

**St. Kitts and Nevis
International Ship
Registry**

*Flying the Flag of the
Federation Worldwide*



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Maritime Circular to Maritime Registrars, Shipowners, Masters, Managers & Operators of St. Kitts & Nevis Ships, Classification Societies, Recognised Organisations, Recognised Security Organisations, Surveyors of Ships & Flag State Inspectors to this SKANReg, Seafarers & IMO Member States

Maritime Circular No. MC/71/17

DATE: 31st March 2017

AMENDMENTS OF 2014 TO THE MARITIME LABOUR CONVENTION, 2006 (MLC 2006)

This Maritime Circular is to be read in conjunction with Maritime Circulars MC/51/13 and MC/67/16 and is to provide guidance to all Ship-owners, Managers & Operators of St. Kitts and Nevis vessels regarding Amendments to the Maritime Labour Convention, 2006.

The International Labour Organisation (ILO) adopted amendments to the Maritime Labour Convention on 11th June 2014. These amendments are effective from **18th January 2017**.

These amendments concern the financial security for seafarers in the event of an abandonment (Standard A2.5.2) and the financial security to assure compensation in the event of a contractual claim involving death or long-term disability (Standard 4.2).

These amendments require that a financial security system is in place that covers the following subjects:

- Up to four (4) months outstanding wages and entitlements
- All expenses reasonably incurred by the seafarer, including the cost of repatriation which should cover travel by the most appropriate and expeditious means.
- Essential needs such as food, clothing where necessary, travel, accommodation and medical care

Due to legislative constraints St. Kitts & Nevis has not yet had the current MLC Regulations amended to reflect these Amendments. However, owners of St. Kitts & Nevis ships to which paragraph 1 or 2 of Regulation 5.1.3 applies are required to carry documentary evidence of the financial security in accordance with Regulation 2.5 as amended and Regulation 4.2 as amended of MLC 2006, issued by the financial security provider and this document should be displayed in a conspicuous place onboard the ship, so that it is available to seafarers.

When more than one financial security provider provides cover, the document provided by each provider should be carried on board.

If you have any questions please contact this office.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Nigel E. Smith', is written over a light blue horizontal line.

Nigel E. Smith
International Registrar of Shipping and Seamen