

MARITIME LABOUR CONVENTION 2006

EVERYTHING YOU
NEED TO KNOW **BUT**
WERE FRIGHTENED
TO ASK!



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Introduction



This easy-to-use guide provides a clear summary of the key elements of UK legislation implementing the Maritime Labour Convention, 2006 (MLC). The guide has been produced by the Merchant Navy

Welfare Board (MNWB) in close consultation with Nautilus International, the UK Chamber of Shipping, the Maritime and Coastguard Agency (MCA) and the National Union of Rail, Maritime and Transport Workers (RMT). We are extremely grateful for the expertise, time and insight these organisations have contributed. Their collective input has ensured the guide is accurate, practical and reflective of the real-world issues faced by today's seafarers and those who support them.

Our aim is to inform and empower UK seafarers by clearly outlining their rights and protections under the MLC. The guide also seeks to support those who work alongside seafarers, serving as a user-friendly resource to understand what seafarers are entitled to and the standards that employers and flag States are required to uphold.

Stuart Rivers

Chief Executive

Merchant Navy Welfare Board



Useful terms and abbreviations

Before we start to take you through the various parts of the Convention, here are a few useful definitions. Other definitions will be explained as we work our way through the guide.

Abandonment: is where the shipowner:

- a) Fails to cover the cost of a seafarer's repatriation: or
- b) Has left the seafarer without the necessary maintenance and support: or
- c) Has otherwise unilaterally severed their ties with the seafarer including failing to pay wages for at least 2 months.

Collective Bargaining Agreement (CBA): a written, negotiated contract between an employer and a recognised trade union representing employees, setting terms and conditions of employment.

Competent Authority: the minister, government department or other authority with the power to issue and enforce regulations or other legal instructions regarding a provision of the Convention.

Flag State: the country where a ship is registered and whose flag it is legally entitled to fly.

GT: gross tonnage

International Labour Organisation (ILO): the United Nations body responsible for setting minimum standards for workers. It includes representatives of governments and employers' and workers' organisations (in what is referred to as a 'tripartite' process).

International Maritime Organisation (IMO): the United Nations body responsible for developing and maintaining the regulatory framework for shipping,

dealing with safety, environmental concerns, legal matters, technical co-operation, maritime security and shipping efficiency. Whereas the focus of the ILO is on workers, that of the IMO is primarily on technical and safety matters relating to ships.

International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL): the main IMO convention aimed at preventing marine pollution by ships from operational or accidental causes.

Port State Control (PSC): an inspection regime where maritime authorities inspect foreign-flagged ships in national ports. Their primary role is to verify that vessels comply with international regulations.

Recognised Organisation (RO): an organisation (such as a classification society) to which the competent authority has delegated certain tasks.

Seafarer: means any person who is employed, engaged or working in any capacity onboard a ship. This includes trainee seafarers and hotel staff on cruise ships. In other words, if your usual place of work is on a ship then you are a seafarer.

Seafarers' Employment Agreement (SEA): means a written agreement between a seafarer and the shipowner.

Ship: means a commercial vessel which does not operate exclusively within inland waters or waters closely adjacent to sheltered waters or areas where port regulations apply.

Shipowner: means (a) the owner of the ship or (b) another organisation or person, such as the manager, agent or bareboat charterer who is responsible for the operation of the ship.

International Convention for the Safety of Life at Sea, 1974 (SOLAS): developed by the IMO, its aim is to set minimum safety standards in the construction, equipment and operation of ships to ensure the safety of life at sea.

International Convention on Standards of Training, Certification and Watchkeeping, as amended (STCW): developed by the IMO, this sets minimum qualification standards for masters, officers, and watch personnel on merchant ships.

World Health Organisation (WHO): the United Nations body with the responsibility for coordinating international standards and guidance relating to health. WHO produces the International Medical Guide for Ships.

What is the Maritime Labour Convention, 2006 (MLC, 2006)

The Convention was adopted on 23 February 2006 during the 94th (Maritime) Session of the International Labour Conference and came into force on 20 August 2013. It was created because responsible shipowners were concerned that some operators were cutting corners by offering poor conditions to seafarers. Often called the Seafarers' Bill of Rights, it sets minimum standards for seafarers' working and living conditions, regardless of nationality or flag. Since adoption, over 110 countries have ratified it, representing over 95% of the world's shipping tonnage.

What makes MLC, 2006 important?

The MLC is often referred to as the "fourth pillar" of international maritime law, alongside SOLAS (Safety of Life at Sea), STCW (Standards of Training, Certification and Watchkeeping) and MARPOL (Marine Pollution). It combines and updates 37 earlier ILO conventions into one modern framework.

How is it structured?

The MLC, 2006 is organised into the Articles which set out fundamental principles, and the Code which provides practical implementation details. The Code itself is divided into three sections: Regulations and Standards which are both mandatory, and Guidelines which are non-mandatory and intended to guide governments in applying the Convention. By following the Code requirements, a shipowner is meeting the obligations set out in the Articles.

One of the most significant parts of the Convention is Title 5 which deals with Compliance and Enforcement and requires ships to carry a certificate proving compliance with MLC standards. Port States may inspect ships and detain those that are non-compliant. Additionally, it ensures that seafarers have access to a complaints procedure so they can raise concerns with the ship's Master, the flag State, or the port State.

Two of the most important Articles are 3 and 4 as they focus on seafarers' rights. Article 3 covers basic human rights including the right to join or not join a union. Article 4 sets out specific seafarer rights: a safe

workplace, fair employment terms and decent living and working conditions. The Convention is regularly updated to reflect industry changes and strengthen welfare protections.

MLC Amendments 2025 - What You Need to Know

The new MLC amendments agreed in April 2025 (which come into force in December 2027) improve seafarers' working and living conditions worldwide. Key changes include:

Repatriation rights: All seafarers must be repatriated without discrimination and shipowners must cover travel, accommodation, meals and medical costs.

Shore leave access: Seafarers should not need visas or special permits to go ashore. If shore leave is denied, authorities must provide written reasons.

Keyworker status: The guidelines recommend seafarers are officially recognised as key workers making it easier for them to travel for work, including crew changes and medical care. Implementation will be determined by individual flag States.

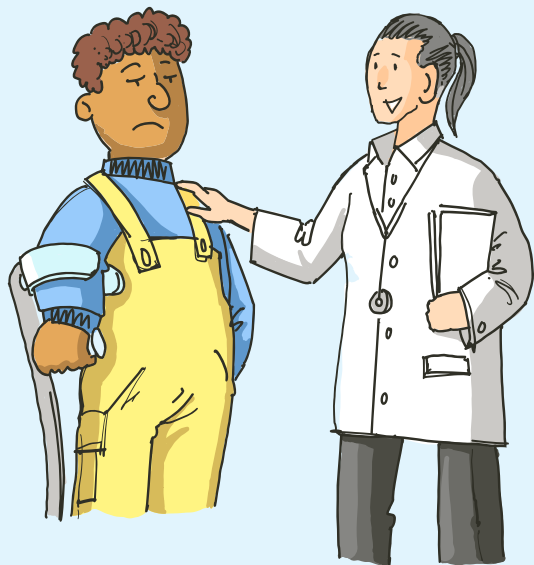
Fair treatment: The guidelines recommend stronger protections are in place for seafarers involved in marine accidents. They also encourage Member States to take due account of the ILO/IMO Fair Treatment Guidelines when dealing with seafarers who are detained in foreign ports.

