

## AGENDA

From 13.00 to 16:00 | Wednesday 27 October 2021  
Chair: Michelle Grech, Manager Vessel Operations, AMSA  
VIRTUAL | Via Microsoft Teams

#	Timing	Title	Purpose	Presenter	Doc.
1	5 mins	Welcome, attendance and apologies	Information	Chair	Verbal
2	10 mins	Governance a. Minutes b. Action items	Discussion	Chair	Paper
3	5 mins	ASWC Terms of Reference a. HRAS membership to ASWC	Decision	Chair	Verbal
4	15 mins	ASWC engagement a. Website statistics b. Website improvement	Information	AMSA	Paper
5	10 mins	MLC complaints and incidents trends: a. MLC activity and outcomes b. Fatalities, medivacs and person overboard	Discussion	AMSA	Paper
6	15 mins	ASWC Strategic Plan a. Draft update 2021 b. Mission to Seafarers statistics	Information	Chair MTS & Apostles of the Sea	Paper Verbal
7	5 mins	National Vaccine Program	Information	MTS & Stella Maris	Verbal
	15 mins	Break			
8	15 mins	ILO update a. Special Tripartite Committee proposal – 'Fatalities at Sea Register' b. Attorney General Department update on ILO matters	Information & Discussion	AMSA AGD	Verbal
9	5 mins	Code of Conduct	Information	South 32	Verbal
10	5 mins	Opportunities to Promote Seafarer Welfare	Discussion	Chair	Verbal
11	10 mins	ITF update	Information	ITF	Verbal
12	40 mins	Guests: a. Port Welfare Committees – ongoing support [10 mins per committee]	Information	HRAS	Verbal

		<ul style="list-style-type: none"> <li>a. Western Australia</li> <li>b. Newcastle</li> <li>c. Brisbane</li> </ul> <ul style="list-style-type: none"> <li>b. South 32 – code of practice for chartered vessels [15 mins]</li> </ul>		Newcastle PWC Brisbane PWC  South 32	
13	10 mins	Relevant safety guidance <ul style="list-style-type: none"> <li>- Marine Safety Awareness Bulletin</li> <li>- Marine Notice – Fatal accidents from pilot ladders</li> <li>- Wellness at sea campaign</li> </ul>	Information	AMSA	Paper
14	10 mins	General business <ul style="list-style-type: none"> <li>a. Expiry of extension of STCW certificates for seafarers</li> </ul>	Information	All	Verbal
15	5 mins	Next meeting and close	Information	Chair	Verbal

## Minutes- Australian Seafarers' Welfare Council

21 June 2021

MS Teams Meeting

### Agenda Item 1: Welcome and Introductions

The Chair opened the meeting and welcomed all in attendance. The Chair noted the meeting will be recorded for the meeting minutes, no objections were raised.

### Attendance

Chris Green	Australian Mariners Welfare Society
Michelle Grech (Chair)	Australian Maritime Safety Authority
Tracy Whatman (Secretariat)	Australian Maritime Safety Authority
Tristan Shandy	Australian Transport Safety Bureau
Christine Field	Hunterlink EAP
Ian Bray	ITF Australia
Grant Hardie	Maritime Industry Australia Ltd
Garry Dodd	Mission to Seafarers (East)
Andrew Douglas	Rightship
Melwyn Noronha	Shipping Australia Limited
Roslyn Rajasingam	Stella Maris Australia (formerly Apostleship of the Seas)

### Observers

Ben Tifan	Australian Maritime Safety Authority
Warwick Norman	Independent Consultant
Kelly Garmonsway	Maritime New Zealand
Sandra Bernal	ITF Australia
Dan Crumlin	ITF Australia

### Guests

Greg Pusey	Australian Maritime Safety Authority
Andrew Johnson	Department of Transport, Infrastructure, Regional Development and Communications
Johan Smith	Sailors' Society
Bernie Farely	Seafarers Connect

### Apologies

Sarah Cerchè	Maritime Industry Australia Ltd
John Steed	Mission to Seafarers (West)
Michael Gallacher	Ports Australia

## Agenda Item 2: Previous Minutes & Action Items

Minutes from the previous meetings held on 26 February 2021 were accepted.

The Chair reviewed the action register and members agreed to the closure of the following actions items:

- 02/2021 - item 2.1 – amendment of the action register to assign actions to organisations. This has been completed as per the tabled register.
- 02/2021 - item 2.3 – Garry and Rosalyn will present data on their service delivery activities at this session.
- 02/2021 – item 7.1 – the finalised terms of reference have been published to the website and circulated with the papers for this meeting.
- 02/2021 – item 9.1 – ITF contacts have been added to medivac notifications.
- 02/2021 – item 11.2 – ASWC confirmed as a signatory on 8 April 2021.

Members agreed to the status of all other actions as tabled in the meeting papers with the exception of item 02/2021 – 6.1 in relation to the letter regarding designation of seafarers as key workers. The ITF requested the item remain open until after the Council had the opportunity to hear the update from the Government.

The Chair sought members views on the appointed Chair for the Council. Members were of the view it was appropriate for AMSA to continue to Chair the Council. AMSA will liaise internally and advise the ASWC of the new Chair.

[Action 06/2021 – item 2.1 - AMSA will discuss the ongoing Chair of the Council internally and report back to the Council.](#)

Shipping Australia Limited raised a previous proposal to invite the Cruise Lines International Association - Australasia (CLIA) to participate on the Council.

[Action 06/2021 – item 2.2 – The Chair will extend an invitation to CLIA Australasia to participate in the Council.](#)

Council agreed to minutes of last meeting and update of action items
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## Agenda Item 3: ASWC Correspondence

The Chair noted the correspondence register tabled and thanked Chris Green for the draft letter on designation of seafarers as key workers. The Chair advised members that the address for correspondence with the ASWC has changed and all correspondence should now be channelled through [secretariat@amsa.gov.au](mailto:secretariat@amsa.gov.au).

## Agenda Item 4: ASWC Engagement - Website analytics

The Chair tabled the ASWC website statistics for the information of the Council. No comments arising.

## Agenda Item 5: MLC Complaints and Incidents

The Chair tabled the papers from AMSA on MLC activities, medivacs, MOB's and investigation statistics for the 01 October 2020 to 31 March 2021 for the information of the Council.

AMSA reported that there has been a significant drop in the number of onshore complaints over the past two quarters which is encouraging and the number of complaints received are at pre-Covid levels.

AMSA highlighted two recent bans that are not included in the reporting period of the paper.

- Maryam (Panama flagged bulk carrier) was issued a 36-month ban in May 2021 for serious deficiencies relating to vessel maintenance and working and living conditions for seafarers. Maryam is operated by Aswan Shipping
- Mover 3 (Panama flagged bulk carrier). Also operated by Aswan shipping. Was issued a ban for 18 months in April 2021 for failing to carry out important regular surveys of the ship, and for appalling working and living conditions onboard.

AMSA also advised that the Maritime Labour Convention Report will be finalised shortly. The report includes advice on the ASWC strategy and how we are meeting MLC obligations in that regard.

[Action 06/2021 item 5.1: The Secretariat to notify the Council when the MLC Report has been released.](#)

### **Agenda Item 6: Designation of seafarers as key workers**

The Department of Infrastructure, Transport, Regional Development and Communications joined the meeting to discuss the designation of seafarers as key workers.

The Covid Maritime Response Taskforce (CMRT) continues to meet on a regular basis. A focus of the meetings has been crew changes and the domestic vaccination program. The Department is working to ensure any seafarer welfare issues are managed appropriately. The Department has established a focal point for seafarer welfare issues arising from the pandemic reflecting the importance and value that seafarers add to the economy through the maintenance of supply chains.

In relation to the designation of seafarers as key workers, the Government has not enacted these arrangements for seafarers due to the definition of key workers within Australian legislation which places specific obligations on both the Government and employers. Australia has also taken a different approach to many governments in that maritime workers in Australia have been able to go to and from work generally without restriction, noting issues regarding internal movements across borders.

Seafarers have been designated in the category of 1A in the domestic vaccination program. The Government has been working with States and territories to ensure crew changes are facilitated across domestic borders. The CMRT continues to evaluate the vaccination of foreign seafarers in the national interest. Noting the above, the Government remains of the view that it is not necessary, at this time, to designate seafarers as key workers.

The Council advised the Government of the following:

- In a recent survey of domestic and international surveys conducted by the Maritime Industry Australia Limited responses indicated that not being recognised as essential workers and therefore valued by the community was detrimental to their mental health.
- A glut of seafarer contracts will end in the next 4-6 weeks (in alignment with the 11 month limit), the Government has the opportunity to play a role in the minimisation of effects on the mental health of seafarers by facilitating crew changes with regard to quarantine either ashore or onboard and access to welfare services ashore.
- Suggested the Government review the categorisation of provision of seafarer welfare services onboard, access should be broader than traditional medical services and should be expanded to mental health services.

### **Agenda Item 7: Maximum period of shipboard service and repatriation**

AMAS tabled an update on the maximum period of shipboard service and repatriation arrangements in Australia. Consistent with the information provided at item 5a, there has been a decline in seafarer complaints. The number of complaints being received has returned to pre-COVID levels.

Members should be aware the Marine Notice has now expired however AMSA will continue to closely monitor the situation.

### **Agenda Item 8: ASWC Strategy**

The Council maintains a standing agenda item for the discussion of the ASWC strategy and outcomes associated with each element. The key objectives of the ASWC strategy include:

- provide leadership in the implementation of Australia's obligations to seafarers under the MLC;
- assist in the establishment of a national network of seafarer support arrangements; and

- promote, encourage and support the delivery of seafarer welfare services at Australian ports.

The Council noted action 02/2021 - item 2.3 and the paper tabled at this meeting outlining the services delivered nationally by the Mission to Seafarers (MtS).

MTS highlighted the following for noting by the Council:

- At the heart of the services provided by the MTS is seafarers being connected with their loved ones and with society. The gift of time cannot be understated for many seafarers.
- The impact of COVID on the MTS has been significant and funding of the MTS will reach a critical point within 12 months. The cessation of the Jobkeeper program will further exacerbate the funding situation and some centres will have to close by the end of the year unless other funding arrangements are established.
- The operating costs are approximately \$6.5 million plus around \$3m of volunteer labour (130,000 hours of recorded time).
- Digital transformation of service delivery has been essential.

The Stella Marais also provided an update on operations as follows:

- The main funding source for the organisation, the annual AusShips Conference, was not held in 2020 and 2021.
- Centres are also supported by the local diocese however some this funding has also so been reduced or ceased.
- The key question for the organisation is how the service continues to support seafarers and will be forced to reevaluate how we do support and deliver services in the future.
- MTS and Stella Marais have commenced collaboration on securing sustainable funding for service provision to seafarers.

Maritime New Zealand provided the Council with an overview of their approach to providing sustainable welfare services to seafarers and noted that the need arose from previous arrangements being unsustainable.

The Seafarer Welfare Board of New Zealand established in 1964 as been largely funded by charitable foundations. Over time the funding from those sources decreased as did the services provided. This placed the obligations of provision 4.4 of the Maritime Labour Convention at risk. Funding from traditional sources was further exacerbated by the pandemic.

In response the New Zealand Government established the Essential Connectivity Fund to meet the funding shortfall in the short term. For the longer term the Minister for Transport sponsored a bill to change the Maritime Transport Act (NZ) to fund the provision of welfare activities from the maritime levy.

The Seafarer Welfare Council Board will administer the fund and there will be a close working relationship between the New Zealand Government and the Board to ensure appropriate governance of the funding and associated processes.

In practical terms the Seafarer Welfare Board has created a holding company. The company will be responsible for the operational delivery of welfare services, with the Board (10 members) remaining as the governing body. The Government has set a defined list of services that the SWB must deliver. The Board will report to Maritime New Zealand on a quarterly basis on financial status, systems and process used to make funding allocation decisions statistics on port arrivals and services deliver and where services haven't been delivered an explanation for not doing so. Maritime New Zealand will also under service centre visits to observe the efficacy of the services being delivered.

To date funding has been provided in structured monthly payments. There is another year of Essential Connectivity funding remaining, during this time a review of services will be undertaken to determine the amount of future funding required to provide sustainable welfare services. The services must adhere to all normal regulatory requirements in relation to provision of goods and services e.g. counsellors must meet the national requirements for provision of those services. The service providers are employed directly by the holding company under standard commercial engagement arrangements. It is the responsibility of the company to ensure efficiency of service i.e. not having multiple providers doing the same thing in the same location.

Continue to explore the structure and meet with New Zealand to see if a similar model is needed to in the implementation. [Warwick – the sustainability of the model – working with the gov through seafarer welfare centre – great that we can continue to engage about their program and the model. Take to government a proposed working model for consideration.

The Council thank Maritime New Zealand for the information and agreed:

- Establishing a sustainable funding model for delivery of seafarer welfare services is a priority.
- AMSA will initiate discussion with Government on the issue to ascertain whether the New Zealand model can be explored.
- AMSA to hold further meetings with Maritime New Zealand to gain an in-depth understanding of the model.
- Any work to be conducted by the AWSC will involve all members with a terms of reference to govern the work.

Action 06/2021 item 8.1: AMSA to initiate a discussion with the Government on establishing a sustainable funding model for the delivery of seafarer welfare services. AMSA to report back to the Committee at the next session.

Action 06/2021 item 8.2: AMSA to meet with Maritime New Zealand to gain an indepth understanding of the model. AMSA to report back to the Committee at the next session.

### Agenda Item 9 and 10: Amendment to MO 11 and ILO update

AMSA tabled a paper on the amendments to Marine Order 11 (Living and working conditions on vessels) which came into effect on 1 June 2021. The amendments to the order will support seafarers by ensuring:

- the seafarers' employment agreement continues to have effect while a seafarer is captive due to acts of piracy or armed robbery against ships;
- that wages and other entitlements continue for the period of captivity; and
- entitlement to repatriation does not lapse due to captivity.

AMSA provided a verbal update on progress of the Australian proposal to introduce mandatory reporting of fatalities at sea. The April 2021 meeting of the ILO Special Tripartite Committee provided an opportunity for member to submit proposals and discuss issues arising from the COVID pandemic. Australia took the opportunity to present the mandatory reporting of fatalities at sea proposal.

At this time Australia has received some international support however will continue to strongly advocate for the proposal and will be targeting some of the European nations to build a critical mass. AMSA called on Council members to advocate through their own networks for the proposal.

The ITF advised that their London office has confirmed their support of the proposal.

## Agenda Item 11: ITF Update

The ITF noted the following for the information of the Council:

Congratulated all parties involved in Marais and Movers 3 bans and sends the right message to operators in relation to substandard behaviours.

Proposed the Council explore opportunities to influence companies to better control their supply chains. Opportunities such as vetting vessels not only on seaworthiness but issues such as modern slavery to stamp out poor behaviour.

In 2020 the ITF conducted 512 inspections and recovered \$2m of wage theft. To date in 2021, the ITF has recovered \$2m of wage theft from just 211 inspections.

Globally ITF inspectors have been encouraged to focus on issues such as abandonment (5 months of non-payment of a seafarer). Last year there were 85 abandonments reported to the ILO. Through investigations the ILO has discovered \$57m of waste in one supply chain and \$48m in another. It is likely on will be resolved through negotiations whilst the other is likely to proceed to prosecution.

The issue of crew changes will again heighten anxiety for seafarers approaching the end of their tenure over the next 4-6 weeks. The ITF advised they will continue to press Government on the designation of seafarers as key workers.

The ITF is increasing inspectorate resources and will have additional resources in NSW and VIC by August followed by TAS and a greater footprint in NW Australia over the next 6 months.

There remains a significant amount of work to do in relation to the treatment of seafarers and wharf workers where instances of Covid arise. A recent example occurred in Darwin where the ITF had to insist on testing for seafarers, which came back negative but then the wharf workers were still held I quarantine.

Hunterlink supported the ITF's views that processes need improvement citing seafarer fearing to speak up about wage issues until after they have been repatriated and there being no peer communication in the Darwin case. Hunterlink has had three emails to which they have not received a reply and still have been unable to speak to the seafarers in question.

The Council recalled the work underway by South32 discussed at the last meeting. A draft of the seafarer welfare charter is due in July 2021 with a planned release date in November. The Chair agreed to follow-up with South32 to see if any further input can be provided by the ASWC.

The Council also recalled the Neptune's Foundation code of practice for charters noting that some charter contracts still have clauses stating no deviation for crew changes or crew leave.

The Chair thanked the Council for the discussion and noted the importance of having the involvement of the supply chain. The Code of Practice will be a key document to ensure Charters the operation of these vessels pay adequate attention to the welfare of seafarers.

## Agenda Item 12: Guests

Bernie Farelly from Seafarers Connect provided the Council with an overview of the Tas Bull Seafarers Foundation initiative to provide access to high quality wifi to seafarers. The goal of the project is to improve access to services and entertainment to improve the mental health of seafarers. The project has a total of 24 devices across 9 ports. In the past 30 days 2648 seafarers have utilised the service on just 11 devices. The services are managed by Telstra Business Technology Centre, the data is pooled and the firewall restricts access to undesirable content. Devices are deposited by safety inspectors at the top of the gangway as soon as the vessel docks.

TAS Bull Foundation has funded 10 devices and the ITF have funded 14 devices. Contracts on all devices expire in 2022, the contract cost for 24 devices is \$250,000 every three years. The project is seeking corporate sponsorship of the devices. The ideal number of devices nationally is in the magnitude of 100 and this volume would also assist from a corporate sponsorship perspective with the amount of exposure they would be getting in return.

The project is relying on volunteers to get the devices on and off vessels but have managed to establish a network to be able to retrieve devices where a ship may have sailed. There are varying degrees of empathy displayed in ports with some refusing to assist in the delivery of the devices.

The Chair thanked the Tas Bull Seafarers Foundation for the presentation and concluded the discussion noting the importance of communication and access to facilities to support the health and well-being of seafarers. Further the Council should consider this service when working proposing a sustainable model.

Johan Smith from the Sailors Society provided a presentation on seafarer welfare from the society's perspective. The Sailors Society has observed:

- a shift in expectation by consumers and society in general with increased calls for transparency of supply chains and their ethical standards,
- technology innovation in healthcare and the focus on mental wellbeing
- future research will increasingly focus on the effectiveness of solutions and
- can envisage ship vetting criteria including humanitarian welfare on board.
- There is a need for the establishment of a seafarer mortalities database to record all aspects of seafarer deaths to better identify their welfare needs.
- Must not lose sight of the millions of seafarers who live contentedly on board vessels who are masters of their own lives, with tremendous skill and resilience.

The society is leading an industry wide awareness campaign called Wellness at Sea and is based on the concept of the circle of care at all three stages, proactive support, during crisis support and after crisis support. The awareness campaign will run for 27 weeks in 9 week cycles to build seafarer awareness of the resources available to them. The campaign has approximately 50 corporate partners.

The Chair thanked the Sailors Society for the presentation and noted AMSA will be participating in the campaign and the Council will also promote on the ASWC website.

### [Agenda Item 13 and 14: General Business](#)

Warwick Norman reflected on the report provided at item 5a – MLC complaints and asked AMSA whether there were any trends emerging by class or flag where commitment to the MLC is lacking. AMSA advised that data is limited at this time however if the data is normalised some flags are more prevalent than others. AMSA follows-up on 100% of MLC complaints either in port, at the next visit or refers to the next port of arrival for review and flags for inspection on next call. The annual compliance report will be published in early July and ASWC will be notified.

[Action 06/2021 – item 14.1 – A standing agenda item will be established to discuss opportunities to promote seafarer welfare through national campaigns such as the International Day of the Seafarer.](#)

The MUA raised the issue regarding vaccination of international seafarers and asked the Council whether it can take on a role to advocate for policy change on this issue noting the Australian Logistics Council recommended that all transport workers should be vaccinated.

Council noted the following:

- Australia is falling behind other countries that have implemented programs to vaccinate all foreign seafarers to protect their domestic trade
- Anglo-Eastern have given some seafarers double doses to eliminate the need for return visits within short periods
- A starting point would be vessels on regular trading routes
- Government needs to keep in mind there will come a time when all Australians are vaccinated however foreign seafarers may not be due to their own countries vaccination programs or lack thereof.
- Is there an opportunity to advocate at the ILO for a limitation on the time until a seafarer must be vaccinated.
- The WA Government has increased restrictions on foreign seafarers e.g the requirement to be out of the country for 60 days. Highlighting that obstacles are still arising for seafarers.

SAL advised that many of these views had already been put to Government through the regular COVID teleconference being held with industry.

AMSA put forward their view that the OSHMI Act applies in Australia and there for the responsibility lies with the seafarer's employer. By comparison personnel employed by AMSA employed to inspect vessels are categorised as 1B on the vaccination scale. AMSA suggested it could consider a Marine Notice reminding industry of their obligations in this respect.

AMSA also advised that:

- at the recent ILO STC meeting Cyprus brought forward a discussion encouraging governments to consider a vaccination program for seafarers. AMSA will circulate the resolution for the Council's information
- more vessels have rapid testing kits aboard to ensure they are mitigating any port entry barriers.

The Council advised there have been test cases where employers have provided international seafarers with vaccinations.

[Action 06/2021 – item 14.1 – AMSA to explore the promulgation of a Marine Notice reminding operators of their OH&S obligations under the OSHMI Act.](#)

[Action 06/2021 – item 14.2 – AMSA to circulate the ILO-STC resolution on the committee's recommendation for Governments to consider a seafarer vaccination program.](#)

Mission to Seafarers (East) noted Friday 25<sup>th</sup> June is the International Day of the Seafarer (IDotS) and reported that the Port Welfare Committee in Newcastle is extending celebrations for the entire week. MTS East also proposed the Council identify and promote opportunities such as this to draw attention to seafarer welfare.

AMSA reported it is promoting the IDotS through its social media platforms and agreed there should be information being promulgated by the Council.

[Action 06/2021 – item 14.X – A standing agenda item will be established to discuss opportunities to promote seafarer welfare through national campaigns such as the International Day of the Seafarer.](#)

Communication between ASWC and Port Welfare Committees will be included as an agenda item for the next meeting of the ASWC with a view to establish the scope of engagement and establish an agreed timeframe to pursue with discussions with the PWC's.

