

**MARITIME LABOUR CERTIFICATE, 2006**

**Declaration of Maritime Labour Compliance – Part I**

**This Declaration must be attached to the ship's Maritime Labour Certificate**



**Sweden**

**Issued by the Swedish Transport Agency  
under the authority of the Government of Sweden**

**With respect to the provisions of the Maritime Labour Convention, 2006, the following referenced ship:**

**Name of the ship**

**IMO number**

**Gross tonnage**

**is maintained in accordance with Standard A5.1.3 of the Convention.**

**The undersigned declares, on behalf of the above mentioned competent authority, that:**

- (a) the provisions of the Maritime Labour Convention are fully embodied in the national requirements referred to below;**
- (b) these national requirements are contained in the national provisions referenced below; explanations concerning the content of those provisions are provided where necessary;**
- (c) the details of any substantial equivalencies under Article VI, paragraphs 3 and 4, are provided in the section provided for this purpose below;**
- (d) any exemptions granted by the competent authority in accordance with Title 3 are clearly indicated in the section provided for this purpose below; and**
- (e) any ship-type specific requirements under national legislation are also referenced under the requirements concerned.**

## **1. Minimum age (Regulation 1.1)**

*Chapter 4, Section 7, Ship Safety Act (2003:364) and Section 45, Seaman's Act (1973:282)*

The minimum age for work at sea is 16 years.

### **Night work**

*Section 5, Act on Periods of Rest for Seafarers (1998:958) and Chapter 6, Section 7, the Swedish Transport Agency's Regulations and General Advice (TSFS 2009:119) on Work Environment on board Ships*

Seafarers under the age of 18 may not perform work between 11 p.m. and 6 a.m. They shall have a minimum of 12 hours of uninterrupted hours of rest per day for night rest. Exceptions may be made if the uninterrupted night rest interferes with the effective carrying out of a training programme.

### **Hazardous work**

*Chapter 6, Section 5, the Swedish Transport Agency's Regulations and General Advice (TSFS 2009:119) on Work Environment on board Ships*

Seafarers under the age of 18 may not be engaged for or perform hazardous work on board ships.

“Hazardous work” include:

- work involving animals,
- work involving hazardous chemical substances,
- work involving mechanically powered technical devices, tools etc., and
- mooring work.

Exceptions may be made for seafarers who have reached the age of 16 if the work is part of an approved training programme or if the seafarer has completed vocational training for the work in question.

Seafarers under the age of 18 may not, under any circumstances, be engaged to perform the following work:

- Diving work
- Work which, concerning persons above the age of 18, may only be performed subject to special permission.
- Demolition work which, concerning persons above the age of 18, may only be performed subject to special permission.

## **2. Medical certificate (Regulation 1.2)**

Note: Swedish medical certificates can be either in digital or paper format. The digital medical certificates are searchable on Sjömanswebben on [www.transportstyrelsen.se](http://www.transportstyrelsen.se). When issuing medical certificates in paper format, the form “Medical Certificate” is to be used. The form is available on [www.transportstyrelsen.se](http://www.transportstyrelsen.se). After 31 December 2016, all medical certificates are to be issued digitally. The medical certificates in paper format will be valid no longer than until 31 December 2016. The Swedish medical certificates meet the requirements in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). A seafarer who has been refused a medical certificate may apply for a medical certificate with another medical doctor, who will then make a new assessment.

**Scope of the medical certificates**

***Sections 5, 7 and 18, Act on Enlistment (1983:929)***

Seafarers shall undergo regular medical examinations. Before entering his or her position at sea, a seafarer shall present a medical certificate which shows that he or she is not unsuitable for the position or the seafaring profession.

***The Swedish Transport Agency's Regulations (TSFS 2011:117) on Medical Certificate for Seafarers***

A medical certificate shall include the following:

- a) a going-over of the seafarer's health declaration,
- b) a general examination,
- c) an eyesight examination,
- d) a hearing examination, and
- e) an examination of the possible presence of tuberculosis.

**Issuing of medical certificate**

***Ordinance on Medical Certificate for Seafarers (1979:38)***

All medical doctors qualified to practise the medical profession in Sweden may issue medical certificates for seafarers. The head of the Ministry for Foreign Affairs appoints those medical doctors abroad who may issue medical certificates for seafarers. A list of approved medical doctors abroad is available at [www.transportstyrelsen.se](http://www.transportstyrelsen.se).

**Validity of the medical certificates and revocation of medical certificates**

***Sections 19-20, Act on Enlistment (1983:929)***

Medical certificates for seafarers below the age of 18 are valid for a maximum of 1 year. For seafarers above the age of 18, the medical certificates are valid for a maximum of 2 years. If the validity of the certificate expires while the ship is at sea, the certificate will nevertheless continue to be valid until the ship calls at the next port where there is a medical doctor qualified to issue medical certificates. However, the period between the expiry of validity of the medical certificate and the issuing of a new certificate may not exceed 3 months. The master shall ensure that the seafarer is examined by a medical doctor in the first port where an examination can be carried out.

