

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.

I. General – The ILO, SDGs and how they relate to the ILO’s work: ensuring decent work for seafarers and fishers to secure a sustainable use of oceans

The only tripartite U.N. agency, the ILO brings together governments, employers and workers of 187 member States, to set labour standards, develop policies and devise programmes promoting decent work for all women and men. Founded in 1919, the ILO has worked for 100 years to improve the conditions of seafarers and fishers, including through the adoption of Conventions and Recommendations specific to the shipping and fishing sectors. The widespread ratification and implementation of these sector-specific standards, and the realization of fundamental principles and rights at work for all working at sea, is critical to ensuring that the three pillars of ocean sustainability-economic, environmental *and* social are respected.

The information below is relevant to several paragraphs of UN General Assembly Resolution A/RES/72/73, including but not limited to paragraphs 107, 110, 114, 116, 126, 355, 359 and 361.

i. Sustainable Development Goals

The two most relevant Sustainable Development Goals (SDGs) from the 2030 Agenda for the ILO with respect to the oceans are SDG 8 - to promote inclusive and sustainable economic growth, employment and decent work for all - and SDG 14 - to conserve and sustainably use the oceans, seas and marine resources.

The ILO has made voluntary commitments linked to SDG 14 at the United Nations Conference to Support the Implementation of SDG 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development, and is following up on these commitments. In addition, the ILO has made commitments at the various Our Ocean Conferences, the most recent of which was held in Bali, Indonesia, in 2018.

The commitments from both conferences relate to the implementation of the key ILO maritime instruments which are the Maritime Labour Convention, 2006, as amended (MLC, 2006); the Work in Fishing Convention (No. 188) and the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), as amended. In addition, the ILO made a commitment at the Our Ocean conference in 2018 to address forced labour and trafficking at sea, in particular in the fishing and fisheries sector.

The ILO has participated as a member of UN-Oceans, where it has sought to raise awareness of labour issues in the maritime sector, and ILO's standards and other tools that address these matters, across the UN system. This has included efforts, with respect to indicator 14.c.1, to include key international labour standards for seafarers and fishers on the list of instruments in which States would have to report on their ratification or accession and implementation through legal frameworks.

The 2019 UN World Oceans Day Conference follows the theme "Gender & Oceans". This is in line with the ILO's Women at Work Initiative which aims to identify and understand why delivering on decent work for women has been slow and what needs to be done towards securing a better future for women at work. This is in line with another Sustainable Development Goal, SDG 5: achieve gender equality and empower all women and girls, providing women and girls with equal access to education, health care, decent work, and representation.

The resources uploaded by the ILO to the World Oceans Day website can be accessed at: <https://www.unworldoceansday.org/index.php/resource/conclusions-recruitment-and-retention-seafarers-and-promotion-opportunities-women>.

ii. Links to UNCLOS

A number of the provisions of the United Nations Convention on the Law of the Sea (UNCLOS) are relevant to addressing the issues faced by seafarers and fishers. These include Article 94, which, provides that "Every State shall effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag"; Article 73, which provides that "Arrested vessels and their crews shall be promptly released upon the posting of reasonable bond or other security", and that "Coastal State penalties for violations of fisheries laws and regulations in the exclusive economic zone may not include imprisonment, in the absence of agreements to the contrary by the States concerned, or any other form of corporal punishment"; Article 99, which prohibits the transport of slaves; and

Article 292 concerning the prompt release of vessels and crews, which is also often cited with regard to unlawful arrest.

Both the ILO's MLC, 2006 and the Work in Fishing Convention, 2007 (No. 188) refer to UNCLOS in their preambles, recognizing that UNCLOS sets out the general legal framework within which all activities in the oceans and seas must be carried out.

