

Port Levies & Sustainable Welfare for Seafarers

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Introduction

- **MLC:**

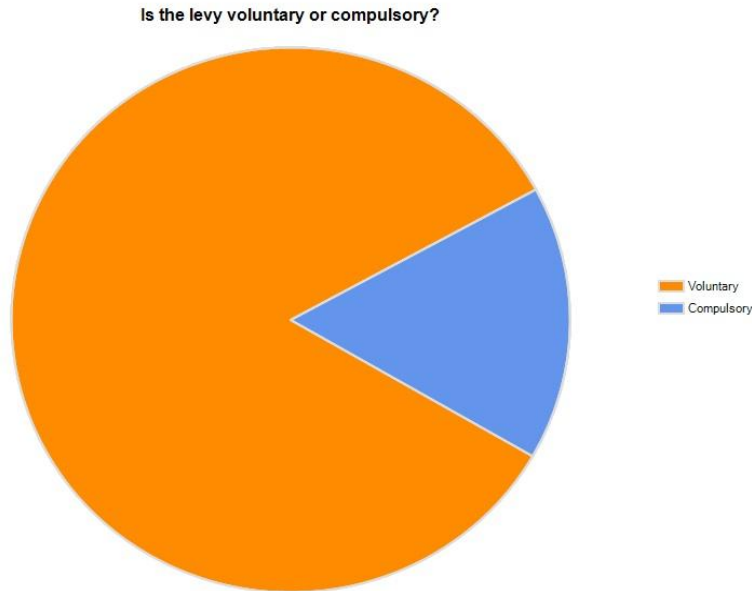
Guideline B4.4.4 – Financing of welfare facilities

1. In accordance with national conditions and practice, financial support for port welfare facilities should be made available through one or more of the following:
 - a) grants from public funds;
 - b) levies or other special dues from shipping sources;
 - c) voluntary contributions from shipowners, seafarers, or their organisations; and
 - d) voluntary contributions from other sources.

- **Aims:** Where? How? Impact?

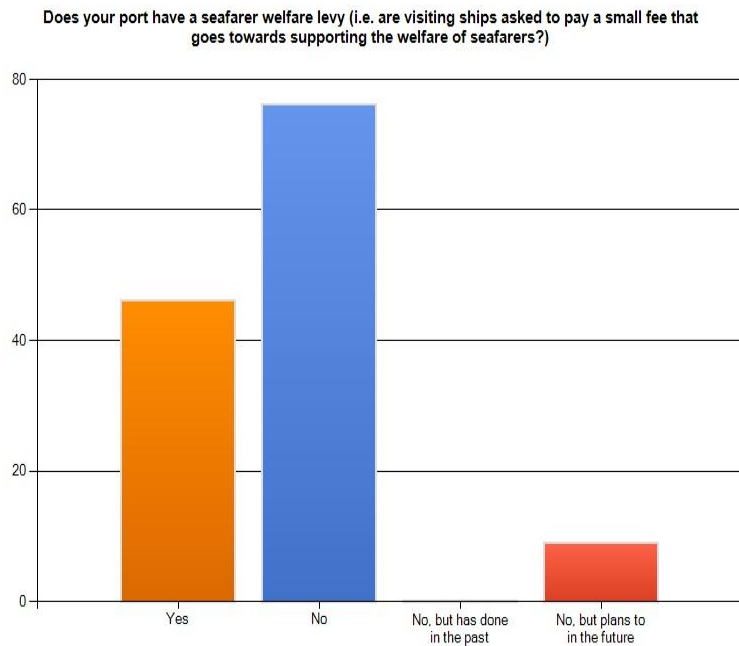
- **Methods...**

Research findings: Levies, PWCs and NWBs



- 46/132 ports - 35% - have levies (8 planned levies and 78 have no levies/planned levies).
- No marked correlation between levies and PWCs/NWBs.

Research findings continued: Voluntary/compulsory levies



- 7/43 respondents' levies are compulsory.
- Why? 1) Ease of instigation/implementation? 2) Ports' competitiveness?
- Rarely levies across all of a country's ports.

Research findings continued: Levy rates & capping

- 42 respondents:
 - Mean levy: US\$58
 - Mode & median levy:
US\$40
 - (some also sliding scale)
- Basis: Docking, also per welfare visit/day/vessel lgth/tonnage.
- 30/34 respondents don't cap.



Research findings continued: Payment percentages

- 33 respondents: mean & median of 65% of levies are paid; mode of 30%.
- Three compulsory levies reporting 100% included above.
- 10 ports with voluntary levies reported payment rates of 75-99%: Reunion Island, Tees & Hartlepool; Dunkirk West; La Pallice; Belfast; Wilmington (DE); Hamburg; Cardiff; Halifax (NS); Lake Charles (LA).

Research findings continued: Possible explanations for high payment rates

- Transparency of invoicing.
- Required for port clearance.
- Efficiency of the levy system.
- Amount of traffic.
- Welfare orgs' effort and flexibility.
- Employer support for welfare.
- Employer benefits from welfare.

Research findings continued: Levy administration & spending

QuickTime™ and a
PowerPC G4™ are
required to see this picture.

- Levy collection: Half (of 40 respondents) by P.A., half by welfare orgs.
- Invoicing method.
- Transfer method.
- Method of distributing funds.
- Very few ports limit use of levy funds.

Research findings continued: The impact of levies

- 7% Mission to Seafarers, Halifax, NS, Canada
- 10% Association Loonoise des Amis des Marins, Dunkirk West, France
- 10% Anchor House Mission, Manatee, FL, USA
- 12% Apostleship of the Sea, Barcelona, Spain
- 12% German Seamen's Mission, Hamburg, Germany
- 15% Seafarers' Center, Galveston, TX, USA
- 18% Stella Maris, Lake Charles, LA, USA
- 20% Seamen's Center, Wilmington, DE, USA
- 30% Seafarers' Centre, Abidjan, Ivory Coast
- 30% Mission to Seafarers (two centres), Vancouver, BC, Canada
- 40% Mission to Seafarers, Baltimore, MA, USA
- 100% Mission to Seafarers, Saldanha Bay, South Africa

Recommendations

- Awareness of MLC re welfare and levies.
- Raise issue of levies as part of MLC compliance talks.
- Quality Standards System.
- Consult re levy use.
- Transparent invoicing.
- Levies charged on basis fair to all.
- Cap levies where appropriate.
- Review levy rates - and any limitations of levies' use -periodically.
- Allow for labour required of levies in planning.
- Use of receiving house?
- Regional consistency in levy policy.
- Expand employer support of port welfare via CBAs?
- Increase support from port authorities.

Thank you for listening

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