

Payments by bank transfer, should be made to:

International Training Centre of the ILO  
Account No. 560002  
Bank: Intesa San Paolo Ag. 523  
IBAN: IT96 G 03069 09214 100000560002  
BIC: BCITITMM  
Address: Viale Maestri del Lavoro 10, 10127 Turin (Italy)

*Note: on the bank transfer form, the participant's name and the course code should be stated.*

For payments by credit card, please e-mail to [maritime@itcilo.org](mailto:maritime@itcilo.org)

## Application

In the framework of the ILO Maritime Labour Academy, it is intended to hold the course two times in 2017 at the International Training Centre of the ILO in Turin, Italy:

**A9010477** 11 September – 22 September 2017  
(deadline for applications: 28 July 2017)

Applicants should register online at the following link:  
Course A9010477: 11/09/2017 – 22/09/2017  
<http://intranetp.itcilo.org/STF/A9010477/en>

A letter from the sponsor indicating financial support (or letter from the applicant stating that participation cost are covered by him/herself) – will have to be uploaded while filling in the on-line applications.

Incomplete applications will not be considered.

*As an organization dedicated to promoting social justice and internationally recognized human and labour rights, the ILO is taking a leading role in international efforts to foster gender equality.*

*In line with this ILO focus, women are particularly encouraged to apply to ITCILO courses.*

## The ILO Turin Centre's facilities

Located in an attractive park on the banks of the River Po, the Centre's campus provides a congenial environment in which to live and study.

- It contains 21 pavilions with fully equipped modern classrooms, conference halls and meeting rooms fitted out for multilingual simultaneous interpretation, a computer laboratory, and a computerized documentation centre linked to various data banks.

The campus has 287 study/bedrooms, all with private bathrooms, telephones and cable television. It also has:

- a reception desk open 24 hours a day;

- a restaurant, a self-service canteen and a coffee lounge, all catering for international dietary needs;
- a bank;
- a travel agency;
- a laundry service;
- a post office;
- an internet point;
- a recreation room;
- facilities for outdoor and indoor sports;
- an infirmary.

Social events are regularly held both on and off campus, so that participants from different cultural backgrounds can make the most of the stimulating international climate.

## For further information, please contact

International Training Centre of the ILO  
Programme on International Labour Standards, Rights at Work and Gender Equality  
Viale Maestri del Lavoro, 10  
10127 Turin - Italy

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# Maritime

Labour Inspection



## Maritime Labour Academy - Track 1

Training of trainers and maritime inspectors in the application of the ILO Maritime Labour Convention, 2006



International Training Centre

[www.itcilo.org](http://www.itcilo.org)

# Maritime Labour Academy - Track 1 Training of trainers and maritime inspectors in the application of the ILO Maritime Labour Convention, 2006

## Background

In 2001, in response to concerns about significant structural changes and increased globalization of the maritime sector, the international shipowners' and seafarers' organizations, meeting in the ILO's Joint Maritime Commission, came to a historic agreement, the "Geneva Accord", which called upon the ILO to adopt a major new legal instrument that would more effectively address these changed conditions. For the seafarers, the concern was to ensure decent work, including more ability to enforce those rights. For shipowners, the concern was to ensure a "level playing field" (fair competition) for shipowners who provide decent working conditions.

The shipowners' and seafarers' recommendations, which were subsequently endorsed by governments, were accepted by the ILO and led - after five years of intensive tripartite discussions - to the adoption of the Maritime Labour Convention, 2006 ("MLC, 2006") by the 94th International Labour Conference (94th ILC). The MLC, 2006 was adopted by an almost unprecedented vote of 314 in favour, none against and four abstentions (for reasons unrelated to the substance of the Convention).

When the MLC, 2006 was adopted, it was expected that it would take five years to achieve the Convention's demanding entry-into-force requirements (ratification by at least 30 States representing at least 33% of the world fleet by gross tonnage).

The tonnage element was exceeded in 2009 and the 30th ratification was received by the ILO on 20th August 2012. As a consequence, the MLC, 2006 of the International Labour Organization entered into force on 20 August 2013 and there has been a strong momentum for widespread ratification. Many countries have begun or are continuing to take steps for the effective implementation of the Convention. The ILO Committee of Experts has also begun its review of compliance for the first 30 countries that have ratified the Convention and for whom it has already entered into force.

The MLC, 2006 contains an important new compliance and enforcement component based on a flag State ship inspection and certification system and port State control. It is essential that all countries with a maritime interest take steps to prepare for, and implement, their inspection obligations under the Convention. Port State control inspections have also already begun to take place in ports in different regions. The objective is to ensure that the MLC, 2006 is effective in ensuring that seafarers enjoy decent working and living conditions on board ships and that shipowners benefit from the level playing field.

In accordance with resolutions adopted by the 94th ILC at the time of the MLC, 2006, a tripartite body of experts adopted (in September 2008) Guidelines for flag State inspections under the Maritime Labour Convention, 2006 and Guidelines for port State control officers carrying out inspections under the Maritime Labour Convention, 2006. In another resolution adopted at the same time as the MLC, 2006, the ILC called upon the ILO to give due priority to developing training materials and a practical course to help build national capacity by training national

trainers of inspectors and by training inspectors who carry out inspections under the MLC, 2006.

Comprehensive modular training materials for trainers of maritime labour inspectors, combined with a ten-day intensive residential training course (including an examination) have been produced by the ILO, with support from interested governments (Sweden, Italy) and a seafarers' organization.

