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# The reality of working in the maritime transport sector

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# **SEAFARER'S OCCUPATIONAL HEALTH AND SAFETY (OHS) & WORKPLACE ISSUES**

# Occupational Fatality, Injury & Ill health

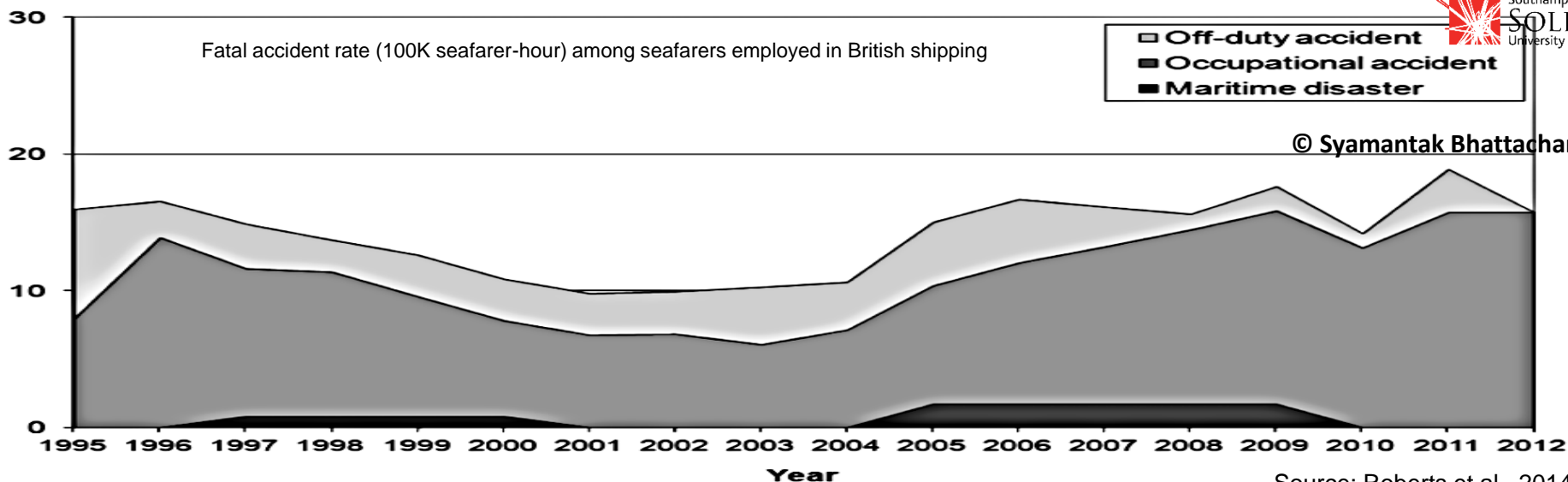
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- Data from 1976 to 2002 on British registered ship seafarers fatality 13-28 times higher than in land-based industries (Roberts and Marlow, 2005)
- In Denmark seafarer fatality 11.5 times higher than in land-based industries (Hansen, 1996)
- Seafarers at work was 1.7 times more likely to get injured than workers from shore-based industries (Hansen et al., 2002).
- Greek engineer officer/ rating 100 injuries per 10,000 seafarers > 20% fatality, 18% total invalidity, 27% partial invalidity (Velonakis et al. 1987)
- Everyday chemicals: Male Danish population (1970-1985)
  - engine room officers were 1.9 times
  - engine room ratings were 2.5 times more likely to get cancer of the respiratory system Brandt *et al.* (1994)
- Pukkala and Saarni, 1996; Saarni *et al.*, 2002
  - 1.8 times more likely to get skin-cancer
  - 2.9 times more likely to get mesothelioma
  - 2.0 times more likely to get pancreas cancer
  - 1.6 times more likely to get prostate cancer
- Heart disease, diseases of the respiratory system, diabetes and obesity problems higher the chances longer the sea career - Kaerlev *et al.* (2007)

Fatal accident rate (100K seafarer-hour) among seafarers employed in British shipping

Off-duty accident  
Occupational accident  
Maritime disaster

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Source: Roberts et al., 2014

Year

Country

Fatalities due to  
maritime disasters  
(MD)

Fatalities due to  
occupational accidents  
(OA)

Ratio of MD  
and OA

Sources: Verdier (1922), Nielsen (1999), Nielsen and Roberts (1999) and Roberts and Marlow (2005).

