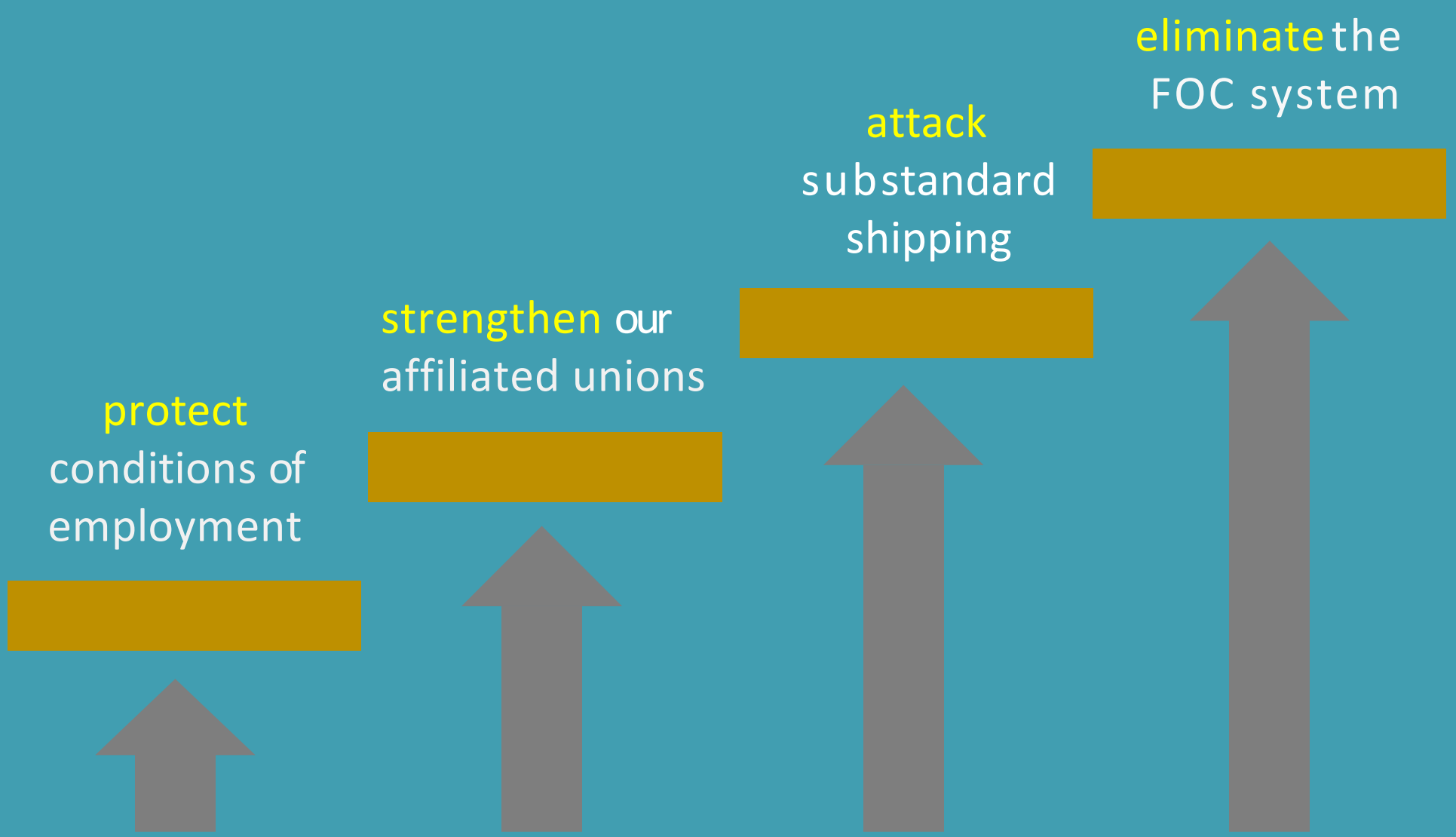
ITF SEAFARERS - Abandonment, Criminalisation and Unfair Treatment

