

出國報告(出國類別：國際會議)

## 參加 2012 年國際海員福利委員會 東南亞區域會議報告

服務機關：交通部航港局

姓名職稱：船員組組長 陶自勵/船員組科員 周婉婷

派赴國家：印尼峇里島

出國期間：民國 101 年 10 月 1 日至 101 年 10 月 5 日

報告日期：民國 101 年 12 月 12 日

## 行政院及所屬各機關出國報告提要

出國報告名稱：

參加 2012 年國際海員福利委員會東南亞區域會議報告

頁數 21 含附件：是否

出國計畫主辦機關/聯絡人/電話

交通部航港局/孫瑋伶/02-89782750

出國人員

陶自勵/交通部航港局/組長/02-89782650

周婉婷/交通部航港局/科員/02-89782647

出國類別：1 考察2 進修3 研究4 實習5 其他

出國期間：

101.10.1~101.10.5

出國地區：

印尼（峇里島）

報告日期：

101.12.12



分類號/目

關鍵詞：海事勞工公約

內容摘要：

國際勞工組織(International Labour Organization, ILO)於 2006 年採納「2006 年海事勞工公約」(Maritime Labour Convention 2006, MLC 2006)，該公約獲得國際社會普遍支持及批准並於 2012 年 8 月 20 日達成生效條件，將於 2013 年 8 月 20 日正式施行，其中有關船員福利亦為該公約重要內容之一。我國雖非 ILO 會員國，但仍應完成符合與 MLC 公約規範事務，期與國際接軌，使我國船員及船舶航行世界各港通行無阻，爰參加由國際海員福利委員會於 2012 年 10 月 1 日至 5 日假印尼峇里島主辦之「東南亞區域會議」，藉以了解有關東南亞各港口船員福利設施設置情形及其受補助狀況與各國對於船員福利之作法與討論，俾有助於提供未來本局規畫研議船員福利相關業務之參考，以使我國符合該公約規定並確保船員健康與福利。

## 出國報告審核表

出國報告名稱：參加 2012 年國際海員福利委員會舉行之「東南亞區域會議」報告		
出國人姓名（2 人以上，以 1 人為代表）	職稱	服務單位
陶自勵	組長	交通部航港局
出國類別	<input type="checkbox"/> 考察 <input type="checkbox"/> 進修 <input type="checkbox"/> 研究 <input type="checkbox"/> 實習 <input checked="" type="checkbox"/> 其他 <u>國際會議</u> （例如國際會議、國際比賽、業務接洽等）	
出國期間：101 年 10 月 1 日至 101 年 10 月 5 日		報告繳交日期：101 年 12 月 12 日
計畫主辦機關審核意見	<input checked="" type="checkbox"/> 1. 依限繳交出國報告 <input checked="" type="checkbox"/> 2. 格式完整（本文必須具備「目的」、「過程」、「心得及建議事項」） <input checked="" type="checkbox"/> 3. 無抄襲相關出國報告 <input checked="" type="checkbox"/> 4. 內容充實完備 <input type="checkbox"/> 5. 建議具參考價值 <input type="checkbox"/> 6. 送本機關參考或研辦 <input type="checkbox"/> 7. 送上級機關參考 <input type="checkbox"/> 8. 退回補正，原因： <input type="checkbox"/> 不符原核定出國計畫 <input type="checkbox"/> 以外文撰寫或僅以所蒐集外文資料為內容 <input type="checkbox"/> 內容空洞簡略或未涵蓋規定要項 <input type="checkbox"/> 抄襲相關出國報告之全部或部分內容 <input type="checkbox"/> 電子檔案未依格式辦理 <input type="checkbox"/> 未於資訊網登錄提要資料及傳送出國報告電子檔 <input type="checkbox"/> 9. 本報告除上傳至出國報告資訊網外，將採行之公開發表： <input type="checkbox"/> 辦理本機關出國報告座談會（說明會），與同仁進行知識分享。 <input type="checkbox"/> 於本機關業務會報提出報告 <input type="checkbox"/> 其他_____	
審核人	一級單位主管	機關首長或其授權人員
		

說明：

- 一、各機關可依需要自行增列審核項目內容，出國報告審核完畢本表請自行保存。
- 二、審核作業應儘速完成，以不影響出國人員上傳出國報告至「政府出版資料回應網公務出國報告專區」為原則。

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## 壹、目的

國際勞工組織 (International Labour Organization, ILO) 於 2006 年 2 月 7-23 日在日內瓦召開第 94 次國際勞工會議 (海事) 採納「2006 年海事勞工公約」(Maritime Labour Convention 2006, MLC 2006)，該公約整合修訂 68 個自 1920 年以後採納之現有 ILO 海事公約及建議書，並結合港口國管制措施提高執行能力，獲得國際社會普遍支持及批准。該公約主要規範內容為在船舶上工作的海員最低要求、僱傭條件、起居艙室、娛樂設施、食物及膳食服務、健康保障、醫療照顧、福利及社會安全保障、公約之符合及履行等主題，其中有關船員福利亦為該公約重要內容之一。公約規則 4.4 明訂每一船員均有權享受福利措施，確保在船上工作之船員能使用岸上福利設施和服務，以維護保障其健康與福利。

