

ANNUAL REPORT

YEAR THREE 2016-2017

Development & Delivery



HUMAN RIGHTS AT SEA
CHALLENGING ABUSE AT SEA

A young man with dark hair and a cross necklace stands on a sandy beach. He is holding a large, thick coil of rope in his left arm and a long wooden pole in his right hand. He is wearing a light-colored t-shirt with a logo that says "RIVEN URBAN". In the background, there is a wooden pier extending into the water, and a few other people are visible in the distance. The sky is blue with some clouds.

TRANSPARENCY CLARITY ACCOUNTABILITY

FOREWORD

This is the Third Public Annual Report for the independent maritime human rights charity 'Human Rights at Sea'. It covers the period 1 June 2016 to 31 May 2017. This Report is additional to the Annual Trustee's Report submitted to the UK Charity Commission and provides a detailed review of the activities and delivery of the Charity during the reporting period.

Human Rights at Sea is a Charitable Incorporated Organisation (CIO) and registered as a Charity in England and Wales, No. 116173. The organisation has been independently developed for the benefit of the international community for matters concerning human rights issues in the maritime environment.

David Hammond

CEO and Founder | 30th September 2017

“

For too long it has seemed as if what happens at sea stays at sea when it comes to human rights. Human Rights at Sea is making sure that this is no longer the case by shedding a highly needed light on the human rights deficits within the shipping industry. It is an endeavour that should be supported by everyone.

Jostein Hole Kobbeltvedt
Executive Director
Rafto Foundation for Human Rights

”

“

Without Human Rights at Sea's support, guidance and most importantly abject scrutiny of our work, we would be years behind our current position in action, knowledge and understanding. Every person in the UK fishing industry has been effected by this relatively new charity, which is a remarkable achievement. HRAS work has far reaching influence, from the UK's implementation of ILO C188, to giving fishermen access to advice and guidance on dealing with [traumatic stress](#). In my opinion our industry is improved because of HRAS's work, not just in the UK, but worldwide.

Robert Greenwood
Safety and Training Officer, National
Federation of Fishermen's Organisations

”

“

Human Rights at Sea provided the European Maritime Law Annual conference participants with a timely reminder of the human cost of not supporting human rights at sea and we ignore them at our peril.

Sarah Murray
European Maritime Law
Organisation

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MESSAGE FROM THE CEO



YEAR THREE: DEVELOPMENT & DELIVERY

I am very pleased to be able to present our third annual public report. It is a precis of a period of very hard work and persistent effort to raise the profile of and education about human rights abuses across the maritime environment, and within the global maritime supply chain.

This commentary does not show the complete picture of everything that has been achieved in the last 12 month reporting period, but it goes a long way to providing the reader with a sense of the scale of the effort towards our achievements and delivery.

Our wide-ranging work has once again been accomplished against a background of limited funding despite best efforts and support from existing donors. The lack of core funds has been more than balanced by extensive pro bono support and core loyalty from volunteers, interns and researchers from around the world. Meantime, our Supporting Entity base has grown, as has our social media footprint and international media coverage.

We delivered the first International Maritime Human Rights Conference in London. We submitted our first report to the UN under the UN Global Compact, produced new and innovative publications covering important issues such as seafarer mental health, international guidance on humanitarian rescue at sea, and conducted extensive field studies in Africa. We have developed a new Legal Research Programme, built upon our existing Internship Programme and kept our Missing Seafarers and Fishers Reporting Programme running despite a cut in funding for our flagship programme. In response, we have established a subsidiary trading company to develop our self-sufficiency working towards long-term sustainability, and which has already proved its worth.

There is no doubt that 'Human Rights at Sea' as a concept for corporate, academic and government engagement is now firmly profiled on the international stage. Concurrently, the level of acceptance and professional respect towards our independent maritime human rights organisation focused on education, investigation and advocacy is increasing and our reputation is progressively becoming cemented.

My personal thanks go to our donors, our national and international supporters, our interns, our non-executive Board and the Trustees. Year Four is already proving to be another demanding year for investigations and profiling of cases, but one which will be an important step in the ongoing development of the charity further proving of the concept of the application of transparency and accountability of human rights at sea.

David Hammond
CEO

“

Over the past year Human Rights at Sea has successfully brought fundamental seafarers' rights issues to the attention of a wider audience than ever before. The detailed list of achievements from David Hammond and his small but very dedicated team is impressive by any standards, bringing home the scale of the worldwide problem and shining a light on some of the darkest aspects of maritime life. Ongoing support from Seafarers UK continues to play a part in the development of welcome new HRAS initiatives, alongside essential maintenance of key projects such as the Missing Seafarers & Fishers Reporting Programme. Sadly the need is undiminished for seafarers' human rights to be respected wherever they may sail, and we would encourage others to join us in support of increased investment in the vital work of HRAS in 2018.

Commodore Barry Bryant CVO RN, Director General, Seafarers UK

”

MESSAGE FROM THE TRUSTEES



In looking back over the last year, we are very proud of the enormous amount the charity has achieved, all of which has been delivered on a very limited budget.

We have continued to raise the profile of human rights in the maritime sphere with a number of ground-breaking publications including; 'Managing Traumatic Stress' (published with The Nautical Institute) and 'Remaining Resilient After Traumatic Events' (in collaboration with March on Stress), as well as funding the hard-hitting film entitled 'The Dead Sea' about the desperate conditions and abuse suffered by migrants held in Libyan Detention Centres which has now been exposed at UN level. Additionally, we have produced more factual case studies exposing abuses at sea.

Our CEO, David Hammond, has spoken at many high-level events, including most notably in the European Parliament in May 2017 on the topic of the criminalisation of the humanitarian aid rendered as part of search and rescue in the Mediterranean Sea, the 2016 NATO legal conference in Turku Finland, and the European Maritime Law Organisation's 2016 annual meeting in London. Separately, the charity's publication 'Deprivation of Liberty at Sea' was briefed to the UN Human Rights Council Intergovernmental Working Group by one of our Board members.

Our work with Marlins this year has led to the joint launch of a new Diversity & Inclusivity course and we have formed a legal research partnership with Bristol University Law School Human Rights Implementation Centre and NATO.

We have continued to welcome interns who carry out vital research for us, including our first EU Erasmus Programme Intern, Melanie Glodkiewicz, whose summary of her experiences particularly with the German Search and Rescue NGO, Sea-Watch off the Libyan coast, we hope, will give you an appreciation of the serious humanitarian challenges experienced by her and her colleagues during that period. Of note, Melanie was awarded an Erasmus Ambassadorship following her work with the charity.

We have also welcomed a number of new Trustees; Rachel Sexton from Earnest Young, Mathew Cox from North Atlantic Fish, Amanda Hastings from the UK P&I Club and Ian Millen formerly of Dryad Maritime, all of whom bring valuable experience to the Board with wide-ranging backgrounds.

Our accountants, Knox Cropper, have conducted a full financial audit providing us with a clean bill of financial and operating health, and our detailed accounts have been submitted to The Charity Commission.

Funding continues to be a challenge and will remain as being one of our main priorities for the coming year. Whilst we have achieved a tremendous amount on a very limited budget, secured medium-term funding would allow us to deliver even more. However, we look forward to the coming year and the opportunities it will bring to continue to embed human rights at sea within the lexicon of the maritime sector, and as a reality for those who work at sea.

STRUCTURE, GOVERNANCE & MANAGEMENT

Our oversight and governance is provided through our Trustees as the members of the Charity backed by a written CIO Constitution, a 28 Non-Executive Board of Advisers and an iterative ten-year internal Strategic Plan. The charity works under a new Four Pillar approach covering Seafarers, Fishermen, Migrants & Refugees and Business and Human Rights. Legal, accounting and financial governance are provided by highly reputable entities. The Charity undertakes its work through secure online and multi-media platforms subject to UK Data Protection legislation and oversight from the Information Commissioners Office with whom the Charity is registered. The Charity has also been a member of the UN Global Compact since 2015 and it has passed through the TRACE International anti-bribery and corruption compliance review scheme in 2016.

SEAFARERS



FISHERS



MIGRANTS & REFUGEES



HUMAN RIGHTS



BACKGROUND

Founded in April 2014 as an initiative to explore issues of maritime human rights development, review associated policies and legislation, and to undertake the independent investigation of abuses at sea. In May 2015 we became a regulated Charity.

OUR MISSION

To explicitly raise awareness, implementation and accountability of human rights provisions throughout the maritime environment, especially where they are currently absent, ignored or being abused.

OUR PRINCIPLE

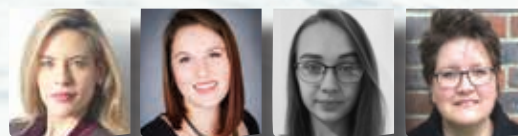
Our Founding Principle is "Human rights apply at sea, as equally as they do on land". We believe that there should be no reason why human rights in the maritime environment should not be explicitly researched, reported and advocated.

OUR VISION

To become a leading independent maritime human rights platform.



OUR CEO & TRUSTEES



OUR INTERNSHIP & LEGAL RESEARCH TEAM



THE CHARITY

hras
international

Subsidiary Trading Company

Trustees

CEO

Board of Advisors

Interns

Legal Advisory

Fund Raising

Legal Assistant

Donors

Supporting Entities

Accounts

Web & Online Support

International Projects

Ongoing Work Areas

Case Studies

News Platforms

Legal Research Programme

Missing Seafarers & Fishers Reporting Programme

Publications

Investigations

Free Resources

Social Media

Interviews

OBJECTIVES

The Charity is overseen by the UK Charity Commission and works to its Charitable Objectives.

These are:

To promote human rights (as set out in the Universal Declaration of Human Rights and subsequent United Nations conventions and declarations) for seafarers, fishermen and others involved in working at sea throughout the world by all or any of the following means:

1. Increasing global awareness of the explicit requirement for protection of, respect for and provision of effective remedies for human rights abuses at sea through international advocacy, the publishing of case studies and where applicable, the provision of teaching materials.
2. Contributing to the international development of effective, enforceable and accountable remedies for human rights abuses at sea.
3. Investigating and monitoring abuses of human rights at sea.
4. Developing the UN Guiding Principles for Business and Human Rights in the maritime environment.
5. Commenting on and supporting proposed national and international human rights legislation, policies and best practice, where applicable.



ACTIVITIES

OUR MAIN ACTIVITIES

1. Independent research and investigation of potential, or actual human rights abuses at sea.
2. Publication of independent guidance and documentation for the public benefit relating to charitable objectives.
3. Publication of independent commentaries and case studies for human rights abuses at sea.
4. Running of an Internship Programme to develop young people in the field of NGOs and human rights.
5. Advocacy at national and international conferences for the concept of 'Human Rights at Sea'.
6. Review of legislation, policies and publications related to maritime human rights and associated abuses.

FOR THE PUBLIC BENEFIT

The identifiable public benefit of the Charity is based on the Charitable Objectives that benefit all public persons in society, without bias or restriction, for their awareness, advancement of education and understanding of the issues of the application, or lack of application, protection, respect and availability of effective remedy for human rights abuses in the maritime environment. Further, through the Internship Programme, the Charity supports the professional development of young people.

The Charity makes all its publications and related on-line resources freely available to all persons for their review, use and to be downloaded, thereby allowing all persons to have access to the materials produced as part of the widest possible public benefit.

HRAS's work continues to grow, especially in the field of strategic influence and awareness of fundamental human rights matters across the maritime endeavour. HRAS's multi-themed approach has not only highlighted key issues, but also ensured positive change at the institutional level, while products such as 'Managing Traumatic Stress' are making a real difference to rank and file seafarers. Increasingly HRAS is seen as a vibrant partner for all aspects of seafarers welfare and rights.