If a seafarer's state of health has clearly changed for the worse within the period of validity of the medical certificate, the shipowner or the master may demand the seafarer to present a new medical certificate before entering his or her position. If there are special reasons, the Swedish Transport Agency may decide that a seafarer undergo a new medical examination. If this examination shows that, as a result of his or her state of health, the seafarer is unsuitable for his or her position or for the seafaring profession, the Swedish Transport Agency may, having first consulted the National Swedish Board of Health and Welfare, declare an already issued medical certificate to be no longer valid. The Swedish Transport Agency may make such a declaration even if the seafarer does not act on the decision that he or she undergo a medical examination.

### **3. Training and qualifications (Regulation 1.3)**

Note: Sweden is a party to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). In Swedish law, the provisions of the convention are found in Ordinance on Qualifications for Seafarers (2011:1533) and in the Swedish Transport Agency's Regulations and General Advice (TSFS 2011:116) on Training and Qualifications. Ordinance on Qualifications for Seafarers (2011:1533) describes, inter alia, the practical and theoretical knowledge required for a particular qualification to be issued. The Swedish Transport Agency's Regulations and General Advice (TSFS 2011:116) on Training and Qualifications, as may be amended, also covers the scope (rights) of the different qualifications.

#### ***Section 5, Paragraph 3, Act on Enlistment (1983:929)***

Before entering a position, the seafarer shall have the qualification required for that position.

#### **Basic Safety Training**

##### ***Chapter 4, Section 4, Government Ordinance on Ship Safety (2003:438)***

All sea personnel included in the safe manning of the ship as well as other personnel who may be expected to influence the safety of their own or surrounding ships or the surrounding environment, shall have completed basic safety training and possess sufficient language proficiency to be able to understand and forward safety information.

### **4. Seafarers' employment agreements (Regulation 2.1)**

Note: In Sweden, many of the issues regulated in Chapter 2, MLC 2006 are regulated by means of collective agreements.

#### **Collective agreements on board**

##### ***Section 58, Seaman's Act (1973:282)***

The master shall ensure that applicable collective agreements are available on the ship. On ships engaged in international trade, applicable collective agreements shall also be available in English.

#### **Written employment agreements and records of employment**

##### ***Sections 4 and 15, Seaman's Act (1973:282) and Section 6c, Employment Protection Act (1982:80)***

The shipowner is obliged to ensure that a written employment agreement about work on board the ship is drawn up with the seafarer. The shipowner shall provide the seafarer with a record of employment when the seafarer enters his or her position. The record of employment shall contain information about the seafarer's position and work on board. When the seafarer leaves his or her position on board, the shipowner or the master shall state this in the record of employment. The employment agreement shall also contain at least the following information:

- name and address of the shipowner and the seafarer, the date on which the employment begins and place of work,
- a brief specification or description of the seafarer's duties; occupational title
- whether the employment is for an indefinite or limited period of time, or whether it includes a trial period, and
  - a) for employment for an indefinite period of time: valid periods of notice
  - b) for employment for a limited period of time: the last day of employment or the conditions for termination of the employment and which type of time-limited employment it is,
  - c) for employment with a trial period: the length of the trial period,
- commencing salary, other emoluments and the regularity of payments,

- the length of the employee's paid holiday and the length of the employee's normal working day or working week, and
- applicable collective agreements, if any.

Deviations from the contents in the employment agreement may be made by means of collective agreements.

### Periods of notice

#### **Sections 11 and 30, Employment Protection Act (1982:80)**

For shipowners and seafarers alike, the minimum period of notice is 1 month. A shorter period of notice may be laid down by means of collective agreements.

## **5. Recruitment via private recruitment and placement services for seafarers (Regulation 1.4)**

### Ban on private recruitment and placement services

#### **Section 3, The Private Employment Agencies and Temporary Labour Act (1993:440)**

Running private recruitment and placement services is prohibited in Sweden.

## **6. Hours of work and hours of rest (Regulation 2.3)**

### Hours of rest

#### **Sections 3-4 and Section 7b, Act on Periods of Rest for Seafarers (1998:958)**

Seafarers are entitled to hours of rest. The hours of rest should be planned in such a way that seafarers can rest one day per week and on public holidays. The hours of rest may not be less than

1. 10 hours during each 24-hour period
2. 77 hours during each seven-day period.

Hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours. Hours of rest do not include shorter breaks. Hours of work for seafarers must not exceed an average of 48 hours per week during a calculation period of 12 months.

Exceptions from the provisions on hours of rest and hours of work may be made by means of collective agreements. As far as possible, the exceptions shall correspond to the prescribed hours of rest and hours work. Frequent or extended leaves, or granting of compensatory leave may, however, be taken into account. An exception may not be made in such a way that it is contrary to the ship's minimum safe manning document.