Four Industrial Section:

1. **Seafarers – 1,100,630**
2. **Dockers – 476,846**
3. **Fisheries – 144,604**
4. **Inland Navigation – 113,717**

And a Special Seafarers Department


protect conditions of employment
strengthen our affiliated unions
attack substandard shipping
eliminate the FOC system

Flag of Convenience Campaign - Inspectorate

125 in the Inspectorate

18 Coordinators

4 Assistant Coordinators

98 Inspectors

5 Contacts

We currently have

women inspectors **16**

8 & inspectors who are 35 or under

The inspectorate are located in **101** ports in **50** countries

Appointments in 2022

Chile

Finland

Ireland

Korea

Malaysia

Nigeria

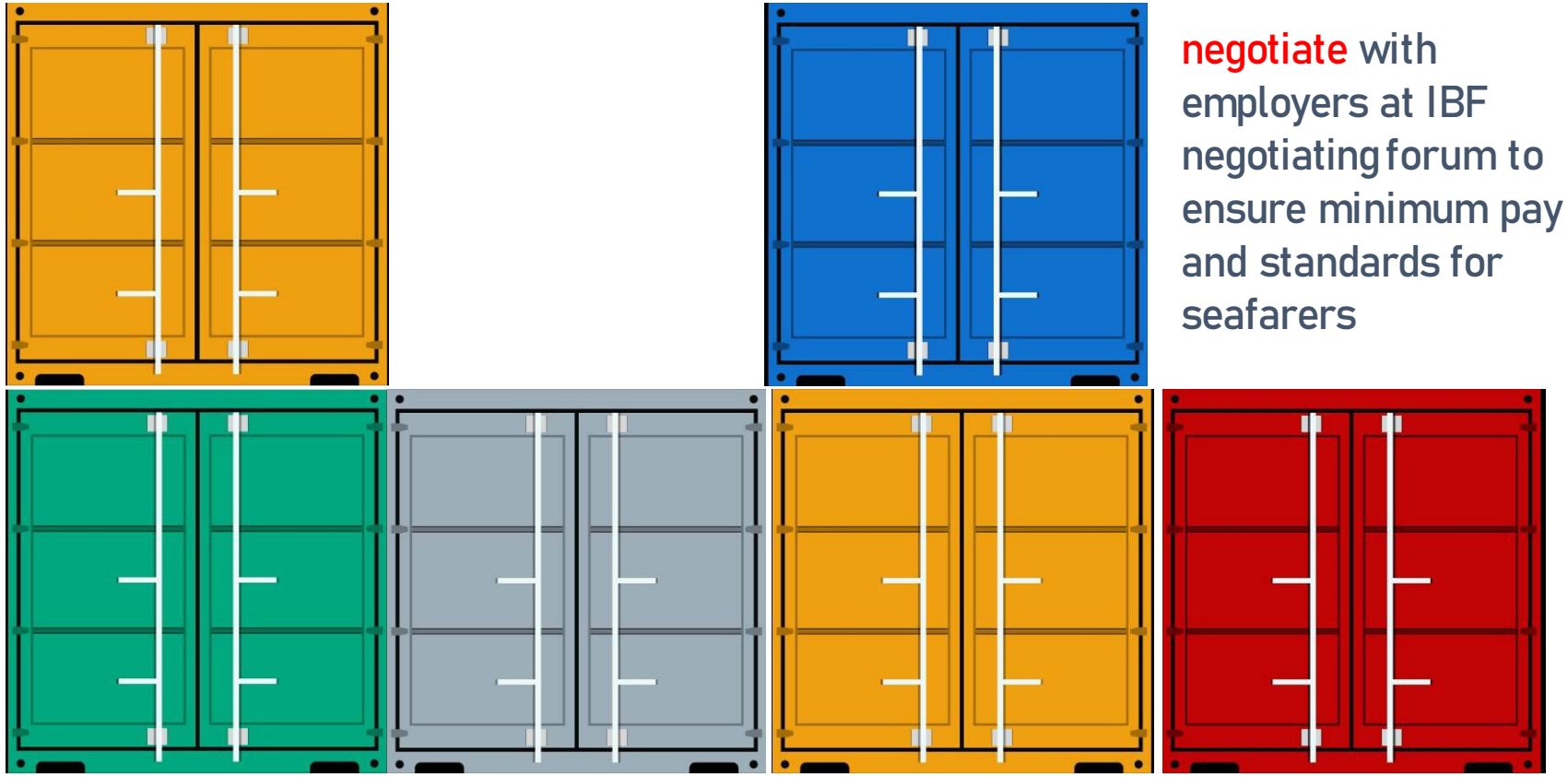
Philippines

Uruguay

USA

boarding vessels in ports to **ensure** vessels covered by an ITF approved CBA

taking **action** against vessels that are not covered by ITF Agreements



negotiate with employers at IBF negotiating forum to ensure minimum pay and standards for seafarers

protect seafarers against risks and dangers involved in cargo handling and lashing, and guarantee seafarers rest periods

working closely with ITF Inspectors to **support** seafarers

enforce cargo handling clause known as Non-Seafarers Work Clause

flag of convenience campaign – dockers' supporting the campaign

Seafarers Section

Regulation

International Maritime Organisation (IMO)

International Labour Organisation (ILO)

Maritime Labour Convention 2006, as amended

Sustainable Shipping

Future of the industry

Worker involvement

Women & young people

Mental Health

Suicide to be recognised

Counselling for seafarers

Criminalisation

Unfair treatment

Toolkit

Inland Navigation

Some of the section's work is regionally and or nationally orientated.

- New Section Committee (after Singapore Congress 2018)
- International Minimum Standards for Inland Waterways
- Improving Safety in Inland Navigation Sector in Bangladesh
- Tugboats Project

Maritime Labour Convention – 2022 amendments

- **social connectivity/internet access**
- **suitable fitting PPE**
- **medical care on-board & ashore**