1903-1904

UK

121 fatalities

69 fatalities

1.8

1906-1907

UK

233 fatalities

77 fatalities

3.0

1909-1910

UK

286 fatalities

70 fatalities

4.1

1976-2002

UK

176 fatalities

225 fatalities

0.8

1990-1994

World

3.60/10,000 seafarers

3.20/10,000 seafarers

1.1

1990-1994

Germany

0.22/10,000 seafarers

3.60/10,000 seafarers

0.1

1990-1994

France

0.33/10,000 seafarers

1.66/10,000 seafarers

0.2

1990-1994

Norway

4.51/10,000 seafarers

5.69/10,000 seafarers

0.8

1990-1994

Denmark

2.67/10,000 seafarers

4.67/10,000 seafarers

0.6

1990-1994

Sweden

0.00/10,000 seafarers

0.95/10,000 seafarers

0.0

# Realities of seafaring

Sources: Philippine Centre for Investigative Journalism/ BBC News/ Fair Trade, ITF.

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- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Crew of Filipinos, Chileans and Haitians were enduring “inhuman” conditions on the Panama-flagged cargo ship <i>Ismael Express</i> with no food and unpaid wages for three months.</li> <li>• Low wages, extremely long working hours, abusive management practices suffered by seafarers whether in the hotel/catering or deck/engine departments.</li> </ul> | <ul style="list-style-type: none"> <li>• In Dec 2007 a local barge collided with a Hong Kong registered tanker named <i>Hebei Spirit</i> which was anchored in the South Korean port of Daesan resulting in oil spill. Soon after the Chief Officer and Captain, both from India, were arrested and jailed for 18 months.</li> <li>• Weakest link in the Fairtrade business is the seafarer.</li> </ul> | <ul style="list-style-type: none"> <li>• Thousands of seafarers, working on 10-15 per cent of the world’s ships, ‘work in slave conditions, with minimal safety, long hours for little or no pay, starvation diets.</li> <li>• If a seafarer makes a complaint against, for example, a racist captain. Suddenly the agency has no ship for him, though it did for four years.</li> </ul> |
|---|---|--|

# REALITIES IN EUROPE

# From recent abandoned seafarers in Europe

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Ship Name	Registry	Abandoned in	Date	Crew Nationality
Katerina	Comoros	Cadiz, Spain	Jan14	Ukraine
Henriette	Dominica	Marstal, Denmark	Jan17	Philippines
Ocean Sparkle	Indonesia	Algeciras, Spain	Mar15	Philippines; Indonesia
Red Duchess	Panama	Rotterdam, Netherlands	Oct14	Chile; Panama
Donald Duckling	Panama	South Shields, UK	Nov13	Philippines

Source: International Labour Organisation

## From current PSC detention list of Paris MoU

SHIP IMO	SHIP Name	Charterer name	SHIP FLAG	Port Inspected	Ship/ISM Manager	Owner
9437775	GENERAL SHIKHLINSKY	GRANIT, Nimes , FR	Malta	Port-la-Nouvelle	Turkey	Turkey
9244295	ELPIDA S	Cargill International, Geneva, CH	Marshall Islands	Foynes	Greece	Greece
9597812	DONA TARA	EDF Trading Limited, London, UK	Panama	Gent	Greece	Greece
9480966	VELA OCEAN	Glencore Netherland, NL	Singapore	Trois Rivières	Hong Kong	Singapore
9300219	INTREPID JOANNE	Baywa marketing and trading international, Copenhagen, DK	Hong Kong	Hamburg	Hong Kong	Hong Kong

Source: Paris MoU Website

# Accidents in Europe

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- Mar 1987, UK Ferry *Herald of Free Enterprise* operated by Townsend Thoresen sailed from Zeeburge capsized soon after in the English Channel with the loss of 188 lives including passengers'
- Serious lapses on the part of the shore-based managers
- Time Pressures resulting in unsafe work procedures

Source: HMSO (1987)

- Cemfjord: 3<sup>rd</sup> Jan 2015
- Aalborg to Liverpool
- Sank in Pentand Firth in Scotland
- 7 Polish + 1 Filipino perished
- Cement Carrier

Source: BBC

- Hoegh Osaka: 4<sup>th</sup> Jan 2015
- Southampton to Bremerhaven
- Capsized in Southampton
- No casualty
- Maximum media coverage
- Carrying expensive cars

Source: BBC

- Beaumont, Spain
- Danio, NE England
- Fri Ocean, Scotland
- Douwent, East England
- Cita, Sicilly
- Nora Victoria, Norway
- Spring Bok, English Channel

