



# MLC 2006

## The ILO and the background to the Convention





## The ILO

- Created in 1919 as part of the Treaty of Versailles
- Became first UN agency in 1946
- Pre-dates IMCO and the IMO
- Committee of experts created in 1926 as a supervisory system composed of international jurists.





## The ILO's areas of interest

### ➤ Divided into sectors-

- Agriculture
- Mining
- Construction
- Shipping
- Etc.

### ➤ Altogether 22 sectors and industries covered



## The ILO Maritime

- First maritime convention in 1920 – Minimum Age at Sea Convention (No. 7)
- Approximately 39 maritime conventions out of 189 conventions since then not including fishing and dock work.
- The 189 include 8 fundamental conventions and 4 governance conventions.
- 37 of the maritime conventions are now superseded by the MLC.





# The ILO Structure

- Tripartite organisation.
- Open supply of information
- Secretary General and secretariat based in Geneva (secretariat referred to as the International labour Office.
- Member states pay a contribution towards funding and the organisation seeks additional funding from donors.
- 185 ILO member states in 2013.





## The need for action

- Too many common issues relating to treatment of seafarers not being helped by existing conventions
  - Seafarer abandonment,
  - Poor treatment
  - No employment rights
  - Non payment of wages.





## Why the MLC?

- Too many maritime conventions
- Too out of date
- Impracticalities
- No amendment provisions
- No PSC provision





## Creating the MLC

- Clear need for change,
- Prompted by the shipowners,
- Meetings started in 2000 to draft a new consolidated convention
- Adopted in 2006 with near universal support.
- Reached its tonnage target in 2009
- Reached its ratification target on 20 August 2012.
- Entered into force 20 August 2013 (12 months later)







## Current status

- In force,
- 65 member states have ratified (May 2015)
- Ratifying members account for 80% of world's tonnage
- Being enforced by Port State Control





# Application

- MLC applies to all commercial vessels.
- No lower size limit.
- Ship means any vessel other than ones navigating exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply. If in doubt to be decided by the CA **after consultation.**
- Applies to all seafarers – seafarer is any person who is employed or engaged or works in any capacity on board a ship to which the convention applies.
- Option to relax some provisions for domestic vessels under 200 GT.

