This Study Critically Analyzes The Threat Posed By The Abandonment Of Seafarers To Various Aspects Of Ocean Health

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ABSTRACT

The seafarer abandonment continues to be a critical concern in the maritime industry, presenting considerable obstacles to the safeguarding of human rights. This paper examines the underlying issues that contribute to seafarers being abandoned and assesses the current legal frameworks and processes designed to protect their gender equality rights. The research commences by analyzing the fundamental factors that contribute to seafarer abandonment, environmental sustainability of well-being and good health, encompassing economic constraints, insufficient regulations, and the intricacies of international maritime legislation. This statement emphasizes how these variables give rise to loopholes that enable unethical ship-owners to take advantage of and desert seafarers, leaving them without sufficient provisions, salary, or a way to return to their home country. In addition, the report examines the involvement of flag states, port states, and international organizations in addressing the issue of seafarer abandonment. The statement emphasizes the significance of collaboration and coordination among parties to guarantee prompt intervention and assistance for seafarers who have been abandoned. In addition, the analysis takes into account the socio-economic consequences of seafarer abandonment on individuals, families, and communities. It highlights the importance of comprehensive strategies that tackle both current needs and long-term solutions

Keyword: *Socio-economic, seafarer abandonment, maritime industry, human rights*

1. INTRODUCTION

The maritime sector is still impacted by the distressing and ongoing problem of sailors being abandoned. It alludes to the unjust and malicious practice of intentionally leaving sailors stranded without adequate supplies, unpaid wages, and means of repatriation. Seafarers are subjected to severe physical, mental, and emotional challenges as a result of this phenomena, which also denies them access to fundamental rights.

The shipping industry's financial problems, reckless commercial practices, the use of flags of convenience, non-payment of wages, crewing and manning issues, loopholes in the law and regulations, and geopolitical complications are only a few of the underlying causes that can result in abandonment. Seafarers are made more vulnerable by the interaction of these elements, making them more open to abuse and abandonment. The abandonment are extensive and have negative effects on seafarers. They endure long-term negative effects on their physical and mental health, such as social isolation, starvation, exhaustion, work-related injuries, and PTSD. The rights and welfare of seafarers are threatened, making it urgently necessary to take decisive action to stop abandonment and assist those who have been harmed. Governments, international organizations, business partners, and marine organizations must work together to address the abandoning of seafarers. It calls for the improvement of vessel registration and monitoring, the strengthening of legislative frameworks, the enforcement of labour standards, increased financial stability inspections, and the development of support networks for impacted seafarers. This essay tries to examine the underlying causes and contributing elements that lead to the desertion of seafarers, the long-term effects on the affected people's physical and mental health, and the preventative steps that may be taken to aid in the rehabilitation and general well-being of seafarers. Understanding and addressing these problems will help us create a more just and equitable maritime sector that puts seafarers' rights and welfare first.

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1.2 DEFINITION

The term "abandonment of seafarers" refers to the case in which ship owners or operators do not uphold their legal and contractual commitments to their crew members, leaving them left on a ship or in a foreign port without enough food, money, or a way to get home. Many incidents are leads to abandonment occur as a result of financial issues that ship owners or operators have, such as bankruptcy, insolvency, or improper money management. When ship owners, charterers, or other maritime stakeholders disagree, it may result in the abandonment of seafarers as a result of the involvement of the ship in legal disputes. Ship owners may occasionally purposefully desert their boats and crew, shirk their responsibilities, and leave seafarers in dangerous situations.

1.3 ABANDONMENT'S EFFECTS:

Abandoned mariners frequently experience acute shortages of food, water, and other necessities. They might live in appalling conditions and lack access to quality healthcare. Typically, abandonment involves depriving seafarers of their legitimate earnings over an extended period of time. Their livelihoods are negatively impacted by this revenue loss, which also makes it harder for them to provide for their relatives back home. Long-term abandonment and loneliness, which sailors frequently suffer, can result in psychological anguish, anxiety, depression, and other mental health issues. Inadequate dietary intake and medical attention can lead to physical health problems. Due to a lack of maintenance and safety procedures, abandoned ships may become dangerous and pose dangers to the seafarers on board. In such dangerous circumstances, accidents, injuries, and even fatalities might happen.

