



International Labour Conference – 94th (Maritime) Session,  
Geneva, 2006  
Conférence internationale du Travail – 94<sup>e</sup> session (maritime),  
Genève, 2006  
Conferencia Internacional del Trabajo – 94.<sup>a</sup> reunión (marítima),  
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## ***Provisional Record*** ***Compte rendu provisoire*** ***Actas Provisionales***

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### **Cinquième séance**

Mardi 21 février 2006, 11 heures

*Présidence de M. Schindler*

#### **Reports of the Chairperson of the Governing Body and of the Director-General: Discussion (cont.)**

#### **Rapports du Président du Conseil d'administration et du Directeur général: Discussion (suite)**

#### **Informe del Presidente del Consejo de Administración y Memoria del Director General: Discusión (cont.)**

Mr. COX (Employer, United States)

I am Joseph Cox, President of the Chamber of Shipping of America. Today, I am very pleased to present comments on the Director-General's Report to the 94th (Maritime) Session of the International Labour Conference. The Director-General is to be congratulated on his very thorough report. My comments will be centred on section 2.3, concerning the development and adoption of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185)

With regard to development, it should be noted that the secretariat worked in its usual efficient manner. In response to the tragic events on 11 September 2001 in my country, the

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worldwide maritime industry came to the door of this organization asking it to take on the task of developing an updated Convention on identity that would assist the industry in responding to security demands. The secretariat progressed this Convention through the various development processes in the shortest time possible. In this activity, the Director-General and the secretariat are to receive additional congratulations.

However, the Report does not address an ambiguity in the Convention. One part of the Seafarers' Identity Documents (SID) Convention, Article 3, paragraphs 5 and 6, makes it very clear that the SID is not a travel document. Yet, Article 6, paragraphs 4, 5 and 6, notes that the SID may be used in place of a visa, although there are references to meeting certain additional obligations. While I do not speak for any government, I cannot help but think that some are concerned with this ambiguity. Many nations will continue requiring visas before seafarers will be permitted shore leave or to transit through to join or leave a vessel. This is understandable and the SID would be of assistance to seafarers in obtaining the necessary visas.

It would be very helpful if the Officers of the Conference were to provide an interpretation on this ambiguity to assure governments ratifying this Convention that they were not opening their borders to persons who have two documents issued by the home State: a passport and an SID.

Four weeks ago, I participated in a meeting in New York City when shipowners, seafarers, government and interested organizations discussed ratification of Convention No. 185 by the United States. There was a good discussion about various paths to ratification and integration into United States legislation. I personally intend to continue discussing this with my colleagues in the United States, both government officials and the United States Congress. Your attention to the above request would be deeply appreciated.

Mr. MDLADLANA (Minister of Labour, South Africa)

The Government of the Republic of South Africa joins the global community in expressing its heartfelt condolences to the people and the Government of Egypt for the tragic loss of lives from *Al Salam*.

We are reminded once again that the ocean can be unforgiving; that, through the ages, seafarers and passengers have cried out for protection from the elements. But we are drawn by this Conference to consider the plight of those who work for their living aboard vessels, often in conditions well-hidden from the public eye.

As such, South Africa's delegation is at one with the Director-General's sentiments as expressed in his Report, that this is "a single Convention of unprecedented importance in the history of the ILO's maritime activities" and that we now have before us "a forward-looking maritime instrument which covers almost all the issues within the mandate of the ILO in this sector". Furthermore, and importantly, we also agree that "this proposed Convention explicitly recognizes the increasingly rapid changes affecting working conditions in this sector".

As a nation, we have consciously embarked upon an accelerated and shared economic growth initiative for South Africa (ASGI-SA) that will create sustainable jobs and alleviate poverty. For the maritime industry this strategy implies increasing South Africa's shipping register dramatically from the 1,048 fishing vessels and the single SOLAS Convention vessel we logged in 2004-05. We have begun to implement measures to lift all restrictions on South Africa's ability to participate in international trade and are aware of all the benefits that ships flying our flag would bring to South African mariners, businesses, and so on. However, this also requires the protection of vulnerable workers, and the addressing

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of the skills deficit and gender imbalances in the field of seafaring. This is even more critical in the context of global growth facilitated by the maritime sector.

Thus, as we embark upon these ambitious plans, we are conscious of the need to strengthen our national regulatory regimes and counteract the problems of various forms of ownership, management and control of ships and large-scale recruitment in a number of labour-supplying countries for service on foreign-flagged ships.

It is my Government's humble submission that the adoption of this single comprehensive Convention will indeed result in a "one-stop" point of reference for labour standards in the maritime industry. This will surely assist countries that face challenges in ratifying the previous international instruments which we are now consolidating.

Although the values enshrined in those Conventions and Recommendations, and, indeed, in this draft maritime labour Convention, are embodied in our domestic law, the Merchant Shipping Act, South Africa acknowledges that all is not well in our maritime sector. However, we are committed to improving our maritime sector and to going beyond the minimum standards contained in the proposed Convention and to extending the minimum threshold for living and working conditions that are considered to constitute decent work in the sector.

This Convention is the result of intensive tripartite consultations and negotiations. South Africa enjoys the fruits of negotiation and consultation, and our policy-formulation process works through institutional arrangement that include strong representation of the community component.

We welcome the Director-General's undertaking that, as part of its technical cooperation programme, the ILO is planning a regional maritime symposium for the African region in 2006 as part of a move towards the smooth and wider adoption of the Convention by States who would otherwise find it very difficult to do so with limited resources.

South Africa's shores are a long way from the busiest trade routes, but are a welcome sight after longer voyages, thus we remain a strategic player in the maritime sector because of the role that South Africa plays in seaborne trade.

When he opened Parliament a few weeks ago, the President of the Republic of South Africa, His Excellency President Thabo Mbeki, spoke of South Africans entering an age of hope. With this Convention we are creating an instrument of hope for millions of seafarers. We owe it to seafarers to provide them with conditions that maintain their respect and dignity, both at sea and on land.

We remember the seafarers' call for protection in these vessels. Our response must be to embrace this instrument of hope.

Original arabe: M. HAMADEH (ministre du Travail, Liban)

Je voudrais tout d'abord féliciter M. Jean-Marc Schindler pour sa nomination à la tête de cette auguste Conférence et je voudrais également le remercier pour son excellente gestion des travaux de cette session – travaux qui ont abouti à des résultats fructueux en faveur des gens de mer.

Je voudrais parler de cette tranche de travailleurs, les gens de mer, car il s'agit de personnes qui ont subi et subissent encore des privations en dépit des tentatives effectuées au travers de conventions précédentes relatives au transport maritime. Il s'agit ici de conventions qui visaient à leur rendre justice et à les traiter sur le même pied d'égalité que

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les travailleurs sur terre en matière de conditions de travail, d'alimentation, de loisirs, de protection médicale de conditions de vie minimales et de mise en œuvre des conventions ratifiées.

Je ne voudrais manquer cette occasion pour mettre en exergue les efforts déployés par les départements du BIT, notamment le rapport du Directeur général qui comportait des objectifs nobles qui sous-tendent ce grand projet.

Le Liban a figuré parmi les pays pionniers dont les marins ont transmis l'alphabet au monde entier depuis des millénaires, ce qui a provoqué un véritable tsunami culturel dans le monde antique.

En sus de l'alphabet, les matelots libanais ont levé l'ancre à partir du plus vieux port du monde, à Jbail (Byblos). Ils ont transporté leurs marchandises précieuses et sophistiquées dans les marchés d'Afrique du Nord et d'Europe en passant par le monde des Hellènes et l'Espagne.

Le Liban a toujours occupé une position stratégique de première importance puisqu'il constitue un trait d'union entre le monde arabe, d'une part, et le bassin méditerranéen du nord au sud, d'autre part. Cependant, cette aubaine s'est parfois mue en malédiction.

Partant, nous constatons tout l'intérêt porté par les gouvernements libanais, autant que faire se peut, à développer et moderniser les ports en dépit de toutes les difficultés auxquelles a été confronté le pays. Les gouvernements se sont également préoccupés des gens de mer. Ainsi, le Liban a, malgré les conditions difficiles que le pays a traversées pendant les néfastes événements, ratifié un grand nombre de conventions en matière de négociation collective, de formation, de certificats, d'allocations de chômage, de conditions de travaux, d'âge minimum, de sécurité sociale, de salaires, de durée de travail, de congés, d'examen médical, de logements et en matière de normes relatives aux marines marchandes.

Maintenant que cette Conférence touche à sa fin, que nous sommes en possession d'une convention consolidée, claire, harmonieuse, applicable et souple. Je ne peux que louer l'esprit innovateur de ceux qui ont participé à l'élaboration de ce projet et les efforts conséquents déployés par les esprits éclairés qui ont procédé à des échanges et proposé des amendements afin d'aboutir à une convention plus que parfaite.

Je regrette néanmoins les difficultés financières et administratives auxquelles nous sommes confrontés au Liban, notamment le déficit de notre Fonds national de sécurité sociale, ce qui peut entraver la mise en œuvre scrupuleuse de toutes les dispositions de cette convention jusqu'à ce que fonds soit renfloué et les restructurations soient amorcées.

Nous nous engageons toutefois à déployer tous les efforts requis afin de surmonter les obstacles et de respecter à la lettre la convention.

Je voudrais attirer votre attention sur le sort des travailleurs palestiniens en matière de blocus, ces travailleurs qui sont complètement confinés au port de Gaza, raison pour laquelle il conviendrait de les aider.