The next meeting of the group will be schedule for October 2021, members will be consulted to identify a suitable date.

The Chair thanked all for attending and the input provided and closed the meeting at 1:05pm with agreement to reconvene for the Sailors Society presentation at 1430.

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

OPEN ACTION ITEMS				
Action Item	Subject	Action	Responsibility	Status
06/2021 - Item 14X	Seafarer welfare	A standing agenda item will be established to discuss opportunities to promote seafarer welfare through national campaigns such as the International Day of the Seafarer.	All members	OPEN
06/2021 - Item 2.1	Chair function	AMSA will discuss the ongoing Chair of the Council internally and report back to the Council.	AMSA	CLOSED
06/2021 - Item 2.2	Council membership	The Chair will extend an invitation to CLIA Australasia to participate in the Council.	AMSA	OPEN
06/2021 - Item 5.1	Administration	The Secretariat to notify the Council when the MLC Report has been released.  <b>Update July 2021:</b> Link provided with minutes 19 July 2021.	AMSA	CLOSED
06/2021 - Item 8.1	Seafarer Welfare Service	AMSA to initiate a discussion with the Government on establishing a sustainable funding model for the delivery of seafarer welfare services. AMSA to report back to the Committee at the next session.	AMSA	ONGOING
06/2021 - Item 8.2	Seafarer Welfare Service	AMSA to meet with Maritime New Zealand to gain an in depth understanding of the sustainable seafarer services model. AMSA to report back to the Committee at the next session.	AMSA	ONGOING
06/2021 - 14.1	Administration	A standing agenda item will be established to discuss opportunities to promote seafarer welfare through national campaigns such as the International Day of the Seafarer.	AMSA	OPEN
06/2021 - Item 14.1	OH&S obligations	AMSA to explore the promulgation of a Marine Notice reminding operators of their OH&S obligations under the OSHMI Act.	AMSA	OPEN

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

06/2021 - Item 14.2	Seafarer vaccination	AMSA to circulate the ILO-STC resolution on the committee's recommendation for Governments to consider a seafarer vaccination program.	AMSA	<b>OPEN</b>
02/2021 – Item 2.1	Administration	Secretariat to amend the current Actions Arising documents to assign actions to the organisation rather than the individual and continue with this for all future actions. <b>Action completed April 2021.</b>	Secretariat	<b>CLOSED</b>
02/2021 – Item 2.2	ASWC Strategic Work plan	Michelle to work together with Garry and Roslyn to develop a national data framework capturing seafarer's use of welfare centres and services, with the possibility of including national data in AMSA's MLC Annual report.	AMSA, MTS	<b>ONGOING</b>
02/2021 – Item 2.3	ASWC Strategic Work plan	Garry and Roslyn to present data re. their centres service delivery activities at the June 2021 ASWC Meeting.	MTS	<b>CLOSED</b>
02/2021 – Item 6.1	Covid-19 pandemic	AMSA to bring to the attention of the Department of Infrastructure, the need for seafarers to be prioritised in vaccination programs.  <b>Update June 2021:</b> The ITF requested the item remain open until after the Council had the opportunity to hear the update from the Government.	AMSA	<b>OPEN</b>
02/2021 – Item 7.1	Terms of Reference	Secretariat to amend Terms of Reference to include detail on 1 nominated rep and 1 alternate rep per organisation (with the exception of MTS), and detail on a standing invitation for private individuals to hold membership on the Council when agreed. Revised Terms to be circulated by Secretariat and accepted out of session.  Update March 2021 – Update: Revised ToR circulated 30/3/21 and accepted by quorum (8) with no objections, currently waiting for it to	Secretariat	<b>CLOSED</b>

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

		<p>be made live on the ASWC website. Action completed April 2021.</p> <p>NB: One comment received requesting we revisit who the Chair should be, to be tabled at the next meeting for discussion as a separate review.</p>		
02/2021 – Item 9.1	MLC reporting contacts	<p>Secretariat to pass Sandra Bernal’s details on to the inspectorate teams and add Sandra and Ian to the recipient list for medivac notifications.</p> <p>Action completed March 2021.</p>	Secretariat	<b>CLOSED</b>
02/2021 – Item 11.1	Covid-19 pandemic	<p>Chris Green to draft a letter on behalf of the Council to push the agenda for seafarers to be determined as essential workers.</p> <p><b>Update April 2021:</b> Letter drafted by AMWS &amp; distributed to members for comment 8/4/2021, final letter to be tabled at next meet/out of session to determine who can sign off on behalf of ASWC (AMSA rep cannot sign off due to conflict of interest as a Gov employee).</p>	Australian Mariners Welfare Society	<b>IN PROGRESS</b>
02/2021 – Item 11.2	Covid-19 pandemic	<p>The Chair together with the Secretariat to facilitate ASWC becoming a signatory to the Neptune Declaration.</p> <p><b>Update Mar 2021:</b> Secretariat lodged application for signatory to the Declaration on 29 March.</p> <p><b>Action completed 8 April 2021.</b></p>	Chair/Secretariat	<b>CLOSED</b>
06/2020 – Item 9.2	Communication between ASWC & PWC’s	<p>Secretariat to organise an ASWC/PWC meeting through teams.</p> <p><b>Update Feb 2021:</b> Action had been on hold due to Covid but can be picked up again now. Secretariat to set this meeting up toward end of 2021, to be a face to face meeting, pending Covid safety. Secretariat to consult with Garry &amp; John re. how we can best engage with the centres.</p>	Secretariat	<b>OPEN</b>

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

<b>STANDING ITEMS</b>				
10/2018 – Item 11.1	Invite PWC Chairperson to every ASWC meeting	Consensus for Secretariat to always invite local PWC Chairperson to ASWC meeting as a guest.  <b>Update October 2019:</b> Ross Nicholls – Brisbane MTS will be attending.	Secretariat	<b>STANDING ITEM</b>
10/2018 – Item 11.3	Seek invitation to PWC's meeting	ASWC members to seek invitation to attend local PWC meetings to continue sharing data and collaborating – Secretariat to coordinate  <b>Update October 2019:</b> we have received a few minutes from PWC meetings, and it seems some ASWC members have also been able to attend	Secretariat/ All Members	<b>STANDING ITEM</b>
06/2018 – Item 3.1	'Remaining resilient after traumatic events' publication	Following on from 02/2018 Item 12.1 – Gavin to circulate another paper on 'Psychological Wellbeing at Sea – A Good Mental Health Guide for Seafarers' for members to read and comment  <b>Update Feb 2019:</b> Gavin indicated that this is ongoing, the work slowed down at the end of last year. Currently editing a paper and getting permissions of ISWAN to use content. Gavin hopes to have a draft paper at next meeting.  <b>Update June 2019:</b> Gavin is meeting with Roger Harris from ISWAN in London and will provide a further update at the next ASWC meeting.	Hunterlink EAP	<b>ONGOING</b>
11/2014 – Item 5.3	Initiating Port Welfare Committee network	AMSA to assist in establishing welfare committees in remote area ports, such as Gladstone  <b>Update June 2019</b> – AMSA has not addressed this at this time due to some staffing issues, however, is still working with PWC's in keeping in contact. AMSA intends to concentrate on this within the	AMSA	<b>STANDING ITEM</b>

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

<b>STANDING ITEMS</b>				
		next 12 months.		
10/2017 – Item 3.1	WiFi Trial in NSW	<p>Alan to provide update on WiFi trial to be discussed by the Council on how to facilitate implementation in other ports around Australia</p> <p><b>Update Feb 2019:</b> Port Authority of NSW Ports prepared to facilitate discussions with terminal operators around funding for a Port Botany installation. Also strong support in Newcastle.</p> <p><b>Update June 2019:</b> Hutchinson’s are now going to provide localised hotspot free of charge for seafarers at their terminals. DP World continues to provide free WI-FI at their terminal’s and on the bus. A trial will take place in Newcastle first and then roll out to Sydney.</p>	Australian Mariners Welfare Society	<b>STANDING ITEM</b>
02/2018 – Item 12.6	Hunterlink’s ‘Pre-departure Orientation seminar’ (PDOS)	<p>Steve to speak to AMSA Qualifications Manager, re. discussing the option to include Hunterlink’s PDOS training in the RTO’s curriculum</p> <p>The chair discussed this with AMSA Manager SCS who confirmed it is possible as the IMO Model Course requires similar training as part of the module “Personal Safety and Social Responsibility”.</p> <p>With assistance from Hunterlink, AMSA can work to have appropriate requirements included in the RTO training package and can encourage use of training materials developed by Hunterlink and distributed by AMSA. Gavin and Mark scheduled to have a telecom.</p> <p><b>Update Feb 2019:</b> Hunterlink developed a training module to be implemented in the TAFE system, ran two test courses, next stage</p>	Hunterlink EAP	<b>ONGOING</b>

## 2b. Actions items

### Australian Seafarers Welfare Council Meeting 27 October 2021

<b>STANDING ITEMS</b>				
		is to train the trainer <b>Update June 2019:</b> Still being re-developed, further update at next meeting		
2/2016 – Item 10.2	MLC reporting contacts	All Council members note the contacts for passing MLC related information to AMSA confidentially are <a href="mailto:LabourConventions@amsa.gov.au">LabourConventions@amsa.gov.au</a> & <a href="mailto:OnshoreCom@amsa.gov.au">OnshoreCom@amsa.gov.au</a>	All members	<b>STANDING ITEM</b>
10/2015 – Item 11.2	MLC Complaint Investigation - bullying & harassment	Council members to urge their organisations to work cooperatively with AMSA and to encourage seafarers who have been poorly treated to speak up to AMSA surveyors when they are carrying out investigations.	All	<b>STANDING ITEM</b>
3/2015 – Item 9.1	MLC Developments – ILO special tripartite MLC Meet	All Council members to provide AMSA with pre- joining seafarer issues, send to <a href="mailto:LabourConventions@amsa.gov.au">LabourConventions@amsa.gov.au</a>	All	<b>STANDING ITEM</b>  Nothing received to date from members.

Date: 27 October 2021  
Item No: 4a.  
Submitted by: AMSA

## ASWC Website Statistics

### PURPOSE

1. To provide the Council with information and statistics relating to the activities of the ASWC website.
2. The below statistics are for the period 1 April 2021 to 30 September 2021.

### WEBSITE STATISTICS

Number of articles published on the ASWC website since 31 March 2021	2
Number of ASWC website views 31 March 2021- 30 September 2021 (Previous: 31 December 2020 – 31 May 2021 - 823)	1,952
Average time on a page <ul style="list-style-type: none"> <li>• Home page</li> <li>• All pages</li> </ul>	2 MINS 39 SECS 2 MINS 29 SECS
Top page hits (aside from homepage) is: <ul style="list-style-type: none"> <li>• Map of locations</li> <li>• News</li> <li>• Reporting</li> </ul>	230 208 16

### EXPLANATION OF ANALYTICS

3. Page views - the total number of page views for all new and returning visitors, if one person clicks 10 pages, 10 pages will be counted.
4. Average time on page - how long on average users spend on each page before navigating away.

### RECOMMENDATION

5. That the Council note the information regarding the ASWC Website activities.

Date: 27 October 2021  
Item No: 4b.  
Submitted by: AMSA

## ASWC Website Improvement

### PURPOSE

1. To provide the Council with information relating to the activities of the ASWC website improvement.

### BACKGROUND

2. ASWC has a standalone website which sits adjacent to the main AMSA website. This project aims to merge the ASWC website with the AMSA website on a campaign platform.
3. The reason for this change is the software used to update the existing ASWC website is not user-friendly and limits the access for staff to manage updates and maintenance. On the new platform, it will be easier for AMSA to have oversight and update the website.
4. AMSA has commenced the project and is currently in progress for internal testing. The existing content and pages of ASWC will remain the same, and where there are multiple reporting pages, they will be combined to ensure consistency.

### RECOMMENDATION

5. That the Council note the information regarding the ASWC website improvement activities.

Date: 27 October 2021  
Item No: 5a.  
Submitted by: AMSA

## MLC activity (01 April 2021 – 30 September 2021)

### PURPOSE

- To provide the Council with an update on the MLC activities related to onshore complaints and port State control for Quarter 2 of 2021 (April – June) and Quarter 3 of 2021 (July – September).

### BACKGROUND

#### Onshore complaints

- Figure 1 shows the trend in complaints received for the last two quarters. There was a decline in the number of complaints received during Quarter 3 of 2021 when compared to Quarter 2 of 2021. Details of the complaints and outcomes are in Attachment 1.

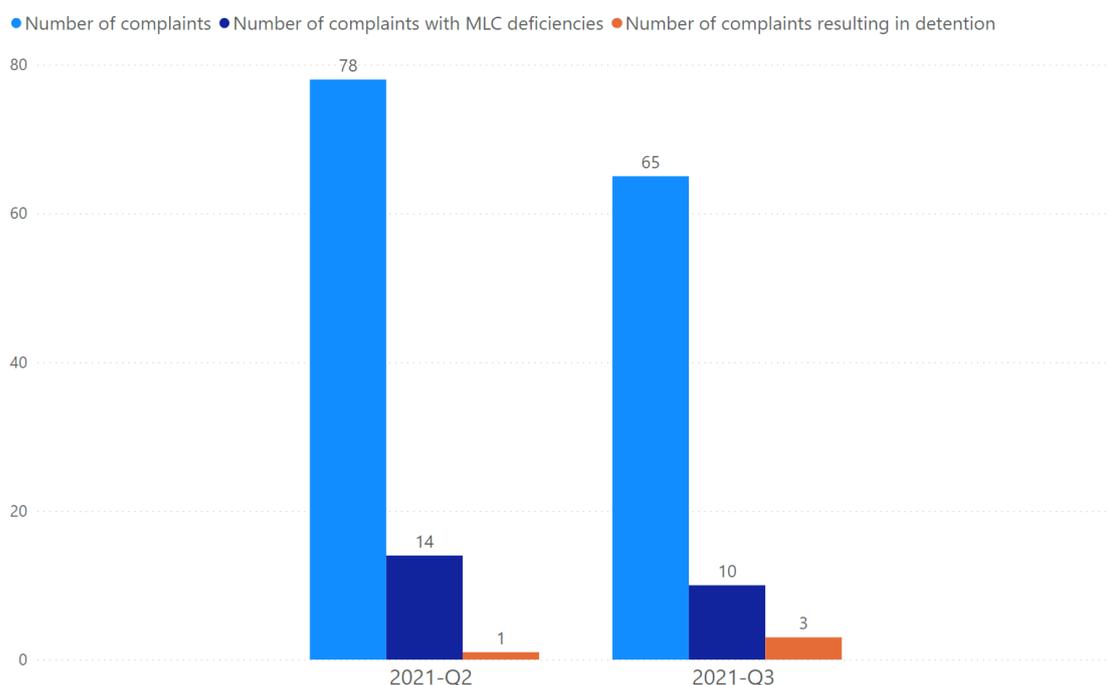


Figure 1. Number of complaints with MLC deficiencies issued and of vessels detained

- Of the 65 complaints received during Quarter 3 of 2021, 10 MLC deficiencies were issued and 3 ships were detained. This represents a 29% decrease in number of complaints with MLC deficiencies issued in Quarter 3 2021 (n=10) when compared to Quarter 2 2021 (n=14).
- Figure 2 shows a breakdown of complaints received by title for the last two quarters. In Quarter 3 2021, of the 68 categorised complaints under Title 2 (Conditions of employment), 30 were related to repatriation (regulation 2.5) and 20 related to Seafarer's Employment Agreements (regulation 2.1). This represents a 20 percent decrease from the previous quarter (Quarter 2

2021) which had 85 Title 2 complaints (25 relating to repatriation and 19 relating to Seafarer’s Employment Agreements).

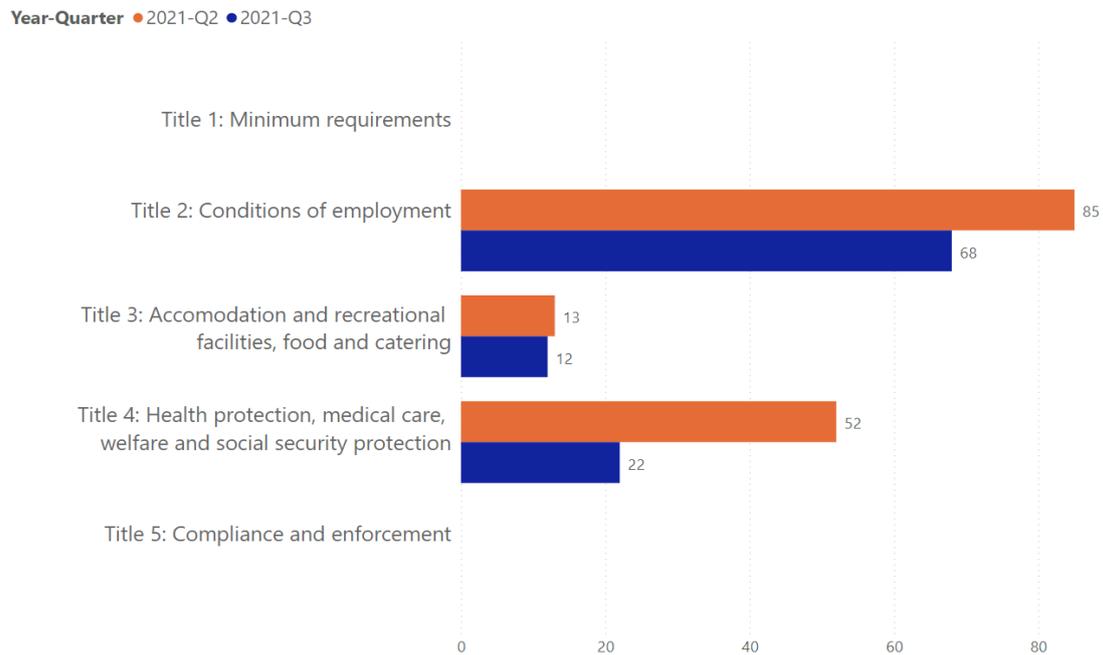
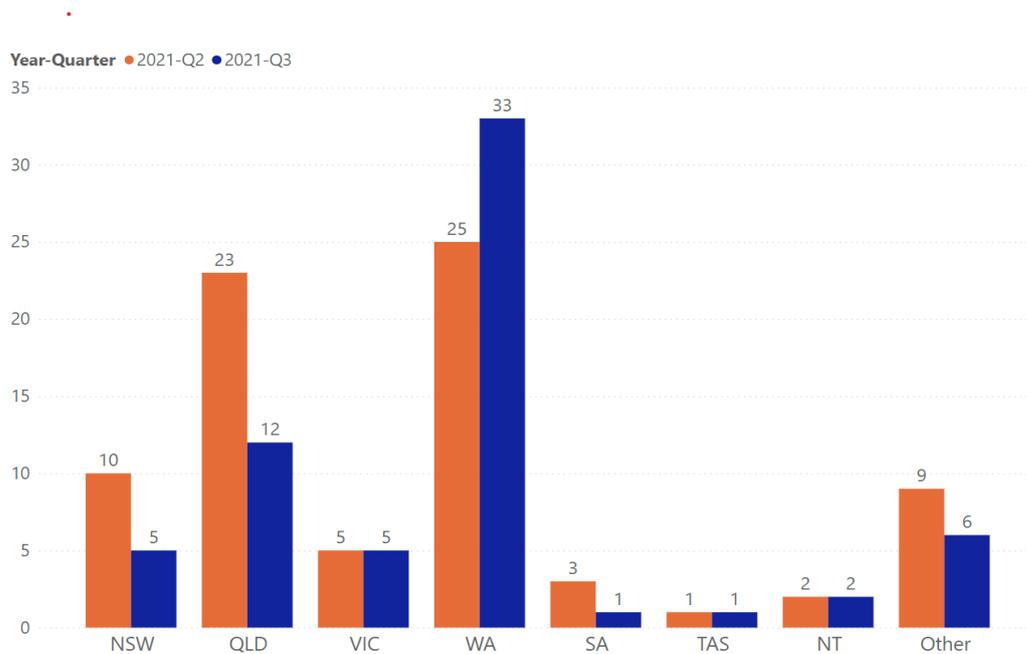


Figure 2. Complaints received by MLC title

- AMSA investigate every MLC complaint received. For some complaints, the ship may not arrive in Australia or is not coming to Australia. AMSA refers the complaint to the ship’s flag State Administration, and where possible, the port State Administration of its next destination.
- Figure 3 shows a breakdown of complaints received by State for the last two quarters with most complaints from ships heading to or in WA ports.



\*Other – complaints received from vessels which are out of area, handled directly by AMSA’s Canberra office by referring them to the vessels flag State.\*  
Figure 3. Number of complaints received by State

- Figure 4 shows a breakdown of complaints received by source. For both quarters, seafarers continue to remain the primary source of complaints. AMSA continues to receive some

complaints via social media platforms; however, the majority are sent through the online portal or via email.