該公約業於 2012 年 8 月 20 日達成 30 個 ILO 會員國政府批准，且其船舶總噸位需佔全球 33% 以上之生效條件，2013 年 8 月 20 日該公約將正式施行。我國雖非 ILO 會員國，但仍應完成符合與 MLC 公約規範事務，期與國際接軌，使我國船員及船舶航行世界各港，通行無阻，爰應中華海員總工會邀請，會同派員參加由國際海員福利委員會 (The International Committee on Seafarers' Welfare, ICSW) 於 2012 年 10 月 1 日至 5 日假印尼峇里島主辦之「東南亞區域會議」。本次會議我國成員為中華海員總工會代理秘書長蘇國愛、台中港海員服務中心神父 Eliseo Napier、交通部航港局船員組組長陶自勵與科員周婉婷等 4 員，主要目的係從中了解有關東南亞各港口船員福利設施設置情形及其受補助狀況與各國對於船員福利之作法與討論，俾有助於提供未來本局規畫研議船員福利相關業務之參考，以使我國符合該公約規定並確保船員健康與福利。

## 貳、過程

### 一、行程

本次行程依預定計畫於 101 年 10 月 1 日自桃園機場出發，相關行程說明如下：

(一) 第一天 10/1 (星期一) 地點：台北-印尼峇里島

於桃園機場 09：15 搭乘華航 CI0771 班機 14：20 抵達印尼峇里島

(二) 第二天 10/2 (星期二) 地點：印尼峇里島

出席「2012 年國際海員福利委員會東南亞區域會議」

(三) 第三天 10/3 (星期三) 地點：印尼峇里島

出席「2012 年國際海員福利委員會東南亞區域會議」

(四) 第四天 10/4 (星期四) 地點：印尼峇里島

出席「2012 年國際海員福利委員會東南亞區域會議(漁業部門)」

(五) 第五天 10/5 (星期五) 地點：印尼峇里島-台北

於峇里島機場 15：30 搭乘華航 CI0772 班機 20：40 返回桃園機場

### 二、主辦單位簡介

國際海員福利委員會是一個國際性之慈善團體，致力於紓解各國船員之辛勞，無論其性別、種族、膚色及信仰。此一自願性組織成立之目的為使各

界關注船員福利議題，因此定期透過舉辦會議論壇，使關注此議題之組織機構（例如政府部門、宗教社團、海員工會等）得以藉此交換訊息且進行對話，並協調船員福利相關計畫。同時亦致力於國際勞工組織 2006 年海事勞工公約之實施。

該會 2007 年於新加坡舉行之會議決議推動船員福利東南亞區域計畫，參與國家包括印尼、馬來西亞、泰國、柬埔寨、越南、菲律賓、新加坡、台灣等 8 國，並設置區域辦公室及協調者以構築區域各國聯結網絡，同時得向國際運輸勞工聯盟船員信託基金（International Transport Workers' Federation Seafarers Trust, ITF ST）申請補助，以發展各國船員福利計畫。其宗旨為推廣 ILO 船員福利相關文件，提升船員健康福利意識，擴展福利工作者之訓練，鼓勵各界利害關係人（如政府部門、船員、航商、工會、福利工作者等）參與船員福利相關事項等，並訂有 10 個計畫目標如下：

1. 區域合作與網絡。
2. ILO 船員福利文書推廣與履行。
3. 訓練。
4. 發展與維持設施及服務。
5. 增加體認與提倡（推動對岸上船員福利之認知）。
6. 岸上通訊設施的提供。
7. 健康與健身。
8. 登輪訪問船。



9. 進入港口及登輪之權利。

10. 船員及其家庭之福利協助。

### 三、出席會議紀要

#### (一) 出席國際海員福利委員會東南亞區域會議第一天 (10/2)

會議準時於 9 點開始，由東南亞區域會議主席 Jose Raul Lamug (菲律賓) 及區域協調者 Dewa Nyoman Budi asa (印尼) 協同主持開幕後，由 Roy Paul (ITF Seafarers Trust) 將與會人員分為 4 組進行討論，討論主題為該區域會議前所訂定之 10 項東南亞區域工作計畫之目標，並探討各國共同所遭遇之挑戰。



圖 2 分組討論 DAY1



圖 1 與 Roy Paul 合照

#### (二) 出席國際海員福利委員會東南亞區域會議第二天 (10/3)

會議第二天上午由主席 Jose Raul Lamug 邀請國際非政府組織訓練及研究中心顧問 Rod Macleod 對於東南亞區域工作計畫 2007-2012 年之評估進行報告，結束後分為 4 組進行討論本次報告中最重要議題、未提及之議題，以及對於本報告不同之意見或問題，藉此給予計畫評估者回饋及創造雙方意見交流之機會。



