



MARITIME LABOUR CERTIFICATE

(Note: This Certificate shall have a Declaration of Maritime Labour Compliance attached)

Issued under the provisions of Article V and Title 5 of the Maritime Labour Convention, 2006 (referred to below as "the Convention") under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland by the Maritime and Coastguard Agency, an Executive Agency of the Department for Transport.

PARTICULARS OF SHIP

Name of Ship	CMA CGM WHITE SHARK		
Distinctive Number or Letters	MPXV7	Port of Registry	LONDON
Date of registry	23 April 2007	Gross tonnage ¹	54309
IMO Number	9317975	Type of Ship	CONTAINERSHIP
Name and Address of the Shipowner ²	CAM CGM International Shipping Company PTE Ltd		
	11 North Buona Vista Drive		
	#13-07, The Metropolis (Tower 2)		
	138589 SINGAPORE		

This is to certify:

1. That this ship has been inspected and verified to be in compliance with the requirements of the Convention, and the provisions of the attached Declaration of Maritime Labour Compliance.
2. That the seafarers' working and living conditions specified in Appendix A5-1 of the Convention were found to correspond to the abovementioned country's national requirements implementing the Convention. These national requirements are summarized in the Declaration of Maritime Labour Compliance, Part I.

This Certificate is valid until subject to inspections in accordance with Standards A5.1.3 and A5.1.4 of the Convention.

This Certificate is valid only when the Declaration of Maritime Labour Compliance issued at

on is attached.

Completion date of the inspection on which this Certificate is based was

Issued at on

Signature of the duly authorized official issuing the Certificate

Name

Signed



¹ For ships covered by the tonnage measurement interim scheme adopted by the IMO, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969). See Article II(1)(c) of the Convention.

² 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.

Endorsements for mandatory intermediate inspection and, if required, any additional inspection

This is to certify that the ship was inspected in accordance with Standards A5.1.3 and A5.1.4 of the Convention and that the seafarers' working and living conditions specified in Appendix A5-I of the Convention were found to correspond to the abovementioned country's national requirements implementing the Convention.

Intermediate inspection

(to be completed between the second and third anniversary dates)

Name

Signed

Date

Marine Office



Additional endorsements (if required)

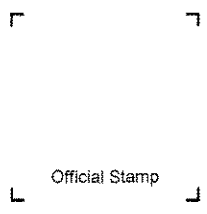
This is to certify that the ship was the subject of an additional inspection for the purpose of verifying that the ship continued to be in compliance with the national requirements implementing the Convention, as required by Standard A3.1, paragraph 3, of the Convention (re-registration or substantial alteration of accommodation) or for other reasons.

Additional Inspection: (if required)
Name

Signed

Date

Marine Office



*Additional Inspection:
(if required)*

Name	<input type="text"/>		
Signed	<input type="text"/>	┌	└
Date	<input type="text"/>		
Marine Office	<input type="text"/>	└	Official Stamp ┌

*Additional Inspection:
(if required)*

Name	<input type="text"/>		
Signed	<input type="text"/>	┌	└
Date	<input type="text"/>		
Marine Office	<input type="text"/>	└	Official Stamp ┌