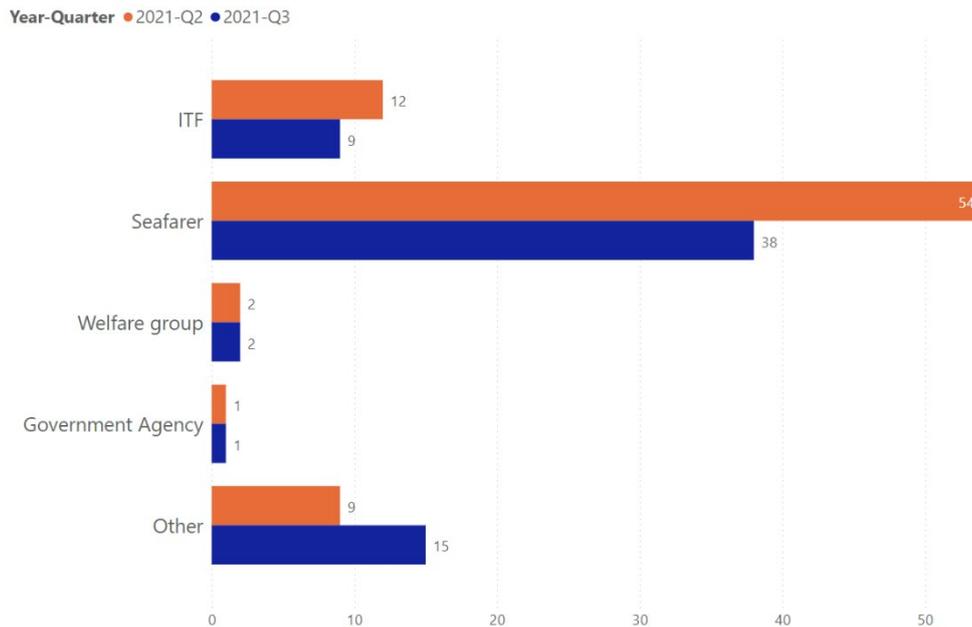


Figure 4. Number of complaints received by source

### Port State control (PSC) activity

- During Quarter 3 2021, AMSA conducted 1292 port state control (PSC) inspections with a total of 230 MLC related deficiencies issued and 3 vessels detained due to MLC non-compliance. In Quarter 2 2021, 1037 PSC inspections were conducted, and 224 MLC deficiencies issued. Quarter 3 2021 represented an increase in PSC activity (25% more inspections and 3% more deficiencies) when compared to Quarter 2 2021.

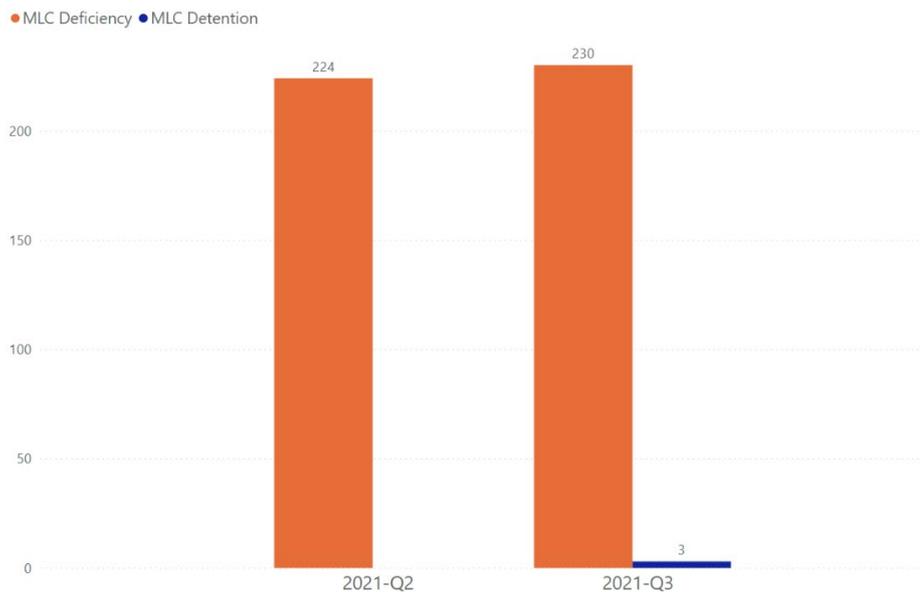


Figure 5. PSC Activity related to MLC

- Figure 6 shows a breakdown of the deficiencies grouped under the Convention’s five titles. Quarter 3 2021 is consistent with previous trends with the majority falling under Title 4 (Health protection, medical care, welfare and social security protection).

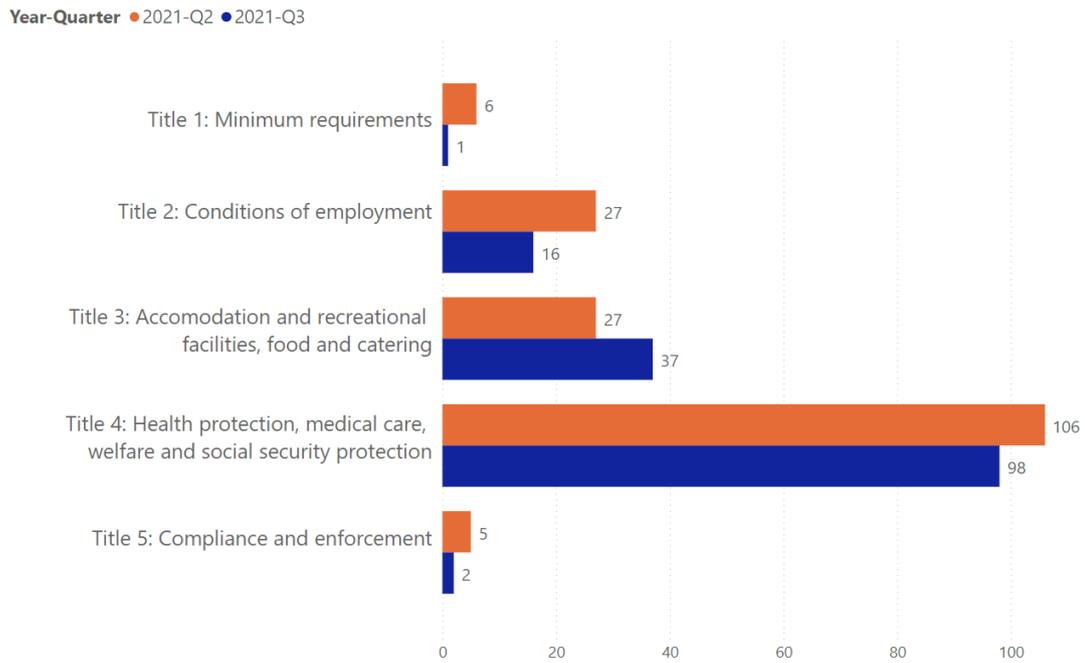


Figure 6. PSC deficiencies by MLC title

10. Figure 7 shows the deficiencies that resulted in detentions. Title 2 (Conditions on employment) being the primary detainable item in Quarter 3 2021.

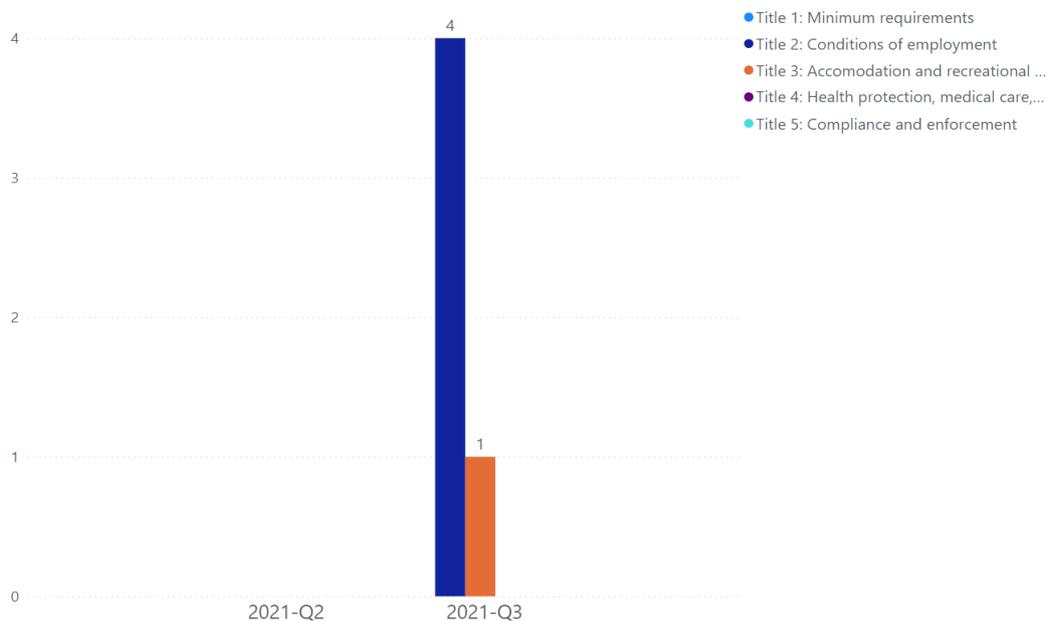


Figure 7. Deficiencies resulting in detainable items

11. Between 1 January – 31 September 2021, AMSA has banned two foreign flagged vessels.

- On 4 March 2021, bulk carrier Movers 3 was detained in Weipa and banned from Australia for 18 months. The ship failed to provide suitable quantity and quality of food for crew members.
- On 6 September 2021, cargo ship Western Callao was detained in Port Adelaide and directed not to enter Australia for 6 months. The ship failed to pay seafarers wages every month in accordance with Seafarer Employment Agreements and crew members had served onboard for more than 12 months without leave.

## RECOMMENDATION

That the Council note the information regarding MLC complaints and Port State Control activities for the period.

5a. Australian Seafarers Welfare Council – MLC complaints, investigations and outcomes – Attachment 1

MLC Complaint ID	Vessel	IMO	Flag	Nature of complaint	Received Via	Received Date	State	Deficiency	Detained (for MLC)	Detained (other)	Estimated wage recovery amount	Details of complaint	Action taken by AMSA
MLC2021/61	GENCO RHODE	9490832	Marshall Islands	Wages, Bullying/Harrasment	ITF	7/04/2021	WA	No	No	No		Complaint received through ITF regarding crew unpaid wages and threats to the complainants well-being if they said anything.	AMSA inspection found no evidence of delayed wages, all crew were onboard less than 6 months, and no crew came forward with any complaints. Unsubstantiated.
MLC2021/62	SPIRIT OF TASMANIA I - close to outcome	9158446	Australia	Hours of work and rest	Seafarer	6/04/2021	TAS					Complaint received from seafarer stating that she was asked to work for 22 hours and was refused breaks.	Being investigated- emailed Melbourne to see if they had an update 26/05/2021. Still close but no resolve.
MLC2021/63	SERI BAKTI	9331634	Malaysia	Seafarers' employment agreements, Repatriation	Seafarer	8/04/2021	WA	No	No	No		Complaint received regarding expired SEAs and not being able to be repatriated	AMSA requested further information from the vessel regarding the MLC complaint. The vessel had diverted to Philippines and a crew change was done. No further MLC complaints were received when the vessel came into Barrow Island.
MLC2021/64	CSL RELIANCE	9233404	Bahamas	Hours of work and rest	Seafarer	8/04/2021	SA	No	No	No		Seafarer has stated that his work hours are being recorded as less than what he actually works	AMSA remotely investigated and sighted relevant documents and no breaches of work/rest hours and monthly wages were determined. No onboard complaint raised by crew.
MLC2021/65	FRONTIER MIRAGE	9446568	Panama	Bullying/Harrasment, Hours of work and rest	ITF	10/04/2021	QLD	No	No	No		ITF forwarded a complaint stating that the chief officer of the ship is bullying crew and that one able seaman has been overworked by the CO	AMSA conducted a PSC inspection on the 08/04/2021 and did not see anything wrong with the records of rest nor did any crew come forward to make a complaint.
MLC2021/66	MAPUTO	9450739	Libera	Repatriation, Wages	Seafarer	7/04/2021	OOA	No	No	No		Complaint received from seafarer stating that crew were being forced to extend SEAs and were not getting signed off or being paid. As they were out of Australian waters we have referred the complaint to the flag state with the complainants permission.	Sent to Flag State

<b>MLC2021/67</b>	EDWARD N	9597185	Libera	Hours of work and rest, Food and Catering	Seafarer	6/04/2021	WA	Yes	No	No		Complaint received from seafarer regarding not getting enough sleep and not having clean drinking water. AMSA onboard inspection and interview with crew could not substantiate these claims.	vessel was inspected on the 06/04/2021 and detailed examinations of documents were performed as well as interviews with all 26 crew members. No evidence was found during the inspection to substantiate the claims
<b>MLC2021/68</b>	MARAN VIRTUE	9440332	Greece	Hours of work and rest	Seafarer	16/04/2021	Wa	No	No	No		Seafarer sent a request through social media that we investigate the vessel regarding hours of work and rest	A remote investigation was carried out and records checked. No evidence was found to substantiate the complaint.
<b>MLC2021/69</b>	ATLANTIC PRINCE	9874662	Marshall Islands	Repatriation	Seafarer	23/04/2021	SA	No	No	No	5600 USD = 7131 AUD approx	Seafarer submitted a complaint regarding not being able to be repatriated after already completing his contract. he has signed a one month extension that will expire on 02/05/2021	AMSA conducted a PSC inspection and spoke with the master regarding the payment of wages. The seafarer is being repatriated 11/05/2021 and he is satisfied that he will be paid/
<b>MLC2021/70</b>	MARAN ELEGANCE	9648295	Greece	Repatriation	Seafarer	23/04/2021	WA	No	No	No		Complaint received stating that several crew members have finished their contracts but that they have not been able to go home.	AMSA carried out a remote investigation and found that all SEAs had valid extensions which did not exceed 10 months onboard. The Maran Glory and Maran Elegance did a swap of crew and Maran Glory would be headed to Japan. All crew apparently confirmed that they are happy to stay on board until the next port in Japan to do a crew change.
<b>MLC2021/71</b>	AQUAGENIE	9293739	liberia	Health and Safety/Accident prevention	ITF	26/04/2021	WA	No	No	No		Complaint received via the ITF stating that the captain is not enforcing quarantine of a COVID positive crew member and risking the health of other crew	AMSA followed up on this complaint and a full crew change was done on the 25/04/2021. No further action is required.
<b>MLC2021/72</b>	PALANCA MIAMI	9757254	marshall Islands	Wages, Bullying/Harrasment, Hours of work and rest	Seafarer	19/04/2021	QLD	No	No	No		Seafarer submitted a complaint via AMSA Connect regarding being bullied and having wages withheld from him	AMSA boarded the vessel on the 25/04/2021 and found that the complainant had multiple disciplinary actions against him and that none of the claims could be verified. AMSA spoke with the captain and other crew and found everything to be in order.
<b>MLC2021/73</b>	GO SIRIUS	9545871	Singapore	Seafarers' employment agreements	Seafarer	25/04/2021	WA	No	No	No		Seafarer wrote to AMSA enquiring about being terminated early from his employment. After receiving information from AMSA he has put in a complaint stating that his	AMSA could not attend the vessel before the crew were signed off and therefore could not interview the crew. AMSA contacted the agent who said the manning company was in India and

											vessel is signing him off without notice.	they did not have more information. With the permission of the complainant, we have referred his complaint to Singapore.
MLC2021/74	FPMC B MAJESTY	9723150	Liberia	Health and Safety/Accident prevention, Food and Catering, Wages	Seafarer	27/04/2021	WA	No	No	No	Complaint received from seafarer regarding multiple matters including false payslips, poor training procedures and poor food quality.	AMSA investigated these claims and could not find any evidence from records or interview with crew to substantiate the claims.
MLC2021/75	UGO DE CARLINI	9511466	Italy	Seafarers' employment agreements, Hours of work and rest	Other	22/04/2021	WA	No	No	No	Crew complained to pilot that they had expired SEAs. ITF had also visited the vessel and crew stated many MLC concerns including hours of work and rest.	AMSA conducted a remote investigation and looked into SEAs and records of hours of work and rest. All 13 crew SEAs had signed extensions until the 08/05/2021 and all records were found in order. As such no further action was taken.
MLC2021/76	RAVNI KOTARAI	9489168	Bahamas	Medical care on board/ashore	Seafarer	2/04/2021	NSW	No	No	No	Complaint received from seafarer stating that he was unwell and not getting medical treatment on board.	Master supplied signed statement from seafarer stating he was fine to remain on board until berthing. AMSA attended the vessel and spoke with seafarer who had been deemed unfit and would be repatriated.
MLC2021/77	MARYAM	9272864	Panama	Repatriation	Other	17/04/2021	NSW	Yes	Yes	Yes	Korean Register of Shipping received letters from 11 seafarers stating that they wanted to be repatriated. They forwarded the letters to AMSA to assist with the repatriation.	AMSA investigated. The crew change, including the Master was completed on 28/05/2021. The ship was released from detention on 28/05/2021 and issued a Refusal of Access direction to not use an Australian port for 36 months.
MLC2021/78	MOVERS 3	9250244	Panama	Seafarers' employment agreements, Wages	ITF	26/04/2021	QLD	No	No	No	Complaint received via ITF that a crew member's contract was terminated and he was being repatriated but had not been paid his full wages.	At time of complaint vessel was detained. The matter was referred to the FS to follow up investigation.
MLC2021/79	GODAM	9297371	Marshall Islands	Wages, Bullying/Harrasment, Hours of work and rest, Food and catering, Medical care on board/ashore	Seafarer	4/05/2021	QLD	No	No	No	Complaint received from seafarer listing multiple issues including wage issues, incorrect records of hours of work and rest, being threatened by senior crew and not having enough food and medicine on board.	AMSA inspected the vessel and found no evidence for any of the MLC issues in the complaint. AMSA inspected many records, interviewed crew, checked food provisions etc and found no evidence for the claims.
MLC2021/80	OCEAN HARVEST	9747467	Panama	Wages, Food and catering	Seafarer	2/05/2021	QLD	No	No	No	Seafarer emailed to say that they only get paid 350 a month and that there are	AMSA conducted an MLC inspection on the 30 May 2021. No evidence of the

												false wage records. They also mentioned that the ship had expired food.	complaints could be found. All crew were interviewed and no-one substantiated the complaints. Provisions stores were inspected and found satisfactory. No deficiencies issued.
<b>MLC2021/81</b>	PERGAMOS	9343833	Greece	Medical care on board/ashore	Other	3/05/2021	QLD	Yes	No	No		seafarer approached someone on the wharf stating that he had abdominal pain and the captain was refusing to send him to a doctor.	AMSA attended the vessel and spoke with the Captain and Chief engineer. they issued a SVCC for the seafarer to see a doctor. Diagnosed with sciatica and is due for repatriation at the next port in Singapore.
<b>MLC2021/82</b>	HELLAS APHRODITE	9722766	Malta	Repatriation	Seafarer	6/05/2021	NSW	no	no	no		Seafarer emailed to say that AMSA boarded the vessel (not for a complaint) and vessel had crew change plans in NZ for crew who had been onboard for 12 months. They have apparently sent another extension and cancelled the other crew change in NZ.	AMSA saw the repatriation documents for a change in NZ. As the vessel had left for NZ, this has been referred to Maritime NZ.
<b>MLC2021/83</b>	NORTHERN VIVACITY	9304966	Portugal	Seafarers' employment agreements, Repatriation	Seafarer	18/05/2021	NSW	No	No	No		Seafarer emailed to say crew onboard have expired contracts and want to be repatriated	AMSA attended the vessel to follow up on MLC complaint. The crew was interviewed to ascertain facts. The Chief Cook (complainant) had completed their initial contract and wished to be repatriated. The seafarer was frustrated by the unsuccessful attempts made for their repatriation. The seafarer will stay on until 15/06/2021 and will then be repatriated in Brisbane. The seafarer had a valid contract and had been on the vessel for less than 11 months. No deficiencies were issued.
<b>MLC2021/84</b>	IOLCOS AMBITION	9530632	Malta	Seafarers' employment agreements, Repatriation	Seafarer	7/05/2021	NSW	No	No	No		Seafarer has emailed stating that 8 crew have expired contracts and the vessel isn't repatriating them but keep making them sign 1 month extensions.	AMSA conducted an MLC inspection- checked documents and interviewed crew. Repatriation plan provided for Chile in June means that no crew would be on board for longer than 9 months. Complaint could not be substantiated.