II. Shipping

i. Maritime Labour Convention, 2006, as amended

The ILO has always given special consideration to the maritime sector. Since the 1920s, it has adopted many international labour standards specific to shipping, fishing, inland waterways and ports. The MLC, 2006 brought together nearly all of the instruments for seafarers in a single, comprehensive convention. The MLC, 2006 consolidated 37 existing ILO Conventions and related Recommendations. It establishes minimum conditions for decent work aboard a vessel addressing all aspects of work such as minimum age, medical fitness and training; and conditions of work including hours of rest, wages, leave, repatriation, medical care and occupational safety and health protection.

The 2014 amendments to the MLC, 2006, which relate to financial security of seafarers in cases of abandonment (Regulation 2.5) and contractual claims for compensation in the event of a seafarer's death or long term disability due to an operational injury, illness or hazard (Regulation 4.2), entered into force on 18 January 2017.

The 2016 amendments to the MLC, 2006 came into force on 8 January 2019. These amendments call upon States to take into account the latest version of the Guidance on eliminating shipboard harassment and bullying jointly published by the International Chamber of Shipping and the International Transport Workers' Federation (Guideline B.4.3.1); and provided for the extension of the validity of the maritime labour certificate issued for ships in cases where the renewal inspection required by paragraph 2 of Standard A5.1.3 has been successfully completed, but where a new certificate cannot immediately be issued to that ship (Standard 5.1.3 and Appendix A5-II).

The 2018 amendments to the MLC, 2006 relate to the protection of seafarers' wages and entitlements while they are held captive on or off a ship as a result of acts of piracy or armed robbery against ships. They are expected to enter into force on 26 December 2020.

As of 10 June 2019, the MLC, 2006 has been ratified by 93 States representing 91% of world gross tonnage of merchant ships, with several other ratifications on the way. This year, within the framework of the ILO's centenary, the Organization has launched the Maritime Centenary Challenge with the objective of reaching 100 ratifications of the MLC, 2006 before the end of the year.

In addition to promoting ratification and implementation of its' Conventions, the ILO also supervises the application of international labour standards such as the MLC, 2006. This is done in accordance with the ILO's Constitution through the work of the Committee of Experts on the Application of Conventions and Recommendations.

Further, the ILO's Maritime Labour Academy at the Training Centre in Turin continues to train inspectors, lawyers as well as government, seafarers' and shipowners' organizations for a harmonious application of ILO Conventions. The ILO also regularly provides technical assistance to member States and other relevant parties with respect to ratification and implementation of the MLC, 2006.

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

More information on the ILO's Maritime Centenary Challenge can be accessed here:
https://www.ilo.org/global/standards/maritime-labour-convention/WCMS_664151/lang--en/index.htm

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

The Seafarers' Identity Documents Convention (Revised), 2003, as amended (No. 185) guarantees the rights of seafarers to temporarily enter a country for the purpose of shore leave, transfer or transit. The Convention was adopted by the International Labour Conference in 2003 and amended by the same body in 2016. The latest amendments entered into force on 8 June 2017 and are aimed at aligning the technical requirements of the Convention with the latest standards adopted by the International Civil Aviation Organisation (ICAO) with regards to the technology for seafarers' identity documents. It is expected that the issuance of the new seafarers' identity document, with technology similar to the one currently in use in electronic passports, will strongly contribute to facilitating seafarers' access to shore leave, transfer and transit, whilst enhancing security in ports through the use of an internationally recognized document. The Convention has been ratified by 35 States as of 10 June 2019.

More information on the Convention can be accessed here:

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

iii. *Third Meeting of the Special Tripartite Committee of the Maritime Labour Convention, 2006 (MLC, 2006)*

The third meeting of the Special Tripartite Committee established by the Governing Body in accordance with Article XIII of the MLC, 2006 was held at the ILO headquarters in Geneva from 23 to 27 April 2018. It adopted the 2018 amendments to the MLC, 2006 relating to the protection of seafarers' wages and entitlements during captivity as a result of acts of piracy or armed robbery against ships. It also adopted resolutions concerning seafarers' abandonment; decent work in inland navigation; the facilitation of shore leave and transit of seafarers; updating flag and port State control guidelines to reflect the 2014, 2016 and 2018 amendments to the Convention; and updating of the process for submitting proposals for amendments to the MLC, 2006. The meeting also adopted recommendations concerning the review of maritime-related instruments (instruments adopted prior to the MLC, 2006).