### Deviations from periods of rest

#### **Section 6, Act on Periods of Rest for Seafarers (1998:958), and Section 5, the Swedish Maritime Administration's Regulations (SJÖFS 2003:9) on Periods of Rest for Seafarers**

1. Deviations from the periods of rest may be made in order to:
2. prevent imminent danger to life, ship or cargo,
3. assist persons in distress at sea, prevent imminent danger to ship traffic, or assist ships and those on board following a collision,
4. participate in a safety drill prescribed by national laws and regulations or by international instruments,
5. carry out an action called for by an authority in port,
6. carry out an action brought about by a reduction of the crew during a voyage, and

7. carry out another action which admits no delay and which has not been possible to plan beforehand.

The seafarer shall, as soon as possible, be compensated with a period of rest of sufficient extent if such a deviation has been made. Deviations from the hours of rest shall be entered under the heading "Observations" in the hours of work and hours of rest logbook. A reference shall also be made to the particular paragraph in Section 6, Act on Periods of Rest for Seafarers (1998:958) which is invoked.

#### **Shipboard working arrangements**

##### ***Section 9, Act on Periods of Rest for Seafarers (1998:958), and Section 2, the Swedish Maritime Administration's Regulations (SJÖFS 2003:9) on Periods of Rest for Seafarers***

The master is responsible for ensuring that there is a table with the shipboard working arrangements on the ship. The shipboard working arrangements shall contain information about the seafarers' working schedule at sea and in port as well as the minimum hours of rest prescribed in valid provisions or collective agreements. The shipboard working arrangements shall be posted in full view and in an easily accessible place on board.

Shipboard working arrangements for hours of rest for seafarers shall be designed in accordance with annex 1 to SJÖFS 2003:9. The shipboard working arrangements shall be drawn up in Swedish, or in another language if Swedish is not the working language of the ship, and in English. From the shipboard working arrangements (under "observations") it shall be clear whether or not exceptions from the hours of rest have been made by means of collective agreements. Collective agreements whereby exceptions from the provisions on hours of rest have been made shall be kept available for the individual seafarer and the trade-union organizations representing the seafarers, as well as when inspections are carried out. The shipboard working arrangements, or a copy of them, shall be signed by the master or the person authorized by the master, and by the seafarer in question. The shipboard working arrangements shall be kept for at least three years.

#### **Hours of rest logbooks**

##### ***Section 10, Act on Periods of Rest for Seafarers (1998:958) and Section 3, the Swedish Maritime Administration's Regulations (SJÖFS 2003:9) on Periods of Rest for Seafarers***

The master or the person designated by the master shall ensure that a record of hours worked is being kept on the ship. This record shall be kept available when inspections are carried out.

The seafarers, in person or through somebody else, are entitled to examine and have their own copy of the record. Trade-union organizations representing the employees are also entitled to do so.

The hours of work shall be recorded electronically or in a paper logbook. The logbook shall be designed in accordance with annex 2 to SJÖFS 2003:9. In addition, the logbook shall contain clear information on the hours of rest and at which point during each 24-hour period they have taken place. The hours of work shall be recorded regularly and entered in the logbook at least once per seven-day period. The hours of rest logbook, or a copy of it, shall be signed by the master or the person authorized by the master, and by the seafarer in question. Hours of work and hours of rest logbooks shall be kept for at least three years.

## **7. Manning levels (Regulation 2.7)**

*Chapter 2, Section 4 and Chapter 3, Section 10, Ship Safety Act (2003:364) and Chapter 4, Sections 19-20 and Section 24, Government Ordinance on Ship Safety (2003:438)*

Ships shall be manned in a way that ensures safety. Ships shall have a minimum safe manning document, which shall be kept on board in the original or as a copy. The minimum safe manning document shall be posted in an easily accessible place on board.

When deciding on the minimum safe manning of a ship, special attention shall be paid to the way the work on the ship is organised, to the legal or contractual provisions ruling the personnel's regular working hours and, concerning ships with a passenger safety certificate, to whether the number of personnel is sufficient to manage life boats, life floats and other life-saving equipment. For a voyage which under normal circumstances requires more than twelve hours of uninterrupted navigation, the ship shall be sufficiently manned for the personnel to be divided up into the necessary number of watches. The same applies to other situations when the nature of the voyage is such that the work must be divided into shifts.

During a voyage, the manning must be such that a sufficient number of personnel can be partitioned off for catering service. If, in accordance with valid regulations, the ship shall be equipped with internal communication system, there must also be personnel to make possible the competent use of the system. When deciding on the minimum safe manning, attention shall also be paid to whether one employee can perform duties within several of the fields of work referred to below, whether maintenance work is to be performed by a special, land-based organization and whether the engine room must be under constant watch.

