

International Labour Office contribution to Part II of the report of the Secretary-General on Oceans and Law of the Sea pursuant to General Assembly resolution A/17/257, entitled “Oceans and the law of the sea”.

Contribution to Part II of the report regarding all other developments in the field of ocean affairs and the law of the sea within the scope of the activities of the Organization.

General - Ensuring decent work for seafarers and fishers to secure sustainable use of oceans

Shipping

Ensuring decent work for seafarers has always been of special concern to the International Labour Organization. It is estimated that 90 per cent of global trade is carried on ships thus making seafarers who work aboard such vessels an essential asset to international trade. The ILO has adopted, over the years, some 70 instruments aimed at the protection of the world's seafarers and their contribution to global trade. The key document, the Maritime Labour Convention, 2006, as amended, (MLC, 2006) establishes the minimum working and living standards for all seafarers while ensuring a level playing field for shipowners. The comprehensive Convention regulates, among others, the minimum age, employment agreements, hours of work or rest, payment of wages, paid annual leave, repatriation at the end of contract, on board medical care, the use of licensed private recruitment and placement services, accommodation, food and catering, health and safety protection and accident prevention, social protection and flag and port state inspections. As of May 2018, the MLC, 2006 has been ratified by 87 countries covering around 91 per cent of the world fleet.¹

More information on the work of the ILO in Shipping is accessible on:
<http://www.ilo.ch/global/industries-and-sectors/shipping-ports-fisheries-inland-waterways/shipping/lang--en/index.htm>

Fishing

The fishing sector makes vital contributions to global nutrition and food security and supports the livelihoods of many. An estimated 56.6 million people are engaged in the primary sector of fisheries and aquaculture, 38 million of whom are engaged in capture fisheries. Of these, approximately 37 percent are engaged full time, 23 percent part time, and the remainder either occasional fishers or of unspecified status.

Fishing is one of the most challenging and dangerous occupations in the world. Ensuring that decent working conditions are accessible to all fishers can be accomplished through the ratification and enforcement of sector- specific international standards such as the Work in Fishing Convention, 2007 (No. 188) and Recommendation (No. 199). These standards have been developed in response to the specific needs of workers in the fishing sector, and set minimum standards for work on board fishing vessels. Convention No. 188 entered into force in November 2017 after receiving the requisite ten ratifications from member States.

¹ For details on the ratification of the MLC, 2006 see
http://www.ilo.org/dyn/normlex/en/f?p=1000:11300:0::NO:11300:P11300_INSTRUMENT_ID:312331

More information on the work of the ILO in Fishing is accessible on:
<http://www.ilo.ch/global/industries-and-sectors/shipping-ports-fisheries-inland-waterways/fisheries/lang--en/index.htm>

Sustainable Developments Goals

The 2030 Agenda for Sustainable Development sets an ambitious framework to bring a prosperous, fair and sustainable future where “no one is left behind”. The protection of seafarers and fishers is important to promoting Sustainable Development Goal 8- to promote inclusive and sustainable economic growth, employment and decent work for all. It is also very relevant to Sustainable Development Goal 14 - to conserve and sustainably use the oceans, seas and marine resources. Millions of jobs around the world rely on fisheries with seafood being a primary source of protein globally, especially in developing countries. Global fisheries are a limited and shared resource, the increasing global demand on these resources threatens sustainability and global food security. There is a need to promote sustainable fisheries to tackle overexploitation of precious resources, fighting illegal, unreported and regulated fishing.

The ILO participated in the high-level United Nations Conference to Support the Implementation of Sustainable Development Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development which took place in New York from 5 to 9 June 2017. The ILO delegation made interventions on sustainable fisheries in the Conference plenary and in the Partnership Dialogue on sustainable fisheries. The ILO objective was to raise awareness of “decent work” and the “ocean as a workplace”. In that framework, the ILO organized a side event titled “Working the Ocean: achieving Decent Work in the Blue Economy”, with a tripartite panel, to emphasize the fundamental importance of the ratification and implementation of the MLC, 2006 and Convention No. 188 for the realization of SDG 14. The side event further emphasized the importance of ILO standards and tripartism for attaining the SDG 14. This event allowed for a rich exchange of information on the progress made in the implementation of the MLC, 2006 and the amendments to its Code.

