国际劳工组织

《2006年海事劳工公约》船旗国检查指南

GUIDELINES FOR FLAG STATE INSPECTIONS UNDER THE MARITIME LABOUR CONVENTION, 2006

人民交通出版社
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中国船级社译

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国际劳工组织

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Preface

When the Maritime Labour Convention, 2006 (MLC, 2006), was adopted by the 94th (Maritime) Session of the International Labour Conference of the International Labour Organization (ILO) in February 2006, it was described as a "historic event". The MLC, 2006, is seen by seafarers as a "charter of rights" that will help ensure "Decent Work" for seafarers, no matter where ships sail and no matter which flag they fly. Shipowners also support the MLC, 2006, as it is seen as an important new tool to help ensure a level playing field for quality shipowners that may have to compete with ships that have substandard conditions. The MLC, 2006, is also important for governments because it brings together nearly 70 international legal instruments in one comprehensive modern document that covers almost every aspect of decent work in this sector.

A key feature of the MLC, 2006, is that it builds on the strengths of the ILO approach to making sure that, in each country, international labour standards are effectively implemented at the "ground level" and enforced. At the same time the MLC, 2006, meets the challenges of this globalized industry by taking over many elements that are found in other major maritime Conventions and have contributed to the success of those Conventions in ensuring safer and secure shipping and preventing marine pollution.

The most important of these elements is found in the emphasis in the MLC, 2006, on effective flag State inspection and certification of ships. Flag State inspectors, including those from Recognized Organizations, are at the front line of the combat to ensure decent conditions of work for seafarers. An effective and coordinated system of regular inspections, monitoring and other control measures of ships adopted by the competent authorities in flag States is the primary tool for ensuring that ships meet the requirements of the MLC, 2006, as implemented in national laws, regulations, collective bargaining agreements and practice.

The International Labour Conference saw the importance of ensuring that the MLC, 2006, was backed up by an effective system for inspections by flag States complemented by a widespread harmonized port State control. It adopted two key resolutions intended to support the promotion, ratification and effective implementation of the Convention and the achievement of decent working and living conditions for seafarers.①

These two resolutions are the "Resolution concerning the development of guidelines for port State control" (resolution IV), and the "Resolution concerning the development of guidelines for flag State inspection" (resolution XIII). Both resolutions called for tripartite meetings of experts to develop guidelines for flag State inspections and to assist port State control officers carrying out MLC, 2006, inspections.

Resolution XIII on developing guidelines for flag State inspection requested the ILO Director-General to convene a tripartite expert meeting to develop "... suitable guidance for flag State inspection." The resolution explained that the success of the Convention will depend, among others, upon the uniform and harmonized implementation of flag State responsibilities in accordance with its relevant provisions, and that given the global nature of the shipping industry, it is important for flag State inspectors to receive proper guidelines for the performance of their duties.

Developing international guidelines and the related national flag State inspections and guidelines for their inspectors is an important aspect of implementation of the MLC, 2006, and an essential aspect of ensuring widespread harmonized implementation of the MLC, 2006.

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① Adopted 22 February 2006, International Labour Conference, 94th (Maritime) Session, 2006, Provisional Record No. 16, p. 16/9.

序　言

国际劳工组织（ILO）国际劳工大会于2006年2月在其第94届（海事）会议上通过《2006年海事劳工公约》（2006年MLC公约），这在当时被誉为“历史性事件”。2006年MLC公约被海员视为“权利法案”，无论船舶驶向哪里，抑或悬挂何国船旗，“法案”都能帮助确保海员“体面劳动”。船东也支持2006年MLC公约，视其为一种重要的新工具，有助于确保那些可能要和条件差的低标准船舶竞争的优秀的船东享有公平竞争的环境。2006年MLC公约对政府也很重要，因为该公约将近70份国际法律文书合并为一份现代综合文件，几乎涵盖了这一行业内体面劳动的所有方面。

2006年MLC公约的一个主要特点在于其吸取了ILO方法的优点，该方法系用于确保在每个国家，国际劳工标准能在“基层”得到有效实施和执行。同时，2006年MLC公约继承了其他主要海事公约的许多要素，并对这些公约在确保更为安全和可靠的航运及防止海洋污染方面的成功做出贡献，以应对这一全球化产业所带来的挑战。