The amendments, resolutions and recommendations of the meeting can be accessed here:
https://www.ilo.org/global/standards/maritime-labour-convention/events/WCMS_550284/lang--en/index.htm

iv. *Subcommittee on Wages of Seafarers of the Joint Maritime Commission*

This Subcommittee, composed of seafarers and shipowners representatives, 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 special as it is the only committee within the ILO that is bipartite (only the seafarers' and the shipowners' representatives take part in it), setting the basic wage for any industry. At the meeting held in November 2018, it reached an agreement to increase the ILO minimum monthly basic wage figure for an able seafarer to US\$618 as of 1 July 2019, US\$625 as of 1 January 2020 and US\$641 as of 1 January 2021. The Subcommittee also agreed that the figures of US\$641 as well as US\$662 as of 1 June 2018 should be used as the basis for recalculation purposes.

More information on the outcome of the meeting can be accessed here:
https://www.ilo.org/sector/activities/sectoral-meetings/WCMS_619085/lang--en/index.htm.

v. *Database on reported incidents of abandonment of seafarers*

The abandoned seafarers' database was established as 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 Governments or appropriate seafarers' and shipowners' 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. On 31 December 2018, there were 360 abandonment incidents listed in the database, affecting 44,866 seafarers. Of those incidents, 175 cases were resolved, 77 cases were disputed, 52 cases were in inactive status and 56 cases were unresolved. From 2011 to 2016, the number of cases per year ranged from 12 to 19. In 2017, the number of reported cases increased drastically, at 55 reported cases, with 14 cases resolved that year and a further 8 cases resolved during 2018. In 2018, the total number of reported cases was 44 and of these 15 cases have been resolved so far. Each year, the ILO and IMO jointly report to the IMO's Legal Committee on the status of the abandoned seafarer database and related issues.

The 2014 amendments to the MLC, 2006 (see above) require that a financial security system be put in place so that shipowners 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. Mandatory certificates and other evidence will be required to be carried on board ships to establish that the financial security system is in place to protect the seafarers working on board. These new requirements will help prevent seafarers from being stranded in port for long periods when shipowners abandon their crews without paying their wages or repatriating them to their home countries. As of 10 June 2019, the 2014 amendments to the MLC, 2006 had been accepted by all but 15 of the State-parties to the Convention. The State-parties concerned that have yet to send their declaration of acceptance are Albania, Bangladesh, Belize, Cabo Verde, China, Estonia, Fiji, Gabon, the Islamic Republic of Iran, Jordan, Kenya, Maldives, Mongolia, Portugal and Thailand.

The database can be found at:

<http://www.ilo.org/dyn/seafarers/seafarersbrowse.home>.

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

A Sectoral Meeting on the Recruitment and Retention of Seafarers and the Promotion of Opportunities for Women Seafarers was held by the ILO in Geneva in February-March 2019. The purpose of the meeting was to discuss the issues raised specifically in Resolution XI regarding the recruitment and retention of seafarers, and the promotion of opportunities for women seafarers, as adopted by the 94th (Maritime) Session of the International Labour Conference, including in the context of the ILO Future of Work Centenary Initiative. The Meeting adopted conclusions. These conclusions concern recruitment and retention of seafarers, cadet and trainee berths, recruitment and placement, automation and digitalization, loneliness and isolation as well as social media and internet connectivity, governmental responsibilities towards seafarers on issues such as abandonment, criminalization, shore leave, government incentives for encouraging retention of seafarers, equal opportunities for women seafarers, women seafarer-specific issues, harassment and bullying, age discrimination and social dialogue.

More information on the outcome of the meeting and its outcome can be accessed here: https://www.ilo.org/sector/activities/sectoral-meetings/WCMS_647753/lang--en/index.htm.

