



Marine Circular Nr. 01/2026, 15/01/2026

Subject: “Revision of the Declaration of Maritime Labour Compliance (DMLC) – Part I - Introduction of Revised DMLC Part I (Rev. 02) and Validity Period”

References:

- a. Maritime Labour Convention (MLC), 2006, as amended.
- b. Amendments to the MLC, 2006 (2014, 2018, 2022).
- c. G-B I.S.R. Marine Circular No. 04/2025, dated 19/06/2025.
- d. Code of Operation of the International Ships Registry of Guinea-Bissau, Ch. 8.3.

To: Shipowners / Operators, Legal Representatives of G-B I.S.R. Flagged Vessels, Deputy Registrars, Authorized Offices, Recognized Organizations (ROs), and all other Interested Stakeholders.

1. Purpose

1.1 The purpose of the present Marine Circular is to formally introduce the revised Declaration of Maritime Labour Compliance (DMLC) – Part I (Rev. 02) issued by the Guinea-Bissau International Ships Registry (G-B I.S.R.), and to communicate its applicability, content, and validity period to all interested parties.

1.2 This Marine Circular is issued further to, and shall be read in conjunction with, G-B I.S.R. Marine Circular No. 04/2025, which establishes the background, implementation framework, inspection, and certification procedures for the Maritime Labour Convention, 2006 (MLC, 2006), as amended.

2. Background

2.1 In accordance with Regulation 5.1.3 and Appendix A5-II of the MLC, 2006, the Declaration of Maritime Labour Compliance (DMLC) Part I is drawn up by the Flag Administration and identifies:

- a. the list of matters subject to inspection;
- b. the relevant national requirements implementing the Convention;
- c. any ship-type specific requirements;
- d. any substantial equivalencies; and
- e. any exemptions granted by the competent authority.

2.2 Following an internal review of the existing DMLC Part I format and taking into account the mandatory amendments to the MLC, 2006, as well as harmonization with international best practice, the



Administration has determined that a revision of the DMLC Part I is recommended to ensure full clarity, completeness, and continued compliance.

3. Introduction of Revised DMLC Part I (Rev. 02)

3.1 The G-B I.S.R. hereby introduces the **revised DMLC Part I (Revision 02)**, which is attached as ANNEX I to the present Marine Circular.

3.2 The revised DMLC Part I (Rev. 02):

- a. fully reflects the requirements of **Appendix A5-II of the MLC, 2006**, as amended;
- b. aligns the structure and numbering of inspection items with the Convention; and
- c. incorporates additional regulatory elements for enhanced clarity and completeness.

3.3 In particular, the revised DMLC Part I (Rev. 02) explicitly incorporates the following Regulations, which are mandatory inspection items under the MLC, 2006:

- a. Regulation 1.3 – Qualifications of Seafarers.
- b. Regulation 5.1.5 – On-board Complaint Procedures.
- c. Regulation 2.2 – Payment of Wages.

3.4 The inclusion of the above Regulations does not introduce new obligations beyond those already applicable under the MLC, 2006, as amended, but clarifies their implementation within the national framework of the G-B I.S.R. and ensures transparency for shipowners, seafarers, Recognized Organizations, and Port State Control authorities.

4. Validity of the DMLC Part I Certificate

4.1 The G-B I.S.R. hereby confirms that the DMLC Part I shall be issued with a **maximum validity period of five (5) years** from the date of issuance.

4.2 This validity period is aligned with the maximum validity of the Maritime Labour Certificate, as provided under Standard A5.1.3 of the MLC, 2006, which establishes a certification cycle of up to five (5) years, subject to the satisfactory completion of required inspections.

4.3 Notwithstanding the above, the DMLC Part I may be re-issued by the Administration prior to the expiry of the five-year period or earlier in the event of any of the following:

- a. change of flag;
- b. change of shipowner, manager, or operator;
- c. change of vessel name or IMO particulars;
- d. amendments to national legislation or administrative requirements forming the basis of the



DMLC Part I;

- e. substantial alterations to the vessel affecting matters covered by the DMLC; or
- f. any other circumstance requiring revision of the national requirements declared therein.

4.4 Whenever a revised DMLC Part I is issued, the shipowner shall be required to prepare and submit a corresponding revised DMLC Part II for review and approval by the recognized RO, in order to ensure continued compliance.

5. Applicability and Transition

5.1 The revised DMLC Part I (Rev. 02) shall apply to:

- a. all newly certified G-B I.S.R. vessels subject to MLC certification; and
- b. existing G-B I.S.R. vessels at the time of their next MLC renewal inspection, or earlier upon application by the shipowner.

5.2 Until such time, existing DMLC Part I certificates issued by the Administration shall remain valid, provided that they continue to accurately reflect the applicable national requirements.