Je vous remercie une fois de plus de m'avoir prêté attention et je vous souhaite le plein succès dans vos travaux.

**M. DÜRLER (gouvernement, Suisse)**

Les négociations pour notre projet de convention ont duré presque cinq ans. Elles ont souvent été dures et fort laborieuses. Mais grâce à la volonté de toutes et de tous ici

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présents, elles ont abouti en produisant un résultat dont nous pouvons être fiers. Il est évident que toutes les parties impliquées dans les négociations ont dû céder de part et d'autre, mais la grande majorité des provisions ont pu être adoptées par consensus dont nous nous félicitons.

La Suisse n'est pas une puissance maritime mais elle dispose de la plus grande flotte marchande de tous les pays sans littoral avec une totalité de quasi un million de tonnes de port en lourd. Mais comme dans beaucoup d'autres pays industrialisés, le nombre des gens de mer a diminué énormément. Sur les 26 navires battant pavillon suisse, il n'y a qu'une vingtaine de marins qui portent le passeport de notre pays. Or ce n'est point une raison pour négliger les conditions de travail de ceux qui exercent leurs activités professionnelles dans un environnement étranger. Bien au contraire. La profession des gens de mer est sans aucun doute une des plus mondialisée qui soit. C'est la raison pour laquelle une réglementation internationale est quasiment indispensable. La voici prête pour adoption. Nous espérons vivement que le vote jeudi confirmera l'assentiment exprimé par presque tous les orateurs précédents et certainement aussi futurs.

Nous sommes bien conscients que sans l'énergie, la force et la perspicacité de tous les acteurs clés, notre convention n'aurait pas vu le jour. C'est pourquoi nous tenons à remercier tout particulièrement M. le Président, qui a su gérer le processus avec tant de diligence et de doigté pendant toutes ces dernières années. Nos remerciements vont également à M. Bruce Carlton, qui a dirigé le Comité plénier avec beaucoup de rigueur, en gardant toujours sa patience, son éloquence et son humour. Un grand merci va bien évidemment à M<sup>me</sup> C. Doumbia-Henry du BIT qui n'a jamais ménagé ses forces pour faire avancer le processus en dépit de tous les obstacles encourus.

Original German: Ms. SCHLEEGER (Government, Germany)

During the weeks of the Conference, with meetings lasting until midnight, the ILO's basic principle of decent work has often come to my mind. It doesn't seem always to have applied to us over the last three weeks – particularly not in the Committee of the Whole and the Drafting Committee. If, however, it helps to bring about lasting decent work in the maritime sector, none of us begrudges all of this overtime and night work.

After five years of work and numerous sessions of the High-Level Tripartite Working Group and its Subcommittee, we have now nearly reached our goal: the adoption of an instrument to consolidate maritime labour standards.

By means of this consolidation, all concerned – the seafarers, the shipowners and, not least, the governments – will see clearly as never before which social minimum standards should be observed. Through the principle of “no favourable treatment”, there will be no competitive advantage for shipowners from States which do not sign the Convention. In port State controls, their ships must expect to be assessed in line with the minimum standards of the maritime labour Convention. This is to be welcomed in the interests of fair competition. It should not be possible to attribute economic success to the fact that seafarers are denied appropriate wages or leave or that they must tolerate unacceptable conditions on board.

Nevertheless, it is the provisions for the implementation of the Convention that are most important. The Convention obliges signatory States to carry out official monitoring in respect of the provisions on labour and occupational safety and health rights contained therein.

In Germany, hitherto, there has been no labour law inspection. Workers have to pursue their claims with regard to labour legislation before the courts. However, we are now convinced that in the globally structured area of merchant shipping, an effective

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system for the inspection and certification of maritime labour conditions is necessary. This is the only way in which the material rights of seafarers can be effectively put into practice.

It is to be welcomed from the point of view of the federal Government that it proved possible to deal with the provisions on the inspection obligations of flag States and in the area of port State control in a less bureaucratic manner. Less bureaucracy gives inspectors more time for their own inspection obligations. This is in the interests of the seafarers as well, and should guide us in the future.

Work on the maritime labour Convention is now drawing to a successful conclusion. You are all to be thanked for that. Particular thanks go to the Office and Cleopatra Doumbia-Henry, without whose preparatory reports and additional explanations we would not have been able to complete our work. I would like, not least, to thank the representatives of the workers and the employers, particularly Mr. Orrell and Dr. Lindemann. Mr. Lindemann, in particular, has been very helpful to me and has always, as a colleague, encouraged me to see that Germany must still ratify more of the maritime Conventions. The Government of the Federal Republic of Germany has, at least in recent times, kept its word. We will shortly be depositing the instruments of ratification here in Geneva for four maritime Conventions, since the examination of the possibility of ratification and the legislative procedures for the new consolidated Convention will take some time yet.

Seafarers have, for centuries, known from experience what globalization means. They have, perhaps, the longest experience of the fact that the purely economic component of globalization be set against an equally important social dimension. We are happy that the Director-General of the ILO, Juan Somavia, persistently stresses this component in international debate and calls for solutions. The consolidated maritime labour Convention is a particularly important contribution to this.

The Government of the Federal Republic of Germany will agree to the adoption of the maritime labour Convention. This is our first step in helping to bring about decent work for all seafarers in a globalized world.

Original Russian: Mr. YASHNIKOV (Government, Russian Federation)

Conquering of the world's oceans and exploiting their resources are key to the development of human civilization in this third Millennium. The need for international regulation of this multifaceted area of activity has long been recognized. The fact that labour relations at sea have now been codified is very much to the credit of the International Labour Organization.

This session of the International Labour Conference is a very important stage in the process. This consolidated maritime labour Convention is the result of codification on an unprecedented scale of international legal standards in this area. This comprehensive reform is to a certain extent similar to the work which was done in 1982 on the United Nations Convention on the Law of the Sea, which is the basis for any legal regulation of activity in the world's oceans and, of course, for the efforts now being undertaken by the ILO. It is very important in all circumstances to abide strictly by this generally recognized common denominator laid down in the Convention on the Law of the Sea. This means first and foremost respecting the harmonious interrelationship between the prerogatives of the flag State, the coastal State and the port State, which was carefully stipulated in the United Nations Convention, when it comes to implementing maritime standards.

The successful implementation of this Convention drafted by the ILO depends on clear awareness of and compliance with the mandatory provisions of the Convention on the

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Law of the Sea, to which any State intending to effectively apply the consolidated Convention should be a party.

The consolidated maritime labour Convention is the culmination of a great deal of painstaking work, the search for compromise solutions and innovative approaches to international standard setting. Its main purpose is to become an effective instrument for protecting the interests and guaranteeing the labour and social rights of seafarers worldwide. The Director-General of the ILO, Juan Somavia, quite rightly stated in his Report that this Convention will be an effective global response for a truly global industry.

States will most likely have to make considerable efforts in order to adjust to the requirements of the consolidated Convention and ensure that its provisions are applied. We are certain that they can expect assistance to that end from the International Labour Office, which will have to carry out continuous monitoring of the implementation of the Convention we are to adopt.

The regulation of labour relations in the maritime sector is a successful example of a fruitful synergy between the ILO and several other international organizations and bodies, including the United Nations, the IMO, the World Health Organization and various regional bodies. The adoption of the consolidated Convention bears witness to the need to continue and diversify such cooperation, for example, in regard to developing guiding principles for port State inspection. Such cooperation could be seen as an example of successful coordination of efforts by international organizations to address global problems, as well as a practical model for concerted action by the different components of the international system.

The ILO's achievements in the maritime sector in the last ten years since the previous Maritime Session of the International Labour Conference are important, because they have demonstrated its ability to respond effectively and quickly to new challenges related to international security, including the threat of international terrorism. Here I would recall the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), adopted in 2003 – a major contribution by the ILO to ensuring safety and security at sea. The consolidated Convention, regulating as it does labour relations in the maritime shipping industry, will also make a contribution to economic development, and hence to guaranteeing international security.

The Russian Federation, which is a State party to 11 ILO maritime Conventions, pays close attention to the development of legislation in this area and to improving its application in practice. The fundamental principles guiding national maritime policy, stated in the maritime doctrine of the Russian Federation, include the observance of our international obligations, the development of domestic legislation, ensuring proper state inspection of vessels flying the Russian flag and port State control, improving our system for officers' training, improving the training and education of young people, improving occupational health and safety and enhancing social partnership. The priorities of Russian government policy are thus incontestably in conformity with the guiding principles underlying the work on the consolidated Convention. It is therefore fully understandable that Russia has no doubts whatsoever about supporting the objectives of the Convention.

Implementing the concept of decent work in the maritime sector should continue to be one of the most important objectives of the ILO, and the adoption of the new Convention will provide a solid legal basis for this. The International Labour Office should continue in future to be guided by the need for a global regulatory framework for labour relations at sea, and the core of this work is the consolidated Convention. However, it will be successful only if it is universally and equally applied, which would create the intended enabling environment for the effective operation of the world shipping industry while guaranteeing decent conditions of work for seafarers and protecting their rights.

I would like to begin by forwarding to this Conference the message of greeting as well as the political will of the Albanian Government with regard to deepening and widening cooperation with the ILO. The Albanian Government considers the ILO to be a serious and very important partner in our policy formulation and implementation work, as well as in the task of providing contemporary employment services and, finally, in our efforts to improve the quality of life for working people.