FRAMEWORKS FOR THE LAW AND PROTECTION

To protect the rights and welfare of seafarers, international laws and agreements have been formed, addressing the subject of abandonment. The 2006 Maritime Labour Convention (MLC) of the International Labour Organization (ILO) lays out stringent guidelines for seafarers' working conditions, including clauses addressing pay, repatriation, and social security. Flag states are required to guarantee adherence to these requirements. It is the duty of flag states to supervise and enforce international laws on vessels flying their flags. They should make sure ship owners adhere to their responsibilities to seafarers and take the necessary steps in cases of desertion. Vessels implicated in abandonment cases or other significant violations may be inspected and detained by port states. They are essential in defending the rights of sailors and offering aid. Various maritime authorities and organizations, including the International Maritime Organization (IMO) and non-governmental organizations (NGOs), support abandoned sailors. In addition to social services and aid with legal actions against ship owners, they offer assistance with repatriation. To prevent the abandoning of seafarers and to assure their protection, efforts are being made to offer a safety net for seafarers in the event of abandonment, financial security measures such as required insurance or compensation funds for ship owners are being investigated. Strengthening Legal Frameworks to prevent abandonment and hold responsible parties accountable, countries are advised to enforce current laws and put tougher rules in place. Raising public knowledge of the problem encourages action and puts the rights of seafarers at the top of the priority list for governments, business stakeholders, and international organizations. Promoting moral and ethical conduct in the shipping sector, such as screening ship owners and operators, is one example of responsible business practices.

2.1 LEGAL INSTRUMENTS ARE EFFECTIVE IN RESISTING SEAFARER ABANDONMENT

The legal tools at our disposal, including the 2006 Maritime Labour Convention (MLC) of the International Labour Organization (ILO), are essential for preventing the desertion of seafarers and defending their rights. The efficiency of legal instruments, though, varies depending on a number of variables, including how well flag states, port states, and maritime agencies execute and enforce them. The efficiency of the tools may be compromised if these organizations do not sufficiently enforce the laws and hold ship owners responsible for their duties. The effectiveness of legislative measures in preventing abandonment rests on ship owners upholding their responsibilities. Some ship owners could willfully break the law by looking for loopholes or taking advantage of inadequate enforcement practices. Cooperation between flag states, port states, and other stakeholders is necessary to address desertion. The willingness of nations to cooperate, exchange information, and fight abandonment cases can have an impact on the success of legal tools. The MLC requires ship owners to have certain levels of financial security, however different countries may execute these criteria differently. In the event of abandonment, mandatory insurance or compensation funds can assist guarantee that sailors receive their pay and essential support. The implementation of these procedures and the availability of sufficient funding, however, determine how effective they are. Strong monitoring and reporting systems can increase the effectiveness of legal instruments. Authorities must promptly report incidences of abandonment and take appropriate action afterward if they are to address the problem and help the affected seafarers.

It is significant to note that incidents of abandonment continue to occur despite the existence of legal tools, showing that

more advancements are required to increase their efficacy. These tools are being strengthened, the enforcement processes are being improved, and the shipping industry is being encouraged to adopt ethical business practices. To guarantee that legal tools successfully prevent abandonment and protect seafarers' rights, ongoing examination, revisions, and international cooperation are crucial.