Commodore David Dickens CBE, Chief Executive, The Fishermen's Mission

EXAMPLES OF OUR DELIVERY

Registered charity under the UK Charity Commission
21 May 2015

Delivered 5 new case studies covering abuse of seafarers and migrants

CEO spoke in EU Parliament and presented NGO Voluntary Code of Conduct

Delivered first fishing industry review in Northern Ireland

Increased Social media following to over 20,000 on Twitter

Conceived, funded, delivered, authored and published the charity's flagship programme: **'The Missing Seafarers and Fishers Reporting Programme'** - over 230 cases

Conceived, funded and delivered our **Internship Programme** and established new **Legal Research Programme**

Delivered the **'Humanitarian Response'** e-learning course with Marlins for training seafarers for migrant and refugee rescue

Conceived and delivered first **International Maritime Human Rights (IMHR) Conference** in London

Conceived, co-authored, had funded by EU, and published the first international **'Deprivation of Liberty at Sea'** guidance

Provide intern support to the German **SeaWatch** Non-Governmental Organisation for migrant rescue in the Mediterranean Sea

Main website 64,000 users, 348,000 page views, 79,500 sessions since launch

Cited in **European Parliament** by ALDE Party for EU Resolution on MV Seaman Guard Ohio case in India

Continue to deliver **'Family Impact Statements'** for missing seafarers

Authored and published new publications: **The 20 Questions: African Economic Migrant stories from the Sahel, Managing Traumatic Stress, Infographic of HRAS development since 2013, Remaining Resilient After Traumatic Events, Voluntary Code of Conduct for Search and Rescue Operations undertaken by civil society Non-Governmental Organisations in the Mediterranean Sea - First Edition**

Established **Human Rights at Sea International (HRASi) Ltd** as charitable consultancy

EXAMPLES OF WHO WE WORK WITH²

Apostleship of the Sea, The Fishermen's Mission, The Mission to Seafarers, International Bar Association, eyewitness Project, Slave Free Seas, NGO Shipbreaking Platform, International Labor Rights Forum, Seafarers UK, Business and Human Rights Resource Centre, UK P&I Club, Sea-Watch, NFFO, ANIFPO, MCA, Mishcon de Reya LLP, NATO, University of Bristol, Ethical Corporation

EXAMPLES OF WHO SUPPORTS US³

UN Global Compact, Seafarers UK, The Law Society England & Wales, Jeanius Consulting Ltd, Business and Human Rights Resource Centre, Crewtoo, Holman Fenwick Willan LLP, Mishcon de Reya LLP, Sailors Society, The Nautical Institute, UN Association (UK), The Freedom Fund, Migrant Offshore Aid Station, SeaWatch, SeaVision, Maritime LSLC Business Forum, Middlesex University, Salama Fikira, Walk Free Foundation, Finance Against Trafficking, Cal Maritime, Latvian Maritime Academy, Guardian Ltd, Quintel, Pacific Dialogue, ARC Project Africa, University of Greenwich, Blake Morgan LLP, Security Association for the Maritime Industry, Bunkerspot, MSS Global, Mazars, SeaWives, 9 Bedford Row, ISWAN The Romeo Dallaire Child Soldiers Initiative, Liberty Asia, CLTEnvirolaw, March on Stress, AFEX, Labor Safe, RSPB, Sustainability Incubator, Jean Monet Centre for Excellence, Labour Rights Promotion Network, UMTUF, Solarglide, FishWise, Marlins, Fortify Rights, The Refugee Law Observatory, National Federation of Fisheries Organisations, Setel Powerline Ltd, Blue Angel Fair Shipping, Videotel, IMPA Act, Stonewall, Quadrant Chambers, Antares Digital, NATO, University of Bristol, University of Nottingham, Justice Upheld, Island Rights Initiative, Marine Risk Management

¹ Since launch: 3 April 2014

² Based on current ongoing work and engagements

³ Voluntary Supporting Entities to the charity's work

MISSING SEAFARERS & FISHERS REPORTING PROGRAMME (MSFRP)

www.missingseafarers.org



The Missing Seafarers Reporting Programme (expanded to include fishers in April 2016) continues to grow in terms of submitted cases. The updated and re-titled 'Missing Seafarers & Fishers Reporting Programme' is a reflection of the increasing scope of the Human Rights at Sea Charity's flagship programme established in January 2014. Originally focusing on missing seafarers, the programme increasingly includes fisheries cases from around the world.

By the end of the current reporting period 147 cases were recorded. Nevertheless, the Charity strongly believes that this is far from an accurate picture globally, and is currently hampered by a lack of continuing international awareness of the Programme, as well as limited dedicated financial resources to further this valuable work despite initial start up funding provided by Seafarers UK.

The numbers of ongoing investigations remain limited and are subject to the availability of future funding incomes. The Programme remains one of a kind and we believe that it is an important public resource. A resource, that has been reported back to the Charity as being formally cited in foreign court cases concerning missing seafarers.

ABOUT THE PROGRAMME

The Programme's Mission is to support seafarers, fishers and their families by the registration, tracking, investigation and advocacy on behalf of those missing at sea through a secure mobile on-line platform. That platform is formally known as the Missing Seafarers & Fishers Register.

The Aim of the Programme, through the use of the Missing Seafarers & Fishers Register, is to build an accurate international database detailing the status of seafarers and fishers missing at sea on a global basis. The Vision is to become the focal international database for recording missing seafarers and fishers.



First funded by



www.humanrightsatsea.org

HUMAN RIGHTS AT SEA

Transparency | Clarity | Accountability

Background

Established in 2014, the charity was founded as an initiative to explore issues of maritime human rights

Our Mission

To raise awareness, implementation and accountability of human rights provisions

Our Principle

The charity works under our Founding Principle that *"Human rights apply at sea, as equally as they do on land"*

Our Aim

To become a leading independent maritime human rights platform



EDUCATION



INVESTIGATION



ADVOCACY



BUSINESS



LAW

13 September 2013: Human Rights at Sea concept introduced at London International Shipping Week 2013



- Human Rights at Sea initiative launched London
- Dedicated news site launched
- German President states: **"Human rights apply on the high seas"** at the Berlin Refugee Conference
- Case studies: African Migrant & Rohingya boat people
- Video transcript of murdered seafarers in Indian Ocean
- Keynote speeches: German Forum for Human Rights & Friedrich Ebert Foundation
- London office opens and growth of supporting entities

2014

2015

- BBC World News Interviews
- Letters to Thai Prime Minister and Falklands Island Government (with The Fishermen's Mission, Apostleship of the Sea, Mission to Seafarers, Sailors Society, US Secretary of State)
- "100 Series Rules for the Use of Force" added to charity site
- International Alert: Abandonment of migrants in Andaman Sea
- Human Rights at Sea becomes a Registered Charity
- Launched:
 - Missing Seafarers Reporting Programme
 - New Gender and LGBT work
 - eyeWitness app with International Bar Association
 - Marlins Humanitarian Rescue e-learning course

2016

- New head office on UK South Coast
- MV Seaman Guard Ohio: Charity mentioned in European Parliament
- Human Rights at Sea Trademarks registered
 - Open letter to EU Commission: Thai fishing
 - Conference speeches:
 - 22nd European Maritime Law Organisation (EMLO)
 - 4th NATO Operational Maritime Law
- Submission to UN Special Rapporteur: Human Rights & The Environment
 - 1st video blog from Sea-Watch off Libya
- Charity publication briefed to UN Human Rights Council Intergovernmental Working Group: Deprivation of Liberty at Sea

2016

2017

- Legal Research Programme launched
- First NGO Voluntary Code of Conduct for Search and Rescue operations published
- Bristol University Law School Human Rights Implementation Centre Partnership
- New educational films and infographics with Marlins



Independent Research, Investigation & Advocacy for Maritime Human Rights



79
Supporting Organisations



26
Publications



14
Case Studies



18k
Twitter followers



1.2k
Facebook followers

Human Rights at Sea Langstone Technology Park | Langstone Road | Havant | PO9 1SA
enquires@humanrightsatsea.org
www.humanrightsatsea.org
www.justgiving.com/hras/donate GB19 BARC 2069 3410 8686 55
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twitter.com/hratsea
https://www.linkedin.com/company/human-rights-at-sea



Designed by
Marlins

Independent research, investigation and advocacy for maritime human rights

- FACT** Abuses occur at sea
- FACT** Abuses occur out of sight and out of mind
- FACT** We are building international advocacy platforms to challenge these abuses



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You Research
We Publish
We Promote

www.humanrightsatsea.org/research-programme

FAMILY IMPACT STATEMENT



Billy Irving | MV Seaman Guard Ohio | Indian Authorities Unlawful Detention of Crew



The Family Impact Statement ("the Statement") has been written by Yvonne MacHugh, his fiancée, as to how Billy's unlawful imprisonment has impacted their lives since his arrest in India. This is the narrative account of the events as told in her own words.

“ 4 years ago I arrived in India and stood in the blistering heat for 6 hours outside the gates of Puzhal Prison waiting for my Billy to finally be free and the injustice to end.

Watching all those men walk free was the most humbling experience of my life. It put everything into perspective and helped me to appreciate the smallest things in life so much more.

I spent the next few months in India with Billy. We had lost everything back home, but we had each other again. With not a care in the world we made sure we made the most of every single second we had together. We knew that in a few weeks time he'd be free and we could return home together and live the life we'd always dreamed of, the life we had before this horrific case took over our lives. It was never going to be that straight forward and our lives would never be the same again.

This is our story, a story I only thought belonged in Hollywood movies or fictional books. **The past 4 years has been a living nightmare. What we have endured and faced I never believed possible**

Billy was 33 when I dropped him at the airport to start the first day of his new job with Advanfort. I was just 23. We had only been together 2 years, and during this time Billy had always worked in maritime security. He would go away for two or three months at a time. Billy often spoke about the dangers of his job. We spoke about kidnapping, drowning, being shot or killed. I wasn't exactly happy about it, but I understood the dangers. It was hard to be apart for so long. We were young, full of fun and had a carefree attitude to life. But, on the 12th of October 2013 when a call came through from a representative of the company Billy was working for, Advanfort, all that was taken from us.

We never discussed the possibility of Billy being arrested while at work. Why would we? He was doing a legal, legitimate much needed job, providing security for seafarers in some of the most dangerous seas in the world. He had all his qualifications and certificates and had served nearly 10 years in the army. I had no clue where to begin helping Billy, and I didn't really understand why he was in prison.

FAMILY IMPACT STATEMENT



Billy Irving | MV Seaman Guard Ohio | Indian Authorities Unlawful Detention of Crew cont/d



“ Naively as I took no interest in politics or the news, I had no idea where to turn in order to help Billy but knew I would need to act and learn fast. We got little information from Advanfort and what we did get were either lies or pacifiers. The FCO warned us off going public about our case, just to keep quiet and let the politicians talk behind closed doors as it could result in a worse outcome and could put our men's freedom in jeopardy.

We relied solely on help from family, friends and charities like the Mission to Seafarers, HRAS and the Royal British Legion who have supported us every step of the way. It wasn't long before we realised the situation was worsening. We were promised our men would be home before Christmas. I've lost count of how many times our case was up in court, and how many times we were promised that our men would be out within the week. It was mentally exhausting for the families involved, but for the men sat in prison without a visit from a lawyer, no information as to what was going on in court, or between governments, or even so much as a phone call home, it was becoming a desperate situation. They were locked in a cell together in a foreign country, millions of miles from home without a clue as to what was happening or why.

With Christmas fast approaching and yet more failed attempts to release our men from prison, we took the plunge and approached the media to tell them of our story. A story so unbelievable even the media wouldn't print it and the news wouldn't air it.

It started to feel like everyone was against us and we weren't just fighting the battle to free our men from prison, but we were also fighting against our own government who were failing to protect their citizens from one of the biggest miscarriage of justice our country has ever seen. Another against the company the men were working for - Advanfort, who failed to fulfil their duty of care to their employees, completely abandoning them, even stopping their wages which left the men and their families in great financial difficulty, causing huge stress, worry and anguish. Now we were fighting against the national media who simply didn't seem interested that 35 innocent men were incarcerated for a crime they didn't commit. Six British veterans, who risked their lives for their country didn't seem to be a "sexy" enough story for tabloid press or glossy morning tv shows. None of it made sense then...and today nearly four years on it makes even less sense.

Its not just our lives that have been devastated. On the 12th October 2013, 35 innocent men were arrested on board the MV Seaman Guard Ohio and the lives of 35 men and their families were catastrophically shattered and changed forever. Since that day our men have been subjected to complete and utter mental torture. Their Human rights have been violated time and time again. Their innocence questioned. Their freedom taken away from them.

In June 2014, the case was quashed. I returned home from India where I was staying with Billy while he was on bail. I collected the welcome home banners and flags my mother had made in anticipation for his return, and started planning the biggest welcome home party the world had ever saw, leaving Billy to sort paperwork out and get a flight home.



Billy Irving | MV Seaman Guard Ohio | Indian Authorities Unlawful Detention of Crew cont/d

After a few weeks being home, we found out we were expecting our first child, it was a massive mix of feelings - Billy still wasn't home, but he had been proven innocent and soon he would be. My feelings turned to excitement, love, and I couldn't wait for the next chapter of our lives, and Billy would be there by my side every step of the way. But on the 89th day (of the 90 days the police had to appeal the quash decision), an appeal was lodged and our lives once again were torn to shreds.... it simply could not be happening all over again.

I was facing Billy returning to prison once again, and facing pregnancy alone. It was, if possible, even more frightening and unbelievable than October 2013. We had beaten a corrupt police force in another country once, but could we do it again? On February 24th 2015, I was flown by emergency air ambulance to hopefully welcome our first child into the world. Billy was sat alone by his phone in a dingy hostel room in India waiting for any news at all about whether his child or myself would make it.

Most men feel helpless at the birth of their children. But Billy was a million miles from home and couldn't even give me a cuddle and tell me everything was going to be ok. Something had gone wrong, I was losing blood and our baby's heart beat had stopped. I was rushed onto a aeroplane, alone, as the helicopter couldn't fly due to weather. I couldn't even call Billy to hear his voice or let him know what was happening. Thanks to the incredible hospital staff our beautiful boy was born, healthy and happy and we named him after his dad. It should have been the happiest day of our lives. Instead it was bitter-sweet. There I was holding the most incredible and beautiful baby I had ever saw in my life, But his father wasn't there beside me. Billy couldn't hold his newborn son or thank the hospital staff, he couldn't cut the chord or take a photo on his phone of his family and upload it on social media like most new fathers do. Furthermore, we had no idea when the day would come that he would finally meet his boy. What Billy went through that day is hard for anyone to comprehend or understand, but it's a day he can never get back again. At that point Billy had been cleared of all charges, the case was quashed, and he was free to go home. He should have been home. He should have been home for our first scan, and for the anti-natal classes, he should have been looking at prams, and building the nursery furniture with me. He should have been beside me when our son was born. But he wasn't. The Indian authorities were holding onto their travel documents, refusing to issue them with certificates to fly out the country, and the British Government did nothing about it....again our men were failed.

Billy met his son for the first time when he was 4 months old. He had missed his first cry, his first laugh, he'd missed the sleepless nights and morning smiles. Billy was still a free man at this point, all charges had been quashed. He had the rights of an innocent man to be home where he belonged, yet still his freedom was being denied.