The adoption of contemporary legislation governing the world of work and labour relations is one of my Government's priorities, and it coincides with the Government's efforts to accelerate the country's integration into the Euro-Atlantic structures. As of today, Albania is very close to ratifying the Stabilization and Association Agreement as a safe and secure step towards acceptance into the European Community.

Turning to the topic of today's session and this Conference, I would like to emphasize that Albania is a coastal country, situated in the western part of the Balkans, in between the Adriatic and the Ionian seas. It has four ports, Durres is the largest and most important followed by the ports of Vlora, Saranda and Shengjin.

Durres is also the home port for ships flying the Albanian flag. Albania's merchant fleet is modest; our vessels flying the Albanian flag have a tonnage of between 500 and 10,000 GT with an overall national tonnage of about 100,000 dead weight tonnage. There are 800 Albanian seamen who are serving today on board ships. A considerable number of seafarers are employed on vessels flying foreign flags, or of foreign ownership. As a member of both the International Maritime Organization and the ILO, our country has made the necessary efforts to become part of the main Conventions that have improved safety standards at sea, as well as the living conditions of seafarers on board ships.

Only last year Albania became a party to some very important international maritime Conventions, and I would like to mention its ratification of SOLAS (Safety of Life at Sea), as well as that of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

As a Member of the ILO, Albania has made a significant effort to fulfil the entirety of the obligations arising from all the Conventions and codes of this Organization aimed at improving the life and working conditions of seafarers on board ships. In our daily practices, the code of practice on accident prevention on board ships at sea and in port, 1996, the safety and health in ports code of practice, as well as other documents that anticipate safety and health standards for seafarers, have served as a reference point in the work of our specialists and experts.

A step forward was made in 2002 when the International Safety Management Code came into force. Such a mechanism was considered a step forward in the process of increasing the requirements and standard levels for ships of 500 GT and upwards that are engaged in international voyages. After a few years of this code's implementation, its positive impact on the Albanian maritime system can be acknowledged.

The adoption of the present Convention is a very important moment for all ILO member countries. This Convention will consolidate all the standards defined in the different instruments of the ILO and the IMO: the Convention will influence the improvement and unification of standards for seafarers everywhere. The positive impact arising from the adoption of this Convention will also affect those countries not yet belonging to the ILO.



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I am very confident that the adoption of this Convention will lead to better living and working conditions for seafarers because it will underline the importance of meeting the whole range of standards, and will simplify the work of maritime administration as well as that of the labour inspectorates concerning port State controls, monitoring the implementation of such standards. The Convention facilitates more effective control of the implementation of these standards on board ships, standards which aim to establish a healthy and safe working environment, accident prevention, and a cleaner maritime environment free from pollution.

In voting for the adoption of this Convention, the Albanian Government wishes to contribute modestly to the efforts to improve the conditions, safety at work and the quality of our seafarers' lives.

Mr. RUSTANDI (Worker, Indonesia)

I would like to talk briefly about maritime security and its impact on seafarers. It should be recognized that the objectives of the International Ship and Port Facility Security (ISPS) Code are to detect and prevent security threats and incidents against countries and their populations involving ships and ports.

After the tragic events of 11 September, when discussions on the Code were initiated, seafarers were placed in the frontline of the fight against terrorism in the shipping industry. However, the current security measures view cargo as a potential hazard, the ship as the possible terrorist transport and the seafarer as the probable terrorist. This is well illustrated by the restrictions to the seafarers' basic right to shore leave in some countries and the rejection of selected nationalities for future employment at sea, particularly when operating in United States waters.

It should be noted that, in his World Maritime Day message last year, the Secretary-General of the IMO said: "We must not forget that it is on the seafarers' initiatives, cooperation and constant vigilance that we rely heavily in order to prevent breaches of maritime security. Without their support and wholehearted commitment to the cause of security, the system the ISPS Code aims so meticulously to put in place will be severely weakened, to the detriment of the overall effort."

Recognition must be given to the fact that the ISPC Code clearly calls for the respecting of seafarers' rights, and particularly the right to shore leave and access of visitors to the vessel. The International Transport Workers' Federation, in its submission to the Maritime Security working group concentrated on limiting some of the extremes and maintaining seafarers' rights. Where port facilities and governments are ignoring these provisions they are in flagrant breach of the Code. We realize that the Code, however, does not give seafarers any *improved* conditions, including greater access to the vessel for guests and shore leave for the crew, and this is still at the master's discretion, but some masters have used security levels as an excuse to restrict union access.

Despite the rapid introduction of the new seafarers' identity documents to address the requirements of the United States Government, there is still a visa requirement in the United States for all seafarers. Meanwhile, the ratification of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), has been slow, with no sign that the United States is going to accept these identity documents. We call on all governments to urgently ratify ILO Convention No. 185 and in particular, with the blessing of God, the Government of the United States.

Seafarers in a number of countries have lost jobs where the owner has been concerned over repercussions from security measures. The "Access Denied" questionnaire conducted by the International Transport Workers' Federation indicated that 58 per cent of seafarers

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have been refused shore leave at some time and many crew, including masters, are leaving the profession. The costs and inconvenience of a visa system is a major issue with seafarers, particularly in developing countries, and does not guarantee shore leave.

No flag State that we are aware of has reviewed manning, taking into consideration the security workload, as per resolution A.955(23), and we do not believe that there have been any studies on the impact of security on board. The International Transport Workers' Federation own questionnaire has revealed some major concerns of seafarers. These include an increased workload and responsibility, inadequate training, restrictions on shore leave, problems in obtaining a United States visa and difficulties for industrial representatives and welfare organizations to board vessels.

Seafarers are essential to the world's economy and deserve your respect and support.

Sr. AROSEMENA VALDÉS (Vicepresidente de la República y  
Administrador de la Autoridad Marítima, Panamá)

La República de Panamá se honra en participar en la 94.<sup>a</sup> reunión (marítima) de la Conferencia Internacional del Trabajo (décima reunión marítima).

Es propicia la ocasión para resaltar y aplaudir el valioso trabajo que la Oficina Internacional del Trabajo ha realizado en estos últimos años, tendiente a la revisión y compilación de toda la normativa laboral marítima existente, que es lo que hoy conocemos como proyecto de convenio refundido sobre el trabajo marítimo.

Mucho se ha hablado de la seguridad marítima y de la prevención de la contaminación, pero no de mejorar las condiciones laborales a bordo de un buque.

Es necesario reconocer la importancia que juega el Convenio que hoy discutimos dentro de la actividad marítima internacional, pues en éste se recoge una serie de derechos y obligaciones tanto para la gente de mar como para los armadores, los Estados de abanderamiento y los Estados rectores del puerto.

En el caso particular de nuestro país, estamos seguros de que este Convenio contribuirá al establecimiento de instrumentos legales que permitirán modernizar la legislación nacional.

Desde 1998 está vigente en nuestro país una legislación especializada sobre el trabajo en el mar y en las vías navegables, y será tarea prioritaria la revisión de este nuevo estatuto jurídico para adecuarlo a las normas y pautas contenidas en el convenio refundido.

Las responsabilidades del Estado de abanderamiento y del Estado rector del puerto en Panamá recaen en la Autoridad Marítima de Panamá, que es el ente encargado de establecer las políticas de desarrollo del sector marítimo fijadas en nuestra estrategia marítima nacional, la cual incluye el impulso de las actividades relacionadas con la marina mercante y la promoción de oportunidades laborales para la gente de mar sobre la base de la educación, la formación, la titulación y el equilibrio social.

Es por ello que, conscientes del alcance del Convenio refundido, hemos puesto en marcha programas dirigidos a modernizar la actividad marítima panameña. Entre éstos cabe destacar: la capacitación y reclutamiento de marinos que permitan contar con un recurso humano idóneo y eficiente para la labor en buques de registro panameño; la reglamentación de las agencias de colocación para la gente de mar y la firma de acuerdos con otras instituciones gubernamentales para el embarque y desembarque de extranjeros en el territorio panameño; la aprobación de la Tabla de Compensación por Riesgos Profesionales para la gente de mar al servicio de buques internacionales; la incorporación a

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las inspecciones anuales de seguridad marítima en los buques de registro panameño de un formulario que proporcione la información que permita conocer, evaluar y garantizar condiciones laborales decentes a bordo de nuestros buques.

Recientemente, bajo mi coordinación en la parte gubernamental, se llevó a cabo un diálogo tripartito sin precedentes en la historia de nuestro país para abordar el tema de la protección de la seguridad social, y, con el consenso de todas las partes involucradas, logramos aprobar una nueva legislación que permitirá asegurar el futuro del sistema de pensiones y una mejor protección social a los trabajadores.

Como rectora del sector marítimo en Panamá, la Autoridad Marítima, en estrecha colaboración con sus usuarios, realiza ingentes esfuerzos dirigidos a la modernización y actualización de nuestras normas, por lo que proyectamos, en breve plazo, elaborar el primer código marítimo de Panamá e impulsar la creación de un centro de conciliación y arbitraje marítimo internacional que pueda dirimir, entre otras cosas, las controversias entre el capital y el trabajo.

Nos llena de orgullo poner en vuestro conocimiento la reciente creación de la Universidad Marítima Internacional de Panamá, la cual promoverá la transferencia de conocimientos y tecnologías en beneficio del recurso humano nacional y regional, mediante una alianza estratégica concertada con prestigiosas instituciones educativas especializadas.

La gestión de nuestro país en apoyo de la gente de mar a bordo de los buques también se extiende a otros organismos internacionales.