2.3 LEGAL MEASURES TO PREVENT ABANDONMENT OF SEAFARERS IN UK, INDIA, AND US: A COMPARATIVE STUDY

Depending on the country, different legislative measures may or may not be helpful in preventing the desertion of seafarers. Based on their respective legal systems and initiatives, let's compare the UK, India, and US. Through national legislation, the UK has put the MLC into effect, protecting seafarers' rights and working conditions on both UK-flagged and foreign-flagged vessels in UK seas. MLC compliance is enforced by the MCA. India is a signatory to the MLC as well, and the Merchant Shipping Act includes the MLC's stipulations. The MLC compliance is governed by the Directorate General of Shipping (DGS). Although the US has not signed the MLC, it continues to uphold strict labour laws and regulations, including as the Jones Act and the Maritime Transportation Security Act, to defend the rights of seafarers. UK Flag State Responsibilities in charge of making sure that international laws are followed as the flag state. On ships flying the UK's flag, the MCA performs inspections and enforces laws. India, as a flag state, is in charge of monitoring adherence to norms around the world. The DGS is responsible for keeping track of and enforcing rules regarding ships flying the Indian flag. The US Coast Guard is in charge of enforcing laws on ships flying the US flag and assuring compliance with local ordinances and international standards.

Port State Control inspects foreign-flagged vessels to ensure that they are in line with laws and norms around the world. The UK has a strong port state control system. India has port state control procedures in place to watch over ships entering its ports and make sure that both domestic and international laws are followed. The US Coast Guard also performs port state control to ensure that ships entering US ports comply with all relevant laws and requirements. Support Systems and Welfare Services Through groups like SAIL, the Seafarers Hospital Society, and the Mission to Seafarers, the UK offers welfare and support services for seafarers. The DGS and the Seamen's Welfare Fund Society are two welfare and support organizations in India that offer help, repatriation, and welfare services to seafarers. Organizations in the US that provide welfare services and assistance to sailors include the Seamen's Church Institute and the International sailors' Centre. Collaboration and International Engagement The UK actively engages with stakeholders, takes part in international forums, and collaborates with international organizations to address abandonment situations and advance the rights of seafarers. India collaborates with other nations and partners to solve abandonment and advance the welfare of seafarers, and it participates in international organizations like the IMO. In order to advance the rights and welfare of seafarers, the US actively participates in international dialogues and works with international partners and organizations. Despite the fact that all three nations have laws and policies in place to prevent the abandoning of seafarers, the effectiveness of these measures may vary depending on things like the ability to enforce them, the amount of funding given to maritime authorities, and the degree of international collaboration. To improve the efficiency of legislative instruments and guarantee the protection of seafarers' rights in each nation, international cooperation, continuous evaluation, and updates are essential.

UNDERLYING CAUSES AND CONTRIBUTING ELEMENTS IN THE CURRENT MARITIME INDUSTRY TO THE ABANDONMENT OF SEAFARERS

The underlying causes and motivating elements that contribute to the abandoning of seafarers in the modern maritime sector are complex and can change based on different settings. Financial instability in the shipping sector, especially the financial difficulties faced by ship owners and operators, can contribute to seafarers being abandoned. Due to factors like overcapacity, poor freight rates, rising fuel prices, and competition, ship owners may find it challenging to fulfill their financial commitments to seafarers. Unscrupulous ship owners and operators who use unethical commercial tactics, such as managing subpar vessels, setting up complicated company structures, or purposefully abandoning ships, lead to seafarer abandonment. These actions could include purposefully depriving seafarers of compensation, adequate supplies, or means of return. A factor in seafarer abandonment may be the use of flags of convenience (FOC) by ship owners to register their boats in nations with loose laws and inadequate enforcement. FOC flags frequently have laxer safety and labour laws, which makes it simpler for ship owners to take advantage of loopholes and escape their obligations to seafarers.