The ILO made the following commitments; achieving decent work for seafarers; decent work in the fishing sector and; achieving decent work through the elimination of exploitative labour conditions for fishers and seafarers.

The voluntary commitments made at the Conference may be accessed here:

<https://oceanconference.un.org/commitments/#>

In October 2017, the ILO participated in the Our Ocean Conference in Malta. The ILO Director General made the following commitments; as regards fishing- promote decent work in the fisheries sector, fighting against forced labour, the protection of migrant fishers and the use of the Work in Fishing Convention to promote sustainable fisheries and the protection of all who work within the sector; as regards shipping the ILO will expand its activities for the promotion of the ratification and implementation of the MLC, 2006, and the ILO supervisory bodies will, in the next five years, examine the application of the Convention by member states with more than 90 percent of the world fleet and one million seafarers.

The voluntary commitments made at the Our Ocean Conference may be accessed here:
http://www.ilo.ch/wcmsp5/groups/public/---ed_dialogue/---sector/documents/newsitem/wcms_580926.pdf

The intervention by ILO Director-General, Guy Ryder on sustainable fisheries is accessible on: http://www.ilo.ch/global/docs/WCMS_580925/lang--en/index.htm

Specific developments with respect to shipping/seafarers

Shipping

Amendments to the MLC, 2006

The Code of the MLC, 2006 has been amended three times since its entry into force to address specific areas not covered by the Convention.² The 2014 amendments entered into force on 18 January 2017. Since then, a financial security system must be in place and ships flying the flag of ratifying countries must carry on board a certificate or other documentary evidence of financial security for cases of abandonment and claims for compensation in the event of death or long-term disability of seafarers due to an occupational injury, illness or hazard.

The 2016 amendments are expected to come into force on 8 January 2019. These amendments aim, on the one hand, at eliminating shipboard harassment and bullying and, on the other, at allowing, under specific circumstances, for the possibility of an extension of not more than five months of the validity of the maritime labour certificate. A third set of amendments was adopted in 2018 aiming at protecting seafarers' wages and entitlements while seafarers are held captives on or off the ship as a result of acts of piracy or armed robbery against ships. These amendments are expected to enter into force in January 2020.

More information can be accessed on the Maritime Labour Convention website:
<http://www.ilo.org/global/standards/maritime-labour-convention/lang--en/index.htm>

Supervising the application of the MLC, 2006: the work of the Committee of Experts on the Application of Conventions and Recommendations (CEACR)

The application of the MLC, 2006 at the national level, both in law and in practice, is monitored by the ILO supervisory bodies and in particular by the Committee of Experts on the Application of Conventions and Recommendations, an independent body composed of legal experts. As of May 2018, the CEACR had reviewed 55 first reports submitted by ratifying member States based on article 22 of the ILO Constitution in relation to the implementation of the MLC, 2006.

Overall, the CEACR has observed impressive efforts to adopt laws and regulations giving effect to the Convention. At the same time, it has raised a number of issues that still need to be addressed. These include, among others,

² More information on the Special Tripartite Committee, body in charge of the adoption of amendments, can be found on http://www.ilo.org/global/standards/maritime-labour-convention/events/WCMS_550284/lang--en/index.htm

1. *Scope of application of the Convention:* (a) Definition of seafarer: A number of countries did not ensure that the protection afforded by the Convention is guaranteed to all seafarers covered by it. Some countries excluded cadets from the definition of seafarers. Some countries determined that “non-marine personnel, employed under outsourced service agreements” are not to be regarded as seafarers. The Committee recalled that the nature of the contract (outsource agreement in this case) was irrelevant for the definition of seafarer as long as the person works on board a ship to which the Convention applies. (b) Definition of ship: Some countries adopted general or ad hoc exemptions to their relevant rules and regulations for various categories of ships, based on their area of activities (distance in nautical miles, continental shelf, or notions such as “waters of the Republic”, “coastal waters” or “near coastal voyages”), their size or number of seafarers on board, or their destination (e.g. pleasure vessels), which are either not well-defined in the relevant provisions or in contradiction with the scope of application of the Convention.

2. *Minimum age:* legislation of some countries did not contain a clear prohibition of work on board a ship for persons under the age of 16. Moreover, several countries did not adopt a clear prohibition of hazardous work for seafarers under the age of 18. Some countries allowed for exceptions to the prohibition of hazardous work in specific situations, while this is not authorized under the Convention. A number of countries were yet to adopt, after consultation with shipowners’ and seafarers’ organizations, the list of work likely to jeopardize the health and safety of seafarers under the age of 18.

