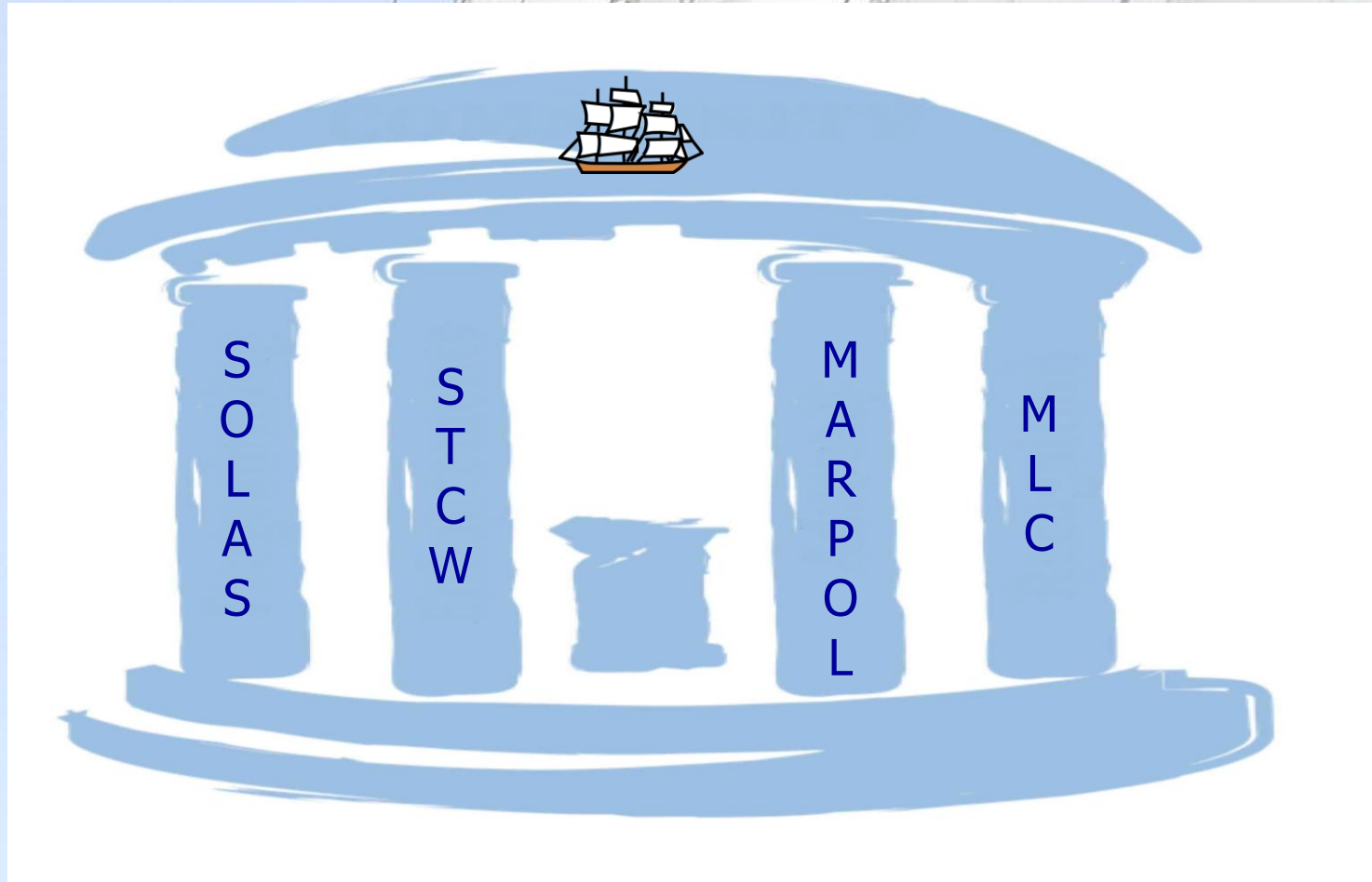