Sources: BBC, MAIB



# **FLAGGING OUT AND ITS IMPACTS ON SEAFARERS**

# Maritime Sector

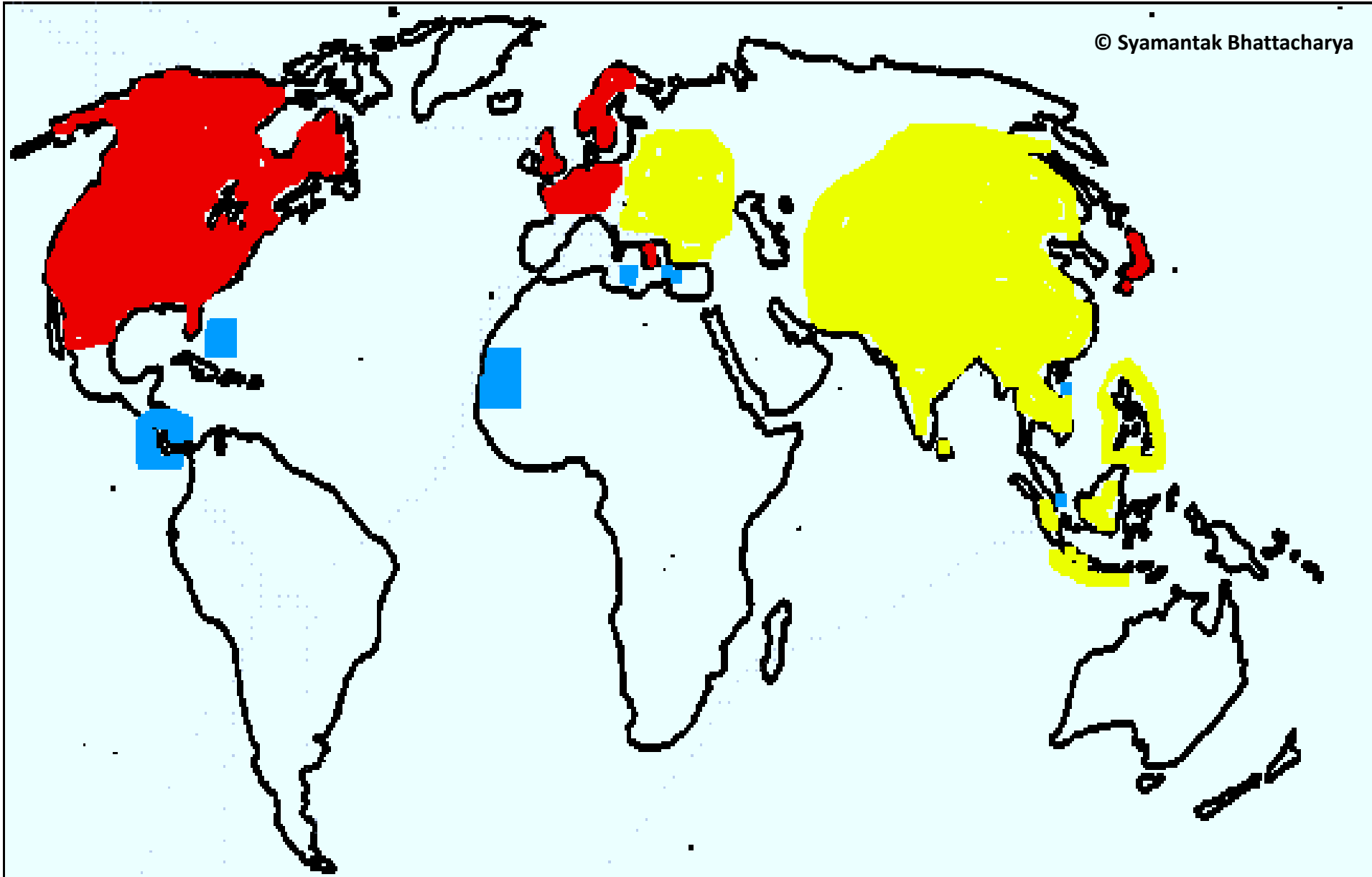
- 2000 – 2017: Seaborne trade doubled in terms of BTM
- Largest ship-owner: Chinese State with 1,498 vessels
- 58% ship-owners own 1 ship
- 91.4% ship-owners own less than 10 ships
- 70.2% ships outsourced to foreign regulators
- 60-80% ships managed by 3<sup>rd</sup> parties
- Around 70% seafarers sourced from global labour market