We had three weeks of forgetting why we were in India and being a family for the first time. At home in Scotland, I had longed to do even the most mundane things with Billy and William. I would watch as families walked round the supermarket choosing their weekly shop and wished so hard that it was us. So, while in India that's what we did, it sounds ridiculous but it was one of the best

days of my life. We were finally a family together, despite everything that had been thrown at us from every angle imaginable. We made the most of every last second we had together before we had to leave India and return home...still without Billy.

Billy has shown such strength, courage and dignity throughout this whole process. I don't know how he copes in the archaic conditions of Puzhal Prison but each time I've visited he's painted on a smile, made me laugh when all I want to do is cry and assured me that he is "ok" and not to worry.

Not even Billy's broad Scottish accent can stand in the way or him making lifelong friends while on bail in India. His caring and infectious personality touches everyone he meets and it is what I believe has got him through this horrific ordeal. To see the love Billy has for his son is stunning and only makes me love him more. Myself and William have travelled to India to see Billy three times now but only once outside of the prison walls. Despite everything, all the time apart and occasions missed, William and Billy have the most inspirational of bonds. Seeing them together only makes me more determined to ensure we bring Billy and every last man who was arrested on board the MV Seaman Guard Ohio home.

4 years on we are no longer fighting for the 'Chennai 6' alone. With over 400,000 people signing our petition we realise just how many people care about the men who lay in that prison cell, without beds, adequate food or even so much as a toilet, not knowing what's ahead of them. The letters and parcels the men are receiving from friends and strangers are what helps them through the dark days. More and more media outlets are printing the men's story, taking a interest in both the case, and our men, not only as innocent prisoners, but as fathers, brothers, husbands and sons. Maritime organisations are involved in supporting the men, doing what they can to highlight the injustice, and looking into what can be done to prevent this from happening in the future. MPs and Ministers are backing our campaign and many have even flown to India to visit the men in prison and lend their support. The amount of support now for our campaign is humbling and provides the fuel we need to carry on when we are running on empty. But its not enough, and never will be. Not until the day every last one of those men walks out of prison and into the arms of their loved ones. 🌊🌊



FAMILY IMPACT STATEMENT



Ukrainian Seafarer Oleksandr Chernyshenko | Missing from MT VIOLET- 1 | IMO 9154000, MMSI 352900000



The Family Impact Statement ("the Statement") has been translated from the Russian to English with the kind contribution of the Federation. The Statement comes directly from the relatives of the missing seafarer, namely his mother and his civil wife as to how the loss of Oleksandr has impacted their lives since his disappearance. This is the narrative account of the events as told in their own words.

“Oleksandr graduated from high school and then entered the Odessa Merchant Marine Fish Industry College. Upon graduation from the college, he entered the Odessa National Marine Academy.

He chose this profession because he liked the seas so much. Oleksandr has done two professional voyages. The first one was within the Iran Bay waters and the second one (was) between Iran-China.

Oleksandr enjoyed his job, he told (us) that he had a very friendly team on board and they used to watch movies at the evenings and spend time at the gym after the working hours.

However, in May (2017) when the vessel's commanding officers were replaced, he noticed various rumours spreading about the officer's behaviour in general. He did not though pay attention as he was expecting to go home in three weeks time after the replacement.

We, as his family were very happy that Oleksandr was doing what he loved. He was always busy learning something new and making plans for further studies. He was at sea, in his element and took delight in doing just that.

In May, following the commanders' replacement, he noticed a bad behaviour from the recently joined commanders but again he tried not to pay attention waiting for his voyage to finish and return home. He wrote to us that he missed home so much and he was looking forward to meeting us.

We found out about his disappearance on the 29th of May when the manager of the recruitment company Azamara Group, Mrs. Marina, phoned us and invited us to go to the office as she had some news to tell us. The information was given to us by an employee of the recruitment company Mr. Vitaliy, in the presence of the manager Mrs. Marina, and a chaplain.

Our first reaction was shock. We also noticed that whilst supplying us with the information and [he] was telling us what has happened, they gave confused and conflicting information.

From that point, we concluded that they were lying to us and defended the vessel's master. We believe that Oleksandr might found out or saw something by accident that he shouldn't have, something suspicious and as a result of this, he became a not wanted person on board. Or, it might took place so conflict, although Oleksandr is not confrontational as a character.

We believe also that some other persons might have been involved in the situation, or maybe one person. Maybe the master did not know what has happened on board or he tries [sic] to cover up something using the help of the ship-owner in order not to loose his work or face jail.

His disappearance has had huge effect in our family, we were waiting for him to come home in three weeks, but someone decided to change this. We have been coping with the use of antidepressants, sleeping and work.

With regard to the ship-owner, we have, to our regret, no information at all on the ship-owner company or anything else. No support we had so far from anybody. Oleksandr's civil wife wrote to one crew member who currently is on board the VIOLET-1, but he responded that he does not know anything. Neither we have any contact or support with the Panamanian flag authorities. Perhaps, they were not notified either.

We would like to know and we appeal on what has happened to Oleksandr. Why an investigation was not carried out in the first port of call and only at the destination port? Why we have not received any communication with the master? We need to know. ”

Remarks and additional comments from the Ukrainian Marine and Trade Union's Federation

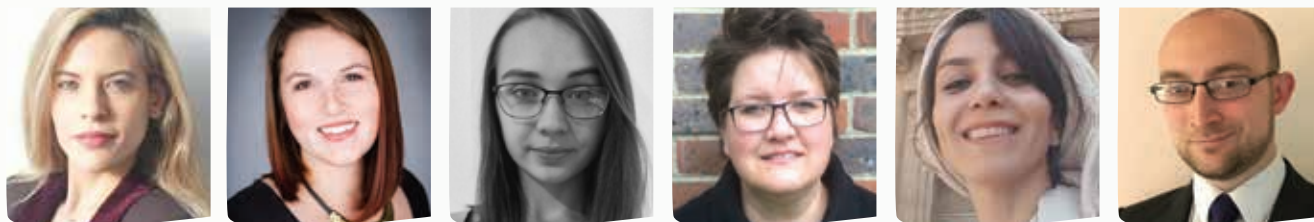
"We have to note that a meeting between the relatives of the missing seafarer, ship-owner's representative and a representative of the P&I Club finally took place on the 3rd of July 2017, where the family was given the crew list, the statement of facts, search and rescue operations descriptions, master's report and crew statements. The ship-owner's representative stated that the Panamanian flag authorities were aware of the incident and the investigation carried out in Japan involved only the local coast guard and not the police".

INTERNSHIP PROGRAMME

www.humanrightsatsea.org/internships/

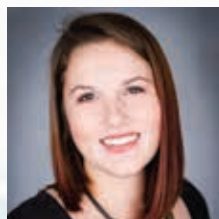
INTRODUCTION

The Charity's Internship Programme has steadily grown since its launch in late 2014. We have been privileged to have the enthusiastic support of international interns who have often worked very long hours, often remotely from around the world and supported the Charity with objective, well-researched and innovative work. The Charity prides itself on allowing our interns as much freedom as possible for their inputs, research and integration of their ideas and concepts. We also pride ourselves in providing continuing professional development of the individual in a collective and tightly run balanced working environment.



IN HER OWN WORDS | MELANIE GLODKIEWICZ A EUROPEAN ERASMUS STUDENT'S INTERNSHIP

www.humanrightsatsea.org/internships/



HUMAN RIGHTS AT SEA: AN OPPORTUNITY TO LEARN AND TO GROW

Mélanie integrated into Human Rights at Sea as the charity's first Erasmus intern from August 2016 to March 2017. At that time, she was simply expecting to gain some new professional experience, and also to learn more about the issue of human rights at sea. Fortunately, she finished her internship with much more experience than that which she had expected through improving her professional skills, but also challenging and changing her perspective on the numbers and scope of maritime issues.

Starting with a month at the Human Rights at Sea headquarters in the UK, Mélanie was trained to understand and integrate the spirit of the charity so that she could better approach case studies that were first handed to her after only a few days and engage with people when asked about the charity's work.

Through appointed research, case studies, press analysis and article drafting, Mélanie's knowledge grew regarding the Mediterranean humanitarian crisis, but more specifically for cases of human rights abuse, the interaction of State, non-State and military actors. It also expanded for then future challenges when in September, she wrote an article on the level of accountability that the European Union (EU) could hold if they trained Libyan Coastguards to send migrants in distress at sea back to Libya; a destroyed country where their human rights would be abused.

But that was not all. Some of the other topics and work areas that she was involved in, included:

IMHR: FIRST EVER CONFERENCE FOCUSED ON THE ISSUE OF HUMAN RIGHTS AT SEA

In September 2016, Human Rights at Sea organised the inaugural conference on International Maritime Human Rights (IMHR), a first in the maritime sector and in which Mélanie took an active part in supporting the Charity during the organisation and running of the event.

As a matter of fact, never before had there been a conference organised to explicitly focus on the issue of the human rights of people at sea, and it reflected the historical importance of the event in terms of a global subject that had been previously ignored until then. HRAS hoped that this inaugural event would be the start of a new focus of research and business engagement so that the maritime community would cease to turn a blind eye to the wellbeing of crews, to the detriment of humanity.

The conference gave Mélanie a better understanding of the wide range of actors and organisations involved in this subject area, along with their different standpoints. Throughout the speeches and occasional breaks, she took the time to discuss matters with the attendees and managed to start growing a potential network that she hopes will help her in her future career.

IN HER OWN WORDS | MELANIE GLODKIEWICZ

A EUROPEAN ERASMUS STUDENT'S INTERNSHIP

www.humanrightsatsea.org/internships/



SEA-WATCH: FIRST-HAND EXPERIENCE ON AN NGO SAR SHIP

In October 2016, Mélanie left the UK for Malta where she joined the field headquarters of Sea-Watch on secondment from the charity. Throughout that month, she took part in two missions of two weeks on the Sea-Watch 2, Sea-Watch's central Mediterranean rescue vessel.

Mélanie explains her role onboard: *"I would manage the first approach to the migrants. Concretely, a boat in distress can be either spotted with simple binoculars by teams who are "on watch", or the Rescue Coordination Centre in Rome (MRCC Rome) has received a distress call through a satellite phone that is onboard the migrant boat and then communicates it to the ships that are currently in the rescue zone. In a distress phase (when a rescue operation needs to be carried out), the Sea-Watch 2 crew cranes out their speedboat that will first approach the migrant boat. I was on this speedboat,"*

Throughout her month at sea, Mélanie discovered about the true nature of humanitarian search and rescue (SAR) operations from first-hand experience, that also included some unfortunate incidents when the Libyan Coastguard interrupted one of the rescue operations, causing more than 20 persons to drown.

Nevertheless, the secondment taught her to always take a step back and to try to see the bigger picture. It taught her to bounce back from her challenging experiences to work on making something good out of bad situations, and based on what she had seen and heard, to continuously improve the awareness and advocacy for human rights at sea.

For more information on her experience, read the articles Mélanie regularly wrote and published on a blog: <https://hras-seawatch.org/>

SOLIMED: IMPROVING COORDINATION BETWEEN SAR NGOS

While still seconded to Sea-Watch, Mélanie was invited by Miguel Urban, a Member of the European Parliament (MEP), and on behalf of Human Rights at Sea attended the SOLIMED conference in Valencia where 500 persons from the civil society, but also State representatives and other NGOs, discussed the migratory situation in the Mediterranean region, as well as at sea.

A very large range of topics were discussed as to how the media should treat the subject of migration, the challenges of civil society initiatives to integrate refugees, but also SAR operations in the Mediterranean.

The conference introduced and by the end, instilled solidarity and a bottom-up approach to advocacy that should become spread out throughout the EU, so that those interested EU citizens could

join forces and push for political change together, and so that the fundamental values of the EU continued to be respected and honoured by those who had been democratically elected.

LEIDEN: AN ACADEMIC ANALYSIS OF THE INTERACTION OF ACTORS IN THE CENTRAL MEDITERRANEAN

In April 2017, Mélanie was invited to speak at a conference on 'Search and Rescue at sea: the interaction between private and public actors' organised by Leiden University's Faculty of Law where she represented the Charity, as well as its approach to the ongoing humanitarian crisis in the Mediterranean in parallel to her field experience gained throughout her secondment to Sea-Watch.

An important topic covered by Mélanie was the first edition of the 'Voluntary Code of Conduct for Search and Rescue Operations undertaken by civil society Non-Governmental Organisations in the Mediterranean Sea'; a project that she led since November 2016 after returning from her last mission onboard the Sea-Watch 2.

Centre for European Policy Studies, EUNAVFOR Med, FRONTEX, Italian Coast Guard, and NGOs representatives were among the speakers. With a variety of representatives of the various entities currently deployed in the Central Mediterranean, as well as the academic researchers present at the conference, this led to discussions related to the outcomes of the interaction between these actors in reaction to the increasing number of distress cases, but also the consequences of increasing deaths at sea.

The most important outcome of the conference was the identification of the economic and other 'push factors' coming from within the migrant's countries of origin, and also those from within Libya, which were seen to be the main motivation for the migrants to risk their lives crossing the Mediterranean Sea. The sudden increase of distress cases offshore Libya could therefore not be solely explained by the presence of SAR rescue ships carrying out SAR duties in support of the migrants.

CONCLUSION

'Overall, I am grateful to the Université Catholique de Louvain, the Erasmus programme, Sea-Watch, and Human Rights at Sea for believing in me and giving me all necessary foundations to develop myself personally, but also professionally. The internship far exceeded my expectations.

Having field and office experience has incredibly strengthened my professional, but also academic profile. I am therefore now hoping to finish my Master's thesis soon, and further work in the sector of human rights where I will be able to give input based on my previous experience gained thanks to Human Rights at Sea'.