Preventing violence and harassment: New rules require ships to have clear policies and procedures to prevent and deal with bullying, sexual harassment and violence, with safe reporting systems onboard.

Menstrual hygiene: The guidelines recommend ships must provide suitable menstrual products and proper disposal facilities for those who need them. Implementation will be down to flag States.

These changes mark an important step towards fair treatment, safety, and dignity for all seafarers.

TITLE 1



Minimum requirements for seafarers to work on a ship

- Minimum age to work on a ship
- Medical certification for duties onboard
- Training and qualifications
- Recruitment and placement

Minimum Age

To ensure that no underage persons work on a ship

What is the minimum age to work on a ship?

You must be at least 16 years old to work on a ship. No exceptions are allowed for those under 16.

Can people under 18 work at night on a ship?

If you're under 18, you cannot do "night work" on a ship. Night is defined as a minimum period of nine hours, starting no later than midnight and ending no earlier than 5am. The only exception is if you're enrolled in a specific, approved training program that requires night duties.

Are there restrictions for people under 18 working on a ship?

Yes, if you're under 18, you cannot be employed in jobs that might jeopardise your health or safety. Special attention must be given to your working and living conditions.

The type of work undertaken at night should be in accordance with current requirements and not detrimental to your health, wellbeing and any training.

Medical Certificate

To ensure that all seafarers are medically fit to perform their duties at sea.

Why do I need a medical certificate to work at sea?

The certificate shows you are fit to perform your duties onboard. Without it, you're not allowed to work onboard a ship.

You must carry your medical certificate when you are working on board a ship.

Who can issue a medical certificate?

Medical certificates must be issued by a qualified and independent medical practitioner approved by the flag State. If your certificate is refused or has restrictions, you can get a second opinion from another qualified professional.

What standards do medical certificates follow?

Certificates must meet international standards such as the STCW Convention and it's recommended they follow the ILO/WHO guidelines. These standards check your hearing, eyesight and colour vision (if relevant to your job).

You cannot work at sea if you have a condition that:

- Could get worse due to the work environment.
- Makes you unable to perform your job.
- Puts other people onboard at risk.

How long is my medical certificate valid?

Generally, it's valid for two years or one year if you're under 18. The doctor may specify a shorter period. Do check! Colour vision certificates are valid for six years.

Good shipowners will generally pay for the costs of seafarers' examinations for obtaining a medical certificate. However, seafarers who are between jobs may need to pay for the examination themselves, depending on national regulations and contract terms.

Certain foreign medical certificates are acceptable provided that they have been issued by a country that is recognised by the UK. A list of these countries can be found in Annex 3. Foreign medical certificates must either be in English or have an English translation.

Some companies have their own policies that require more frequent medical examinations.

What happens if my certificate expires whilst I am at sea?

If your medical certificate expires while you are at sea, you may keep working until the next port where it can be renewed, or for up to three months after expiry, whichever comes first. This only applies when getting an acceptable certificate isn't practical before it expires.

What if I must join a new ship at short notice but my medical certificate has expired?

With MCA approval, in urgent cases such as joining a ship at very short notice, you may still be able to work without a valid certificate until the next port of call where a new certificate can be issued, provided that: your medical certificate was previously valid for 24 months (or 12 months if you are under 18), and expired within one month before joining the vessel.

You may continue working for a maximum period of three months from the date of expiry of the certificate; however you should endeavour to obtain a new certificate at the next port at which it is possible to do so.

What happens if I lose my medical certificate?

If you lose your certificate, then you can apply in writing for a replacement to the doctor that issued the original certificate. There will be a fee for this to cover the administrative costs.

Are there any special rules for international voyages?

Yes, for international voyages, medical certificates must be in English. For ships covered by the MLC and operating only in domestic waters, the requirements may be less strict.

What if my fitness gets worse once a certificate has been issued to me?

If you develop a significant medical condition or are unable to work for 30 days or more due to health issues, you must inform the doctor who issued your medical certificate or another doctor. The certificate will then be suspended until an approved doctor assesses your fitness to work. Additionally, a doctor may suspend the certificate if there's evidence of a significant change in your medical fitness, non-compliance with its terms, incomplete disclosure of your health condition when it was issued, or if the certificate was issued incorrectly.

What if I don't agree with the doctor's decision?

If you disagree with a doctor's decision regarding your medical certificate, you can appeal to the MCA within one month of being notified. Your appeal must include the doctor's consent to share their report with the medical referee, along with their name and address. If the appeal is successful, the medical referee can issue a new certificate, potentially with restrictions they deem necessary. It's essential to attend all appointments with the medical referee, as failure to do so without proper notice may result in the MCA recovering incurred costs.

Training and qualifications

To ensure that seafarers are trained or qualified to carry out their duties onboard ship.

What training is required to work onboard a ship?

You must have completed the training necessary to carry out your duties onboard. In addition, you must have completed training for personal safety onboard.

You must be trained or certified as competent or otherwise qualified to perform your duties and have successfully completed training for personal safety onboard ship.

What kind of training or certification is acceptable?

Training and certification that meet the mandatory requirements set by the IMO are considered valid for performing your duties onboard.

Recruitment and placement

To ensure that seafarers have access to an efficient and well-regulated seafarer recruitment and placement system.

Definition: A recruitment and placement service (crewing agency) means: any person, company, institution, agency or other organisation, in the public or the private sector, which is engaged in recruiting seafarers on behalf of owners.

Can crewing agencies charge you for finding work?

No, they cannot charge you for finding work. The only costs you may be required to pay are for personal documents like your seafarers' book, passport or similar travel documents. Visa costs must be covered by the shipowner.

Are crewing agencies regulated?

Crewing agents should operate within a system of licensing, certification or other form of regulation. It is not necessary for a UK based manning agency to be licensed but in order to assist UK based crewing agencies the MCA introduced a voluntary system where organisations are audited and given a certificate.

Many crewing agencies based abroad, for example in the Philippines, operate a compulsory certification system.

Owners who are or intend to use a crewing agency either in the UK or abroad should request a copy of their certificate. If you have any concerns relating to a job advertisement or a recruitment and placement service, you should seek advice from the MCA and maritime trade unions listed in this guide. Please note that the MCA has no oversight role in respect of crewing agencies located outside of the UK.