Wage delays or non-payment is a serious problem that contributes to seafarer abandonment. Some ship owners may refuse to pay or withhold sailors' wages, which can put them through financial difficulty and, in the worst situations, leave them trapped on their ships or in foreign ports. The abandoning of seafarers can be attributed to poor crewing and manning practices, such as understaffing, inadequate training, and poor working conditions. These elements may have an impact on sailors' physical and psychological health, increasing their exposure to risk and risk of abandonment. Gaps in national and

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international legal systems, such as insufficient enforcement mechanisms, a narrow scope of jurisdiction, and challenges in seeking legal remedies, may foster the desertion of seafarers. Ship owners may also be able to avoid their obligations as a result of inconsistent laws and regulations in several jurisdictions. Armed conflict, political unrest, piracy, and trade restrictions are examples of geopolitical variables that might impede maritime operations and increase seafarer abandonment. The legal complications and jurisdictional disputes between flag states, port states, and seafarers' home nations might make it more difficult to stop abandonment and help distressed seafarers. It is significant to remember that these variables interact with one another and might vary in importance across various maritime industry subsectors and geographical areas. To prevent seafarer abandonment and assure the preservation of seafarers' rights in the modern maritime business, it is essential to comprehend these root causes and contributory aspects. In conclusion, there are a number of underlying causes and contributory elements that have an impact on the abandonment of seafarers in the modern marine business. Among these include the industry's financial problems, careless commercial practices, the use of flags of convenience, and nonpayment of wages, crewing and manning issues, loopholes in the law and regulations, and geopolitical and legal obstacles. In order to prevent abandonment and defend seafarers' rights, it is essential to comprehend these elements. In order to address these issues, a comprehensive strategy that involves stakeholder cooperation, increased regulatory enforcement, greater financial stability checks, and the promotion of ethical corporate practices is needed. By addressing these root issues, the marine sector may work to create a seafarers' environment that is more egalitarian and sustainable, ensuring their well-being and defending their rights.

3.1 LONG-TERM IMPACTS OF ABANDONMENT ON SEAFARERS' MENTAL AND PHYSICAL HEALTH, AND HOW TO EFFECTIVELY SUPPORT AND REHABILITATE THEIR WELL-BEING AND AN ENVIRONMENTALLY-FRIENDLY AND LONG-LASTING RESOLUTION

Those who have been abandoned at sea may have severe long-term physical and mental health effects. The intensity of these impacts can change based on the length and circumstances of the abandonment. To address these effects and advance the wellbeing of impacted seafarers, efficient support and rehabilitation strategies are essential. Physical Health Effects of Malnutrition and Dehydration Abandoned seafarers may go for extended periods without receiving enough nutrition and having insufficient access to clean water, which can result in malnutrition and dehydration. Extended periods of abandonment, during which mariners are required to labour continuously without food or sleep, can cause extreme tiredness and exhaustion.

The likelihood of accidents, injuries, and exposure to work hazards might increase in the absence of adequate safety precautions and medical care during abandonment. Abandoned mariners are susceptible to the spread of infectious diseases due to poor living and sanitation conditions. Ensuring the long-term viability and provision of uncontaminated drinking water for individuals working at sea. It is worth noting that this plastic takes several centuries to decompose. A significant portion of this consists of micro plastics, which are tiny pieces and fibres derived from artificial or synthetic fabrics, or the disintegration of bigger plastic waste. Micro plastics have been found in several locations, such as human blood, drinking water, seafood, and the ocean, along with its fragile marine ecosystems.

Plastic bottled water is the primary source of drinking water on ships. However, plastic pollution is a widespread problem that poses a threat to various aspects of ocean health. It also has broader social and economic consequences, such as affecting livelihoods, food safety and security, human health, coastal tourism, and other areas. It is incumbent upon our industry to take action regarding this matter.

The supply and transfer chain for ship drinking water comprises three primary components:

1. The water source that enters the port.

2. Hydrants, hoses, water boats, and water barges, which facilitate the transfer of water. However, this process also poses risks of introducing contaminants into the drinking water.

3. The ship's water system, which involves storing, distributing, and producing drinking water on board using resources such as seawater.