圖 3 Rod Macleod 報告



圖 4 分組討論 DAY2

下午接著進行東南亞區域會議，由各會員簡述該國船員福利相關計畫進行情況及說明對於本計畫之意見，並共同討論決定東南亞區域計畫未來之走向，各會員皆認同本計畫需再持續 2-5 年之建議，且後續應邀請緬甸加入，並將福利範疇擴及漁業部分。接著由各會員進行 2013 年相關預算提案，詳細資料需於 11 月提報計畫出資者 ITF 信託基金。



圖 6 台灣與會代表



圖 5 東南亞區域會議



圖 7 各國與會人員合照

### (三) 出席國際海員福利委員會東南亞區域漁業部門會議 (10/4)

考量漁船船員工作條件普遍較商船船員更形嚴苛，漁業部門之福利計畫於 2011 年開始，並由 ITF 之 Liz Blackshaw 擔任計畫經理。本次會議由各國說明其漁船船員現況並交流訊息與經驗，找出其共同面臨之問題，如工時過長、薪資低、非法捕漁、無社會保險、私人雇主等，藉由會議討論建議漁船船員組織工會，改善其工作條件。



圖 8 漁業部門會議



圖 9 分組討論 DAY3

### (四) 備註

會議議程及出席名單如附件 1、2，東南亞區域工作計畫 2007-2012 年之評估報告簡報如附件 3。

## 參、心得

- 一、 東南亞區域計畫提供本區域與船員福利業務相關單位一個交流學習之機會與平台，可作為各相關單位推動相關業務之參考。
- 二、 在已開發國家，船員（尤其是合格之甲級船員）短缺問題持續存在，因此船員之雇（留）用是航運業重要課題之一。船員數量減少與船舶周轉時間縮短，將造成個別船員工作量增加以及僱傭期間增長，工作更加辛苦，且尚須面對海盜攻擊之風險，船員不再是相當具有吸引力之職業選擇。因此提升船員工作福利及設置福利設施為重要議題，而港口對此議題扮演一個重要且關鍵的角色。
- 三、 鑒於 80%海難事故是由人為因素引起，航商需要注意的不僅是船員之教育與訓練，更需注意船員之福利議題。許多港口已準備好 MLC 2006 公約之實施，此公約規定船員具有獲得使用岸上福利設施之權利，確保在船上工作的船員能使用岸上福利設施和服務，以保障其健康與福利，可見公約之生效施行，將提供發展船員福利之契機。
- 四、 運輸接駁與通訊（電話、網路）為船員抵港最主要之福利需求，但隨著科技發展，船上使用網路之可行性提升，因此本項需求可能將有所轉變，未來船員服務中心提供抵港當地之交通、飲食、購物等資訊建議之需求將會增加。相形之下，提供圖書、運動器材、匯兌、住宿等服務需求較低。
- 五、 顧及船員福利之需求應於港區內步行可至距離設立服務中心（Seafarers' Centre），如成立於港區外則須提供船員交通運輸接駁服務或有良好大眾運輸系統連結為宜。
- 六、 港口單位較難了解如何協助達成船員福利設施相關公約規定。因此，國際性組織例如 Mission to Seafarers、International Christian Maritime Association、AOS 等具有宗教性質之單位，透過神父、修

女、牧師等具有服務熱忱者，協助於港口成立並營運海員服務中心，提供岸上福利設施並定期登船訪問與船員建立關係。

- 七、 提供船員福利服務之單位皆須具備募集資金，整合國際資源之能力，例如透過本計畫向 ITF ST 申請補助、新加坡船員福利提供單位獲取該國海事局由其所收支港口稅捐中提供之 10 萬新加坡幣補助。
- 八、 依據 MLC2006 年公約，福利會 (Welfare Board) 其功能應包括(a) 經常審查現有福利設施是否適當，監督有無需要提供更多設施或是撤銷利用率不足之設施；(b)幫助提供福利設施之負責人，並提出建議。福利委員會可提供一個架構促進港口福利設施之設置，扮演服務提供者與港口當局之溝通橋樑。這種組織的運作可使港口更能夠提供船員福利相關服務。福利會可以組織當地港口福利委員會 (Port Welfare Committees, PWC)，此組織可邀集港口當局、從事提供福利工作者、港口使用者、入出境管理局、海關等單位定期召開會議，進一步構成國家船員福利會 (National Seafarers Welfare Board)。