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>

III. Fishing

The fisheries sector makes vital contributions to global food security and supports the livelihoods of millions of people worldwide. Seafood is 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 and fighting illegal, unreported and unregulated (IUU) fishing. In 2016, an estimated 59.6 million people were engaged in capture fisheries and aquaculture. Of these, approximately 68

percent are engaged in capture fisheries and 32 percent are engaged in aquaculture.¹ Fishing remains one of the most dangerous occupations in the world.²

i. *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 revises and updates several earlier ILO fishing Conventions.

The objective of the Convention is to ensure that fishers have decent conditions of work on board fishing vessels with regard to minimum requirements for work on board, conditions of service, accommodation and food, occupational safety and health, medical care and social security. It sets out binding requirements to address the main issues concerning work on board fishing vessels, including occupational safety and health and medical care at sea and ashore, rest periods, written work agreements, and social security protection at the same level as other workers.

The widespread ratification and enforcement of the Convention is key to ensuring that there is effective protection for all the people who work in the sector. 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, open up effective complaint mechanisms upholding the ILO's commitment to ensuring decent working conditions for all fishers in the sector.

States that ratify and give effect to the Convention commit to exercising control over fishing vessels, through inspection, reporting, monitoring, complaint procedures, penalties and corrective measures, and may then also inspect foreign fishing vessels visiting their ports and take appropriate action.

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. As of 10 June 2019, the Convention has received the added ratifications of Namibia, Senegal, Thailand and the United Kingdom.

¹ <http://www.fao.org/state-of-fisheries-aquaculture/en/>;

² Ibid.

The ILO, to promote the ratification and implementation of the Convention, has been working directly with ILO member States, as well as through ILO projects to assist States to undertake gap analyses and validation workshops on Convention No. 188.

A number of publications and tools have been developed to assist States to ratify and implement the Convention. These may be found at:

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

The most recent tool developed is a working paper entitled “The flexibility clauses of the Work in Fishing Convention, 2007 (No. 188)”, which outlines the flexibility provisions of Convention No. 188 in order to clarify their scope to member States and constituents. It explains how flexibility may facilitate widespread acceptance of Convention No. 188 by permitting to adapt the level of protection afforded by the Convention to particular national practices and circumstances.

The working paper on the flexibility clauses of the Work in Fishing Convention, 2007 (No. 188) can be accessed at:

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

The effectiveness of Convention No. 188 has been evident in practice. Indeed, in July 2018, the South African Maritime Safety Authority undertook the first arrest of a foreign fishing vessels for non-compliance with the Convention.³ Additionally, the ILO provides technical support to member States, including capacity building to undertake inspection of working conditions on fishing vessels. For example, in March 2019, a three-day Monitoring Workshop on Strategic Compliance Planning for Labour Inspectors was held in Indonesia.⁴ The event was conducted by the ILO, the Ministry of Manpower and the Ministry of Maritime and Fisheries Affairs with the participation of the Ministry of Transportation and the Coordinating Ministry for Maritime Affairs. The workshop was an immediate follow-up to the previous training held in Bogor, West Java, in August last year, aimed to improve labour rights of fishers in the country. The experiences in Indonesia, Thailand, South Africa and other States are being used to finalize training material on the inspection of fishing vessels based on ILO *Guidelines on flag State inspection of working and living conditions on board fishing vessels* and *Guidelines*

³ https://www.ilo.org/global/about-the-ilo/newsroom/news/WCMS_634680/lang--en/index.htm;

⁴ https://www.ilo.org/jakarta/info/public/pr/WCMS_676535/lang--en/index.htm.

for port State control officers carrying out inspections under the Work in Fishing Convention, 2007 (No. 188) adopted by the ILO meetings of experts.

ii. *Gap analysis of the Work in Fishing Convention, 2007 (No. 188)*

A number of ILO member States have conducted a comparative or “gap” analysis of their laws, regulations and other measures in order to discern where changes are needed to bring them in line with the minimum standards set out in Convention No. 188. These gap analyses can and have helped in identifying lacunae in the protection of fishers and have led to 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 was prepared by an inter-disciplinary team of the ILO, including staff from the European Union-funded Ship to Shore Rights Project following extensive consultations conducted by the ILO in partnership with the Ministry of Labour. The report examined 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 Convention No. 188. This gap analysis contributed to a commitment by the Thai Government and social partners to ensure that workers in the fishing industry have acceptable working and living conditions. This commitment ultimately culminated in Thailand ratifying Convention No. 188, becoming the first Asian country to do so.