Sources: ICS/ISF, UNCTAD

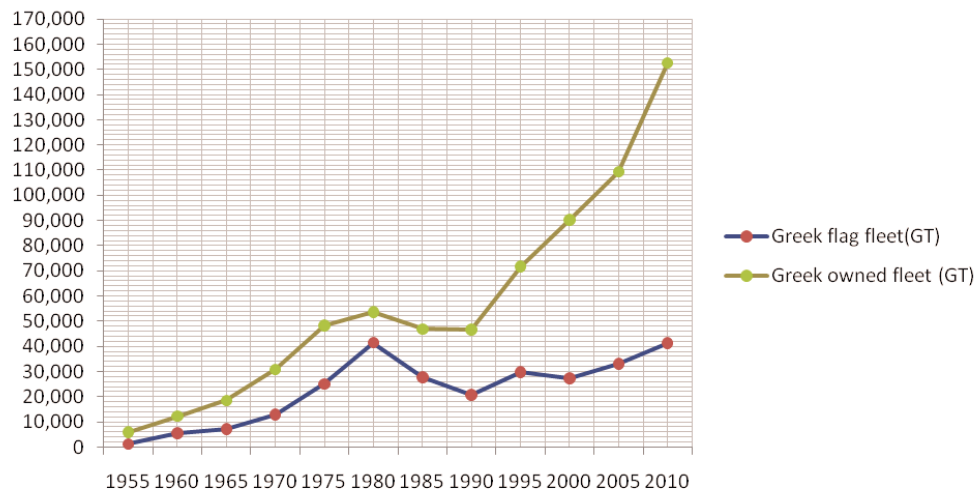


Sources: BIMCO/ISF, ISL

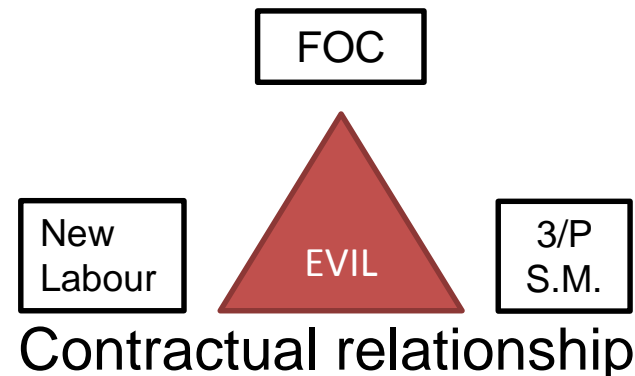
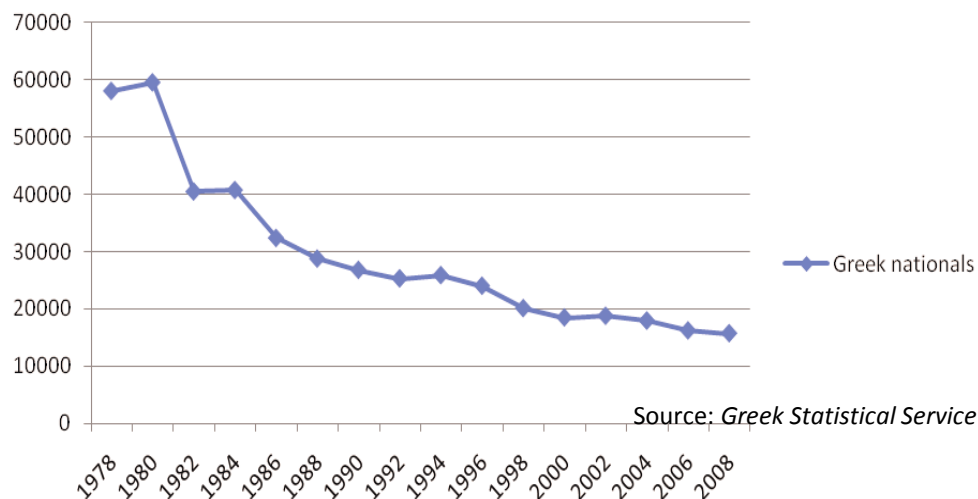
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# Consequences



## Greek nationals



- ship-owner - manager
- ship manager - seafarer
- 96% (n=627) seafarers on short-term contract employment (Source: Kahveci & Nichols, 2006)

# **FROM THE SEAFARERS' PERSPECTIVE**

# Seafarers' voice (from my research)

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Crew manager <b>misbehaves</b> all the time.</li><li>• I've to <b>work</b> 16 hours a day</li><li>• I don't talk much... some seniors don't like argument, not good for confidential appraisal... (with one bad appraisal) it is very <b>difficult to get next job</b>...</li><li>• They (management) ask for many explanations, they keep asking why this, why that, why like that. I find tendency to find <b>fault</b> who is <b>guilty</b> through this incident reports... given a chance I wouldn't report the next time.</li></ul> | <ul style="list-style-type: none"><li>• I fear <b>losing my job</b> as people waiting for AB job... So, very important for me to keep quiet and get good report.</li><li>• We don't know who they (the <b>trade union</b>). Our union dues are deducted from our salaries and we receive a magazine.</li><li>• The company never relieves us <b>on time</b>.</li><li>• <b>Document filling</b><ul style="list-style-type: none"><li>– The logbook has to comply with the rules</li><li>– Fabricated entries made in paperwork much later</li></ul></li></ul> |
|---|--|