As an industry, we have the ability to priorities the well-being of our seafarers and the environment by ensuring the provision of top-notch, secure, and consistently purified drinking and cooking water. The shipping industry must take significant measures to mitigate its environmental footprint, and it should incorporate onboard drinking water alternatives that do not contribute to the plastic contamination of our oceans. Additionally, the company provides continuous, long-term support for its consumers. Our solutions fulfil the requirements of the shipping industry by providing reliable sources of drinkable water and resolving issues related to water quality, hence eliminating the need for bottled water on board. Our objective, which should also be shared by the industry, is to safeguard the marine ecosystem while simultaneously offering ships worldwide with cleaner and more environmentally friendly water.

3.2 Effects on mental health

Post-terrible stress disorder (PTSD): As a result of the terrible experience of being abandoned, seafarers who have gone through this condition may endure flashbacks, nightmares, anxiety, and hyper arousal. When a person is a seafarer, depression and anxiety disorders can develop as a result of the misery, uncertainty, and solitude that come with abandonment. Being abandoned can cause social isolation, low self-esteem, and a sense of separation from one's family, friends, and society. Seafarers who experience abandonment may be more likely to have suicidal thoughts and engage in self-destructive behavior. Prompt action should be taken to provide seafarers with the essential supplies, medical attention, and assistance during abandonment, including making arrangements for their repatriation to their home nations. To address issues with physical and mental health, comprehensive medical and psychological care should be made available, including access to medical and mental health practitioners. This includes routine health examinations, medical care for wounds or illnesses, counseling, and therapy to deal with psychological trauma. Programmes for tailored rehabilitation should be created to help seafarers recover from physical wounds, build up their strength, and, if necessary, restore occupational skills. Offering social support services can assist mariners in reestablishing their social networks and adjusting to life after abandonment, such as counseling, peer support groups, and reintegration programmers. Legal assistance should be available to seafarers so they can assert their legal claims and demand compensation from ship owners and other parties responsible for desertion. The creation and implementation of comprehensive assistance programmes for abandoned seafarers depend heavily on cooperation between governments, maritime organizations, shipping corporations, and welfare organizations. For prevention, early intervention, and to ensure that seafarers are aware of their rights, it is crucial to raise awareness about seafarer desertion, its effects, and the support services that are available. Governments, international organizations, and industry stakeholders must priorities the rehabilitation and well-being of abandoned seafarers by offering all the necessary assistance, attending to their physical and mental health requirements, and promoting stricter legal safeguards to avoid abandonment in the first place. Finally, the effects of abandonment on a seafarer's physical and emotional health might last a very long time. Malnutrition, exhaustion, work-related injuries, PTSD, depression, and social isolation are a few of them. Several steps should be made to successfully support and restore their wellbeing. It is critical to provide immediate aid and repatriation, extensive medical and psychiatric treatment, rehabilitation programmes, social support, legal help, and industry cooperation. To prevent desertion and advance seafarers' rights and wellbeing, it is also essential to raise awareness and push for better legislative safeguards. The maritime sector can play a crucial role in ensuring that seafarers receive the support and rehabilitation they require in order to rehabilitate, reintegrate, and lead healthy and rewarding lives by putting these measures into place.

3.3 TO PREVENT ABANDONMENT, THE MARITIME INDUSTRY SHOULD INCREASE TRANSPARENCY AND ACCOUNTABILITY

To reduce abandonment and guarantee the safety of seafarers, the maritime industry must improve openness and accountability. Stricter criteria for ship owners and operators to prove their financial viability before obtaining licenses or operating permits are introduced by strengthening financial stability checks and implementing rigorous financial stability checks. This may entail checking their financial records, carrying out audits, and determining their capacity to pay their debts to seafarers. It is required of ship owners and operators to have adequate insurance or financial security plans in place to pay for crew wages, expenditures associated with repatriation, and other duties. By doing this, it is made sure that mariners are safeguarded regardless of their financial situation or abandonment. Enhance the role of flag states in enforcing adherence to international regulations and holding ship owners and operators responsible for their conduct. Improve vessel registration and flag state oversight. This entails carrying out routine inspections, keeping an eye on adherence to labour and safety regulations, and acting quickly in cases of non-compliance or abandonment. Encourage ship owners to register their vessels under the flag of nations that respect strict standards and offer efficient oversight, discourage the use of flags of convenience, and otherwise promote openness in the registration of vessels.

