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seafarers have to
compete in a global
labour market. In
such an open
environment, most
seafarers struggle
to secure and keep
short-term and
unstable jobs. So,
workers'
bargaining...

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living and working conditions in A
on internationally
trading merchant
ships is estimated
at 1,647,500
seafarers, of which
774,000 are
officers and
873,500 are
ratings. China, the
Philippines,
Indonesia, the
Russian Federation
and Ukraine are
estimated to be the

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five largest supply countries for all seafarers (officers and ratings). The Philippines is the biggest supplier of ratings, followed by China, Indonesia, the Russian Federation and Ukraine.

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labor market is
changing rapidly
and this study
discusses the
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encountered in
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bargaining, as well
as training,
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certification.
Wages, contracts,
and tours of duty
are also

investigated, and
the book includes in-
depth treatment of
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hazard exposure.

Innovations such as
automated engine
rooms and the
global maritime
distress and safety

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living and working conditions in a system, the internationalization of ship registrations, multinational crewing and reductions in crewing levels, and the rise in ship management companies have had a profound effect on seafarers' living and working conditions.

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This perceptive
book examines
these and future
issues for
regulation and
enforcement.

The enormous
technological,
financial, and
structural changes
of recent decades
have revolutionized
the international

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shipping industry,
bringing about
lower freight rates,
shorter time in port
and fast
turnarounds,
reduction in crew
size, employment of
cheap labour from
developing
countries,
avoidance of
national regulations
and taxes, and

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diminished living
and working
standards on board.
Exploitation of
seafarers has
always existed, but
now it has become
more common and
frequent.

Shipowners can cut
costs in various
ways, but the most
profitable and
easiest to achieve

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are those at the expense of labour costs, in particular costs for maintaining proper living conditions on board the ship. This bulletin examines in detail the structure of the shipping industry, focusing on problems concerning the working and living

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conditions of
seafarers on board
merchant ships
serving the global
sea transport
system. Exploring
all levels of
maritime
policymaking on a
global and European
level, the author
analyses seafarers'
rights in the light of
international

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enforcement mechanisms and particularly in the light of the recent ILO Maritime Labour Convention. He also considers relevant case law, as well as advisory opinions and policy statements from various pertinent agencies, especially in the EU context..

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Among the issues raised and discussed in depth in relation to their effect on seafarers' labour standards are the following: *

- * ship manning companies;
- * illicit crewing agencies;
- * flags of convenience;
- * hours of work and rest;
- * wages;
- *

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occupational health
and safety; *

accommodation,
food, water, and

catering; *

recreational

facilities; * filing of

grievance; and *

port controls. The

author shows that,

expansion and

progress of the

maritime industry

notwithstanding,

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living is a great
need for effective
enforcement
mechanisms in this
area. This is the
first detailed
analysis to connect
the working and
living conditions of
seafarers with
international,
supranational, and
national maritime
legislation. A giant

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step towards
establishing a global
monitoring system
to enforce
international
maritime
conventions
regarding seafarers'
labour standards, it
is sure to make an
important
contribution to both
international labour
and employment

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living and the law of
the sea.

Working Conditions In A

The importance of international maritime labour law - both as a component of international maritime law, and in socio-political and economic terms - has been recognised by the

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IMO International
Maritime Law
Institute for a
number of years.

Indeed, the Institute
has annually
organised a course
on maritime labour
law with the
participation of
inter alia the
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International Labour
Organization, the
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German
Shipowners '
Association. It was
therefore a great
pleasure when the
authors invited me
to introduce their
forthcoming

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monograph on
Maritime Work Law
Fundamentals:
Responsible S-
powners Reliable
Seafarers. As the
title suggests, a
fundamental
challenge of this
branch of
international
maritime law is to
achieve a balance
between the

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interests of the two main stakeholders. Institutionally, the effort to achieve this balance dates back a number of decades with its genesis mainly found in the work of the International Labour Organization. It has to be said that whilst this effort

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achieved great progress, it has led to a haphazard, plethora of legal instruments.