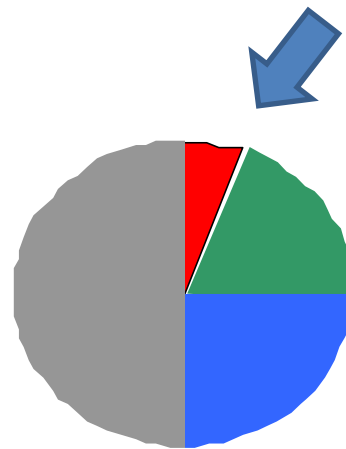
# Incident Report by type

Individual Failing 5%

Trivial Near Miss 20%

Incidents involving  
3rd Party 25%

Mechanical  
Failure 50%  
(not due to  
individual failing)



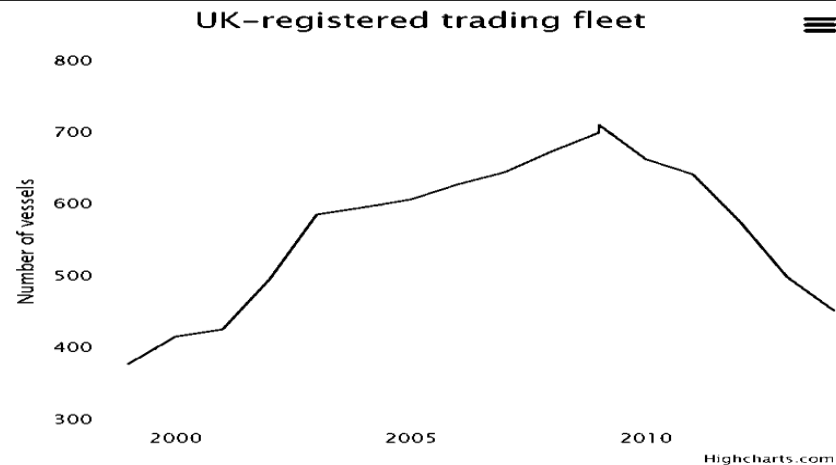
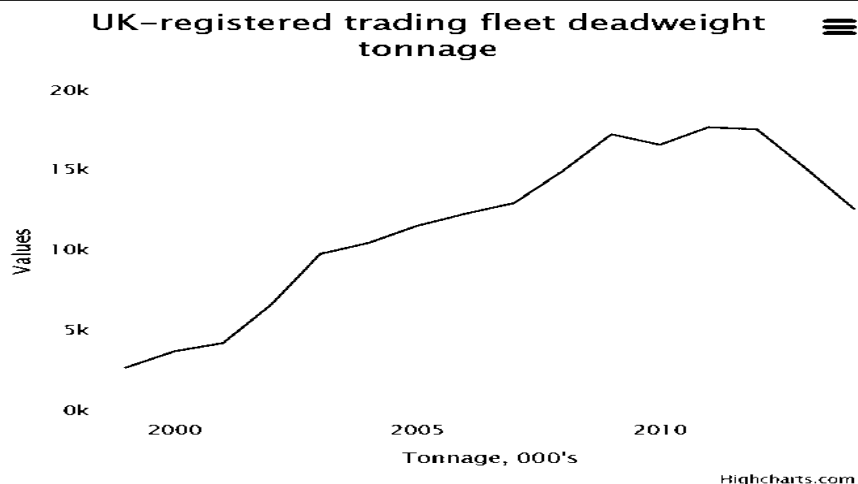
Nature of incident reports on one research ship over a 5-year period  
**Why don't seafarers report their individual failing?**