A minimum safe manning shall be of such size and composition that the ship is provided with sufficient personnel for manoeuvring and navigation; for operation and surveillance of the engines; for such necessary maintenance of the ship and its equipment that is of importance for the safety; for fire-protection and life-saving services; for radio services; and for supply service.

## **8. Accommodation (Regulation 3.1)**

Note: Sweden is a party to Accommodation of Crews Convention (Revised), 1949 (No. 92) and Accommodation of Crews (Supplementary Provisions) Convention, 1970 (No. 133). The provisions have been incorporated into Swedish law through the Swedish Maritime Administration's Decree (SJÖFS 1970:A4) on Accommodation and Galley spaces etc. on Ships, and the Swedish Maritime Administration's Decree (SJÖFS 1992:6) with Regulations and General Advice on the Crew's Accommodation on Ships etc. In agreement with ILO conventions no. 92 and 133, these regulations contain provisions on, inter alia, crew cabin size, mess rooms, toilet spaces, ventilation and lighting. Regulation 3.1 in MLC, 2006 has been incorporated into Swedish law through the Swedish Transport Agency's Regulations (TSFS 2013:68) on Accommodation Spaces on board Ships Covered by MLC, 2006.

- Ships built 19 May 1970 or later, but before 30 April 1992, shall meet the requirements in SJÖFS 1970:A4.
- Ships built 1 May 1992 or later, but before 19 August 2013, shall meet the requirements in SJÖFS 1992:6.
- Ships built 20 August 2013 or later shall meet the requirements in the Swedish Transport Agency's Regulations (TSFS 2013:68) on Accommodation Spaces at Sea.

All ships, regardless of construction date, shall meet the requirements in Chapter 4, Section 3, Ship Safety Act (2003:364).

***Chapter 4, Section 3, Ship Safety Act (2003:364)***

Ships shall offer the seafarers a satisfactory accommodation and recreation environment. There shall be a sufficient number of sleeping rooms, day rooms, mess rooms, kitchens or equivalent spaces for cooking, sanitary spaces for personal care, sickrooms and other spaces especially adapted for the seafarers' personal needs, convenience and comfort. All these spaces shall be of sufficient size, and suitably arranged and equipped.

**Ceiling height**

***Chapter 3, Section 21, TSFS 2013:68***

All accommodation spaces shall have sufficient ceiling height. The ceiling height may not be less than 203 cm in accommodation spaces where full freedom of movement is necessary.

**Climate**

***Chapter 3, Section 9, TSFS 2013:68***

Accommodation spaces and workshops shall be sufficiently insulated against heat and cold. The insulation shall be made in such a way that thermal bridges are avoided. Whenever required, measures against cold draught shall be taken.

**Location of the accommodation**

***Chapter 3, Sections 1-3, TSFS 2013:68***

The crew cabins shall be located astern of the forward collision bulkhead and entirely above the summer load line.

A crew cabin shall be directly connected with pertaining sanitary space and corridor.

There must be no direct entrances to the cabins from holds, engine room, kitchen spaces, storerooms, drying rooms or common sanitary spaces; the part of a bulkhead which separates such a space from a cabin and from the exterior bulkhead of a cabin, shall be made of steel or other approved material, so as to be water- and gasproof.

**Material requirements**

***Chapter 3, Section 20, TSFS 2013:68***

Walls, ceilings and floors shall be made of suitable materials which are easy to clean and helps create a healthy environment.

**Lighting and drainage**

***Chapter 3, Sections 8 and 19, TSFS 2013:68***

Accommodation areas shall have sufficient drains. Food handling spaces, sanitary spaces, dressing-rooms and other spaces where spillage is likely to occur and daily washes are required, shall have a sufficient number of floor drains and/or gutters. The floors in such spaces shall be so sloped as to make drainage possible even in conditions of unfavourable list and trim. All drains from hospital accommodation shall be led to black water drains.

The ship's accommodation spaces shall be fitted with acceptable electric lighting. Cabins, mess rooms and common day rooms shall, in addition, have access to daylight.



**Work environment (including levels of noise and vibration as well as exposure to chemicals)**

Note: General provisions on the design of the work environment on board ships are found in the Swedish Transport Agency's Regulations and General Advice (TSFS 2009:119) on the Work Environment on board Ships. As a basis, these regulations are applicable to all Swedish ships, regardless of their year of construction, where employees perform work on board on the account of a shipowner.

***Chapter 3, Section 16, TSFS 2013:68***

Accommodation spaces and recreational spaces shall be located in that part of the ship where disturbing noise from the main sources of noise, such as propeller, propulsion machinery and auxiliary machinery, might be expected to influence the least. Cabins may not be located immediately above a propeller. Cabins shall be located so as to minimize the influence of the sound of steps from foot passages and the influence of other disturbing sounds from adjacent spaces.