3. *Recruitment and placement:* A number of countries did not adopt national provisions, or did not provide the relevant information regarding the system of licensing for agencies dealing with the recruitment and placement of seafarers; minimum requirements concerning the functioning of private seafarer recruitment and placement services; and procedures for investigating complaints.

4. *Seafarers’ employment agreement:* Several countries faced difficulties in implementing the requirement that the seafarer employment agreement shall be signed by both the seafarer and the shipowner or a representative of the shipowner. In these cases, additional measures were requested recalling the importance of the basic legal relationship that the Convention establishes between the seafarer and the person defined as “shipowner”. Some legislations did not guarantee the seafarer’s right to seek advice before signing a seafarer employment agreement or did not comply with the requirements on the list of matters that should be included in seafarers’ employment agreements.

5. *Hours of work/hours of rest:* Several countries encountered problems in implementing the provisions requiring Members to fix either a maximum number of hours of work or a minimum number of hours of rest. It was considered that the Convention should not be understood as to give shipowners or masters the choice of regimes concerning maximum hours of work and minimum hours of rest. Several countries authorized exceptions to the established maximum hours of work or minimum hours of rest, including those provided for by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) of the International Maritime Organization (IMO), either through law or individual contracts and not only through collective agreements as required by the Convention.

6. *Annual leave*: Some countries did not ensure by law a minimum period of annual leave. A problem regarding the prohibition to forgo annual leave was raised with respect to several countries. The Committee drew the attention of several governments to the fact that, regardless of the duration of the employment agreement, a seafarer is entitled to a minimum of 30 days of paid annual leave after 11 months of continuous service on board, except in specific cases restrictively provided for by the competent authority.

7. *Repatriation*: Some countries had a wide definition of the cases where the seafarer is not entitled to repatriation. The Committee considered that even when the seafarer has been found, in accordance with national laws or regulations or applicable collective agreements, to be in serious default of the seafarer's employment obligations, this situation does not release the shipowner from the obligation to pay for the repatriation in the first instance. Some countries did not comply with the requirements regarding the maximum period of service on board.

8. *Safety and health*: Several countries did not adopt national guidelines for the management of occupational safety and health on board ships, after consultations with representative shipowners' and seafarers' organizations.

9. *Social security*: A large number of countries did not ensure that all seafarers ordinarily resident in their territory benefit from the social security protection in the applicable branches.

[More information on the Committee of Experts can be found on:
http://www.ilo.org/global/standards/applying-and-promoting-international-labour-standards/committee-of-experts-on-the-application-of-conventions-and-recommendations/lang--ru/index.htm](http://www.ilo.org/global/standards/applying-and-promoting-international-labour-standards/committee-of-experts-on-the-application-of-conventions-and-recommendations/lang--ru/index.htm)

[More information on the third meeting of the Special Tripartite Committee can be found on
http://www.ilo.org/global/standards/maritime-labour-convention/events/WCMS_550284/lang--en/index.htm](http://www.ilo.org/global/standards/maritime-labour-convention/events/WCMS_550284/lang--en/index.htm)

Seafarers' Identity Documents Convention (Revised), 2003 (No. 185)

The Seafarers' Identity Documents Convention (Revised), 2003 (No. 185) guarantees the rights of seafarers to temporarily enter a country without a visa for the purpose of shore leave. It further requests ratifying member States to facilitate transit and transfer of seafarers holding a seafarers' identity document for the purpose of joining a ship or passing in transit to join a ship in another country or for repatriation. Amendments to the Convention were adopted in 2016 and entered into force on 8 June 2017. These amendments incorporate the latest standards adopted by the International Civil Aviation Organisation (ICAO) regarding the issuance of electronic passports and are expected to facilitate access to shore leave, transfer and transit of seafarers while enhancing security in ports through the use of a secure and internationally recognized document. The Convention has been ratified by 35 countries, including Sri Lanka, India and Myanmar.