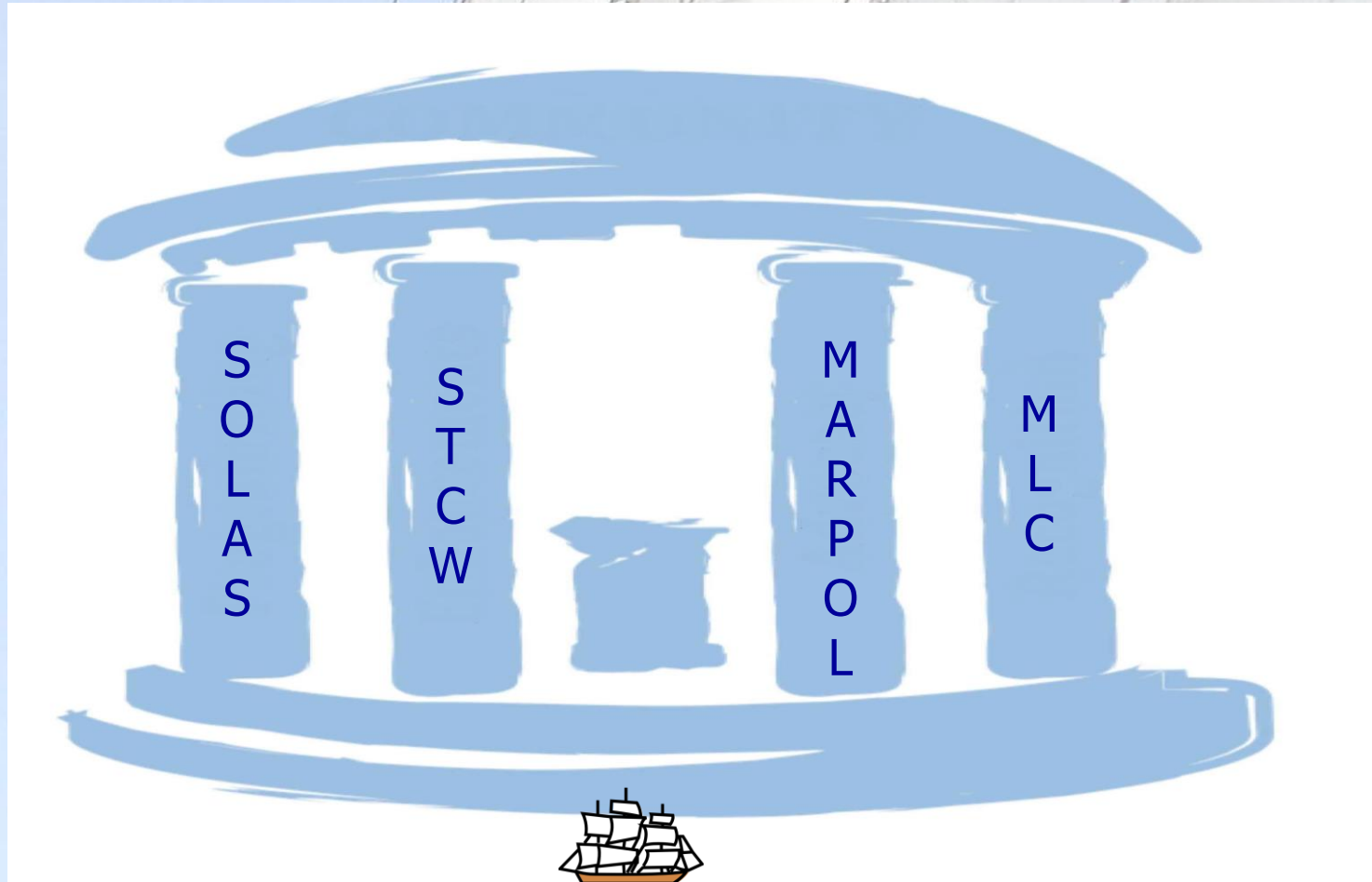
MLC-2006 - only additional paperwork?