## 肆、建議

- 一、 後續應持續參加本案船員福利相關會議，向與會各國學習交流其相關作法，拓展視野。同時藉此認識從事船員相關業務之他國人員並建立關係，未來如有業務上須了解其他國家做法或有外籍船員相關問題時，得有一聯繫窗口。
- 二、 確認並隨時關注船員福利需求之優先順序，以利資源分配，例如提供適當場地成立船員服務中心、提供無線網路，應為我國當前首要須完成之項目。建議可於港區內尋找並提供合適場所，供有意提供船員服務之單位設置服務中心，並可考量是否無償提供使用，或是以簽訂租約方式辦理，享有租金優惠。如無法順利於港區內設置服務中心，建議得以行動中心（以小貨車作為服務據點）方式，以利船員獲取福利服務。
- 三、 本局預算如有額度應可考量是否編列預算補助相關單位設置船員福利設施，使提供船員福利服務單位有更多獲取資金之管道，以利其購置並營運維護船員福利設施，俾以提升我國港口船員福利服務品質。
- 四、 建議我國提供船員服務之相關單位（如海員工會等）可向 ITF ST 申請經費辦理船員福利工作者訓練，例如英文訓練、訪船技巧訓練等，對有熱忱提供船員福利者、工會員工、政府船員業務相關人員等提供訓練，提升相關服務品質，增加船員福利服務意識。
- 五、 我國應具有福利會（Welfare Board）之組織，目前性質較為接近者為財團法人中華海員服務中心，應協助提升其活動性與功能，使我國港口更能夠提供船員福利相關服務，發揮該組織應有之功能，以利相關單位共同討論改善船員福利事項並解決相關問題，建立各方利害關係人（stakeholder）參與平台，並符合 MLC 公約規範事項。



**SOUTH EAST ASIA SEAFARERS WELFARE MEETING AND ASSESSMENT**

<b>Oct 01<sup>st</sup> 2012 Monday</b>		
<b>Arrival day</b>	<b>Whole day</b>	<b>Hotel registration for arriving delegates</b>
<b>Oct 02<sup>nd</sup> 2012 Tuesday</b>		
Registration	0800 – 0830	Wantilan Meeting Room Sanur Beach Hotel
Gathering	0830 – 0845	Gathering in meeting room
Opening and Introduction	0845 – 0900	Chaired by Mr. Jose R. Lamug
Assessment Questionnaire	0900 – 0930	Conducted by Mr. Rod Macleod, INTRAC
The SEA Programme Aims and Objectives		Conducted by Mr. Roy Paul, ITF-ST
	0930 – 1000	1. Regional co-operation and networking
	1000 – 1030	2. Promotion and practical implementation of the ILO instruments on seafarers' welfare
Coffee Break	1030 – 1100	
	1100 – 1130	3. Training
	1130 – 1200	4. Development and maintenance of facilities and service
	1200 – 1230	5. Raising awareness and advocacy
Lunch	1230 – 1400	
	1400 – 1430	6. Communication
	1430 – 1500	7. Health and fitness
		8. Ship visiting
Coffee Break	1500 – 1530	
	1530 – 1600	9. Access to ships
	1600 – 1630	10. Welfare assistance for seafarers and their families
	1630 – 1645	Round up and plan for Day2

	1700	End of Session
<b>Oct 03<sup>rd</sup> 2012 Wednesday</b>		
Preliminary Evaluation Finding	0900 – 1000	Presented by Mr. Rod Macleod, INTRAC
Group Work	1000 – 1045	Discussion of Preliminary Finding
Coffee Break	1045 – 1100	
Feedback	1100 – 1200	Feedback from Groups and Plenary Discussion
Closing of Assessment	1200 – 1230	Conclusion and the Way Forwards
Lunch	1230 – 1400	
Regional Meeting	1400 – 1545	1. Response to the Evaluation 2. The Future of the Programme 3. Grant Proposal and Budget of 2013
Coffee Break	1545 – 1600	
Regional Meeting	1600 – 1730	1. Conclusion 2. Closing
HIV/AIDS	1745 – 1830	Presented by Dr. Asif Altaf, ITF HIV/AIDS in the Maritime Sector – Result of Work with Seafarers' Centers
	1835	End of Session





## South East Asia – Regional Welfare on Fishers Meeting

<b>Oct 04<sup>th</sup> 2012 Thursday, 0900 – 1800</b>		
Introduction	All delegates	
Brief overview of existing contact with fishers	1 delegate from each organization or union	
Overview of Fisheries Organising Programme	Introduce the ITF / IUF Joint Programme aims and objectives	Liz Blackshaw
	Question and Answer	
ILO C188/R199	Introduction and discussion around ratification progress and potential	
Welfare Discussion	General discussion around system and mechanism that are missing in supporting fisheries in Asia Pacific	Tom Holmer
Conclusion		
<b>Oct 05<sup>th</sup> 2012 Friday</b>		
Departure day	Whole day	Departure of delegates





**South East Asia Regional Welfare Committee Assessment Meeting**  
October 2<sup>nd</sup> to 3<sup>rd</sup>, 2012, Sanur Beach Hotel, Bali

