

The United Republic of Tanzania
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)

Name of Ship	IMO Number	Gross Tonnage
m/v EAGLE I	9227869	11194

1. Minimum age (Regulation 1.1) ☒

The employment, engagement or work on board a ship of any person under the age of 16 is prohibited.
Night work of seafarers under the age of 18 is prohibited.

2. Medical certification (Regulation 1.2) ☒

Personnel employed on board a Republic of Tanzania flagged vessel must have a medical certificate proving their physical fitness, with a validity of 2 years. In case of a vision and colour perception certificate, it should have a validity of 6 years. Permits can be requested to the competent authority when the medical certificate has expired. Such permit shall not exceed a three-month period.

The Competent Authority shall accept all medical certificates issued in accordance to the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW), for the purposes of Reg. 1.2.

3. Qualifications of seafarers (Regulation 1.3) ☒

Seafarers working on board a Republic of Tanzania flagged vessel must have the appropriate training and qualifications, as well as a certificate accrediting their professional competences and other qualifications to perform their functions, duly issued or endorsed by the Republic of Tanzania / international ship registration.
The training and certification must adjust to the mandatory instruments adopted by the IMO (STCW).

4. Seafarers' employment agreements (Regulation 2.1) ☒

All seafarers working on board Republic of Tanzania flagged vessel shall have an employment agreement signed by the seafarer and the shipowner or a representative that guarantees decent working and living conditions on board the ship.

Opportunity shall be granted to seafarers to review the conditions stated on the employment agreement and, if necessary, request advice before signing and accepting them.

Both, the shipowner and seafarer must keep their respective signed original employment agreement.

The shipowner must always keep on board, and at the disposal of seafarers, the captain of the vessel and any other corresponding authority, including authorities from ports where the ship stops, a copy of the seafarers employment agreements for their review.

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

Natural or legal persons that are interested in offering private services for the recruitment and placement of seafarers in the Republic of Tanzania, whose main purpose is the recruitment and placement of seafarers or that recruit and place an important number of seafarers must have an operations license.

The Competent Authority shall require shipowners using services of recruitment and placement of seafarers that are not located in countries or territories where the Maritime Labour Convention, 2006 applies, to make sure that those services comply with the provisions established on Regulation 1.4 of Title 1 of the Maritime Labour Convention 2006 and count with a certification system supportive of the recruitment and placement of seafarers.

When shipowners employ services of a placement agency located in a State that is not part of the Maritime Labour Convention, 2006, they shall be the sole responsible in case of detention of the vessel at the time of survey either by the Flag State or Port State Control, as well as for the penalties implied by such detention.

6. Hours of work or rest (Regulation 2.3) ☒

The minimum hours of rest are not less than:

- 10 hours for every 24-hour period, and
- 77 hours for every seven-day period;

The resting hours can be grouped in two periods at the maximum, one of each shall have at least six no interrupted hours and the interval between two consecutive resting periods shall not exceed 14 hours. Every vessel shall count and place at an easily accessible location and at the disposal of the competent authorities, a chart describing the organization of the work onboard.

Every vessel shall have a record of the seafarers daily resting in accordance to the format adopted by the Competent Authority for such purpose, taking into account the guidelines of the ILO, in order to ensure control and compliance. These shall serve as documentary evidence that the seafarer's minimum resting hours are met. The daily records of the resting hours shall be written in the working language or languages of the ship and in English. Seafarers shall receive a copy of the records pertaining to them, which shall be endorsed by the captain or by the person that he authorizes, and the seafarer. Nonetheless, in passenger ships, the daily records of resting hours can be electronically sent to seafarers, as long as these had been approved by the captain or by the person that he authorizes.