<b>MLC2021/85</b>	UNISON STAR	9579391	Hong Kong, China	Wages, Food and catering, Accommodation and recreational facilities, Hours of work and rest	Seafarer	8/05/2021	QLD	yes	No	No	Seafarer emailed in stating that air-con had been broken for a while, food was poor quality, crew were overworked and depressed and they are having issues with salary	AMSA investigated and did not find evidence to substantiate claims. Crew were unhappy with their wages which AMSA stated we could and would not help with as crew also confirmed they were being paid in accordance with their SEAs. Crew decided to stay on board and continue their voyage on their current extensions.
<b>MLC2021/86</b>	HELENA OLDENDORFF	9718351	Liberia	Medical care on board/ashore	Government Agency	14/04/2021	WA	yes	no	no	A biosecurity officer noticed burns on the 4th engineers arm that was not recorded in the vessel's log books and the master had not sought any medical help or advice. The officer sent photos to AMSA who organised a medical visit for the 4th engineer in Port Hedland. He was repatriated from Perth the following day (as previously planned).	The officer sent photos to AMSA who organised a medical visit for the 4th engineer in Port Hedland. He was repatriated from Perth the following day (as previously planned).
<b>MLC2021/87</b>	ROYAL IOLE	9393187	Panama	Bullying/Harrasment	ITF	10/05/2021	WA	No	No	No	Complaint was received via ITF about the Chief Officer bullying crew.	AMSA inspected the vessel and interviewed all crew. No evidence was found to substantiate the claims and no one interviewed came forward to provide evidence for the complaint.
<b>MLC2021/88</b>	AMIS RESPECT	9821835	Panama	Bullying and harrasment	Seafarer	10/05/2021	OOA	No	No	No	AMSA recieved an email from the complainant stating that the master and cook were bullying and even hitting other crew.	As this was OOA, the matter was referred to the FS.
<b>MLC2021/89</b>	DENSA LION	9432464	Malta	repatriation	Seafarer	8/05/2021	VIC	No	No	No	Complaint received via email from seafarer stating that they wanted to be repatriated and that there were crew with expired certificates on board	AMSA investigated and found that certificates issued by MARINA have all been extended by one year and that all SEAs onboard were valid until June. Complaint could not be substantiated.
<b>MLC2021/90</b>	BERLIAN EKUATOR	9265548	Panama	seafarers' employment agreements, repatriation	Seafarer	13/05/2021	OOA	No	No	No	AMSA received an MLC complaint stating that seafarers are not being relieved after their contracts end. They asked for us to send their complaint to UAE and India as they are not coming into Australia.	AMSA has passed the complaint onto UAE, India and Panama

<b>MLC2021/91</b>	PORTLAND BAY	9276200	Hong Kong, China	Medical care on board/ashore	Seafarer	22/05/2021	WA	No	No	No		Crew emailed to say that crew were sick but being forced to sign letters that said they were okay and consented to extensions.	AMSA contacted the vessel and crew were sent to a doctor and deemed fit for work and returned to the ship. SEAs were also obtained and were all valid with repatriation plans in place. A PSC inspection was also conducted and no further complaints were received.
<b>MLC2021/92</b>	MOLENGRACHT	9571533	Netherlands	Wages	Welfare Group	5/05/2021	NSW	No	No	No		Newcastle MTS advised that crew had told the mission volunteers that they could not buy anything ashore because there was no money on board.	AMSA conducted a PSC inspection and interviewed crew. Inspector found evidence that crew had used cash to purchase things from shore. The complaint was not substantiated.
<b>MLC2021/93</b>	BANGLAR AGRADOOT	9793868	Bangladesh	Wages, Repatriation	Seafarer	11/05/2021	QLD	No	No	No	wages are being looked into by company and FS.	A seafarer emailed to say that the vessel does not provide payslips, does not understand currency conversion and that he has not been paid his wages even after being signed off the vessel in Feb 2021.	Vessel was inspected and 3 crew were found to have been onboard for 14 months. 3 crew were repatriated before the vessel departed- SVCC issued. No evidence of mispayments of wages found. AMSA suggest that previous Captain contact FS to resolve the problem with his wages.
<b>MLC2021/94</b>	AZUL HARMONY	9883821	Singapore	Hours of work and rest	Other	17/05/2021	WA	Yes	No	No		AMSA recieved a form 355 stating that hours of work and rest were not being recorded properly and that they were working very long hours.	AMSA interviewed crew and found crew supplied evidence of their long work hours. Crew stated that they submitted correct hours but that management changed them so that they comply with STCA requirements. When the Senior Crew were interviewed, they did not deny but tried to explain why it may be recorded differently. A deficiency was issued and crew were advised to let AMSA know should they be discriminated because they let AMSA know of their troubles.
<b>MLC2021/95</b>	IRON PHOENIX	9500766	Panama	seafarers' employment agreements, repatriation, food and catering	Seafarer	19/05/2021	WA	Yes	No	No		Seafarer has alerted us through social media that crew have expired SEAs and not enough food on board	AMSA conducted an MLC and PSC inspection of the vessel on 27/05/2021. Andre and VJ examined the ship's certificates, documents and records and interviewed crew members. Deficiencies were issued. The vessel was permitted to sail to anchorage to wait

													until the seafarer was repatriated.
<b>MLC2021/96</b>	SEABISCUIT	9619787	Panama	Seafarers' employment agreements, Repatriation, Medical care on board/ashore	Seafarer	22/05/2021	QLD	No	No	No		a seafarer emailed to say that there a crew onboard with expired SEAs who want to go ohome but that they are being bullied into staying. They also mentioned that they were not receiving medical care as requested.	AMSA investigated this complaint by requesting the relevant documents from the Master via the agent. The complainant had joined the vessel in August 2020 on a 9 month contract which was due to expire on the 12 May 2021. The complainant signed a new contract on 11 May 2021 until 12 July 2021. They would have been onboard 11 months at the end of the contract which is allowable by the MLC. No deficiencies issued.
<b>MLC2021/97</b>	VISHVA PREETI	9533490	India	Repatriation	Seafarer	24/05/2021	NSW	No	No	No		AMSA received an email stating that a crew member has been asking to be repatriated on compasionate grounds since Jan but has not been granted it. He finished his 10 months in early May and wants to go home.	AMSA investigated the complaint and after discussions with the agents of the vessel, the seafarer was repatriated.
<b>MLC2021/98</b>	ANNA MARRA	8901860	Panama	Seafarers' employment agreements, Wages, Repatriation, Food and catering	ITF	24/05/2021	WA	Yes	No	No		Complaint received via the ITF stating that crew were not able to get home and that they are not getting paid according to their contracts as well as don't have enough food	AMSA conducted a PSC inspection and issued a deficiency for expired SEAs. Claims regarding food and MSMD were unsubstantiated. Some bonuses may be owed. Master will liaise with company to sort.
<b>MLC2021/99</b>	MIYAGAWA MARU	9839040	Japan	Medical care on board/ashore	Welfare Group	21/05/2021	QLD	yes	no	no		A crew member was admitted to hospital. When MTS went to pick him up he refused to return stating that they were not providing him with care and that the injury happened three weeks ago.	AMSA went and inspected the vessel and issued deficiencies for not reporting the incident or proving care
<b>MLC2021/100</b>	ALLEGRA	9436707	Italy	Wages, Accommodation and recreational facilities	Seafarer	25/05/2021	WA	Yes	No	No		Seafarer emailed AMSA and ITF stating that salaries are being reduced and delayed and that overtime isn't being paid. They also stated that aircon isn't working and they have experienced many blackouts.	AMSA attended the vessel on 28/05/2021. Prior to the inspection, AMSA obtained documents regarding wages from the master. It became clear during the inspection that the crew onboard had not been paid the correct wages or received reimbursements.

													These claims were substantiated and deficiencies were issued. The claims regarding the blackouts and air conditioner could not be substantiated.
<b>MLC2021/101</b>	HESSAH	9837145	Liberia	Repatriation	Seafarer	19/05/2021	WA	no	no	no		Bosun approached inspector after PSCI to say that he wanted to be repatriated for compassionate reasons.	AMSA worked with company and WAPOL to repatriate bosun.
<b>MLC2021/102</b>	ANDROS GLORY	9311452	Liberia	Seafarers' Employment and Agreements	Seafarer	21/05/2021	QLD	No	No	No		Seafarer emailed indicating that he had exceeded contracted time on board.	AMSA received information from ship stating that all crew have valid SEAs.
<b>MLC2021/103</b>	SANTORINI	9609122	Malta	Wages, Repatriation	Seafarer	22/05/2021	QLD	No	No	No		Seafarer first emailed in April when the vessel was OOA. AMSA offered to refer the complaint to his FS, but he advised that he was going to be repatriated. However in May he emailed again to say this did not happen and asked AMSA to help when the vessel gets to Australia. Received another email from seafarer stating that they have been repatriated, however believed that they were not paid appropriately for role.	The seafarer was repatriated in Brisbane. Claim of not being appropriately paid for role was investigated and not substantiated.
<b>MLC2021/104</b>	SHANDONG ZHENG TONG	9702649	Hong Kong, China	Wages	ITF	27/05/2021	WA	No	No	No		Complaint received via ITF Australia regarding a seafarer not receiving their salary on time and in full.	AMSA conducted a MLC and PSC inspection on 30/05/2021. All documentation pertaining to crew's wages and conditions of employment were examined in detail. Crew were interviewed and all confirmed that they are receiving their monthly payment in full. The seafarer who made the

												complaint has confirmed that he received his salary in full and that issues with bank transfer have been resolved. No deficiencies issued.
<b>MLC2021/105</b>	VILLA DESTA	9835941	Liberia	Wages, Manning levels	Seafarer	23/05/2021	QLD	No	No	No	Seafarer contacted AMSA on 23/05/2021 stating that the ship currently has no designated 2nd engineer on board. There is a person on board with a 2/E qualification, however they have not officially been promoted. They would like to know whether they should be remunerated accordingly.	AMSA Brisbane followed up and identified that the ship had been issued an acceptable dispensation from flag to sail short one engineer. The ship departed without incident.
<b>MLC2021/106</b>	STELLA DAPHNE	9741798	Singapore	Wages, Seafarers' Employment and Agreements	Other	25/05/2021	WA	No	No	No	Complaint received from seafarer via Thrombe Shipping Singapore stating that remuneration is not as per the SEA.	AMSA conducted a PSC and MLC inspection on the 30 May 2021. The seafarer that made the complaint informed AMSA representatives that he wanted to be repatriated at this port. The seafarer became very agitated onboard when it became clear that repatriation at short notice was not possible. The seafarer communicated that he would rather be arrested by authorities than stay on board. The seafarer was deemed not fit and it was decided that he come ashore for immediate medical assessment. As there was no evidence of the seafarer requesting repatriation or evidence of not being paid in accordance with his SEA, no MLC deficiencies were issued.
<b>MLC2021/107</b>	GASLOG GLADSTONE	9744025	Bermuda	Hours of work and rest, Bullying/harassment	Other	31/05/2021	QLD	No	No	No	Complaint received from seafarer via Gladstone Ports Corporation. The seafarer has stated that they are being violated/abused by their senior officers and chief cook. They are being forced to clean the engines in the engine room which is not their working area or	AMSA attended vessel for MLC complaint follow up and PSC inspection. Records of work/rest checked - all catering crew declared working 0700-1700. Two mess man and 2nd Cook spoken to in private to discuss options - seafarers decided not to pursue complaint. Relevant

											job. They are also claiming that they are not being provided with the appropriate rest time.	email addresses provided to crew members - crew were happy to receive and indicated they have email capability onboard. No deficiencies issued.
MLC2021/108	MORNING CLARA	9460887	Singapore	Hours of work and rest	Seafarer	30/05/2021	NSW	No	No	No	Complaint received from seafarer on 30 May 2021 stating that crew are not being provided with adequate rest hours.	AMSA conducted an inspection on the vessel. AMSA reviewed the crew list, SEAS. Found that some crew did not have a plus or minus window on contract - Master to correct the admin issue. Hours of work/rest was fine - crew could enter their own hours in software program via their name and password. Anonymous person did not make themselves known to AMSA. No deficiencies issued.
MLC2021/109	ASIAN DYNASTY	9203588	Korea (the Republic of)	Food and catering	Other	3/06/2021	VIC	No	No	No	Complaint received via crew member's wife. They have stated that the crew do not have access to safe drinking water.	AMSA investigated and the water quality was confirmed through fresh water tank testing on 01/04/2021 and tank inspections. Acceptable quality of fresh water on board and there is no entitlement to bottled water free of charge. No further complaints were received by AMSA or the Master.
MLC2021/110	ALPHA GALLANT	9747871	Liberia	Wages, Hours of work and rest	ITF	7/06/2021	WA	No	No	No	Complaint received from seafarer via ITF. The seafarer has claimed that crew are not getting paid for overtime.	AMSA attended the vessel on 17/06/2021. The AMSA representative checked the relevant vessel an crew documentation and conducted interviews. The hours of work and rest and SEAs were valid and in alignment. The complaint was not substantiated. No deficiencies issued.
MLC2021/111	AXIOS	9294666	Bahamas	Wages	Seafarer	5/06/2021	OOA	No	No	No	Complaint received from seafarer. Seafarer claims that they are having issues receiving their wages.	Referred to flag state and next port state.
MLC2021/112	ALPHA WISDOM	9593440	Greece	Hours of work and rest	Seafarer	8/06/2021	SA	No	No	No	Complaint received via seafarer claiming that the crew are not receiving appropriate hours of rest.	Sent to Operations South - Request from Seafarer received on 10/06 to cancel complaint.

<b>MLC2021/113</b>	MANGAS	9587570	Cyprus	Health and safety protection and accident prevention, Access to shore-based welfare facilities	ITF	8/06/2021	WA	Yes	No	No	Complaint received from seafarer via ITF. Seafarer claims that a crew member has second degree burns on their hands after an incident onboard. The seafarer requested medical assistance to the Master. However, they refused and told the seafarer to hide their hands from AMSA and the port.	AMSA attended the vessel on 10/06/2021. The claims made in complaint were substantiated. The AMSA representative reviewed the relevant vessel documents and contracts and conducted interviews with crew members. Medical attention was requested for injured seafarer. Deficiencies issued.
<b>MLC2021/114</b>	ALPHA LIBERTY	9590709	Greece	Seafarers' Employment and Agreements, Repatriation	Seafarer	10/06/2021	WA	Yes	No	No	Complaint received via seafarer. The seafarer claims that he has been forced to stay onboard despite his contract expiring and requests for repatriation. The seafarer is now approaching 10 months onboard and does not feel safe. The seafarer is also concerned that he may not get paid if they find out about the complaint.	AMSA attended the vessel on the 09/06/2021 in Dampier, WA. The AMSA representative interviewed the crew and checked the relevant records onboard. It became clear that a number of the crew were not going to be repatriated by the time that their SEAs expired - meaning they would be onboard for more than 11 months. There were no crew change plans in place. The claim of deductions in cash advances was also substantiated. Two deficiencies were issued.
<b>MLC2021/115</b>	LILA SEOUL	9566837	Liberia	Wages	Seafarer	9/06/2021	QLD	No	No	No	Complaint received via seafarer. The seafarer has claimed that their wages are often paid late and that they have not received their wage for this month.	AMSA attended vessel in Gladstone and interviewed 50% of crew randomly, no MLC complaints were expressed. Complainants confirmed they received full wages. Evidence showed home allotments were sent on the 10th of each month. No PSC inspection initiated as MLC complaints unsubstantiated.
<b>MLC2021/116</b>	CORAL GEOGRAPHER	9883986	Australia	Wages, Hours of work and rest,	Seafarer	9/06/2021	NT	No	No	No	Complaint received via seafarer. Seafarer claims that crew onboard are not being provided with sufficient hours of rest and are being asked to falsify their hours of rest records. The complainant has also stated that they are not receiving their correct	AMSA attended the vessel on 10/06/2021. Few of the gally staff, especially the chefs, had excessive working hours. This was due to the lack of experience working onboard ships. This has been addressed with an additional four crew provided. During the MLC inspection, the working

											wages.	hours of crew were found to be in line with MLC guidelines. No deficiencies issued.
MLC2021/117	MASTEKA 2	9548615	Australia	Seafarers' Employment and Agreements, Wages	Seafarer	24/05/2021	QLD	No	No	No	Complaint received via seafarer. The seafarer claimed that they had not received their full wage.	"AMSA attended the vessel on the 11/06/2021 in Airlie Beach. The complaint from the previously employed engineer was checked during the FSC inspection. SEA's of all current crew and some past crew were available to inspect and all seemed valid. Safe access to vessel is provided with two separate means available. Wages were being paid as per contracts and no major safety concerns were evident at time of inspection.
MLC2021/118	STAR NADZIYE	9860025	Marshall Islands	Hours of work and rest, Health and safety protection and accident prevention	Seafarer	13/06/2021	QLD	No	No	No	Complaint received via seafarer. Seafarer claimed that the vessel would not likely pass an inspection. Seafarer stated that hours of rest are not respected. Seafarer also stated that training and safety drills are not conducted.	AMSA attended the vessel on 14/06/2021. The drill records were checked - no pictures were available for most recent drills, however not enough evidence to warrant PSC deficiency. Previous drills conducted with reports and pictures included. STCW records of hours of rest/work found to be compliant. Chief Officer stated in confidence that they were unhappy due to working long days - not substantiated in records. Chief Officer did not pursue complaint as they are due to disembark at the next port. Vessel equipment found to be satisfactory.
MLC2021/119	BOUGAINVILLE	9699244	Panama	Wages, Health and safety protection and accident prevention	Seafarer	14/06/2021	VIC	No	No	No	Complaint received via seafarer. Seafarer claims that they are being bullied and harassed onboard the vessel. They have stated that they are being threatened with losing wages and forced to complete unsafe work.	AMSA investigated remotely. The captain conducted a formal meeting with all crew on board and the companies MLC representative, and found there was small work related friction between two crew members. Captain confirmed there was no bullying or harassment on the vessel and confirmed the differences are sorted out and both crew members are happy with the outcome of the meeting. Captain

advised all crew members are contented and there are no MLC violations.

<b>MLC2021/120</b>	KULJAK ARROW	9282730	Bahamas	Seafarers' Employment and Agreements, Wages	Seafarer	13/06/2021	WA	No	No	No	Complaint received via seafarer. Seafarer claims that they are being substantially under paid for the role that they are performing.	AMSA replied to the seafarer via email. They noted that since the seafarer has not yet joined the vessel - AMSA is unable to provide any assistance. However, they AMSA did provide advice on how to move forward.
<b>MLC2021/121</b>	MOVERS/TORO ROSSO	9159177	Panama	Wages	Seafarer	13/06/2021	OOA	No	No	No	Complaint received from several seafarers claiming they have not been paid their salary.	Discussed with Tobin and referred complaints to flag state.
<b>MLC2021/122</b>	OMIROS L	9597393	Liberia	Wages, Hours of work and rest, Accommodation and recreational facilities	Seafarer	15/06/2021	QLD	Yes	No	No	Complaint received from seafarer. Seafarer claims they work excessive hours on board. Some crew exceed their contract, but had to sign an extension. Seafarer also claims that the salary is received late every month (18th) and no internet provided on board. Crew has to purchase access at every port, but are unable to due to no cash payment.	AMSA inspected the vessel. Work/rest hours comply with MLC. Overtime was paid as per SEA. Inspector spoke to crew and no issue of excessive hours was raised. SEAs found to be valid and in accordance with MLC. No evidence that contracts had been extended. The issue of being on board for an extended period was not raised by crew. Crews wages are paid regularly each month. The company introduced a credit card (Ship Money Visa) that is to be used to purchase personal items and funds are deducted from wages. No written evidence that crew was trained in the system. No card machine used for swiping on board.
<b>MLC2021/123</b>	BGMS CRYSTAL	9715062	Marshall Islands	Wages	Seafarer	10/06/2021	OOA	No	No	No	Complaint received via seafarer. The seafarer claimed that they had not received all their wages from the company.	The vessel in question was OOA and the complainant had never been in Australian waters. Permission requested to send to relevant flag state. Seafarer denied request as they had recently received payment.

<b>MLC2021/124</b>	DALMACIJA	9528134	Malta	Seafarers' Employment and Agreements, Repatriation	Other	16/06/2021	QLD	No	No	No	Complaint received via seafarer's partner. The seafarer has claimed that their contract had been completed and that they are not being repatriated.	AMSA has investigated this complaint and established that all crew have valid SEAs and are within their contractual period of employment. No deficiencies issued.
<b>MLC2021/125</b>	EPIC ST. AGNES	9707182	Singapore	Seafarers' Employment and Agreements, Repatriation	Seafarer	14/06/2021	NT	No	No	No	Complaint received via seafarer. The seafarer claims that their contract has expired and have not been repatriated.	Seafarer advised that there is no need for further investigation as the company has sent their reliever. Vessel will depart from Manila on 27/06 and quarantine in Brisbane for 14 days.
<b>MLC2021/126</b>	S'HAIL AL MAFYAR	9171151	Qatar	Wages	Seafarer	18/06/2021	OOA	No	No	No	Complaint received via seafarer. The seafarer claims that they have not received all their wages.	Referred to flag state (Qatar) following permission from seafarer.
<b>MLC2021/127</b>	NORD PENGUIN	9687186	Singapore	Repatriation	Seafarer	18/06/2021	OOA	No	No	No	Complaint received via seafarer. The seafarer claimed that they are wanting to be repatriated, however they have not yet been relieved.	AMSA forwarded the complaint to the vessel's flag state. This was received by Singapore.
<b>MLC2021/128</b>	CORNELIE OLDENDORFF	9498846	Liberia	Accommodation and recreational facilities	Seafarer	19/06/2021	NSW	No	No	No	Complaint received via seafarer. The seafarer claims that the vessel did not have adequate washing and drying facilities.	AMSA investigated this complaint by following up with the master of the vessel. The vessel has two functioning washing machines and two dryers. The master has stated that they will obtain two more of each in Japan which is the next port. No deficiencies issued.
<b>MLC2021/129</b>	TRISTAR DUGON	9512202	Panama	Repatriation	Other	21/06/2021	NSW	No	No	No	Complaint received from Technical/MLC managers of the vessel. 6 crew members will be completing their 12 months on board the vessel on arrival in Newcastle. Repatriation cannot be arranged due to COVID travel restrictions.	Ops East advised that MN 17/2016 allows for crew to remain on board more than 11 months but no more than 13 months. Company appears to take appropriate action and no further action is required at this time. Ops East is in correspondence with the vessels agent and advise of the acceptance of their plan.
<b>MLC2021/130</b>	STAR HARMONIA	9103130	Norway	Seafarers' Employment and Agreements, Wages	Seafarer	21/06/2021	VIC	Yes	No	No	Complaint received from seafarer during PSC inspection. The seafarer claims that holiday pay for ratings for months of January and April 2021 have been deducted from their payslips in May 2021.	AMSA investigated this and the company has recognised that the crew is entitled to holiday pay. The crew have been repaid the deducted holiday pay which means an additional 70 hours of overtime were



MLC2021/136	SINCERE	9544384	Marshall Islands	Hours of work and hours of rest, Wages, Health and Safety protection and accident prevention	ITF	23/06/202	VIC	No	No	No	No	Complaint received via ITF. Written statements from Indonesian crew received, claiming they work excessive hours and receive low pay and experience bullying/harassment. Crew requested to be repatriated from Australia (Melbourne VIC or Eden NSW). Repatriation from Korea was offered by owner/manager, however crew rejected.	"AMSA investigated and allegations of excessive working hours and low pay appear to be unfounded. MLC requirements for rest hours do not appear to have been breached. Wages as agreed in the employment contract and signed by seafarers.
MLC2021/137	MAERSK CAELUM	9724582	Denmark	Repatriation, Medical care on board ship and ashore	ITF	30/06/202	QLD	No	No	No	No	Complaint received from seafarer via ITF. Seafarer claims only 4 out of 16 crew don't have an overdue contract. The rest are serving almost two contracts now. Company insisted in doing crew change in Singapore, however this has not happened. Crew change also not done in Australia. Crew have sleep difficulties and complainant slight gastritis and the captain denied him seeing a doctor, due to the pandemic. The captain is planning to have a crew change in Brisbane (after Singapore), but seafarer is afraid this will not happen.	AMSA investigated and determined that 9 out of 16 seafarers had expired contracts. 8 expired for 3 months, 1 for 4 months. The master was informed via agent that AMSA requires all crew to have valid contracts before leaving Australia. The 9 crew, including complainant, signed new contracts for 2 months. Complainant informed ITF that he had not made a request to see a doctor in Australia and is not interested in seeing one.
MLC2021/138	HEDDWIG OLDENDORF F	9742728	Portugal	Hours of work and hours of rest	ITF	29/06/202	WA	No	No	No	No	Complaint received from seafarer. Seafarer claims he works 10 hour days from Monday to Sunday. When doing cleaning, he works 6am to 6pm or 6am to 7pm for 9 days and does not get coffee breaks.	AMSA investigated. Investigation confirmed that seafarers were paid for all hours worked and work and rest hours were in accordance with STCW requirements. No further evidence to confirm MLC breach was provided.
MLC2021/139	NIGHTHAWK	9441362	Marshall Islands	Repatriation	Other	1/07/2021	WA	No	No	No	No	Complaint received from mother of seafarer. She claims the seafarer has a 4 month contract but worked 6.5 months. Seafarers are isolated due to COVID-19 and the company does not change the crew. She claims the company continues to promise a crew change at the nearest port, however this does not happen. She also	AMSA Fremantle remotely verified with Master that all crew have been on board less than 11 months, have a valid SEA and nobody requested to be repatriated. Flag State Inspector attended vessel on 28/07/2021 - Oldest sign on crew joined 8.5 months ago. All crew will be repatriated at next port (Batangas).