**List of Participants:**

ICSW / ITF - ST		
Tom Holmer	UK	ITF ST
Roy Paul	UK	ITF ST
Mark Davis	Australia	ITF
Kevin Verma	Hong Kong	ITF
Mahendra Sharma	India	ITF
Liz Blackshaw	UK	ITF
Asif Altaf	UK	ITF
John Wood	Indonesia	ITF Inspector
Graham Young	UK	ICSW
Roger Harris	UK	ICSW
Sharon Sukhram	UK	ICSW
I Dewa Nyoman Budiassa	Indonesia	SEA RWC
Jose Raul Lamug	Philippines	SEA RWC
Michael Rioja	Philippines	SEA RWC
Dwi Desyana	Indonesia	SEA RWC
Rod Mcleod	UK	INTRAC
SEA RWC MEMBERS		
Menn Chann	Cambodia	Sihanoukville Port Trade Union
Hang Dory	Cambodia	Sihanoukville Port Trade Union
Harry Josis Rumagit	Indonesia	Sailor's Society
Irene Irriani Thanmrin	Indonesia	KPI Women Section - NSU
Susan Bolanio	Philippines	AOS General Santos
Ma. Febe Labrilla-Ferolino	Philippines	AOS General Santos
Mohamed Idris Bin Mohd Ibrahim	Singapore	SOS
Romeo Yu-Chang	Singapore	AOS
Fr Eliseo Napier	Taiwán	AOS
Daphne Su	Taiwán	NCSU
Apinya Tajit	Thailand	AOS
Thongchai Thamapreedee	Thailand	Laemchabang Port
Nguyen Chu Giang	Vietnam	Vinamarine Trade Union
Nguyen Viet Anh	Vietnam	Welfare worker

Delegates		
Taur Tzyh-Lih	Taiwán	MOTC
Chou Wan-Ting	Taiwán	MOTC
Richard Howard	Thailand	ILO
Napasorn Tajit	Thailand	AOS
Claudia Natali	Thailand	IOM
Sarawut Volapattavechoti	Thailand	Matchanu Marine
Peter Snow	New Zealand	ICMA
Hanafi Rustandi	Indonesia	KPI
Mathius Tambing	Indonesia	KPI
Sonny Patiselano	Indonesia	KPI
Sonny Pagoh	Indonesia	KPI
Adhitiya Hanafi	Indonesia	Adhitiya Hanafi
Trusty Priyo Sambodo	Indonesia	BP3TKI
Putu Dedy Saputra	Indonesia	BP3TKI
I Gede Astawa PA,SH.	Indonesia	Benoa Port Authority
I Wayan Ardana SH.	Indonesia	Benoa Port Authority
Ang Liong Hoen	Indonesia	Tuna Line Association
Donnath Malawae	PNG	PNGM TWU
Johan Oyen	Norway	NSU
Johnny Hansen	Norway	NSU
Christian Gerhard Erich Schmidt	Singapore	ILSM
Kirsten Hougaard Eistrup	Singapore	Danish Seamen's Church
Edwin Pang	Singapore	ILSM
David See	Singapore	ILSM
Wilson Wong Leong Jiam	Singapore	ILSM
Le Thanh Luu	Vietnam	Fishery Society



**South East Asia Regional Welfare Committee Assessment Meeting**  
October 4<sup>th</sup>, 2012, Sanur Beach Hotel, Bali

**List of Participants.**

ICSW / ITF – ST		
Tom Holmer	UK	ITF ST
Roy Paul	UK	ITF ST
Mark Davis	Australia	ITF
Kevin Verma	Hong Kong	ITF
Mahendra Sharma	India	ITF
Liz Blackshaw	UK	ITF
Asif Altaf	UK	ITF
John Wood	Indonesia	ITF Inspector
Graham Young	UK	ICSW
Roger Harris	UK	ICSW
Sharon Sukhram	UK	ICSW
I Dewa Nyoman Budiasa	Indonesia	SEA RWC
Jose Raul Lamug	Philippines	SEA RWC
Michael Rioja	Philippines	SEA RWC
Dwi Desyana	Indonesia	SEA RWC
Rod Mcleod	UK	INTRAC
SEA RWC MEMBERS		
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Hang Dory	Cambodia	Sihanoukville Port Trade Union
Harry Josis Rumagit	Indonesia	Sailor's Society
Irene Irriani Thanmrin	Indonesia	KPI Women Section - NSU
Susan Bolanio	Philippines	AOS General Santos
Ma. Febe Labrilla-Ferolino	Philippines	AOS General Santos
Mohamed Idris Bin Mohd Ibrahim	Singapore	SOS
Romeo Yu-Chang	Singapore	AOS
Fr Eliseo Napier	Taiwan	AOS
Daphne Su	Taiwan	NCSU
Apinya Tajit	Thailand	AOS
Thongchai Thamapreedee	Thailand	Laemchabang Port
Nguyen Chu Giang	Vietnam	Vinamarine Trade Union
Nguyen Viet Anh	Vietnam	Welfare worker