A nivel de la Organización Marítima Internacional, estamos implementando las normas sobre formación, titulación y guardia de la gente de mar y las recomendaciones emanadas de los diversos comités para salvaguardar la vida humana en el mar; en tal sentido, estamos apoyando las gestiones del citado organismo para emitir directrices sobre el trabajo justo de la gente de mar en caso de accidente marítimo, que deben resultar del trabajo ejecutado por un Grupo de Trabajo mixto especial OMI/OIT del que formamos parte; asimismo, al igual que se han puesto en marcha acciones dirigidas a modernizar nuestro sistema de documentación de identidad de la gente de mar, atendiendo a las recomendaciones emitidas tanto por el Comité de Seguridad Marítima de la OMI (como resultado de la Conferencia de 2002 sobre el Convenio SOLAS para el incremento de la protección marítima) como por la OIT, cuyo Consejo de Administración ha efectuado recomendaciones sobre el sistema biométrico que exigen las regulaciones internacionales.

Concluimos nuestra intervención reconociendo la importancia del tema que hoy nos reúne.

Que las decisiones que hoy tomemos como Estados Miembros sean las mejores para la industria marítima internacional y su gente.

#### M. RAOUI (travailleur, Maroc)

Ce fut un honneur pour moi d'avoir participé aux travaux de cette convention.

Je tiens tout d'abord à remercier et à féliciter toutes les compétences, sans exception, qui ont durement œuvré et veillé à la conception, l'élaboration et l'instauration des règles de la présente convention qui témoignera longuement, dans les années à venir, du dur labeur déployé pour sa concrétisation.

Je saisis cette occasion pour féliciter tous les partenaires qui ont participé et contribué aux travaux de consolidation du code pour l'esprit de dialogue constructif qui s'est imposé

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en maître durant toutes les rencontres et séances de discussion et de débat. Un dialogue inspiré d'une motivation et d'une conviction manifeste de la nécessité d'aller de l'avant dans la voie de la sauvegarde des intérêts mutuels des partenaires sociaux et la promotion des conditions de travail digne et décent des gens de mer.

Encore faudra-t-il que cette convention trouve son juste champ d'application et que chaque Membre pleinement convaincu de la positivité des règles pertinentes de la présente convention soit responsable d'en assurer la juste et équitable application et de lutter contre toute interprétation négative.

Le message à passer constitue un appel à tous les opérateurs économiques à œuvrer pour une contribution à large spectre au développement humain, à l'instauration de paix sociale et l'enracinement d'une stabilité économique durable et entretenue des pays desservis économiquement faibles, afin d'atténuer l'exode de main-d'œuvre, afin que ce pôle attractif que constituent les pays aisés perde de son action, et enfin, que les gens de mer partout dans le monde aspirant à une vie digne et rêvant d'un lendemain meilleur et sans crainte cessent d'être l'objet d'exploitation de maintes agences de recrutement sans scrupules.

En fait, c'est une question d'équilibre, et tout équilibre rompu engendre automatiquement des conséquences fâcheuses.

La pratique d'une concurrence loyale et humaine dans le domaine du transport maritime, dégagée de toute intention de dumping économique et par conséquent social, dans le respect des règles et accords internationaux constitue, quant à elle, une garantie de survie et de continuité d'un bon nombre de compagnies maritimes, loin d'être de la compétition mais assurant le gagne pain et des conditions de vie dignes de plusieurs milliers de foyers.

Enfin, nous espérons que tout projet de réforme touchant de loin ou de près l'avenir de notre propre secteur maritime fasse l'objet de concertations entre les partenaires sociaux, dans le respect d'un réel et positif partenariat, et que la communication et l'échange d'informations soient des règles de base de coopération constructive en réponse aux engagements des différentes parties afin de contrecarrer toute retombée négative et garantir la sécurité d'emploi de nos concitoyens.

Mr. LEE (Government, Republic of Korea)

I would like to express my sincere congratulations to Mr. Jean-Marc Schindler on being elected President of the 94th (Maritime) Session of the International Labour Conference. I would also like to express my cordial gratitude to the Director-General, Mr. Juan Somavia, and his staff for their efforts and hard work in preparing for this important session of the Conference.

The Report of the Director-General submitted to the Conference shows that there has been a steady increase in ratifications of maritime Conventions since the last Maritime Session held in 1996. I believe that the ILO has played a critical role in achieving this meaningful outcome through a variety of activities in the maritime sector, with emphasis on standard setting and the promotion of decent work.

The Government of the Republic of Korea has also taken a big step to ensure decent work for seafarers. The Republic of Korea has reformed the working conditions of seafarers through intensive tripartite consultations and negotiations. Efforts include reducing legal working hours from 44 to 40 per week, introducing new paid leave and a wage-credit system. Furthermore, an employment insurance system has been made applicable to seafarers on board vessels with a foreign flag.

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At this session of the Conference, we face an important task in the history of ILO maritime activities. This is to adopt a new instrument consolidating the existing maritime labour standards. I believe that the minimum standards contained in the new Convention are largely based on accepted maritime industry practice and set out conditions for decent work in the increasingly globalized maritime sector. The Government of the Republic of Korea has participated in this standard-setting exercise with great concern and has made an effort to enhance the feasibility of the proposed consolidated maritime Convention so that it can achieve widespread ratification and implementation among the member States.

I believe that the new maritime labour Convention will be an important milestone in order to move forward in the ILO's promotion of its Decent Work Agenda. Considering that, the Government of the Republic of Korea will make every effort to prepare for the ratification and implementation of the new maritime labour Convention, if adopted, after this session of the Conference.

The Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), was adopted at the 91st Session of the ILC to improve maritime security. The ILO has formulated a series of promotional activities for encouraging member States to ratify and implement the Convention.

My Government fully recognizes the importance of promoting security, both on board ships and on shore. In this regard, it is my pleasure to inform you that the Republic of Korea is engaging in the process of ratifying and implementing the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), and will be able to deposit the ratification to the Office this year.

We are here to finalize and adopt a single, coherent and enforceable Convention of an unprecedented character. It is expected that the successful adoption of the new consolidated maritime Convention will open a new era in the history of ILO maritime activities. I sincerely hope that the efforts which governments, social partners and the ILO secretariat have made till now will bear fruit so that decent work will firmly take root in the maritime sector.

Mr. BATUR (Government, Turkey)

It is a great honour for me to address this august body on such an important and historic occasion as this.

At the outset, I would like to commend the Director-General and his Office for the excellent Report they have prepared on developments in the maritime sector. The Office also deserves our praise for its unwavering assistance during the last four years that have taken us to the consolidated maritime labour Convention.

Before I touch upon the importance of the work that we have successfully completed after years of hard work and difficult negotiations, please allow me to give a brief account of the situation of the maritime sector in Turkey with regard to labour standards.

Very recently, Turkey took a great step, we may indeed call it a leap, in this field by ratifying 12 international labour Conventions in 2005; that is close to the annual percentage of total ratifications registered by the ILO in this field. The Conventions in question are: Nos. 53, 55, 68, 69, 73, 92, 108, 133, 134, 152, 164 and 166.

The Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), which revised Convention No. 108, is also being considered by the Government for ratification.

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Turkey is also party to the key Conventions of the International Maritime Organization, namely SOLAS, MARPOL and STCW. In addition to this international regulatory framework, Turkey has greatly contributed to efforts aimed at building and implementing regional regulatory frameworks such as the Black Sea Memorandum of Understanding, which was signed in Istanbul in April 2000.

As regards labour conditions and social security of seafarers, Turkey, having ratified all the fundamental labour Conventions of the ILO and committed itself to ensure decent work for all, provides coverage to non-nationals working on the ships that fly its flag on an equal footing with its nationals. We believe this is essential for ensuring decent work and a level playing field in the international maritime sector.

The proposed consolidated maritime labour Convention, once adopted and put into effect will indeed become the fourth pillar of the international maritime sector, the absence of which has long been felt, above all by seafarers out at sea. Furthermore, this Convention will give an impetus to the prosperity of the international maritime sector while discouraging substandard shipping.

Although I acknowledge that what we, as the ILO constituents, offer to the maritime sector through this Convention may not be enough to address all the concerns expressed or felt. I strongly believe that this session of the Conference, in adopting the proposed Convention, will be a turning point after which the maritime sector will not be the same again.

Mr. PROVINCIALI (Government, Italy)

The Italian delegation wishes to thank the Director-General, the ILO secretariat, the High-level Tripartite Working Group and everyone at the ILO who contributed to the realization of this very important work. The new international consolidated maritime labour Convention has been a very ambitious task for the ILO, and the ILO has been able to accomplish that task to the satisfaction of every Member.

I would like to thank also the European Union and, in particular, the Austrian presidency and the United Kingdom, for their action of coordination in search of a common position of EU Member States.

Italy totally agrees with the definition of the Convention as the “fourth pillar of the international regulatory regime for quality shipping”, taking into account that it sets up homogenous rules as well as possible, in a profession that is very dependent on globalization.

Italian maritime policy in the sector, like the policies of other European States, is strongly oriented towards recovering the appeal of the maritime professions.

In this regard, the adoption of a new international instrument aimed at improving working and living conditions on board ships, will make it easier to attain that goal.

I would like to emphasize the title of the Convention as it relates to the controls and inspection systems both for the flag State and port State, because we think that in this issue we should check the real effectiveness of the work we have done. It is especially remarkable that this Convention should produce, inter alia, a definitive change of mentality in the approach to maritime labour issues, not only for governments, but also for the shipowners, the unions, and the workers themselves. Obviously Italy would like to see the Convention ratified as soon as possible by a large number of Members to ensure rapid entry into force and to bring about the positive results that all of us are waiting for.

