

Chapter 1 : Shortage of Seafarer Officers Indicates from BIMCO/ICS Manpower Report | Seaman Republic

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

I take issue with that. And you should, too. It seems to be good taste these days to portray seafaring as a substandard profession; a career only for people without choice and with a life full of hardship, dangers, and poor working conditions; in other words, for people who rely on the pity of the world to make ends meet and to avoid exploitation or worse fates. But painting the industry in a bad light due to marginalized cases in second-rate companies and ships is a disservice to the vast majority of people at the sharp end of the shipping industry, who have a lot to be proud of! Yes, seafaring is not for the faint-hearted and the job really does entail long periods away from home, with the sacrifices and pains that come with that. On the margin, it can also be a dramatic, headline-attracting experience, but for the vast majority it is a job, different from other professions and often a vocation, but a job nevertheless. It is a chance to work in a complex environment and in an exciting industry that is central to global commerce. Onboard a ship every person counts, and the variability of the days makes life aboard no dull matter. Wages on the whole are decent, and onboard a ship a seafarer is an independent, decision-making unit. Physical and mental health amongst seafarers is too often not where it should be, and this needs attention from regulators, employers and employees altogether. Shorter tours of duty and internet access are welcome developments in a world where people work long and irregular hours, but together with smaller crew complements, an external demand for increased compliance and efficiency, and less freedom to think and act creatively, the environment onboard ships is not always supportive of the individual. Different professions have always had different strains on workers and going to sea comes with unusual demands. We should recognize these upfront and ensure we screen for suitability to a very special environment. But, please, stop pitying the people who go to sea! Seafarers to me are people who can think on their feet. They are independent, creative individuals with a host of skills that cover a very wide range of life and work. They persevere where others give up. Possessing strong technical and scientific knowledge, seafarers are able to cope with a plethora of issues that ashore would require specialists of all sorts, but which at sea are managed with ingenuity and teamwork. Most importantly, seafarers are an indispensable part of transportation between continents in an industry without which half the world would die of hunger and the other half would freeze to death! I am a seafarer and I am proud of it. It is a job that can lead to shore-based roles for some, but it is also a job that is rewarding and exciting in its own right, for the right kind of person. It is a job chosen out of free will by individuals who have options and real choices in life, and it is a proud profession, mostly occupied by people made of the right stuff! So join me in rejecting the victimization of seafarers. We are a winning profession, full of passionate people who make a real difference in upholding some very high standards in often difficult circumstances. We are very capable, and we fulfil a role that is both important and for the special few. The views expressed in this Insight are those of the author alone and not necessarily those of the Global Maritime Forum. Excerpts may be published with reference to the Global Maritime Forum.

Chapter 2 : The Global seafarer by Redactive Media Group - Issuu

The seafarers' labor market is changing rapidly and this study discusses the challenges encountered in recruitment practices, trade unions, and collective bargaining, as well as training.

Chapter 3 : Forecast: Industry Will Need Almost , More Seafarers by | World Maritime News

In the context of the complexity of the global labour market for seafarers, crew study of seafarers (CSS) provides a means to access, analyse and compare information on active seafarers world-wide.

Chapter 4 : The Global Seafarer. Living and working conditions in a globalized industry

04 | the global seafarer | theinnatdunvilla.com | October SEAFARERS AWARENESS WEEK. Reaching out to young people, online and offline N. Maritime careers were at the heart of this year's.

Chapter 5 : ITF, Nautilus Calling for Increase in Global Seafarer Wage | World Maritime News

The global demand for seafarers is estimated at 1,, with the industry requiring approximately , officers and , ratings. This indicates that the demand for officers has increased by around %, while the demand for ratings has increased by around %.

Chapter 6 : Filipino seamen - Wikipedia

The International Transport Workers' Federation (ITF) and Nautilus International are to call for a significant rise in the global minimum wage for seafarers - the only internationally-agreed pay floor applied to an entire industry. In June, Nautilus International general secretary Mark Dickinson.

Chapter 7 : The Global Seafarer: Living and Working Conditions in Globalized Industry - Open Research O

The global seafarer: mixed fortunes mirror global trends Nearly million seafarers work in the world's shipping industry, more than a third of them Asian.

Chapter 8 : ICS | Global Supply and Demand for Seafarers

Seafarer Overseas Growth and Income Fund Portfolio Briefing - Third Quarter September - Daniel Duncan and Andrew Foster discuss the reasons behind the Growth and Income Fund's increasing exposure to the value and growth "tails."

Chapter 9 : Global supply and demand for seafarers - SAFETY4SEA

Unless seafarer training levels are increased significantly, the growth in demand for seafarers could generate a serious shortage in the total supply of officers as the latest five-year BIMCO/ICS Manpower Report forecasts that an additional , officers will be required by to service the world merchant fleet.