

Trouble on board - the plight of international seafarers

ILR Press - Costly cargo: The plight of seafarers in a pandemic



Description: -

- Quality of work life
 - Shipping
 - Maritime law
 - Merchant mariners -- Legal status, laws, etc
 - Merchant mariners -- Labor unions
 - Merchant marine
 - Sailors
 - Trouble on board - the plight of international seafarers
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- Notes: Includes bibliographical references (p. 159-167) and index.
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Tags: #Stuck #at #sea: #Seafarers #who #kept #international #trade #humming #despite #Covid

Maritime Labour Convention: ILO Governing Body calls for urgent action on seafarer COVID

There are still 36 unresolved cases in the database.

Gulf Livestock tragedy highlights plight of poor seafarers, Kiwis stuck abroad

This perhaps more important story sheds light on the deeper problem of maritime abandonment of ships, seafarers and cargo, and the factors that make it so easy for vessel owners and operators to walk away from their responsibilities usually with impunity, and often with life-or-death consequences for the crew that gets left behind.

'Ticking time bomb': Abandoned seafarers stranded without water, food, or money

The crew were short of food and thirsty. It notes that, despite numerous appeals and actions through the United Nations system, hundreds of thousands of seafarers continue to work well beyond usual periods of service at sea, with some now on board for 17 months and longer. It reveals an industry in which standards and working conditions have seriously declined, and serves as a disturbing case study of the internationalization of the workplace.

More action needed for seafarers, 'collateral victims' of measures to curb COVID

The Sunday Times looks at the plight of the sailors. He said many crew on the world's cargo ships were Filipinos who might be paid as little as 90 cents an hour. Sailors are obliged to obey their mates and captains as though they were slaves.

Stuck at sea: Seafarers who kept international trade humming despite Covid

Customs authorities repeatedly tried to get permission from local judges to allow them to seize so they could export the ammonium nitrate or to hand it over to the Lebanese Army rather than store it dangerously in the port warehouse. In a statement issued on Human Rights Day 10 December , IMO Secretary-General Kitack Lim invited everyone in the logistics and supply chains to stand up for human rights across the

maritime sector.

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