Regardless of whether you are recruited through a crewing agency, by word of mouth or by some other method, the following applies:

- ▶ No fees or other charges should be paid, either directly or indirectly by you for gaining employment. Known as paying for jobs.
- ▶ Means, mechanisms or lists should not be used to prevent you from gaining employment. This is known as blacklisting and is discrimination. For example, it might be because you belong to a trade union.

What happens if you have concerns about a recruitment agency?

If you are unsure whether you are being taken advantage of you might like to seek advice from either the MCA or the maritime trade unions.

How do you ensure crewing agencies are reliable?

Reliable crewing agencies must:

- Keep updated records of seafarer placements and ship/company contacts.
- Inform you of your employment agreement rights before you sign it and provide a copy.
- Verify your qualifications and ensure shipowners are financially secure to prevent abandonment in foreign ports.
- Have effective complaints and insurance procedures to cover obligations or failures.
- Comply with applicable laws and CBAs.

TITLE 2



Conditions of employment

- Seafarers' Employment Agreements
- Wages
- Hours of work and hours of rest
- Entitlement to leave
- Repatriation
- Seafarer compensation in the event of a ship's loss or foundering
- Manning levels
- Career and skill development opportunities

Seafarers' Employment Agreements (SEA)

To ensure that seafarers have a fair employment agreement.

Why do I need a seafarers' employment agreement?

The work agreement is one of the most important documents that you have. As soon as practicable the owner must give you an original copy signed by both you and the owner.

The agreement clearly explains your job duties, working conditions, and rights. It ensures that both you and the shipowner understand the terms of your employment and that these terms are legally binding.

It is important that you enter into the agreement freely. Before signing, the owner must take reasonable steps to ensure that you have had the opportunity to review and take advice on the terms and conditions of the agreement. Your rights and responsibilities under the agreement should be explained to you.

If you need any help with this, you might like to talk to a trade union, the MCA or the ITF.

Who must sign the employment agreement?

The SEA must be signed by both you and the shipowner or a designated representative (like a ship manager or agent), or someone acting on behalf of the shipowner. This ensures that your rights are protected even if you work for more than one company onboard.

If the agreement is in a foreign language, then an English translation must be available.

What key information should be included in my employment agreement?

The agreement should clearly state:

- **Your personal details:** Full name, date of birth/age and place of birth.
- **Employer information:** Shipowner's name and address.
- **Contract details:** Where and when the agreement was made.
- **Your position:** For example, master, chief engineer, etc.
- **Wages:** The amount you'll earn or how they're calculated.
- **Leave:** Your paid annual leave or how it's calculated.
- **Termination terms:** Conditions for ending the contract with a balanced notice period (at least 7 days for both sides).
- **Expiry date:** If it's a fixed-term contract, you must know your discharge date.
- **Voyage details:** For specific voyages, which port you're destined for and how long you'll work after arrival.

- **Benefits:** Health, social security and repatriation details.
- **Collective Bargaining Agreement (CBA):** If applicable, there should be a reference to it.
- **Other legal requirements:** Any additional details required by national law.

What other documents should I have onboard?

You must receive and keep a signed original of your SEA and a copy must be available onboard at all times. In addition, you should have an employment record or discharge book. This document logs your service history and must not include any notes on performance or disciplinary issues - it's solely for recording your time onboard.

How should employment information be made available on board?

All details about your employment terms, including the CBA, should be easily accessible to everyone on board and available for inspection in port.

What happens if I am held captive due to piracy or armed robbery?

If you are held captive because of piracy or armed robbery, your employment agreement stays in force. This means you will continue to receive payment even if the contract's expiry date has passed or notice has been given to terminate it.

Wages

What is my right regarding payment as a seafarer?

You have the right to be paid in full and on time - at least once a month. This payment must be made according to the terms stated in your employment agreement or CBA.

What should the shipowner provide regarding my monthly payments?

The shipowner must issue a monthly account (payslip) that clearly shows the payments due, the amounts that have been paid, including basic wages and any additional payments and the exchange rate used, if you are paid in a different currency than that specified in your agreement.

What does "basic pay" mean?

Basic pay means the pay a seafarer receives for their normal hours of work. It does not usually include overtime, bonuses or additional allowances. Under the MLC, normal working hours are generally based on an 8-hour day and a 48-hour week. Your rate of pay should be in line with an applicable CBA. You should seek assistance from the maritime unions listed in this guide if you have concerns over your rate of pay, particularly if you are not covered by a CBA.

What about overtime?

If you work beyond your normal hours, you should get paid overtime. Sometimes, basic pay and overtime are combined into one amount, but the same rules apply. Overtime worked on designated rest days, or public holidays should earn you either extra pay or time off in lieu. It's a good idea to keep your own overtime records in case of disputes.

Can you send your earnings home while working?

Yes, the shipowner must allow you to send part or all of your earnings home, typically through agreed bank transfers or remittances. Transfers should be timely, reasonable in cost, and exchanged at fair market rates unless otherwise agreed.

What payment rights and protections do seafarers have?

Key rights include:

- Full payment of outstanding wages upon termination of engagement.
- Penalties for shipowners who delay or fail to pay wages. Unpaid wages for two months or more mean you're considered abandoned, and the MLC financial security provider becomes responsible for up to four months of owed wages.

Can deductions be made from your pay?

Only deductions explicitly allowed by national law or agreed in a CBA are permitted. Charges for onboard services beyond your agreement must be fair and reasonable. You're free to decide how to spend your wages.

Hours of work and hours of rest

To ensure that seafarers have regulated hours of work or hours of rest.

Definitions:

“Working time” means any period during which the worker is working, and carrying out their activities or duties, and at any time when undertaking training.

“Rest period” means any time that is not working time, apart from short rest breaks. Short breaks are counted as working time, not as rest periods.

“Employment” means employment under contract.

“Relevant training” means work experience relating to a training course or programme, training for employment, or both, but not work experience or training provided by an educational provider.

How are hours of work and rest regulated onboard ships?

Hours of work and rest are managed to prevent fatigue and ensure safe ship operation. The flag State can decide whether to base the limits on maximum hours of work or minimum hours of rest.

What are the minimum hours of rest required?

You must have at least 10 hours of rest in any 24-hour period and at least 77 hours of rest in any seven-day period. Hours of rest can be divided into up to two periods, with one lasting at least six hours.

What happens in emergencies affecting work schedules?

In emergencies where the ship and crew's safety are at risk or assistance is needed for others at sea, the captain may suspend work schedules. If your normal working hours are disrupted, you are entitled to compensatory rest afterwards.

What are the rules for musters and drills?

These activities must be organised to minimise disturbance to your rest periods.

Are there specific regulations for young seafarers?

Yes, young seafarers should not work more than eight hours a day or 40 hours a week.

Unless it interferes with agreed training courses you should be allowed at least 1 hour for the main meal and a 15 minutes break every 2 hours.

What information should ships display regarding work arrangements?

Ships must display a table outlining shipboard working arrangements, including schedules of service and legal maximum work hours or minimum rest hours. This should be in the ship's working language and English.

What records are kept for work and rest hours?