More information on the Convention can be accessed here:

http://www.ilo.org/global/standards/maritime-labour-convention/WCMS_557117/lang--en/index.htm

Subcommittee on Wages of Seafarers of the Joint Maritime Commission

This Subcommittee, composed of representatives of seafarers and shipowners, meets every two years for the purpose of updating the basic pay or wages of able seafarers, as referred to in the Seafarers' Wages, Hours of Work and the Manning of Ships Recommendation, 1996 (No. 187) and the MLC, 2006. This subcommittee is unique as it is the only committee within the ILO setting the basic wage for any industry. At the June 2016 Meeting, the ILO minimum monthly basic wage figure for an able seafarer remained at US\$614 as a result of the Subcommittee being unable to reach an agreement.

The Subcommittee on Wages of Seafarers of the Joint Maritime Commission will meet in June 2018.

The Report for Discussion at the Subcommittee on Wages of Seafarers of the Joint Maritime Commission can be accessed on:

http://www.ilo.org/sector/Resources/publications/WCMS_629285/lang--en/index.htm

Database on reported incidents of abandonment of seafarers

The abandoned seafarers' database is a result of the meeting of the 2002 Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers (Joint Working Group) which expressed the need for a joint database. This database contains a regularly updated list of vessels that have been reported to the ILO as abandoned in various ports of the world by appropriate organizations. The purpose of the database is to monitor the problem of abandoned seafarers in a transparent and informative manner.

The database includes all reported cases from 1 January 2004 and, as of 31 December 2017, there have been 314 incidents. Of those incidents, 154 cases are resolved, 60 cases are partially resolved (disputed cases), and 50 cases are inactive. There are still 50 unresolved cases. In 2017, the cases reported increased drastically. Over the last five years, the number of cases ranged from 12 to 19. In 2017, however, the number was 55, out of which 20 cases are now resolved (including 6 disputed cases).

As indicated above the 2014 amendments to the MLC, 2006 require that a financial security system be put in place to ensure that ship owners ensure compensation to seafarers and their families in the event of abandonment, death or long-term disability due to an occupational injury, illness or hazard. This new requirements will help prevent the unfortunate situation of seafarers being stranded in port for long periods when shipowners abandon their crews without paying their wages or repatriating them to their home countries.

Access to the database can be found <http://www.ilo.org/dyn/seafarers/seafarersbrowse.home>

Sectoral meeting on the recruitment and retention of seafarers and the promotion of opportunities for women seafarers

At its 329th Session (March 2017), the Governing Body of the International Labour Office endorsed the proposal for including a sectoral meeting on the recruitment and retention of

seafarers and the promotion of opportunities for women seafarers in the programme of sectoral meetings for 2018-2019. The purpose of the meeting will be to discuss the issues raised specifically in Resolution XI regarding the recruitment and retention of seafarers, and in the Resolution regarding the promotion of opportunities for women seafarers, as adopted by the 94th (Maritime) Session of the International Labour Conference. The Meeting may adopt conclusions and resolutions.

Fishing

Work in Fishing Convention, 2007 (No. 188) and Work in Fishing Recommendation, 2007 (No. 199)

The Work in Fishing Convention No.188 (2007), adopted by the International Labour Conference in 2007 by an overwhelming majority, revises and updates earlier ILO fishing Conventions. The Work in Fishing Convention, 2007 (No. 188) came into force on 16 November 2017 after receiving 10 ratifications from Angola, Argentina, Bosnia and Herzegovina, Congo, Estonia, France, Lithuania, Morocco, Norway and South Africa.

Read on the entry into force of the Convention here: http://www.ilo.ch/global/about-the-ilo/newsroom/news/WCMS_596898/lang--en/index.htm

The Convention sets out binding requirements to address the main issues concerning work on board fishing vessels such as minimum requirements for work on board, conditions of service, accommodation and food, occupational safety and health protection, medical care and social security at the same level as shore workers.

The widespread ratification and enforcement of the Convention is key to ensuring decent living and working conditions and effective protection for all fishers. It is also key to addressing global concerns such as forced labour, human trafficking and the exploitation of migrant fishers. It provides for regulation that will help prevent unacceptable forms of work and open up effective complaints mechanisms upholding the ILO's commitment to promote decent work in the fishing sector. States that ratify and give effect to the Convention commit to exercising control over fishing vessels flying their flag, through inspection, reporting, monitoring, complaint procedures, penalties and corrective measures, and may also inspect foreign fishing vessels visiting their ports and take appropriate action.