The Gap analysis is available at:

http://www.ilo.org/wcmsp5/groups/public/---asia/---ro-bangkok/documents/publication/wcms_557738.pdf

iii. *Membership of the ILO to the Joint FAO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters*

At the ILO’s Tripartite Meeting on Issues relating to Migrant Fishers (Geneva, September 2017), representatives from the workers, employers and Governments adopted a set of conclusions on the promotion of decent work for migrant fishers. These included a request for the ILO to consider participation as a third and full member in the Joint FAO/IMO Ad Hoc Working Group on Illegal Unregulated and Unreported (IUU) Fishing and Related Matters. At the 335th Session of the Governing Body, held from 14-28 March 2019, the ILO’s Governing Body authorized the organization’s participation as a full member in the Joint FAO/IMO Ad Hoc Working Group on IUU fishing, which will be held in Torremolinos, Spain, in October 2019. In addition, it should be noted that the ILO continues to coordinate with IMO, FAO and

other UN system specialized agencies on matters related to ensuring decent work for seafarers, fishers and others working in the maritime sectors. This includes participation in each other's meetings and events, and jointly promoting that international instruments are respected. For example the ILO continues the joint promotion of the Cape Town Agreement, STCW-F Convention, Convention No. 188 and the Port State Measures Agreement. This inter-agency cooperation helps encourage institutional cooperation at the national government level, which is necessary in the maritime sector. It may also be noted that all, or nearly all, regional port State control agreements include the MLC, 2006, in their list of their "relevant instruments" for port State control.

The report of the 335th session of the Governing Body and their decisions relevant to the Joint FAO/IMO/ILO Ad Hoc Working Group on Illegal, Unreported and Unregulated fishing can be found at:

https://www.ilo.org/wcmsp5/groups/public/---ed_norm/---relconf/documents/meetingdocument/wcms_673408.pdf;

iv. *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 (EU) 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 project is funded by the EU and the ILO and will terminate in September 2019. The project has addressed four core objectives with special focus on Thailand's key fishing and seafood regions:

1. *Strengthen Policy*: strengthen the legal, policy and regulatory framework in the fishing and seafood sectors by raising labour standards and facilitating more legal migration into the seafood & fishing sectors;
2. *Enhance Government*: Enhance the capacity of Government officers to effectively identify and take action against forced labour and other labour rights abuses in the fishing & seafood processing sectors;
3. *Improve Compliance*: Improve compliance with the Fundamental Principles and Rights at Work (Core Labour Standards) in the seafood and fishing industries through the implementation of the Good Labour Practices (GLP); and

4. *Support Workers*: Increase capacity of unions and Civil Society Organizations to support workers and victims of labour abuses including women and children.

On 12 December 2018, the Ship to Shore Rights Project organized its eighth project steering committee.⁵ The tripartite meeting composed of government, employers, worker organizations, and civil society had the objective to promote decent work in the Thai fishing and seafood industry. A mutual understanding was reached on approval for ratification of Convention No. 188, advanced training for labour inspectors, strengthening GLPs and an updated review of activities by trade unions and corporate social responsibility partners as well as the various NGOs that were present at the meeting.

This project has contributed to the ratification of: Thailand of Convention No. 188 in January 2019 and awareness has been raised about the convention in the Southeast Asian region. The project had also contributed to the ratification of Thailand of the Protocol of 2014 to the Forced Labour Convention, 1930.