这些要素中最重要的要素在2006年MLC公约中体现为强调船旗国对船舶进行有效的检查和发证。船旗国检查员，包括认可组织的检查员，为海员确保体面劳动条件的奋斗在第一线。船旗国主管当局采用的一套船舶定期检查、监控和其他控制措施的有效和合作的系统，是确保船舶符合实施2006年MLC公约要求的国家法律法规、集体谈判协议和惯例的主要工具。

国际劳工大会意识到，重要的是确保2006年MLC公约由一套有效的船旗国检查系统予以支持，该系统并由普遍且协调统一的港口国控制来补充。大会通过两项主要决议，意在支持公约的推广、批准及有效实施，并为海员实现体面工作和生活的条件。①

这两项决议是《关于制定港口国控制指南的决议》（决议IV），和《关于制定船旗国检查指南的决议》（决议XIII）。这两项决议都要求举行三方专家会议来制定船旗国检查指南和协助港口国控制官员按2006年MLC公约进行检查。

关于制定船旗国控制指南的决议XIII要求国际劳工局局长召开三方专家会议制定“对船旗国检查员的合适指导”。该决议说明，公约的成功主要有赖于按照公约的相关规定统一和协调履行船旗国的责任，以及鉴于航运业的全球性质，重要的是让船旗国检查员有履行职责的合适指南。

为相关国家制定船旗国检查指南并为其检查员制定指南是2006年MLC公约实施情况的一个重要方面，也是确保2006年MLC公约普遍且协调统一实施的一个极为重要的方面。

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① 国际劳工大会于2006年2月22日在其第94届（海事）会议上通过，《临时记录》No.16，16/9页。

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The Guidelines for flag State inspections under the Maritime Labour Convention, 2006 were adopted in September 2008 by tripartite experts' meetings attended by nearly 300 participants. The experts were drawn from all regions of the world. The flag State inspection guidelines contained in this book are published alongside the *Guidelines for port State control officers carrying out inspections under the Maritime Labour Convention, 2006*, which were also adopted by a tripartite experts' meeting in September 2008 and are intended to assist port State control officers to carry out inspections of foreign ships coming into their ports.

Each country may have its own practices relating to flag State inspection. The flag State's competent authorities of the various countries may wish to adapt these guidelines to fit their current practices. These international guidelines are designed to be of practical assistance to governments in drafting their own national guidelines. It is hoped that they will, at the same time, achieve their primary aim – namely, effective flag State inspection and, where appropriate, certification of ships for compliance with the requirements of the MLC, 2006, as implemented nationally. If this is achieved, seafarers will benefit from decent conditions of work, not only in law but also in practice.

Cleopatra Doumbia-Henry
Director of the International
Labour Standards Department

《〈2006年海事劳工公约〉船旗国检查指南》于2008年9月在三方专家会议上通过。来自全球近300名专家参加了此次会议。本书所包含的船旗国检查指南与《〈2006年海事劳工公约〉港口国控制官员检查指南》一起出版，后者也于2008年9月在三方专家会议上通过，意在协助港口国控制官员对进入其港口的他国船舶进行检查。

每个国家对船旗国检查可能有其惯例。许多国家的船旗主管当局可能希望对本指南有所变通，以适合其现有惯例。本国际指南意在为各国政府起草本国指南提供实际协助。同时，希望本指南能实现其主要目标—即船旗国在本国实施的对船舶的有效检查和认证（如适合）符合2006年MLC公约的要求。如能达成这一目标，则海员不仅在法律上而且也在实际上，都能从体面的劳动条件中获益。

Cleopatra Doumbia-Henry
国际劳工标准司司长

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1. Introduction

1.1. Explanation of the objectives and content of the guidelines

1. In accordance with resolution XIII adopted by the International Labour Conference (ILC) at its 94th (Maritime) Session, these international guidelines have been developed to assist flag State administrations to effectively implement their responsibilities with respect to the ship inspection and certification duties under the Maritime Labour Convention, 2006 (MLC, 2006).

2. The guidelines are intended to provide supplementary practical information and guidance to flag States that can be adapted to specifically reflect their national laws and other measures implementing the MLC, 2006.

3. It must be emphasized that these guidelines are intended as a practical resource that can be used by any government that finds them helpful.

4. In all cases, the relevant national laws or regulations or collective bargaining agreements or other measures implementing the MLC, 2006, in the flag State should be viewed as the authoritative statement of the requirements in the flag State.

