

# Maritime Labour Convention, 2006

Introduction & Progress Towards Ratification

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# What is the purpose of the MLC 2006?

- The clear intention of the Convention is to ensure that decent living and working conditions are provided for all seafarers on all vessels ordinarily engaged in commercial activities.
- This includes Large Commercial Yachts.



# When? Entry into force.

- Adoption of the Convention – 23 February 2006
- Ratification by ILO Member states – 22 countries so far
- Entry into force – 12 months after ratification by 30 ILO members with 33% of world tonnage



# Application to Large Yachts

- 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 and medical care.
- Title 5 – Compliance and enforcement.



# Current position

- The UK MLC Large Yacht – sub group has agreed the text of two new chapters to be included in the Large Commercial Yacht Code.
- LY3 Ch. 21A - <200GT Accommodation
- LY3 Ch. 21B - ≥200GT Accommodation
- The agreed text has been distributed to various other Administrations to include within their standards should they wish to do so.



# What happens next with the new standards

- MCA is in the process of producing 13 Statutory Instruments to implement the MLC 2006 in the UK. These have been, and will continue to be, publicly consulted upon.
- MCA expect the substantially equivalent accommodation standards will be publicly consulted on at the same time as LY3.



# Survey and Certification

- Required to be in place a year after the Convention comes into force for the flag state.
- <500GT –May voluntarily request a Maritime Labour Certificate from the MCA if a UK vessel. Other Administrations may use a RO.
- $\geq 500$ GT on international voyages/operating from a port outside its flag state – Required to have a declaration and a Maritime Labour Certificate from MCA if a UK vessel. Other Administrations may use an RO.



# Survey and Certification

- Certificate valid for 5 years
- Mid-term inspection
- Port State Control: MLC is *prima facie* evidence of compliance
- “More detailed inspections” where reasonable grounds
- On shore complaints



# When will the UK ratify?

- The UK will ratify the Convention once legislation is in place that transposes the requirements into UK statute.
- The UK's ratification can be extended to UK Overseas Territories and Crown Dependencies, provided they have also implemented the MLC.



# If the UK doesn't ratify before the Convention comes into force?

- The UK anticipates ratifying the Convention before it comes into force internationally.
- Large Yachts will not be legally required to have certification until a year after the MLC 2006 comes into force. A Resolution encourages ratifying members to focus on bulk carriers and passenger ships in Year 1.
- If ratification is further delayed, the MCA will issue Letters of Compliance to all vessels that are required to comply. We would hope that Port State Control would accept these as evidence of compliance.



# Further information

[www.dft.gov.uk/mca](http://www.dft.gov.uk/mca)

## Working at Sea/Health and Safety/Maritime Labour Convention, 2006

- Click on relevant Title number for information about UK implementation



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