To promote the ratification and implementation of the Convention, the ILO has partnered with the European Sectoral Social Dialogue Committee for Sea Fisheries. In November 2017, the Council Directive implementing the Agreement concluded between the General Confederation of Agricultural Cooperatives in the European Union (COGECA), the European Transport Workers' Federation (ETF) and the Association of National Organisations of Fishing Enterprises (EUROPÊCHE) of 21 May 2012 as amended on 8 May 2013 concerning the implementation of the Work in Fishing Convention, 2007 of the International Labour Organization entered into force, as well as other ILO projects (including, for example, the Ship to Shore Rights project in Thailand) to assist States to undertake gap analyses and validation workshops on Convention No. 188.

Further,

The Work in Fishing Convention is available on this site:

http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:12100:0::NO::P12100_ILO_COD E:C188

Video on the entry into force of the Work in Fishing Convention, 2007 (No. 188):

<https://www.youtube.com/watch?v=Vxzw7XgyiPA>

Gap analyses of the Work in Fishing Convention, 2007 (No. 188)

The conduct of a comparative or “gap” analysis of national laws, regulations and other measures enables member states discern where changes are needed to bring them into line with the minimum standards set out in the Work in Fishing Convention, 2007 (No. 188). These gap analyses can help and have helped in identifying gaps in the protection of fishers and have led the changes in national law.

A gap analysis has been conducted on Thai national laws, regulations and other measures concerning conditions of work on board fishing vessels. This gap analysis of C188 was prepared by an inter-disciplinary team of the ILO, including staff of the EU-funded Ship to Shore Rights Project, following extensive consultations conducted by the ILO in partnership with the Ministry of Labour. The report examines Thailand’s existing legal framework for work in fishing followed by a Section-by-Section analysis of the gaps between Thai law and the definitions, scope, general principles, and provisions of C. 188.

In 2016, a gap analysis conducted in the Philippines led to the issuance of a department order by the Department of Labour and Employment which made significant changes in the law protecting fishers engaged in commercial fishing. Gap analyses have also been conducted in Indonesia and Namibia.

The Gap analysis is available on: http://www.ilo.org/wcmsp5/groups/public/---asia/---ro-bangkok/documents/publication/wcms_557738.pdf

Global Action Programme against forced labour and trafficking of fishers at sea (GAPfish)

The ILO Global Action Programme against forced labour and trafficking of fishers at sea will implement activities in four state categories (source states, flag states, coastal states and market states) and will be built on four pillars (research, 3PPP, capacity building and awareness raising, and transparency and multi-stakeholder initiatives (MSI).

More information may be found at: http://www.ilo.org/wcmsp5/groups/public/---ed_norm/---declaration/documents/publication/wcms_429359.pdf.

Project on Combatting Unacceptable Forms of Work in the Thai Fishing and Seafood Industry

The ILO, in partnership with Thailand's Ministry of Labour and the Delegation of the European Union to Thailand, launched the project on "Combatting Unacceptable Forms of Work in the Thai Fishing and Seafood Industry" on 17 March 2016, in Bangkok (now referred to as the ILO "Ship to Shore Rights Project). The 42-month project is funded by the European Union (EU) and the ILO. It aims to address working conditions that deny fundamental principles and rights at work in the Thai fishing and seafood processing industry.

Newsletter of the Ship to Shore Rights Project, February 2017: http://www.ilo.org/asia/media-centre/newsletters/WCMS_555022/lang--en/index.htm

In October 2017 the Ship to Shore Rights Project organized the 'Tripartite-plus' meeting in Songkhla, Thailand to promote decent work in the Thai fishing and seafood industry. The Tripartite social dialogue in Songkla brought together provincial government, representatives from workers' and employers' organizations, NGOs, and civil society. A mutual understanding was reached on the urgent need for collective actions to pave the way towards the achievement of decent work in Thai fishing and seafood processing industries such as; tripartite discussions including the implementation of section 83 of the Royal Ordinance of Fisheries in addressing labour shortage and issues in migrant fisher recruitment including broker issues; the feasibility study of shifting to electronic banking payments scheme for workers in fishing vessels; improvement of health and safety for fishers.