Records of your work and rest hours must be kept and signed by you, the master or duly authorised officer, in order to prevent fatigue. The records may be either in electronic or paper form.

Entitlement to leave

To ensure that seafarers have adequate leave

Are seafarers entitled to paid annual leave and shore leave?

Yes, seafarers are entitled to both paid annual leave and shore leave to promote health and wellbeing.



How is annual leave calculated?

In the MLC annual leave is calculated at 2.5 days/month of employment which makes a total of 30 days/year. However, the UK legislation grants an additional 8 days, making a total of 38 days.

Annual leave may be taken either in instalments or in one go. Seafarers are not permitted to “cash in” their annual leave unless their employment relationship is being terminated.

What absences cannot be considered annual leave?

Absences such as sickness, injury, attendance at an approved training course, maternity, temporary shore leave, compensatory leave, or public and customary holidays cannot be counted as annual leave.

What other entitlements apply during annual leave?

All other contractual entitlements remain valid while you are on leave.

Where can you take annual leave?

You should have the right to take annual leave in your home country unless you agree to take it elsewhere. You should not be required to take leave in places where you have no substantial connection.

How is the timing of annual leave decided?

The timing should be agreed between you and your employer. You may be able to take all accrued leave at once or split it into parts.

Repatriation

To ensure that seafarers are able to return home.

When do I have the right to be repatriated at no cost?

You have the right to be repatriated if:

- Your employment agreement expires while you're abroad.
- The shipowner terminates your contract.
- You terminate the contract for justified reasons.
- You can't carry out your duties due to illness, injury, shipwreck, trading in a war zone, or if the shipowner fails to fulfil their legal obligations.

How long can I be expected to serve onboard before repatriation?

The maximum period is 12 months, but it's generally accepted as 11 months when considering annual leave of 30 days.

Can the shipowner ask me to contribute to repatriation costs?

No, unless you have seriously breached your employment agreement.

What happens if I'm held captive due to piracy or armed robbery?

Your right to repatriation is preserved even in such unfortunate events.

Who is responsible for repatriation if the shipowner fails to pay?

The flag State must take over this responsibility. If they fail, contact your consulate or diplomatic mission for assistance.

What costs should the shipowner cover for repatriation?

The shipowner should pay for:

- Passage to the place of repatriation (usually by air).
- Accommodation and food during the journey.
- Pay and allowances during the journey (if specified).
- Transportation of 30kg of luggage.
- Necessary medical treatment to make you fit for travel.



Where can I choose to be repatriated to?

You can be repatriated to the place stated in your employment agreement, or any other place subsequently agreed upon at the time of engagement. If the employment agreement does not specify a place and one has not been agreed you can choose to be repatriated to either the place where you joined the vessel, or to your home country.

What happens in cases of abandonment?

If the shipowner fails to cover repatriation costs, leaves you without necessary support, or doesn't pay your wages for at least two months, financial security must cover up to four months of wages and associated repatriation costs.

Who provides financial security for repatriation?

Usually, the P&I Club or a state-funded system. There must be a financial security certificate displayed on the ship with contact details for making a claim.

What if I'm under 18 and not suited to a life at sea?

If you've served at least four months on your first foreign-going voyage, you should be repatriated at no expense to yourself, from the next suitable port of call.

Seafarer compensation for the ship's loss or foundering

To ensure that seafarers are compensated when a ship is lost or has foundered.

What compensation am I entitled to if I am injured, lose property, or become unemployed due to the ship's loss or foundering?

You are entitled to adequate compensation from the shipowner. This compensation does not prevent you from making other claims under relevant national law.

You should be paid the same amount as you would have received under your contract. However, the total compensation may be limited to two months' wages.

Crewing levels

To ensure that seafarers work onboard ships with sufficient personnel for the safe, efficient and secure operation of the ship.

What are my rights regarding the operation of the ship I work on?

You have the right to work on a ship that is operated safely and securely. There must be an adequate number of crew members with the necessary qualifications to ensure the safety and security of the ship and everyone onboard under all operating conditions.

What factors must be considered for crewing levels on the ship?

Crewing levels must consider:

- Avoiding excessive hours of work.
- Ensuring sufficient rest and limiting fatigue.
- Requirements for seafarers working in catering and food services.
- The nature and conditions of the voyage.

What should I do if I believe my vessel is operating with insufficient manning?

Report it to the MCA, a trade union or ITF. There should also be a MLC, 2006 complaints procedure in place to report concerns to the flag State or port State.

Career and skills development and opportunities for seafarers' employment

To promote career and skill development and employment opportunities for seafarers.

Why is it important to have a competent workforce in the maritime industry?

Everyone involved in the maritime industry has an interest in ensuring the sector has a competent workforce. This helps maintain safety, efficiency and reliability in maritime operations.

What opportunities should I have as a seafarer?

You should have the opportunity to strengthen your competencies, qualifications and employment opportunities.

What are member states required to do to support seafarers?

Member states must have national policies to:

- Promote employment in the maritime sector.
- Encourage career and skill development.
- Enhance employment opportunities for seafarers living in their territory.

TITLE 3



Accommodation, recreational facilities, food and catering

The MLC says shipowners must provide living and recreation spaces that support a seafarer's health, comfort and wellbeing while onboard.

Accommodation and recreational facilities

To ensure that seafarers have decent accommodation and recreational facilities onboard.

What rights do you have onboard a ship?

You are entitled to live in safe, decent, and comfortable conditions with adequate recreational facilities onboard.

Who makes sure that ships meet these standards?

The flag State - the country under whose flag the ship sails, creates and enforces laws and regulations to ensure ships comply with specific standards.

When are ships checked for these standards?

Ships are inspected when they are first registered, when they are re-registered, and whenever significant changes are made to their living accommodations.

What extra factors must these regulations consider?

The regulations must also meet international Convention requirements, which focus on protecting health and safety and preventing accidents onboard.

What aspects of onboard facilities are specifically addressed?

Particular attention is given to:

- Size of rooms and accommodation spaces
- Heating and ventilation
- Noise, vibration, and ambient factors
- Sanitary facilities
- Lighting
- Hospital accommodation

The following summary outlines the minimum safety and comfort standards for crew accommodations and related systems onboard ships, along with notes on when exceptions may apply.

The requirements on construction and equipment apply to ships built on or after August 20, 2013. Older ships might be subject to ILO Conventions 92 or 133 if the flag State has ratified them.

flag States (the countries under whose flags the ships sail) must ensure that these minimum standards are met.

These next summaries provide an overview of how ships are built to safeguard the health and wellbeing of their crew, ensuring a safe working and living environment even in challenging conditions.

Health & Safety

Accommodation, recreational and catering facilities must protect seafarers from hazards, ensuring a safe and comfortable living environment on board.

Noise, Vibration, and Chemicals:

Location: Accommodation areas should be placed away from noisy machinery such as engines, steering systems, winches and ventilation or air-conditioning equipment.

