

Human Rights at Sea Rolling Strategy 2021 - 2031

Becoming a **Global Catalyst** for **ending human rights abuses at sea**

2030

Strategic Developments & Threats

- **Ocean Economy (defined by OECD) to double** to \$3 trillion by 2030 ⁽¹⁾
- **8.5 Billion global population.** 96% of population growth from developing countries ⁽²⁾
- 8 of the World's largest cities will be **port cities** ⁽²⁾
- **Increased migration** will spread to emerging powers ⁽²⁾
- **Accelerated displacement of people** from climate change, lack of resources and political pressure ⁽³⁾
- **Depletion of fish stock** sees increase in illegal networks and fisheries ⁽⁴⁾
- **Autonomous cargo ships** by 2035 ⁽⁵⁾
- **Fortress states** crossing borders will be increasingly difficult ⁽⁶⁾

Fig. 1 Top sea bilateral trade in 2010 (Western centric)

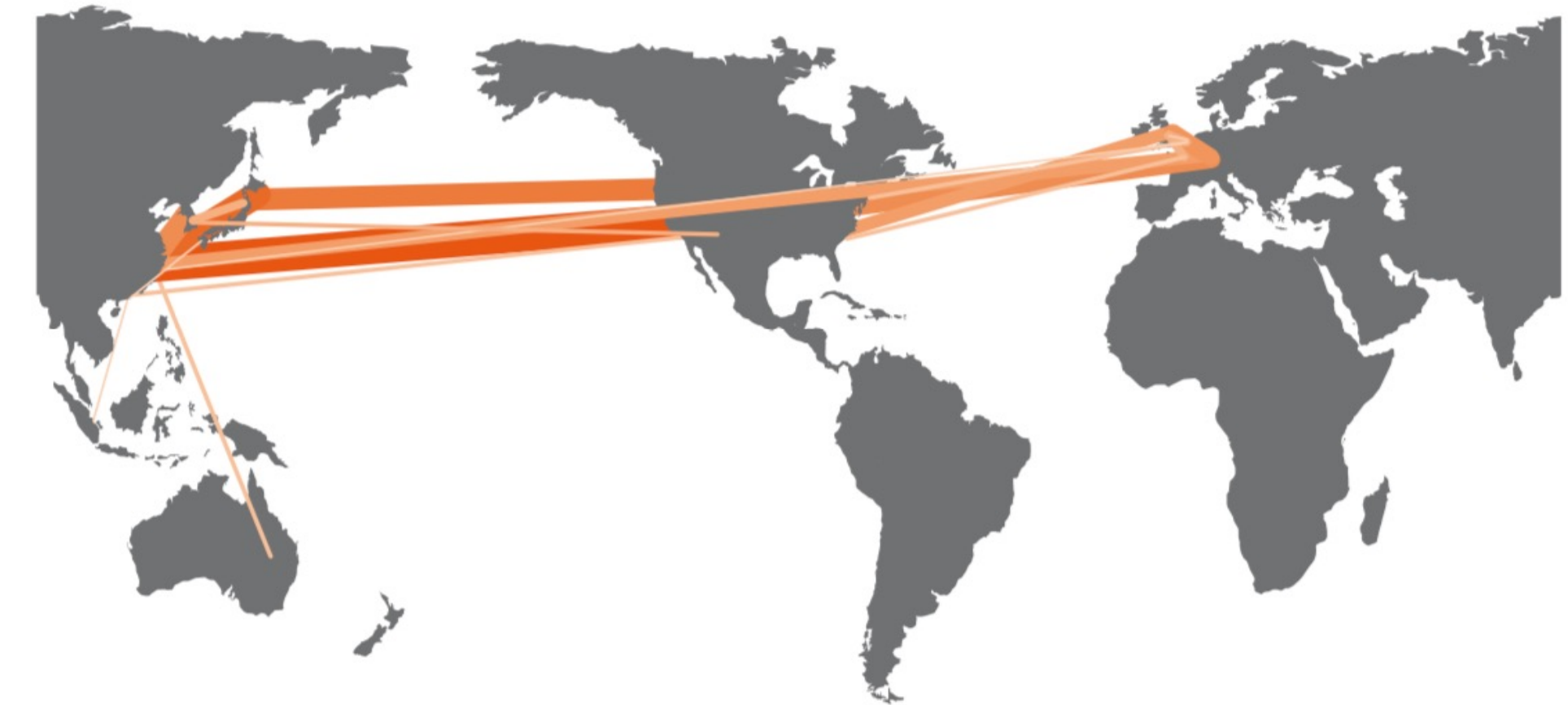


Fig. 2 Top sea bilateral trade in 2030 (Sino centric)



