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A NEW LEASE OF LIFE FOR SEAFARERS: UPLIFTMENT OF 4% MINIMUM GLOBAL WAGE FOR ABLE SEAFARERS IN A THREE-YEAR WAGE AGREEMENT



In the latest round of bipartite negotiations between the Shipowners and Seafarers' Union represented respectively by the International Chamber of Shipping (ICS) and International Transport Workers' Foundation (ITF) convened by the Joint Maritime Commission (JMC) of the International Labour Organization (ILO), a new three-year wage agreement providing yearly minimum wage increases to Seafarers was reached. The new three-year agreement received overwhelming support from both the ICS and ITF by recognizing the contributions of Seafarers globally

to world trade and for supporting themselves and their families economically.

In the previous round of talks which was concluded at ILO in September last year, both the Shipowners and Seafarers' Union had mutually agreed to set the minimum wage for Seafarers at \$ 648 which will become effective from 1st July, 2022. In line with this, the new three-year wage agreement will see an annual increase of minimum wages for Seafarers in three stages:

\$ 658 from 1st January, 2023
\$ 666 from 1st January, 2024
\$ 673 from 1st January, 2025

According to the new three-year wage agreement, the minimum wage for able Seafarers will increase by 4% for the next consecutive three years until the scheduled meeting of the JMC in 2025. This new three-year wage agreement is seen as a 'Win-Win' for both the Shipowners and the Seafarers because of the commercial viability and sustainability of the shipping companies and efficient flow of world trade is inextricably linked to the continuous contributions of the Seafarers to the global economy.



THE MOMENT YOU PUT A
DEADLINE ON YOUR DREAM, IT
BECOMES A GOAL

HARSHA BHOGLE



INTERNATIONAL REFUGEE CRISIS

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In December 2019, the United Nations High Commissioner for Refugees (UNHCR) organized the first Global Refugee Forum. The forum aimed to serve as a platform for declaring financial and other support, including opportunities for refugee resettlement, as well as to exchange best practices for refugee living, infrastructure, and security.

More than 70 million people have been forcibly displaced worldwide by conflicts, wars, persecutions,

or human rights violations. Many of these displaced people are children and youth, many of which are traumatized, unaccompanied, or separated from their families. They are among the most vulnerable in society, spending their formative years in shelters. While migrating and resettling, they are exposed to unpredictable and catastrophic areas. This growing humanitarian crisis affects almost everyone and every aspect of society, putting enormous strain on many institutions.

It is often governments, NGOs, and civil society groups that lead the relief effort during times of a refugee crisis. Despite their responsibilities, these institutions lack adequate capacity and resources to provide all necessary goods and services. There are disruptions to systems, loss of citizenship, and disenfranchisement of consumers, which make the refugee crisis complex and confounding.

In addition to the global refugee crisis, there are many other threats

linked to civil wars and weaker regions. Refugee problems threaten international security only when they are exacerbated by other factors, such as weak governments, rebels and terrorist groups, or ethnic or religious divisions. Whenever states lose control of their territory or become embroiled in civil war, mass exodus is the result. Reducing the

risk of disruption of the participating country and of refugees' insecurity will reduce the likelihood that the refugee crisis will further fuel conflict.

In the past few years, there has been a growing trend among rich countries to raise barriers to refugees or even close their borders, forcing the majority of refugees to be accepted by

low and middle-income countries. In order to protect the rights of refugees, governments should not oblige them to return to countries that are at risk of human rights violations. Instead, governments should provide a safe space for refugees, along with jobs, education, and health care services.



HOT NEWS

GREEN SHIP TO ENCOURAGE RAIL TRANSPORT IN THE BALTIC REGION



As part of replacing road transportation with more environmentally efficient means of moving cargo, for lowering the greenhouse emission the Designers at Finland Deltamarin Group are working with Fennorail on a conceptual design that might encourage the switch to rail transport.

Named as Fennorail Eurocarrier Train Ferry, the concept to build a

unique vessel that would carry both train and truck cargo and operate in environmentally – friendly alternative fuels. The Eurocarrier Train Ferry seeks to connect Finland to the European TEN-T railway networks and create a connection across Eastern Europe to Central Europe and Mediterranean.

The vessel would operate in the Baltic Sea and have a capacity of more than

1,000 lane meters for train cargo and an additional 1,500 lane meters for trucks. The objective of the effort that is currently underway is to develop the world's greenest train ferry by optimizing the design and selecting machinery systems compatible with alternative fuels such as LNG and green hydrogen.

Courtesy: www.maritime-executive.com

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