												claims the company forces the crew to sign additional contracts.	
MLC2021/140	HOANYA WISDOM	9433896	Panama	Repatriation, Health and Safety protection and accident prevention	ITF	1/07/2021	WA	No	No	No		Complaint received via seafarer. The third engineer claims that he had a head injury on 08/03/2021 and experiences backpain. He requested to sign off twice. The company plans to sign the crew off at Durban (next port after Perth), however there is no confirmation. The contracts expire end of July. He also advised that the crew is being asked to do illegal work and that they are suffering from racial oppression by Chinese Officers.	AMSA investigated and conducted a PSC inspection in Bunbury. Inspection of the vessel's documentation and equipment did not find evidence to confirm the complainants claim. No efficiencies were raised in this regard.
MLC2021/141	WISDOM OF THE SEA 1	9596325	Panama	Seafarers' Employment and agreements	Seafarer	2/07/2021	WA	No	No	No		Complaint received from seafarer. Seafarer claims he finished his initial 9 month contract and is now in his 10th month. He requested to be repatriated, but was forced to sign an extension contract against his will and was advised that he will not be hired anymore and receive a bad evaluation if he refuses. The company promised a crew change previously but this has not happened.	AMSA has investigated the claim by reviewing the SEAs of all crew members. AMSA boarded the vessel for an MLC inspection on 23 July 2021 and had interviews with all ten seafarers. One seafarer (the complainant) stated that they had signed their SEA reluctantly. They have since decided to remain onboard after being offered repatriation in Korea and a promotion.
MLC2021/142	HYUNDAI DANGJIN	9582245	Liberia	Food and catering, Health and Safety protection and accident prevention	Other	2/07/2021	WA					Complaint received via Pilbara Ports Authority. Seafarer claims the Burmese crew experience bullying and racist behaviour from Captain Cho Son Hyon. He does not allow crew to order personal grooming products, such as shampoo and shower cream. He swears at deck ratings during washdown operations. The captain also swore at a pilot in Port Walcott when bringing up his behaviour. The seafarer claims the vessel did not have sufficient	Complaint currently with region - Awaiting next arrival. (ETA 26/08/21 ?)

												provisions for 21 crew for a previous voyage to Korea and the captain told crew that they have to pay \$50 each to get provisions in Port Walcott. Seafarer claims the captain stole provision money.	
MLC2021/143	SPIRIT OF SHANGHAI	9362401	Isle of Man	Repatriation	Other	3/07/2021	VIC	No	No	No		Complaint received via the vessels' agent. The master advised that an Ethiopian crew member, Training electrician Zelalem Getachew Erkihun wants to sign off due to a family matter. His mental state is very poor and he tried to jump into the water.	AMSA investigated. The company agreed to the early repatriation request of the seafarer. The Master informed local agents for assistance in repatriation, due to the seafarers actions during the port call in Melbourne. The seafarer has signed off the vessel and is in Alfred Hospital in Melbourne for assessment and awaiting 'fit-to-fly' clearance from the doctor, so repatriation arrangements can be made.
MLC2021/144	GSL CHRISTEL ELISABETH	9280641	Liberia	Repatriation	Seafarer	4/07/2021	WA	No	No	No		Complaint received from seafarer. The second engineer claims that his contract period is 4 +-1 and ends in May. The company ignores all repatriation requests. On 01/07/2021 he officially informed the captain of the refusal of duties.	Seafarer advised the problem was solved as the ITF inspector attendend.
MLC2021/145	MEDI OSAKA	9846287	Panama	Repatriation	Other	5/07/2021	WA	No	No	No		Vessel advised AMSA about the flag state agreement for a single voyage from Bunbury to Richards Bay to sign off crew serving more than 11 months on board. 10 crew joined on 31/07/2020, 4 crew joined on 13/06/2020.	AMSA investigated to ensure that the vessel has exhausted all efforts before approaching flag state for single voyage extension. AMSA checked the crews valid contracts,
MLC2021/146	ZELLA OLDENDORF F	9863106	Panama	Wages, Repatriation	ITF	5/07/2021	WA	No	No	No		Complaint received via ITF. The seafarer claims he has worked on the ship for more than 7 months and not received his wages and is not allowed to change shifts in China.	AMSA investigated and interviewed all crew. Crew confirmed all wages and home allotments were received. Upon conversations between the Master and Mr. Jiaos bank, it was determined that the money was transferred into his bank account, however not cleared due to clearabce/document issues from Mr. Jiaos end. The issue was rectified with the bank and Mr Jiao confirmed he received all money. Mr

													Jiao will be repatriated at next port in China.
<b>MLC2021/147</b>	ANANGEL VOYAGER	9458688	Greece	Seafarers' Employment and agreements	Seafarer	2/07/2021	WA	No	No	No		Complaint received from seafarer. Seafarer claims he worked on vessel Maran Splendour from 01/01/2021 and was transferred to the current vessel on 07/02/2021. His contract was shortened from 9 to 7 months. Requires confirmation if the time on previous vessel will be counted towards the 7 months, as he is expecting to sign off after the 7 months contract in August 2021.	AMSA followed up remotely and requested SEAs and crew lists. Complainant transferred to vessel on 07/02/2021 and signed a contract for a duration of 7 months on the day (valid until 07/09/2021). If he wants to sign off before finishing the contract, he needs to follow the process as per Philippine Overseas Employment Administration (POEA) / CBA.
<b>MLC2021/148</b>	TASMAN	9189342	Marshall Islands	Seafarers' Employment and agreements, Repatriation	Seafarer	9/07/2021	QLD	No	No	No		The seafarer claims cannot be on board more than 10 months. His 10 months are up on 03/07/2021. The company has been promising repatriation for 3 months, but latest information suggests repatriation will be in Asia. His official SEA finished on 03/05/2021. He did not sign the last contract extension and is working without a contract.	AMSA investigated. crew wishes to remain on board until next planned crew change in two weeks. Mr. Pukhkans SEA expired on 03/07/2021, new SEA (2 week validity) will be provided to AMSA before vessel departure.
<b>MLC2021/149</b>	ANEMONA	9370812	Panama	Repatriation	Seafarer	12/07/2021	OOA	No	No	No		Complaint received via seafarer. The seafarer claimed that multiple seafarers onboard have served 11 months and there are no plans for crew change.	Complaint sent to China as the vessel's port state. - Seafarer contacted AMSA again, forwarded to Flag State (Panama) as well (04/08/2021).
<b>MLC2021/150</b>	FMG AMANDA	9753583	Hong Kong, China	Medical care on board ship and ashore	Other	12/07/2021	WA	No	No	No		Complaint received from a seafarer via a biosecurity officer. It has been reported that the third engineer has ongoing issues with an infected and broken molar tooth since May.	AMSA investigated. Third engineer could not come ashore in Port Hedland for dental treatment due to restrictions imposed by WA Government. He could have signed off in Port Hedland and repatriated home for dental treatment (or Perth), however he declined these offers and elected to remain on the ship to complete his contract. He was provided with medicines and oral hygiene goods in Port Hedland.

<b>MLC2021/151</b>	GOLDEN COMPETENCE	9856490	Marshall Islands	Wages	Seafarer	18/07/2021	OOA	No	No	No	Complaint received from seafarer. Seafarer claims 18 crew have not received their wages from 01/05/2021 to 03/06/2021.	Referred to Flag State.
<b>MLC2021/152</b>	IKAN KERAPU	9697959	Panama	Food and catering	Seafarer	20/07/2021	WA	No	No	No	Complaint received from seafarer via social media. The seafarer claims the crew does not have food to eat as the Captain locks their provision store.	Complainant advised via Facebook, shortly after initial complaint, that the problems were solved.
<b>MLC2021/153</b>	PRT DREAM	9524011	Panama	Seafarers' Employment and agreements	Welfare Group	21/07/2021	WA	No	No	No	Seafarer complaint received via Bunbury MTS. Seafarer claimed that 80% of crew have expired work contracts and have been on boards since 17/08/2020.	AMSA followed up with MTS. MTS was advised by the Seafarer that the issue of the expired contracts had been fixed.
<b>MLC2021/154</b>	AIPOS	9501497	Marshall Islands	Repatriation	Other	22/07/2021	WA	No	No	No	Complaint received via seafarer's partner. The partner has claimed that the seafarer has requested to be repatriated as their contract is nearing expiry, however the company has refused. The main reason for urgent repatriation is due to a family emergency.	The flag state (Marshall Islands) conducted a FSC inspection in response to the MLC complaint. The 3rd Engineer consented to stay on board until next port. (Signed consent form provided to flag inspectors). The OS and Bosun were repatriated.
<b>MLC2021/155</b>	PSU FIFTH	9470052	Singapore	Medical care on board ship and ashore	Other	22/07/2021	WA	No	No	No	Complaint received via anonymous informant. Informant claimed crew members were onboard with burn injuries and being refused medical treatment ashore.	Complaint received shortly prior to vessel's departure. The ship could not be kept alongside due to port safety concerns. AMSA took relevant actions to investigate the complaint. The injured crew member was medivaced and received treatment.
<b>MLC2021/156</b>	KRINI	9858345	Marshall Islands	Repatriation	Seafarer	23/07/2021	WA	No	No	No	Complaint received via seafarer. Seafarer claimed that they have been refused repatriation despite their requests.	Region discussed with complainant via E-Mail. Seafarer advised they don't require further assistance.
<b>MLC2021/157</b>	GOLDEN ARION	9461336	Marshall Islands	Repatriation	ITF	27/07/2021	QLD	No	No	No	Complaint received from seafarer via ITF. The seafarer claimed that crew have completed their contracts and are being refused repatriation.	AMSA attended the vessel on 28/07/2021. After reviewing the crew's SEAs and conducting interviews, it was determined that one crew member should be repatriated and was recommended that three other crew be repatriated. All four crew were repatriated from Gladstone.

<b>MLC2021/158</b>	KIRSTEN OLDENDORF F	9863091	Liberia	Repatriation	Seafarer	27/07/2021	WA	No	No	No	Complaint received via seafarer. Seafarer claimed that their SEAs are expiring, however no plans have been made for their repatriation.	AMSA investigated and received information that the crew change is planned at the next port (Bhaotopi). Complainant confirmed the updated plan.
<b>MLC2021/159</b>	CAPE CONDOR	9560390	Liberia	Health and safety protection and accident prevention	Seafarer	29/07/2021	OOA	No	No	No	Complaint received via seafarer. Seafarer claimed that they have been bullied and harrassed by the Master and crew onboard the vessel.	Forwarded to Flag State (Liberia). Sent to nearest Port State (China) as well.
<b>MLC2021/160</b>	GREEN GALAXY	9324112	Panama	Repatriation	Seafarer	2/08/2021	WA	Yes	No	No	Seafarer claims 10 crew have been onboard for an extended period and are being denied repatriation	AMSA investigated and found the seafarers' complaint valid as the vessel was in breach of MLC requirements due to meeting the SEA conditions. A deficiency with action code 17 was issued, however this was downgraded to action code 99, as the company/master provided a firm repatriation plan for the first week of October.
<b>MLC2021/161</b>	ISTRIA	9601912	Singapore	Repatriation	Seafarer	2/08/2021	QLD				Seafarer contract due to end and will have expired on arrival to Australia. Claims he will not be allowed to repatriate from an Australian Port due to the company advising him there are no flights from Australia. Is refusing to sign another extension	With region. Still awaiting arrival. ETA.
<b>MLC2021/162</b>	PACIFIC POWER	9539262	Panama	Food and catering, Health and Safety protection and accident prevention	Other	30/07/2021	WA	No	No	No	Complaint received via former Port Hedland Seafarer Centre Chaplin. Seafarer claims the ship is not stocked with adequate provisions, victimisation by the master and other unspecified MLC non compliances.	AMSA investigated. \$5320 worth of food provisions were delivered while MLC inspection was conducted. These provisions were ordered one week prior. Several crew were interviewed and no complaints were made. Complaint concerning the deletion of a Seamans book entry by the master could not be substantiated.
<b>MLC2021/163</b>	LINDSAYLOU	9630729	Marshall Islands	Accommodation and recreational facilities, Medical care on board ship and ashore	Other	3/08/2021	NT	No	No	No	Complaint received via the Seafarers' Association, relating to defective air conditioning and failure to provide medical care.	AMSA investigated and reviewed documents. Crew initially denied medical care at Akita due to COVID-19 and attended doctor at next port of Onahama. 22 table fans available on board and port holes can be safely opened. Freon will be

sourced in Darwin on 09/08/2021.

<b>MLC2021/164</b>	STELLAR WAY	9700160	Panama	Medical care on board ship and ashore	Seafarer	3/08/2021	WA	No	No	No	Seafarer claims the Chief Engineer has an injured knee and cannot walk correctly. Claims he is hiding the issue.	Master requested agent to make arrangements to send OS ashore for medical treatment and also submitted an incident report. The OS was medivaced from Port Hedland outer anchorage to Port Hedland Health campus. Following treatment, he was found fit for duty and returned to the ship by helicopter that evening. The master declared that no other crew required medical assistance.
<b>MLC2021/165</b>	ANNIKA N	9514054	Marshall Islands	Wages, Food and catering	Welfare Group	3/08/2021	NSW	Yes	Yes	No	Complaint received via Mission to Seafarers claiming crew have not been paid since June and have short rations of drinking water.	AMSA investigated - Fresh water maker is operating at low output, however sufficient bottled drinking water on board (3 litres per person for 20 days) and will reportedly take on more in Newcastle. SEAs and salaries okay, however Master could not provide proof of money transfer. AMSA will go back on 04/08/2021 for proof of salary transfer. - AMSA returned on 04/08. Master provided proof of payment for 5 Ukrainian crew, but no proof for 14 Filipino crew. The vessel was detained under MLC.
<b>MLC2021/166</b>	GO SIRIUS	9545871	Singapore	Health and Safety protection and accident prevention	Seafarer	3/08/2021	NT	No	No	No	Second Officer claims he was physically assaulted by IR while cleaning the deck. The Master was informed to resolve the matter, however no action was taken.	AMSA investigated. The matter was resolved fairly. A PSC/FIC was conducted as well. The complainant has signed off vessel and will start employment with another company next week.
<b>MLC2021/167</b>	MARAN LOYALTY	9724659	Greece	Seafarers' Employment and agreements	Seafarer	5/08/2021	WA	No	No	No	Complaint received via Seafarer. He claims the company manager forces him to sign a new contract. The current contract finished.	Region investigated. Seafarer will be signed off in Port Hedland on 15/08/2021. Written consent from seafarer received by AMSA. The agent confirms repatriation was completed.

<b>MLC2021/168</b>	TAHITI ONE	9597032	Malta	Repatriation, Health and Safety protection and accident prevention	Seafarer	6/08/2021	QLD	No	No	No	Complaint received from Seafarer (3rd Engineer) who claims he experiences bullying by Chief Engineer and 4th Engineer. He is requesting to be signed-off.	AMSA investigated remotely. Seafarer was repatriated from Haypoint.
<b>MLC2021/169</b>	MAERSK SEOUL	9306550	Singapore	Seafarers' Employment and agreements	Seafarer	7/08/2021	VIC	No	No	No	Seafarer claims he signed an OS contract, however completes AB duties. He works 73.3 hrs/wk, but contract is 44 hrs/wk, GOT on POEA contract is 85 hrs/months and addendum is GOT 103 hrs/month.	AMSA verified that the seafarer holds the appropriate qualifications and that vessel is in compliance with the MSMD. No further involvement by AMSA as seafarer is expected to discuss any discrepancy of working hours (between SEA & POEA) with the master.
<b>MLC2021/170</b>	LEOPOLD LD	9617519	Malta	Wages, Hours of work and hours of rest	Seafarer	8/08/2021	NSW	No	No	No	Seafarer claims the crew is working overtime and only receiving a small salary.	Propel Marine inspector carried out an inspection on behalf of the flag state. AMSA spoke to the inspector and was advised that no MLC related issues/deficiencies were identified.
<b>MLC2021/171</b>	GREEN GALAXY	9324112	Panama	Repatriation	Seafarer	8/08/2021	WA	Yes	No	No	Seafarer claims many crew have already completed their contract but there is no plan for sign-off for the next three months.	AMSA investigated and the seafarers complaint was found valid and the vessel in breach of the MLC due to not meeting the SEA conditions. A deficiency was issued. The company/master provided a firm repatriation plan for the first week of October.
<b>MLC2021/172</b>	SERI CAMAR	9714305	Malaysia	Seafarers' Employment and agreements, Repatriation	Seafarer	12/08/2021	QLD	No	No	No	Seafarer claims that most crew have overdue contracts and are being pushed to sign a new agreement for incoming port clearance.	AMSA investigated remotely and requested documents for review. Master/company arranged repatriation of crew members.
<b>MLC2021/173</b>	GEO CORAL	9492579	Norway	Repatriation	Other	13/08/2021	VIC	No	No	No	Seafarer claims that his contract finished, however the company did not complete crew change in Australia.	AMSA investigated. The First Engineer was signed off in Melbourne and has been repatriated.
<b>MLC2021/174</b>	STREAM BALTIC	9838668	Marshall Islands	Repatriation	Seafarer	14/08/2021	OOA	No	No	No	Seafarer claims that his contract already expired and company is not signing him off.	Vessel outside Australian waters. Awaiting permission to refer to flag/nearest port state. Seafarer advised the company is now taking action to relieve him.

<b>MLC2021/175</b>	BASIC RAINBOW	9604847	Panama	Wages, Food and catering	Seafarer	16/08/2021	NSW	Yes	No	No	Seafarer claims that the crew has to pay to have access to safe drinking water on board and there is no food committee onboard. He also claims that no individual monthly wage account is given to crew and the agreed onboard salary is not being paid.	AMSA investigated and conducted PSC inspection. Deficiencies issued as crew not received their monthly salary account record, no cash allotment received, no proper lighting in shower rooms, and water onboard not drinkable - crew to buy their own water.
<b>MLC2021/176</b>	ATLANTIC PRINCE	9874662	Marshall Islands	Repatriation	Seafarer	17/08/2021	TAS				Seafarer claims he joined on 02/10/2020 and was asked to sign an 8 month contract (instead of 6 months). He has now completed 10.5 months and the company is not signing him off. Complaint from second seafarer received, claiming his contract expired also.	Complaint with region. ETA 30/08/2021. 25/08/21: Rakesh EDEKKAD advised to disregard his complaint as he signed a contract extension. 22/09/21: Follow-up with region.
<b>MLC2021/177</b>	CAPE UNITY	9406489	Panama	Repatriation	Seafarer	18/08/2021	QLD	No	No	No	Seafarer claims crew are overstaying their contracts and cannot sign off.	AMSA investigated and found all crew checked has valid SEAs, spoke to seafarers and did not receive any complaints. Name 'Angel De La Cruz' not on the crew list presented. MLC certificate and DMLC Part 1 & 2 valid. Complaint could not be substantiated.
<b>MLC2021/178</b>	CAPE PEREGRINE	9500754	Liberia	Repatriation	Seafarer	18/08/2021	WA	No	No	No	Seafarer claims that more than half of the crew have completed 9 months on board and have expired contracts.	AMSA investigated remotely and reviewed crew list, SEAs and repatriation plan. Agent confirmed that crew change will occur at Port Hedland.
<b>MLC2021/179</b>	WESTERN CALLAO	9606041	Singapore	Repatriation	Seafarer	18/08/2021	SA	Yes	Yes	No	Seafarer claims 13 crew have been on board 11 months and 2 weeks. They had been in several ports where crew change was possible, however company did not sign off crew due to cost. Crew will have served more than 12 months at arrival in Adelaide.	"AMSA investigated and detained the vessel due to payment of onboard allocation not made for June, July, August and 13 crew members in excess of 12 months without leave.

<b>MLC2021/180</b>	SHANDONG ZHENG TONG	9702649	Hong Kong, China	Wages, Health and Safety protection and accident prevention	Other	18/08/202 1	WA	No	No	No	Complaint received via phone call from seafarers' family. Seafarer claims poorly and unprofessional welding repairs were made to cracks in the ship's hull/ballast tanks. Crews wages are not paid in full, however the master requires the crew to sign the wages, even though the full amount is not received.	AMSA investigated and found bank transfer of wages appeared to match the account statements exactly. The complaint regarding crew wage was found not substantiated. As such, no MLC related deficiency issued.
<b>MLC2021/181</b>	MARINA L	9675705	Liberia	Seafarers' Employment and agreements, Medical care on board ship and ashore	ITF	23/08/202 1	WA	Yes	No	No	Complaint received via ITF. Seafarer claims his request for medical attention has been ignored for almost 3 months and his contract expired on 20/05/2021.	AMSA investigated. Master advised the seafarer did not have the opportunity to attend medical facility in India and China, however company could not demonstrate that they have exhausted efforts for medical assessment in Fremantle. Seafarer agreed to repatriation at next port Kobe, to be treated in Manila. MLC deficiency issued and seafarer was assessed by local telemedical service before departure to ensure he is fit to stay on board.
<b>MLC2021/182</b>	MANOUSOS P	9394753	Liberia	Seafarers' Employment and agreements, Hours of work and hours of rest	Seafarer	24/08/202 1	WA	Yes	No	No	Seafarer complaint via social media. He claims the crew does not get enough rest and works from 6am - 8pm. No holiday and no sunday. He also claims that most crew have finished their contracts.	AMSA investigated. Company arranged 4 sign offs prior to vessel coming alongside. Overtime was paid to crew for cleaning of cargo hold. Work/rest hours for the 6 crew appeared to have been fabricated but crew signed the records. ISM deficiency regarding work/rest hours was issued.
<b>MLC2021/183</b>	PSU SIXTH	9488279	Singapore	Wages	Seafarer	29/08/202 1	WA	No	No	No	Seafarer claims the crew does not receive the correct salary amount and no overtime pay.	AMSA investigated and interviewed the complainant. He advised he made the complaint as he considered he was not paid enough. He confirmed he was paid as per his SEA, including overtime payment. He also confirmed the hours of work and rest and overtime calculations were correct. AMSA advised considering he is being paid as per his SEA, the complaint has no validity. No other crew made complaints.