5. The remaining sections of Chapter 1 provide general information on the structure, key concepts and terminology used in the MLC, 2006.

6. Chapter 2 is divided into two sections. The first section provides an overview of the flag State inspection system obligations in the MLC, 2006, and contains information with respect to actions or determinations that flag States or the competent authority in the flag State may take for ship inspection and certification. The second section provides more specific guidance on the process of maritime labour inspection and certification under the MLC, 2006.

7. Chapter 3 addresses the requirements of the MLC, 2006, that are to be inspected and, if required, certified, on all ships covered by the MLC, 2006. It contains guidance as to what a flag State inspector (or a recognized organization (RO) that has been delegated this task by a flag State) would check in verifying compliance. It also provides some examples of deficiencies.

8. Chapter 4 outlines a range of actions that can be taken if deficiencies or non-conformities are identified by flag State inspectors (or reported to the flag State by ROs acting on its behalf).

1.2. Brief overview of the MLC, 2006

9. The Preamble to the MLC, 2006, sets out the intentions and the objectives of the Members of the International Labour Organization in adopting the Convention. The Preamble refers to the global nature of the shipping industry and the need for seafarers to have special protection. It also links the MLC, 2006, to the other key international Conventions that establish minimum standards for the shipping industry in connection with safety, security and marine environmental protection. **The MLC, 2006, complementing other major international conventions, reflects international agreement on the minimum requirements for working and living conditions for seafarers.**

10. Like other international labour standards, the MLC, 2006, only sets out minimum international standards. However, recalling paragraph 8 of article 19 of the Constitution of the International Labour Organization, the Preamble goes on to clarify that in no case shall the adoption of any Convention and Recommendation by the Conference or the ratification of any Convention by any Member be deemed to affect any law, award, custom or agreement which ensures more favourable conditions to the workers concerned than those provided for in the Convention or Recommendation.

第1章 导 言

1.1 本指南的目的及内容说明

1. 根据国际劳工大会（ILC）在其第94届（海事）会议上通过的决议XIII，制定了本国际指南来协助船旗国主管机关按《2006年海事劳工公约》（2006年MLC公约）有效履行其对于船舶检查和发证的责任。

2. 本指南意在为船旗国补充实用信息和指导。这些信息和指导可予变通，以具体反映船旗国实施2006年MLC公约的国家法律和其他措施。

3. 必须强调的是，本指南意在作为一种实用资源，认为其有益的任何一国政府都能使用。

4. 在任何情况下，船旗国的相关国家法律或法规或集体谈判协议或其他实施2006年MLC公约的措施，均应视为船旗国要求的权威陈述。

5. 第1章其余部分对2006年MLC公约的结构、主要概念及所用术语作了总体介绍。

6. 第2章分成两个部分，第一部分综述2006年MLC公约规定的船旗国检查系统职责，并含有船旗国或船旗国主管当局对船舶检查和发证可以采取的行动及决定的信息；第二部分对按2006年MLC公约执行海事劳工检查和发证的过程给予更为具体的指导。

7. 第3章阐述了2006年MLC公约的要求，对2006年MLC公约覆盖的所有船舶均应据此进行检查并按要求发证。该章就船旗国检查员（或船旗国授权执行该项任务的认可组织（RO））在验证符合性时所应核查的内容作了指导，还提供了缺陷的一些例子。

8. 第4章概述了如有缺陷或不合格经船旗国检查员认定（或代表船旗国行事的RO向船旗国报告），所能采取的行动的范围。

1.2 2006年MLC公约简述

9. 2006年MLC公约的序言阐明了国际劳工组织成员国在通过本公约时的意图和目的。序言提及航运业的全球化性质以及有必要使海员得到特殊保护，并将2006年MLC公约与为航运业规定安全、保安和海洋环境保护最低标准的其他主要国际公约联系起来。**2006年MLC公约是对其他重要国际公约的补充，反映了关于海员工作和生活条件最低要求的国际共识。**

10. 如同其他国际劳工标准一样，2006年MLC公约仅阐明最低国际标准。但是，忆及国际劳工组织章程第19条第8款时，序言澄清了大会通过任何公约或建议，或任何成员国批准任何公约，在任何情况下均不得视为影响到确保相关工人享有比该公约或建议所规定者更为有利条件的任何法律、裁定、惯例或协议。

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11. The MLC, 2006, contains an explanatory note, which was adopted by the 94th (Maritime) Session of the ILC to assist governments with respect to their legislative obligations and to understanding the legal relationship between the different parts of the MLC, 2006. It also provides an outline of the overall structure of the MLC, 2006.