**Heating and ventilation**

***Chapter 3, Sections 10-11, TSFS 2013:68***

Cabins, mess rooms, common day rooms, workshops and similar spaces shall have heating appliances of sufficient capacity. A ship whose greatest length is 24 m or more shall have a central heating appliance.

Cabins and mess rooms shall be sufficiently ventilated. Ventilation appliances for accommodation spaces and workshops shall be natural or mechanical. However, on ships whose greatest length is 50 m or more, such a ventilation appliance shall be mechanical. All sanitary spaces shall have fresh air ventilation, independent of other parts of the ship's accommodation spaces. If possible, the hospital accommodation shall have separate ventilation ducts, intended for the hospital accommodation only. If arranging separate ventilation ducts is not practicable, clack valves shall be installed in the ventilation ducts of the hospital accommodation.

A ship which operates in sea areas where air-conditioning equipment may be required to obtain a tolerable indoor climate shall be equipped with air-conditioning equipment of sufficient capacity.

**Crew cabins**

***Chapter 3, Sections 24-28, TSFS 2013:68***

Men and women shall have separate sleeping rooms. Each seafarer who is part of the ship's greatest crew and lives on board shall have his or her own cabin with a pertaining sanitary space. The cabin, sanitary space excluded, shall have a minimum floor area as follows:

In a single crew cabin the floor area may not be smaller than:

- 7 m<sup>2</sup> on ships with a length over all of 100 meters or more,
- 6 m<sup>2</sup> on ships with a length over all of 50 to 100 meters,
- 5 m<sup>2</sup> on ships with a length over all of 24 to 50 meters, and
- 3 m<sup>2</sup> on ships with a length over all of 15 to 24 meters.

The Swedish Transport Agency may, after consulting the shipowner and seafarer organizations concerned and when it is reasonable, in view of the size of the ship and the number of persons on board, exempt ships with a gross tonnage less than 200 from the requirement of a minimum cabin floor area of 4,5 m<sup>2</sup>.

When calculating the floor area, the area occupied by sleeping-berth, cupboard, chest of drawers or seat may, in addition to the area which is free of furniture, be included in the calculation. On passenger ships with a gross tonnage of 10000 or more, the requirement for each seafarer who is part of the ship's greatest crew and lives on board to have his or her own cabin with a pertaining sanitary space may, in some cases, be waived during seasons when these passenger ships need extra personnel. Masters, chief mates, chief engineers and second engineer officers shall, in addition to their cabins, have an adjacent private day room or an equivalent additional space. The Swedish Transport Agency may, after consulting the shipowner and seafarer organizations concerned, exempt ships with a gross tonnage less than 3000 from the requirement prescribing an adjacent day room.

A cabin for a seafarer shall be suitably furnished for the purpose of rest, relaxation, relations, reading, writing and recreation. The furniture in each cabin shall include a wardrobe of at least 475 litres and a chest of drawers or an equivalent space of at least 56 litres. If the chest of drawers is built into the wardrobe, the total volume shall be at least 500 litres. The wardrobe shall be fitted with a shelf, and it shall be possible for the inhabitant to lock the wardrobe to prevent unwarranted entry. Each cabin shall be furnished with a table or desk, which may be of a fixed, folding or extendible type, and with comfortable seating furniture as required. The inside dimensions of the sleeping-berth shall be at least 198x80 centimetres, but should, if possible, be 200x90 centimetres.

### **Mess rooms**

#### ***Chapter 3, Sections 35-36, TSFS 2013:68***

There shall be a special space, a mess room, for meals. Mess rooms shall be comfortable, of sufficient size and well furnished and equipped. Refreshments shall be permanently available. The mess rooms shall be designed taking into account the number of seafarers that might be expected to use them simultaneously. The mess rooms may be common or separate.

When calculating the size of a ship's mess room, the following shall be taken into account: the mess room shall have room for the ship's greatest crew, including waiting staff and other service staff, increased by 20 per cent. If the crew numbers more than 40 persons, however, the minimum number of seats in the mess room may be calculated according to the formula 35 plus the number of the crew divided by 3.

### **Sanitary spaces**

#### ***Chapter 3, Sections 30-32, TSFS 2013:68***

In addition to the sanitary spaces in their cabins, all seafarers shall have easy access to sanitary spaces on board, which meet minimum standards regarding health, hygiene and reasonable comfort and which are separate for men and women.

It shall be possible to supply washbasins and showers with hot and cold water from the drinking-water system via a mixing tap.

There shall be toilets:

- in direct connection to the hospital accommodation,
- in the immediate proximity of the engine control room,
- in the immediate proximity of the navigation room,
- near the kitchen for catering personnel,
- near recreational spaces and mess rooms,
- near offices and reception spaces, and
- on ships with a gross tonnage of 3000 or more, appropriately located near open deck or holds, and accessible for personnel who are not part of the ship's crew.

