**Port Levy Protocol**

**Foundation – the Maritime Labour Convention 2006**

The Maritime Labour Convention, 2006 requires Members to ensure that shore-based welfare facilities are easily accessible and to promote the development of appropriate welfare facilities in designated ports.

MLC 2006 was adopted by the UK on 20 August 2013. It imposes a duty on those countries who sign up to it to:

* + ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and well-being
  + take measures to ensure that adequate welfare facilities and services are provided for seafarers in designated ports of call and that adequate protection is provided to seafarers
  + agree on the pooling of resources and the joint provision of welfare facilities in major ports so as to avoid unnecessary duplication

In accordance with national conditions and practice, financial support for port welfare facilities should be made available through *eg*

* + - * levies or other special dues from shipping sources;
      * voluntary contributions from ship owners, seafarers, or their organisations
      * voluntary contributions from other sources

Where welfare taxes, levies and special dues are imposed, they should be used only for the purposes for which they are raised.

The Maritime and Coastguard Agency issued MGN Notice 486 (M) in support of this on 13 September 2013.

**Administration -the Tees’ system**

The Tees system has been in place for 35 years and is administered as follows –

The levy system is an integral part of the PD Ports tariff, agreed and published annually.

The tariff identifies the levy as being for “seafarers’ charities” and “lifeboat and community related charities”.

The levy designated for “seafarers’ charities”, is collected from each vessel entering the port and determined by their gross tonnage. PD Ports renders this levy on a voluntary basis on the port dues account, and transfers over the total amount collected.

The amount designated for “seafarers’ charities” is paid into the bank account of the local North East Branch of the Institute of Chartered Shipbrokers.

The North East Branch of the Institute of Chartered Shipbrokers and the Tees and Hartlepool Port Users’ Association, in full session, have absolute discretion over the distribution of the sum to seafarers’ charities in terms of the amount collected and its distribution to relevant seafarers’ charities.

A meeting of the Executive Officers of both organisations held annually in September, reviews the past year and ratifies the division, any adjustments in payments (up or down) and the distribution of any surplus funds.

The Treasurer of the North East Branch of the Institute of the Chartered Shipbrokers makes payments by BACS transfer acting on the joint instructions of the two representative organisations.

Any requests for funds or adjustments of funds may be made by any relevant seafarers’ charities for consideration by both organisations meeting in full session.

**Who may apply and how**

Charities which come under to the Merchant Navy Welfare Board, the umbrella charity for the welfare of seafarers (and their dependents in the UK), and which promote welfare activities locally, and who subscribe to the International Christian Maritime Association tenet of faith based ecumenical care for the well being of seafarers and fishers may apply in writing to either organisation in the first instance but any application will be considered by both organisations in full session and endorsed by the Executive Officers.