# **CASE STUDY FROM UK**



# UK Registration and fleet share in response to Tonnage Tax

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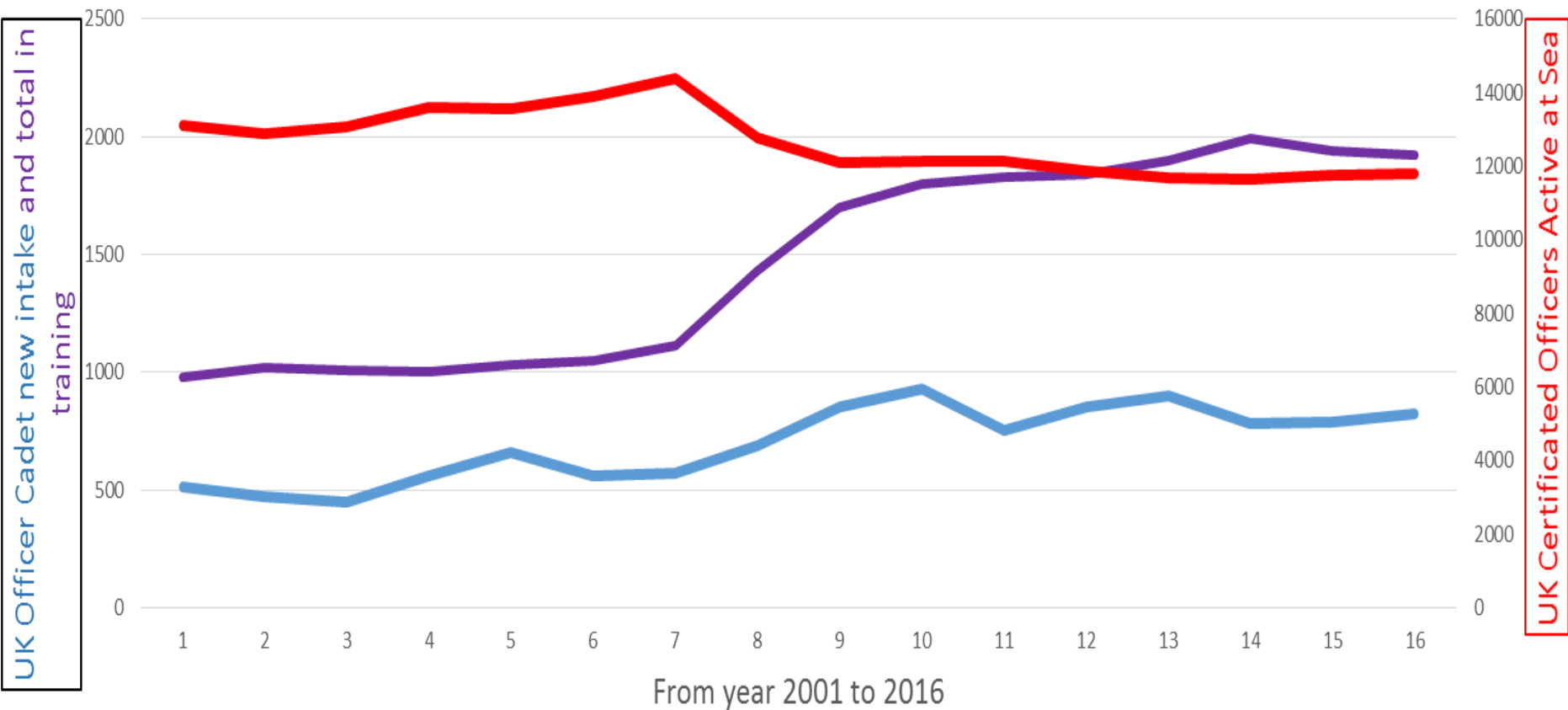
- Lower tax
- Compulsory cadet training but with exit option
- Government subsidy
- Support the necessary supply of cadets and gradually it would lead to fulfilling the number of junior officers, captains and even shore based expertise in supporting industries
- It would revive the lost maritime skill base
- SMarT and SMarT Plus

## Tonnage Taxes implementation in Europe

- The Netherlands 1996
- Germany 1999
- United Kingdom 1999
- Finland 2001
- Denmark 2002
- Spain 2003
- The Republic of Ireland 2003
- Belgium 2003
- Italy 2003
- France 2004
- Sweden 2016