The Swedish Transport Agency may, after consulting the shipowner and seafarer organizations concerned, exempt ships with a gross tonnage less than 3000 from the requirement prescribing the location of the toilets. Unless a toilet is located in direct connection to a crew cabin, the toilet door may only open into an anteroom or a corridor. A toilet may pertain to a sanitary space if the sanitary space pertains to the cabin.

### **Hospital accommodation**

#### ***Chapter 4, Sections 2-4, the Swedish Maritime Administration's Regulations and General Advice (SJÖFS 2000:21) on Medical Care and Dispensaries onboard ships***

In addition to a treatment room, a ship with a gross tonnage of 500 or more and a crew of at least 15 persons who are regularly engaged on voyages lasting for more than 3 days, shall have a hospital. The treatment room and the hospital may form a joint hospital accommodation. A separate sanitary space shall be located adjacent to the hospital accommodation. If the number of employees is more than 20, the hospital shall be equipped with two beds. If each employee in the ship's greatest crew has his or her own cabin including sanitary space, beds in the hospital may be dispensed with.

The on board hospital accommodation shall be easily accessible, and maintained in such a condition that it can immediately be used for its purpose in all weather conditions. It shall be suitably designed and equipped to make possible prompt attention to patients. The hospital accommodation shall be such that it can provide the conditions necessary for acceptable medical care and supervision, and, in addition, be used as hospital. If the hospital accommodation is to be capable of being used for its purpose immediately, it is necessary to keep it tidy and refrain from using it as a storeroom or an extra cabin.

### **Laundry**

#### ***Chapter 3, Section 34, TSFS 2013:68***

There shall be a laundry room with appropriate equipment for taking care of clothes. When required, there shall also be a drying room.

The Swedish Transport Agency may, after consulting the shipowner and seafarer organizations concerned and when it is reasonable in view of the size of the ship and the number of persons on board, exempt ships with a gross tonnage less than 200 from the requirement prescribing a laundry room.

### **Offices**

#### ***Chapter 3, Section 41, TSFS 2013:68***

A ship with a greatest crew of at least twelve persons shall have an office for trade union work and safety committee activities. On all ships, the deck department and the engineering department shall have either one office each or one common office. Ships with a gross tonnage of more than 3000 shall have the following offices:

- one for the deck department personnel,
- one for the engineering department personnel, and
- one for the catering personnel.

These offices may share the same space.

The Swedish Transport Agency may, after consulting the shipowner and seafarer organizations concerned, exempt ships with a gross tonnage less than 3000 from the requirement prescribing offices.

### **Master's inspections**

#### ***Chapter 4, Section 6, Ship Safety Act (2003:364)***

The master shall watch over the living and health conditions on board.

#### ***Chapter 1, Section 5, TSFS 2013:68***

The master, or a person designated by the master, shall inspect the ship frequently. The inspections shall ensure that the cabins are kept clean, reasonably inhabitable and in good condition. The results of the inspections shall be documented and kept available for the purpose of examination.

## **9. Recreational facilities (Regulation 3.1)**

### **Recreational spaces and recreational facilities**

#### ***Chapter 3, Section 37-39, TSFS 2013:68***

There shall be a separate common dayroom intended for the crew's time off. When planning the design and equipment of such spaces, comfort and well-being shall be leading aims. There shall also be at least one place of sufficient size on open deck where the seafarers can spend their time off. In addition, there shall be suitable recreational facilities and amenities on board for the seafarers to make use of. The recreational facilities and the amenities shall meet the specific needs of seafarers who have to live and work on board. If required, ships with a gross tonnage of 3000 or more shall have separate recreational spaces suited for hobby activities, games, sports or other similar activities.

## **10. Food and catering (Regulation 3.2)**

### **Food and water**

***Chapter 4, Sections 5-6, Ship Safety Act (2003:364) and Section 3, Swedish Maritime Administration's Decree with Regulations and General Advice (SJÖFS 1994:8) on drinking water onboard ships***

The food for the seafarers shall be sufficient and of perfectly satisfactory quality. The food shall be suited to the different religious and cultural backgrounds of the seafarers. Water to cover the needs of the seafarers shall be easily available on board, in sufficient quantity and of perfectly satisfactory quality.

The master shall ensure that the ship carries food and water in sufficient quantity and of perfectly satisfactory quality. The master shall also watch over the living and health conditions on board.

Note: Provisions on food and on spaces for food-related activities are found in the Food Act (2006:804) and the EC regulations supplementing this act.

### **Cook and persons responsible for food on board**

***Chapter 4, Sections 9 b and c, Government Ordinance on Ship Safety (2003:438)***

***Chapter 4, Section 15 a, Ordinance on Qualifications for Seafarers (2011:1533)***

***Chapter 1, Section 9 a, the Swedish Transport Agency's Regulations (TSFS 2010:102) on Manning***

***Chapter 11, Section 16 a and Chapter 12, Section 8 a, the Swedish Transport Agency's Regulations and General Advice (TSFS 2011:116) on Training and Qualifications***

A seafarer working as a cook on board ships with a crew of 10 persons or more, shall possess a ship's cook certificate. Seafarers handling food on board ships with a crew of less than 10 persons, shall possess a certificate of training in food hygiene and personal care as well as in handling and keeping food on board ships.

