

The 2022 Amendments to Maritime Labour Convention (MLC), 2006

Notice to: Ship Owners / Managers / Operators / Surveyors

URC24022| 20 September 2024

The 110th session of the International Labour Conference held in June 2022 approved the amendments to Maritime Labour Convention (MLC), 2006 and will enter into force from 23 December 2024.

2. The amendments cover seafarer welfare issues, such as:

- 🕒 Social connectivity, including guidance to shipowners on providing internet access;
- 🕒 Ensuring that seafarers are informed of their rights prior to engagement;
- 🕒 Requirements for balanced and nutritious meals;
- 🕒 Disembarkation for medical care;
- 🕒 Prompt repatriation, including of the deceased; and
- 🕒 Providing appropriately sized personal protective equipment.

3. The amendments also:

- 🕒 Clarified that the required certificates of financial security can be issued in the name of the registered owner, if different from the shipowner; and
- 🕒 Require Member States to ensure seafarer fatalities are adequately investigated, recorded, and reported to the ILO.

4. The amendments to various Regulations of the MLC Standard includes following (highlighted in bold and underline):

1) **AMENDMENTS TO REGULATION 1.4 – RECRUITMENT AND PLACEMENT**

Paragraph 5(c)(vi) of Standard A1.4 amended and requires –

Private Recruitment and Placement Services (PRPS) to establish a system of protection, by way of insurance or an equivalent appropriate measure, to compensate seafarers for monetary loss that they may incur as a result of the failure of a recruitment and placement service or the relevant shipowner under the seafarers' employment agreement to meet its obligations to them, and ensure that seafarers are informed, prior to or in the process of engagement, of their rights under that system.

2) AMENDMENTS TO REGULATION 2.5 – REPATRIATION

A new Paragraph 9 is included under Standard A2.5.1, requiring –

Member States to facilitates the prompt repatriation of seafarers, including when they are deemed abandoned within the meaning of Standard A2.5.2, paragraph 2. Port States, flag States and labour-supplying States shall cooperate to ensure that the seafarers engaged on a ship to replace seafarers who have been abandoned in their territory, or on a ship flying their flag, shall be accorded their rights and entitlement under the MLC 2006.

3) AMENDMENTS TO REGULATION 3.1 – ACCOMMODATION AND RECREATIONAL FACILITIES

Paragraph 17 of Standard A3.1 is amended and requires-

Appropriate seafarers’ recreational facilities, amenities, and services, **including social connectivity**, as adapted to meet the special needs of seafarers who must live and work on ships, be provided on board for the benefit of all seafarers, taking into account Regulation 4.3 and the associated Code provisions on health and safety protection and accident prevention.

4) AMENDMENTS TO REGULATION 3.2 – FOOD AND CATERING

Paragraph 2(a) of Standard A3.2 is amended and requires –

Food and drinking water supplies, are considered based on the number of seafarers on board, their religious requirements, and cultural practices as they pertain to food, and the duration and nature of the voyage, and shall be suitable in respect of quantity, nutritional value, quality, and variety, **and shall be provided free of charge during the period of engagement.**

Paragraph 2(b) of Standard A3.2 is amended and requires –

The organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied, **balanced** and nutritious meals prepared and served in hygienic conditions.

Paragraph 7(a) of Standard A3.2 is amended and requires –

The Master carries out frequent documented inspections on supplies of food and drinking water **in relation to their quantity, nutritional value, quality, and variety.**

5) **AMENDMENTS TO REGULATION 4.1 – MEDICAL CARE ON BOARD SHIP AND ASHORE**

New Paragraph 5 is included under Standard A4.1, requiring –

Each Member States to ensure prompt disembarkation of seafarers in need of immediate medical care from ships in its territory and access to medical facilities ashore for the provision of appropriate treatment.

New Paragraph 6 is included under Standard A4.1 requiring –

Where a seafarer has died during a ship's voyage. The Member State in whose territory the death has occurred or, where the death has occurred on the high seas, into whose territorial waters the ship next enters, shall facilitate the repatriation of the body or ashes by the shipowner, in accordance with the wishes of the seafarer or their next of kin, as appropriate.

6) **AMENDMENTS TO REGULATION 4.3 – HEALTH AND SAFETY PROTECTION AND ACCIDENT PREVENTION**

Paragraph 1(b) of Standard A4.3 is amended and requires –

Reasonable precautions are undertaken to prevent occupational accidents, injuries, and diseases on board ship, including **through the provision of all necessary appropriately-sized personal protective equipment and** measures to reduce and prevent the risk of exposure to harmful levels of ambient factors and chemicals, as well as the risk of injury or disease that may arise from the use of equipment and machinery on board ships.