Sound Control: Adequate soundproofing and insulation are required to keep noise levels low. The acceptable noise limits in both work and living spaces follow ILO and IMO international guidelines. These guidelines should be easily available for crew reference.

Vibration: Facilities must also avoid excessive vibrations that could affect comfort or safety.

Mosquito Protection: Ships that frequently visit mosquito prone ports need to be equipped with the proper devices to counteract potential mosquito related issues.

The summaries below detail the health, safety and facility standards ensuring that seafarers have access to proper medical care and adequate dining and living conditions on board.

Hospital Accommodation

• **Dedicated Use:** Ships on voyages longer than three days and carrying 15 or more seafarers must have a separate hospital area used exclusively for medical purposes.

• **Design and Facilities:** The hospital space should be comfortable, suitable for medical consultations and first aid, and designed to help prevent the spread of infectious diseases. It must include its own sanitary facilities - at least one toilet, one basin and one bath or shower.

• **Exemptions:** These strict requirements may be relaxed for ships that operate in coastal trade.

The following guidelines help ensure the onboard environment is safe, clean, and respectful of diverse cultural or social needs.

Inspections

At least every 7 days the master and another seafarer must inspect the crew accommodation to make sure that it is clean, habitable, safe and in a good state of repair.

Details of these inspections must be entered into the official log book.

• **Religious/Social Practices:** Adjustments can be made to accommodate different religious or social practices. However, any variations approved by the competent authority (after discussions with shipowners and seafarers) must still maintain a high standard of facility quality overall.

Internet

What about internet access for seafarers?

Under the UK's implementation of the MLC, shipowners of UK-flagged vessels are expected to provide seafarers on their vessels with free internet access, however, if charges are required, they should be fair and reasonable. If charges are applied, the charges should be reached through discussion with trade unions if CBAs exist. When it comes to ports, the MLC encourages the provision of shore-based welfare facilities, such as internet access, through non-mandatory guidelines, while leaving it to each port State to determine how these are delivered in practice. Information on the services available should be provided to seafarers on arrival in port.



Food and catering

To ensure that seafarers have access to good quality food and drinking water provided under regulated hygienic conditions.

What food and water provisions are required on ships?

Ships must provide sufficient good-quality food and drinking water free of charge. Food must be adequate, varied, nutritious, balanced and prepared under

hygienic conditions while respecting cultural and religious differences. Frequent inspections must be carried out and recorded by the captain or someone under their authority.

The galley and food storage areas must be kept clean, tidy and in a hygienic condition. Food should be stored at the correct temperatures and sensible precautions should be taken to prevent cross contamination and sickness.

Waste should be put into closed, well sealed bins and kept away from food handling areas whenever possible.

What inspections are required to ensure food and water quality?

The captain or someone they assign must conduct inspections every 7 days and keep records. These inspections check:

- The quantity, nutritional value, quality, and variety of food and water supplies.
- Storage and handling spaces and equipment for food and water.
- Galley and food preparation areas.

What qualifications do ship cooks need?

Cooks must be at least 18 years old and have appropriate training and qualifications. On ships with fewer than 10 crew members or in exceptional cases (for up to one month), the cook doesn't need to be fully qualified. However, anyone handling food must have hygiene and food storage training.

TITLE 4



Health protection, medical care, welfare and social security protection

- Medical care onboard ship and ashore
- Shipowners' liability
- Health and safety protection and accident prevention
- Access to shore-based welfare facilities
- Social security

Medical care onboard ship and ashore

To protect the health of seafarers and ensure their prompt access to medical care onboard ship and ashore.

What health services should I expect while working onboard a ship?

You are entitled to receive medical treatment on board the vessel. You are also entitled to receive medical treatment ashore in a timely manner.

The cost of the treatment on board and ashore together with your transfer ashore is the responsibility of the owner.

How did the Covid-19 pandemic change medical care protocols for seafarers?

As a response to the pandemic, an amendment in 2024 requires states to ensure that seafarers in urgent need of medical care can quickly disembark from their ships to access appropriate treatment ashore. This ensures no one is left waiting in an emergency.

What kinds of conditions qualify as needing immediate care?

Immediate medical attention should be provided for severe situations such as:

- Serious injury or disease
- Conditions that could lead to disability
- Communicable diseases
- Broken bones
- Severe bleeding
- Critical dental issues (like broken or inflamed teeth)
- Severe burns
- Intense pain
- A risk of suicide

A tele-medical advisory service should also be available.

What specific types of treatments should be accessible?

You are entitled to:

- Outpatient treatment for sickness and injuries
- Hospitalisation if necessary
- Dental treatment
- Access to hospitals and clinics for treating diseases.

Once admitted, this care should continue without delay, irrespective of your nationality or religious beliefs.

How is your medical information managed and kept private?

Both onboard and onshore, the ship's captain and medical personnel must use a standard medical report form to document your treatment. This form is kept confidential, ensuring your personal medical information is protected.

Onboard medical facilities

What are the requirements for ships carrying dangerous goods?

If dangerous goods are onboard you must be informed about the substances, their risks, necessary protective measures, relevant medical procedures, and antidotes. Protective equipment should also be carried onboard for antidotes.

Are ships required to have medical personnel onboard?

It depends on the ship and its voyage. Ships carrying 100 or more people on international voyages of over three days must have a qualified medical doctor onboard.

On other ships, at least one seafarer must be trained to provide medical care.

How do medical personnel onboard stay updated?

Medical personnel responsible for onboard care should complete refresher training every five years to maintain their knowledge and be up to date with medical developments.

What communication arrangements are available for medical advice?

Ships must have free 24-hour access to medical advice via radio or satellite communication. A complete, up to date list of stations providing medical advice must be carried onboard.

What qualifications should onboard medical personnel have?

Medical personnel should have:

- Training in using the ship's medical guide and medical sections of the International Code of Signals.
- Practical training in medical care and life-saving techniques as required by the STCW Convention and national laws.

They should be capable of providing medical care during the voyage and understanding the information required by advising doctors and responding appropriately to their advice.

What happens if a seafarer dies during a voyage?

The state where the death occurs or the next port of call must help the shipowner arrange repatriation of the body or ashes. This should align with the seafarer's wishes or those of their next of kin.

Shipowners' liability

To ensure that seafarers are protected from the financial consequences of sickness, injury or death occurring in connection with their employment.

What are shipowners responsible for?

Shipowners are responsible for covering any costs related to sickness, injury, or death that occur while you are employed. This starts from the date your contract begins until you are repatriated or eligible for insurance or compensation benefits (either state or private). These costs could include medicine, medical treatment, and accommodation during treatment until recovery or confirmation of permanent disability.

Are there limits to the shipowner's responsibility for medical costs?

Yes, shipowners may be limited to paying these costs for up to 16 weeks from the date of injury or sickness, if this limit is specified by national laws or regulations.

What happens if I'm unable to work due to injury or illness?