<b>MLC2021/184</b>	STREAM BALTIC	9838668	Marshall Islands	Seafarers' Employment and agreements, Repatriation	Other	31/08/2021	QLD					Complaint received via Maritime NZ. Crew claims they have overdue contracts and no repatriation plan.	Complaint with region.
<b>MLC2021/185</b>	SALLY	9841213	Liberia	Wages	Seafarer	31/08/2021	VIC	No	No	No		Complaint received via RCC regarding underpayment of wages. Seafarer advised he has two contracts, one showing USD1376/month and the other USD380/month. No firefighting and lifesaving drills have been performed since he boarded the vessel.	AMSA investigated - The two seafarers were repatriated and the outstanding wages paid.
<b>MLC2021/186</b>	ISLAND EXPRESS	9363792	Hong Kong, China	Seafarers' Employment and agreements, Repatriation	Seafarer	31/08/2021	WA	No	No	No		Seafarer claims his contract expired on 12/06/2021 and company does not make efforts to repatriate him. he rejected to sign another extension.	AMSA investigated remotely and viewed copies of the crews' SEAs, which are all valid.
<b>MLC2021/187</b>	ROYAL JUSTICE	9526710	Panama	Seafarers' Employment and agreements, Accommodation and recreational facilities	Seafarer	1/09/2021	OOA	No	No	No		Complaint received from seafarer via social media, claiming two crew have expired contracts. The seafarer also claims that the laundry is closed due to water discipline despite having daily production of water.	Outside AMSA jurisdiction. Referred to flag state / Requested permission.
<b>MLC2021/188</b>	ELEGANT SW	9450167	Panama	Wages	ITF	25/08/2021	QLD	No	No	No		Complaint received via ITF as the company refused to supply electronic bank receipts as evidence of monthly home payments for June/July, during an ITF inspection.	AMSA investigated and found no issue with SEAs, wages account, bank remittance advices and provision stores. Interviewed crew and checked bank accounts with their consent. It appeared allotment amounts matched deposit to accounts. No objective evidence to substantiate the complaint.
<b>MLC2021/189</b>	DAIWAN LEADER	9796535	Liberia	Wages	Seafarer	3/09/2021	OOA	No	No	No		Seafarer claims captain paid June salary during ITF inspection, however cut this from the July salary. Seafarer claims no July and August salary received.	Seafarer advised they are now discussing the issue with the captain.
<b>MLC2021/190</b>	ULTRA VANSCOY	9643958	Panama	Wages	Other	3/09/2021	WA	No	No	No		A friend of a seafarer claims the crew has not received their last four hold clean bonus payment which is roughly \$10,000. The captain keeps	AMSA investigated remotely and received evidence (Bank transfer) that USD9,000 was remitted to port agent at Kaohsiung. Crew signed letter of

												promising payment at the next port.	consent to receive payment in Kaohsiung.
<b>MLC2021/191</b>	SEA PEGASUS	9598220	Marshall Islands	Hours of work and hours of rest, Food and catering	ITF	3/09/2021	QLD	Yes	No	No		Complaint received via ITF relating to rest hours, Chief officer not meeting his obligations and drinking water/water for brushing teeth is salty.	AMSA investigated and did not find issues with the rest hours (records or interviews). The water from several taps looked and smelled fine, however crew placed signs on tabs that it was unfit for drinking. Crew was not able to tell how that conclusion was made. Deficiency issued as the condition of fresh water was unknown.
<b>MLC2021/192</b>	PAN EUROPE	9750244	Hong Kong, China	Seafarers' Employment and agreements, Repatriation	ITF	6/09/2021	QLD	No	No	No		ITF claims 2 crew members are over their contract and a further 6 are due to expire soon.	AMSA investigated and determined all crew have valid contracts or contract extensions. Longest serving crew member is 5.5 months and the company will repatriate him in Gladstone. Company actively working with agent to organise visa and flights.
<b>MLC2021/193</b>	TBC PASSION	9594389	Panama	Wages	Seafarer	20/09/2021	WA	No	No	No		Seafarer claims he is not receiving his wages as promised prior to embarkation. The company only paid after three months, after multiple complaints. The July and August allotments were not paid until September.	AMSA investigated and the outstanding wages were paid. Received signed statement that the outstanding allotment of \$3600 will be settled onboard.
<b>MLC2021/194</b>	NIGHTSKY	9847243	Bahamas	Seafarers' Employment and agreements, Health and Safety protection and accident prevention	Seafarer	19/09/2021	WA	No	No	No		Seafarer claims the contract has expired and they experience harassment and bullying.	The seafarer was repatriated on 24/09/2021 at 08:50 LT hrs. AMSA did not attend as the repatriation went ahead.
<b>MLC2021/195</b>	TOLL PROVIDER	9733416	Australia	Shipowner's liability	Other	19/09/2021	WA	No	No	No		Complaint received from AMOU regarding Shipowners liability to cover costs of repatriation of the body and burial expenses under MLC Reg 4.2 (d).	VO responded to the complaint after liaison with FSC and OLC. Advised MLC includes a provision regarding burial, this is given effect in Australia through the Nav Act and Division 3, section 68 excludes an intentional act.

													Suggested to contact the Seacare Authority whether there is any responsibility under the Seafarers Rehabilitation and Compensation Act 1992.
<b>MLC2021/196</b>	CHORUS	9461116	Panama	Accommodation and recreational facilities, Food and catering	Government Agency	20/09/2021	QLD	Yes	Yes	No		The Biosecurity Officer attended for a routine vessel inspection and found the vessel had only a small amount of fresh food on board, which was mouldy, rotten or empty. The master informed they were not taking on fresh stores at next port in South Korea in 15 days. A heavy cockroach infestation was also found and asked to be treated.	AMSA inspected the vessel on 21/09/2021 and detained the ship due to failure to provide sufficient quantity and variety of fresh food provisions for the intended voyage.
<b>MLC2021/197</b>	DORIC COURAGE	9847451	Liberia	Seafarers' Employment and agreements, Repatriation, Food and catering	ITF	21/09/2021	QLD	No	No	No		Complaint received via ITF. Crew claims 11 of them have an expired contract since 13/09/2021 and did not sign an extension. The did not receive information about a repatriation plan. The quality and quantity of the food is not good.	AMSA inspected the vessel. Crew changed is being organised for Guam 02/10/2021. Crews' SEAs are current until 14th October (9m +/- 1 month). Food/provisions seemed adequate in quality and quantity - Fresh food and veg taken on in last port (Gladstone). Issued were discussed with crew and they seemed happy crew change will take place in Guam.
<b>MLC2021/198</b>	NN TENACITY	9586801	Liberia	Wages, Hours of work and hours of rest	Seafarer	24/09/2021	NSW	No	No	No		Seafarer claims the crew is not getting proper rest - This is only maintained on paper. No overtime and no ITF salary is received.	AMSA investigated and reviewed, SEAs, payslips and record of work hours. Interviewed a number of crew and reviewed their monthly payslips. As per the payslips, guaranteed overtime and additional OT at the SEA OT rate was also being paid. No MLC issues found and no complaints received from the crew. The complaint could not be substantiated and no further action was taken.
<b>MLC2021/199</b>	KSL SYDNEY	9683269	Hong Kong, China	Seafarers' Employment and agreements, Repatriation	Other	6/09/2021	WA	Yes	No	No		The seafarer complained via the driver taking him from medical appointment back to vessel, which was conveyed through the agent. A second complaint was received via ABF.	AMSA conducted PSC inspection and interviewed crew. Seafarer claimed he had been forced to sign a SEA extension and wanted to go home. AMSA informed master that crew

												Seafarer claimed he had been forced to sign a SEA extension and wanted to go home.	to be repatriated prior to departure and there was evidence of cohesion both in writing and in front of Australian Government Agencies un due pressure was placed upon crew. Crew expected to fly to the Philippines on 29/09/2021.
<b>MLC2021/200</b>	BERGE KINABALU	9271391	Isle of Man	Repatriation	Seafarer	24/09/2021	WA					The seafarer claims his 6-month contract will finish on 26/09/2021. He provided a sign off letter and several reminders to which the company/master did not reply. The Mumbai office is not providing confirmation. The seafarer claims his mental/physical status does not allow him to continue his duties.	Complaint with region.
<b>MLC2021/201</b>	TORVANGER	9524774	Norway	Food and catering	Seafarer	27/09/2021	VIC					Complaint received regarding provisions and food prepared by chiefcook.	Complaint with region. ETA 08/10/2021
<b>MLC2021/202</b>	BETTYS DREAM	9460916	Marshall Islands	Repatriation	Seafarer	28/09/2021	NSW	No	No	No		Seafarer claims his contract finished and he is still working, but wants to go home.	AMSA followed up and did not receive any answers to questions asked.
<b>MLC2021/205</b>	CHIPOL GUANGAN	9425186	Liberia	Seafarers' Employment agreements, Wages	ITF	25/09/2021	WA	No	No	No		Seafarer complaint to ITF and claims the company is refusing to pay his salary. He claims the crew have two contracts - One false contract to deceive the inspectors and a true one that is held by the crew member privately.	AMSA investigated and no complaints concerning payment of wages were received during interviews with the crew (including the complainant). WWage accounts were axamined in detail and all crew had been paid in accordance with their SEAs. Master and crew are paid under the Chinese nation CBA rate. No evidence of double book keeping found.

Date: 27 October 2021  
Item No: 5b.  
Submitted by: AMSA

## Medivacs, Person Overboard, Fatalities and Disappearances (April 2021 – September 2021)

### PURPOSE

1. To provide the Council with an update on medivac and person overboard incidents for Quarter 2 of 2021 (April – June) and Quarter 3 of 2021 (July – September).

### BACKGROUND

#### Medivacs and person overboard

2. In Quarter 3 of 2021, AMSA recorded 24 medical evacuations (medivacs) of seafarers from ships in the Australian search and rescue region. A total of 9 medivacs occurred in Port. Figure 1 shows a breakdown of medivacs at sea and in port for the two quarters under analyses. **Four person overboard incidents were reported to have occurred across the last two quarters.**
3. Details on reports of serious injuries, fatalities and medivacs are listed in **Attachment 1**.

Year-Quarter ● 2021-Q2 ● 2021-Q3

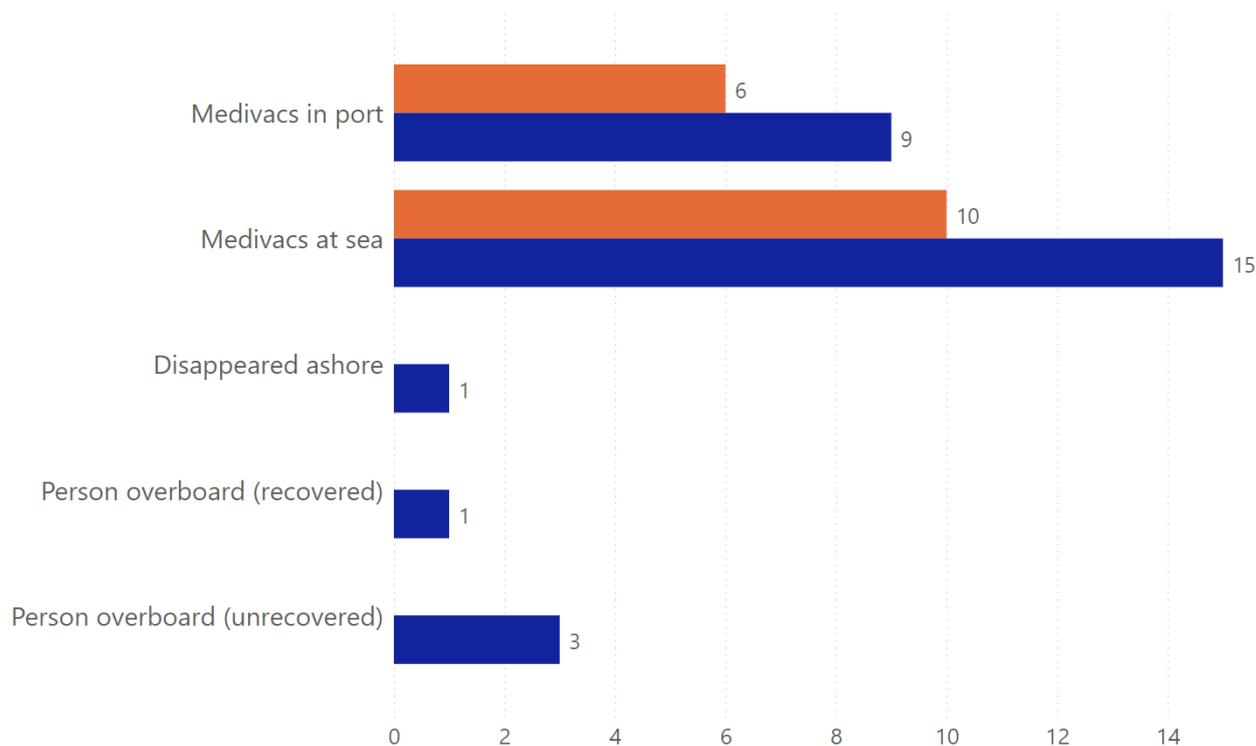


Figure 1. Reported medivac's, disappearances and person-overboard incidents

4. Figure 2 shows a breakdown of the reasons that resulted in medivacs. Injury related medivacs were higher than illness related medivacs across both quarters.

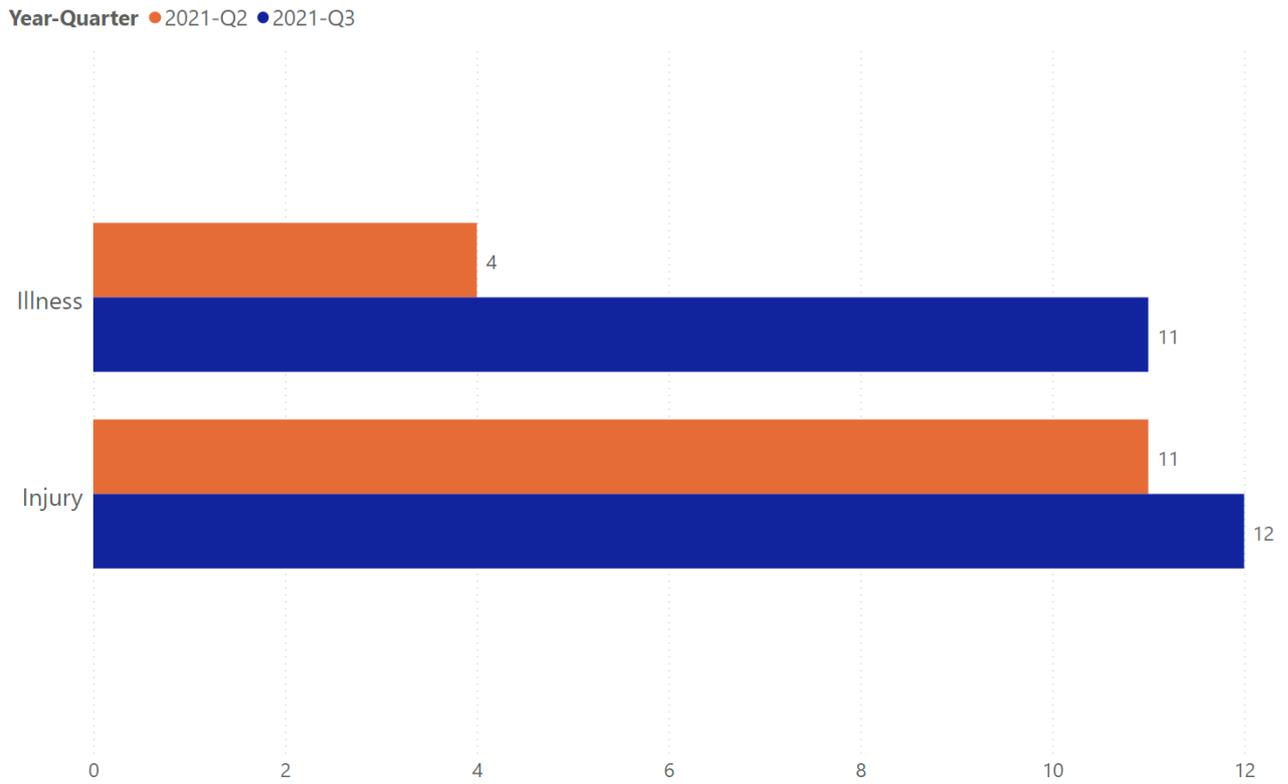


Figure 2. Breakdown of medivac's by injury and illness. Note that this does not include medivacs resulting in a fatality.

5. Figure 3 shows a breakdown of fatalities. In Quarters 3 of 2021, there were two operational related fatalities reported. In both Quarters of 2021, no alleged suicide was reported.

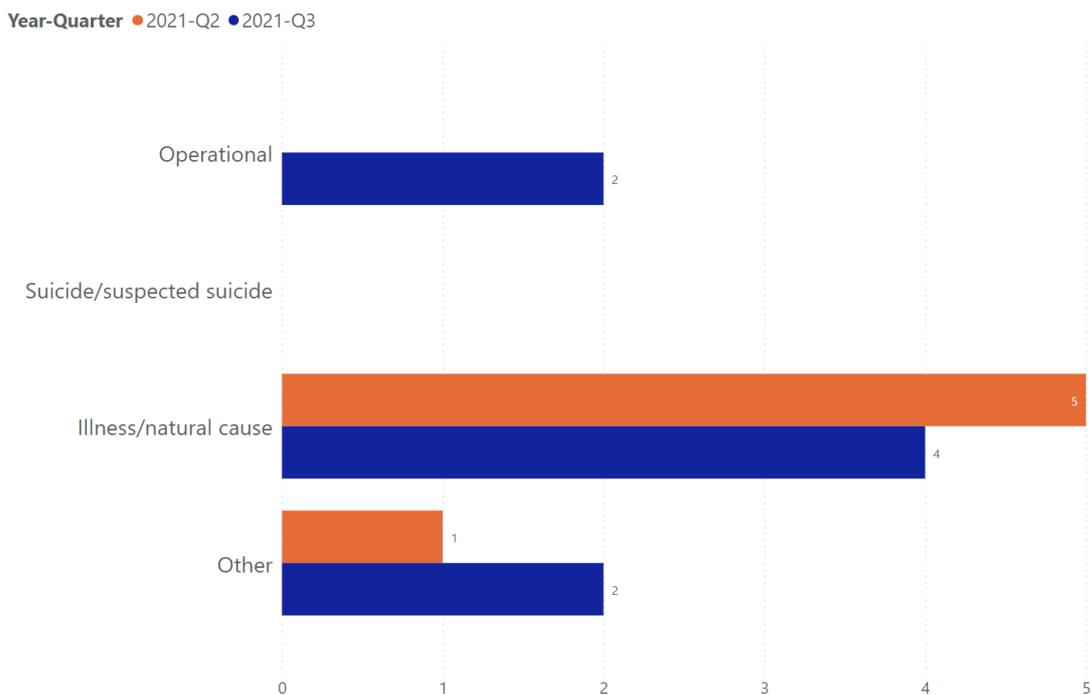


Figure 3. Breakdown of fatalities

## RECOMMENDATION

That the Council note the information regarding medical evacuations, fatalities and man overboard incidents for the period.