To obtain a ship's cook certificate, the applicant shall be at least 18 years old and must have completed courses and obtained practical experience in the field of restaurants and food. To obtain a certificate of training in food hygiene and personal care as well as in handling and keeping food on board ships, the applicant must have completed such courses.

## **11. Health and Safety Protection and Accident Prevention (Regulation 4.3)**

### **Accident prevention on board**

***Chapter 3, Sections 2, 2a and 3, Work Environment Act (1977:1160) in conjunction with Chapter 4, Sections 8 and 9, Ship Safety Act (2003:364)***

The master shall take all the measures necessary to prevent the seafarer from being exposed to illness or accidents. A basis for this shall be the modification or replacement of everything that may result in illness or accidents, so that the risk of illness or accidents is eliminated. The master shall take into account the particular risk of illness and accidents which may be the result of the seafarer performing work alone. Premises, as well as machines, tools, protective equipment and other technical devices shall be well maintained.

The master shall plan, lead and check up on the activities systematically, in a way that will result in the work environment meeting the prescribed requirements for a good work environment. The master shall ensure that the seafarer acquires a sound knowledge of the conditions under which the work is performed, and that the seafarer is informed about the risks that the work may involve. The master shall make sure that the seafarer is adequately trained and knows what he or she has to observe in order to avoid the risks involved in the work. The master shall ensure that only seafarers who have received adequate instructions are admitted into areas where the risk of illness or accidents is evident. By adapting the working conditions or taking other appropriate measures, the master shall take into account the seafarer's specific capability for the work. When planning and organizing the work, it is to be taken into account that people's capability to perform duties differ. The master shall ensure that no minors are engaged for or performs work on board which involves a risk of accident, overstrain or other injurious influence on the minor's health and development.

**Reporting and analysing occupational accidents on board**

***Chapter 3, Section 2 a, Work Environment Act (1977:1160) in conjunction with Chapter 4, Section 9, Ship Safety Act (2003:364)***

The master shall analyse occupational injuries, continuously go over the risks involved in the activities, and, based on this, take the appropriate measures. Measures which cannot be taken immediately shall be scheduled. To the extent required by the activities, the master shall document the work environment and the work to improve it. In this connection, plans of action shall be drawn up.

**Note:** Occupational accidents and near-accidents shall be reported to the Swedish Transport Agency. In addition, occupational injuries (including occupational diseases) shall be reported to the Swedish Social Insurance Agency. Provisions on the analysis and reporting of maritime accidents are found in the Swedish Maritime Code (1994:1009), the Accident Investigation Act (1990:712), the Accident Investigation Ordinance (1990:717) and “the Swedish Maritime Administration’s Decree with Regulations on the Reporting of Accidents at Sea and Notification of Maritime Declaration” (SJÖFS 1991:5).

**Safety management on board**

***Chapter 3, Section 9, Ship Safety Act (2003:364)***

Ships with a gross tonnage of 500 or more and passenger ships shall have an approved safety management system.

**Safety representative and safety committee**

***Chapter 4, Sections 10, 12 and 14, Ship Safety Act (2003:364)***

On a ship with at least five seafarers, there shall be one or several safety representatives. On a ship where the crew normally consists of at least twelve persons, there shall be a safety committee. If certain work on board presents immediate and serious danger to the life or health of anyone on board the ship and if this cannot be rectified immediately by consulting the master, the safety representative may decide that the work be interrupted.

**12. Medical care on board (Regulation 4.1)**

**Medical care free of cost**

***Sections 37-38a, Seaman’s Act (1973:282)***

A seafarer who is sick or injured is entitled to adequate care, including necessary dental care, on board the ship or ashore. The care also includes maintenance, medical treatment and medicine. The shipowner shall pay the cost for the care of a sick or injured seafarer who has a position on board a ship.

**Medical equipment and dispensary**

***Chapter 5, the Swedish Maritime Administration’s Regulations and General Advice (SJÖFS 2000:21) on Medical Care and Dispensary onboard ships***

A ship shall carry medicine and medical equipment determined in consideration of the size of the crew and the time left to a port at which the ship can call. Annexes to the regulations contain detailed provisions specifying which equipment and medicine that are required on board.

