



System Overview on Seafarers Welfare/ including Abandoned Seafarers

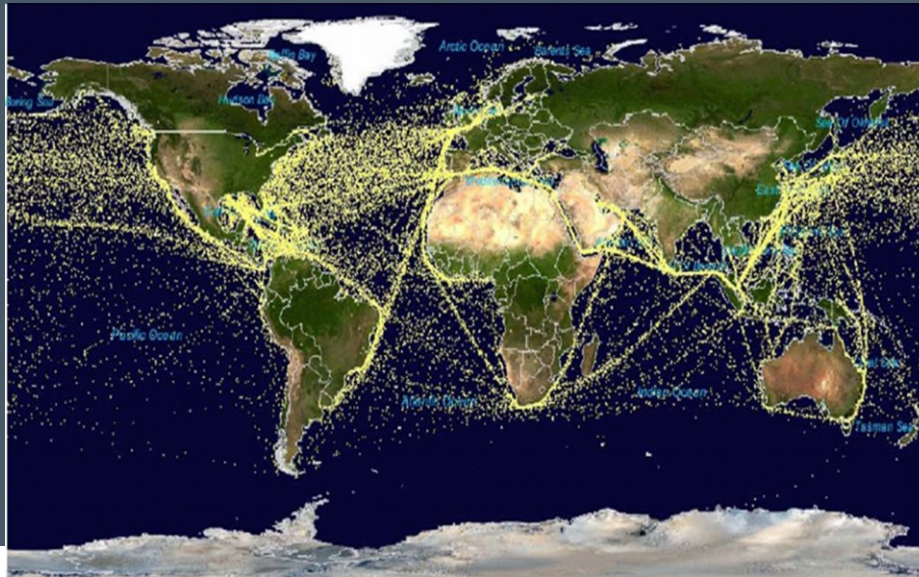
How it works and Update

System Overview on Seafarers Welfare/Abandoned Seafarers

The role of IMO

Safe, Secure and Efficient Shipping on Clean Oceans

- more than **90 per cent of global trade** carried by ships
- **Ownership, crew and management** chain of shipping embrace **many countries**
- ships spend their economic life **moving between different jurisdictions**, often far from the country of registry or citizenship
- need for **international standards** to regulate shipping



System Overview on Seafarers Welfare/Abandoned Seafarers

The role of IMO

United Nations specialized agency for the safety, security and efficiency of shipping and the prevention of marine pollution by ships

- the only UN agency **headquartered in London**, with an annual budget of more than **30 million pounds** and around **265 staff** in the Secretariat
- some **50 nationalities** represented on the staff
- **174 Member States** including all nations with an interest in maritime affairs



System Overview on Seafarers Welfare/ Abandoned Seafarers

- **MLC** - Maritime Labour Convention, 2006 (**MLC, 2006**)
- **STCW Convention**: standards for seafarer training, certification and watchkeeping
- **IMO** has established joint Working Groups with **ILO** on seafarer issues. A **joint ILO/IMO working group** has developed:
- Guidelines on **fair treatment of seafarers** in the event of a maritime accident
- Guidelines on Liability and Compensation regarding **Claims for Personal Injury to or Death of Seafarers**
- Guidelines on Provision of **Financial Security in case of Abandonment of Seafarers**

System Overview on Seafarers Welfare/ Abandoned Seafarers

2001 Guidelines:

- **Abandonment** is characterized by the severance of ties between the **shipowner** and **seafarer**. Abandonment occurs when the shipowner fails to fulfill certain fundamental obligations to the seafarer relating to timely repatriation and payment of outstanding remuneration and to the provision of basic necessities of life, inter alia, adequate food, accommodation, and medical care. Abandonment will have occurred when the master of the ship has been left without any financial means in respect of ship operation.

System Overview on Abandoned Seafarers joint database

- In **2002**, the **Joint ILO/IMO Ad Hoc Expert Working Group** on Abandonment of Seafarers established a **joint database** on incidents of abandonment of seafarers
- The database started on **1 April 2005** and all cases reported after 1 January 2004 have been recorded
- The database is maintained by **ILO** and **IMO** in order to monitor the problem of abandonment in a **transparent** and **informative** manner.
- **Reconciliation procedure** with all interested parties.
- Information is released for **public access** at <http://www.ilo.org/dyn/seafarers/seafarersbrowse.home>.