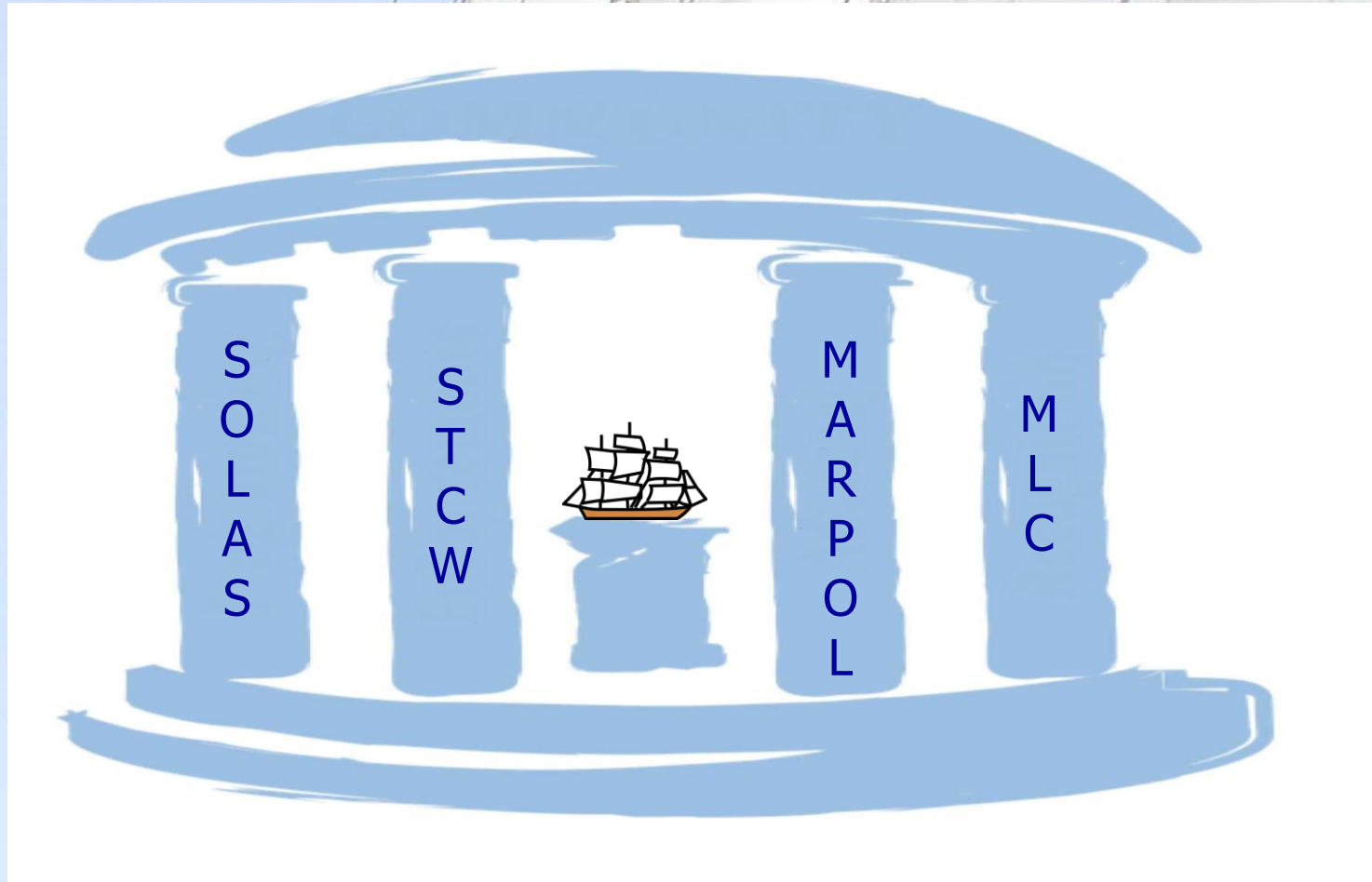
Four Pillars of Maritime Legislation



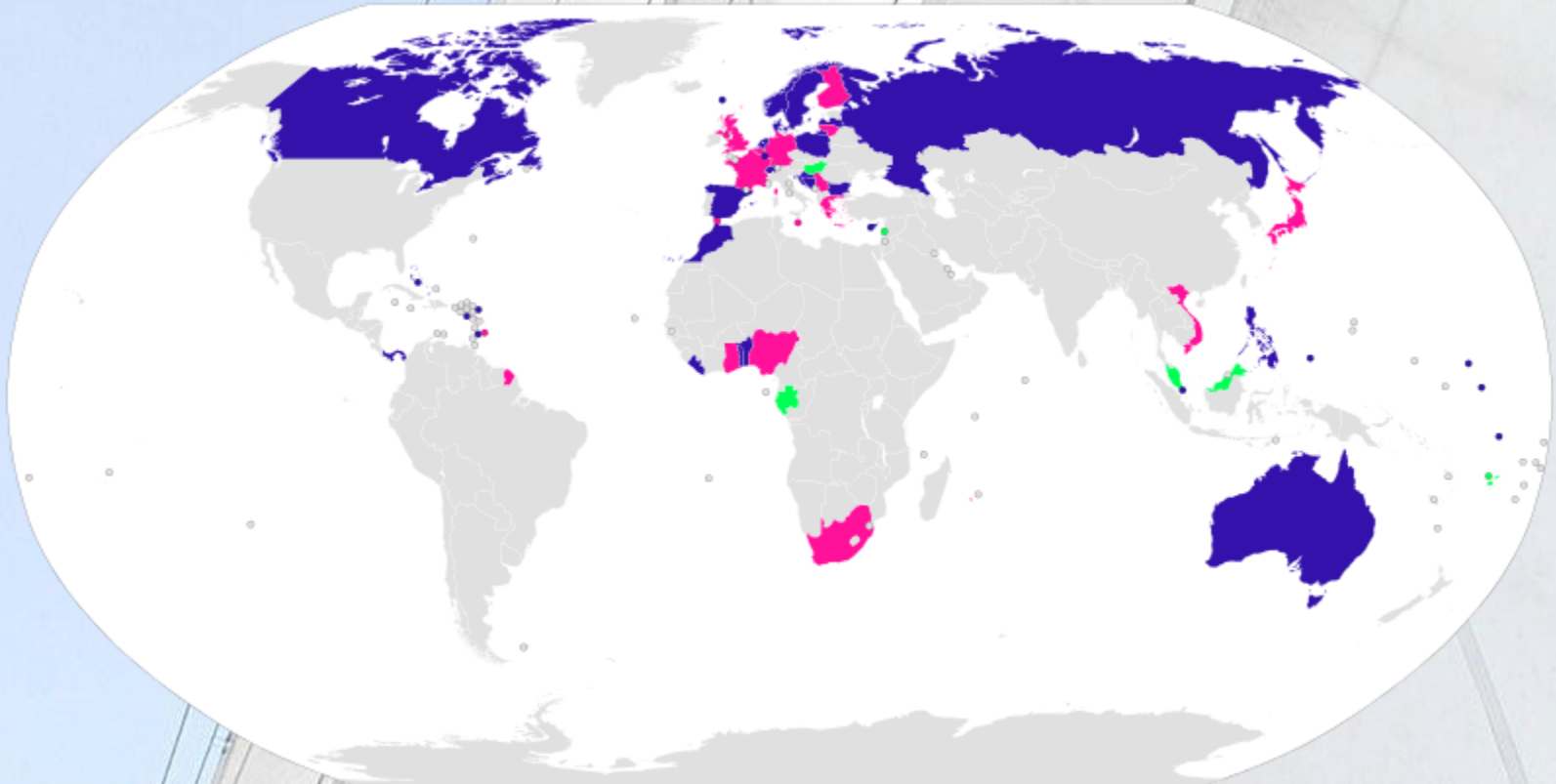