7. **Manning levels for the ship (Regulation 2.7)** ☒
 All vessels must have a sufficient number of adequate and qualified seafarers employed on board to ensure that the ship is operated safely and efficiently. The adequate manning shall guarantee the safety and protection of the ship and its personnel in terms of all its operating conditions, according to the Minimum Safe Manning Certificate issued by the Competent Authority or the equivalent document issued by the same.
8. **Accommodation (Regulation 3.1)** ☒
 Every ship shall maintain decent and safe accommodations, as well as recreational facilities for seafarers working or living on board, consistent with the promotion of the seafarers' health and well-being.
 The provisions of the current Executive Decree related to the ship construction and equipment apply only to ships constructed after the date in which the Maritime Labour Convention, 2006 enters into force.
 Ships constructed before that date, are subject to the requirements related to ship construction and equipment in accordance to the Accommodation of Crews Convention No. 92, and the Accommodation of Crews Convention (Supplementary Provisions), No. 133 of the ILO.
 The Captain or the person designated by him shall conduct frequent surveys on board ships in order to ensure that the accommodation of seafarers is clean, in adequate conditions of habitability and kept in good shape. The outcome of each survey shall be kept in a record and be available for verification by the Competent Authority and the Port State Control.
9. **On-board recreational facilities (Regulation 3.1)** ☒
 The shipowner shall provide seafarers with facilities, amenities, and recreational services both, appropriate and adapted to meet the specific needs of seafarers living and working on board ships in accordance to the provisions related to the protection of security, health and prevention of accidents.
10. **Food and catering (Regulation 3.2)** ☒
 Every ship shall provide seafarers, free of charge, with food and drinking water of appropriate quality, variety, nutritional value and quantity, adequately covering the needs of seafarers and taking into account the different cultural and religious backgrounds, as well as the duration and nature of the voyage.
 The organization and equipment of the ship's catering service shall permit the provision to seafarers of adequate, varied and nutritious meals prepared and served in hygienic conditions.
 The catering service staff shall be properly trained or instructed for the performance of their functions.
11. **Health and safety and accident prevention (Regulation 4.3)** ☒
 It is the duty of the shipowner to adopt effective policies and programs related to occupational safety and health, including risk evaluation as well as training and instruction of seafarers with the purpose to prevent occupational accidents, injuries and diseases, including measures to reduce and prevent the risk of exposure to harmful levels of environmental factors and chemicals substances, as well as the risk of injuries or diseases that may arise from the use of equipment and machinery on board ships.
 Shipowners have the obligation to provide seafarers with protective equipment or other accident prevention devices accompanied by provisions on the use of such equipment or protection devices.
 It is the obligation of the shipowner to ensure that the machineries used on board are properly guarded and that its use without appropriate safety guards is prevented.
 Every Republic of Tanzania flagged vessel, on which there are at least five seafarers, shall create a Safety Committee formed by members of the crew.
12. **On-board medical care (Regulation 4.1)** ☒
 Shipowners shall provide all seafarers with coverage through an insurance policy that guarantees the protection of health as well as prompt and adequate access of seafarers to medical care while working on board. The insurance policy coverage shall last for the period of the seafarer's employment agreement.
 Republic of Tanzania flagged vessel, shall carry on board a medicine chest; medical equipment and medical guide, with the specifications indicated on the most recent edition of the Medical First Aid. Medical First Aid Guide for Use in Accidents Involving Dangerous Goods of the IMO and the Document for Guidance -International Maritime Seafarers Training Guide, as well as similar national guides, consistent with the ship's dimensions.
 Ships carrying one hundred or more persons on board, and ordinarily engaged on international voyages of more than three days' duration shall carry on board a qualified doctor who is responsible for providing medical care.
 Other ships shall count with at least one seafarer who has satisfactorily completed training in medical care in accordance to the requirements of the STCW Convention and those adopted by the Competent Authority.
13. **On-board complaint procedures (Regulation 5.1.5)** ☒
 Republic of Tanzania flagged vessels shall have on board the procedure for the fair, effective and expeditious handling of seafarer complaints, related to breaches of the provisions of the MLC and keep a copy of the Convention in English or the language used on board.
 Seafarers may resort to procedures for the handling of complaints on board to submit claims related to any matter that is alleged to constitute a violation of the provisions of the MLC.
 Seafarers have the right to submit their complaints directly to the captain.

14. Payment of wages (Regulation 2.2)



Seafarers have the right to receive a periodical and complete remuneration for their work in accordance to their respective employment agreement.

The salary and type of currency shall be stated in the employment agreement and shall only be set by unit of time, at intervals no greater than thirty (30) days.

15. Financial security for repatriation (Regulation 2.5)



Maritime (MLC) Rules; Clause 4&7 directly incorporates MLC Regulation 2.5 Seafarers shall have a right to be repatriated at no cost to themselves in accordance with code.

16. Financial security relating to shipowner's liability (Regulation 4.2)



Maritime (MLC) Rule; Clause 4&7 directly incorporates MLC Regulation 4.2 Shipowner shall be liable for financial consequences of sickness, injury or death occurring in connection to seafarers employment.

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

Name of ☐ Shipowner¹ / ☒ Company **T-SHIPPING LIMITED**

For ☐ Itself / ☒ and as Agent for and on behalf of Shipowner

☐ Shipowner address:

☒ Company address:

Office 4 ,10/F Kwang Chai Tower No 6, Tonnochy Road Wanchai, Hong Kong

Name of the authorized signatory: **Oleg Trymbach**

Title: **Director**

Signature of the authorized signatory: 

Date: **15 April 2025**

(Stamp or seal of the shipowner)



The above measures have been reviewed by *Mediterranean Shipping Register* 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 provide initial and ongoing compliance with the requirements set out in Part I of this Declaration.

Name: **Oleksandr Ryzhkov**

Title: **MLC MSR inspector**

Address: **London, UK**

Signature:

Place: **Pointe A Pierre**

Date: **19 April 2025**

(Stamp or seal of the authority)



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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.