For more information, see:

http://www.ilo.org/asia/info/public/pr/WCMS_460488/lang--en/index.htm

- v. *ILO SEA Fisheries Project (Strengthened Coordination to Combat Trafficking in Fisheries in South East Asia.*

This project, funded by the United States, aims to reduce human trafficking in the fishing sector by strengthening coordination and increasing the efficiency and effectiveness of existing national and regional level anti-trafficking efforts in South East Asia, whilst the Ship to Shore Rights Project works closely with partners including the Thai Government, employers' organizations, workers' organizations and buyers towards the prevention and reduction of unacceptable forms of work in the Thai fishing and seafood processing sectors.

As part of this project, the Southeast Asia Conference on Regional Coordination and Action to Combat Trafficking and Labour Exploitation in Fisheries (SEA Conference) was convened in Bali, Indonesia. The Conference brought together officials from Labour, Agriculture/Fisheries and another Ministries, as well as key stakeholders and international and regional organizations. The Conference consisted of a Workshop on Strengthened Regional Coordination to Combat Trafficking and Labour Exploitation in Fisheries and a Workshop to

⁵ <https://shiptoshorerights.org/wp-content/uploads/8th-PSC-Report-EN.pdf>;

Promote Decent Work for Fishers. It established the Southeast Asian Forum to End Trafficking in Persons and Forced Labour of Fishers (The SEA Forum for Fishers), which is operational and has established a steering committee and several working groups currently underway.

For more information on the Conference, and its follow up, see:

<http://seafisheriesproject.org/resolutions-and-conclusions-of-ilo-sea-conference-2018/>.

For the most recent information on the SEA Forum for Fishers see:

<http://seafisheriesproject.org/sea-forum-for-fishers/>.

More information on the work of the ILO in Fisheries in general, see:

<http://www.ilo.ch/global/industries-and-sectors/shipping-ports-fisheries-inland-waterways/fisheries/lang--en/index.htm>

IV. Ports

i. 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.

More information is available on the website:

http://www.ilo.ch/sector/Resources/training-materials/WCMS_549818/lang--en/index.htm

V. Shipbuilding and repair

i. Code of Practice on Safety and Health in Shipbuilding and Ship Repair (Revised edition)

This revised code of practice, adopted by a Meeting of Experts in January 2018, reflects the development of modern ILO instruments on occupational safety and health (OSH) and the changes in the industry in the past 44 years since an earlier code was adopted. The revised code promotes a preventative safety and health culture in which the right to a safe and healthy working environment is respected at all levels, where government, employers and workers actively participate in securing a safe and healthy working environment through a system of defined rights, responsibilities and duties, and where the principle of prevention is accorded the highest priority. It further promotes OSH management systems as well as cooperation between employers and workers and their representatives. The revised code contains comprehensive guidance on how to improve OSH in the industry and sets out how governments, shipowners, employers, workers and their representatives should work together in doing so. In addition to this revised Code, in 2004, the ILO has published the *Safety and Health in Shipbreaking: Guidelines for Asian Countries and Turkey*. The guidelines are designed to assist shipbreakers and competent authorities alike to implement the relevant provisions of ILO standards, codes of practice and other guidelines on OSH and working conditions, and the provisions of instruments of other relevant international organizations, aiming at progressive improvement. The practical recommendations in these guidelines are for use by all those who are responsible for occupational safety and health in shipbreaking operations. The guidelines are not legally binding, nor are they intended to replace national laws, regulations or accepted standards. They provide guidance to those engaged in the framing of relevant provisions and the setting up of effective national systems, procedures and enterprise regulations, where they do not exist.

The Revised Code of Practice on Safety and Health in Shipbuilding and Ship Repair is available at:

https://www.ilo.org/sector/Resources/publications/WCMS_618575/lang--en/index.htm;

The Safety and Health in Shipbreaking: Guidelines for Asian Countries and Turkey is available at:

https://www.ilo.org/global/topics/safety-and-health-at-work/normative-instruments/code-of-practice/WCMS_107689/lang--en/index.htm.