Explanatory note to the Regulations and Code of the Maritime Labour Convention, 2006

1. This explanatory note, which does not form part of the Maritime Labour Convention, is intended as a general guide to the Convention.

2. The Convention comprises three different but related parts: the Articles, the Regulations and the Code.

3. The Articles and Regulations set out the core rights and principles and the basic obligations of Members ratifying the Convention. The Articles and Regulations can only be changed by the Conference in the framework of article 19 of the Constitution of the International Labour Organization (see Article XIV of the Convention).

4. The Code contains the details for the implementation of the Regulations. It comprises Part A (Mandatory standards) and Part B (Nonmandatory guidelines). The Code can be amended through the simplified procedure set out in Article XV of the Convention. Since the Code relates to detailed implementation, amendments to it must remain within the general scope of the Articles and Regulations.

5. The Regulations and the Code are organized into general areas under five Titles:

- Title 1: Minimum requirements for seafarers to work on a ship;
- Title 2: Conditions of employment;
- Title 3: Accommodation, recreational facilities, food and catering;
- Title 4: Health protection, medical care, welfare and social security protection;
- Title 5: Compliance and enforcement.

6. Each Title contains groups of provisions relating to a particular right or principle (or enforcement measure in Title 5), with connected numbering. The first group in Title 1, for example, consists of Regulation 1.1, Standard A1.1 and Guideline B1.1 relating to minimum age.

7. The Convention has three underlying purposes:

(a) to lay down, in its Articles and Regulations, a firm set of rights and principles;
(b) to allow, through the Code, a considerable degree of flexibility in the way Members implement those rights and principles; and
(c) to ensure, through Title 5, that the rights and principles are properly complied with and enforced.

8. There are two main areas for flexibility in implementation: one is the possibility for a Member, where necessary (see Article VI, paragraph 3), to give effect to the detailed requirements of Part A of the Code through substantial equivalence (as defined in Article VI, paragraph 4).

11. 2006年MLC公约包含了ILC第94届（海事）会议通过的注解，用以帮助各国政府履行其法定义务及理解2006年MLC公约不同部分之间的法律关系。该注解还概述了2006年MLC公约的整体结构。

《2006年海事劳工公约》规则和守则的注解

1. 本注解旨在作为对《海事劳工公约》的一般性指导，不构成本公约的组成部分。

2. 本公约由三个不同但相关的部分构成：条款、规则和守则。

3. 条款和规则阐明了核心权利和原则以及批准本公约的成员国的基本义务。条款和规则只能由大会在《国际劳工组织章程》第19条的框架内修改（见公约第XIV条）。

4. 守则包含了规则的实施细节。它由A部分（强制性标准）和B部分（非强制性导则）组成。守则可以通过公约第十五条阐明的简化程序来修正。由于守则涉及具体实施，对守则的修正必须在条款和规则的总体范围内进行。

5. 规则和守则按以下标题划归五个领域：

   - 标题一：海员上船工作的最低要求；
   - 标题二：就业条件；
   - 标题三：起居舱室、娱乐设施、食品和膳食服务；
   - 标题四：保健、医疗、福利和社会保障；
   - 标题五：遵守与执行。

6. 每一标题的内容包含了关于某一权利或原则（或标题五的执行措施）的几组规定，有关联编号。例如，标题一的第一组包括关于最低年龄的规则1.1、标准A1.1和导则B1.1。

7. 本公约有三个根本目标：

   (a) 在条款和规则中规定一套确定的权利和原则；

   (b) 通过守则允许成员国在履行这些权利和原则的方式上有相当程度的灵活性；和

   (c) 通过标题五确保这些权利和原则得到妥善遵守和执行。

8. 在实施中主要有两个方面的灵活性：其一是成员国在必要时（见第六条第3款）可通过实质性等效（按第六条第3款所定义）执行守则A部分的具体要求。

9. The second area of flexibility in implementation is provided by formulating the mandatory requirements of many provisions in Part A in a more general way, thus leaving a wider scope for discretion as to the precise action to be provided for at the national level. In such cases, guidance on implementation is given in the non-mandatory Part B of the Code. In this way, Members which have ratified this Convention can ascertain the kind of action that might be expected of them under the corresponding general obligation in Part A, as well as action that would not necessarily be required. For example, Standard A4.1 requires all ships to provide prompt access to the necessary medicines for medical care on board ship (paragraph 1(b)) and to "carry a medicine chest" (paragraph 4(a)). The fulfilment in good faith of this latter obligation clearly means something more than simply having a medicine chest on board each ship. A more precise indication of what is involved is provided in the corresponding Guideline B4.1.1 (paragraph 4) so as to ensure that the contents of the chest are properly stored, used and maintained.