Diagram from Global Marine Trends 2030

The Change We Need

Economic, political, population and climate changes by 2030 will create an environment for increased levels of human rights abuses and labour exploitation throughout the global maritime environment over the coming decades. **Something has to change.**

Taking Action

To prevent people from further suffering human rights abuses at sea we believe that **three major changes** need to happen over the next ten years and beyond.

- 1. Policy Development:** The Geneva Declaration on Human Rights at Sea to be adopted by a State(s) and championed at UN level (UN Human Rights Council / UN Agencies) as well as by non-state actors, commercial, academic and civil-society entities.
- 2. Remedy:** The development of internationally recognised and accepted innovative routes to victim-led effective remedy and remediation.
- 3. Accountability.** The ending of impunity by flag, port and coastal States through increased state accountability and enforcement measures backed by public international legal systems and private standards which are transparent.

2030

Opportunities

- **Good Corporations.** Consumers will make ethical choices based on business behaviours and ability to drive social change (7)
- **BINGO Disruption.** Big INGOs are seen as part of the problem and are challenged by nimble, adaptive and impactful start-ups (8)
- **Partnerships for Impact.** To achieve leverage and impact, agencies will expand cross-sector and cross-national partnering (9)
- **Decentralised networks.** Decentralised models e.g. blockchain, cellular organisational patterns using open-source tools become more resilient options for connecting and organising (10)
- **Technological transparency.** Advancements from digitalisation, zero black spots, smart ports to open data allow greater transparency and monitoring (11)

Fig. 1 Top sea bilateral trade in 2010 (Western centric)