Delegates		
Taur Tzyh-Lih	Taiwán	MOTC
Chou Wan-Ting	Taiwán	MOTC
Richard Howard	Thailand	ILO
Napasorn Tajit	Thailand	AOS
Claudia Natali	Thailand	IOM
Sarawut Volapattavechoti	Thailand	Matchanu Marine
Peter Snow	New Zealand	ICMA
Hanafi Rustandi	Indonesia	KPI
Mathius Tambing	Indonesia	KPI
Sonny Patiselano	Indonesia	KPI
Sonny Pagoh	Indonesia	KPI
Adhitiya Hanafi	Indonesia	Adhitiya Hanafi
Trusty Priyo Sambodo	Indonesia	BP3TKI
Putu Dedy Saputra	Indonesia	BP3TKI
I Gede Astawa PA,SH.	Indonesia	Benoa Port Authority
I Wayan Ardana SH.	Indonesia	Benoa Port Authority
Ang Liong Hoen	Indonesia	Tuna Line Association
Donnath Malawae	PNG	PNGM TWU
Johan Oyen	Norway	NSU
Johnny Hansen	Norway	NSU
Christian Gerhard Erich Schmidt	Singapore	ILSM
Kirsten Hougaard Eistrup	Singapore	Danish Seamen's Church
Edwin Pang	Singapore	ILSM
David See	Singapore	ILSM
Wilson Wong Leong Jiam	Singapore	ILSM
Le Thanh Luu	Vietnam	Fishery Society

### Preliminary Feedback: Evaluation of ICSW South East Asia Programme: 2007-12

This presentation will:

- Give the preliminary key findings and recommendations – headlines only.
- Contain 30 slides lasting for approximately 60 minutes.
- Recommendations shown in bold.

Afterwards, you will be asked for your responses.

### Objectives of Evaluation

- To assess how the programme (and grants for projects within it) have benefited seafarers in terms of the programme objectives.
- To make recommendations for the future of the programme

### Methodology

The methodology has comprised the following:

- Literature Review.
- Semi Structured Interviews.
- Field visits to seven countries and 11 ports:
  - Cambodia: Sihanoukville
  - Indonesia: Bali
  - Philippines: Manila, Cebu, Davao, Subic Bay
  - Singapore
  - Taiwan: Taichung
  - Thailand: Sriracha, Bangkok
  - Vietnam: Vung Ang
- Questionnaire.

### Constraints of Evaluation

- It has not yet been possible to meet/communicate with all the key relevant stakeholders (some were away, etc.).
- The legacy of many projects started before the Regional Programme continues to draw much attention.
- Many projects are still at a development or an early stage, hence it is hard to assess impact at this point.
- Reporting tends to focus more on expenditure and activities, rather than outputs, outcomes and impact.

### The Situation of the Seafarer (1)

Approximately 1.5 million seafarers daily serve on a worldwide fleet of over 100,000 ships that transport over 90% of world trade. Many seafarers and much of the world's trade involves the South East Asia Region. The lot of the seafarer has changed in recent years.

On the positive side:

- Salaries and benefits, for the most part, are relatively good compared to other (land based) occupations.
- Safety has improved significantly in past decade.
- For seafarers in employment, shipping agents generally take care of health issues.
- MLC 2006 provides a new international framework as a basis for advocacy and greater engagement.

### The Situation of the Seafarer (2)

But on the down side:

- Generally employment is insecure (between one contract and another). The economic downturn has had some effects.
- It is harder for ratings to get jobs, although there is more demand for officers.
- Conditions vary from one flag to another.
- Time spent in port is limited with technological improvements – especially for container ships.
- There is more bureaucracy.
- Piracy causes suffering and stress.

### Situation of the Seafarer (3)

- Security considerations (ISPS) can make shore passes harder and access by visitors harder.
- New ports can be a long way from towns/facilities (e.g Vung Ang). Some ports split.
- There are many pressures with the job, leading to emotional and psychological stress.
- Conditions particularly hard for fishers.
- Pressures there too for the families of seafarers.
- Noticeably: many seafarers find shore based jobs after some years at sea, despite taking a substantial drop in salary.

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### Situation of the Seafarer (4) - Communications

- Communications (with families) have advanced and look set to advance further in the near future.
- Most international seafarers have laptops and/or smart phones. They can increasingly get on-line in port.
- Ships currently have limited wireless internet while at sea and often it is limited to officers, limited data allowances and they have to pay.
- But it seems likely that before long, there will increasingly be broadband available freely at sea.
- This has significant implications: greater contact with families (but not able to address problems easily), changes in on-board relationships, possibly greater isolation, less need to use communication facilities in ports.

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### Programme Design

- Programme outline designed at ICSW Seminar 2007 – projects developed within the 10 objectives. Some aims and objectives were (rightly) framed terms of desired improvements in seafarers' welfare (health and fitness), but others were more about activities (ship visiting).
- For future projects, express aims and objectives in terms of desired change. Probably sensible to have fewer objectives. Consider different options for achieving them. Set out monitoring and evaluation indicators at that time.
- Overall approach made sense: bringing stakeholders together, developing new countries, focus on in-port drop-in centres (not big centres), focus on ship visiting, training seminars across region, regional office doing follow up. But in the future, could also consider how the quality of overall welfare services to seafarers can be improved (not just direct provision).