Four Pillars of Maritime Legislation



Four Pillars of Maritime Legislation



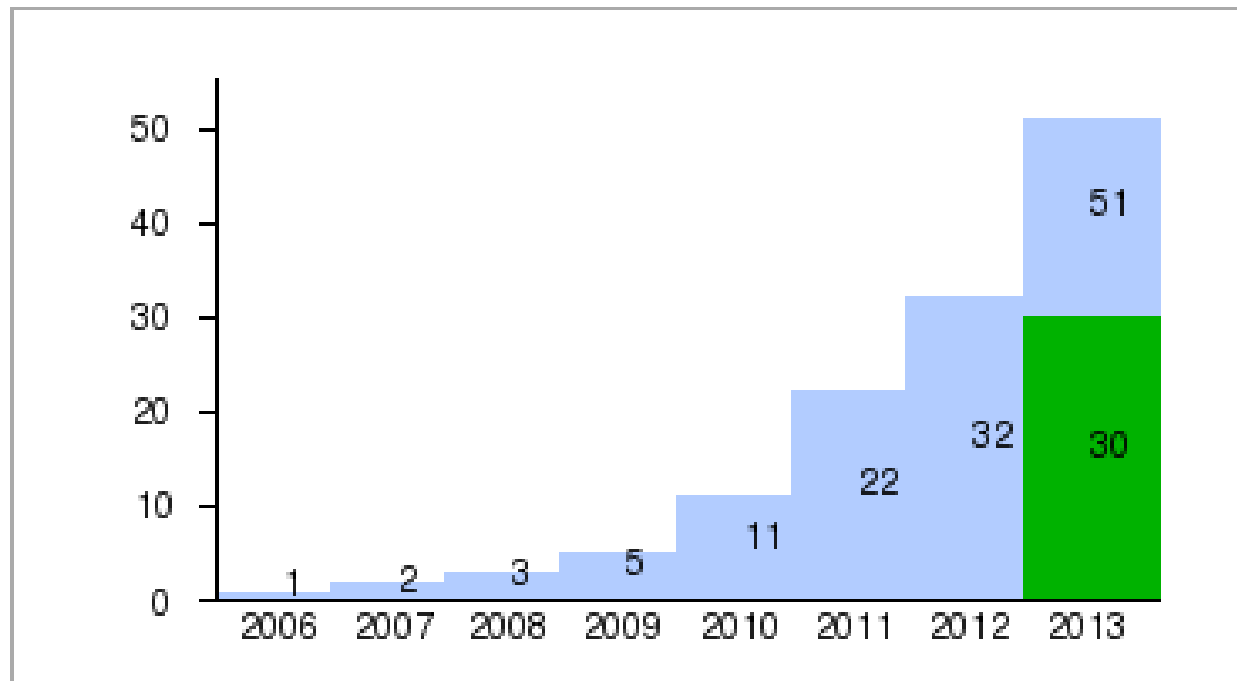
Parties ratified to MLC



