

**TEMPLATE FOR SUBMISSION OF TEXTUAL PROPOSALS  
DURING THE 29TH ISA COUNCIL SESSION:**

*Please fill out one form for each textual proposal which your delegation(s) wish(es) to amend, add or delete and send to [council@isa.org.im](mailto:council@isa.org.im)*

**1. Name of Working Group:**

President's Text

**2. Name(s) of Delegation(s) making the proposal:**

Submitted by UK Seabed Resources (UKSR)

**3. Please indicate the relevant provision to which the textual proposal refers.**

Draft Regulation 18 bis (1. quat)

**4. Kindly provide the proposed amendments to the regulation or standard or guideline in the text box below, using the "track changes" function in Microsoft Word. Please only reproduce the parts of the text that are being amended or deleted.**

**Regulation 18 bis [President's Text]**

**Obligations of the Contractors**

[...]

~~{1. quat Contractors shall throughout the term of their contract, for the purposes of activities in the Area and ancillary activities, only use vessels flagged to registries of States that are States Parties to the Authority, and only use ports located in States that are States Parties to the Authority. In cases where the Contractor seeks to use flags or ports of non-member States of the Authority, the prior approval of the Council is required and is conditional upon receiving a written commitment from such non-member State or States to enforce the rules, regulations and procedures of the Authority against the Contractor and to cooperate with the Authority for the purposes of securing compliance with the rules, regulations and procedures of the Authority, where required.}~~

**5. Please indicate the rationale for the proposal. [150-word limit]**

- Consistent with our submission on Draft Regulation 5(3) we oppose the proposed Draft Regulation 18 bis (1. quat). This proposed text would unnecessarily limit contractors' flexibility in choosing which vessels and ports to use for their operations.
- Requiring contractors to only use vessels and ports from Member States would be highly problematic for contractors in the Clarion-Clipperton Zone, given the geographic proximity of ports of the United States. Forbidding the use of these ports and vessels would hinder robust emergency response and also effective connectivity with global supply chains. It would additionally be seen as anti-competitive by artificially limiting options for contractors.
- UKSR also questions the connection between the Authority's jurisdiction and contractors' use of ports. It is our understanding that the Authority's jurisdiction ends once minerals are removed from the Area. Consequently, contractor operations outside of activities in the Area should not be regulated or managed by the Authority.