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Sr. DUMONT (Gobierno, Argentina)

Señor Presidente, en nombre de la Argentina, Bolivia, Brasil, Chile, Costa Rica, Cuba, Ecuador, Guatemala, Honduras, México, Panamá, Paraguay, Perú, Uruguay y Venezuela, todos miembros integrantes del Grupo de América Latina y el Caribe (GRULAC), quiero destacar que:

La industria naviera y los trabajadores del mar son agentes fundamentales en el desarrollo del mundo contemporáneo. Por ello, es esencial que la gente de mar goce de seguridad y de condiciones de trabajo dignas que garanticen el pleno respeto de sus derechos y se vean beneficiados del «trabajo decente» que promociona nuestra Organización.

Por lo anterior, el GRULAC hace un reconocimiento especial a los meritorios esfuerzos de la OIT, a través de los años transcurridos, por condensar en un solo instrumento jurídico internacional los convenios marítimos existentes. Labor esta que ha sido uno de los retos más grandes a los que se ha enfrentado esta Organización y cuyo objetivo es mejorar las condiciones de trabajo de la «gente de mar». Por ello, nuestro grupo desea dejar constancia de su agradecimiento a todos los miembros de la Oficina y a nuestros interlocutores sociales, que han contribuido activamente y con gran entusiasmo a lo largo de este proceso.

Dada la trascendencia del Convenio refundido sobre el trabajo marítimo, nuestros gobiernos son favorables a su adopción y se abocarán a la tarea de hacer el más cuidadoso ejercicio de análisis y evaluación de sus disposiciones, con ánimos de favorecer su ratificación.

El GRULAC es consciente de que la ratificación y el éxito en la aplicación del Convenio dependen de la disponibilidad de los conocimientos técnicos especializados y de los recursos materiales necesarios en cada uno de los Estados que lo ratifiquen. Diversas tareas deberán iniciarse para llevarlo a su aplicación efectiva. Por ello, hacemos un llamado a la Oficina y a los interesados y comprometidos con la ejecución del Convenio para que contemplen la posibilidad de instrumentar programas de cooperación que refuercen nuestras capacidades nacionales (especialmente en las áreas de la inspección y el control de la aplicación, que son cuestiones clave para el buen desempeño del Convenio) y que se traduzcan en beneficios tangibles para todos los actores del sector marítimo.

Señor Presidente, en nombre de la República Argentina, deseo felicitarle a usted y a sus colegas de la Mesa de la Conferencia por sus designaciones, así como agradecer el informe del Presidente del Consejo de Administración y la Memoria del Director General.

En ambos documentos se da cuenta de la importancia de la tarea que ha venido desarrollando la OIT para el trabajo en un sector crítico de la economía moderna como es la actividad marítima. Saludamos esos esfuerzos y alentamos al Consejo de Administración y a la Oficina a continuarlos, con vistas a la realización de los objetivos del trabajo decente en este sector.

En esta reunión de la Conferencia esperamos adoptar un Convenio sin precedentes en nuestra Organización. En efecto, el instrumento que vamos a elaborar reunirá casi todas las disposiciones de los más de 60 convenios y recomendaciones sobre el trabajo marítimo hoy vigentes. Es un desafío mayor y nuestra Organización y sus mandantes tripartitos parecen haber estado a la altura de ese desafío.

Entendemos que el Convenio refundido tendrá un doble impacto. Por un lado, establecerá un marco normativo de amplio alcance y un nivel de protección más ambicioso para los trabajadores del sector marítimo, ya que se trata de un instrumento único que

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contiene diversas categorías de normas y mecanismos específicos de seguimiento y control.

En otro nivel, el Convenio refundido podría tener, como lo han reconocido en la presentación de sus respectivos informes el Presidente del Consejo de Administración y el Director General, un impacto en la política normativa de la OIT.

Como ha señalado el Presidente del Consejo de Administración: *«muchas de las condiciones que afronta la gente de mar presagian los problemas que surgirán en muchos sectores de la actividad a raíz de la creciente mundialización del lugar de trabajo. Así pues, al abordar la situación de la gente de mar, la Organización ha tenido oportunidad de probar nuevos enfoques e idear soluciones para hacer frente a los efectos negativos de estas tendencias».*

Es decir, en esta reunión marítima de la Conferencia está abriendo caminos por los que podría transitar el trabajo en otros sectores fuertemente globalizados y cuya regulación reclama ajustes importantes.

Señor Presidente: la Argentina ha tenido una intensa participación en la actividad normativa del sector y ha ratificado 13 convenios marítimos.

Lamentablemente, en un período reciente de nuestra historia, nuestras políticas inspiradas en ideas neoliberales determinaron una fuerte desregulación del sector, que se tradujo en reticencias en la ratificación de las normas producidas por las conferencias marítimas.

La actual administración ha tomado la decisión de revertir esa tendencia y tiene el firme propósito de incorporar a su legislación la normativa laboral internacional para el sector. Es por eso que el Gobierno argentino ha participado activamente en el proceso preparatorio de la Conferencia Técnica Marítima Preparatoria de septiembre de 2004 y en la reunión complementaria de marzo de 2005.

Recientemente, en enero del corriente año, el Ministerio de Trabajo, Empleo y Seguridad Social de Argentina organizó con la colaboración de la OIT un taller tripartito para el análisis del Convenio refundido y sus implicancias a largo plazo. Dicho evento, complementario de las consultas que se realizan con interlocutores sociales en el marco del Convenio núm. 144, permitió un mejor conocimiento de la situación en materia de trabajo marítimo en el país y el impacto que tendría una eventual adopción y posterior ratificación del Convenio refundido por parte de Argentina.

Con ese espíritu, están avanzadas las consultas en el interior del Gobierno con vistas a la aprobación legislativa de los instrumentos emanados de la 84.<sup>a</sup> reunión de la Conferencia Internacional del Trabajo de octubre de 1996, así como del Convenio núm. 185 revisado, de 2003.

En su Memoria a la Conferencia, el Director General llama la atención sobre los esfuerzos que demandará a los mandantes y a la Oficina la efectiva aplicación del Convenio. Destacamos el hecho de que la Oficina, según nos informa el Director General, ya tiene planificadas acciones de promoción del Convenio, que se llevarán a cabo después de concluida esta reunión.

En efecto, la adecuada aplicación y el éxito del instrumento dependerán en buena medida de la capacidad de la Oficina para producir, entre otros insumos, material de formación y otras formas de asistencia técnica.



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Por supuesto, esta mayor actividad de la Oficina requerirá mayores recursos de los que se disponen actualmente. Alentamos al Consejo de Administración y a la Oficina a tomar los recaudos del caso y a la buena voluntad de los países donantes.

Estamos convencidos, Sr. Presidente, de que, como se ha dicho en esta sala, esta Conferencia es una oportunidad histórica. Confiamos en que sus resultados, esto es, la adopción del Convenio refundido, tendrán un impacto muy importante en el mejoramiento de las condiciones laborales de la gente de mar y serán un paso decisivo en la realización de los objetivos de trabajo decente para todos.

**Mr. LAWAL (Minister of Labour and Productivity, Nigeria)**

I am pleased to be given this opportunity to address the 94th (Maritime) Session of the International Labour Conference, 2006. On behalf of the Nigerian delegation, I congratulate Mr. Jean-Marc Schindler on his election to chair this landmark meeting on the consolidation of international maritime labour standards. We also extend our appreciation to the International Labour Office for its immense contribution to the success of this exercise.

This 94th (Maritime) Session of the International Labour Conference marks a significant point in the ILO's standard-setting activities in the maritime sector.

I recall with a feeling of satisfaction the genesis of this exercise of consolidating the extant corpus of over 60 maritime labour Conventions and Recommendations into a single and comprehensible instrument. The problem of navigating through a myriad of international instruments presented a very formidable task, even to the most highly developed maritime nations. It was particularly distressing to less developed maritime nations and more often than not, to avoid the distress, these international labour standards were totally ignored.

My country's involvement in and appreciation of this onerous and complex exercise has been informed by two main considerations. Firstly, Nigeria has major interests in offshore oil and gas exploratory activities. Working conditions within this very expansive sector have not been the best. With the adoption of this "Super Convention", my country should be able to adopt the global standards inherent in the Convention to regulate the working standards of maritime workers within that sector and positively affect their lives.

Secondly, Nigeria, as a coastal State with at least 850 km of coastline, a very busy port State in the West African subregion, as well as a budding seafarer supplying nation, looks forward to the coming into force of this very important Convention, the implementation of which would enable her to enlarge her labour inspection functions within her ports to include enforcement of maritime labour standards on both her flag ships and foreign ships under the "no more favourable treatment principle" so conspicuously entrenched in the Convention. This Convention does not provide any cover to ships whose working and living conditions do not conform to standards set within this instrument to ply the seas any more.

As the Chairperson of the African group of the ILO in the High-level Tripartite Working Group and also having participated in all its meetings, including the Preparatory Technical Maritime Conference, over the last five years, Nigeria believes in the ideals of this Convention, the goals of which are to secure decent living and working conditions for seafarers. Nigeria particularly notes that the implementation of various Articles of this Convention is through the concept of substantial equivalents. This is a concept which my country considers necessary at this time, taking into consideration the varying stages of development of member States. It provides a window which should encourage the early ratification and coming into force of this Convention.