IN HER OWN WORDS | HAJAR HEJAZI

INTERNSHIP

www.humanrightsatsea.org/internships/

Sayedeh (Miss) Hajar Hejazi was born in Esfahan in Iran. She is a lecturer and researcher specialising in maritime law security and safety in peace time. As the first Iranian female researcher in this field, she continues to develop her role and studies outside of the United Kingdom. She holds a Master's degree in business law and international legal studies from Symbiosis Law School, Pune, India. Additionally, she has worked as a lecturer at Shahrekord Azad University, Iran, teaching international and maritime law. Hajar joined Human Rights at Sea as an intern in 2016 and has since produced several papers, including an Iranian perspective and review of seafarer abandonment as part of the charity's Legal Research Programme.

'Being a research intern at HRAS, is the greatest pleasure for me as a representative of my country Iran. It has given me a valuable opportunity to research, learn, write and publish articles.

As the research intern at HRAS, I have developed my skills and hopefully have contributed to the development and effective implantation of human rights at sea and particularly seafarer's rights. The HRAS provided me with a base to be present in international communications, as the first Iranian in this field of study. I believe in the need for human right platforms at sea to be applicable at sea, as well as within legal international communities. I feel the need for human rights enforcement, especially as an Iranian who has been facing the difficulties of 8 years of warfare, more than 40 years of sanctions and even the banning by international regulations of the historical name of the Persian Gulf.

One of the results of my internship is receiving an invitation to join the SAGAR conference, in India as a speaker and representative of HRAS. I will present my article about Seafarers abandonment which HRAS has published.

Finally, I would like to express my appreciation to David Hammond, for all of his support and attention and I thank the charity trustee team for all their assistance'.

“Intern
Report”

“Marlins is proud to have worked with and supported the work of Human Rights at Sea through the development of e-learning courses and the new series of videos and infographics. Human Rights at Sea is making great progress and their education and outreach programme is helping to empower seafarers, creating a safe and respectful working environment that benefits everyone in the industry.

Mike Pearsall
Manager, Strategy & Development
Marlins UK, V.Group Ltd

”





Charity Focus
Human Rights at Sea

www.humanrightsatsea.org

ENCOURAGING

a collaborative approach to improving

MARITIME HUMAN RIGHTS

In little over three years since its formation, Human Rights at Sea has made waves as an independent research, investigation and advocacy for maritime human rights. But as the charity's founder and CEO David Hammond (a former Royal Marine Commando and international Barrister-at-Law) explained in his interview with Daniel Barnes, the lid on Pandora's box of global maritime injustices is barely ajar.

David, on a personal level, why did you feel compelled to get involved in addressing and improving human rights throughout the maritime environment in the first place?

I abhor injustice wherever it is. I have previously served at sea, witnessed first-hand bullying and harassment on board, spent time in very challenging pre and post-conflict states and been around gross human rights abuses.

My life to date has been about having the moral courage to speak up when things are not right. This, of course, is hugely unpopular at times with people with vested interests. However, it's not just about speaking up, but actually doing something about what you see as being wrong. It is therefore no good talking and then not delivering change or an effective solution. It is also personality driven, and I do recognise that my personality is such that when I've decided to do something, I do it.





As a barrister, I have previously taken very difficult cases where I have given a voice to people who did not have one and which included supporting Libyan female rape victims after the fall of the Gaddafi regime in Tripoli, for example. This led to wider work on the current migrant crisis and rescue at sea.

For those unfamiliar with the charity and yourself, could you provide Inside Marine with a little more background?

On retiring from the Royal Marines in 2011 as the first in-house Counsel, I initially conceived and drafted what became the first independent set of Rules for the Use of Force (RuF) – known as the 100 Series Rules – in support of private maritime security teams defending commercial vessels from pirate attack and associated human rights provisions. That went in front of the IMO at MSC 92 and subsequently, the 100 Series Rules have been adopted, either in whole or in part, by many maritime security firms.

Soon afterwards, I was asked by a former client what the ‘landscape for human rights at sea was’ and I immediately realised that no-one was explicitly covering the issue. Of course seafarer’s rights under the Maritime Labour Convention are well worked through, but human rights are much, much wider than just labour rights. I therefore had a decision to make. Was I going to step up and do something about it, or let it pass me by? The rest is history.

Human Rights at Sea, as an independent maritime human rights charity, is not just about the ‘first-world’ shipping industry and which is a common misconception leading to queries about our role and potential duplication of effort with other organisations. Our scope and coverage is in fact for human rights-related abuse issues across the entire maritime environment, and which you will immediately recognise is an immense undertaking.

We obviously work closely with the main maritime welfare organisations so as not to replicate their invaluable frontline welfare work, but virtually everything else we do is plugging information and education gaps not previously covered, or covered in insufficient detail so as not to be effective in providing clarity on the issues raised. As I continuously publicly state, I do not have enough heartbeats to replicate other people’s work and fundamentally, it is not in our interest to do so.

The short history of HRAS has involved you co-authoring the first international guidance on the EU funded Deprivation of Liberty at Sea; co-delivering the 2015 Humanitarian Response e-learning course for the maritime industry dealing with refugees and migrants in partnership with Marlins; and publishing the first



introductory commentary on the 2011 UN Guiding Principles on Business and Human Rights in the maritime environment, to name but three achievements. How many people are helping you?

At this time, we are a small organisation and deliberately structured so in order to be able to react quickly, exploit opportunities and keep our business overheads to a bare minimum so that the majority of our funding goes into our public delivery.

Everyone works on a voluntary basis and personally, I have never taken a salary in four years, having started the charity with my life savings. We have six Trustees who make up our members under the Charitable Incorporated Organisation model and strong governance under the Charity Commission and through our non-executive Board of Advisors.

We currently have a CEO post, legal assistant, up to six interns and a raft of pro bono helpers across media, legal, governance and fundraising disciplines. Our business model and organisational structure is remarkably successful when one compares the small level of initial funding with our successful delivery and our emerging influence as an entirely independent maritime human rights organisation. ▀

HOW YOU CAN HELP US



Why invest in us? Because we deliver

Donations
towards our
Annual Running Costs

Donations & Sponsorship
towards our
Internship Programme

Donations
towards our
Missing Seafarers
& Fishers Reporting
Programme

Donations in Kind
Venues
Media Advertising
Profiling

**Individual International
Project Sponsorship**

Full Charity Sponsorship
1-3 Years

“

The recruitment of experienced and qualified non-EEA fishermen is critical to the fishing industry in Northern Ireland. The welfare of all our crew is of paramount importance to the Anglo-North Irish Fish Producers Organisation (ANIFPO). With all of this in mind, we have been very fortunate indeed to work with Human Rights at Sea (HRAS) to ensure compliance with statutory regulations, as well as extending practical help when needed. HRAS is a highly professional charity, one that has not only been afraid to challenge us, and guide us through the process of drafting our Transparency in the Supply Chain Statement.

Alan McCulla OBE, CEO, Sea-Source/ANIFPO Ltd, Kilkeel Northern Ireland

”

PUBLICATIONS

www.humanrightsatsea.org/publications/



This year we have focused on developing freely available mental health publications for seafarers and fishermen alongside maritime welfare and mental health stakeholders. These publications (available soft and hard copy) are as applicable at the front end of the maritime industries, as well as being used by and referred to by managers, insurers and associations on a voluntary basis. We have exposed the background to and the narrative for African migrant movements north to the Maghreb, including their attempts to cross the Mediterranean Sea with a six month field study project based in Mali. We developed and published the first civil society NGO Search and Rescue humanitarian Code of Conduct to assist volunteer NGOs to better co-ordinate their rescue efforts at sea in line with established international humanitarian principles. This Code of Conduct document was presented by the CEO in the European Parliament on 29 March 2017 and was developed by Melanie Glodkiewicz, the Erasmus intern to the charity.

“

Don't pity the seafarer, some say. The industry should not be painted in a bad light due to marginalised cases from second-rate shipping companies. Rather, the industry has a lot to be proud of. That is certainly true, but when I read a case study published by Human Rights at Sea involving a young man abandoned on a ship off the UAE who had to delay his wedding day several times, I did feel pity. Few would doubt the positive impact that the Maritime Labour Convention is having, but this past year, particularly, Human Rights at Sea has demonstrated that basic human rights are still being violated: the right to liberty, to health and to a family life. Human Rights at Sea continues to bring to light these marginalised cases and to add its efforts to solutions the industry can be proud of.

Wendy Laursen, News Editor Australasia for The Maritime Executive

”

“

I am delighted at the success of HRAS in exerting positive influence on the mental health of mariners over the past year. Since its inception David and the HRAS team have worked tirelessly to improve the way that seafarers are looked after. I particularly welcome the recent publication of Remaining Resilient After Traumatic Events, which I hope will help reduce the long term psychological impact when disasters, accidents and other similar critical incidents strike at sea.

*Professor Neil Greenberg
Royal College of Psychiatrists Lead for Military
and Veterans' Health*

”

2013

13 Sep
**Human Rights At Sea
Concept Introduced**
London International
Shipping Week 2013
"Human rights apply at sea,
as equally as they do on land"

2014

3 April
**Launch on-board
HQS Wellington London**



14 May
First webinar
Human Rights in Business Program
Centre for Human Rights and
Humanitarian Law, American University
Washington College of Law
18 June
Dedicated News site launched
www.humanrightsatsea-news.org
24 Jun
Conference - Boat Refugees
and Migrants at Sea, London
30 Jun
President of Federal Republic of Germany
states Human Rights apply on the
High Seas Berlin Refugee Conference
7 Jul
Release of abuse footage of foreign crewed
fishing vessels in Southern Ocean
7 Aug
Case Study: African Migrants
'Seeking safety in Europe
from torture and ill-treatment'
18 Aug
Investigation starts
Indian Ocean seafarer murders
19 Aug
Comment:
Murder of Seafarers on High Seas
19 Aug
Interview:
New Zealand TVNZ One News
20 Aug
First video transcription of
Indian Ocean murdered seafarers
20 Aug
Interview:
Voice of America murdered
Indian Ocean seafarers
28 Aug
Human Rights at Sea comments on first
New Zealand trafficking case
10 Sep
Case Study: The Push Back Situation in
Australia - Operation Sovereign Borders
and "Stop the Boats"
2014
IMO recognition as a
Seafarers online resource
16 Sep
Human Rights at Sea becomes .org
16 Sep
Fourth Finance Against
Trafficking conference
23 Sep
Opening of London Office: 9 Bedford Row
(now relocated to UK South coast)

30 Sep
Keynote speech to Friedrich
Ebert Foundation Germany
1 Oct
Keynote speech at
German Forum for Human Rights
13 Oct
New Human Rights at Sea website live
29 Oct
Speaker: 2014 World Oil and Gas
Corporate Security Forum London
29 Oct
Case Study: Human trafficking of
Bangladeshi and Rohingya
boat people in Thailand
31 Oct
Supporting organisation for London
International Shipping Week 2015
10 Dec
Speaker: Law Society Annual
Human Rights Conference
15 Dec
Introductory video for Missing
Seafarers Reporting Programme
15 Dec
Interview: IHS Maritime Human
Rights at Sea Initiative introduction

2015

2 Jan
Review: EU Court of
Human Rights piracy judgment
2 Jan
Interview: BBC News
Vessel and migrant abuses
5 Jan
Interview BBC World News
Italian migrant rescue
14 Jan
Letter to Thai Prime Minister on illegal use
of prisoners on fishing vessels
30 Jan
**Launch Of Flagship Missing Seafarers
Reporting Programme (MSRP)**

13 Feb
Publication: Increasing Scope of the
Obligation to Investigate Human
Rights Abuses at Sea
22 Feb
Online report of drowned fishers
in Falkland Islands
11 Mar
Case Study: MV Seaman Guard Ohio (India)
22 Mar
CSR Policy for AFEX released
7 Apr
100 Series Rules for the Use of Force
added to Human Rights at Sea site
20 Apr
'Unlocking the Issue'
Campaign launched
23 Apr
Commentary: Management
and actions relating to the
EU Mediterranean Migrant crisis
27 Apr
Commentary: Legal, humanitarian and
practical issues plague military targeting of
Libyan traffickers' boats
8 May
New website live
12 May
International Alert: Abandonment of
migrants in Andaman Sea
14 May
Supporting efforts to locate
migrant vessels in Andaman Sea
21 May
**Human Rights at Sea
becomes a Registered Charity**

2015

cont/d

28 May
UN Global Compact signatory
4 Jun
Publication: Deprivation of
Liberty at Sea guidance
2 Jul
Interview BBC World News
Philippines ferry incident
8 Jul
'The Human Rights at Sea Interview'
platform launched
13 Jul
Marlins partner with Human Rights at Sea for
Humanitarian Rescue e-learning course
15 Jul
Just Giving donor platform established
27 Jul
Joint letter to Falklands Island
Government fisheries abuses
with The Fishermen's Mission,
Apostleship of the Sea, the Mission to
Seafarers, Sailors Society
27 Jul
Open joint letter to US Secretary of State
John Kerry - Trafficking in Persons Report
- alongside 25 NGOs
29 Jul
Human Rights at Sea invited to join German
Federal Government's "Charter of the Future
- ONE WORLD - Our Responsibility"
29 Jul
Case Study: New Zealand Slavery
at Sea and Forced Labor
1 Sep
Publication: East African review of the
100 Series Rules for the Use of Force
1 Sep
Human Rights at Sea uncovers
abuse of Indian seafarers
1 Sep
Commentary on Australian Senate
Committee Recognising Breaches of
Human Rights of Asylum Seekers Arriving
by Sea Detained on Nauru
6 Sep
Publication: Human Rights at Sea
Research Ethics Policy
8 Sep
Speaker: London International Shipping
Week - The Big Welfare Debate
30 Sep
Fundraising for migrant film 'Clandestine'
(renamed 2016 'The Dead Sea')
18 Oct
**New Trustees appointed:
Professor Steven Haines &
Captain Jessica Tyson**
19 Oct
Fundraising Campaign covering Refugee
and Migrant crisis film re-launched
26 Oct
**Missing Seafarers Reporting
Programme fully mobile enabled**
9 Nov
Publication: Gender at Sea briefing notes
15 Nov
Human Rights at Sea launches new
Gender and LGBT work areas
16 Nov
**Ensign Events announces launch of
first International Maritime Human Rights
Conference, "Respect, Responsibility,
Remedy in the Maritime Environment"**
21 Nov
Support to the UN-led UNITE to End
Violence Against Women Campaign
4 Dec
Marlins launches 'Humanitarian Response'
e-learning course. Developed in
partnership with Human Rights at Sea
4 Dec
eyeWitness at Sea work area launched
7 Dec
**Human Rights at Sea and International Bar
Association launch initiative to capture
maritime abuses with eyeWitness app**



