

MARINE TRANSPORT WORKERS' TRADE UNION OF UKRAINE



Ukraine's position towards the ratification of MLC, 2006

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Always there to protect members!



Timeline

2001

- The issue to consolidate all the existing maritime conventions is raised for the first time

2004

- M. Kirieiev takes part in the preparatory conference

2006

- MLC, 2006 is adopted

2012

- All the conditions for the entry into force of the Convention are fulfilled

2013

- Convention enters into force

2015

- 53 countries have ratified the Convention

UKRAINE?



Always there to protect members!



General aspects:

MLC benefits and improves significantly working and living conditions and strengthens seafarers' employment rights which can be summarized in following areas:

1. Transparent, efficient and free-of-charge recruitment and placement services

2. Safe and secure workplace, decent working and living conditions on board of the ship

3. Fair terms of employment

4. Rights to health protection, medical care and other social benefits

5. Rights to be heard and supported

What should be used by the unions and seafarers (on all stages of recruitment/employment):

- 1. Efficient and free-of-charge recruitment services** (*clear info on conditions of employment, opportunity to learn the text of CBA, if it forms all or part of SEA, requirement to provide the seafarer with his/her signed original etc.; prohibition of use any means or lists intended to prevent or deter seafarers from gaining employment*). Strengthening of control for recruitment agents activities (*when having a record of non-compliance with national regulations and MLC, 2006 standards*)

What should be used by the unions and seafarers (on all stages of recruitment/employment):

2. Stronger requirements for content of seafarers' employment agreements (*check before signing a SEA if its terms comply with minimum standards of MLC, if the ship has not covered by any CBA*)

3. Enforceable monthly wage payments and paperwork (*requirement to pay at no greater than monthly intervals, to issue and provide the seafarer with monthly accounts and other documents relating to his/her employment*)

What should be used by the unions and seafarers (on all stages of recruitment/employment):

4. Entitlements for paid leave, prior termination of employment (*equal terms for seafarers and shipowners*), *repatriation, compensation when ship's loss or foundering, career and skill developments, decent working&living conditions, medical attention/treatment, sick pay and reimbursement of medical expenses, compensation for disability and loss of life, occupational safety and healthy environment, personal protective equipment, social security, shore leave*)

What should be used by the unions and seafarers (on all stages of recruitment/employment):

- 5. All regulations apply to all seafarers** (*including Masters and Cadets*)
- 6. Powerful and clear complaint on-board and onshore procedures**
- 7. Co-operation with FSC and PSC in investigation and settlement of seafarers' complaints.** PSC & Union's joined ships' inspections
- 8. Involvement of MFA and Ukrainian Embassies especially** in cases of ship's/crew's abandonment
- 9. Possibility to propose amendments to MLC, 2006 via ITF or national bodies** and increase level of labour standards on national level

Ukrainian seafarer



- 4th place on
international
maritime labor
market

- 85 000 seafarers
officially*

- 28 000 MTWTU
members

According to the Ukrainian seafarers



« Life on board becomes more intense. On-berth time of the vessels in the ports becomes shorter, seafarers work longer. Improving working conditions directly affects the productivity of our labor. Therefore, the Convention is a huge step forward.

It takes time to feel the impact of MLC 2006 on seafarers' lives.



According to the Ukrainian seafarers



« Recently, a lot of attention is paid to the rest hours. As the fatigue of the crew can often cause an emergency. In this regard, the Convention will be very useful »

According to the Ukrainian seafarers



« The shipowning company, I work for, for a long time already supports all the norms of MLC, 2006. Therefore, I don't see any changes for myself particularly, caused by MLC, 2006 entry into force. But the other seafarers would definitely be able to see the difference »



Thank you for your attention

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