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### Targeting

- Questions were raised as to whether the emphasis should have been on foreign seafarers or national seafarers. **Right to prioritise visiting seafarers, but also need to consider needs of nationals & families.**
- The issue of seafarers on fishing boats is now being considered (as part of 'maritime workers') – rightly in my view. **In terms of social needs they rank highly. The issue is how far they can be taken within ITF/CSW's mandates. The fact that there is now a staff position and a discussion shows this at least possible.**

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### Port Level Projects

- Overall progress on port level projects has mostly been quite slow, given the time period of the programme. There are very few projects completed to the extent that actual impact on seafarers' welfare can be observed.
- Reasons for delays in implementation [3.36 ex 5] were various including:
  - Time needed to set up PWCs;
  - Further time needed to develop proposals with the necessary information.
  - Getting approvals from authorities.
  - Delays in receiving funds [3.29 ex 5].

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### 1. Regional Cooperation and Networking

- The regional dimension has been a key feature of the programme. The RWC has met roughly six monthly.
- The meetings have provided a forum for sharing and are widely appreciated [4.10 ex 5]. Shared learning and networking are most cited positive aspects of prog..
- More staff (Regional Manager, Coordinator, Michael) have also shared information from one place to another.
- New work has been initiated in Vietnam, Cambodia and Burmese in Thailand through regional approach.
- A continuation seems appropriate, especially since many projects only just starting, MLC 2006.
- Myanmar seems another emerging possibility.

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## 2. Promotion and practical implementation of the ILO instruments on seafarers' welfare (1)

- There had been some cooperation before, but generally it was agreed that this programme took things far further.
- Some countries and ports now have welfare committees, but by no means all. Some exist, but not yet very active (waiting for centre). The extent to which all three parties participate varies from port to port, and suspicions remain [3.45 ex 5].
- Continue to push for full tripartite arrangements as early as possible in the process ('our centre').
- Requires strong, committed WC leaders (Chair, Secretary, Treasurer) to be active. Need to be given clear roles in light of realistic expectations.

## 2. Promotion and practical implementation of the ILO instruments on seafarers' welfare (2)

- The ratification of MLC2006 in August 2013 provides real opportunities. Government likely to take more serious notice as well as companies (NYK – certification). **Take advantage with intensive follow up.**
- **It is important to ensure that the relevant government departments are engaged** (may be Department of Labour, rather than specifically shipping related departments).

## 3. Training, Training, Training

- People positive about the regional trainings and felt they added real value [4.15 ex 5]. **Any training requires follow up in terms of implementation – this could be planned more systematically.**
- The ship visitor training was important, but came a bit early and focussed more on the 'how' rather than the 'why'. Also appreciated was the Crisis and Trauma Management and Centre Management trainings.
- It would be useful to follow up on Ship Visitor training and consider MLC 2006 related training.

## 4. Development and Maintenance of facilities and services (1)

- In-port facilities (drop in centres) are being promoted. **This makes sense and should be retained.**
- Large out of port centres are still appreciated if seafarers have enough time and can reach them – often they cannot. **Relevance to seafarers needs to be continuously monitored (national, international).**
- Communication is important (phone, internet) and is a top priority for the moment. **The provision of this is likely to change quite soon as wireless broadband at sea for seafarers becomes widely available.**
- Centres may need to 're-invent' themselves if the communication priority becomes redundant.
- **Explore possibility of mobile centres (Yokohama).**

## 4. Development and Maintenance of facilities and services (2)

- **Social/Counselling/Spiritual services may become more important if seafarers are more isolated at sea.**
- **Transport remains a priority and often a highly valued service by seafarers.**
- Port levies as a means of sustainability have not yet taken off (Singapore S\$100,000 from port dues). **If there is a regional example, this can be promoted with others (Kandla, Bdesh).**
- **Sustainability needs to take account of salary costs and depreciation to be realistic.**<sup>17</sup>

## 5. Advocacy and Awareness Raising

- A lot of advocacy on seafarers' welfare was already happening prior to the programme by the unions (e.g. non payment of salary, seafarers arrested etc.). Other stakeholders less comfortable with this.
- The PWCs provide a good forum for taking forwards issues in a non-confrontational way. This is where value can be added.
- **The Maritime Labour Convention provides a good basis for taking issues forwards – how will governments/companies meet their commitments?**
- **Other possible issues: access to ships, shore passes, how to help seafarers at sea, improved facilities on board ships.**

## 6. Communication (1)

- The promotion of different welfare services is varied.
- Good examples include use of pilots and agents to build linkages.
- Brochures are mixed – could be improved.
- Use of media such as Facebook good.
- Ship visiting again mixed in terms of coverage and approach. In best cases, widespread, repeated, reach out to crew, building trust, giving basic information. Needs more quantity and quality in some places.