## Squeeze on UK trained cadets

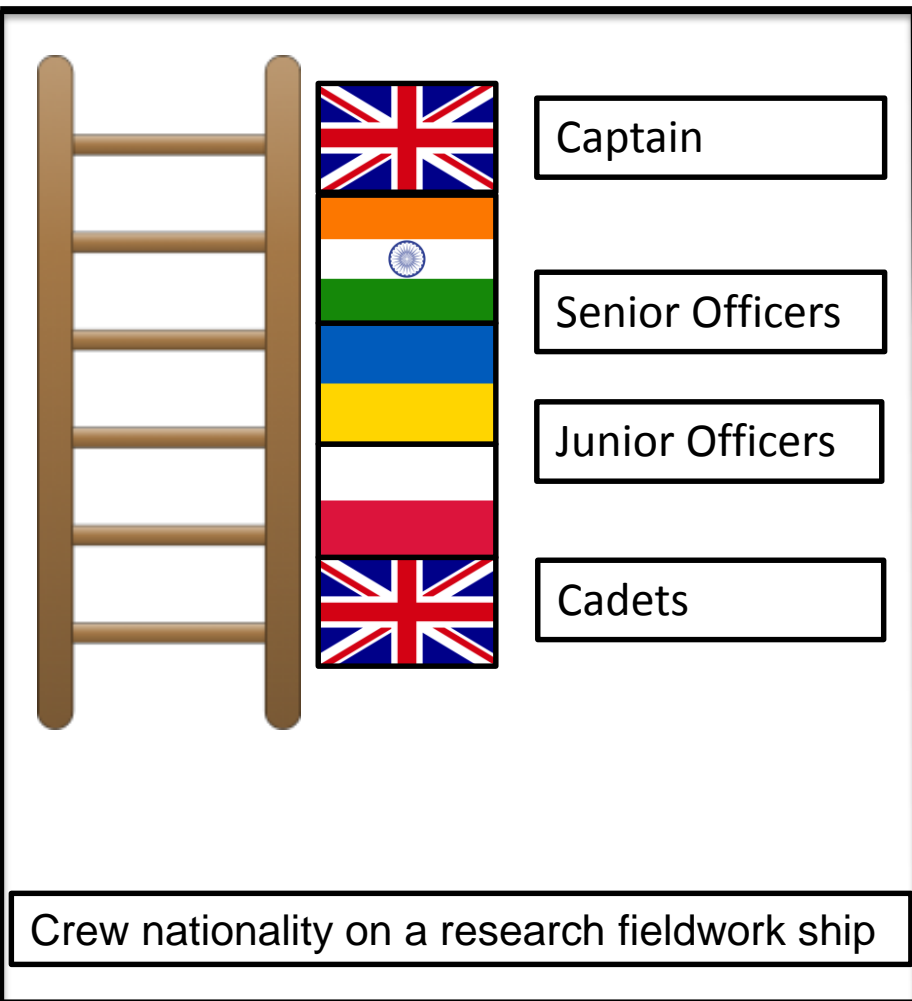
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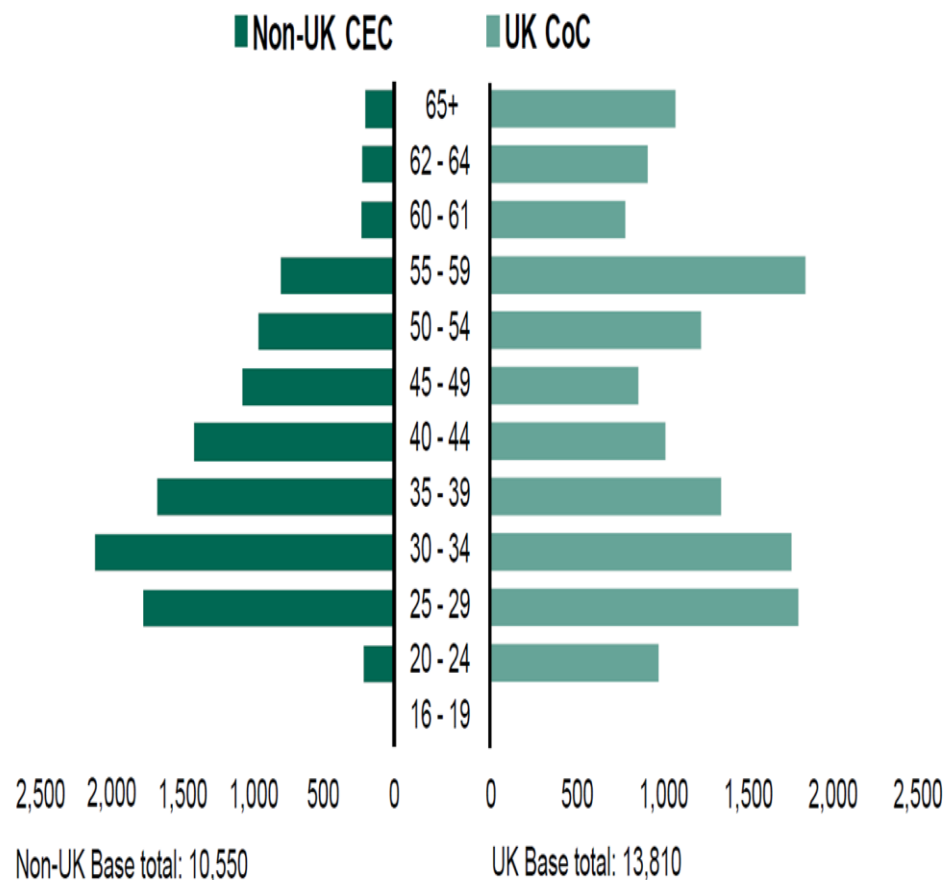
Source: UK Dept. for Transport

# UK Cadet: Career Ladder

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Age profiles of certificated officers, non-UK CEC and UK CoC, 2016 ([SFR0207](#))



Source: UK Dept. for Transport

# UK: the reality

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- Crew nationality requirements were long withdrawn in 1980s
- UK officer is over twice the cost of a East European or a Filipino on ITF wage rates
- Many UK cadets get trained but can't find jobs as they are too expensive
- No State subsidy for crew cost (EU rule?)
- Cost of ship operation determines crew choice
- Non-mandatory courses do not run well in Maritime Training Colleges