6. Inquiries

6.1 Any inquiries relating to this Marine Circular may be addressed to the G-B I.S.R – Operation Department (Email: ops@gbi-lb.org, Tel.: +30 210 4537950, +30 210 4537194

7. Entry into Force

7.1 The provisions of the present Marine Circular enter into force on the date of issuance.

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

Office of the General Ships Registrar



Enclosures:

ANNEX I – Revised DMLC Part I (Rev. 02) (p.4)



Republic of Guinea-Bissau
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**MARITIME LABOUR CONVENTION, 2006,
DECLARATION OF MARITIME LABOUR COMPLIANCE – PART I**

(Note: This Declaration must be attached to the ship's Maritime Labour Certificate)

Certificate Number

Issued under the Authority of the Government of Republic of Guinea-Bissau

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

Name of Vessel	IMO Number	Gross Tonnage
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is maintained in accordance with Standard A5.1.3 of the Convention.

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

- The provisions of the Maritime Labour Convention, 2006, including its 2022 amendments, are fully incorporated into the national requirements specified below.
- These national requirements are reflected in the "Code of Operation of the International Ships Registry of Guinea-Bissau", with explanations where necessary.
- Any substantial equivalencies under Article VI, paragraphs 3 and 4, are detailed below.
- Any exemptions granted in accordance with Title 3 of the MLC 2006 are also noted.
- Ship-type specific requirements under national legislation are included where applicable.

1. Minimum Age (Regulation 1.1)

Chapter 8.3, Paragraph 102.1, Title 1.1 of the Code of Operation of the International Ships Registry of Guinea-Bissau states that no person under the age of 16 shall be employed or work onboard a ship. Seafarers under 18 shall not work at night except under training exemptions approved by the Administration. No person under the age of 16 shall be employed or work onboard a ship. Seafarers under 18 shall not work at night except under training exemptions approved by the Administration.

2. Medical Certificate (Regulation 1.2)

Chapter 8.3, Paragraph 102.1, Title 1.2 of the Code of Operation of the International Ships Registry of Guinea-Bissau requires all seafarers to hold a valid medical certificate in accordance with STCW and ILO/WHO guidelines. All seafarers serving on board G-B I.S.R. vessels must hold a valid medical certificate in accordance with STCW and ILO/WHO guidelines.

3. Qualifications of seafarers (Regulation 1.3)

Chapter 8.3, Paragraph 102.1, Title 1.3 of the Code of Operation of the International Ships Registry of Guinea-Bissau provides standards for training and certification requirement for seafarers employed on board Guinea-Bissau registered ships.



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4. Recruitment and Placement (Regulation 1.4) – (Amended 2022)

Chapter 8.3, Paragraph 102.1, Title 1.4 of the Code of Operation of the International Ships Registry of Guinea-Bissau states that Seafarer Recruitment and Placement Services (SRPS) must provide financial protection (insurance or equivalent) to compensate seafarers for financial losses due to non-fulfillment of contractual obligations. Seafarers must be informed of this protection prior to engagement. Seafarer Recruitment and Placement Services (SRPS) must provide financial protection (insurance or equivalent) to compensate seafarers for financial losses due to non-fulfillment of contractual obligations. Seafarers must be informed of this protection prior to engagement.

5. Seafarers' Employment Agreements (Regulation 2.1)

Seafarers must have a written and legally enforceable employment agreement (SEA), which may include collective bargaining agreements. Chapter 8.3, Paragraph 102.2, Title 2.5 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau requires that a seafarer who is employed on board to have a Seafarer's Employment Agreement (SEA). A collective bargaining agreement may form all or part of a seafarer's employment agreement provided that, if it does, a copy is available on board in the English language. Every Seafarer's Employment Agreement shall contain the particulars set out in sub- paragraphs (a) to (j) of paragraph 4 of Standard A.2.1. The duration of the minimum notice periods to be given by seafarers and shipowners on ships for the early termination of a seafarer's employment agreement shall be seven days.

6. Hours of Work and Rest (Regulation 2.3)

Chapter 8.3, Paragraph 102.2, Title 2.7 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau defines hours of rest as follows:

- Minimum 10 hours of rest in any 24-hour period
- Minimum 77 hours of rest in any 7-day period

7. Financial Security for Repatriation (Regulation 2.5) – (Amended 2022)

Shipowners must provide evidence of financial security to ensure the repatriation of seafarers. Chapter 8.3, Paragraph 102.2, Title 2.9 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau, states that Port States, Flag States, and Labour-Supplying States must collaborate to ensure the prompt repatriation of abandoned seafarers. Crew replacements must be provided their full entitlements. Every ship subject to these Regulations shall have financial security which covers the cost of repatriation of seafarers in accordance with these Regulations. Shipowners must provide the competent authority with evidence of financial security to ensure that seafarers are duly repatriated.

8. Manning Levels (Regulation 2.7)

Chapter 8.3, Paragraph 102.2, Title 2.11 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau requires that all ships shall have a sufficient number of seafarers on-board in the appropriate positions to ensure that they are operated safely, efficiently, and with due regard to security under all conditions. A ship shall be deemed to be manned by a crew that is adequate, in terms of size and qualifications when it is manned in accordance with the Safe Manning Document issued by the Administration. Each ship must be manned in accordance with its Safe Manning Document.

