

# Maritime Labour Convention 2006 (MLC)



“Four Pillars” of Quality Shipping

# Reason for Change

- To come into force the MLC, 2006 had to be ratified by at least 30 member states with a total share in the world gross tonnage of ships of 33%.
- This milestone was reached on August 20th, 2012.
- The MLC, 2006 came into force on August 20th, 2013.
- At the moment 73 countries (80% of the gross tonnage of the world fleet) ratified the MLC, 2006, for 65 countries this Convention came into force

## Ratifications progress



Number of ILO member states that have ratified the convention

Percentage of world gross tonnage of ship



***This convention is in now in full force on all ships and your rights are ensured***

# MLC 2006 Structure

The Convention is organised into three main parts: the Articles coming first set out the broad principles and obligations;

Followed by detailed Regulations and Code (with two parts: Parts A and B) provisions; and

Regulations, Standards (Part A) and Guidelines (Part B) in the Code are integrated and organised into general areas under five Titles:

**Title 1:** Minimum requirements for seafarers to work on a ship.

**Title 2:** Conditions of employment.

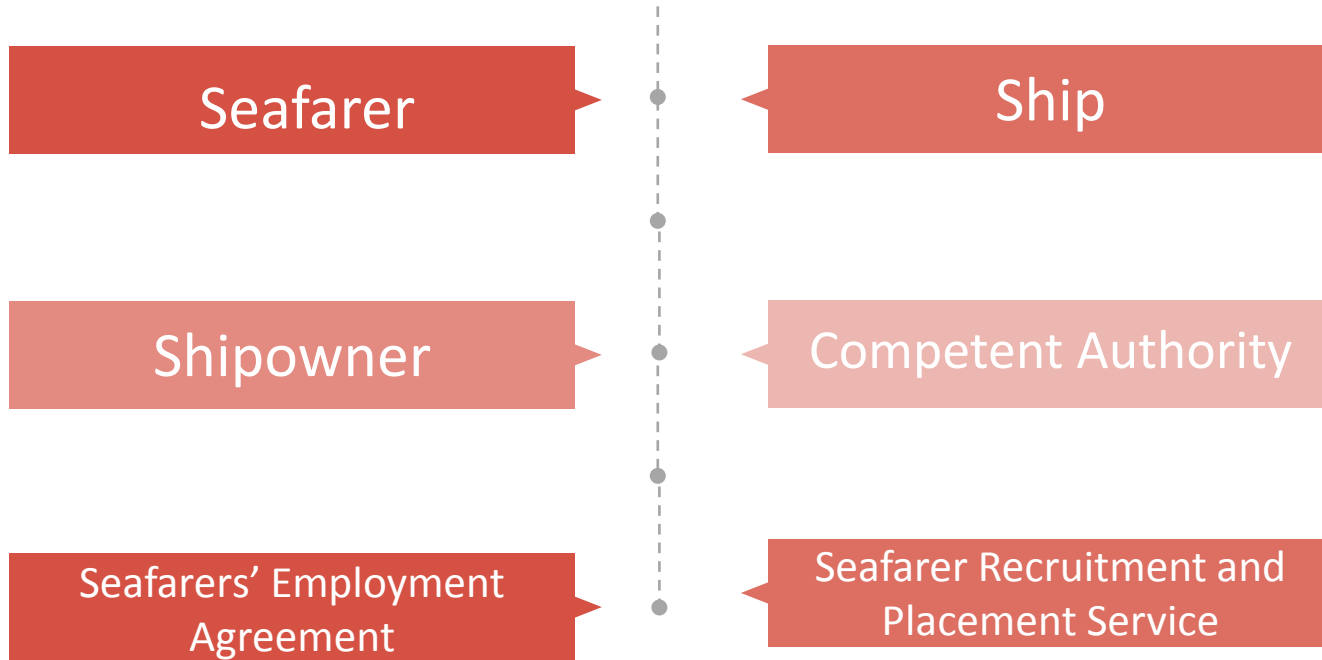
**Title 3:** Accommodation, recreational facilities, food and catering.

**Title 4:** Health protection, medical care, welfare and social security protection.

**Title 5:** Compliance and enforcement.

*This convention is easy to read and your rights are identified under 4 headings*

# Important Definitions Give (Art. II)



*Everyone working on a ship is a seafarer  
and everyone MUST have an SEA*

# Fundamental rights (Art. III)

Enacted by the ILO are:

- Freedom of association and the effective recognition of the rights to collective bargaining
- Elimination of all forms of forced or compulsory labour
- Effective abolition of child labour
- Elimination of discrimination in respect of employment and occupation

*You have strong rights to be in a union and act collectively. It is against this international law to discriminate*

# Scope of MLC 2006 Application

Except as expressly provided otherwise, this Convention applies:

any To **all seafarers** or any person who is employed or engaged on works in capacity on board a ship to which the Convention applies.

To **all ships**, whether publicly or privately owned, ordinarily engaged in commercial activities except:

- ships navigating exclusively in inland waters, close to the coast, in sheltered waters or areas where port regulations apply
- fishing vessels
- ships of traditional build, such as dhows and junks
- warships and naval auxiliaries.
- Smaller ships (below 200 GT) may be exempted.

*For our purposes the MLC applies to all seagoing trading ships*

# Seafarers' Employment & Social Rights

As a bare minimum every seafarer has the right to:

- a **safe and secure workplace** that complies with safety standards
- **fair terms of employment**
- **decent working and living conditions on board ship**
- **health protection, medical care, welfare measures and other forms of social protection**

*Your basic rights to health, safety, fair work  
and social protection are clearly stated*

# No more favourable treatment

## Definition:

The concept which prevents ships flying flags of States that haven't signed the Convention from having an unfair advantage over ships flying the flag of States that have.

Article V establishes the principle of **no more favourable treatment**, a principle that is also found in the key IMO conventions:

Essentially it requires a ratifying Member to apply Convention standards to a foreign ship in its ports (if it chooses to inspect the ship), even if the flag State of the ship has not ratified the Convention.

This may provide an incentive for ratification of the Convention and help to secure a level playing field with respect to employment rights.

*Even if the flag country of your ship hasn't agreed to the MLC, it must still apply the same standards in ports who have*



# Summary

**The MLC, 2006 is a significant upgrade for employment rights and work conditions of seafarers**

The MLC, 2006, often called “The Seafarers’ Bill of Rights”.

<http://www.itfseafarers.org/files/seealsodocs/40281/Seafarers-bill-of-rights.pdf>

In order to be able to use the rights, regulations and instruments provided by the Seafarers’ Bill of Rights it is essential for all seafarers to study thoroughly its text and for Officers to have a detailed training on its contents.

***The MLC = rights to all seafarers and protection against bad owners/ operators/ manning agents and others. Know your rights!!!!***

# Questions