31 Dec
Human Rights at Sea Adviser
Lt-Cdr Sam Truelove RN awarded MBE

2016

2 Jan
New Head Office - South Coast UK
11 Jan
Human Rights at Sea comments on
Indian judicial sentence of
MV Seaman Guard Ohio Crew
19 Jan
**MV Seaman Guard Ohio - Human
Rights at Sea mentioned in European
Parliament in a Motion for EU Resolution**
20 Jan
ISWAN 24hr Seafarer Help & International
Bar Association eyewitness app links
embedded within MSRP platform
22 Jan
**Human Rights at Sea Trademarks
registered with UK Intellectual Property Office**
24 Jan
International Maritime Human Rights
Conference, Aim & Objectives released
26 Jan
Human Rights at Sea updates
its free on-line library
10 Feb
Publication of first Family Impact Statement
21 Feb
Open letter to EU Commission concerning
Thai fishing and human rights abuses
4 Mar
Videotel produced MSRP
Introductory Video
12 Mar
New eyeWitness at Sea
evidence app Infographics
21 Mar
Publication: Modern Slavery Act Briefing
note for the Maritime Environment
22 Mar
Publication: Modern Slavery Act Briefing Note
30 Mar
Publication: UN Guiding Principles on
Business and Human Rights in the
Maritime Environment



19 Apr
Publication: Volunteer Maritime Rescuers:
Awareness of Criminalisation.
28 Apr
**Expansion of flagship missing seafarers
to include missing fishers at sea**



3 May
Interview BBC Radio -
MV Seaman Guard Ohio Case (India)



THE DELIVERY AND DEVELOPMENT OF HUMAN RIGHTS AT SEA 2016 - 2017

2016

13 Jun
Publication:
The 20 Questions -
African Economic Migrants from the Sahel

20 Jun
Internship Programme:
Iranian Intern joins

21 Jun
Joint NGO Statement - Turkish SAR
Operations in the Mediterranean Sea

4 Jul
HRAS Spring-Summer 2016 Newsletter

28 Aug
Partnership: Ethical Corporation

28 Aug
**First EU Erasmus Programme
Intern: Melanie Glodkiewicz**

29 Aug
New Intern: Niamh Elstone

31 Aug
New Trustee:
Rachel Sexton, Partner EY

31 Aug
CEO speaks to BBC-
Mediterranean Migrant Situation



1 Sep
**New Internship Programme
Introductory Video**

12 Sep
E-learning: Marlins-HRAS Launch New
Diversity & Inclusivity Course



12 Sep
Publication: Managing Traumatic Stress
published with The Nautical Institute

12 Sep
Second Annual Report published



14 Sep
**First International Maritime Human
Rights Conference (IMHR) London**

28 Sep
Lloyds List Judge Annual
Maritime Awards - London

2016 cont/d

29 Sep
Guest speaker at 22nd European
Maritime Law Organisation (EMLO)
Annual Conference - London

3 Oct
Speaker at 4th NATO Operational
Maritime Law conference NATO Centre
of Excellence for Operations in Confined
and Shallow Waters, Turku, Finland

13 Oct
Submission to UN Special Rapporteur
on Human Rights and the Environment

13 Oct
Video Blog from Sea-Watch SAR NGO
Offshore Libya from Melanie Glodkiewicz

16 Oct
Newsletter: Autumn 2016

1 Nov
Film: International Maritime Human
Rights Conference 2016 Review

2 Nov
IMHR speaker videos released on
HRAS YouTube Channel

8 Nov
Partnership: BHM Penlaw



10 Dec
Human Rights Day 2016 -
CEO'S Message

1 Dec
Global Coalition Letter to Thai PM:
Thailand Must Cease Prosecution of
Human Rights Defenders

12 Dec
Public Call to Support MV Seaman
Guard Ohio Crew & Guards for Christmas

14 Dec
**Deprivation of Liberty at Sea HRAS
publication briefed to UN Human
Rights Council Intergovernmental
Working Group**

21 Dec
Newsletter: Winter 2016

14 Dec
HRAS Interview Series:
Women at Sea, Dr. Lynn Simpson

25 Dec
Human Rights at Sea:
An Annual Review

2017

3 Jan
HRAS Interview:
U.S. Ship Recycling Lobbyist,
Denise Krepp



19 Jan
Launch of Legal Research Programme

25 Jan
New Trustee:
Matthew Cox, CEO North Atlantic Fish

2017 cont/d

31 Jan
Marlins Diversity & Inclusion
Course goes Live

5 Feb
New HRAS Website Launched

10 Feb
The HRAS Interview:
Dr. Pengfei Zhung - Chinese Seafarers

22 Feb
Legal Research Programme -
Dimitra Soft Law Submission

23 Feb
**Partnership: Bristol University
Law School Human Rights
Implementation Centre**

2 Mar
Publication: Voluntary Code of Conduct for
Search and Rescue Operations
undertaken by Civil Society
Non-Governmental Organisations in the
Mediterranean Sea - First Edition



3 Mar
Dr. Sofia Galani joined the charity's
Non-Executive Board of Advisors

10 Mar
Case Study: MV Liberty Prudencia
Indian Seafarers Abandoned in China

13 Mar
HRAS Interview:
Empowering Migrant Workers
in Thailand - Abby McGill

21 Mar
University of Nottingham
Human Rights Law Centre Speech



29 Mar
**Brussels: CEO European Parliamentary
Speech as part of Search and
Rescue in the Mediterranean Sea -
Criminalization of the Humanitarian Aid**

3 April
Spring Newsletter 2017

8 Apr
The HRAS Interview:
Phil Robertson Human Rights Watch

13 Apr
**UN Global Compact:
Communication of Engagement
submitted to UN**



20 April
OP-ED Lloyds List: Abandonment of MV
Liberty Prudencia Zhoushan, China

2017 cont/d



2 May
Film:
**The Dead Sea: Hard-hitting film
released about Migrants in Libyan
Detention Centres**



4 May
Publication:
Infographic of HRAS Development
since 2013



8 May
HRAS supports inaugural Tom Leander
Fellow, Miss Kuganiga Kuganeswaran



8 May
Publication:
Remaining Resilient After Traumatic Events
in collaboration with March on Stress



10 May
**Human Rights at Sea
International Ltd Incorporated**

18 May
The HRAS Interview:
Keeping Children Out of Piracy





The Voluntary Code of Conduct for Search and Rescue Operations undertaken by civil society Non-Governmental Organizations in the Mediterranean Sea has been a main focus for HRAS as part of the Internship Programme that resulted in an international document that is now supported by around 15 organizations, including the International Maritime Rescue Federation

After the SOLIMED Search and Rescue (SAR) conference in 2016, alongside many other NGOs, we collectively agreed that there was an immediate and pressing need for greater mission coordination built on a solid foundation of voluntary common agreed humanitarian principles.

With the European and North African political context becoming more complex and sensitive, and the risk of legal threats towards NGOs increasing; any action undertaken by an NGO operating in the Mediterranean SAR areas now has profile, logistical and security consequences for other NGOs in respect of the public perception of their actions. Such humanitarian actions should therefore be professionally carried out at all times and within a common framework of voluntary basic principles that all agree upon.

The outcome has been the publishing of the First Edition of the new voluntary 'Code of Conduct for Search and Rescue Operations undertaken by civil society Non-Governmental Organisations in the Mediterranean Sea.

'The Code is structured in three main parts including: guiding humanitarian principles, the applicable fundamental human rights defended by NGOs when providing SAR, and points on operational conduct using a comprehensive approach.

Having SAR NGOs agree on basic humanitarian principles strengthens the common and soft-power approach of all NGOs operating in the area against attacks from external parties, and it will allow us to join forces for the common cause of rescuing the migrants who risk their lives to cross the Mediterranean. As we know, there are not enough entities dedicated to save all the lives and so inter-co-ordination is fundamental to respective successes.



As a result, the Code is now increasingly mentioned by Members of the European Parliament to defend the humanitarian imperative to save life in the Mediterranean. Moreover, it is currently being revised and supported by over 15 organizations, including the International Maritime Federation, an organization formally recognized by the IMO, the UN body for shipping, at which it has a consultative status.

SAR NGOs have taken over rescue operations in the Mediterranean following the lack of assets present in the area that was leading to a humanitarian crisis where many lives were in direct danger. Some NGOs (Sea-Watch, Sea-Eye, SOS Méditerranée, MOAS, LifeBoat, ProActiva Open Arms, and Jugend Rettet) have been founded in direct reaction to the increasing number of deaths at sea. The aim was to avoid more deaths at sea, and the missions needed to be started as soon as possible. Many of the SAR NGOs carrying out rescue operations were not following an internal Code of Conduct because of the emergency context they were founded in, the lack of time to properly draft an official code, or even the simple lack of capabilities.

Now that missions are being carried out for the second (some times third) year, it was important for the internal functioning of the NGOs, monitored efficiency and professionalisation to define the framework of action of the SAR NGOs, and especially for those who started with the first aim to save life, and without a defined skeleton of action.

For the sake of better understanding of the actions of SAR NGOs offshore Libya by the public, it has been a critical point to define the humanitarian principles that the organizations are following so that there is no misunderstanding in terms of the aims of the undertaken missions that have been, for example, recently accused of colliding with criminal networks and making profit from the human trafficking business.

Humanitarian aid on sea is a subject yet to be explored by researchers and workers who were until now focussed on land field work.

Having the NGOs coordinated by a Rescue Coordination Centre that is led by the State was putting the principle of independence in danger, but also neutrality that has been put into

question by the mass numbers of deaths at sea, and by the fact the NGO SAR operations were filling in for State actors that were not deploying enough assets to effectively save lives at sea. There was an urgent need to adapt the well-established humanitarian principles to the specific context of sea rescues.

Finally, it was crucial to open a dialogue channel between all SAR NGOs operating in the area to improve pre-rescue joint coordination to increase the effectiveness of missions, but also to avoid an individual NGO approach that would then lose focus from the priority of saving lives in distress at sea.

OPPORTUNITIES

The Code of Conduct reflects an opportunity for NGOs to become more professional in the area that they have been undertaking for years now.

The Code has opened opportunities for SAR NGOs to be heard on an international level, as at the European Parliament where a group of NGOs along with Human Rights at Sea have been given the opportunity to express themselves with a similar voice pushing for more action of the EU institutions towards policies that would be more respectful of the European values.

Moreover, having the International Maritime Rescue Federation support the cause has favoured a possible path towards an opening of a more formal communication channel with the United Nations. The Code of Conduct has professionalised supporting SAR NGOs by defining the core principles of their missions at sea, but also increased joint-coordination between the organisations that now use the Document as a baseline for future projects, as the development of operational conducts, etc.

Note: This internship report is dated 30 May 2017. The current migrant crisis in the Mediterranean and the recent accession of the Italian state-led and imposed NGO Code of Conduct has made the issue of the use of *The Voluntary Code of Conduct for Search and Rescue Operations undertaken by civil society Non-Government Organizations in the Mediterranean Sea* problematic in its use, due to political pressure to comply with the Italian led document.

“In a world where human rights abuses seem worryingly commonplace, in particular, in the ever evolving Refugee Crisis, Human Rights at Sea has become a beacon for many in ensuring basic human rights where they're absent. Long may their brilliant work continue.”

Stuart Gatt
Film Maker, *The Dead Sea 2017*

“The nature of the work in the maritime sector provides a special set of challenges across a wide range of activities. Businesses and organisations must ensure that they are doing everything in their power to ensure environmental and social sustainability. The work of organisations such as Human Rights at Sea is critical to raising awareness of the complexity of the situations and to finding solutions that will ensure that the men and women who work at sea are safe and provided with decent working conditions.”

Tracey Cambridge
Fisheries and Seafood Manager
WWF-UK

MIGRANT CRISIS

THE VOLUNTARY CODE OF CONDUCT FOR SEARCH AND RESCUE OPERATIONS UNDERTAKEN BY CIVIL SOCIETY NON-GOVERNMENT ORGANIZATIONS IN THE MEDITERRANEAN SEA | MELANIE GLODKIEWICZ

INTRODUCTION

Search and Rescue (SAR) operations are conducted in support of the fundamental right to life with dignity, the right to receive humanitarian assistance in protection of life and the right to personal protection and security for all persons in distress at sea, as defined in applicable national laws and international Conventions.

Internationally recognised SAR and maritime Conventions as well as humanitarian principles have assisted in shaping the following proposed minimum standard voluntary Code of Conduct ("the Code").

