3.6.4 Shipowners shall take responsibility for repatriation arrangements by appropriate and expeditious means, which should normally be by air transport.

3.6.5 Shipowners shall maintain financial security to ensure that seafarers are duly repatriated in the event of their abandonment.

3.6.5.1 A seafarer shall be deemed to have been abandoned where, in

violation of the requirements of this Convention or the terms of the seafarers' employment agreement, the shipowner or operator:

- a) fails to cover the cost of the seafarers' repatriation; or
- b) has left the seafarer without the necessary maintenance and support (adequate food, accommodation, drinking water supplies, essential fuel for survival on board the ship and necessary medical care); or
- c) has otherwise unilaterally severed their ties with the seafarer including failure to pay contractual wages for a period of at least two months.

3.6.5.2 The financial security maintained by the shipowner shall provide direct access, sufficient coverage and expedited financial assistance to any abandoned seafarer.

3.6.5.3 Beginning 18 January 2017, ships shall carry on board a certificate or other documentary evidence of financial security issued by a financial security provider acceptable to the Administration. A copy shall be posted in a conspicuous place on boards where it is available to seafarers and a copy shall be provided annually to the Administration. When more than one financial security provider provides cover, the document provided by each provider shall be carried on board.

3.6.5.4 The certificate or other documentary evidence of financial security shall contain the information required in the Annex III. It shall be in English or accompanied by an English translation. The Administration may accept a certificate or other documentary evidence of financial security issued to the shipowner, which could be the owner, if the owner is the one on whose behalf financial security is provided by a financial security provider acceptable to the Administration.

3.6.5.5 Assistance provided by the financial security maintained by the shipowner shall be granted promptly upon request made by the seafarer or the seafarers' nominated representative and supported by the necessary justification of entitlement in accordance with paragraph 3.6.5.1 above.

3.6.5.6 Having regard to payment of wages and repatriation, assistance provided by the financial security maintained by the shipowner shall be sufficient to cover the following:

- a) outstanding wages and other entitlements due from the shipowner or operator to the seafarer under their employment agreement or the relevant collective bargaining agreement, limited to four months of any such outstanding wages and four months of any such outstanding

entitlements;

- b) all expenses reasonably incurred by the seafarer, including the cost of repatriation referred to in subparagraph 3.6.5.7; and
- c) the essential needs of the seafarer including such items as: adequate food, clothing where necessary, accommodation, drinking water supplies, essential fuel for survival on board the ship, necessary medical care and any other reasonable costs or charges from the act or omission constituting the abandonment until the seafarer's arrival at home.

3.6.5.7 The cost of repatriation shall cover travel by appropriate and expeditious means, normally by air, and include provision for food and accommodation of the seafarer from the time of leaving the ship until arrival at the seafarer's home, necessary medical care, passage and transport of personal effects and any other reasonable costs or charges arising from the abandonment.

3.6.5.8 The financial security shall not cease before the end of the period of validity of the financial security unless the financial security provider has given prior notification of at least 30 days to the Administration.

3.6.5.9 In implementation of paragraph 3.6.5.6, if time is needed to check the validity of certain aspects of the request of the seafarer or the seafarer's nominated representative, this should not prevent the seafarer from immediately receiving such part of the assistance requested as is recognized as justified.

3.6.6 The maximum duration of service periods on board following which a seafarer is entitled to repatriation shall be less than 12 months.

3.6.7 No shipowner shall require that seafarers make an advance payment towards the cost of repatriation at the beginning of their employment, and also from recovering the cost of repatriation from the seafarers' wages except where the seafarer has been discharged in accordance with Liberian Maritime Law, Section 343.

3.6.8 Except where seafarers fail to request repatriation within one week from the time that they are in condition to be repatriated, Seafarers shall not lose their entitlement to repatriation where they are held captive on or off the ship as a result of acts of piracy or armed robbery against ships.

3.6.9 Liberian provisions regarding repatriation as provided for in section 3.6.1 above shall be made available to seafarers.

3.6.10 Young seafarers under the age of 18 years should not be required to serve more than 6 months without the ship having called their country of residence, and will not return in the subsequent three months of the voyage.

In such cases, repatriation to their country of residence should be at no expense to the seafarer.

3.6.11 If, after young seafarers under the age of 18 years have served on a ship for at least four months during their first foreign-going voyage, it becomes apparent that they are unsuited to a life at sea, they should be given the opportunity of being repatriated at no expense to themselves.

### **3.7 Seafarer compensation for the ship's loss or foundering**

3.7.1 Shipowners shall provide for adequate compensation to each seafarer in the case of unemployment arising from the ship's loss or foundering, which shall not be less than 15 days basic wage or the basic wages until the expiration of the period for which the seafarer was engaged, whichever shall be least; provided the seafarer is not employed as a seafarer during this period or has not refused substantially equivalent seagoing employment.