- **protection against failure of recruitment & placement service**

Abandonment of Seafarers

- Maritime Labour Convention and amendments
- Covid pandemic – increasing cases
- New Guidelines

Recent timeline

IMO/ILO resolution on provision of financial security in 2001 for abandoned seafarers

ILO Database established in 2004

Maritime Labour Convention

Amendments on financial security

IMO/ILO develop specific guidelines

Mohammad with ITF Contact in Egypt

At the airport on his way home

Abandonment has increased significantly

Year	Abandonments
2019	40
2020	85
2021	95
2022	119

Financial security

Maritime Labour Convention requires:

Shipowner responsible for repatriation, outstanding wages & other entitlements

Flag states verify financial security system

When shipowner fails to provide basic entitlements flag states should step in

Role of the Port State

Records abandonment - ILO/IMO database

Coordinate with all relevant organisations

Port State should take action when others fail

Facilitate repatriation & replacement crew

New Guidelines for flag and port states

- Joint ILO/IMO work
- National Standard Operating Procedure
- IMO FAL Convention
- Check financial security annual coverage

Criminalisation and unfair treatment

- Increasing cases
- ILO/IMO Fair Treatment Guidelines
- Maritime Crimes

Why do seafarers suffer so badly

- Maritime accidents, pollution infringements – authorities react
- Seafarers detained
- Lack of effective legal representation
- ILO/IMO Fair Treatment Guidelines

M/V Wakashio

Panamanian flagged bulk carrier

Significant oil spillage

Master and Chief Officer detained

ITF intervened – released December 2021

SAVE US!!
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SAVE US!!

Capucine R

- ITF and TDS intervention
- MSC ship
- Drugs in sealed container
- Crew detained

Capucine R

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ACTION
STRENGTH
INTERNATIONAL TRANSPORT WORKERS' FEDERATION

INTERNATIONAL MARITIME ORGANIZATION

ITF work at the IMO Legal Committee

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