This Code is meant to be applicable to all civil society-led Non-Governmental Organisations (NGOs) for individual and joint co-ordinated actions before operational coordination of SAR in the Mediterranean Sea, and associated SAR regions is implemented. It has been written as a voluntarily applied addition to individual NGO internal Standard Operating Procedures (SOPs) and other voluntary NGO Codes."

GUIDING HUMANITARIAN PRINCIPLES

SAR NGOs offer their actions primarily based on the principle of humanity to our fellow man, the humanitarian imperative and the established legal requirements of established international maritime law in order to save life at sea.

All persons in distress at sea regardless of their background, reasoning for movement, plans to seek asylum, or who are undertaking voluntary economic migration for example, must have their basic rights respected, including the right to individual protection and assistance as applicable.

Of key note, Mediterranean-based SAR NGOs aim to minimise the number of unnecessary deaths at sea. The following document therefore focuses on the humanitarian aspect of a SAR NGO's mission as a humanitarian actor and does not facilitate direct support to criminal networks in any way whatsoever.

HUMANITY

Humanitarian aid provided by SAR NGOs is not an end in itself, but a means of direct support to the end-state of saving of life. The rescue of all persons in distress at sea and the alleviation of human suffering is initiated through the legal and moral obligations to provide humanitarian assistance whenever and wherever it is needed. The act of rescuing persons in distress at sea should never be a partisan or political act, nor should it be promoted as a pull factor in the current migrant crisis context.

IMPARTIALITY

SAR operations are non-discriminatory, conducted without religious, racial, political or any other form of partiality. The alleviation of human suffering must be provided whenever and wherever it is needed, and it is made upon an objective and impartial assessment of need only.

NEUTRALITY

SAR NGOs should not take sides between the State and non-State actors while operating at sea. Operations should always remain neutral in terms of their conduct. The SAR operational aim is to save life, not to focus on political comment, or undertake any other action that may void, or be perceived to void a neutral stance.

INDEPENDENCE

NGO SAR missions should act independently from governments, related military or any other political ties, influences or pressures. No SAR NGO should be used or be allowed to be used as a political tool in order to serve other State or non-State actors' objectives that are not strictly humanitarian.

TRANSPARENCY

At all times, SAR NGOs should be encouraged to freely communicate between one another information that is timely, actionable and pertinent to undertaking SAR missions in the most effective manner. Records should be kept for each operation and incidents should be recorded in order to preserve and provide demonstrable evidence for subsequent dissemination to interested parties.





Langstone Technology Park
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United Kingdom

Communication on Engagement: Statement for Continued Support for the UN Global Compact

12 April 2017

Dear Secretary General,

I am writing to confirm the continued support of Human Rights at Sea for the UN Global Compact and the ten Principles.

Since joining the UN Global Compact in May 2015 as a UK-based not-for-profit and independent maritime human rights non-governmental organisation established in April 2014, Human Rights at Sea has continuously promoted the Global Compact to its Supporting Entities and partners through its on-line platforms and in all appropriate investigative and guidance documentation. This included its profiling of the Global Compact membership at the inaugural International Maritime Human Rights conference held in London in September 2016.

As an independent charity, Human Rights at Sea is unique in sector for including the advancement of the 2011 UN Guiding Principles on Business and Human Rights within its Constitution specifically in the maritime environment reflecting the 1948 Universal Declaration of Human Rights as a specific charitable objective. We believe that this is essential to support the Global Compact's objectives and the Principles.

This first Communication on Engagement (COE) highlights the areas of our collaborative work, initiatives, delivery and profiling of the Global Compact with our official Supporting Entities and partners specifically in relation to the first two Principles covering Human Rights, while noting the four Principles covering labour rights and also being cognisant of the tenth Principle concerning our international work and the avoidance of corruption in all its forms.

On behalf of the Chair and Board of Trustees it is my pleasure to publicly express our continued support for the UN Global Compact initiative as a key tool in bringing about consistent systems and a principled approach to undertaking lawful and credible business throughout the maritime value and supply chains.

Yours Sincerely,

David Hammond
CEO, Human Rights at Sea



Human Rights at Sea is a Registered Charity No. 1161673 in England & Wales
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THE HRAS INTERVIEW

www.thehrasinterview.wordpress.com

The HRAS Interview has continued to explore numerous wide-ranging topics related either directly, or indirectly, to maritime human rights protections and abuses. In the last year, twelve interviews were researched and produced by Wendy Laursen, News Editor Australasia of The Maritime Executive on behalf of the charity. Topics have included the Chinese seafarers as an invisible group, the Mediterranean migrant crisis, women at sea subject to bullying, harassment and sexual abuse, and the empowerment of migrant workers in South East Asia. Recently, some topics have been challenged for their hard-hitting subject matter, as has the decision that the charity took to expose the issues. Human Rights at Sea retains the sole discretion for publishing all interviews submitted following an objective review of the contents. The charity remains committed to transparent and free dialogue independent of all political, religious or other perspectives held institutionally, corporately or individually.

Examples are:

- **Dr. Lynn Simpson**
<https://thehrasinterview.wordpress.com/2016/11/>
- **Wendy Betts**
<https://thehrasinterview.wordpress.com/2016/02/01/the-hras-interview-wendy-betts-eyewitness-project-director/>
- **Dr. Pengfei Zhang**
<https://thehrasinterview.wordpress.com/2017/02/10/the-hras-interview-with-dr-pengfei-zhang-chinese-seafarers-an-invisible-group/>

INTERVIEW | BEING THE ONLY WOMAN ON BOARD

Dr. Lynn Simpson

The first thing veterinarian Dr Lynn Simpson did before boarding the livestock carriers that she worked on for the first time was to slip on a wedding ring. Even though she wasn't married, it helped to deter unwanted attention from the men she encountered at sea and in port.

In the vast majority of cases, she found the men she worked with to be friendly, respectful, even protective. Then there was the time she woke suddenly in the night, no longer alone in her cabin because there was a man on top of her.

Lynn spoke to HRAS about the best and the worst of being the only woman on board.

What was it like as the only woman on board?

As a vet, I had to develop a way of dealing with unwanted attention if I found the crew were a little bit creepy about me being on board. Each time I joined a ship for the first time and the crew didn't know me or stories of me hadn't got across yet, I'd use a weird tactic. This sounds really callous but any animal that's going to succumb to stress quickly usually collapsed by day one of the voyage or by day one of loading. So, if I knew that there was somebody shadowing me suspiciously throughout the decks and I wanted to get a message through them to the crew, I would find a sick animal that I knew was never going to make it anyway and I would put it on the ground. I'd cut its throat, because that's what we often had to do at sea. I knew all the right arteries were severed, and I'd walk away.

I would make it look so nonchalant that I probably looked like the most heartless bitch on the planet. It looked like I'd gone to no more effort than flicking my hair behind my ears in the breeze, and I'd just walk off with the animal still thrashing on the ground. I knew it was unconscious - that's just what they often do.

Very quickly the message would get through to everybody, and no one would stalk me again.

It sounds really awful but, that happened multiple times, usually only once per company or once per new ship. After that, I was usually left alone.

Usually, but not always?

It's interesting, because people often relate rape to late at night and seedy situations or alcohol consumption, promiscuous dressing. It's not like that at sea.

One day, I was walking through a ship that I felt very safe in. It was about six o'clock in the evening. It was still daylight, but we'd finished for the day and I was actually clean after the day's work. I'd come from the officers' mess and was walking down the corridor. It was a well-lit corridor, and one of the officer's doors was open.

As I walked past, he came to the doorway. He was somebody I considered a friend. I said: "Hey, how's it going?" and he reached out and grabbed me, pulled me into his cabin, shut the door and threw me on his bed. Before I knew it, he was on top of me. He pinned me down and was basically explaining - and this is what's weird - when someone thinks they're going to rape you, they tell you what they're going to do. Idiots!

He had me pinned down, but he made the mistake of putting his tongue down my throat, so I bit it. He jumped off screaming at me that I was a slut, at which point, I just stepped out of the cabin and kept walking down the corridor going: "What the hell?"

I think of all those movies you see where kids walk past the proverbial white van and the door opens, the kid disappears inside, the door shuts and that's it; the kid doesn't get found again. That's how quickly that happens; snatched from the corridor.

And the second time someone attempted to rape you?

I was fast asleep in my cabin. I always lock my cabin, but the next thing I know there's somebody on top of me trying to rape me. It takes a second to sort of work out what's happening, but I went from fright to fight.

I used to sleep with a dolphin torch next to me which is one of those heavy waterproof torches. I smacked him over the head with it.

Once I got over the fright part, I was so angry. It was ironic, because I was naked in the dark beating the hell out of a man. You would normally just end it, and get him out, but I was actually so, so angry that while I grabbed him and headed to the door, I didn't just turf him out. I thought: "Hang on, I want another go at this."



INTERVIEW | BEING THE ONLY WOMAN ON BOARD

The little table in my cabin was bolted down, and it used to annoy me because I had bruises on my hips from where I'd walk into it all the time in heavy weather. It was a small ship, so we got thrown around a lot. And I thought *"Hey, that really hurts; there's a weapon,"* so I smashed the guy into the table a few times until I was satisfied. Then I took him to the door, kicked him out and shut it. I was told subsequently that the captain had actually given him the master key to my accommodation.

How did you protect yourself after that?

I used to booby-trap the door. I had to join that ship again a couple of years later, and I actually went to the hardware store first and bought some latches. I liquid-nailed the latch to the door, so that if somebody tried to open it from the outside, I would at least hear them.

Why didn't you report the rape attempts?

I didn't report them because there were so few women in the trade full stop, let alone sailing. I was the only one sailing at that time and, to the best of my knowledge, there's only ever been one woman at a time sailing in the live export trade.

I didn't report it because I thought: *"I've got a good reputation at sea"*. I think what I'm doing is worthwhile. You can't sugar coat it - it's depressing and it's hard work, but I believe that my personality type and my veterinary skills mean that I was actually a really pragmatic and positive influence on the ships. I honestly believe I was making a positive difference, even if that difference was to euthanize something quickly; to make the decision that an animal needs to be put out of its misery and do it, because other people would just let them linger and die then throw them overboard afterwards. I've got the gumption to make that decision quickly and get the job done. So I didn't want to lose that position on the ship, and I didn't want to make it more difficult for any woman coming behind me to get a job. I didn't want companies thinking having a woman on board was a nightmare.

This issue was brought up in a conversation with some friends at a Soldier On meeting - the charity that I go to which helps me with my PTSD. There was a navy woman sitting with me, and a couple of the guys asked that very question: *"Why didn't you report it?"* She and I, at the exact time, and even though she didn't know my situation, she'd never been on my ships, I'd never been on hers, - we both just looked at this guy and said: *"Oh yeah, and then you'll lose your job."* With live export, because we're just contracted voyage by voyage, it's not like your contract gets shortened. You just don't get a phone call again.

What about other forms of sexual harassment?

Another time, a captain had been sexually harassing me. Every time I went to the bridge to file my daily report, he would come up to me and say filthy, ridiculous things: *"Oh, I had a dream last night, and in my dream you did this, this and this."* I was pretty forthright, and I'd just go *"Mate, I don't wanna hear about your dreams. It's never gonna happen. Let's keep this a professional relationship, we'll get our job done, and this is how the rest of the voyage is gonna proceed, okay?"*

It went on and on: *"Oh in my dreams you blah, blah, blah"* This guy just pushed it, and one day I was halfway through writing a report and I just screwed it up, threw it in his face and said *"Fuck-off! I'm never coming to your bridge again."* This put the other bridge officers in a difficult position. They pretended not to hear



and kept their heads down, charts had never been so interesting apparently.

I didn't return, and I thought *"This will get the message through,"* because the Australian Department of Agriculture will realise that they've not got daily reports from me. They'll want to know why, and I'll have to go to the bridge and answer the phone and say: *"Because I'm being sexually harassed."* They'll step in and do something to help me, because I'm there as their representative. No, they didn't even notice, and we were only about half way through our voyage.

That wasn't the end of the story with this captain either, was it?

I hadn't complained, but when I joined that same ship year's later, it was the same captain, and he started trying some shenanigans again. I told him: *"This time I have a letter sitting at home, and I've got a friend that's prepared to send it to the company,"* and it's a highly respected European company. I said: *"I'm pretty sure that they think equality in the workplace is actually a reasonable thing to expect, and that your behaviour is not reasonable. If you carry on, I'll be making a complaint."*

He carried on. I sent off a letter when I got home to the CEO of the shipping company. To their absolute credit, I got an email back almost immediately apologising. I explained to them that it had happened before, and I didn't complain because I didn't want you to think that I was some kind of princess who was out at sea and out of her depth. However, I think it's really important for any woman coming behind me. I can take care of myself; that's fine, but someone behind me might not be able to, and I think it's really important that you know the calibre of this captain.

My understanding is the guy probably lost his job, but I'm not sure.

Were these isolated incidents?

Oh yeah. Apart from that, you would just get the odd person, usually like a lovesick puppy sort of following you around, some young bloke, and you'd have to say: *"Go away! Go and phone your girlfriend or something"*. But usually they were really lovely, and most of the time, once they get to know you and because, I guess, as a vet I carried a gun and a knife - they were very respectful and, in fact, very protective, and I'm still friends with some of them to this day. Working in the same conditions and never asking them to do anything I wouldn't do myself helped a lot. I respected my seafarer colleagues, and it was generally reciprocated.

It's like you've got this shipping family, so when you've got a dysfunctional land family like I have, to have this weird shipping family that you meet and leave at the top of a gangway is something beautiful.