While onboard, you should receive full wages. Once you return home, whether you continue to receive full or partial pay depends on national laws and any applicable CBA. Payments from the shipowner may also be limited to 16 weeks from the date of injury or sickness.

What if I die or become permanently disabled due to an occupational injury or illness?

Shipowners must provide compensation according to national laws, your employment agreement, or CBA. They are also responsible for burial expenses if you die during your employment, whether onboard or ashore.

What changes were made in 2017 regarding financial security?

Amendments introduced in 2017 require shipowners to provide financial security for compensation in case of death or long-term disability due to occupational injuries, illnesses or hazards. This security is often through a P&I Club or state-funded systems. A financial security certificate must be prominently displayed on the ship, showing contact details of the provider and how to file a claim.

What should I watch out for when signing a receipt for compensation payments?

Ensure that the wording of the receipt and release form does not prevent you from pursuing legal action for additional compensation.

When is a shipowner not liable?

Shipowners are not liable in the following cases:

- If you were injured while not working for the ship.
- If your injury or sickness resulted from wilful misconduct.
- If you concealed a pre-existing medical condition when you were hired.

Health and safety protection and accident prevention

To ensure that seafarers' work environment onboard ships promotes occupational safety and health.

There is a whole host of information published by the MCA on health and safety. Specifically, The Code of Safe Working Practices for Merchant Seafarers. It is not sensible to discuss each individual piece of information in this Title, but to concentrate on people's responsibilities.

Definition: "As far as reasonably practicable" means weighing risks against the trouble, time and money needed to put suitable measures in place. If after initial measures have been put in place any further controls to further reduce the risk is minor and involves high cost then it can be reasonably argued that nothing more needs to be done. This involves a degree of judgement and this should always be in favour of safety.

What are my rights regarding safety and health onboard?

You have the right to live and work in a safe and hygienic environment where safety and health are actively promoted. This must comply with the laws of the ship's flag State and international standards.

What needs to be onboard to ensure safety and health?

The ship must have:

- A health policy and training programme, including risk assessment.
- Measures to prevent accidents, injuries and disease (like personal protective equipment).
- Seafarer representative involvement in improving safety and health.
- Processes to inspect, report, and correct unsafe conditions and to investigate accidents. Your personal data must be protected during investigations.

What are my responsibilities and those of the shipowner?

Both you and the shipowner must follow safety and health standards. Shipowners must clearly define these standards and ensure everyone knows the safety procedures. Information should be well-posted and supported by campaigns on health and accident prevention.

The owner/manager must produce risk assessments for all work activities carried out on board the ship. These should be documented so that everyone can read them.

Risk assessments should help to identify if any specific training is required.

Seafarers should be involved in producing these assessments because they are the ones doing the work. These assessments should be reviewed on a regular basis if there has been a significant change in circumstances or following an accident. If any further risks come to light while working these should be brought to the owner's/manager's attention and if necessary, a risk assessment produced.

Is there a safety committee onboard?

If the ship has five or more crew members, there must be a safety committee and a safety representative elected or appointed by the crew.

What about safety officers and safety representatives?

On every seagoing ship employing five or more seafarers, the company must appoint a safety officer who is the safety adviser aboard the ship. The master must record the appointment of a safety officer in the official logbook. Again, on every ship on which five or more seafarers are working, the owner/operator must arrange for the election of safety representatives. Safety representatives must have at least two years' consecutive sea service since reaching the age of 18. In the case of a safety representative on board a tanker this must include at least six months' service on a tanker.

Are there specific rules for workplace hazards?

Yes, international standards guide acceptable exposure levels to hazards and how to implement safety practices. The shipowner must put these standards into practice.

What hazards and issues should safety procedures cover?

Safety procedures should address:

- Ship's structure (e.g., safe access and asbestos risks).
- Machinery safety, including proper guards.
- Extreme temperatures, noise and vibrations.
- Smoking effects, fire prevention and firefighting.
- Loading/unloading equipment and dangerous cargo.
- Anchors, chains and lines.
- Enclosed spaces and personal protective equipment.
- Fatigue, drug/alcohol dependency and HIV/AIDS prevention.
- Emergency and accident response.



What about bullying and harassment?

Since 2019, flag States must address bullying and harassment as part of safety regulations, following the latest International Chamber of Shipping/ITF Guidance on eliminating shipboard harassment.

Young Seafarers

Young seafarers under the age of 18 should not be expected to carry out high risk work without supervision, or night work unless for training purposes.

Access to shore based welfare facilities

To ensure that seafarers working onboard a ship have access to shore based facilities and services to secure their health and wellbeing

What welfare facilities are available for seafarers?

There are a number of faith-based charities that provide welfare facilities and services across the globe. The services and facilities provided may vary from port to port but may consist of a seafarers centre within easy reach of the port area, ship visiting by Port Chaplains and others and free transport to and from your ship.

Seafarer centres may include internet access, meeting and recreation rooms and facilities for sport, education, religious needs and personal counselling. Seafarer centres may be located either in the port or close to it.

Are there efforts to ensure seafarers' health and wellbeing in port?

In the interests of your health and wellbeing, every effort should be made by the people responsible in port and onboard your ship to allow you to take shore leave as soon as possible after arrival in port.

How will I know what facilities are available to me?

Information on the services offered and where they should be made available to you when you arrive in port.

The Merchant Navy Welfare Board produces Port Information Leaflets for selected UK ports and Gibraltar. These leaflets are designed specifically for seafarers visiting busy UK ports, and offer essential information on transport, welfare, entertainment, education, places of worship and seafarer centres.

Who ensures welfare services are adequate?

Welfare boards are responsible for overseeing the adequacy of welfare services provided in ports.

For further information please see:

www.mnwb.org/resource-centre/port-information-leaflets/



Consulates

What should I do if I face difficulties in a foreign port?

You should be able to access your consul, if one is available, and there should be good collaboration between your consulate and the local authorities to address the issue.

What happens if I am detained abroad?

Your case must be handled promptly and lawfully. You can request assistance and protection from either:

- The country of your nationality.
- The flag State of your vessel.

Make sure both are notified immediately if you are detained.

You may also find it helpful to consult the joint ILO/IMO Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes. This is a set of non-binding guidelines adopted in 2025 to ensure seafarers are treated fairly, with dignity, and in accordance with international law if detained for a crime. They provide guidance for states, shipowners, and seafarers to ensure fair processes, protect human rights, and ensure detention is for no longer than necessary.

Social security

To ensure that measures are taken with a view to providing seafarers with access to social security protection.

Do seafarers and their dependants have rights to social security?

Yes, you and your dependants have a right to social security protection, as provided by national law. Benefits must be at least as favourable as those provided to shoreworkers.

How is social security provided?

It varies by country. Some countries offer it through taxation and national insurance contributions. In others, individuals may need personal insurance or company-provided schemes as the MLC places responsibility for the provision of benefits onto the state of residence.

What is 'social security'?