A new Paragraph 5(a) is included under Standard A4.3 requiring each Members to ensure that –

All deaths of seafarers employed, engaged, or working on board ships are adequately investigated and recorded, and reported, on an annual basis, to the Director-General of the International Labour Office to be published in a global register.

7) **AMENDMENTS TO APPENDICES**

Appendix A2-I – Evidence of financial security under Regulation 2.5, paragraph 2 -Replace item (g) by the following:

(g) name of the shipowner, **or of the registered owner if different from the shipowner;**

Appendix A4-I – Evidence of financial security under Regulation 4.2

Replace item (g) by the following:

(g) name of the shipowner, **or of the registered owner if different from the shipowner;**

5. Ship Masters and the Company is to take note of above amendments to MLC, 2006 and are advised as follows:
 - a. Review their processes to ensure they include the amended requirements no later than 23 December 2024, as the rights and obligations of the seafarers and shipowners as effected by the 2022 amendments to MLC, 2006 apply from the date of entry into force.
 - b. Ensure timely renewal of existing Maritime Labour Certificates and DMLC Part I & Part II in consultation with the vessel's Flag Administration or their RO.
6. Recruitment and Placement Services (RPS) are also advised to be guided by above and accordingly revise their procedures and comply with the amended MLC requirements wef 23 December 2024.

Enclosure:

1. International Labour Conference -110 Session – Amendments of 2022 to MLC, 2006
-

International Labour Conference Conférence internationale du Travail

AMENDMENTS OF 2022
TO THE MARITIME LABOUR CONVENTION, 2006,
AS AMENDED (MLC, 2006)
APPROVED BY THE CONFERENCE
AT ITS ONE HUNDRED AND TENTH SESSION,
GENEVA, 6 JUNE 2022

AMENDEMENTS DE 2022 À LA CONVENTION
DU TRAVAIL MARITIME, 2006,
TELLE QU'AMENDÉE (MLC, 2006)
APPROUVÉS PAR LA CONFÉRENCE
À SA CENT DIXIÈME SESSION,
GENÈVE, 6 JUIN 2022

AUTHENTIC TEXT
TEXTE AUTHENTIQUE

**AMENDMENTS OF 2022
TO THE MARITIME LABOUR CONVENTION, 2006
AS AMENDED (MLC, 2006)**

**Amendment to the Code relating to Regulation 1.4
– Recruitment and placement**

Standard A1.4 – Recruitment and placement

Replace paragraph 5(c)(vi) by the following:

- (vi) establish a system of protection, by way of insurance or an equivalent appropriate measure, to compensate seafarers for monetary loss that they may incur as a result of the failure of a recruitment and placement service or the relevant shipowner under the seafarers' employment agreement to meet its obligations to them, and ensure that seafarers are informed, prior to or in the process of engagement, of their rights under that system.

**Amendment to the Code relating to Regulation 2.5
– Repatriation**

Standard A2.5.1 – Repatriation

Insert new paragraph 9 and renumber the subsequent paragraph:

9. Members shall facilitate the prompt repatriation of seafarers, including when they are deemed abandoned within the meaning of Standard A2.5.2, paragraph 2. Port States, flag States and labour-supplying States shall cooperate to ensure that seafarers engaged on a ship to replace seafarers who have been abandoned in their territory, or on a ship flying their flag, shall be accorded their rights and entitlements under this Convention.

**Amendments to the Code relating to Regulations 3.1 and 4.4
– Accommodation and recreational facilities/Access
to shore-based welfare facilities**

Standard A3.1 – Accommodation and recreational facilities

Replace paragraph 17 by the following:

17. Appropriate seafarers' recreational facilities, amenities and services, including social connectivity, as adapted to meet the special needs of seafarers who must live and work on ships, shall be provided on board for the benefit of all seafarers, taking into account Regulation 4.3 and the associated Code provisions on health and safety protection and accident prevention.

Guideline B3.1.11 – Recreational facilities, mail and ship visit arrangements

Replace paragraph 4(j) by the following:

- (j) reasonable access to ship-to-shore telephone communications, where available, with any charges for the use of these services being reasonable in amount.

