

# The Maritime Labour Convention, 2006

**Presentation by**

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**Panel - “Implementing the MLC, 2006”**

# Maritime Labour Convention, 2006

## - the role of labour standards & the role of the maritime industry

- **Industry involvement** 2001 - Shipowners and Seafarers; the "Geneva Accord"
- "making labour history"
- international labour Conventions are:
  - ❖ a way to provide solutions to contemporary economic and social challenges
  - ❖ a way forward to secure justice, equality, fairness and human dignity for everyone

# Maritime Labour Convention, 2006

## - aspirations & objectives

- intended to become the “Fourth Pillar” of the international maritime regulatory system, alongside the key IMO Conventions - MARPOL, SOLAS and STCW
- factors affecting the human element on ships – the people - are central to ensuring high quality, environmentally friendly and safe and secure shipping

# Maritime Labour Convention, 2006

## - aspirations & objectives

- a way forward to achieve sustainable economic development
- a model for a way to address both the positive and negative impacts of globalization.
- two key goals are:
  - ❖ achieving a level playing field or fair competition for shipowners
  - ❖ securing decent work for seafarers through effective implementation of labour standards

# Maritime Labour Convention, 2006 - implementation

- an easy to ratify and implement Convention
- an "*implementable*" Convention
- innovative elements that help to encourage ratification and implementation

# Maritime Labour Convention, 2006

## - implementation

- format
- combining firmness on rights and flexibility on methods to implement
- effective enforcement and compliance – stimulating regional cooperation
- builds upon existing standards and practices
- builds in and encourages tripartite consultation in national implementation
- no more favourable treatment of ships of non-ratifying countries

# Maritime Labour Convention, 2006

## - implementation

- implementation experiences to-date in flag States with international fleets:
  - ❖ some are primarily flag States with international fleets
  - ❖ others are primarily port States
  - ❖ others have large domestic fleets with small ships
  - ❖ others are primarily concerned with maritime labour supply issues
- in most cases all of these interests co-exist however, in every case, there is at least one aspect or interest that is strongest
- focus of efforts and assistance in implementation must be tailored to the specific interests of the country concerned

# Maritime Labour Convention, 2006

## - Action Plan

- the Office has adopted a five – year *Action Plan to achieve rapid and widespread ratification and effective implementation of the Maritime Labour Convention, 2006*
- goal is to achieve the registered ratifications to bring the Convention into force in the next five years, with entry into force 12 months later
- the formula for coming into force is ambitious:
  - ...at least 30 Members with a total share of the world gross tonnage of ships of at least 33 per cent

# Maritime Labour Convention, 2006

## - Action Plan

- the ILO has been involved in the development of promotional resources and knowledge tools such as the trilingual website  
<http://www.ilo.org/public/english/standards/norm/mlc2006/index.htm>

Site sur la Convention du travail maritime (2006)

<http://www.ilo.org/public/french/standards/norm/mlc2006/index.htm>

Sitio sobre el Convenio sobre el trabajo marítimo (2006)

<http://www.ilo.org/public/spanish/standards/norm/mlc2006/index.htm>

# Maritime Labour Convention, 2006 - Action Plan

For answers to specific questions about the Maritime Labour Convention, 2006 send an email to the address dedicated to supporting ratification and implementation efforts

[MARITIME\\_CONVENTION@ilo.org](mailto:MARITIME_CONVENTION@ilo.org)



For more information  
visit the ILO website  
<<http://www.ilo.org>>