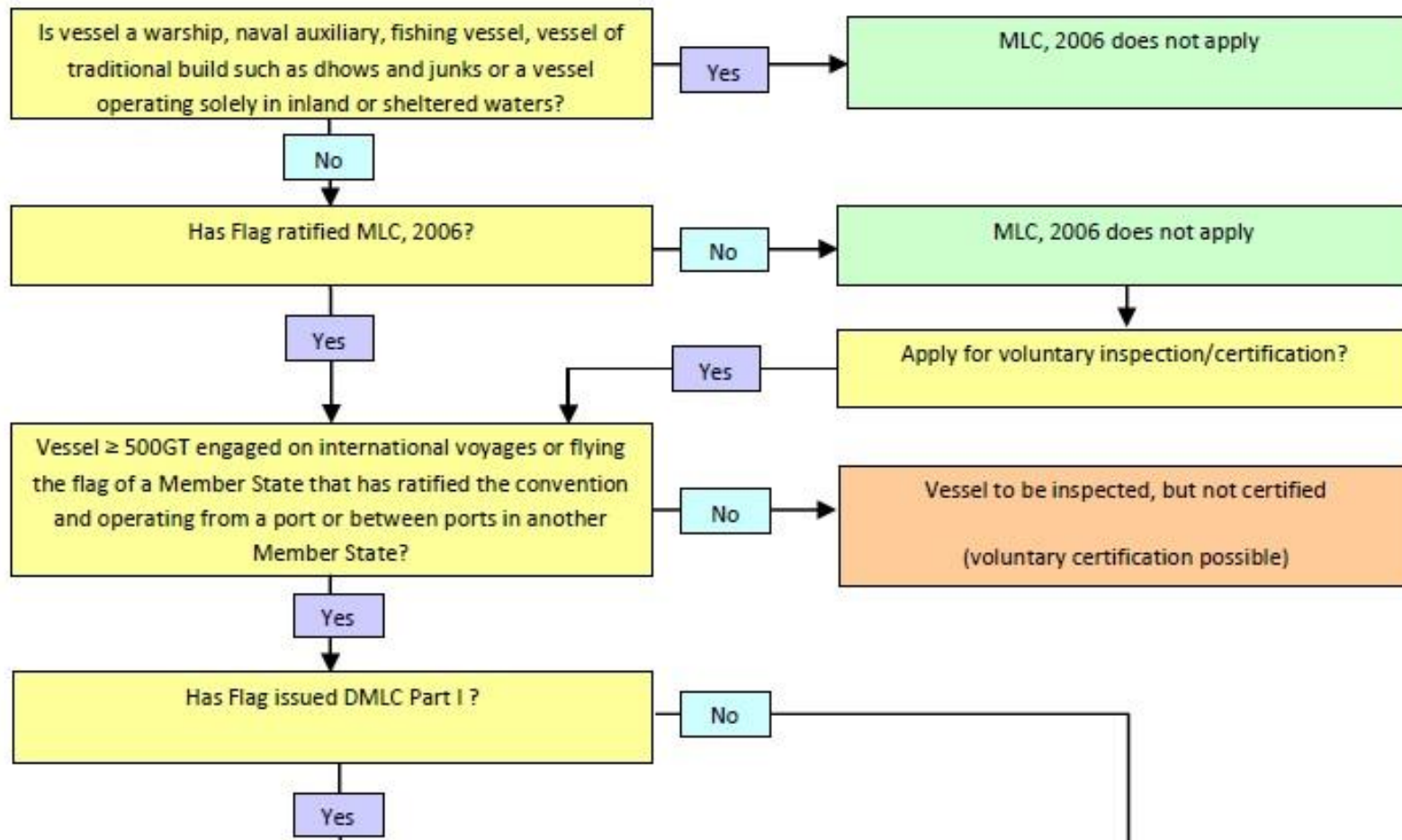
http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0::NO::P11300_INSTRUMENT_ID:312331