INTERVIEW | MED MIGRANTS: BECOMING PART OF THE SYSTEM

Giorgia Linardi



At sea, rescuing migrants in the Mediterranean, 25-year-old Giorgia Linardi met a woman who reminded her of her mother. Like her mother, the woman was a doctor, a specialist; their ages were similar. But, unlike her mother, this woman had lost her family, her home, had no phone to call her brother in Germany, and so was prostituting herself for \$5 a time, as she tried to raise the money to buy herself a spot on a rubber boat to Europe.

HRAS spoke to Giorgia, a volunteer legal advisor with the rescue NGO, Sea-Watch, about the plight of the people on those boats and the razor-sharp dilemma of would-be rescuers.

You have been undertaking rescues with Sea-Watch for a year now, both in the central Mediterranean and the Aegean Sea. What condition are the people in when you find them?

Leaving Turkey, people have to hide themselves in the woods. They are abused, persecuted, arrested, tortured and sometimes the women have to prostitute themselves in order to get on board. In Libya, they are detained for months in prison or prison-like houses where they eat on the floor and are beaten all the time.

There are major crimes related to people smuggling involved in some cases. I have seen cases of women travelling with a group of children of the same age. These women are offered cheaper rates to act on behalf of human traffickers working in the slave trade to Europe.

All these things mean that the physical and mental condition we find these people in can be horrible. They usually haven't eaten for a long time. They are highly dehydrated if they have been at sea for some time, sometimes having drunk seawater.

This is particularly the case in the central Med, where the trip is longer than in the Aegean. In the central Med, Sea-Watch operates in a tract of sea that is 260 nautical miles wide, whereas in the Aegean the passage from Turkey to Greece is five nautical miles.

In the Aegean, they are generally in better condition, but winter is very cold there. In rubber boats, they are literally freezing. We've had cases of people needing limbs removed after their journey, because their hypothermia was too advanced for the doctors to save them. Treated promptly, amputation could have been avoided.

It seems like few Europeans empathize with these people. They feel the people making these journeys are so different from us, and this makes me angry. We cannot see ourselves in the same situation, of course, because it is so horrible. We are not used to it, and yet these people are seldom able to speak for themselves. When they do, the only thing they can do is make a desperate plea for help. This is a very dehumanizing situation to be in.

Initially, wooden boats were more commonly used in the central Med, but now rubber boats are commonly being used by traffickers in both regions. How does this impact rescue efforts?

Around 150 people can be crammed on a rubber boat which is made from material just a millimetre or two thick, and extremely unstable. The boats have very small engines that are incapable of propelling the weight of all the people crowded on. Usually the women and children are in the middle, and we cannot even see them, so we often don't know how many people are actually on the boat. When you take them off, it's like a magic trick. You can't imagine where they are all coming from.

The situation is problematic during their journey, because they can't move, and they risk suffocation. We witnessed one case where a child died in the water inside the boat. The search and rescue team brought him to shore, but it was too late.

INTERVIEW | MED MIGRANTS: BECOMING PART OF THE SYSTEM

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The rubber boats usually carry less people than wooden boats, though, and there is still something you can hang on to if it sinks. Wooden boats sink quickly, and you have two or three hundred people falling into the water all at once.

How are relations between NGO rescuers and Coast Guard agencies?

Usually, in the central Med, the smugglers give each rubber boat a satellite phone so they can make a distress call. The boats are not meant to make it to Europe really, just out to where they can be picked up. There is a rescue coordination centre managed by the Coast Guard in Rome, and they receive the distress calls and then direct the rescue boats.

In the central Med, we work very well with the Coast Guard. The NGOs, such as MSF, MOAS, Sea-Watch and others, are the only other operators with a search and rescue mandate. There are a lot of naval ships in the area, and they will assist if needed, but it is not their sole mandate like it is the NGOs'.

In the Aegean, our relationship with the Coast Guard has always been a little bit more difficult. They do not trust the work of the NGOs and have prohibited us from patrolling, because they see us as a “pull factor” encouraging people to attempt the crossing. They have threatened to accuse us of facilitating illegal immigration even if we only assist boats once they cross the border between Turkey and Greece. So, it's been a bit up and down, and there is not the centralized coordination that there is in the central Med.

What are the issues from a human rights perspective?

What happens to these people before they leave and as they make their journey is a violation of many basic human rights. These people have no choice other than taking the sea route and putting themselves in a very dangerous situation to enter Europe. It's the only way they can flee, because we don't allow legal passage, safe passage.

They are people who have no other place to go - most of them. Of course, there are different cases, but to have to put yourself in a situation of distress to initiate the obligation of rescue at sea, that is really perverse. It is a violation of the right to life because Europe is not providing an efficient and international search and rescue system despite years of having these crossings happen.

The situation is also difficult because we are working in a legal vacuum. There is a huge legal framework in terms of search and rescue, and for sure, each state has an obligation to rescue anyone found in distress at sea, no matter whether they are tourists, migrants or refugees. The problem is that there is no agreed definition of distress.

To the Greek Coast Guard, a rubber boat full of people who could potentially make it to shore is not a distress case, so they don't need to assist. Actually, the Greek coast can be very treacherous, and we would assist boats in the Aegean to approach the rocky shoreline to ensure they had a safe passage. We have witnessed many incidents where the boat's engine would stop or a tube deflate. It is important to be there on the spot, otherwise it's too late.



While on board you act as legal advisor for the Sea-Watch team. Why is this necessary?

My biggest job for the organization is to make sure that we stay on the safe side of the law and to train crews about the risks and responsibilities related to their engagement in rescue at sea. We are always being threatened with arrest for facilitating illegal immigration. The situation is sad, because instead of having support for humanitarian action at sea, we are facing a lot of issues. We have had to limit our actions in many cases, especially in the Aegean, because of this threat of being arrested.

At the same time, I understand that it is very easy for organisations like us to end up being part of the smuggling system, because we don't have any boundaries. It would be very easy for us to establish contacts on the Turkish shore or the Libyan shore and get more information about the people who leave.

Then again, you never know who you are talking to. It might even be that you are actually becoming part of the smuggling system. We try to stay on the safe side, but it is tricky. There is a subtle difference between helping people and becoming part of the business. We are on the edge.

There is resistance in some sections of European society to accepting migrants. Do you see this as justifiable?

At one shipwreck, I remember seeing a baby bottle full of milk, just floating there. That feels very wrong to me. I know it is a huge problem. Where are we going to put all the people that are coming? How are we going to integrate them? It is a very difficult task for Europe, but at the same time there is no choice.

As a free, democratic institution, we have to assist these people. It is an act of solidarity, of civilization. You cannot just shut the door to people that are fleeing what they are fleeing. As a European citizen, I do not accept that these people should be drowning literally before our eyes.

While being active in search and rescue is seen as being a “pull factor” that increases the rate of landing success, the reality is that these people are going to cross anyway.

My feeling is that this is just the start of the migration phenomenon, not the end. Most recently, we have started seeing people coming from Egypt - a trip that takes at least a week, so we are expecting the worst this summer.

What does the future hold for Sea-Watch?

We will continue operating at least until the end of summer. Then we will be asking ourselves, what is the political sense of this, because, on one hand, it is important to have assets at sea to conduct rescues. On the other hand, our aim at the beginning was to be a provocation to the institutions of Europe. We are just European citizens, and we are rescuing people. We can do it, so you can do it - you have to do it!

What is happening, though, is that we are substituting ourselves for them. We have become part of a system that does not take responsibility. The question is, should we continue for ever, or at some point, should we stop and make that statement. That is a hard decision to make, because there are people in need of help.

INTERVIEW | CHINESE SEAFARERS: AN INVISIBLE GROUP

Dr. Pengfei Zhang

In recent years, China has emerged as a world leader in shipbuilding, ship-owning and seafarer-supply. Why is it then that Chinese seafarers remain an invisible group as far as many of the nation's legal protections are concerned?

Dr Pengfei Zhang, academic, lawyer and former master mariner completed his PhD thesis on the barriers Chinese seafarers face in achieving the same level of remuneration and rights as inscribed in some international standards. His subsequent book *Seafarers' Rights in China: Restructuring in Legislation and Practice under the MLC 2006* was published by Springer last year.

HRAS spoke to Pengfei about how the latest development of seafarers' rights in China under the Maritime Labour Convention 2006 (MLC).

How did you first get started in seafarer rights?

As a seafarer working on board international merchant ships for more than eight years, I had myself experienced unfair treatment quite often. This included low wages, long working hours, poor working and living conditions and exploitation by manning agencies.

In 2009, I started to teach maritime courses in Shanghai Maritime University. Before that, I worked as a maritime lawyer and helped many Chinese seafarers involved in maritime labour disputes. This helped me to better understand the problems and challenges of seafarers. In 2012, when my career in China was growing well, I made a decision to do my PhD in London and started my academic research on seafarers' rights.

There were several reasons for that. The most important one was that I had seen the big picture, not just for China, but for the whole world. Shipping is very important, and seafarers are very important, but research on seafarers is relatively sparse, in particular in China. I have the right background, and I am the right person to do this, and I believe the most valuable and meaningful thing for me is to do research on this topic. I am sure that I can make unique contribution.

What was the aim of your research?

The overall objective of the research was to critically investigate the conditions of seafarers' rights in China in legislation and practice; in particular, the restructuring process under the impact of the MLC. Since its entry into force in August 2013, significant changes have taken place in the international maritime industry, less so in China. The MLC entered into force in China in November 2016 after being ratified in 2015.

Although seafarer protection in China has improved significantly in the lead-up to this, there are still many serious problems. Seafarers are working at sea, out of the sight of most people on land. As a result, although Chinese seafarers have played an increasingly important role in the international maritime industry, they tend to be an invisible group compared with most workers on land.

What improvements have been made?

The major improvements resulting from the adoption of the MLC relate to seafarers' pre-employment registration, physical examinations, training and recruitment services. The major reason for this appears to be that the Chinese maritime community has attached great importance to seafarers' training, qualification and competency. These aspects are closely associated with the export of seafarers, the development of the Chinese maritime industry and increased tax revenue.

Employment contracts continue to be a problem. Why?

In practice, a number of problems exist that prevent Chinese seafarers from accessing their legal employment entitlements. First of all, many Chinese seafarers have trouble accessing employment opportunities, in particular those with lower ranks, such as ratings and junior officers.

According to the MLC, there should be a public recruitment system available for seafarers to ensure that they have access to an efficient and well-regulated recruitment service. China's Employment Promotion Law also states that local governments shall establish public employment service institutions that provide labourers with free recruitment services.

But, despite the rapid growth in the economy, China has not yet established an effective public employment system, and in the maritime labour market, many recruitment and placement businesses are controlled by private manning agencies or ship management companies. Many Chinese seafarers have to pay large sums of money for employment opportunities, and they become targets for exploitation.

How are they exploited?

As in many other maritime nations, the nature of seafarers' work may easily subject them to exploitation by unscrupulous shipowners, operators and manning agencies. For example, many seafarers do not have an employment contract. It is even the case that some ships maintain two separate sets of seafarer employment contracts, one real and one false, with the false one just for port state control (PSC) inspections. Fieldwork I conducted revealed that even some major state-owned Chinese shipping companies were practising this double book-keeping aimed at evading PSC inspection.

Secondly, compared with seafarers in many countries, the wages of Chinese seafarers are still very low. Delayed or unpaid wages and substandard working and living conditions are still very common, in particular when the shipping market is poor.

As there is no relevant regulation of seafarers' annual leave in China, many Chinese seafarers tend to have a longer annual contract and cannot be repatriated in a timely manner even when they have completed their agreed terms. Furthermore, when labour disputes arise, on many occasions seafarers cannot access effective and efficient legal assistance and remedies.

These may be common problems experienced by seafarers worldwide, but they have a bigger impact on Chinese seafarers.

What special issues do Chinese seafarers face?

Unlike shipping businesses which make a direct profit for society, seafarers appear to be less important than the ships on which they serve. China, despite its impressive economic performance in the last several decades, remains a developing country with relatively limited resources allocated for public service. While the Chinese government places overriding emphasis on economic development, the importance of seafarers has been placed second to fleet construction, which seems to attract greater attention.

Chinese seafarers have special profile, and they are also facing some unique problems and challenges, such as the Chinese maritime industry, Chinese maritime labour market, Chinese seafarers' special role as temporary migrant workers, in their families and society, their difficulty in rejoining family life and society and their social status changes across time.

INTERVIEW | CHINESE SEAFARERS: AN INVISIBLE GROUP

Furthermore, China has a very large population that includes workers from various trades and industries. Compared with builders, plate layers and miners, seafarers are only a small group, the total number of which is not sufficient to draw special attention.

Do labour unions have any impact on Chinese seafarers' working conditions?

The CSCU is the national industrial union of Chinese seafarers and construction workers that is affiliated to the ACFTU. At an operational level, it has developed a clear strategy to support seafarers, in particular those employed in the foreign sector. In the past, the CSCU has made great effort in protecting and promoting seafarers rights and benefits, for example, in the adoption process of Seafarers' Regulation, as explained in the book.

However, the protection provided by the CSCU is far from satisfactory and cannot meet the expectation of Chinese seafarers. On many occasions, it appears to be quite weak and passive and has very limited influence at the international stage. Therefore, it is not able to provide effective and efficient assistance and protection for Chinese seafarers when they encounter difficulties at foreign ports.

In addition, with an increasing number of Chinese seafarers employed by foreign shipowners, the seafarers need the union to fight for their interests and benefits. However, dealing with international affairs requires special skills (including language skills) and many other competencies, which are lacking among many union officers.

There is a serious lack of seafarers' participation in the process of "collective consultation". The obviously unequal bargaining power between individual seafarers and maritime employers makes it indisputable that collective bargaining is an essential element of seafarers' rights. However, although a collective contract has been drafted and proposed by trade union, it is actually absent in practice.