10. Members which have ratified this Convention are not bound by the guidance concerned and, as indicated in the provisions in Title 5 on port State control, inspections would deal only with the relevant requirements of this Convention (Articles, Regulations and the Standards in Part A). However, Members are required under paragraph 2 of Article VI to give due consideration to implementing their responsibilities under Part A of the Code in the manner provided for in Part B. If, having duly considered the relevant Guidelines, a Member decides to provide for different arrangements which ensure the proper storage, use and maintenance of the contents of the medicine chest, to take the example given above, as required by the Standard in Part A, then that is acceptable. On the other hand, by following the guidance provided in Part B, the Member concerned, as well as the ILO bodies responsible for reviewing implementation of international labour Conventions, can be sure without further consideration that the arrangements the Member has provided for are adequate to implement the responsibilities under Part A to which the Guideline relates.

12. With particular reference to flag State inspection responsibilities and the ship certification system, as dealt with in these guidelines, it is important to take account of three of the four appendices located at the end of Title 5 of the MLC, 2006:

- Appendix A5-I: List of matters for flag State inspection for certification purposes;
- Appendix A5-II: Model documents relating to the flag State inspection and certification system established in Title 5:
  - Maritime Labour Certificate;
  - Interim Maritime Labour Certificate;
  - Declaration of Maritime Labour Compliance (DMLC (two parts – Part I and Part II));
- Appendix B5-I: An example, to provide guidance as to the way both parts of the DMLC might be filled out by the flag State (Part I) and a shipowner (Part II).

1.3. Key concepts in the MLC, 2006

13. This section of Chapter 1 sets out some of the key concepts relating to the application of the MLC, 2006. Section 1.4, which follows, contains the definitions of terms that are found in the MLC, 2006.

9. 实施中灵活性的第二个方面通过将A部分许多规定中的强制性要求表述得较为宽泛来实现，这样就为在国家层面采取确切的行动留出了更广泛的自主权。在这种情况下，守则中非强制性的B部分给出了实施指导。这样，已批准本公约的成员国按A部分相应的一般性义务，可以确定自己可能应当采取什么样的行动，以及可能未必要求采取的行动。例如，标准A4.1要求在所有船舶上能够迅速取得用于船上医疗所必需的药品（第1(b)款）并"配备一个医药箱"（第4(a)款）。忠实履行后者的义务明显意味着不仅仅是简单地在每艘船上配备一个医药箱。在相应的导则B4.1.1中（第4款）对于所涉问题给出了更为准确的指示，以便确保妥善地存放、使用和维护医药箱内的物品。

10. 已批准本公约的成员国不受相关导则的约束，而且正如关于港口国控制的标题五中的规定所指出，检查只针对本公约的有关要求（条款、规则和A部分的标准）。但是，根据第六条第2款，要求成员国充分考虑按守则B部分规定的方式履行A部分赋予的责任。用上文所举的例子，如果成员国在充分考虑到相关导则后决定作出不同的安排，确保按A部分标准的要求对医药箱中的物品进行妥善存放、使用和维护，则是可以接受的。另一方面，通过遵循B部分提供的指导，有关成员国以及国际劳工组织负责审核国际劳工公约实施情况的机构能确定，该成员国作出的安排足以履行A部分所赋予且导则所涉及的责任，而无需作进一步考虑。

12. 具体就本指南中所述的船旗国检查责任和船舶发证系统而言，重要的是应考虑到2006年MLC公约标题五末尾四个附录中的三个：

- 附录A5-I：船旗国为发证目的进行检查事项清单；
- 附录A5-II：标题五规定的船旗国检查和发证系统相关范本文件：
  - 《海事劳工证书》；
  - 《临时海事劳工证书》；
  - 《海事劳工符合声明》（DMLC（分为两部分 – 第I部分和第II部分））；
- 附录B5-I：一个示例，用以指导船旗国（第I部分）和船东（第II部分）如何分别填写DMLC的两个部分。