This report is divided into four parts. It begins with an examination of some of the main changes which have occurred in world shipping and which

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have influenced the labour market and conditions of work and life of seafarers. It then examines some aspects of the labour market for seafarers as well as a number of changes which have had an impact on conditions of work. Another chapter

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reviews the current conditions of work and life in the shipping industry, concerning wages, hours of work, food, accommodation and welfare as well as certain issues such as gender and abandonment of seafarers, with particular emphasis on shipboard

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conditions. The report concludes with a summary and a list of suggested points for discussion.

This open access book constitutes an ethnographic mosaic which depicts the contextual complexities of the

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life and work of seafarers who are employed in the international merchant cargo fleet. The collection is based upon the observations and interviews of researchers in multiple disciplines. It is woven together to offer a richly detailed insight into

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the ways in which a
complex global
industry operates
internationally. The
book covers issues
to do with career
decisions and
recruitment,
gender, life and
work on board
multinational
vessels, health and
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regulation of the

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industry, shipboard
roles and role
conflict, and the
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workers. It will be
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interest to all
students globally
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qualifications, to
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masters and courses in
ship and port
management, and to
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professionals and
policy makers. It is
of special interest
to those connected
to the shipping
industry who
specialize in issues
relating to 'the
human element' and
will serve as a

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paradigm defining
text in this area.

This book critically
investigates the
conditions of
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China in legislation
and in practice,
focusing in
particular on the
restructuring
process following
the 2006 Maritime

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Labour Convention.

Accordingly, it
poses key research
questions to major

Chinese

stakeholders to

gauge their

responses to the

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determine whether

the protection of

Chinese seafarers

has actually

improved since the

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advent of the
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further, to identify
the continuing
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improvement. The
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China in November
2016, bringing with
it significant
changes.

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seafarers who keep
our global economy
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brings together an
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and international
cohort of
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diversity of insights

unlike previous
collections. An

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taking place, with a
burgeoning of

academic work that
takes seriously the
place of seas and
oceans in

understanding socio-

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promote an ethic of
care for the future.

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how global unionism
was born in the
maritime shipping
sector. It argues
that the industrial
structure of
shipping, and
specifically the
interconnected
nature of shipping

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production chains, facilitated the globalization of union bargaining strategy, and the transnationalization of union structures for mobilizing industrial action. This, in turn, led to global collective bargaining institutions and effective union

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participation in
global regulatory
politics. This study
uses a variety of
source and
analytical
techniques, relying
heavily on
interviews with
union official and
other maritime
industry people in
many countries.

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Mind is a wonderful resource for seafarers. The book is rich in narrative and case studies and covers a wide range of issues and challenges facing sailors on the high seas. A hard hitting account which unpacks the realities of a

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modern version of indentured labour, the author provides hope in the often harsh world of seafaring. This is a practical guide to living in isolating and confined situations where temptations abound and moral compasses are often abandoned.

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Martin Otto is the world's leader in serving seafarers through his international mission work. He is to be commended for being God's advocate in such an insightful, humble and practical manner. This book will become a widely read text

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and is sure to
become a key
reference for all
seafarers seeking
to live a Godly life
in an often harsh
and unforgiving
environment. I
recommend it
wholeheartedly.

Professor Ross
Dowling AM Global
Cruise Ship
Lecturer Perth,

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The 1982 United Nations Convention on the Law of the Sea (UNCLOS)

remains the cornerstone of global ocean governance.

However, it lacks effective provisions or mechanisms to ensure that all

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ocean space and related problems are dealt with holistically. With seemingly no opportunity for revision due to the Conventions burdensome amendment provisions, complementary mechanisms dealing with such aspects

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of global ocean
governance
including maritime
transport, fisheries,
and marine
environmental
sustainability, have
been developed
under the aegis of
the United Nations
and other relevant
international
organizations. This
approach is

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inherently
fragmented and
unable to achieve
sustainable global
ocean governance.

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Sustainable
Development Goals
(SDGs), particularly
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Treatise proposes a
new paradigm on
the basis of
integrated and

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cross-sectoral
approach in order to
realise a more
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sustainable
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volume focuses on
the role of the UN
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looking at the more
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