## 5b. Australian Seafarers Welfare Council – Injuries, Fatalities and Medivacs – Attachment 1

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20210870	1/04/2021	MISTRAL I	9650860	Panama	Fatality	QLD	No	1		Crew member fatality. About 4.15pm, the vessel was about to pick up anchor when a messman reported the second officer was found lying on his cabin floor unconscious. The master, chief officer and chief engineer went to the cabin and checked for breathing and vital signs. No pulse was found at this time. Attempts were made to perform CPR however the master reported the body had turned cold and regarded the second officer as deceased.	Second Officer
20210925	2/04/2021	THERESA MICRONESIA	9317250	Hong Kong, China	Injury	QLD	Yes (Ambulance from Port)	1	Serious	AB fell roughly 1.7 meters down, due to losing consciousness. First aid provided onboard, ambulance escorted to hospital and now hospitalised.	Able seaman
20210872	3/04/2021	BUNUN WISDOM	9628568	Panama	Injury	WA	Unknown	1	Serious	Crew member fell from foremast and injured back, current condition unknown.	AB
20210990	11/04/2021	HELENA OLDENDORFF	9718351	Liberia	Injury	WA	No	1	Serious	Crew member burned his hand with steam while repairing damaged steam line in engine room	Fourth Engineer
20211092	14/04/2021	LUCKY EYRE	9810628	Australia	Injury	SA	Unknown	1	Serious	Crew member slipped down stairs, fracturing two bones in hand.	unknown
20211030	16/04/2021	OOCL HOUSTON	9355757	Hong Kong, China	Injury	VIC	Yes	1	Serious	Finger sheared off while securing accommodation ladder. Finger stopped bleeding & was disinfected, then off landed to pilot launch for medical attention.	AB
20211133	16/04/2021	HL BORYEONG	9708643	Panama	Injury	NSW	No	1	Serious	Crew member severely burned by boiling water as vessel was rolling. Cooled skin by cold water, used medicine and ointment for burned skin.	C/S
20211089	18/04/2021	DIONYSUS	9696515	Liberia	Injury	NSW	Yes (Ambulance from Port)	1	Serious	Mr Maksimov has sustained Distal Fibula Fracture to his right leg. He is in a cam boot and will not be fit for work for the next 3-4 weeks and recommendation is he remains on board for this period	4th Engineer
20211047	18/04/2021	LEEWIN II	8510855	Australia	Injury	WA	Yes	1	Serious	Crew member dislocated shoulder, lost consciousness and had a seizure. Taken to hospital, shoulder reset and discharged to family same day.	Trainee
20211066	19/04/2021	INDIA VISION	9526485	Liberia	Injury	QLD	Unknown	1	Serious	2/E WAS LIFTING A DRUM AT THE POOP DECK WHICH IS FULL OF OIL WHEN SUDDENLY THE DRUM SLID AND HIS LEFT HAND GOES UNDER IT.	2nd Engineer
20211068	20/04/2021	SIDER JASMINE	9463542	Portugal	Fatality	VIC	No	1		Branko Dragojevic found dead in his cabin, body currently with coroner. The cause is unknown.	Electrician

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20211246	24/04/2021	FPMC B LUCK	9445227	Liberia	Injury	WA	No	1	Serious	Crew member lost his footing when climbing ladder and fell sustaining a foot injury	AB
20211094	25/04/2021	TRISTAR PROSPERITY	9503287	Marshall Islands	Injury	SA	Yes	1	Serious	Bosun suffered fall when working on cross deck and has severe pain in hip. Getting medevacd.	Bosun
20211207	29/04/2021	OCEAN GLORY	9227637	Singapore	Injury	WA	No	1	Serious	Crew member burn injuries to hand, finger and half face when line throwing apparatus exploded - First aid treatment given	Second Officer
20211196	30/04/2021	CORAL DISCOVERER	9292747	Australia	Injury	WA	No	1	Serious	1st engineer received a deep laceration over the first joint of his hand. RFDS - contracted medical assistance have been contacted and the onboard nurse has administered medication. RFDS have requested the nurse to check the condition of the joint to determine if it is ok in which case the laceration can be stitched, Manthi remain onboard on a course of antibiotics or if the joint is compromised then a medivac may be required.	1st Engineer
20211232	4/05/2021	NISEKO QUEEN	9889289	Panama	Injury	WA	Unknown	1	Serious	Right hand crushed by pneumatic baler, roughly 250kg. 6cm wound.	Bosun
20211228	4/05/2021	CSL RELIANCE	9233404	Bahamas	Injury	VIC	Yes	1	Serious	Crew member blacked out & slipped 1.5 meters down stairs. Pain in neck, back && left leg. RCC arranged helicopter medevac to Royal Adelaide Hospital.	Chief Engineer
20211308	12/05/2021	SPENCER GULF	9360180	Australia	Injury	SA	No	1	Serious	Crew member caught his foot on a pinch point of a folding platform, causing injury to his right foot. Sent to hospital for medical assessment - Further details to come	Deck operator
20211648	18/05/2021	INVESTIGATOR	9616888	Australia	Injury	NT	No	1	Serious	Injury to crew caused by compressor failure. recommended medical examination at next port call. 17 day course of Prednisone was prescribed to aid any injury incurred.	2nd Engineer
20211394	20/05/2021	SINCERE PISCES	9233569	Panama	Injury	NSW	No	1	Serious	High pressure water blaster sliced through crew member's foot. Wound cleaned by Isodine and Hydrogen peroxide and perform suturing to close the incision. Applied Achromycin ointment before dressing.	Rating
20211492	27/05/2021	GOLDEN ASPIRANT	9758313	Panama	Injury	VIC	Unknown	1	Serious	Crew member's shin crushed between door & frame, suspected fractured shin.	OS(B)
20211507	31/05/2021	NEW YORK	9405332	Marshall Islands	Injury	WA	Unknown	1	Serious	Cook suffered second degree burn on legs from boiling water, medevac requested.	Cook
20211447	1/06/2021	MINI	9464651	Malta	Fatality	WA	No	1		Captain found unconscious in his office, no pulse. Suspected heart attack.	Captain

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20211541	1/06/2021	MANDARIN CROWN	9569229	Singapore	Injury	NT	Yes	1	Serious	when checking pipeline crew member put his hand on pump in wrong direction and accidentally hurt his index finger of left hand .  Medivac arranged	OLR
20211480	4/06/2021	STAR PLANET	9316036	Bahamas	Fatality	SA	Unknown	1		Fatality onboard - Appears that crew member fell down ladder in cargo hold.	Chief mate
20211544	7/06/2021	SANTA CRUZ	9442495	Panama	Injury	WA	No	1	Serious	When entering engine room the door closed accidentally on the tip of crew members forefinger (right hand) Incident happened due to weather conditions. (ship swell/rolling) First Aid administrated	Engine cadet
20211570	7/06/2021	ANL GIPPSLAND	9532800	Liberia	Injury	NSW	Yes (Ambulance from Port)	1	Serious	Stevedore fell from vertical ladder roughly 4 meters. Condition unknown.	stevedore
20211564	8/06/2021	DALIA	9370800	Marshall Islands	Injury	WA	No	1	Serious	two fingers were caught in between ship's hull and the steel frame of the fender which resulted in severe finger injury on his ring and middle finger. pain reliever given - (Brufen Tab 100mg) : 2 Tablets	Able seaman
20211646	16/06/2021	SPIRIT OF TASMANIA I	9158446	Australia	Injury	TAS	No	1	Serious	Crew member sustained soft tissue injury to his right shoulder during unlashng cargo  Nil treatment given on board	integrated rating
20211591	17/06/2021	CEYLON PRINCESS	9734575	Sri Lanka	Fatality	SA	No	1		crewmember fatality	AB
20211688	18/06/2021	MINERVA KALYMNOS	9869942	Malta	Injury	QLD	No	1	Serious	Crew member sustained Hand injury due to being entangled in winch canvas of the crane.  3rd and 4th finger fracture  First Aid administered and Shore medical assistance requested	Able Bodied Seaman
20211686	23/06/2021	FAR SEEKER	9381691	Norway	Fatality	NT	No	1		Crew member found in cabin with no pulse, respiration and rigamotis was present.	IP

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20211919	27/06/2021	HL POWER	9164586	Korea (the Republic of)	Injury	NSW	Unknown	1	Serious	Crew member caught right index finger between suspension link and hook of lifeboat wound on distal joint end crew member received first aid and medical treatment	2nd Engineer
20211990	27/06/2021	PRODIGY	9661106	Marshall Islands	Injury	WA	Unknown	1	Serious	Cook cut thumb with knife. Medical assistance and surgery required.	Cook
20212109	2/07/2021	GENCO COMMODUS	9422079	Marshall Islands	Injury	WA	No	1	Serious	crew slipped and fell on deck causing pain to his lower spine. medicine and treatment given on board	JWEK
20211902	3/07/2021	ATHENA	9426726	Marshall Islands	Injury	WA	Yes	1	Serious	Crew member fell from height. Transported to hospital via helicopter.	AB
20211909	5/07/2021	GELBRAY EXPRESS	9621211	Singapore	Injury	WA	Unknown	1	Serious	Crew member's right hand pinky finger caught in between the belt and the pulley drive that caused cutting off the tip of his small finger that exposed the bone.	Electrician
20211901	5/07/2021	PSU FIRST	9767405	Singapore	Person overboard (not recovered)	WA	No	3		Crew member self harming/suicide attempt. First aid provided when crew member was onboard. MOB, awaiting coronial report. Messman attacked two other crew members with hammer. Both received head injuries and first aid provided.	Messman
20211858	6/07/2021	KENTA MARU	9788772	Japan	Fatality	SA	No	1		Chief officer found deceased in his bunk, no further information provided at this stage.	Chief officer
20211992	9/07/2021	SUMMIT SW	9691163	Panama	Injury	SA	Unknown	1	Serious	Crew member fell during mooring and sustained deep wound in leg.	Bosun
20212047	16/07/2021	FRONTIER WAVE	9621259	Japan	Injury	QLD	Yes (Ambulance from Port)	1	Serious	LEFT THUMB INJURY SUSPECTED BONE CRUSHED, NEED FOR X RAY MEDICATION, SURGERY IF NEEDED BY SPECIALIST ORTHOPEDIC PHYSICIANS/SURGEON	Chief officer
20212006	17/07/2021	LYDDEN	9782091	Liberia	Injury	NSW	Unknown	1	Serious	Crew member suffered burns from hot water during work in engine room. as prescribed by doctor, antibiotics and application of cream on the wounds.	Motor Man
20212090	20/07/2021	STOLT RINDO	9314765	Panama	Fatality	QLD	Unknown	1		Oiler was found dead in his cabin. No specific symptoms on his body. Corpse kept in refrigerator chamber and master kept his cabin for further inspection from shore. No further information obtained	Oiler
20212056	21/07/2021	PSU FIFTH	9470052	Singapore	Injury	WA	No	2	Serious	Minor Burn Injuries On board first aid & company designated shore medical advise	Fitter & Second Engineer

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20212226	23/07/2021	FPMC B 201	9468229	Liberia	Injury	WA	Yes	1	Serious	Crew member stabbed in sleep with knife. Medevac by launch.	OS
20212063	24/07/2021	SPIRIT OF TASMANIA I	9158446	Australia	Injury	VIC	No	1	Serious	Crew member received electric shock after touching a refrigerated trailer whilst unlashng cargo Sent to the Epworth Hospital for observation and check up. He returned to the vessel approximately 4 hours later.	integrated rating
20212051	24/07/2021	NGUJIMA-YIN	9181182	Australia	Injury	WA	Unknown	1	Serious		unknown
20212103	29/07/2021	CLEMENS OLDENDORFF	9474618	Liberia	Injury	QLD	No	1	Serious	Crew member injured right hand middle finger due to clamp not fitted properly sustained wound and swelling to right hand	Fitter
20212240	5/08/2021	HARMONIOUS	9646845	Hong Kong, China	Injury	WA	No	1	Serious	Crew member injured shoulder joint, suspect injury occurred while tightening bolt with spanner.	3rd Engineer
20212244	6/08/2021	MAYSORA	8310542	Bahamas	Injury	QLD	Yes	1	Serious	Vet injured by cattle, femur fractured.	Vet
20212201	9/08/2021	SAPPORO PRINCESS	9439199	Liberia	Fatality	WA	No	1		He suddenly fell down and was over sweating with short breath himself No head injury while falling down and symptoms as follow. (He has high-pressure blood but told that he didn't take medicine this morning) 1. Brood pressure: 237 / 148 2. Body temperature : 36.4 Deg C 3. consciousness: He has consciousness 4. Symptom: He can hear but cannot speak & walk. He is now sitting on bed and checked he can move left hand and foot only(Cannot move right part of body). Vomited breakfast after got him take medicine for high-pressure blood by crew. He is sleeping with snoring. We request emergency crew medical transfer to shore .	Chief Cook
20212179	9/08/2021	FORMOSABULK CLEMENT	9222742	Liberia	Person overboard (not recovered)	QLD	Yes	1		Crew member fell overboard during crew transfer between vessels. Wearing lifejacket at the time. Since pronounced deceased.	unknown
20212304	16/08/2021	ACCOLADE II	8012425	Australia	Injury	SA	No	1	Serious	Strain to Right Shoulder due to sudden pull on heaving line Awaiting result of U/S and X-Ray.	Cook
20212300	19/08/2021	EASTGATE	9478468	Liberia	Injury	TAS	Yes	1	Serious	C/O was monitoring the slacking of the rope and keeping an eye on the line ashore, when he turned around to see the wedged rope, he saw the rope suddenly jumped out of the wedged in position and strike the Ordinary Seamen (O/S) and injured him, needed medical evacuation.	Ordinary Seaman
20212309	22/08/2021	SHOFUKU MARU NO. 38	9037549	Japan	Fatality	WA	No	1		Crew member fell ill, suspected stroke. We have since been notified that the crew member has passed away.	Deck Hand(BSN)

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20212394	25/08/2021	CMB PAUILLAC	9615183	Hong Kong, China	Injury	QLD	No	1	Serious	Injury to fingers on left hand from booby hatch lid First Medical Aid, Further Treatment A/P Radio Medical Advice: ibuprofen, Amoxycillin, Paracetamol, Clean and cover wound.	Fitter
20212638	2/09/2021	GOLDEN SCAPE	9702479	Hong Kong, China	Injury	WA	Unknown	1	Serious	Fracture of left forearm & contusion of skin of left forehead. Treatment Given - Left wrist joint CT plain scan , bone reconstruction , chest CT scan, MPR head CT un-scan	2nd Engineer
20212473	6/09/2021	BLUE HORIZON	9603415	Panama	Person overboard (recovered)	WA	Unknown	1		2/E standing on the oily surface of ME Frame to fix Deflection gauge, and slipping. Crew member missing off vessel. Later found in water & recovered. Medical assistance sought at shore. Suspected mental health issues.	OS
20212491	9/09/2021	PACIFIC ASSURANCE	9683104	Singapore	Injury	WA	Yes (Ambulance from Port)	1	Serious	The left hand of AB was caught on the roller resulting in crushing damage on two of his fingers.	Able seaman
20212642	10/09/2021	ILEKTRA	9782314	Liberia	Injury	QLD	Unknown	1	Serious	Puncture wound left foot Crew was sent to Gladstone Hospital for further medical checkup. Treatment given - Amoxicillin 500mg, ibuprofen 400mg, AB wound antiseptic ointment, iodine solution - as per CIRM-ROMA medical advise He was diagnosed with mild cellulitis (resolving)	AB
20212479	11/09/2021	SJ ASIA	9304538	Korea (the Republic of)	Fatality	NSW	Yes	1		Crew member slipped from ladder, sustained fatal head injury. Crew member deceased.	First Engineer
20212593	13/09/2021	SPIRIT OF TASMANIA I	9158446	Australia	Injury	VIC	No	1	Serious	Crew member lost footing and twisted knee. Doctor reviewed in Devonport.	Engineer Watchkeeper (Steam and Motor)
20212549	15/09/2021	GREBE ARROW	9077070	Bahamas	Injury	QLD	Yes (Ambulance from Port)	1	Serious	Safety meeting carried out on-board. Right Forearm near ULNA, FRACTURED (Compound), Loss of Blood. Crewman evacuated from ship	Deck Boy
20212763	18/09/2021	AUSTRALIAN SPIRIT	9247455	Bahamas	Injury	VIC	Unknown	1	Serious	Finger Injury Draining of abscess and dressing light duties performed	Chief officer
20212688	18/09/2021	MINERAL NINGBO	9416848	Belgium	Injury	QLD	No	1	Serious	he was entering into workshop in Engine Room and tripped over the sill of the door and hit the little finger of his left hand against the lathe machine. After that he did not take it seriously and did not inform me about this incident, since he was not felt severe pain and thought that it is just hurt of finger and condition of finger will be better in several days again. But closer to our berthing the condition of finger became worse and finally on 23-Sep-2021 Serhii Nazarchuk was approached to me and asked to try to arrange visit to doctor to receive some medical advices.	Oiler

INCIDENT ID	INCIDENT DATE	VESSEL	IMO	FLAG	TYPE	STATE	MEDICAL EVACUATION	NUMBER OF CREW AFFECTED	SERIOUS INJURY	DESCRIPTION	SEAFARER RANK
20212711	24/09/2021	MAERSK MOVER	9761059	Denmark	Person overboard (not recovered)	WA	No	1		Crew member missing, presumed overboard. Phone and laptop missing. Presumed deceased.	unknown

Date: 27 October 2021  
Item No: 6a.  
Submitted by: AMSA

## ASWC Strategic Plan – Draft Update 2021

### PURPOSE

1. To seek feedback on the ASWC strategic goals for inclusion in the Maritime Labour Convention – 2021 Annual Report.

### BACKGROUND

2. AMSA publishes the *Maritime Labour Convention, 2006* (MLC) report annually. The report presents an analysis of MLC complaints, compliance and follow up actions undertaken by the AMSA.
3. The report includes a section on the Australian Seafarers' Welfare Council and its strategic goals. In preparation for the 2021 report, AMSA is seeking feedback to update the following table.

Strategic Goals	What we will do	Progress against the strategic goals for 2021
Provide leadership in the implementation of Australia's obligations to seafarers under the MLC	<p>Represent Australia internationally on seafarer welfare matters</p> <p>Promote awareness for ASWC, its role and vision</p> <p>Maintain contact with, and membership of, the International Seafarers' Welfare Assistance Network (ISWAN)</p> <p>Promote awareness that supports seafarer welfare</p>	<p>The COVID-19 pandemic has had an impact on travel. This reduced the ability for ASWC to represent Australia on welfare matters.</p> <p>In 2021 ASWC continued to promote its work through news items on its website at <a href="https://www.amsa.gov.au/news">News - Australian Seafarers' Welfare Council (amsa.gov.au)</a> and through social media.</p> <p>ASWC continues to work closely with ISWAN in promoting seafarer welfare matters. In 2021 AMSA posted a number of news items on the ASWC website promoting ISWAN seafarer welfare guidance material.</p> <p>In 2021 AMSA launched a Wellness at Sea campaign to raise awareness with seafarers, families, shore staff that AMSA is committed to supporting their wellbeing and mental health.</p>

		<p>In 2021 AMSA published the <a href="#">second MLC annual report</a>.</p> <p>Issue 13 of the <a href="#">Maritime Safety Awareness bulletin —Preventing container loss vessels</a> was published on 16 March 2021.</p> <p>Issue 14 of the <a href="#">Maritime Safety Awareness bulletin —Navigation safety</a> was published on 22 September 2021.</p> <p><a href="#">Mental health guidance material for seafarers during COVID-19</a> was updated on the AMSA.</p> <p>Supported research as part of an international research team to understand the impacts of COVID-19 on seafarers.</p>
Assist in the establishment of a national network of seafarer support arrangements	<p>Encourage, support and guide the establishment of Port Welfare Committees</p> <p>Facilitate and promote a network of communication and cooperation between Port Welfare Committees</p>	<p>There are now 16 Port Welfare Committees (PWC) located in major ports around Australia.</p> <p>Western Australia is leading the way for the rest of the country, with 12 PWCs already established and more on the way.</p> <p>In 2021, a new PWC established in Bunbury and another one is to establish in Albany.</p> <p>In 2021 ASWC continues to facilitate and promote engagement between PWCs through invitations to ASWC meetings to discuss updates and areas of concerns. This is an ongoing commitment.</p>
Promote, encourage and support the delivery of seafarer welfare services at Australian ports	<p>Identify seafarer needs and future welfare requirements in line with shipping and crew trends</p> <p>Promote the need for seafarers to be treated as valued and respected members of our port communities</p> <p>Assist in investigating ongoing funding opportunities that may assist</p>	<p>Continue to work with PWCs and Port Authorities to facilitate Wi-Fi access for seafarers in port welfare centres and in ports around Australia. Wi-Fi systems have been installed at the two new PWCs in Albany and Bunbury.</p> <p>Supported the distribution of care packs given to vessels.</p> <p>Promoted localised, consistent approach to a funding model</p>

	in providing sustainable seafarer welfare services	(i.e. Gladstone, Fremantle) to fund seafarer welfare facilities/services when in port.
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## RECOMMENDATION

That the Council review and provide input on the 2021 ASWC strategic goals and agree to a final version for inclusion in the Maritime Labour Convention – 2021 Annual Report.

**Proposals for amendment to the Code of the Maritime Labour Convention, 2006, as amended (MLC, 2006) submitted by Australia in accordance with Article XV (27 September 2020)**

**Australia, France and New Zealand**

**Proposal for mandatory reporting of seafarer fatalities at sea**

**Background**

1. Currently there is no single international data set that appropriately captures and categorises all fatalities that occur at sea. While there is a requirement for flag States to report operational related fatalities to the International Maritime Organization (IMO) (refer to SOLAS Chapter 1 Regulation 21), there are no such requirements that cover fatalities attributed to medical events, natural causes, lost overboard or suicide.
2. The International Labour Organization (ILO) has no requirement for such data to be supplied and consolidated. Section A.4.3.5 of the Maritime Labour Convention (MLC, 2006) requires occupational accidents and injuries to be adequately reported by the competent authority– but does not specify how they should be reported, or to whom.
3. Additionally the *Guidelines for implementing the OSH provisions* of the MLC, 2006 specifies that occupational accidents, injuries and diseases as reportable incidents. However, again there is no guidance with respect to collating this information in a usable single international data set.
4. As all fatalities at sea are not categorised in a consistent format, it makes it difficult, if not impossible, to identify trends. This leaves a gap in the identification of areas of concern where interested stakeholders could direct analyses and attention to address these concerns.
5. In the context of an increased awareness about the importance of mental health and well-being at sea, issues related to psychosocial risks experienced by seafarers have recently gained more traction due to the impact of the COVID-19 pandemic. Anecdotal evidence does suggest an increase in persons overboard and suicides during the COVID-19 pandemic. Unfortunately, availability of international data on this in this industry, is scarce, fragmented and inconsistent.
6. Hence, having this data available as a global database would facilitate better evaluation of deaths at sea with a view to better targeting areas of concern such as mental health.

## **Purpose**

### *The need for categorising seafarer fatalities data*

7. There is emerging evidence to support the fact that seafarers have experienced high levels of psychological distress, depression and anxiety during the COVID-19 pandemic<sup>12</sup>. IN addition, recent research identified that the impact of the COVID-19 pandemic has exacerbated some of the pre-existing challenges, while also posing new challenges for the maritime industry<sup>3</sup>. These studies indicate that the wide array of challenges caused by the COVID-19 pandemic may add to the high level of stressors already existing in maritime workplaces prior to the pandemic, thus producing a fertile environment for mental health problems such as anxiety and depression.
8. Considering the current issues of mental health at sea (now more challenging than ever with the COVID-19 pandemic situation) this gap in available data potentially presents an issue, as it negates the possibility of analysing and identifying seafarer welfare issues of international concern.
9. It is Australia's view that the nature of this data set best sits with the ILO, as it's a seafarer welfare and workplace health and safety matter; and that having this information available as a global data set will allow for better evaluation of fatalities at sea, enabling interested stakeholders (i.e. seafarer representatives, company representatives, Governments, researchers, etc.) for a more targeted approach towards areas of concern, such as mental health.
10. Hence, the purpose of this proposal is to amend the MLC, 2006 to provide the ability to capture all deaths at sea data in a meaningful format and to place a responsibility on the competent authority to report all fatalities to the ILO. To ensure this is captured adequately, it is proposed that an amendment is made to both Standards and Guidelines of MLC, 2006.