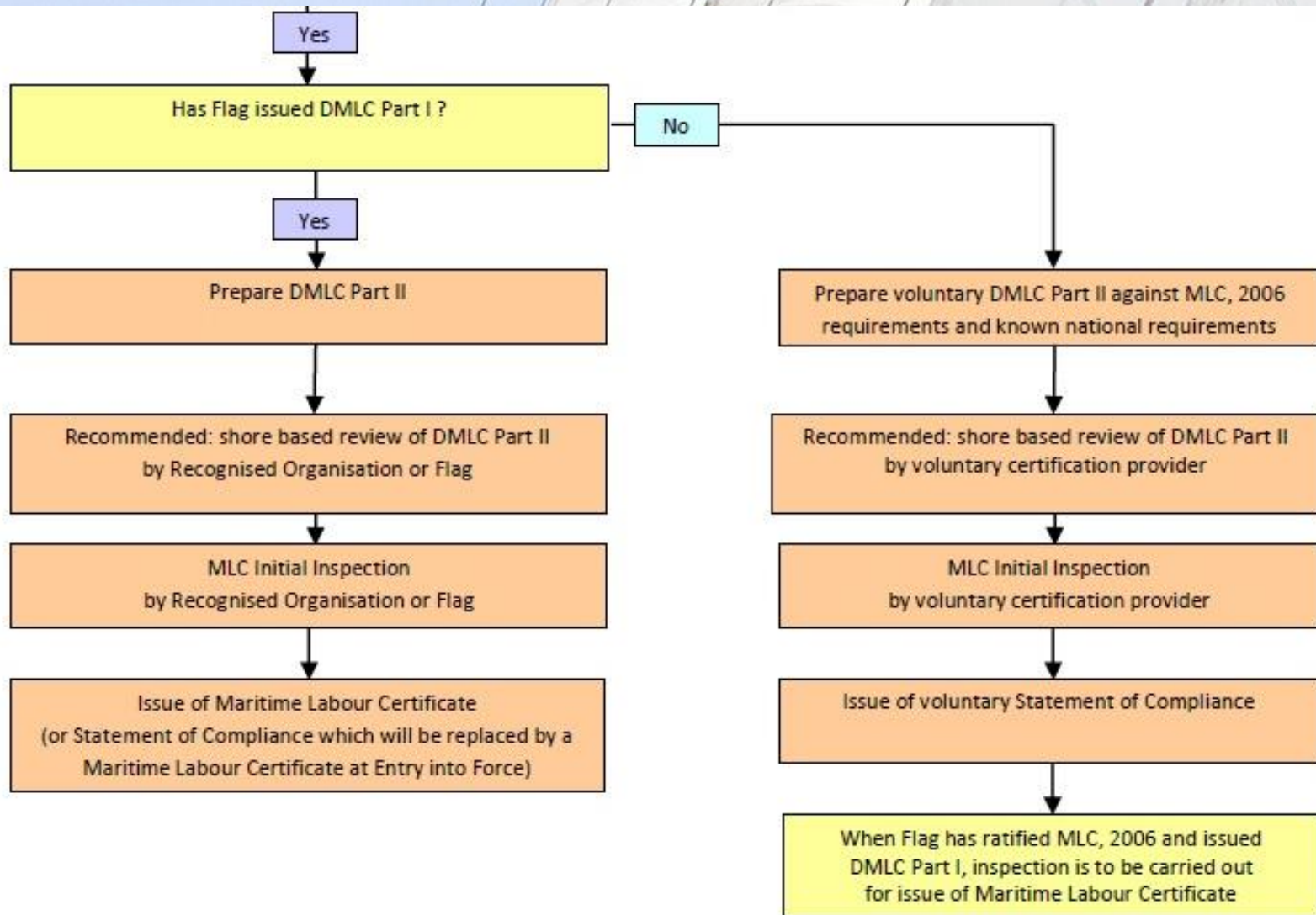
Ratifications to date

Parties
(cumulative by year)
Blue: Ratifications
Green: Parties



Maritime Labour Convention, 2006 flowchart



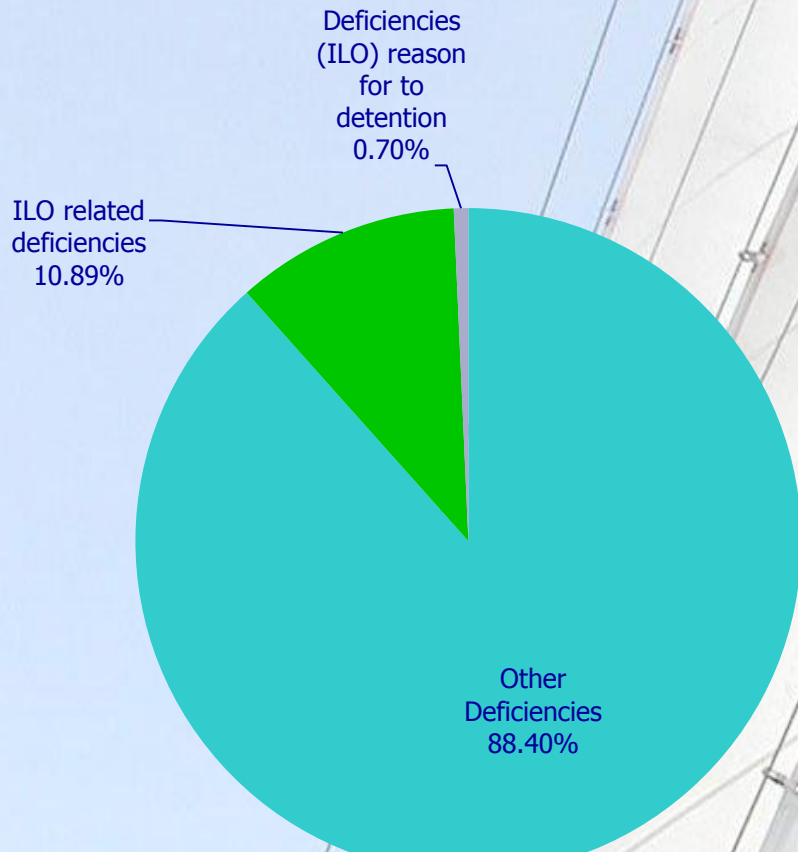


Process of certification

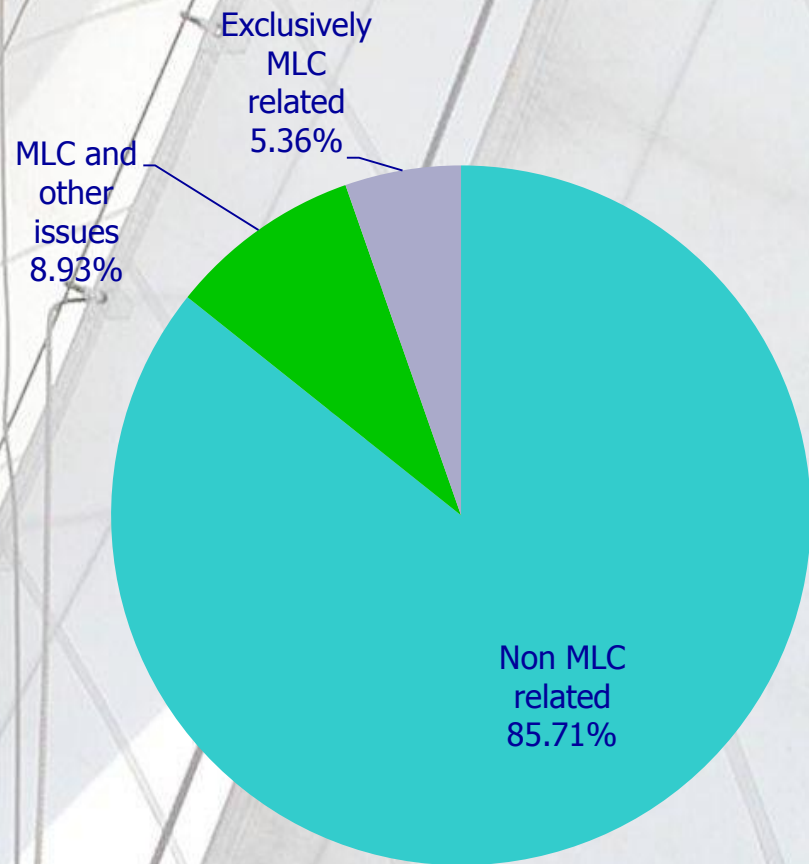


Random conduct by surveyors

Statistics MLC MoU Paris



Deficiencies MoU Paris September 2013



Detentions September 2013

Hydra Warrior



22nd August 2013, Québec - Canada

- First MLC Detention
- Panama flag
- Lack of SEA for crew members
- Wages paid below the MLC minimum

Atlantic Carrier



5th September, Esbjerg, Denmark

- Liberia Flag
- Some crew without SEA
- Other crew with SEA unspecific about wages or provisions in case of illness



Lia M

7th September, Québec, Canada

- Cyprus Flag
- Greek owned
- Lack of SEA
- Unpaid wages
- Poor crew conditions
- Crew member was twice refused to see a doctor
- CBA without vessel name, date or wage scale
- Crew without money, shampoo, toothpaste etc.
- Crew forced to sign blank contracts