Social security includes these nine areas of coverage:

1. Medical care
2. Sickness benefit
3. Unemployment benefit
4. Old age benefit
5. Employment injury benefit
6. Family benefit
7. Maternity benefit
8. Invalidity benefit
9. Survivors' benefit

What is required by the MLC, 2006?

States that sign up to the Convention must provide at least three of the nine areas of social security. The three recommended areas are medical care, sickness benefit and employment injury benefit.

Who provides social security for seafarers?

It's usually arranged by the authorities in the country where you live, but could also involve agreements with the flag State or your employer. You may need to contribute financially.

What happens in case of disputes?

There must be a fair and effective process to resolve disputes over social security.

What should your employment agreement include?

It should clearly state:

- Any social security protections provided by the shipowner.
- Statutory deductions from your wages for social security.
- Contributions the shipowner must pay on your behalf.

Who ensures compliance?

If the shipowner handles social security payments, the flag State must ensure they comply with the law.

TITLE 5

Compliance and Enforcement

Safeguarding your rights

- Flag State responsibilities
- Port State responsibilities
- Labour-supplying responsibilities

If your ship is 500GT or over engaged in international voyages or operating from a port or between ports in another country, it must have a Maritime Labour Certificate. The certificate confirms that the vessel complies with the Convention requirements and is valid for a maximum of five years.

The survey associated with the Maritime Labour Certificate covers 16 areas and involves a mixture of inspecting documentation such as the hours of work and rest records and talking to seafarers in private. These conversations could be undertaken in groups or on a one-to-one basis and should not be influenced by others such as the master or superintendent.

A Declaration of Maritime Labour Compliance must be attached to the Maritime Labour Certificate. This is in two parts: Part I lists the way in which the flag State's laws and regulations implement the Convention, Part II shows how the shipowner ensures that the vessel is compliant with the Convention.

The certificate and the reports of inspection must be posted up in a conspicuous place on board where seafarers can see them.

A certificate ceases to be valid when:

- ▶ The ship transfers to another flag.
- ▶ The vessel is sold.
- ▶ If substantial changes are made to the accommodation or food and catering facilities.
- ▶ If the accommodation, food or catering facilities have been damaged and have not been repaired.

Are there mechanisms to ensure compliance with the MLC?

Yes, both flag State inspectors and Port State Control (PSC) officers conduct regular checks to ensure compliance. There are several ways to address problems of non-compliance with the MLC. If the problem is with the flag State, i.e. it has not put in place adequate regulations to implement the Convention, contact your trade union for advice. If the problem is with a shipowner then the matter can be raised with the flag State or with the port State. In addition, as a seafarer you can make a complaint onboard.

Is the MLC document required onboard?

Yes, ships flying the flag of a state that has ratified the Convention must have a copy of the MLC available onboard.

What must the Maritime Labour Certificate address?

The certificate must address the following:

- Minimum age
- Medical certification
- Qualifications of seafarers
- Seafarers' employment agreements
- Recruitment and placement services
- Hours of work or rest
- Manning levels
- Accommodation
- Recreational facilities onboard
- Food and catering
- Health, safety, and accident prevention
- Onboard medical care
- Onboard complaint procedures
- Payment of wages
- Financial security for repatriation
- Financial security for shipowners' liability

Inspection and enforcement

Are all ships subject to MLC, 2006 inspections?

Yes, all ships must comply with MLC requirements regarding working and living conditions, even those under 500 GT or operating solely within the flag State.

How can deficiencies and serious breaches of the MLC be addressed?

Problems can come to light through:

- Regular inspections.
- Complaints procedures.

What is the role of flag State and port State inspectors?

Flag State inspectors conduct thorough initial inspections to ensure compliance, while port State inspectors verify compliance when the ship arrives in port.

What happens if a serious breach of the MLC is found?

If there is a serious or repeated breach (e.g., nonpayment of wages or significant safety risks), the flag and port State inspectors can prohibit the ship from leaving port until the issue is resolved.

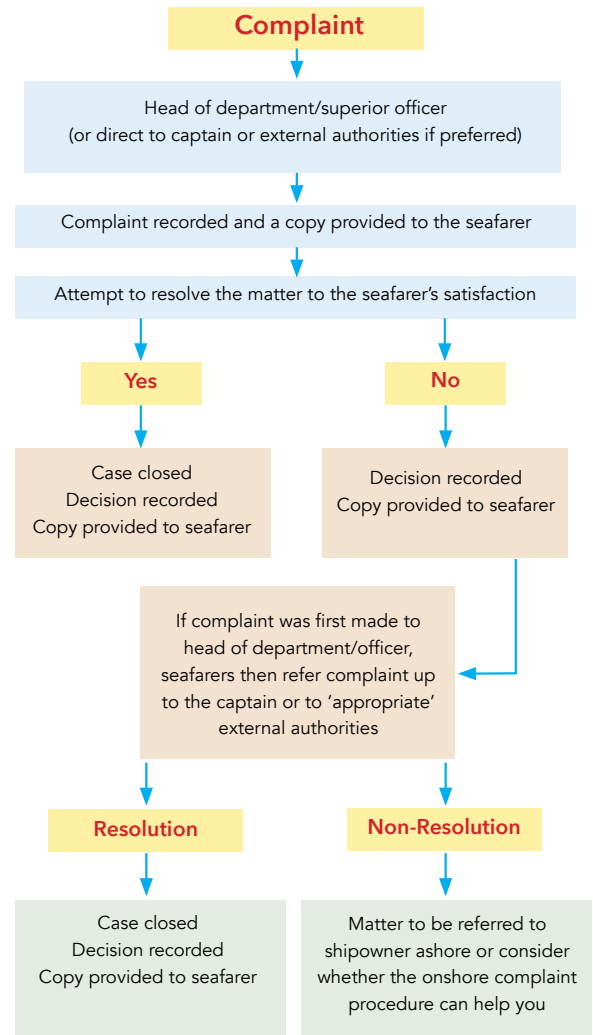
What happens for less serious breaches?

The inspector may set a deadline for rectification, give advice, or decide on action based on their professional judgement.

Onboard complaint procedures

Definitions: A complaint means information submitted by a seafarer about the living and working conditions on board a particular ship. An onshore complaint is a method whereby a seafarer can make a complaint to the port State about the working and living conditions on board a particular ship.

Making a complaint onboard





What should a ship's complaints procedure cover?

There must be a procedure that allows you to make complaints about breaches of your rights or the Convention, including the right to decent working and living conditions. Complaints must be handled fairly, effectively and promptly.

How should I start resolving a complaint?

Start at the lowest possible level onboard. However, you also have the right to go directly to the master or external authorities, such as the MCA or a flag State representative. Your complaint must be treated as confidential.

Can I have support when making a complaint?

Yes, you have the right to be accompanied by a representative or fellow seafarer. You must not be victimised for making a complaint.

What if the complaint isn't resolved onboard?

If unresolved onboard, the complaint can be referred ashore to:

- The shipowner.
- Authorities of the flag State.
- Authorities in the port State or your home country

Will I receive the complaints procedure?