## **Relevant Consideration and Proposed way forward**

11. Having this information available as a global data-set will allow for better evaluation of fatalities at sea allowing for a more targeted approach towards areas of concern.
12. The proposed amendment will achieve the above aims without placing a large administrative burden on competent authorities.

## **Proposed amendment**

13. It is proposed that a simple global taxonomy be developed to capture, categorise and record all fatalities at sea. This will need to be accompanied by ship details (IMO number,

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<sup>1</sup> Baygi, F., Khonsari, N. M., Agoushi, A., Gelsefid, S. H., Gorabi, A. M., & Qorbani, M. (2021). Prevalence and associated factors of psychosocial distress among seafarers during the COVID-19 pandemic. *BMC Psychiatry*, 21, 222. <https://doi.org/10.1186/s12888-021-03197-z>

<sup>2</sup> Qin, W., Li, L., Zhu, D., Ju, C., Bi, P., & Li, S. (2021). Prevalence and risk factors of depression symptoms among Chinese seafarers during the COVID-19 pandemic: A cross-sectional study. *BMJ Open*, 11, e048660. <https://doi.org/10.1136/bmjopen-2021-048660>

<sup>3</sup> Shan, D. (2021). Occupational health and safety challenges for maritime key workers in the global COVID-19 pandemic. *International Labour Review*. <https://doi.org/10.1111/ilr.12220>

location, date and time of incident, etc.). This will allow for a more holistic approach to bringing international data together in a meaningful format for further analyses.

14. Maintaining confidentiality of seafarers will need to be considered as part of this approach. Before being made public, all seafarer fatality data shall be anonymized and free of any information that could identify seafarers, such as exact dates, vessel details and location of fatality.
15. The following simple taxonomy in Table 1 is proposed as a basis for further discussion:

**Table 1: Simple taxonomy for classifying fatalities at sea**

Seafarer Fatality	Illness/disease
Seafarer Fatality	Natural cause
Seafarer Fatality	Person Overboard (Presumed Deceased)
Seafarer Fatality	Occupational accident
Seafarer Fatality	Suicide
Seafarer Fatality	Alleged Suicide
Seafarer Fatality	Other

16. An amendment to the MLC, 2006 Part A of the Code is proposed to support the collation of this dataset by the ILO. The intent would be to strengthen reporting requirements by the competent authority under *Section A.4.3.5* on the MLC (2006) with a view that this be revised to allow the data to be collated and reported appropriately to the ILO.

Standard	Guideline	Current text	Proposed text
Standard A.4.3.5	MLC, 2006	5. The competent authority shall ensure that: (a) occupational accidents, injuries and diseases are adequately reported, taking into account the guidance provided by the International Labour Organization with respect to the reporting and recording of occupational accidents and diseases; (b) comprehensive statistics of such accidents and diseases are kept, analysed and published and, where appropriate, followed up by	5. The competent authority shall ensure that: <b>(a) all fatalities are adequately recorded, coded as per table 1 and reported on an annual basis to the International Labour Organisation to be captured in the global fatalities at sea register</b> (b) occupational accidents, injuries and diseases are adequately reported, taking into account the guidance provided by the International Labour Organization with respect to the reporting and recording of

		<p>research into general trends and into the hazards identified; and (c) occupational accidents are investigated.</p>	<p>occupational accidents and diseases; (c) comprehensive statistics of such accidents and diseases are kept, analysed and published and, where appropriate, followed up by research into general trends and into the hazards identified; and (d) occupational accidents are investigated.</p>
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17. It is also proposed that this be supported with further detail for reporting contained in Part B to ensure proper Guidance in this regard.

18. In addition, the *Guidelines for implementing the OSH provisions* of the MLC, 2006 could be updated support this change.

Date: 27 October 2021

Item No:13

Submitted by: AMSA

## Relevant safety guidance

### PURPOSE

1. To provide the Council with information on relevant safety guidance (Maritime Safety Awareness Bulletin, Marine Notice on pilot ladders and Wellness at Sea campaign) released by AMSA since the last meeting in June.

### BACKGROUND

#### Maritime Safety Awareness Bulletin September 2021 issue

2. The 14th issue of the Maritime Safety Awareness Bulletin – [Navigation Safety: Using Electronic Chart Display and Information Systems \(ECDIS\)](#), was published in September 2021. This issue focuses on navigation safety, particularly on issues associated with the use of ECDIS.
3. A recent review of the usability and applicability of ECDIS by the UK's Marine Accident Investigation Branch and the Danish Maritime Accident Investigation Board concluded that, from a user perspective, ECDIS does contribute to safe navigation. However, the challenges that have accompanied its introduction remain problematic.
4. One of the strategies to improve navigation safety is to ensure there is an effective safety management system. This is critical for managing training and familiarisation of the ship's navigation equipment such as ECDIS. The safety management system will also identify and address shortfalls in procedures involving voyage planning and position verification.

#### Marine Notice – Fatal accidents from pilot ladders

5. In August 2021, AMSA received notification of the death of a crewmember who fell into the water while climbing down the pilot ladder of a bulk carrier to board a crew transfer boat. On 6 October 2021, AMSA published a [marine notice](#), highlighting the need to ensure safe arrangements are in place when embarking or disembarking a vessel using a pilot ladder was subsequently released.
6. Embarking and disembarking a vessel using a pilot ladder is a high-risk activity. Failing to provide safe access can be fatal. A risk assessment for safe transfer of people by pilot ladder, or other means, should be part of the vessel's safety management system. Pilot ladders and associated equipment must comply with international standards (SOLAS V/23), be certified, and properly maintained.
7. This marine notice was emailed to over 4000 stakeholders with a social media promotion conducted to support its release.

## Wellness at sea campaign

8. The Wellness at Sea awareness campaign was initiated by the Sailor's Society and AMSA. The campaign aims to contribute to an industry-wide conversation about wellbeing and mental health and to provide industry and their families with resources to stay mentally fit.
9. AMSA website is the information hub for all campaign materials, including guidance and free resources – video, podcast, reading and posters/booklet for industry to access and download. The content developed for this campaign can be accessed at <https://www.amsa.gov.au/wellness-sea/wellness-sea>.
10. The campaign started on 28 June 2021 and will run for 27 weeks with a different theme every 3 weeks. Each cycle has an action to motivate seafarers, families and shore staff to engage with the topic. Currently heading into Cycle 6.
  - Cycle 1: An introduction
  - Cycle 2: help in a crisis
  - Cycle 3: your wellbeing
  - Cycle 4: social wellness
  - Cycle 5: emotional wellness
  - Cycle 6: Physical wellness
  - Cycle 7: intellectual wellness
  - Cycle 8: spiritual wellness
  - Cycle 9: Wrap-up
11. AMSA has obtained positive responses from this campaign. AMSA has received high numbers of browsers from Australia followed by India, then the US, Egypt and the Philippines.

## RECOMMENDATION

That the Council note the information in this paper.



## ► Fourth Meeting of the Special Tripartite Committee of the MLC, 2006 – Part I (19-23 April 2021)

### ► Resolution concerning COVID-19 vaccination for seafarers

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The Special Tripartite Committee established by the Governing Body of the ILO under Article XIII of the Maritime Labour Convention, 2006, as amended (MLC, 2006), on the occasion of the first part of its fourth meeting, which took place virtually from 19-23 April 2021,

Noting that, under Article XIII of the MLC, 2006, the Governing Body of the ILO shall keep the working of the MLC, 2006 under continuous review through this Committee,

Noting also Article I (2) of the MLC, 2006, which requires that ratifying States shall cooperate with each other for the purpose of ensuring the effective implementation and enforcement of the Convention; Article III which obliges ratifying States to respect the fundamental rights and principles; Article V (6) that requires that ratifying States shall prohibit violations of the requirements of the Convention,

Noting with great concern the threat posed to human health by COVID-19,

Recognizing the importance of maritime transport and the role of seafarers as key workers,

Stressing the challenging living and working conditions at sea faced by seafarers due to COVID-19,

Recalling the Joint Statement of the International Civil Aviation Organization (ICAO), the International Labour Organization (ILO), the International Maritime Organization (IMO), the World Health Organization (WHO) and the International Organization for Migration (IOM), of 25 March 2021<sup>1</sup>, calling on Governments to prioritize seafarers and aircrew in their national COVID-19 vaccination programmes together with other essential workers,

Recalling the United Nations General Assembly Resolution on international cooperation to address challenges faced by seafarers as a result of the COVID-19 pandemic to support global supply chains adopted on 1 December 2020<sup>2</sup>, and the Resolution of the Governing Body of the International Labour Office concerning maritime labour issues and the COVID-19 pandemic adopted on 8 December 2020<sup>3</sup>,

Mindful of difficulties with the rolling out of vaccination programmes, particularly in the countries of origin, residence or transit of seafarers and;

Conscious that combating the pandemic requires solidarity, multilateral cooperation and a collective response;

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<sup>1</sup> [https://www.ilo.org/wcmsp5/groups/public/---ed\\_dialogue/---sector/documents/statement/wcms\\_777033.pdf](https://www.ilo.org/wcmsp5/groups/public/---ed_dialogue/---sector/documents/statement/wcms_777033.pdf)

<sup>2</sup> <https://www.undocs.org/en/A/75/L.37>

<sup>3</sup> [wcms\\_760649.pdf \(ilo.org\)](https://www.ilo.org/wcmsp5/groups/public/---ed_dialogue/---sector/documents/statement/wcms_760649.pdf)

Recognizing the challenges relating to transport restrictions, availability of approved or authorized vaccines, the current two-stage vaccination process, which means that seafarers may be at different locations when they receive each dose and the uncertainty as to when they may be considered adequately protected;

Recognizing the ongoing need for governments and shipowners to continue to protect seafarers' health and safety through preventative and protective measures;

Calls upon Members, in consultation and cooperation with shipowners' and seafarers' organizations, to carry out a mapping exercise, in order to assist with the procurement of adequate supplies of vaccines for the inoculation of seafarers in their country of residence or other appropriate location;

Calls upon all relevant UN bodies to recognize the need for a collective approach to secure the number of vaccines identified as being required by the mapping exercise;

Calls upon governments, in accordance with their national vaccination programmes, to make supplies of WHO Emergency Use List (WHO-EUL) vaccines available for seafarers on ships visiting ports in their territories, in order to facilitate necessary crew changes and minimise disruption to global supply chains;

Calls upon governments to consider establishing vaccination hubs for seafarers in ports where there is sufficient capacity, where significant numbers of ships call and where sufficient supplies of WHO-EUL vaccines can be made available;

Encourages States to accept vaccines given to seafarers by other States, particularly if a national, regional or other form of vaccine certification is required to permit movement of individuals;

Encourages governments, in consultation with shipowners' and seafarers' organizations and in coordination with the WHO and IMO, to consider the possibility of establishing an international programme for seafarers that will facilitate access to vaccination ashore, including where seafarers are joining or leaving a ship or taking shore leave; and

Calls upon Members to ensure that seafarers are provided with access to COVID-19 vaccination at the earliest opportunity.

## ► **Fourth Meeting of the Special Tripartite Committee of the MLC, 2006 – Part I (19-23 April 2021)**

### ► **Resolution concerning the implementation and practical application of the MLC, 2006 during the COVID-19 pandemic**

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The Special Tripartite Committee established by the Governing Body of the International Labour Office under Article XIII of the Maritime Labour Convention, 2006, as amended (MLC, 2006), on the occasion of the first part of its fourth meeting, which took place virtually from 19-23 April 2021,

Noting that, under Article XIII of the MLC, 2006, the Governing Body shall keep the working of the MLC, 2006 under continuous review through this Committee,

Noting also Article I(2) of the MLC, 2006, which requires that ratifying States shall cooperate with each other for the purpose of ensuring the effective implementation and enforcement of the Convention; Article III which obliges ratifying States to respect the fundamental rights and principles; Article V(6) that requires that ratifying States shall prohibit violations of the requirements of the Convention,

Noting further that the Preamble of the MLC, 2006 recalls that Article 94 of the United Nations Convention on the Law of the Sea, 1982, establishes the duties and obligations of a flag State with regard to, inter alia, labour conditions, crewing and social matters and Article V(2) of the MLC, 2006, which requires that each ratifying State shall exercise its jurisdiction and control over ships that fly its flag by establishing a system of ensuring compliance with the requirements of the Convention,

Noting also the COVID-19 pandemic declared by the World Health Organization (WHO) on 11 March 2020 and the resulting control measures introduced and still applicable in many countries,

Recalling that many of these control measures have caused seafarers all over the world to be prevented from exercising their rights to repatriation, maximum periods of shipboard service, shore leave, medical treatment ashore and access to shore-based welfare facilities to which they are entitled under the MLC, 2006,

Recalling also the observations contained in the Report of the Committee of Experts on the Application of Conventions and Recommendations (CEACR) adopted at its 91<sup>st</sup> session (2020)<sup>1</sup> referring to the increased importance of the MLC, 2006 during the pandemic and that the MLC, 2006 is intended to set the minimum standards to be observed by ratifying States, and that non-observance of fundamental rights during such a time may render the Convention meaningless,

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<sup>1</sup> [https://www.ilo.org/ilc/ILCSessions/109/reports/reports-to-the-conference/WCMS\\_736204/lang-en/index.htm](https://www.ilo.org/ilc/ILCSessions/109/reports/reports-to-the-conference/WCMS_736204/lang-en/index.htm).

Recalling the Resolution of the Governing Body concerning maritime labour issues and the COVID-19 pandemic adopted on 8 December 2020 calling for global co-operation and full implementation of MLC, 2006,<sup>2</sup>

Recalling also the United Nations General Assembly Resolution on international cooperation to address challenges faced by seafarers as a result of the COVID-19 pandemic to support global supply chains adopted on 1 December 2020,<sup>3</sup>

Having noted the Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic, which was proposed by a broad cross section of global industry associations representing the maritime transportation sector and enjoying consultative status at the International Maritime Organization (IMO) (MSC.1/Circ.1636), and which is promoted by the ILO,

Noting also that there are seafarers who have lost their employment as a result of the pandemic and the consequent reduction or cessation of their employers' operations, whilst others have suffered poor health or deprivation, leading some to rethink the choice of career, which has implications for the future of shipping,

Noting with great concern that, more than a year after the declaration by the WHO of a pandemic, hundreds of thousands of seafarers remain impacted,

Noting that, in spite of the severe toll that the pandemic has taken on seafarers, they have continued to keep supply lines operational, ensuring the movement of essential food, fuel, medicines, medical equipment, vaccines and all other goods and commodities,

Noting that the requirements of the MLC, 2006 apply at all times and that there is no provision that allows them to be suspended under any circumstances,

Noting that the CEACR stresses that the notion of force majeure may no longer be invoked from the moment that options are available to comply with the provisions of the MLC, 2006, although more difficult or cumbersome, and urges ratifying States which have not yet done so, to adopt all necessary measures without delay to restore the protection of seafarers' rights and comply to the fullest extent with their obligations under the Convention,

Believing that the ability of shipowners to fulfil many of their duties to seafarers that are imposed on them by the MLC, 2006 depends on the cooperation of States and, in particular, their facilitation of seafarer repatriation, shore leave, transit and access to shore-based welfare services, and medical care including dental care,

Believing also that the fulfilment of all obligations under the MLC, 2006 by ratifying States is essential to ensure the health and safety of seafarers,

Noting further that national requirements for COVID-19 testing and quarantine measures implemented by governments have been applied to seafarers, in many cases disproportionately,

Requests the ILO to renew its call on Members to designate and treat seafarers as key workers and also to call on Members to take all necessary steps to ensure that seafarers:

- (i) can travel to and from their country or place of residence and their place of work,

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<sup>2</sup> [https://www.ilo.org/wcmsp5/groups/public/---ed\\_norm/---relconf/documents/meetingdocument/wcms\\_760649.pdf](https://www.ilo.org/wcmsp5/groups/public/---ed_norm/---relconf/documents/meetingdocument/wcms_760649.pdf).

<sup>3</sup> <https://www.undocs.org/en/A/75/L.37>.

- (ii) can transit between regions and States and within countries for the purposes of taking up employment, being repatriated, or for medical care including dental care ashore,
- (iii) are exempted from quarantine requirements, if any, upon arrival in the jurisdictions in which they join or leave their vessel, except where they test positive for COVID-19,
- (iv) can obtain medical care including dental care ashore when required,
- (v) can obtain shore leave and access to shore-based welfare services,
- (vi) are permitted to access training necessary for their employment, where it is available,
- (vii) are not required to stay on board a vessel longer than the period specified in their seafarer's employment agreement without their consent, and under no circumstances for longer than the maximum period of service stipulated by the MLC, 2006.

and to co-operate with each other to promote the wellbeing of seafarers and respect their fundamental rights and principles under the MLC, 2006;

Requests Members, in accordance with applicable national laws and regulations, to consider the acceptance of internationally recognized documentation carried by seafarers, including seafarers' identity documents delivered in conformity with the Seafarers' Identity Documents Convention, 1958 (No. 108) and the Seafarers' Identity Documents Convention (Revised), 2003, as amended (No. 185);

Requests Members, in accordance with applicable national laws and regulations, to consider temporary measures including waivers, exemptions or other changes to visa or documentary requirements that might normally apply to seafarers;

Requests that the ILO remind Members of the aforementioned Resolutions adopted by the ILO Governing Body and the UN General Assembly and of the IMO Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic;

Requests the ILO to call on Members to ensure that seafarers are provided with access to COVID-19 vaccination at the earliest opportunity as well as to promote the mutual acceptance of vaccine certificates, where issued, including when in transit to or from their ships and when taking shore leave, in order to protect their health and safeguard their ability to carry out their duties as key workers maintaining global supply chains;

Calls on Members and shipowners' and seafarers' organizations to work jointly to ensure the promotion and respect for seafarers' rights under the MLC, 2006;

Further recommends that the ILO Governing Body convey the contents of this Resolution to the United Nations Secretary-General with a request to convene an ad-hoc UN Inter-Agency Task Force to examine the implementation and practical application of the MLC, 2006 during the pandemic, including its impact on seafarers' fundamental rights and on the shipping industry.



**Coronavirus (COVID-19) – Joint IMO/ILO statement on upholding medical assistance obligations to seafarers and accelerating seafarer vaccination programmes**

1 The Secretary-General of IMO and the Director-General of ILO note with regret that almost 14 months after issuing the *Recommendations for port and coastal States on the prompt disembarkation of seafarers for medical care ashore during the COVID-19 pandemic* (Circular Letter No.4204/Add.23), seafarers are still struggling to access such care when needed. Advocacy from Member States, the maritime industry, social partners and seafarers themselves has once again brought the plight of seafarers to the fore.

2 As enshrined in ILO's Maritime Labour Convention, 2006, as amended (MLC 2006), it is incumbent upon Member States to ensure seafarers onboard ships in their territory are given access to medical facilities ashore, should they require immediate medical care, including dental care.<sup>1</sup> The legal obligation to render assistance to seafarers in distress, including medical assistance, is also an intrinsic component of various IMO conventions.

3 Notwithstanding international agreements, there is also a moral obligation to ensure seafarers can access medical care ashore without delay, whenever they need it, and to extend medical assistance on board should the need arise by allowing qualified doctors and dentists to visit ships. It is also important that a medical assessment be conducted prior to administering any treatment, which could include telemedicine assessment provided by international health providers. Receiving such care can be a matter of life or death for seafarers who fall ill while working on ships. The international community should do its utmost to support those who have maintained the global supply chain under pandemic conditions over the last 18 months and keep carrying on, often despite enormous personal hardships.

4 As COVID-19 vaccination programmes continue to be implemented around the world, it is imperative that Governments do not forget the lifeblood of international trade, the seafarers. Whilst they continue to ply their often-unsung trade, their importance has once again been brought into sharp focus as the global economy strives to shake off the effects of the pandemic. We once again urge Governments to recognize the strategic importance of the maritime sector and, in line with UN General Assembly resolution A/75/17, adopted on 1 December 2020, to designate seafarers as key workers<sup>2</sup> and to treat them as such by providing access to medical care. We would further urge Governments to prioritize seafarers in their national COVID-19 vaccination programmes, in accordance with the *WHO SAGE Roadmap for Prioritizing uses of COVID-19 Vaccines in the Context of Limited Supplies*, as updated on 16 July 2021, and to offer WHO-approved Emergency Use Listing (EUL) vaccines to ensure their vaccination status is recognized internationally.<sup>3</sup> We would also encourage Governments to recognize the role other marine personnel play in facilitating global trade and, wherever possible, to also vaccinate them on a priority basis.

<sup>1</sup> See *Resolution concerning the implementation and practical application of the MLC, 2006 during the COVID-19 pandemic*, adopted by the Special Tripartite Committee of the MLC, 2006 in April 2021.

<sup>2</sup> See Circular Letter No.4204/Add.35/Rev.7 for the current list of IMO Member States having notified IMO that they have designated seafarers (and other marine personnel, as appropriate) as key workers.

<sup>3</sup> The list of WHO-approved EUL vaccines is accessible at <https://extranet.who.int/pqweb/vaccines/covid-19-vaccines>.

5 Information received by IMO and ILO indicates that 24 countries have thus far answered the clarion call by implementing seafarer vaccination programmes, or signalling their intent to do so, in designated ports within their jurisdictions.<sup>4</sup> We are extremely grateful to these countries but urge more to step forward to accelerate, in particular, the vaccination of seafarers serving international shipping. Government agencies, industry, labour and seafarer welfare groups continue to work assiduously to facilitate and/or deliver vaccines for seafarers. However, much remains to be done. We shall continue to work with our sister UN agencies, Governments and industry bodies to address the ongoing needs of seafarers and to safeguard their basic rights, so that they may continue to facilitate the global economy.

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<sup>4</sup> A list of these countries and their constituent ports is accessible at <https://icma.as/vaccines/>