SHT Huseyin Akil

9th September, Novorossiysk, Russia

- Moldavian flag
- Only 2 Turkish crew with SEA
- Indian crew no SEA
- Crew approached ITF for help with payment of wages
- Indians had not had wages for 4 months



Kouyou

24th October, Québec, Canada

- Panama Flag
- Japanese owned
- Crew owed > 51.000 US\$ (20 Burmese and Vietnamese and one Canadian Captain)
- Specifically home allotment pay was shortened
- Crew had paid 6.600 US\$ to recruitment agencies
- 4 crew asked to be repatriated once wages owed were paid
- 3rd detention in Canada since MLC-2006 was enforced

Other reasons for detention

- Insufficient rest
- Falsified HoR records

The top 10 deficiencies

- Admin error: Ship owner not according to definition
- Medical certificates not recognised by Panama Maritime Authority
- Crewing AGENCY without licence/certification
- SEA not signed
- Manning agreement not available
- SEA not English
- Records of HoR not properly completed on board
- No evidence of ship owner's financial security (death/illness)
- No evidence of ship owner's financial security (repatriation)
- No on-board complaint procedure in place

MLC – Tall ships

- Different flag states - different exceptions




MLC – Tall ships

**Annex to the DMLC, part I, showing the relevant articles of Dutch legislation, implementing the Maritime Labour Convention, 2006 for traditional sailing vessels.
Version 1. Valid from August 1st, 2013.**

General information

Traditional sailing vessels are those vessels that have been certificated as:

1. Commercial sailing ship; or
 2. Sail training vessel; or
 3. Sailing vessel; or
 4. Sailing passenger vessel.
- 

MLC – Tall ships

- Recent experiences with MLC

MLC – Tall ships

- Solution for compliance
 - www.mlc-2006.eu

MLC – only additional paperwork?

NO,

- Gives some power to ill-treated seafarers
- Ship owners claim that MLC brought order
- Advantages given to ships of ratifying countries
- Creation of level playing field for fair competition (minimize substandard operations)