



International
Chamber of Shipping
Shaping the Future of Shipping



ECSA
European Community
Shipowners' Associations

Shipowner perspectives on seafarers' rights and the Maritime Labour Convention, 2006

Tim Springett, ECSA

Workshop on the MLC, 2006

18-20 February 2020

**Do “seafarers’ rights” begin
and end with the MLC?**



The shipping industry of today

- **A people business**

- **Ships are hi-tech and their cargoes are expensive**

- **Industry needs to recruit high-quality people**

- **It can only do so by offering lucrative, rewarding careers**

- **Globally-recognised qualifications, unique set of life skills**



Seafarer welfare on board

- **Shipowner's responsibility**

- **Decent accommodation, recreational facilities**

- **Food and catering**

- **Shore leave**

- **Safety culture**

- **Internet facilities**

- **Mental wellbeing**



Social partnership

- **Mature and effective social dialogue in Europe and globally**

- **Produced MLC, Seafarer Identity Documents convention (Revised) 2003 (No. 185)**

- **In Europe – Social Partners' Agreements on Working Time for Seafarers (1999) and on MLC (2009)**

- **Joint projects aimed at improving the attractiveness of working at sea**



Eliminating harassment and bullying

— January 2014 – Guidelines and training package aimed at eliminating workplace harassment and bullying in the shipping sector. The package addresses the maritime community at large to identify and effectively fight against these practices.

— Guidelines have been updated, adopted by ICS and ITF and referenced in amendment to MLC

— https://www.youtube.com/watch?v=sqA_JuE32cc&feature=youtu.be



Conclusion

- **MLC is a great marketing tool for the industry**
- **A minimum standard (not a low standard)**
- **Shipowners that take seafarers' rights seriously will reap rewards**
- **Social partners can help**





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Thank you!