9. Accommodation and Recreational Facilities (Regulation 3.1) – (Amended 2022)

Chapter 8.3, Paragraph 102.3, Title 3.12 of the Code of Operation of the International Ships Registry of Guinea-Bissau states that ships must provide appropriate recreational facilities, including social connectivity. In addition, shipowners should provide reasonable access to ship-to-shore telephone and internet communications. Charges must be reasonable.

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10. Food and Catering (Regulation 3.2) – (Amended 2022)

Chapter 8.3, Paragraph 102.3, Title 3.13 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau, sets the qualifications of ship's cook and states that ships shall carry on-board and serve food and drinking water, having regard to the number of seafarers on-board and the duration of the voyage, of appropriate quality, nutritional value, variety, and quantity that adequately covers the requirements of the ship and takes into account differing cultural and religious backgrounds. Food and drinking water provided to seafarers during their engagement on board shall be at no charge to the seafarers. Ship's operating with a manning level of 10 persons or more shall carry a competent and qualified ship's cook.

- a. Food and drinking water must be free of charge, sufficient in quantity and quality, and respect cultural and religious practices.
- b. The catering department must be organized and equipped to provide hygienic and nutritious meals.
- c. The Master must conduct frequent documented inspections of food and drinking water.

11. Medical Care (Regulation 4.1) – (Amended 2022)

Chapter 8.3, Paragraph 102.4., Title 4.14 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau, states that:

- a. Every seafarer in a Guinea-Bissau ship shall be provided, wherever practical and where necessary, with an opportunity to visit a doctor or a dentist without delay in any port of call.
- b. Seafarers must be provided prompt medical care onshore and offshore.
- c. Shipowners must facilitate the repatriation of deceased seafarers' remains.
- d. Seafarers should not be denied disembarkation for public health reasons.

12. Health and Safety Protection (Regulation 4.3) – (Amended 2022)

Chapter 8.3, Paragraph 102.4., Title 4.14 of the Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau, states that:

- a. Every seafarer in a Guinea-Bissau ship shall be provided, wherever practical and where necessary, with an opportunity to visit a doctor or a dentist without delay in any port of call.
- b. Medical care, necessary dental care, and health protection services provided to seafarers on-board, or in a foreign port shall be provided at no cost to the seafarers.
- c. Whenever it is necessary for a ship to arrange medical treatment for seafarers ashore the ship's master shall use the medical report form contained to facilitate the treatment of the seafarers and such records when completed, shall remain confidential.

In addition,

- a. Shipowners must provide appropriately sized PPE and mitigate exposure to harmful substances.
- b. All seafarer fatalities must be investigated and reported annually to the ILO.

13. On-board complaint procedures (Regulation 5.1.5)

Chapter 8.3, Paragraph 102.5, para .19 of the Code of Operation of the International Ships Registry of Guinea-Bissau and G-B I.S.R. Marine Circular Nr. 04/2024 – 30/09/2024 states that:

- a. Every shipowner shall develop a formal complaints procedure that is available to all the seafarers on-board ships for which he is responsible.
- b. Every seafarer shall be provided with a copy of the on-board complaints procedure put in place by the shipowner and with the Administration's contract information and contact information for the maritime authorities in the seafarer's country of residence.
- c. Every seafarer shall be provided, in addition to the complaints procedure, with the name of the person or persons on-board who can, on a confidential basis, provide them with impartial advice on a complaint or otherwise assist them.



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- d. In accordance with Article VI of the Convention, the Administration accepts as a substantial equivalent, provision of the identity of a position on-board as meeting the requirements of paragraph c.

14. Payment of Wages (Regulation 2.2)

Chapter 8.3, Paragraph 102.1, Title 2 of the Code of Operation of the International Ships Registry of Guinea-Bissau states that definitions associated with wages and the calculation and payment of wages in these regulations shall be in accordance with the definitions and principles set out in Guideline B.2.2.1 and B.2.2.2 of the Convention. Payments of wages due to seafarers shall be made at no greater than monthly intervals and in accordance with the seafarer's employment agreement and with any collective bargaining agreements, and seafarers shall be given a monthly account of the payments due and the amounts paid and the account shall specify at least.

15. Financial Security Relating to Shipowner's Liability (Regulation 4.2) – (Amended 2022)

Shipowners must provide financial security to compensate seafarers for death or long-term disability due to occupational hazards

Substantial Equivalencies

(Note: Strike out the statement which is not applicable)

The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, are noted:

[Insert details if applicable]

"No substantial equivalencies under Article VI, paragraphs 3 and 4, have been granted"

Exemptions

(Note: Strike out the statement which is not applicable)

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

[Insert details if applicable]

"No exemptions under Title 3 of the Convention have been granted."

Issue Date	Place of issue

For the

International Ships Registry of Guinea-Bissau

