

## ANNEX F – Summary of proposed changes

MLC 2006, Amendments 2022 requiring UK legislative change:

No.	MLC reference	Purpose of change	Objective
1	Standard A1.4.5(c)(vi) Recruitment and placement	Recruitment and placement services (RPS) to provide seafarers with adequate information about the system of protection to cover monetary loss if employer or RPS does not meet their obligations.	This would mean that should a seafarer find themselves stranded after travelling to any place in the world to board a ship and the position no longer being available, that they would not have to fund their return journey. This became a major concern during the pandemic with vessels ceasing to trade, ports closing and other aspects involved where recruitment placements failed.
2	Standard A3.1.17 Accommodation and recreational facilities	<p>The amendment adds “including social connectivity” to Standard A3.1, paragraph 17. This will enable seafarers to maintain communication with their family and friends when they are away from home, often for several months at a time.</p> <p>This would mandate access to social communications for seafarers (i.e. social media, messaging apps etc) on board ship. Strengthened guidelines for shipowner to provide on board ship and for provision in ports.</p> <p>This will enable seafarers to maintain communication with their family and friends when they are away from home, often for several months at a time.</p>	The working life and home life of a seafarer when employed is on a ship. This restricts access to communications and in an ever changing, highly digitalised world, the necessity to have regular reliable access to the internet is fundamental and more so to the younger generation who have grown up with levels of social connectivity. This has been noted within our research as one of the key points along with wage, when young people look at careers at sea. For all seafarers it could be managing any personal digitalised training (in and out of work hours), being able to communicate to manage financial affairs or personal emergencies.
3	Standard A3.2.2(b) Food and catering	<p>To strengthen requirements for balance, nutritious and varied diet.</p> <p>The addition of the wording ‘balanced’ requires that seafarers have access not only to adequate, varied and nutritious meals, but also to a balanced diet, which in the UK is interpreted as a mixed diet of carbohydrates, protein, fat, fibre, vitamins and minerals.</p>	The health and wellbeing of any seafarer will impact their work and therefore the safety of the ship. Having the option to choose meals is important for many health reasons. There is awareness for the provision of food due to allergies and health and fitness but the aim of this amendment is to specify ‘balanced’. To promote national guidance into regulation, to ensure healthier options are available for those working on ships as equally as those working ashore.

4	Appendices A2.1 & A4.1 Evidence of financial security	<p>Clarify that financial security for MLC may be in name of registered owner (if different from shipowner for MLC purposes)</p> <p>This amendment will require that the certificate of financial security lists both the name of the shipowner, or of the registered owner if different from the shipowner.</p>	The purpose of this amendment is to clarify who is financially responsible and reflects the reality of who holds the financial security for the ship. This is important to be established during surveys and inspections or audits. To address directly to who is accountable to meet financial costs associated with deficiencies, processes and procedures.
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MLC 2006, Amendments 2022 already existing in UK legislation – no change required

	<u>MLC reference</u>	<u>Purpose of change</u>	<u>Objective</u>	<u>Current legislation and guidance</u>
5	Standard A2.5.1 – Repatriation	Countries are required to facilitate prompt repatriation inc. of abandoned seafarers and cooperate to protect MLC rights of replacements.	<p>This requirement provides support for the health, wellbeing and financial support of seafarers who find themselves abandoned, in some instances a significant distance from their homes under no fault of their own.</p> <p>This was as considered by the ILO following the COVID-19 pandemic as many seafarers were abandoned and governments were required to assist to repatriate seafarers</p>	<p>SI 2014/16  <a href="#">The Merchant Shipping (Maritime Labour Convention) (Minimum Requirements for Seafarers etc.) Regulations 2014</a>  <a href="#">Part &amp; 10b 6</a></p>
6a	Standard A3.2 Food and catering	Countries must ensure that aboard ships flying their flag food and water provided to seafarers must be free of charge.	This will ensure international standards in the provision of food and water being provided free of charge whilst a seafarer is working on board.	<p>SI 2014/1613  <a href="#">The Merchant Shipping (Maritime Labour Convention) (Minimum Requirements for Seafarers etc.) Regulations 2014</a>  <a href="#">Part 8(34)</a></p>
6b	Standard A3.2 Food and catering	Inspections of ships' food and drinking water extended to their quantity, nutritional value, quality and variety.	The requirement to inspect the food and catering facilities on board ship is already regulated within the UK under Port State Control or as part of the inspection process of UK flagged vessels.	<p>SI 2014/1613  <a href="#">The Merchant Shipping (Maritime Labour Convention) (Minimum Requirements for Seafarers etc.) Regulations 2014</a>  <a href="#">Part 8(36)</a></p>
7	Standard A4.1 Medical care on	Requirement for Members to report fatalities at sea to ILO with the cause, to provide evidence on mental health of seafarers.	This will ensure international standards in the timely recording and reporting of sickness or death of seafarers on board ship.	<p>SI 2014/1613  <a href="#">The Merchant Shipping (Maritime Labour Convention) (Minimum</a></p>

	board ship and ashore	The need for an international standard was highlighted during the recent COVID-19 pandemic and the unfortunate incidents of seafarer suicide led to a call for improved access to medical care on board and facilities ashore.		<a href="#">Requirements for Seafarers etc.) Regulations 2014</a>  Part 9(43) & 10(52)
8a	Standard A4.3 - Health and safety protection and accident prevention	Countries must ensure that ships flying their flag provide appropriately sized Personal Protective Equipment (PPE).	The amendment will ensure an international standard for seafarers, who are required to wear PPE for their personal safety whilst carrying out their work on board ship, are provided with appropriate equipment which fits correctly.	SI 1999/2205 <a href="#">The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999</a>  Regulation 6(2)(b&c)  The MCA publication, <a href="#">Code of Safe Working Practices for Merchant Seafarers (COSWP) Chapter 8</a> , provides further guidance.
8b	Standard A4.3 - Health and safety protection and accident prevention	Countries to ensure that deaths of seafarers on board ships are investigated, recorded and annually reported to the ILO.	The need for an international standard was highlighted during the recent COVID-19 pandemic when many tragically died at sea.	<a href="#">SI 1979/1577 The Merchant Shipping (Returns of Births and Deaths) Regulations 1979</a>  Reg (3) and (9)  The reporting and recording of deaths at sea is an existing statutory requirement in the UK, through the Registrar General.