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However, while we are enthusiastic about the goals of the Convention, we are not losing sight of the necessity for States to put in place structures which would enhance the giving of full effect to the Articles of the Convention as desired within its text. For budding maritime nations, this is no mean feat. It needs careful planning and budgetary adjustments. It needs technical cooperation and calls for technical assistance between and from the member States as well as from international organizations. In view of the above efforts, it is pertinent to request the ILO for technical assistance programmes, so necessary in this sector.

We wish to state emphatically that the ratification of this maritime labour Convention, 2006, by Nigeria, and indeed the African maritime nations, might hinge on the availability of urgent technical assistance in the areas of awareness creation, capacity building for enforcement and on-board labour inspectors, to meet the required standards for implementation prior to ratification of this Convention.

Nigeria would like to host an ILO technical conference on promotion, awareness creation and sensitization for shipowners, seafarers, port workers, fishermen and other stakeholders for the Maritime Organization for West and Central Africa, for the understanding of the "Super Convention" in May 2006. We therefore anticipate the full cooperation of ILO and member States of the subregion in this regard.

As stated earlier, Nigeria has a substantial interest in the maritime labour sector. The shipping industry and the offshore activities in the oil and gas sectors are key and critical to the nation's economy due to their contribution to our gross national product. In view of this crucial role, Nigeria, as a matter of national policy, places great emphasis on this sector, with regards to employment generation, job security, wealth creation, shipping development, sustenance and improvement of national and international maritime labour standards for all stakeholders who contribute to the sustainability of this global industry. Nigeria, and indeed all maritime countries, cannot afford to be isolated from the ongoing process of globalization, of which the seafaring industry is the forerunner and will continue to play a dominant role in the years ahead.

We welcome and associate ourselves with the Reports of the Chairperson of the Governing Body to the 94th (Maritime) Session of the International Labour Conference and the Director-General of the International Labour Office on developments in the maritime sector. I wish to commend their untiring efforts and commitment to the success of this session of Conference. Nigeria shall continue to be involved in the process of maritime labour reforms in the African continent and especially towards the successful coming into force and implementation of this Convention. It is our ardent desire that all member States present at this session of the Conference adopt this Convention and work assiduously towards its ratification and successful implementation thereafter.

Ms. MALHOTRA (Government, India)

This delegation is proud to be associated with the Tenth Maritime Session of the International Labour Conference.

India is an important labour-supplying nation in the global maritime sector and has a strong interest in the overall maritime industry.

The Indian delegation has actively participated in the various ILO meetings.

The present delegation was closely involved in the development of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185). The Indian maritime administration has already taken steps to implement the provisions of this Convention in its domestic legislation. The ILO's timely response to the security concerns raised globally in

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2001, through the adoption of Convention No. 185, has provided the maritime world with a solution for meeting security requirements. At the same time, the Convention also ensures the welfare of seafarers worldwide by protecting their ability to obtain employment and their right to shore leave.

The Government of India has been very keen in incorporating welfare-related measures in domestic legislation. Recently, the provisions of the Recruitment and Placement of Seafarers Convention, 1996 (No. 179), were incorporated into the Merchant Shipping Act. The provisions made in the legislation require recruitment agents to provide adequate security and safety for Indian seafarers and to ensure the protection of their rights under employment contracts before being placed on board Indian and foreign-flag vessels.

However, in the recent past, the Government of India has noticed an increase in the number of Indian seafarers dying on board foreign-flag vessels under suspicious circumstances. Repeated requests made to the flag States have not yielded any results. No proper criminal investigations have been carried out, and the culprits are allowed to go scot-free.

This delegation is aware that a joint IMO/ILO ad hoc expert working group has been established in this regard. However, this delegation requests the ILO to ensure that adequate provisions are incorporated, whereby it will be the responsibility of the concerned flag State to initiate action in cases of homicides on board its vessels and to ensure that the culprits are apprehended.

The 94th (Maritime) Session of the International Labour Conference is an important strategic move in the maritime industry, whereby a maritime labour Convention is going to be adopted which draws on the best of the existing practices in the maritime sector and places them in a single document, making it effective and responding to the needs of modern times by providing minimum thresholds for living and working conditions that are considered to construe decent work in the sector.

This delegation has participated actively in the process of developing the text and remains committed to the efforts made by the ILO in improving the working conditions of seafarers and protecting their rights.

#### M. NARELLI (travailleur, France)

Je ne reviendrai pas sur tous les sujets abordés par le Directeur général dans son rapport – excellent par ailleurs – qui, en ses alinéas 26 et 27, indique de manière pertinente le sens dans lequel doivent se focaliser notre réflexion et notre dynamisme revendicatif. Il m’a donc été conseillé de vous entretenir, certes brièvement, de la fatigue, qui est devenue un facteur préoccupant parmi les marins et les officiers, fatigue qui perturbe d’ailleurs la vie familiale dans les premiers jours de congé bien acquis, bien mérités. Permettez-moi donc d’entrer sans transition dans le vif du sujet.

Hormis ses propres espaces commerciaux, conçus et disposés dans la structure dès sa construction au chantier naval, le navire a connu une très importante augmentation de ses capacités commerciales au travers de la conteneurisation et de la logistique qui ont accompagné cette mutation.

Pour ne citer que cet exemple, dans le transport maritime actuel, le porte-conteneurs et les jeux de conteneurs, qui viennent tour à tour, suivant les ports fréquentés, participer à l’expédition maritime, supposent une organisation logistique globale à laquelle les gens de mer et leurs organisations syndicales sont tenus de s’intéresser avec la plus grande acuité, car l’intensité capitalistique à laquelle ce mode de transport fait appel désormais n’est pas sans effet sur les conditions de travail des marins et des officiers.

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La conteneurisation a favorisé la programmation de la production en fonction de la circulation des matières premières, des ensembles de pièces préassemblées et des produits finaux manufacturés. La vitesse moyenne des navires s'est accrue, ainsi que le nombre de rotations de ces mêmes navires par une diminution des temps d'escale dans les ports. Nous sommes donc entrés dans l'ère de la flexibilité et de l'intermodalité au travers du concept de la chaîne du transport, avec les contraintes de services rythmés, cadencés que cela induit dans chaque maillon de cette même chaîne.

Dans le même temps où le syndicalisme maritime est tenu de réfléchir sur sa meilleure grille de lecture concernant l'économie du transport maritime, il lui importe de garder présent à l'esprit ce que le mode de production et de circulation des biens et des personnes lui impose pour pouvoir maîtriser les contraintes de l'expédition maritime et de le considérer sous plusieurs angles: sous l'angle des effectifs embarqués, sous l'angle de la formation initiale, sous l'angle de la qualification réelle du temps de travail et du temps de repos et du temps de récupération, des politiques d'entretien du matériel naval, de l'ergonomie appliquée aux installations des appareils et auxiliaires de propulsion, et enfin de la réactivité de ces mêmes effectifs, réactivité de tous les instants en matière de sécurité et de sûreté.

La sécurité de l'expédition maritime passe obligatoirement par une moralisation profonde et raisonnée de la concurrence, qui doit avant tout s'exercer à partir du génie propre de l'organisation de l'armateur et de la motivation que celui-ci a su insuffler à son entreprise. La concurrence, disons-nous, en tant que régulateur économique et social, ne peut reposer durablement sur le dumping social et autres formes de dumping déloyal. En attendant la pleine entrée en vigueur de la Convention du travail maritime, la convention (n° 180) sur la durée du travail des gens de mer et les effectifs des navires, 1996, constitue un point d'appui essentiel car elle ne manque pas d'appeler l'attention sur la notion de fatigue en ses articles 5 et 11.

En effet, en situation normale, l'être humain est naturellement sujet, sur un laps de temps de vingt-quatre heures, à deux périodes de moindre vigilance que chacun doit connaître afin d'organiser en conséquence son emploi du temps professionnel et personnel.

A bord d'un navire, les origines de la fatigue sont d'ordre environnemental: le décalage horaire, sur certaines lignes, oblige à avancer ou retarder la prise de repos d'une heure par jour, entraînant un déphasage total entre l'apparition de la fatigue et le repos correspondant; le climat et le changement rapide de ce climat, ainsi que le dérèglement de l'horloge biologique; le froid et la chaleur; les vibrations et les mouvements de plateforme, en tant qu'éléments perturbateurs du sommeil; le bruit, notamment, quand le personnel de quart est réveillé par le bruit des activités diurnes ou tout personnel empêché de dormir du fait des opérations commerciales.

Les origines de la fatigue sont aussi d'ordre organisationnel: avec le dérèglement de l'horloge biologique, lorsque le système des quarts ne permet pas un repos équilibré de nuit, période pendant laquelle l'effet réparateur du sommeil est maximum pour l'être humain; avec les variations de l'ordre des quarts, sur une base 3x8 en mer, le rythme de travail passe en 12/12 au port; avec la longueur des manœuvres qui s'ajoute à la journée de travail; et sur certains segments de l'expédition maritime, les tournées européennes et les tournées asiatiques où les ports se succèdent à un rythme trop soutenu pour permettre la prise de repos.

Certains ont cru pouvoir dispenser de l'application de la convention n° 180 les capitaines et les chefs mécaniciens. Ce courant de pensée est assez répandu dans le monde du transport maritime, parce que certains ignorent ce que représentent le stress des navires intégrés dans une chaîne du transport à intensité capitaliste très élevée – comme je l'ai signalé – requérant constamment productivité et rentabilité; l'impossibilité de déléguer et

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donc de prendre du repos du fait d'équipages multinationaux, du fait de l'impossibilité d'évaluer en temps opportun la valeur de la formation des personnels. Il n'est pas facile d'accorder sa confiance, au moins en début d'embarquement.