**Seafarers designated to provide first aid and medical care**

***Chapter 4, Section 9, Government Ordinance on Ship Safety (2003:438)***

***Chapter 2, Sections 5, 6 and 8, SJÖFS 2000:21 and the Swedish Transport Agency’s Regulations (TSFS 2010:102) on Manning***

Ships carrying 100 or more persons and ordinarily engaged on international voyages of more than three days' duration shall carry a qualified medical doctor who is responsible for providing medical care on board. A ship which does not carry a medical doctor shall have one or several seafarers designated to provide first aid and medical care in the crew. In addition to the paramedic or the paramedics who are responsible for handling the medical care on board, one or several members of the crew must have completed training in medical care to be able to take appropriate effective measures immediately in the event of an accident or illness. Seafarers responsible for the medical care on board who are not medical doctors shall have a Certificate of proficiency for medical care and meet the requirements in STCW.

**Medical advice via radio and satellite communication**

**Chapter 3, SJÖFS 2000:21**

On Swedish ships it is possible to obtain medical advice round the clock via Tele Medical Advice Services (TMAS), irrespective of where the ship is. When in contact with TMAS, the form "standard medical report form" shall be used. The form is found on [www.transportstyrelsen.se](http://www.transportstyrelsen.se).

**13. On board complaint procedures (Regulation 5.1.5)**

**Chapter 3, Section 11, the Swedish Transport Agency's Regulations and General Advice (TSFS 2018:27) on Maritime Certificates and Inspections**

The shipowner shall make sure that the seafarer is given a copy of the on board complaint procedures applicable on the ship. This copy shall include contact details for the Swedish Transport Agency and the competent authority in the state where the seafarer has his or her permanent residence. The copy shall also include the name of a person or persons on board the ship who, on the basis of confidentiality, may give the seafarers impartial advice about their complaints and in other ways assist them in following the complaint procedures at their disposal on board the ship. An example of the complaint procedure is found on [www.transportstyrelsen.se](http://www.transportstyrelsen.se).

**14. Wages (Regulation 2.2)**

**Sections 55-56, Seaman's Act (1973:282) and applicable collective agreements**

A seafarer's wages shall, at his or her request, wholly or partially be paid monthly to a one particular person in Sweden, or on the seafarer's account be put in a bank. The seafarer may, free of cost, engage a Swedish authority abroad to send wages from abroad to Sweden. The State is responsible for this consignment.

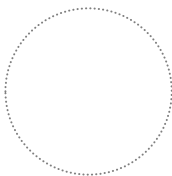
**15. Financial security for repatriation (Regulation 2.5)**

See under substantial equivalencies below.

**16. Financial security relating to shipowners liability (Regulation 4.2)**

**Chapter 39-42, 87 and 88 of the Swedish Social Insurance Code (2010:110) and collective bargaining agreements**

Regarding Standard A4.2 of the Convention, Sweden allows ships to sail without certificate or documentary evidence stating financial security. The Swedish Social Insurance Code entitles seafarers to financial security for any claim which relates to long-term disability or death of seafarers. In case of long-term disability, the financial security shall be in the form of annuity, sick pay and compensation for care and special aids. In case of death, the financial security is in the form of annuity to next of kin as well as compensation for funeral expenses. As a complement to the Social Insurance Code, the Shipowner can have collective bargaining agreements which include occupational group life insurance (TGL) and industrial injury insurance (TFA) for all seafarers on Swedish ships.



Name .....

Title .....

Signature .....

Place .....

Date .....

**Substantial equivalencies**

**(Note: Strike out the statement which is not applicable)**

**The following substantial equivalencies, as provided under Article VI, paragraphs 3 and 4, of the Convention, except where stated above, are noted (*insert description if applicable*):**

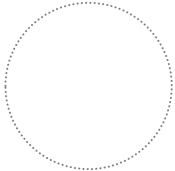
In derogation of Standard A2.5 (new amendments to financial security) of the Convention, Sweden allows ships to sail without certificate or documentary evidence stating financial security. The substantial equivalencies are stated in the following provisions:

***Section 19–21 of the Swedish Ordinance (1991:1379) on Foreign Missions’ Handling of Shipping Matters***

In case of abandonment, a seafarer shall engage a Swedish foreign mission to obtain financial assistance in reasonable amounts and without delay. Financial assistance shall be provided for medical care, repatriation and any other reasonable costs until the seafarer’s arrival at home.

***The Swedish Wages Guarantee Act (1992:497)***

The Swedish Wages Guarantee Act entitles seafarers to wages when a shipowner fails to pay contractual wages. Wages shall be provided when a Shipowner is bankrupt or in a process of company reorganization.



**Name** .....  
**Title** .....  
**Signature** .....  
**Place** .....  
**Date** .....

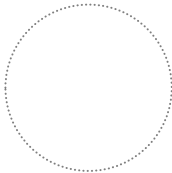
INFORMATION SECURITY

**Exemptions**

**(Note: Strike out the statement which is not applicable)**

**The following exemptions granted by the competent authority is provided in title 3 of the Convention are noted:**

**No exemption has been granted**



**Name** .....  
**Title** .....  
**Signature** .....  
**Place** .....  
**Date** .....

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