Insert new paragraph 8:

8. Shipowners should, so far as is reasonably practicable, provide seafarers on board their ships with internet access, with charges, if any, being reasonable in amount.

Guideline B4.4.2 – Welfare facilities and services in ports

Insert new paragraph 5 and renumber the subsequent paragraphs:

5. Members should, so far as is reasonably practicable, provide seafarers on board ships in their ports and at their associated anchorages with internet access, with charges, if any, being reasonable in amount.

**TEXTE DES AMENDEMENTS DE 2022
À LA CONVENTION DU TRAVAIL MARITIME, 2006,
TELLE QU'AMENDÉE (MLC, 2006)**

**Amendement au code concernant la règle 1.4
– Recrutement et placement**

Norme A1.4 – Recrutement et placement

Remplacer l'alinéa c) vi) du paragraphe 5 par ce qui suit:

- vi) mettent en place un système de protection, sous la forme d'une assurance ou d'une mesure équivalente appropriée, pour indemniser les gens de mer ayant subi des pertes pécuniaires du fait que le service de recrutement et de placement ou l'armateur en vertu du contrat d'engagement maritime n'a pas rempli ses obligations à leur égard et s'assurent que les gens de mer sont informés, avant ou au moment de leur engagement, de leurs droits prévus dans le cadre dudit système.

**Amendement au code concernant la règle 2.5
– Rapatriement**

Norme A2.5.1 – Rapatriement

Insérer un nouveau paragraphe 9 et renuméroter le paragraphe suivant:

9. Les Membres doivent faciliter le prompt rapatriement des gens de mer, y compris lorsqu'ils sont considérés comme ayant été abandonnés au sens du paragraphe 2 de la norme A2.5.2. Les Etats du port, les Etats du pavillon et les Etats fournisseurs de main-d'œuvre coopèrent pour garantir que les gens de mer engagés à bord d'un navire pour remplacer ceux qui ont été abandonnés sur leur territoire, ou sur un navire battant leur pavillon, bénéficieront des droits et des prestations prévus par la présente convention.

**Amendements au code concernant les règles 3.1 et 4.4
– Logement et loisirs/Accès à des installations de bien-être
à terre**

Norme A3.1 – Logement et loisirs

Remplacer le paragraphe 17 par ce qui suit:

17. Des installations, commodités et services de loisirs appropriés, y compris la connectivité sociale, adaptés aux besoins particuliers des gens de mer qui doivent vivre et travailler à bord des navires, sont mis à la disposition de tous les gens de mer à bord, en tenant compte des dispositions de la règle 4.3 et des dispositions correspondantes du code qui ont trait à la protection de la santé et de la sécurité et à la prévention des accidents.

Principe directeur B3.1.11 – Installations de loisirs et dispositions concernant le courrier et les visites à bord des navires

Remplacer l'alinéa j) du paragraphe 4 par ce qui suit:

- j) un accès raisonnable à des communications téléphoniques avec la terre, s'il y a lieu, le cas échéant pour un tarif raisonnable.

Insérer un nouveau paragraphe 8 comme suit:

8. Les armateurs devraient, pour autant que cela est raisonnablement possible, fournir aux gens de mer à bord de leurs navires un accès à Internet, le cas échéant pour un tarif raisonnable.

Principe directeur B4.4.2 – Installations et services de bien-être dans les ports

Insérer un nouveau paragraphe 5 et renuméroter les paragraphes suivants:

5. Les Membres devraient, pour autant que cela est raisonnablement possible, fournir aux gens de mer à bord des navires se trouvant dans leurs ports et à leurs postes de mouillage associés, un accès à Internet, le cas échéant pour un tarif raisonnable.

Amendments to the Code relating to Regulation 3.2 – Food and catering

Standard A3.2 – Food and catering

Replace paragraphs 2(a) and (b) by the following:

- (a) food and drinking water supplies, having regard to the number of seafarers on board, their religious requirements and cultural practices as they pertain to food, and the duration and nature of the voyage, shall be suitable in respect of quantity, nutritional value, quality and variety, and shall be provided free of charge during the period of engagement;
- (b) the organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied, balanced and nutritious meals prepared and served in hygienic conditions; and

Replace paragraph 7(a) by the following:

- (a) supplies of food and drinking water in relation to their quantity, nutritional value, quality and variety;

Amendments to the Code relating to Regulation 4.1 – Medical care on board ship and ashore

Standard A4.1 – Medical care on board ship and ashore

Insert new paragraphs 5 and 6:

5. Each Member shall ensure prompt disembarkation of seafarers in need of immediate medical care from ships in its territory and access to medical facilities ashore for the provision of appropriate treatment.