- 9 – 10 times more cadet applicants than available funding arrangement – so there is no apathy towards 'shipping as a career'
- Out of 115 cadets from my University, 76 have found jobs roughly 6 months after graduation, i.e. 66%.
- *I'd like to still be at sea. But I'm currently unemployed and can't find a job as a 3<sup>rd</sup> or 2<sup>nd</sup> engineer. If I can find a job at sea I'll take it, however I'm currently looking ashore as well."*
- *I am a certified 2<sup>nd</sup> mate from Warsash but currently I am working in a bar... thinking of taking loan for a degree*

# IN CONCLUSION

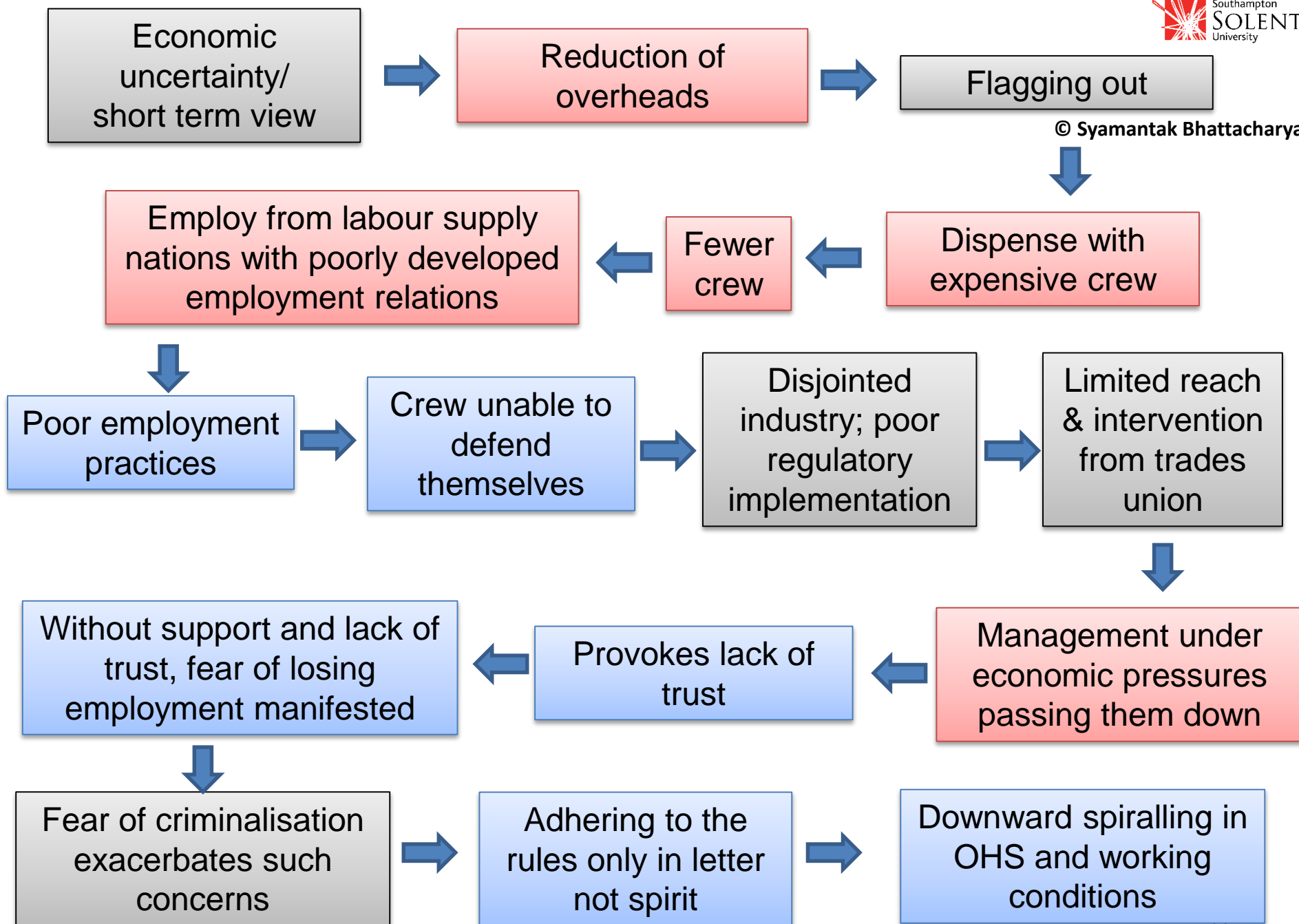
# Pre-conditions for effective employment practices especially in management of OHS

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- Organised Labour
  - Employment rights in practice
  - Autonomous worker representation and external union support
  - Consultation and communication between representatives and their constituents
  - Senior management commitment to participative operational practices
  - Effective Collective Bargaining Agreements
- Regulatory role
  - Provision and steer for effective consultation
  - Effective external inspection and control

Walters and Nichols 2006, 2007; Quinlan et al., 2010





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# Thank you

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