## Objectives

The courses combine the authority of the International Labour Office, as the secretariat of the International Labour Organization (ILO) which adopted the MLC, 2006, with the techniques of the International Training Centre of the ILO (ITC-ILO). They aim to strengthen the capacity of trainers to train maritime labour inspectors in the MLC, 2006 and to ensure better quality and consistency in national ship inspection systems worldwide.

At the end of the course, participants should be able to:

- demonstrate a good level of understanding of the MLC, 2006 and explain its key concepts, its implications and its practical application in the professional activity of maritime labour inspectors, including knowledge of the Guidelines for flag State inspections under the Maritime Labour Convention, 2006 and Guidelines for Port State Control Officers carrying out inspections under the Maritime Labour Convention, 2006;
- apply active learning methods in running workshops for maritime labour inspectors, using structured training materials expressly designed for the course and provided to participants (trainer's guides and resource packs);
- adapt the training materials to their own national laws and local practices; and
- organize, manage, facilitate, monitor and evaluate training activities for maritime labour inspectors in their own countries

## Target group

The courses are primarily intended for:

- trainers of maritime inspectors, including labour inspectors with experience of maritime inspection (maritime labour inspectors);
- members of classification societies that carry out maritime labour inspections on behalf of governments; and
- representatives of seafarers' and shipowners' organizations involved in inspection activities.

*The ten-day course is held in English, and a good knowledge of the language is essential in order to participate in the course and take the examination.*

## Content

The course will cover the main contents of the MLC, 2006 and the Guidelines on inspection. It will deal specifically with the following topics:

- Background information

- ILO approaches (particularly its tripartite approach and supervisory activities)
- Existing ILO maritime Conventions, with particular emphasis on ILO Convention No. 147
- The Maritime Labour Convention, 2006
  - Link with the IMO conventions and the Memoranda of Understanding on port State control
  - Review of the relevant Articles
  - Minimum requirements for seafarers to work on a ship
  - Conditions of employment
  - Accommodation, recreational facilities, food and catering
  - Health protection, medical care, welfare and social security protection
  - Compliance and enforcement (including on-board and on-shore complaint procedures)
- Certification and inspection systems under the MLC, 2006: similarities with and differences from IMO conventions
- Documentation under the MLC, 2006
- Inspection of different types of ships (including ships not required to be certified (i.e. ships below 500 GT and ships that do not go on international voyages)
- Factors inspected: ship construction, facilities, and equipment (e.g. cabin size, bedding, sanitary facilities, ventilation, lighting, food and catering) and operational aspects (e.g. seafarers' minimum age, medical fitness for duty, hours of work or rest, training, wages, medical care, occupational safety and health).

In addition, the course covers training methodology and the evaluation of the competence (knowledge, skills and professional attitude) of participants.

## Structure methodology and materials

The training methodology is based on the "learning by teaching approach". Participants are provided with theoretical and practical knowledge concerning the MLC, 2006 and its application, and are expected to work in groups to design and run training sessions for the other participants.

Each course will last ten days, and will include an optional examination. The time available will be used intensively in both morning and afternoon sessions. Additional evening sessions might be devoted to individual and group study.

Before to the course, participants will be provided with material to enable them to increase their familiarity with the concepts and content of the MLC, 2006, and will have the opportunity to assess their own knowledge through the Internet. During the courses, the active training methods will include: guided study of the MLC, 2006; hands-on experience of using the training package and of managing training activities on face-to-face courses; guidance on adapting the training materials to national laws and specific activities at country level.

The ITC-ILO MLC, 2006 modular trainers' materials package will be provided to each participant during the course, for them to use in training at national level. The package includes

information on how to organize a course on the MLC, 2006, including exercises, PowerPoint presentations and other training tools. At the end of the course, an optional individual evaluation assesses the participant's knowledge, skills and attitudes as a trainer of inspectors for the MLC, 2006.

The resource persons on the training course include ILO experts, experienced maritime inspectors and trainers from national maritime administrations and a seafarers' organization.

## Certification

On completion of the course participants will receive a certificate of attendance. In addition, trainers and inspectors who attend the course on the nomination or with the endorsement of their governments/organizations and successfully complete the training will receive a certificate from the ILO, which should help them to obtain recognition from their competent national authority or organizations as professional trainers in the inspection of ships for compliance with the MLC, 2006, capable of providing training in that subject at national level.

## Cost of participation

The total cost of participation in each course is **4,160 euros**. This includes tuition fees (**2,810 euros**) and subsistence costs (**1,350 euros**).

The tuition fees cover:

- tuition;
- books and other training materials;
- course preparation, implementation and evaluation.

The subsistence costs cover:

- full board and lodging at the Turin Centre's campus;
- emergency medical insurance;
- socio-cultural activities.

### Travel

The figures quoted do not include the cost of travel between the participant's home country and the course venue.

Participants must ensure that they have a valid passport and appropriate visa for the country in which the course is held, for any country in which a transit or stopover to or from the course venue is required, and for all countries in which study tours are scheduled as part of the programme.

The cost of the visa, airport taxes, internal travel in the participant's home country and unauthorized stopovers is not covered.

### Payment modalities

Tuition and subsistence costs must be paid in advance before the beginning of the course by the participant or his/her sponsor through bank transfer or credit card.