Par ailleurs, le manque actuel d'officiers fait que de jeunes officiers se trouvent détenir des responsabilités pour lesquelles ils n'ont pas encore accumulé l'expérience suffisante.

Et enfin, bien que leur utilité soit incontestable, les nombreux contrôles dans les ports empêchent d'utiliser le seul temps disponible pour le repos.

L'effectif minimum légal, qui est de moins en moins le minimum acceptable pour devenir la règle, ne peut fonctionner que si tout le personnel est correctement qualifié et expérimenté. Il est par ailleurs extrêmement rare qu'un marin se plaigne de la fatigue ou du manque de sommeil, par peur des conséquences, voire des représailles.

Avant de clore notre propos, nous voudrions remercier Monsieur le Président de la Conférence et les Vice-présidents, Monsieur le Directeur général du BIT, tous ceux qui ont participé au bon fonctionnement de cette 10<sup>e</sup> session maritime de la Conférence de l'OIT, en espérant fermement, comme vous l'espérez, Monsieur le Président, que cette Conférence aura insufflé un dynamisme durable dans la démarche de l'OIT et de ceux qui veulent croire en elle.

#### Mr. SALINAS (Employer, Philippines)

In 2001, the ILO Governing Body reached a monumental decision to develop a new labour instrument consolidating all existing maritime labour standards. After five years of deliberation and consultative exercises involving representatives of governments, shipowners and seafarers from countries all over the world, we have before us today a single international labour Convention worded in simple and clear terms, setting conditions for decent work on board ships. Although a totally different instrument from labour Conventions previously adopted, the ILO principles, aims and methodology on which it is based, remain the same.

While there is still much to be done to improve the working conditions of many of the world's seafarers and to ensure full protection of their rights, the proposed Convention is proof that much has indeed been achieved towards this end. But this end is not the end; it is simply the end of the beginning.

Being a global supplier of able and qualified seafarers has, without doubt, made a significant impact on the growth and development of the Philippine economy. The Philippine Government itself has given much importance to seafarer and maritime issues, particularly seafarers' working conditions and welfare. It has therefore been a privilege and honour for our sector, the Filipino Shipowners Association, to be part of both the Employers' delegation and the Philippine delegation involved in the discussion and formulation of this historic document that is unprecedented in the history of the ILO.

The Philippines has consistently raised in the past, and again in these proceedings, its concerns regarding the inclusion of the domestic Philippine shipping industry in the coverage of the proposed Convention. Potentially adverse effects to the local economy may result from the inability of the country's merchant fleet to cope and comply, in the short and medium term, with the new provisions. The automatic adoption of this Convention could potentially disrupt the flow of goods and passengers in our country. This being said, this particular concern is not limited only to the Philippines but to several other economies that share the same concerns.

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While the objective is to seek ratification of this instrument by the Philippines Government, we reiterate our concern that a balance be achieved and safety nets be provided to protect domestic shipowners and to ensure that Philippine domestic trade and commerce will not be adversely affected by the implementation and enforcement of the new provisions. We request that this concern be seriously looked into again by the ILO and that solutions be found, in order to ensure early ratification of the Convention by the Philippine Government. We also request that in the application of the Convention, the ILO establish technical cooperation with its Members and institute follow-up measures. For this Convention to be fully effective, the ILO has to provide sufficient expert assistance and funding to member States, ensuring that labour inspectors and enforcers have the required knowledge and technical know-how to carry out effectively their duties and functions.

There is no doubt that the ILO has done its job in the pursuit of its mandate to protect and uphold the interests and welfare of the seafarer. Tripartite support should unite the entire maritime community, urging all governments to respect the basic human rights of seafarers, those involved in maritime accidents, and those abandoned needlessly. The unfair treatment of seafarers following maritime accidents should be a paramount objective of all parties to this Convention, ensuring that investigations are conducted expeditiously and that the repatriation or re-embarkation of seafarers is facilitated. Safety at sea against piracy should merit the full cooperation and attention of all governments at the highest levels. At the same time, the determination of benchmark wages in a global context must seriously and quite importantly factor in regional differences that exist across various labour-supplying countries. We strongly suggest that the ILO establish regional labour groupings where comparable economic factors clearly define purchasing power parity. The determination of wages for a common position should mirror competitive and sustainable factors, allowing each country to compete more effectively on the world stage.

Finally, I would like to commend the President and all the delegates for their manifest contribution to these efforts. The President's handling of the proceedings has mirrored his able and efficient leadership. To the ILO staff who have worked tirelessly, we extend our heartfelt gratitude. It is with the utmost pride that we acknowledge the efforts that have led to the completion of this historic document – a document that will from here on undoubtedly benefit the lives of seafarers all over the world.

#### M. CHARLES (gouvernement, Haïti)

Permettez-moi de me joindre aux préopinants pour féliciter M. Jean-Marc Schindler, Administrateur général des affaires maritimes au ministère français des Transports, de l'Équipement, du Tourisme et de la Mer, pour sa nomination au poste de Président de la 94<sup>e</sup> session de la Conférence internationale du Travail, qui est aussi la 10<sup>e</sup> session maritime de la Conférence, et le remercier pour ses inlassables efforts pour la réussite de nos travaux, c'est-à-dire l'adoption d'un instrument universel qui améliorera les conditions de travail et de vie des gens de mer et facilitera l'exploitation des navires.

Qu'il me soit permis de souligner le colossal travail déployé par le Bureau, et particulièrement par M<sup>me</sup> Cleopatra Doumbia-Henry, pour aboutir à ce projet de convention.

Le gouvernement de la République d'Haïti est heureux de prendre part à la 94<sup>e</sup> session maritime de la Conférence internationale du Travail. Il salue du même coup les travaux qui ont abouti à la convocation de cette assemblée aux fins de soumettre pour adoption un instrument consolidé regroupant les normes internationales du travail maritime.

A cette tribune où sont débattus, au niveau mondial, les questions de travail et les problèmes sociaux, il est important de poser la problématique de l'organisation rationnelle

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des activités du monde du travail. Les questions du dialogue social, du tripartisme, de la législation du travail, de l'administration du travail, et de l'accès à un emploi et un revenu décent sont des dossiers qui font l'objet d'une attention particulière en Haïti, en dépit des turbulences sociopolitiques que connaît ce pays dans le contexte des élections qui sont organisées.

En ce début de millénaire, dans un monde de globalisation en constante mutation, la République insulaire d'Haïti croit qu'il est plus que nécessaire d'aboutir à la consolidation de la soixantaine de conventions et de recommandations de l'Organisation internationale du Travail qui traitent des questions maritimes. Ce secteur, qui emploie la majorité de la main-d'œuvre mondiale, mérite d'avoir un instrument bien structuré pour répondre aux nouveaux défis mondiaux et permettre de faire face aux nouvelles avancées des technologies de la communication et de l'information. Aussi est-il normal que les travailleurs maritimes bénéficient du droit à un travail décent, à un système de sécurité sociale et à la sécurité au travail qui répondent aux normes internationales du travail. Ils doivent trouver l'espace et le temps nécessaires pour établir le dialogue social indispensable entre les partenaires sociaux. Les Etats Membres veilleront donc à leur faciliter l'accès à la table de concertation, et l'accès à des installations et services de bien-être à terre.

La République d'Haïti profite de l'opportunité offerte à cette tribune pour saluer les activités régionales de l'Organisation internationale du Travail, dans le cadre de la coopération avec les organisations régionales internationales ainsi que les organisations non gouvernementales qui évoluent dans le secteur maritime.

Je demande à tous les participants d'œuvrer pour que cette convention-cadre soit adoptée, avec un large consensus, par la Conférence, car elle va servir le but fondamental de l'OIT aujourd'hui, c'est-à-dire promouvoir l'accès des femmes et des hommes à un travail décent et productif effectué dans des conditions de liberté, d'équité, de sécurité et de dignité.

Le projet de 2006 de convention du travail maritime met bien l'accent sur la promotion du travail décent au bénéfice des gens de mer.

La 94<sup>e</sup> session (maritime) de la Conférence internationale du Travail marque un tournant historique, car elle s'est donné un objectif d'une ampleur sans précédent, à savoir l'adoption d'une convention internationale globale qui regroupe la quasi-totalité des conventions et recommandations sur le travail maritime actuellement en vigueur, et qui assure des conditions de travail décent dans un secteur maritime de plus en plus mondialisé.

Ce projet de convention sur les normes du travail maritime, après son adoption, représentera l'instrument juridique mondial le plus global et le plus étendu jamais élaboré concernant les armateurs, les gens de mer et les nations maritimes du monde entier. Cette charte couvre une grande variété de sujets, y compris la santé, la sécurité, l'âge minimum, le recrutement, les horaires de travail et autres questions vitales qui touchent à la vie des gens de mer.

C'est pourquoi, en guise de conclusion, je tiens à vous assurer de ma volonté de mettre toute mon énergie au service de l'adoption de cette future convention qui s'appellera désormais «Convention du travail maritime, 2006».

Nous donnons donc la garantie que cette convention, la convention consolidée, une fois adoptée, sera soumise pour ratification au Parlement haïtien issu des élections de ce mois de février. Car nous croyons fermement qu'Haïti, membre fondateur de l'OIT, se doit de s'aligner sur le concert des nations pour faire la promotion de cet instrument global.

