

Extract from the 2014 annual report of the Department for Occupational Safety and Health at the Ministry of Social Affairs and Health

Shipping

As in 2013, OSH enforcement in shipping consisted of inspections concerning maritime labour certificates and periodic inspections. Accumulation of working hours and fatigue resulting from the small number of crew members remain the most serious occupational safety and health problems in the sector. For this reason, there is now more attention on adequate rest periods and the actual hours worked in the inspections. A total of 128 ships were inspected during the year in review and of these, 96 were small vessels with a gross tonnage under 200.

The Maritime Labour Convention of the International Labour Organization (ILO) entered into force in 2013. Under the Convention, all ships used in international traffic must be subject to port state control inspections. The inspections focused on seafarers' working and living environments and employment relationships. The first such inspections in Finland were carried out during the year in review.

OSH enforcement in shipping is partially carried out in cooperation with maritime safety authorities and priority has been on ensuring a smooth flow of communications.

The Act on the Working and Living Environment and Catering for Seafarers on Board Ships (395/2012) was amended in autumn 2014. Under the Act, the occupational safety and health authority must inspect all ships in international traffic and all ships of 200 gross tonnage or over in domestic traffic every three years. The purpose of the amendment was to make the inspections required for issuing maritime labour certificates, especially those required for interim maritime labour certificates, more specific and flexible.