Yes, when you join the ship, you will get a copy of the onboard complaints procedure. It will include:

- Contact details for the responsible person from the flag State and, if different, from your country's administration.
- Names of onboard personnel who can assist you with complaints.

Maritime casualties

What happens if an incident results in serious injury or loss of life?

An official inquiry must be conducted to investigate the incident.

If you are involved you should consult the ILO/IMO Guidelines on the Fair Treatment of Seafarers in the event of a maritime accident, which set out the roles of major stakeholders such as flag State, port State, home State and shipowner.

Labour-supplying responsibilities

What is the goal of these responsibilities for Member States?

The aim is to ensure that each Member State fulfils its duties under the Convention, focusing on seafarer recruitment, placement and protection.

What are the three main responsibilities of States under this Convention?

1. Flag State Responsibilities: Overseeing ships registered under their flag to ensure compliance.
2. Port State Responsibilities: Conducting inspections and enforcing the Convention when ships are in their ports.
3. Labour-Supplying State Responsibilities:
 - Regulating recruitment and placement services that contract seafarers.
 - Taking responsibility for providing social security to seafarers.



ANNEX 1

USEFUL CONTACTS

There is valuable guidance and information on the ILO's website, including a detailed FAQ guide, and the date of entry into force for the countries which have ratified it. It also contains information about amendments to the MLC and Resolutions arising out of meetings of the STC. Furthermore, there is much helpful information in the Guidelines for flag State inspections and port State inspections.

Tel: +44 (0)20 7403 2733 • www.ilo.org

Nautilus International

A trade union and professional organisation serving, supporting and protecting the interests of more than 20,000 maritime professionals in the UK, Netherlands and Switzerland.

Tel: +44 (0)151 639 8454 • www.nautilusint.org/en/

National Union of Rail, Maritime and Transport Workers (RMT)

A UK based trade union that organises workers in the rail, road transport, offshore energy and maritime sectors, including seafarer ratings.

Tel: +44 (0)20 7387 4771 • www.rmt.org.uk

International Transport Workers' Federation (ITF)

A federation of over 700 unions representing over 4.5 million transport workers from 150 countries.

Tel: +44 (0)20 7403 2733 • www.itfseafarers.org

Maritime & Coastguard Agency

The UK's competent authority and government regulator responsible for implementing and enforcing the MLC, 2006. The MCA delivers the UK Government's maritime safety and seafarer welfare policies and works to protect life at sea and along the UK coastline.

Tel: +44 (0)23 8032 9486 • www.dft.gov.uk/mca

Merchant Navy Welfare Board

A UK based charity that exists to promote and support the welfare of seafarers, their families and dependants, including those in the Merchant Navy and fishing fleets.

Tel: +44 (0)23 8033 7799 • www.mnwb.org

International Seafarers' Welfare and Assistance Network (ISWAN)

Global organisation providing a 24-hour, year-round multi-lingual helpline for all seafarers' welfare and support needs, as well as an emergency welfare fund.

Tel: +44 (0)300 012 4279 • www.seafarerswelfare.org

Marine Society

UK charity dedicated to the learning and professional development of seafarers. Offers 120,000 books to ships through its library service, plus distance-learning programmes and scholarship schemes including the Nautilus-administered Slater Fund.

Tel: +44 (0)20 7654 7050 • www.marine-society.org

Merchant Navy Training Board

UK organisation promoting maritime education and training and providing careers guidance. Administers the Careers at Sea Ambassadors scheme, under which serving seafarers can volunteer to give careers talks in UK schools.

www.mntb.org.uk/contact/

Seafarers' Information and Advice Line (SAIL)

UK based citizens' advice service helping seafarers and their families with issues such as debt, benefit entitlements, housing, pensions and relationships.

Tel: +44 (0)800 160 1842 • www.sailine.org.uk

Seafarers' Hospital Society

UK charity dedicated to the health and welfare of seafarers. Includes the Dreadnought health service.

Tel: +44 (0)20 8858 3696 • www.seahospital.uk

Seafarers Support

A free confidential telephone and online referral service helping to support serving and former UK seafarers and their families in times of need.

Tel: +44 (0) 800 121 4765 • www.seafarerssupport.org

UK Chamber of Shipping

The UK Chamber of Shipping is the trade association and voice for the UK shipping industry, with around 200 members from across the maritime sector.

Tel: +44 (0)20 7417 2800 www.ukchamberofshipping.com

ANNEX 2

MARITIME AND COASTGUARD AGENCY CONTACT DETAILS

Aberdeen Marine Office

Marine House, Blaikies Quay, Aberdeen, AB11 5EZ
Email: AberdeenMO@mcga.gov.uk Tel: 01224 369 000

Belfast Marine Office

Bregenz House, Quay Street, Bangor,
Co. Down, BT20 5ED
Email: BelfastMO@mcga.gov.uk Tel: 02895 990 000

Cardiff Marine Office

Anchor Court, Keen Road, Cardiff, CF24 5JW
Email: CardiffMO@mcga.gov.uk Tel: 02920 448 848

Colchester Marine Office

Iceni Way, Colchester CO2 9BY
Email: ColchesterMO@mcga.gov.uk Tel: 01206 379 000

Glasgow Marine Office

Albex House, Marchfield Drive, Paisley, PA3 2RB
Email: GlasgowMO@mcga.gov.uk Tel: 0141 397 0002

Hull Marine Office

Crosskill House, Mill Lane, Beverley, HU17 9JB
Email: HullMO@mcga.gov.uk Tel: 01482 759 000

Liverpool Marine Office

Hall Road West, Crosby, Liverpool, L23 8SY
Email: LiverpoolMO@mcga.gov.uk Tel: 0151 2480 045

Plymouth Marine Office

Suite 5, Endeavour House, Oceansgate,
Vivid Approach, Plymouth PL1 4RW
Email: PlymouthMO@mcga.gov.uk Tel: 01752 419 000

Southampton Marine Office

Spring Place, 105 Commercial Road,
Southampton, SO15 1EG
Email: SouthamptonMO@mcga.gov.uk Tel: 02380 329 160

You can find details about MCA opening times here:
www.gov.uk/government/organisations/maritime-and-coastguard-agency/about/access-and-opening

ANNEX 3

FOREIGN MEDICAL CERTIFICATES RECOGNISED BY THE UK

European Union and European Economic States

Belgium
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Iceland
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Norway
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Other Countries

Australia
Bermuda
Canada
China
Ghana
Hong Kong
India
Jamaica
Mauritius
New Zealand
Pakistan
South Africa
Sri Lanka
Ukraine

You can find the most up to date list here:
www.gov.uk/government/publications/msn-1815-amendment-6-equivalent-medical-certificates



Merchant Navy Welfare Board
8 Cumberland Place

Southampton, Hampshire SO15 2BH
Tel: 02380 337 799 Website: www.mnwb.org

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