System Overview on Abandoned Seafarers

joint database: Procedure

- a **Member State** or **organization accredited to ILO or IMO** sends information to **ILO** regarding a new case
- **ILO** sends this information for verification to **IMO** for checking information given on the **IMO number, flag, type of vessel, company and registered owner**.
- **IMO** sends (modified as necessary) the information **back to ILO**; and following consultations between IMO and ILO, the information is entered on a restricted, i.e. **non public and password-restricted website**
- **Interested parties are notified by IMO** of new entries and then have an opportunity to provide further information **within 10 working days**
- Thereafter the information is released for **public access** at <http://www.ilo.org/dyn/seafarers/seafarersbrowse.home>. If necessary, different points of view will be reflected.

System Overview on Abandoned Seafarers

joint database: Procedure

- a case of abandonment would be considered as **resolved** if, and only if, **ILO** has received **clear advice** from the **Member State or organization** having originally provided the information that:
 1. the **totality** of the crew has been **successfully repatriated**; and
 2. the **totality of all outstanding remuneration** and contractual entitlements **have been paid** and **duly received** by **all the crew** members.

System Overview on Abandoned Seafarers

2014 amendments Maritime Labour Convention (MLC)

- The **2014 amendments to the MLC 2006** were established under the auspices of **ILO** and are based on the 2001 guidelines developed by the Joint IMO/ILO Working Group.
- **Mandatory requirement** for shipowners to have **compulsory insurance** to cover **abandonment of seafarers** including costs for **repatriation**, as well as claims for death or long-term disability of seafarers.
- They provide **better protection for seafarers and their families**, and are the fruit of successful collaboration between IMO and ILO to ensure better working conditions

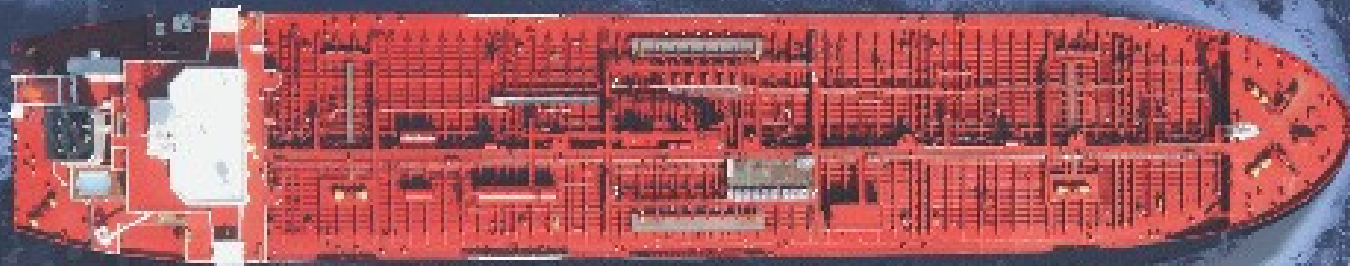
System Overview on Abandoned Seafarers joint database: Update

- During **2012-2016**, between **12 to 19 incidents** have been reported **annually**
- After **entry into force** of the **2014 MLC amendments** on 18th January 2017 there was a **spike of new abandonment cases**:
- In **2017**, there were **55 cases** reported, 14 of which were resolved that year and eight were resolved in 2018 and one further in 2019.
- In **2018**, the total number of **reported cases was 44** and of these, **21 cases had been resolved** as of 31 December 2019.
- In 2019, the total number of **reported cases was 40**, and of these **six cases had so far been resolved** as of 31 December 2019.
- As **of today**, there has been **1 new case** reported in 2020 which has not been resolved so far.

System Overview on Abandoned Seafarers joint database: Update LEG 106

- IMO together with ILO has **improved the functioning of the IMO/ILO database.**
- The IMO and ILO Secretariats will **report to LEG 107** and to the **ILO Governing Bodies** on the cases on the **IMO/ILO joint database** of abandonment of seafarers.
- The Committee **urged** those Member States that had not already done so to consider **ratifying the Maritime Labour Convention, 2006** at their earliest convenience.

Questions and answers?



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