International Labour Standards Enforcement

Enhance port state control inspections to make sure that the Maritime Labour Convention (MLC) and other applicable labour requirements are being complied with. Conduct routine vessel inspections to ensure that seafarers are treated with respect, that working-hour laws are followed, and that salaries are paid. Collaboration with international organizations: Work together to exchange knowledge, develop best practices, and enhance the systems for upholding labour laws and preventing abandonment. Examples of such organizations include the International Labour Organization (ILO) and the International Maritime Organization (IMO).

Whistleblower protection and improved reporting This Establish anonymous reporting channels so that stakeholders and seafarers can anonymously report incidences of wage theft, abandonment, and other labour breaches. To protect those who expose desertion or other abuses, enact strong whistleblower protection laws and regulations that ensure their secrecy and

offer legal protections against reprisal. Create databases that the general public can access to learn about the financial, safety, and compliance histories of ship owners. This fosters openness and accountability and enables seafarers, industry stakeholders, and the general public to make knowledgeable decisions. Encourage associations and organizations in the sector to create voluntary codes of conduct, certification programmes, or quality standards that include promises to treating seafarers fairly, maintaining financial stability, and engaging in ethical business practices. This encourages ship owners and operators to follow high standards and makes it easier for the public to recognize ethical businesses. Collaboration among port states to facilitate information sharing and cooperation in order to exchange data, intelligence, and best practices regarding the moral character of ship owners and operators, their financial stability, and their adherence to labour standards. Platforms for data sharing: Create centralized platforms or systems that permit stakeholders to exchange information on ship owners, operators, and their track records, enabling seafarers, labour unions, and other industry participants to make educated decisions.

By putting these procedures into place, the maritime sector can improve accountability, transparency, and monitoring, reducing desertion, and establishing a culture of responsible and moral behavior that puts the welfare of seafarers first. To minimize abandonment and defend the rights of seafarers, the maritime industry must increase openness and responsibility. A key component of reaching this objective is taking steps to keep an eye on the moral character and financial standing of ship owners and operators. Key actions include enhancing reporting mechanisms and whistleblower protection, strengthening checks on financial stability, enhancing vessel registration and flag state oversight, enforcing international labour standards, encouraging public disclosure and accountability, and fostering global cooperation and information sharing. The marine sector may promote a culture of ethical behavior, provide correct financial arrangements, enforce labour laws, and foster a secure environment for seafarers by putting these steps into place. In the end, these initiatives aid in reducing abandonment and supporting a moral and sustainable maritime sector.

SEAFARER ABANDONMENT AT SEA IS INCREASING, HIGHLIGHTING THE ABSENCE OF A CRUCIAL ELEMENT IN SUSTAINABILITY

Among the ongoing discussions within the maritime industry over decarbonization, ESG (Environmental, Social, Governance), and alternative fuels, it is important to not neglect the crucial role played by the seafarers who navigate the ships. We must ensure that the emphasis on technological progress and ecological preservation does not overshadow the welfare and entitlements of individuals who traverse the open waters. In the pursuit of carbon neutrality and sustainable practices, it is crucial for the industry to acknowledge and value the irreplaceable role played by seafarers. Ensuring a sustainable, socially responsible, and really ESG-compliant maritime sector requires providing employees with fair compensation, comprehensive training on new technology, and creating an environment that appreciates their diligent efforts. Seafarers play a crucial role in the sector's transition, and it is important to acknowledge that the industry cannot rely solely on technological developments to thrive. However, there is an urgent need for highly skilled individuals to lead the shift and become part of the seafaring community. Nevertheless, the activities that are driving this shift are affecting the appeal of the nautical occupation. The appeal of state-of-the-art technologies diminishes when overshadowed by accounts of mariners being subjected to conditions akin to contemporary slavery. The discourse surrounding the development of the sector should go beyond the technical aspects and include the human factor. The sector's organisations consistently release comments underlining the imperative of safeguarding seafarers during periods of conflict, such as against pirates, while inadvertently neglecting to provide their protection during times of peace. Seafarer abandoning, a traditional practice, should not negatively impact the industry's forward progress. In order to fully embrace sustainability, it is crucial to not only focus on technological advancements, but also priorities the ethical treatment of the people involved in maritime operations. With the increased attention on mental health, working conditions, and fundamental human rights, the appeal of the nautical profession is currently at a critical juncture. In order to achieve its ambitious change, the industry must address and correct practices that diminish the appeal of a job at sea while also seeking highly skilled individuals.