However, the seafarers' employment agreement or any applicable CBA may provide for more favourable terms than those provided for above.

3.7.2 Shipowners shall provide adequate compensation for injury or loss arising from the ship's loss or foundering.

### **3.8 Manning level's**

3.8.1 The Administration shall set the minimum number of seafarers employed on board every ship to ensure that ships are operated safely, efficiently, with due regard to security under all conditions and protection of the marine environment, taking into account seafarer fatigue and the particular nature and conditions of the voyage.

3.8.2 Shipowners shall ensure that at all times, ships are manned in accordance with the minimum safe manning set by the Administration that seafarer's licenses and special qualifications are valid and that seafarers are sufficiently rested to limit fatigue.

3.8.3 Shipowners shall ensure that there are adequate seafarers for food preparation and medical care on board the ship.

3.8.4 Shipowners shall ensure that through the shipboard table of working arrangements, the minimum safe manning requirements are being implemented.

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**ANNEX I**  
**Model format for Table of shipboard working arrangements <sup>1</sup>**

Name of ship: \_\_\_\_\_ Flag of ship: Liberia IMO number: \_\_\_\_\_ Latest update of table: \_\_\_\_\_ ( ) of ( ) pages

The minimum hours of rest or the maximum hours of work are applicable in accordance with RLM-108/10.341, MLC-003/3.3 issued in conformity with ILO's Maritime Labour Convention, 2006, and with any collective agreement exceptions authorized in RLM-108/10.341, MLC-003/3.3 & 3.4 and with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

Minimum hours of rest / Maximum hours of work <sup>2</sup>: \_\_\_\_\_

Other requirements:

Position / Rank <sup>3</sup>	Scheduled daily work hours at sea		Scheduled daily work hours in port		Comments <sup>4</sup>	Total daily work/rest hours <sup>2</sup>	
	Watchkeeping (from – to)	Non-watchkeeping duties (from – to)	Watchkeeping (from – to)	Non-watchkeeping duties (from – to)		At Sea	In Port

Signature of Master: \_\_\_\_\_

1. The terms used in this model table are to appear in the working language or languages of the ship and in English.
2. Delete as applicable.
3. For those positions/ranks that are also listed in the ship's minimum safe manning document, the terminology used should be the same as in that document.
4. For watchkeeping personnel, the comments section may be used to indicate the anticipated number of hours to be devoted to unscheduled work and any such hours should be included in the appropriate total daily work/rest hours column.





## ANNEX II

### Model format for Record of hours of work / hours of rest of seafarers <sup>1</sup>

Name of ship: \_\_\_\_\_

IMO Number: \_\_\_\_\_

Flag: \_\_\_\_\_

Seafarer (full name): \_\_\_\_\_ Position / Rank: \_\_\_\_\_ Month / Year: \_\_\_\_\_ Watchkeeper:  Yes  No <sup>2)</sup>

Please mark periods of work or rest as applicable with an X, or using a continuous line or arrow.

RLM-108, Regulation 10.341 and MLC-003, 3.3 & 3.4 governing limitations on maximum working hours or minimum hours of rest period apply on this ship

The following collective agreement(s) permitting exceptions to the minimum rest periods apply on this ship: \_\_\_\_\_

Hour	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24			Not to be completed by seafarer			
Date																									Hours of rest in 24 hour period	Comments	Hours of work or rest as applicable in any 24 hours period 4)	Hours of work or rest as applicable in any 7 days period 4)		
01																														
02																														
03																														
04																														
05																														
06																														
07																														
08																														
09																														
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**I agree that this record is an accurate reflection of the hours of work or rest of the seafarer concerned.**

Name / Signature of Master or Authorized Person to sign this record: \_\_\_\_\_ Signature of Seafarer: \_\_\_\_\_ Date: \_\_\_\_\_

A copy of this record is given to the seafarer. This form is subject to examination and endorsement under procedures established by the Office of the Deputy Commissioner of Maritime Affairs, Republic of Liberia.

- 1) The terms used in this model table are to be appear in the working language or languages of the ship and in English.
- 2) Check as appropriate
- 3) For completion and use in accordance with the procedures established in MLC-003/3.3.16
- 4) Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of Maritime Labour Convention, 2006 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended.



**ANNEX III**  
**Evidence of financial security under Regulation 2.5, paragraph 2**

The certificate or other documentary evidence referred to in paragraph 3.6.5.5 above, shall include the following information:

- (a) name of the ship;
- (b) port of registry of the ship;
- (c) call sign of the ship;
- (d) IMO number of the ship;
- (e) name and address of the provider or providers of the financial security;
- (f) contact details of the persons or entity responsible for handling seafarers' requests for relief;
- (g) name of the shipowner on whose behalf financial security has been provided;
- (h) period of validity of the financial security; and
- (i) an attestation from the financial security provider that the financial security meets the requirements of Standard A2.5.2