6. Where a seafarer has died during a ship's voyage, the Member in whose territory the death has occurred or, where the death has occurred on the high seas, into whose territorial waters the ship next enters, shall facilitate the repatriation of the body or ashes by the shipowner, in accordance with the wishes of the seafarer or their next of kin, as appropriate.

Guideline B4.1.3 – Medical care ashore

Insert new paragraphs 4 and 5:

4. Each Member should ensure that seafarers are not prevented from disembarking for public health reasons, and that they are able to replenish ships' stores, fuel, water, food and supplies.

5. Seafarers should be considered to be in need of immediate medical care in cases of, but not limited to:

- (a) any serious injury or disease;
- (b) any injury or disease which might lead to temporary or permanent disability;
- (c) any communicable disease which poses a risk of transmission to other members of the crew;
- (d) any injury involving broken bones, severe bleeding, broken or inflamed teeth or severe burns;
- (e) severe pain which cannot be managed on board ship, taking account of the operational pattern of the ship, the availability of suitable analgesics and the health impacts of taking these for an extended period;
- (f) suicide risk; and
- (g) a tele-medical advisory service recommending treatment ashore.

Amendements au code concernant la règle 3.2 – Alimentation et service de table

Norme A3.2 – Alimentation et service de table

Remplacer les alinéas *a)* et *b)* du paragraphe 2 par ce qui suit:

- a)* un approvisionnement suffisant en vivres et en eau potable, d'une valeur nutritive, d'une qualité et d'une variété satisfaisantes, compte tenu du nombre de gens de mer à bord, de leur religion et de leurs habitudes culturelles en matière alimentaire ainsi que de la durée et de la nature du voyage, et assuré gratuitement pendant la période d'engagement;
- b)* un aménagement et un équipement du service de cuisine et de table qui permettent de fournir aux gens de mer des repas convenables, variés, équilibrés et nutritifs, préparés et servis dans des conditions d'hygiène satisfaisantes;

Remplacer l'alinéa *a)* du paragraphe 7 par ce qui suit:

- a)* l'approvisionnement en vivres et en eau potable en ce qui concerne leur quantité, leur valeur nutritionnelle, leur qualité et leur variété;

Amendements au code concernant la règle 4.1 – Soins médicaux à bord des navires et à terre

Norme A4.1 – Soins médicaux à bord des navires et à terre

Insérer de nouveaux paragraphes 5 et 6, comme suit:

5. Tout Membre s'assure que les gens de mer ayant besoin de soins médicaux immédiats soient rapidement débarqués des navires qui se trouvent sur son territoire et aient accès à des installations médicales à terre pour recevoir un traitement approprié.

6. Lorsqu'un marin décède au cours du voyage d'un navire, le Membre sur le territoire duquel le décès survient ou, si le décès survient en haute mer, dans les eaux territoriales duquel le navire entre ensuite, facilite le rapatriement du corps ou des cendres par l'armateur, conformément aux souhaits du marin ou de ses parents les plus proches, selon le cas.

Principe directeur B4.1.3 – Soins médicaux à terre

Insérer de nouveaux paragraphes 4 et 5, comme suit:

4. Chaque Membre devrait veiller à ce que les gens de mer ne soient pas empêchés de débarquer pour des raisons de santé publique et à ce qu'ils puissent réapprovisionner les magasins du navire et reconstituer ses réserves en carburant, eau, vivres et provisions.

5. Les gens de mer devraient être considérés comme requérant des soins médicaux immédiats entre autres dans les cas suivants:

- a)* lésion ou maladie grave;
- b)* lésion ou maladie qui pourrait entraîner une incapacité temporaire ou permanente;
- c)* maladie transmissible risquant de se propager à d'autres membres de l'équipage;
- d)* lésion due à une fracture, un saignement important, une dent cassée ou une inflammation dentaire ou une brûlure grave;
- e)* douleurs intenses ne pouvant pas être traitées à bord du navire, compte tenu du mode d'exploitation de ce dernier, de la disponibilité d'analgésiques appropriés et des effets sur la santé de la prise prolongée desdits analgésiques;
- f)* risque de suicide;
- g)* traitement à terre recommandé par un service consultatif de télémédecine.