What changes would you like to see enacted to improve conditions for Chinese seafarers?

The major challenges to future improvement come from government authorities, the practices of the maritime industry as well as from Chinese seafarers themselves.

Since the adoption of MLC, China's government has put considerable effort into complying with the Convention, and many changes have taken place. However, there are still significant gaps between Chinese seafarers' existing rights and desired rights particularly regard to wages, working and living conditions, collective bargaining agreements and seafarers' social security.

Adoption of the China's Seafarers Act is of key importance to the improvement of Chinese seafarers' rights, as well as to the full implementation of the MLC. The Act has been discussed and debated for two decades, but not much progress has been made so far. The government is therefore advised to take more concrete and efficient measures to speed up the legislation process.

Furthermore, the government departments specialising in maritime affairs need to take on more responsibility with regard to seafarers' rights, in particular flag state inspections. A more independent, pragmatic and effective seafarers' union should be established specially for Chinese seafarers.

It is crucial to promote best practice in the maritime industry by implementing corporate social responsibility (CSR) and maintaining a sustainable maritime labour force. The implementation of CSR can attract high-quality talent, enhance a company's image and eventually improve its marketing performance. A skilled, loyal and well-motivated seafarer can reduce operating costs by increasing efficiency and safety and by protecting the employer's investment in vessels and equipment. In contrast, stress, fatigue and complaints can lead to reduced performance. This is usually the reason why incidents that cause environmental damage, loss of life and loss of property occur.

It is therefore becoming more commonly accepted that voluntary CSR should be embedded into maritime business. Respecting seafarers' rights has become a strategy with the reward of more profit than is produced by ignoring such responsibilities.

Can Chinese seafarers take action to defend and expand their rights?

According to Chinese law Chinese workers do have rights to defend and expand their rights. However, due to the special characteristics of seafaring labour, the same as in any other countries, seafarers in China may find it is difficult to realize their rights on many occasions. For example, seafarers in China are entitled to participate in the process of Chinese labour law-making. However, in practice, it is very difficult for them to deliver their views and be involved in decision-making. This is especially because of the lack of a strong and effective seafarers' trade union in China.

The issue is particularly important to seafarers, because their unique employment conditions are not familiar to most law-makers. Compared with the employment conditions of construction workers and miners, which have been addressed to some extent in several major labour laws, seafarers' in-employment conditions have never attracted much concern in Chinese labour law-making.

Chinese seafarers should be more pro-active, to the extent that this is possible in domestic Chinese affairs, and participate more effectively and effectively in the legislative process in China. Under the impact of the MLC, China has started to promote tripartite negotiation platforms, and seafarers are encouraged to take part in policy-making and collective bargaining activities. There are many opportunities for Chinese seafarers to become involved and to deliver their message more clearly and loudly.

What reaction has there been to the book?

The book has provoked significant reaction in many sectors, including academic institutions, shipowners, ship management sectors, manning agencies and in particular seafarers. After publishing, I posted information about the book through Chinese social media and the blog has been forwarded more than 10,000 times. I have received letters and messages asking about the book, and some Chinese seafarers continue to share with me their own experiences.

What are you working on next?

I am doing research for the Seafarers' Trust on seafarers' port welfare in China; not just Chinese seafarers but seafarers of any nationality who visit China's ports. Meanwhile, we are editing another book: *The Chinese Seafarers: Understanding the Largest Maritime Workforce in the World*, which will be published by Springer in the second half of 2017.

HRAS looks forward to hearing about your progress in the future

CHRISTMAS MESSAGE 2016 | DAVID HAMMOND CEO

First Published in The Maritime Executive on 27 December 2016



Africa. Christmas Day 2016
David Hammond CEO Human Rights at Sea
continues to help seafaring families 24/7

When asked to provide an annual review the temptation is to list every subjective 2016 success to polish the corporate image and put one's best foot forward. That part is easy and to a degree it will follow, but first let me start with what could have been done better this year. Why? I strongly believe that honesty and transparency drives long-term support.

International engagement. Our charity needs to do more to continue to raise the profile of our international platform, our successes and our innovations, which are many. In short, we need an updated website that engages across all mobile platforms with all generations.

Corporate messaging. We need to refine our message as to who we are, how we go about our work, what we deliver and what effect we have. In short, we need to be provided with increasing opportunities to present both ourselves and our work to international audiences.

Funding. We need to be even more effective in showcasing our demonstrable successes to a global audience of donors, investors and philanthropists. We need the means to travel, to meet and to advocate our unique brand. In short, we need an effective fundraising team and assured core funding.

There is clearly more to refine, but let me first explain that Human Rights at Sea has come from absolutely nothing. It is a charitable brand that did not exist in early 2014, but it is now becoming mainstream in the maritime space. Those four words '*human rights at sea*' have now entered into the maritime lexicon and our work is increasingly being recognised internationally. I am very proud of this fact and of my team who makes it happen.

Our charitable organisation has been independently developed for the benefit of the international community for matters concerning explicit engagement with human rights issues throughout the maritime environment.

Explicitly, our Mission is to explicitly raise awareness, implementation and accountability of human rights provisions throughout the maritime environment especially where they are currently absent, ignored or being abused. This is backed by an underlying ethos of under-promising and over-delivering at every opportunity, and our underlying founding principle that '*human rights apply at sea as equally as they do on land*'.

In a nutshell, our charity is about positively assisting with institutional and generational change in attitudes towards the perceived toxic subject of the application of human rights out at sea.

So what has been achieved this year?

1. Delivery of the first maritime crew e-learning course for humanitarian rescue at sea
2. The issuing of international guidance on the '*Temporary Deprivation of Liberty at Sea*' funded by the EU and briefed to the UN Human Rights Council in December 2016
3. The first guidance and introduction to the UN Guiding Principles on Business and Human Rights in the maritime environment
4. The very successful delivery of the first International Maritime Human Rights conference in September 2016 with a Call to Action of "Application of human rights throughout the maritime environment at all times without exception".
5. Our latest publication is with The Nautical Institute covering the emerging health issue of '*Managing Traumatic Stress*' at sea and this will be followed in 2017 with new e-learning courses, case studies and academic commentary papers on the '*human verses labour rights*' issue.
6. We have a growing social media following on Twitter with in excess of 16.7k followers in just two years. We have been featured in over 73 known international media articles this year. We have growing professional content uploaded to our YouTube channel.
7. We have been mentioned in and been engaged by the European Parliament, NATO, the UK Parliament, and the International Search and Rescue community in the Mediterranean Sea for our work with migrants. We have also been featured on the main BBC National and BBC World news. For migrant rescue, read our intern's blog with some life-changing events for her offshore Libya. www.hras-seawatch.org.

In sum, the past twelve months have been incredibly busy, financially demanding, emotionally draining, but most of all we have delivered awareness and commenced positive change in the maritime sector. We look forward to 2017 and the challenges that we will face.

IMHR CONFERENCE 2016 | WORLD-FIRST MARITIME EVENT



Human Rights at Sea conceived and delivered the first International Maritime Human Rights (IMHR) conference which has held at The Royal College of Surgeons in London on the 14th September 2016. This was yet another first for the charity and proved that the topic and the debated related issues were both highly relevant and required exposure in such an open and transparent forum. The following pages highlight the scale, scope and the wide-ranging backgrounds of the participants to this first such conference



Countdown to World-first Maritime Event | Press Release Posted on 17th August 2016

“Beginning the final countdown to the first ever event to focus on maritime human rights, organisers continue to showcase a top line up of speakers and experts participating in the International Maritime Human Rights Conference (IMHR), taking place on 14 September, at the Royal College of Surgeons, London.

With an exceptional conference programme focusing on addressing the issues surrounding human rights and welfare at sea, IMHR will bring together global maritime industry leaders and world-renowned human rights advocates, with the aim to explore topical and emerging human rights matters, and investigate human rights protections and available remedies for abuses.

The event will examine the latest and most topical subject matters including; the need for explicit engagement with human rights at sea, the fishing community, seafarer welfare, gender and diversity, refugees & migrants, the UN Guiding Principles on Human Rights, and investigation of human rights abuses; and will deliver incisive commentary and concepts to delegates for consideration and debate”.



IMHR

CONFERENCE PROGRAMME

08:00	Registration & Welcome Coffee <i>The Royal College of Surgeons, Lincoln's Inn Fields, London</i>
08:45	Conference Opening Remarks <i>David Hammond, Human Rights at Sea</i>
SESSION ONE: HUMAN RIGHTS AT SEA – SETTING THE SCENE	
09:15	The Importance of Human Rights in the Maritime Environment <i>David Hammond, Human Rights at Sea</i>
09:30	A Shipowner's Perspective: How Human Rights impact Business and Reputation <i>George Tsavlis, Tsavlis Salvage</i>
09:45	Shipmanagement: Sustainability and Growth through Protection of the Human Element <i>Kuba Szymanski, InterManager</i>
10:00	Migration <i>Peter Sweetnam, Migrant Offshore Aid Station (MOAS)</i>
10:15	Human Rights and Fishers' Welfare <i>Ment van der Zwan, Pelagic Freezer-trawler Association, FISH-Platform</i>
10:30	Networking Coffee Break
SESSION TWO: BUSINESS AND HUMAN RIGHTS & CORPORATE SOCIAL RESPONSIBILITY	
11:00	Chairperson's Opening Remarks <i>Margaret Wachenfeld, Institute for Human Rights and Business</i>
11:10	The UN Guiding Principles on Business and Human Rights: What it means in the Maritime Environment <i>Margaret Wachenfeld, Institute for Human Rights and Business</i>
11:20	Corporate Social Responsibility on Trial: Lessons for the Maritime Industry <i>Phil Bloomer, Business and Human Rights Resource Centre</i>
11:30	Sustainable Fisheries and the Business Case for Integration of Human Rights Provisions <i>Libby Woodhatch, SeaFish</i>
11:40	The Private Maritime Security Industry: An African Perspective of Human Rights Provisions and Abuses <i>Conrad Thorpe OBE, Salama Fikira</i>
11:50	Human Rights and the Maritime Supply Chain <i>Alexandra Wrage, TRACE International</i>
12:00	Q&A / Panel Discussion <i>Additional stakeholder: Lisa Tremble, Mishcon De Reya</i>
12.45	Networking Lunch

SESSION THREE: MARITIME WELFARE – CHALLENGES AND RESPONSIBILITIES

This section will principally address seafarer welfare, and will also look at fishermen as well as piracy/maritime security (kidnap/armed guards). Input from maritime charities and union representatives.

14:00 Chairperson's Opening Remarks
Barry Bryant, Seafarers UK

14:10 The Role of Seafarers Welfare Organisations – Threats and Opportunities
Martin Foley, Apostleship of the Sea

14:20 Diversity at Sea
*Lieutenant Commander Chris Wood, Royal Navy and
Officer Cadet Sarah Stevens, Royal Fleet Auxiliary*

14:30 Psychological Support, Education and Training for Seafarers and Fishers
Professor Neil Greenberg, March on Stress

14:40 A Shipmanager's Perspective: Migrant Impact on Crew
Norman Schmiedl, Columbia Ship Management

14:50 Q&A / Panel Discussion

15:20 Networking Coffee Break

SESSION FOUR: MARITIME HUMAN RIGHTS ABUSES – INVESTIGATIONS AND POTENTIAL REMEDIES

15:50 Chairperson's Opening Remarks
David Hammond, Human Rights at Sea

16:05 Taking Responsibility for Seafarer Welfare: How Flag State Administrations should be Addressing Mandates to Protect Seafarers
Debasis Mazumdar, St. Kitts & Nevis International Ship Registry

16:20 The Use of Technology in the Investigation of Abuses at Sea
Wendy Betts, International Bar Association (IBA) eyeWitness for Atrocities Programme

16:30 Human Trafficking and Anti-Slavery – an English Law Approach
Parosha Chandran, 1 Pump Court

16:40 The Challenge of Migration: Stakeholder Response Strategies
John Dalby, Marine Risk Management

16:50 Shipbreaking and Human Rights Abuses
Ingvild Jenssen, NGO Shipbreaking Platform

17:00 Q&A/Panel Discussion

17:45 Conference closing remarks – incorporating Call to Action

18:00 Networking reception

SUPPORTING ORGANISATIONS



Please refer to the IMHR website for complete and up-to-date information, www.mar-rights.com

WHO WE ARE

BACKGROUND

Human Rights at Sea was established in April 2014. It was founded as an initiative to explore issues of maritime human rights development, review associated policies and legislation, and to undertake independent investigation of abuses at sea. It rapidly grew beyond all expectations and for reasons of governance it became a registered charity under the UK Charity Commission in 2015.

Today, the charity is an established, regulated and independent registered non-profit organisation based on the south coast of the United Kingdom. It undertakes **research**, **investigation** and **advocacy** specifically for human rights issues in the maritime environment, including contributing to support for the human element that underpins the global maritime and fishing industries.

The charity works internationally with all individuals, commercial and maritime community organisations that have similar objectives as ourselves, including all the principal maritime welfare organisations.

OUR MISSION is to explicitly raise awareness, implementation and accountability of human rights provisions throughout the maritime environment, especially where they are currently absent, ignored or being abused.



KEEP IN CONTACT



We welcome any questions, comments or suggestions. Please send your feedback to:
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You can also send an email to:



enquiries@humanrightsatsea.org
www.humanrightsatsea.org



As an independent charity, Human Rights at Sea relies on public donations, commercial philanthropy and grant support to continue delivering its work globally. Was this publication of use to you? Would you have paid a consultant to provide the same information? If so, please consider a donation to us, or engage directly with us.



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CHALLENGING ABUSE AT SEA