2. CONCLUSION

It is essential to concentrate on two main areas in order to minimize abandonment in the marine sector is improving transparency and accountability and taking care of seafarers' physical and mental health. Enhancing accountability and openness must come first. To make sure ship-owners and operators uphold their duties to seafarers, tighter laws and monitoring systems should be put in place. The payment of wages, working conditions, and repatriation should all be governed by specific rules, with consequences for breaking them. Additionally, establishing a single database to monitor abandoned ships and the businesses that are connected to them can assist in identifying repeat offenders and taking the

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necessary action against them. Second, it is crucial to put seafarers' physical and emotional health first. Their health can be greatly impacted by extended periods at sea, isolation, and strenuous work schedules. Comprehensive safety and health measures, such as frequent medical examinations, enough sleep, and access to suitable medical facilities, can help reduce these hazards. Furthermore, addressing the loneliness, stress, and depression that seafarers frequently experience requires offering mental health care, such as access to counseling services and family contact channels. Finally, preventing abandonment in the maritime sector necessitates a multifaceted strategy. We can fight to ensure a safer and more sustainable working environment for these crucial employees by enhancing openness and accountability within the sector and giving the physical and mental health of sailor's priority. In light of the pandemic and geopolitical concerns impacting seafarers, the maritime world must urgently come together to provide a strong and unified response. It is crucial to prioritise the human aspect in shipping operations, guarantee fair treatment, and enforce strict restrictions against desertion in order to establish a sustainable and ethical marine business.

The statistics clearly indicate that seafarer abandonment is increasing, which is a moral blemish that the worldwide maritime community cannot overlook. It is crucial that the sector prioritises the welfare and entitlements of those who travel across the world's oceans in all talks and activities.

3. SUGGESTIONS

To do additional investigation into earlier instances of seafarer abandonment in order to fully comprehend the underlying causes and trends. Investigate how international agencies like the IMO and ILO may help to solve the issue of seafarer abandonment throughout time. Identify effective tactics and areas for development by examining previous actions done by governments and industry stakeholders to prevent and manage seafarer abandonment.

Encourage the creation of precise rules and procedures that distinguish between real accidents and occurrences and cases of carelessness or malicious intent. Encourage the creation of an impartial panel or independent organisation to examine situations concerning the potential prosecution of seafarers, ensuring fair and unbiased assessments.

To advance understanding and instruction within the legal system while highlighting the special difficulties faced by seafarers and the requirement for a fair method of holding them accountable.

To encourage states to ratify and effectively execute existing international laws, like the MLC, in order to strengthen their enforcement. Encourage the creation and acceptance of best practices and recommendations for handling particular health and safety issues affecting seafarers, such as managing exhaustion, providing assistance for mental health, and gaining access to healthcare. Encourage the expansion of programmes that educate and train seafarers, with an emphasis on risk management, emergency preparedness, and personal safety measures.

Encourage nations to ratify or execute important international agreements like the MLC if they haven't already. Encourage international cooperation and coordination between governments, business parties, and unions representing seafarers to guarantee the uniform and efficient application of current legislative frameworks.

In order to identify areas for improvement and potential new legislation, support analysis of the impact and efficiency of international legal instruments in defending seafarers' rights.

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