For more information, see: http://www.ilo.org/asia/info/public/pr/WCMS_460488/lang--en/index.htm

Tripartite Meeting on issues relating to Migrant Fishers (Geneva, 18 - 22 September 2017)

The Tripartite Meeting on Issues relating to Migrant Fishers convened in Geneva with the purpose of discussing issues relating to migrant fishers as follow-up to the Resolution concerning the promotion of welfare for fishers adopted at the 96th Session (2007) of the International Labour Conference. The meeting was attended by Government, Employer and Worker representatives as well as seven observers from intergovernmental organizations and international non-governmental organizations. The general discussion covered the vulnerabilities migrant fishers are exposed to such as decent work deficits, discrimination, forced labour and trafficking as well as the steps taken through national, regional and international cooperative efforts. The meeting highlighted the role of the Work in Fishing Convention 2007 (No. 188) as a valuable tool in addressing issues faced by migrant fishers with emphasis placed on increased ratification and implementation of the Convention. The meeting adopted Conclusions which emphasized the need for greater port state and flag state control over the monitoring and regulation of working conditions of fishers as well as multilateral and/ or bilateral agreements on labour migration and Resolutions calling for the ILO to promote better labour practices and policies as well as calling on member states to enhance cooperation through bilateral and multilateral agreements and international instruments regarding the regulation and monitoring of working conditions of migrant fishers.

On 13 March 2018, the Governing Body of the ILO authorized the Director-General to communicate the final report of the Tripartite Meeting on Issues relating to Migrant Fishers to governments, requesting them to communicate the report to the employers' and workers' organizations concerned, and to the international employers' and workers' organizations and other international organizations concerned.

More information can be accessed here: http://www.ilo.ch/sector/activities/sectoral-meetings/WCMS_552792/lang--en/index.htm

The flexibility clauses of the Work in Fishing Convention, 2007 (No. 188)

The ILO has prepared a working paper which outlines the flexibility provisions of Convention No. 188 in order to clarify their scope and limits to member States and constituents. It explains how flexibility may facilitate widespread acceptance of Convention No. 188 by permitting to adapt, where necessary and under specific conditions, the level of protection afforded by the Convention to particular national practices and circumstances.

More information can be accessed here:

http://www.ilo.ch/sector/Resources/publications/WCMS_618563/lang--en/index.htm

Ports

Portworker Development Programme

The Portworker Development Programme in Bulk Terminals (PDP II) has been developed with the long-term global goal of ensuring the safety, health, welfare and vocational training of port workers and assisting countries in establishing and/or improving their port training capability.

The main focus of PDP II is on occupational safety & health and environment issues. The training materials target port workers employed in bulk terminals handling major dry bulk cargoes, including iron ore, coal, bulk fertilizer grain and bauxite/alumina. 70 per cent of port workers engaged in handling dry bulk cargoes belong to job categories considered by terminal operators as unskilled- there is a need to increase the knowledge, skills and attitude of port workers.

The ultimate beneficiaries of the Program are the over 300,000 workers that work at more than 1,500 terminals worldwide and often do not have access to adequate training opportunities. The goal of the Program is to improve the safety and working conditions of port workers, leading to an overall increase in the cargo handling performance of ports and terminals.

More information is available on the website: http://www.ilo.ch/sector/Resources/training-materials/WCMS_549818/lang--en/index.htm

Shipbuilding and repair

Meeting of Experts to adopt a Code of Practice on Safety and Health in Shipbuilding and Ship Repair (Geneva, 22 - 26 January 2018)

Representatives of governments, including major shipbuilding states such as China, Japan and the Republic of Korea, and social partners from around the world gathered in Geneva to adopt a revised Code of Practice on safety and health in shipbuilding and ship repair. The new Code reflects the many changes in the industry, including the use of robotic systems, over the last 43 years since an earlier code was adopted.

The Code focuses on the need for a preventive approach based on occupational safety and health (OSH) management systems, management of change for safer work systems and practices, as well as worker participation. It also contains comprehensive and detailed guidance on how to improve OSH in the industry, including the rights of workers to know about the risks in the workplace, the right to participate fully in addressing those risks through the safety and health committees, and the right to remove themselves from hazardous work situations. It also calls for joint commitment between governments, shipowners, employers, workers and their representatives to cooperate to ensure that the objectives of this code are achieved.

The Code is available at: <http://www.ilo.org/global/industries-and-sectors/transport-equipment-manufacturing/lang--en/index.htm>