1.3 2006年MLC公约的主要概念

13. 第1章的这一部分阐明了有关2006年MLC公约适用范围的一些主要概念，接下来的1.4的内容为2006年MLC公约中出现的术语的定义。

1.3.1. Application

14. The MLC, 2006, applies to all seafarers on all ships covered by the MLC, 2006. A seafarer is any person who is employed or engaged or works in any capacity on board a ship to which the MLC, 2006, applies. All ships registered with a flag State, if covered by the MLC, 2006, are subject to an inspection for compliance with the requirements of the MLC, 2006. The terms "seafarer" and "ship" are defined in the MLC, 2006 (see section 1.4 below).

1.3.2. Seafarers' rights

15. The MLC, 2006, is intended to help achieve decent work for all seafarers. It sets out the fundamental rights and principles that seafarers have with respect to their working and living conditions.

16. Article III of the MLC, 2006, relates to *fundamental rights and principles* requiring ILO member States to satisfy themselves that the provisions of their laws and regulations respect, in the context of this Convention, the fundamental rights to:

(a) freedom of association and the effective recognition of the right to collective bargaining;

(b) the elimination of all forms of forced or compulsory labour;

(c) the effective abolition of child labour; and

(d) the elimination of discrimination in respect of employment and occupation.

17. Article IV relates to *seafarers' employment and social rights* and states:

1. Every seafarer has the right to a safe and secure workplace that complies with safety standards.

2. Every seafarer has a right to fair terms of employment.

3. Every seafarer has a right to decent working and living conditions on board ship.

4. Every seafarer has a right to health protection, medical care, welfare measures and other forms of social protection.

5. Each Member shall ensure, within the limits of its jurisdiction, that the seafarers' employment and social rights set out in the preceding paragraphs of this Article are fully implemented in accordance with the requirements of the Convention. Unless specified otherwise in the Convention, such implementation may be achieved through national laws or regulations, through applicable collective bargaining agreements or through other measures or in practice.

1.3.3. Ships

18. The MLC, 2006, applies to all ships, whether publicly or privately owned, ordinarily engaged in commercial activities. Subject to any national provisions to the contrary, the MLC, 2006, does not apply to:

- ships which navigate exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;

1.3.1 适用范围

14. 2006年MLC公约适用于本公约覆盖的所有船舶上的所有海员。海员系指2006年MLC公约适用的船舶上以任何职务受雇或从业或工作的任何人员。船旗国的所有注册船舶如在2006年MLC公约适用范围内，必须接受是否符合2006年MLC公约要求的检查。“海员”和“船舶”的定义见2006年MLC公约（见下述1.4）。

1.3.2 海员的权利

15. 2006年MLC公约意在帮助所有海员获得体面的船上工作，它阐明了海员在其工作和生活条件方面拥有的基本权利和原则。

16. 2006年MLC公约第三条述及的基本权利和原则，要求国际劳工组织成员国确信其法律和法规在公约的框架内尊重以下基本权利：

(a) 结社自由和有效承认集体谈判的权利；

(b) 消除所有形式的强迫或强制劳动；

(c) 有效废除童工；和

(d) 消除就业和职业方面的歧视。

17. 第四条述及海员的就业和社会权利并规定：

1. 每一海员均有权享有符合安全标准的安全且受保护的工作场所。

2. 每一海员均有权获得公平的就业条件。

3. 每一海员均有权获得体面的船上工作和生活条件。

4. 每一海员均有权享受保健、医疗、福利措施及其他形式的社会保护。

5. 各成员国在其管辖范围内应确保本条上述各款所阐明的海员就业和社会权利根据本公约的要求得以充分实施。除公约中另有规定外，这些权利的实施可通过国家法律或法规、通过适用的集体谈判协议或通过其他措施或以务实方式来实现。

1.3.3 船舶

18. 2006年MLC公约适用于所有从事商业活动的船舶，无论其为公有或私有。2006年MLC公约不适用于下列船舶（但国家如有相反规定则应遵守）：

- 专门在内河或在遮蔽水域之内或其紧邻水域或适用港口规定的区域航行的船舶；

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