## 6. Communication (2)

- There are some examples where staff are giving information of others' services (e.g. best speed boats; hospitals, taxi fares, shopping centres etc.). *Most welfare services are not provided by the welfare service providers.*
- **This information hub role could become more widespread and available in internet ('Port Trip Advisor'). Would need quality control. Could be added to be seafarers and PWC members.**

## 7. Health and Fitness

- On health, for seafarers on contracts, this is mostly handled by shipping agents. **Emphasis should be on advocacy for them to do it properly, including fitness facilities on ships and some in Seafarers' Clubs.**
- **For seafarers between contracts, linkages should be made with existing facilities preferably. Recommendations can be made as appropriate.**
- An issue is the emotional, psychological and spiritual health of seafarers. **This is where the ship visiting, seafarers' centres can play a role, with support and counselling where necessary.**
- HIV is an issue which some ports are more actively addressing. Seafarers remain a vulnerable group.

## 8. Ship Visiting

- Ship Visiting rightly has been pushed as a core activity. **It should continue to be a point of emphasis as seafarers struggle to get off ships.**
- The manner adopted by the Ship Visitor is very important – open style, pleasant manner. **This is a part of selection and also training.**
- It was not always clear what the purpose of ship visiting was – the emphasis on numbers visited. **The purpose and outcomes need to be clear and well explained.**
- **Women ship visitors and in centres can be a powerful approach to reach out to seafarers.**
- **Volunteers can enhance capacity at low cost.**

## 9. Access to Ships

- This is difficult in some ports (both for seafarers to get off ships and Ship Visitors to get on ships), particularly with security and political issues. **With limited time, the quicker getting ashore, the better.**
- High level involvement and contacts make a difference here in PWCs.
- **Should be an area for advocacy, using international agreements already there.**

## 10. Welfare Assistance for Seafarers and Their Families

- This heading really covers the whole programme (seafarers' welfare).
- On board welfare – how can this be addressed?
- For the welfare of families, this becomes a more important issue as communication improves.
- **It may be in the future that support for families will become more of a priority. Need to keep tabs on this and consider what is practical (some families can be distant).**

### Project Development

- Role of Regional Office [3.86] and Head Offices [3.89] in getting work going is appreciated.
- Information required for proposals more than needed previously. But still quite limited and not really change focussed.
- **Initial and repeated participatory assessments of seafarers' needs would be beneficial.**
- Business plans are good to take account of sustainability.
- Supporting staff to help develop proposals is sensible, but ownership must remain with implementers.

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### Grant Approval and Management

- Decisions on funding/not funding generally seemed sensible (although not always popular).
- Investing in initiatives involving passionate individuals ('fire in the belly') makes sense.
- Releasing funds by instalment based on satisfactory performance makes sense.
- **Financial due diligence and monitoring needs reviewing to ensure risk of loss is minimised. Involvement of stakeholders might help too.**
- Delays in fund transfers given reason for delays, but this sometimes is due to lack of documentation and requests.
- Dealing with legacy of old projects (Philippines and Indonesia has taken time and energy) and delayed new support (e.g. Indonesia).

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### Governance and Management: ITF, ITF Seafarers' Trust and ICSW

- Demarcation of respective roles between ITF-ST and ICSW not always clear. At a time of change, there are different options (particularly on grant giving), **but needs to be clear and documented. If more responsibility given to ICSW, they need to be given a clear run at it.**
- Continued regional office providing support clearly has costs, but also considerable potential benefits too.
- Some said that Regional Welfare C'ttee should take more control in funding decisions, but not sure about this (potential conflict of interest).

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### Monitoring and Evaluation

- Comments: need close monitoring of projects and keep pushing for progress.
- Reporting on work is mostly quite limited so far. What exists (meeting minutes), is mostly about expenditure and activities, less about outputs, outcomes and impact. Cannot really say clearly how many seafarers have benefited from programme so far and to what extent.
- **Develop ways of assessing and measuring improved welfare – not just activities. Incorporate in reporting formats – for projects and overall. This will help in justifying port levies.**
- Periodic, participatory, documented annual reviews of progress with each project could be helpful.

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### Conclusion

- A significant has been achieved in 4/5 years, even if the number and progress of projects supported is less than might have been hoped for (so hard to assess longer term impact to date) but 4.10 in survey. In a region where there have been expensive lost investments previously, a more considered and well planned approach is commendable.
- Tripartite approach, ship visiting, drop in centres initiated and strengthened.
- The start of welfare work in Vietnam, Cambodia and with Burmese seafarers in Thailand is important and would not have happened without the regional approach.
- The nature of seafarers' welfare needs is changing and flexible thinking is needed to address this.
- **Would suggest continuation of regional approach to build on gains to date, taking account of recommendations (Survey 35/35 yes, with average duration of 4 years).**

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### Questions to Participants

Now form groups and come up with **three points** for each of the following questions:

- What did you particularly agree with in the presentation? [What points made seemed of particular importance and need to be acted upon?]
- What important points have been left out?
- What points do you question or challenge?

**Write your 3 x 3 = 9 points on a flip chart ready for presentation.**

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