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Mr. AMEYAW-AKUMFI (Minister for Harbours and Railways,  
Ghana)

It is an honour to have the bell for lunchtime. I will ring it very soon, so let me have your patience.

Ghana's delegation joins earlier speakers in acknowledging with appreciation the work of the ILO in the maritime sector over the years, with a particular view to protecting seafarers and promoting decent working conditions in the maritime industry.

The ILO's response to important issues that have affected the maritime sector regarding concerns of shipboard security, the criminalization of seafarers following maritime accidents, occupational hazards and poor working conditions have culminated in far-reaching activities over the years, with emphasis on the setting of uniform standards to address these problems.

Ghana therefore welcomes the 94th (Maritime) Session of the International Labour Conference dedicated and considers it a landmark in ILO standard-setting activities.

The session, which will certainly adopt a single and consolidated document on maritime labour standards, is unique and historic in the sense that efforts have been made for the first time to revise almost all the existing maritime labour Conventions and remove excessive details and complexities which characterized them and made them difficult for some governments to ratify and implement.

Ghana endorses the ILO's use of tripartite consultations which promote consensus building of all the social partners. It therefore wishes to commend the ILO Governing Body and the participants of the past preparatory conferences, for their efforts in producing a document which in our opinion will receive universal acceptance.

The spirit of ownership and cooperation that was demonstrated throughout the years of preparation of the instrument by the tripartite group reflects the desire of governments and the social partners to join efforts for implementation.

As generally admitted, the instrument now becomes the fourth pillar of the international regulatory regimes for quality shipping and would complement the other key Conventions, namely the SOLAS, MARPOL and STCW Conventions, all of the IMO.

The Convention will provide a set of standards that will effectively provide for decent employment and social working conditions throughout the maritime industry. Ghana therefore believes that, when it receives universal acceptance and early implementation, the various concerns of all stakeholders raised in the previous ones will become history.

The new simplified amendments procedure for updating the Convention will also make it responsive to rapid changes in the industry and further enhance its wider acceptance.

Ghana also believes that the increased emphasis on compliance through the port State control system is in order for effective implementation purposes.

The special tripartite committee of the Governing Body that would be established to continuously monitor implementation of the Convention is very welcome.

We also appreciate the ILO's intention to provide technical assistance to enable developing countries to build up the requisite capacity in order to meet their obligations under the Convention.



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Ghana considers the new instrument to be important in view of its planned UNDP-sponsored sea labour supply programme. A wider acceptance and implementation of the Convention would be beneficial to the programme. Ghana therefore supports the Convention and hopes that other governments will do the same.

In conclusion, we express our appreciation to the President, the Director-General and the staff of the ILO for their hard work, and to all governments and the social partners for contributing to the development of this unique instrument.

Mr. Director-General, please apply sustained and diplomatic pressure on the tripartite partners, together with the foreign affairs ministries, for early ratification of the Convention by governments.

I thank you.

Sra. POITEVIEN (Gobierno, República Bolivariana de Venezuela)

El Gobierno de la República Bolivariana de Venezuela saluda a todas las distinguidas delegaciones tripartitas que se han dado cita en este magno evento con el propósito de fusionar más de 60 instrumentos marítimos, adoptados en el seno de la Organización Internacional del Trabajo desde 1920, mejor conocido hoy en día por todos nosotros como el Convenio sobre el trabajo marítimo 2006.

De manera muy especial quiero destacar el excelente trabajo que inició la Oficina Internacional del Trabajo, conjuntamente con la Comisión Paritaria Marítima, desde el año 2001 para poder llevar a cabo este loable cometido.

La República Bolivariana de Venezuela comparte el enfoque contenido en la Memoria del Director General y en el Informe del Presidente del Consejo de Administración de la OIT en cuanto a la firme voluntad de mejorar las condiciones de trabajo y la calidad de vida de un sector que realiza el 90 por ciento de las actividades de traslado de bienes y servicios que consume la humanidad. Me estoy refiriendo a nuestra gente de mar, incluidas las mujeres de mar.

Prueba del compromiso de Venezuela lo constituye la promulgación durante el primer año del actual Presidente Hugo Chávez Frías de la Ley de Reactivación de la Marina Mercante. Esta ley trajo consigo la incorporación a nuestra normativa nacional de un conjunto de leyes y reglamentos especiales, dirigidas específicamente al sector acuático.

Desde ese año, la República Bolivariana de Venezuela ha venido tomando medidas para poder cumplir con el compromiso para mejorar las condiciones de trabajo de la gente de mar. Entre ellas, se ha creado el Instituto Nacional de los Espacios Acuáticos e Insulares, órgano ejecutor de las políticas acuáticas nacionales, cuyo objetivo es controlar, supervisar y garantizar que todas las actividades desarrolladas en el ámbito acuático se efectúen de manera segura. Asimismo, quiero destacar la creación de la Universidad Nacional Experimental Marítima del Caribe, cuyo objeto es formar el recurso humano del sector acuático, no sólo de nacionales, sino también jóvenes del Gran Caribe y de toda la América Latina, teniendo presente los estándares internacionales, y cuya misión es integrar a todos estos trabajadores con el mar.

Asimismo, la ampliación de nuestra marina mercante se ha convertido en uno de nuestros mayores retos que hemos asumido. En el mediano plazo, ello va constituir un polo de desarrollo que creará un mayor número de empleos para la gente de mar, en particular, y para todo el país, en general.

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Mediante la cooperación técnica recibida en nuestro país, también se ha realizado una serie de actividades tendentes a desarrollar las nuevas competencias que debe tener un inspector de trabajo en el área marítima.

Por lo que se refiere a las exigencias para la adecuación de los espacios de trabajo, alojamiento y esparcimiento en los buques, nuestro país considera todas las especificaciones técnicas contenidas en los convenios internacionales que regulan la materia, las cuales adopta obligatoriamente el sector de los armadores venezolanos por mandato de ley.

Muchas de las estipulaciones contenidas en este Convenio ya se encuentran previstas en el ordenamiento jurídico venezolano, resultando en muchos casos más protectoras que la misma convención. Por ejemplo, en materia de salud, los trabajadores en general y los marinos están amparados por el sistema de seguridad social y continuaremos realizando esfuerzos para ampliar esta cobertura.

La República Bolivariana de Venezuela es favorable al proyecto de Convenio refundido sobre el trabajo marítimo, por el alto contenido de principios y normas de derechos humanos. Sin embargo, es propicia también la oportunidad para dejar constancia de que el Preámbulo del referido Convenio, en la mención que hace a la Convención de las Naciones Unidas sobre el Derecho del Mar, 1982, no expresa en lo absoluto la voluntad del Estado venezolano en cuanto al espíritu que inspiró este Convenio refundido, ya que no somos firmantes de la referida Convención, y por ello no nos obliga.

Para finalizar quiero felicitar a todos y a cada uno de los interlocutores que apoyaron esta majestuosa iniciativa.

**Mr. BROWN (Government, Bahamas)**

This session of the Conference comes at a time in the history of world maritime affairs when countries the world over are searching for answers to complex questions regarding the well-being of seafarers and their entitlement to decent work. The Bahamas Government gives its full support to the ILO and its objectives regarding a Decent Work Agenda for seafarers, especially for those seafarers employed on ships flying its flag.

The Chairperson of the Governing Body in his report highlighted the ongoing efforts of the International Labour Conference to establish instruments that would “clearly set out the rights and obligations relevant to this sector”, and here we are some ten maritime sessions later working in conjunction with our social partners to establish, for the first time in the history of the international maritime industry, a comprehensive consolidated maritime instrument that will encompass more than 65 existing maritime labour Conventions and Recommendations.

The Bahamas is proud to be a part of history in the making, and we pledge our continued support for the further expansion of the Declaration of Philadelphia and, more specifically, the fundamental principles on which the International Labour Organization is based: principles that remind us that labour is indeed not a commodity; that freedom of expression and of association are essential to sustained progress; that poverty anywhere constitutes a danger to prosperity everywhere; and that the war against want requires to be carried on with unrelenting vigour within each nation and by continuous and concerted international effort in which the representatives of workers and employers, enjoying equal status with those of governments, join with them in free discussion and democratic decision with a view to the promotion of the common welfare.

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During the last several days, we have seen among the social partners attending this Conference a level of maturity and cooperation which many who have attended previous sessions of the Conference at both the ILO and the IMO can only regard as unprecedented.

We are therefore encouraged that there appears to be a “fresh wind” blowing among the social partners of the maritime industry, and it is our sincere wish that this fresh wind continues to take us towards the final adoption and ratification of this most worthwhile instrument.

We are also encouraged by the remarks of the Director-General in the conclusion of his Report to this Conference, which states: “Once the proposed Convention is adopted, the ILO will need to continue to strengthen the quality of its service to the maritime industry. Major efforts will be required to promote the application of the Convention, to assist member States with technical cooperation and to establish the follow-up called for by the Convention. This Conference should be able, based on the proposals made in this Report, to make the appropriate recommendations to the Governing Body and to the Office.”

Once again, on behalf of the Commonwealth of the Bahamas, we congratulate the ILO and our social partners on the invaluable service they have rendered thus far, and we join with all of those who recognize the need for continued progressive development of the Decent Work Agenda within the maritime industry by pledging our continued support for this Convention.

*(The Conference adjourned at 1. 25 p.m.)*

*(La séance est levée à 13 h 25.)*

*(Se levanta la sesión a las 13 h. 25.)*

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