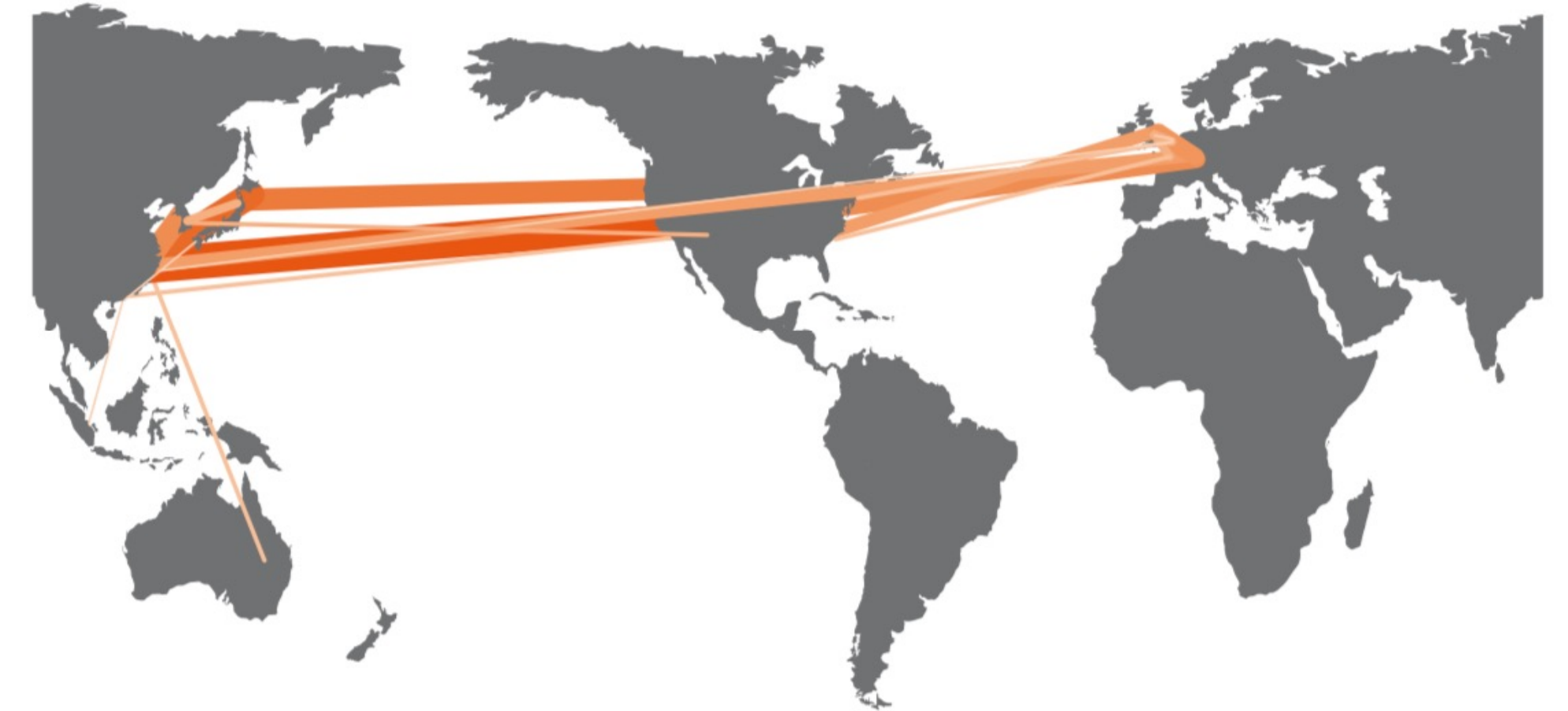


Fig. 2 Top sea bilateral trade in 2030 (Sino centric)



Diagram from Global Marine Trends 2030

A Global Catalyst



Human Rights at Sea has an increasing global reputation and network due to the demonstrable impact it has achieved globally since it was established in April 2014.

But...we can not do it on our own

Given the magnitude of the changes needed to achieve our vision and the constraints of a small team, we will be successful by becoming a catalysing force. Leveraging our strengths will mobilise others to join and mirror our movement to end human rights abuses at sea.

How?

We will **INSPIRE**, **ENABLE** and **CHALLENGE** response to human rights abuses at sea. We will remain agile and open to opportunities that will move us towards our objectives, outcomes, and vision.

INSPIRE – through stakeholder and community-building partnerships

ENABLE - through improving policy and legislative standards

CHALLENGE – through monitoring, investigation, advocacy and public-reporting activities

Theory of Change

As a **Global Catalyst**, we will mainstream the language of ‘human rights at sea’ within the narrative of the global maritime human rights environment and drive positive social change within our mandate. Our role is to **inspire, enable and challenge** response to human rights abuses at sea. We do this by stakeholder and community-building partnerships, and improving policy and legislative standards globally through monitoring, investigation, advocacy and public-reporting activities.

Routes to change

As a Global Catalyst we will mobilise those that have the ability to make change happen. Only in conjunction with these supporting audiences can we mainstream the language of ‘human rights at sea’ in the global lexicon, meet our charitable objectives and outcomes and achieve our vision.

States

We will inspire and enable improvement of national policy and legislative standards of individual States influencing them to sign-up to, adhere to and advocate for the Geneva Declaration on Human Rights at Sea and the HRAS Arbitration Tribunal. They will be key partners in achieving victim-led remedy & remediation, increasing accountability and ending impunity of flag, port and coastal States.

Industry Bodies

We will inspire and enable improvement of policy and standards across representative organisations and their industries, influencing them to sign-up, adhere to, and advocate for the Geneva Declaration on Human Rights at Sea and the HRAS Arbitration Tribunal. They will be key partners in achieving victim-led remedy & remediation, increasing accountability and ending impunity of flag, port and coastal States.

Supply Chain (through the Quality Mark)

We will inspire and enable the corporate community to sign-up to human rights at sea and advocate for an independent, transparent private award so that maritime supply chains will be able to de-risk, ensure safety and compliance for stakeholders and their consumers. The Quality Mark will play an active role in achieving outcomes whilst providing a regular and sustainable income for Human Rights at Sea to achieve its vision.



 **States**

Improvement of the national policy and legislative standards of individual states, influencing them to sign up to, adhere to, and advocate for the Geneva Declaration on Human Rights at Sea & associated policies

 **Industry Bodies**

Improvement of policy and standards across representative organisations and their industries, influencing them to sign up, adhere to, or advocate for Human Rights at Sea

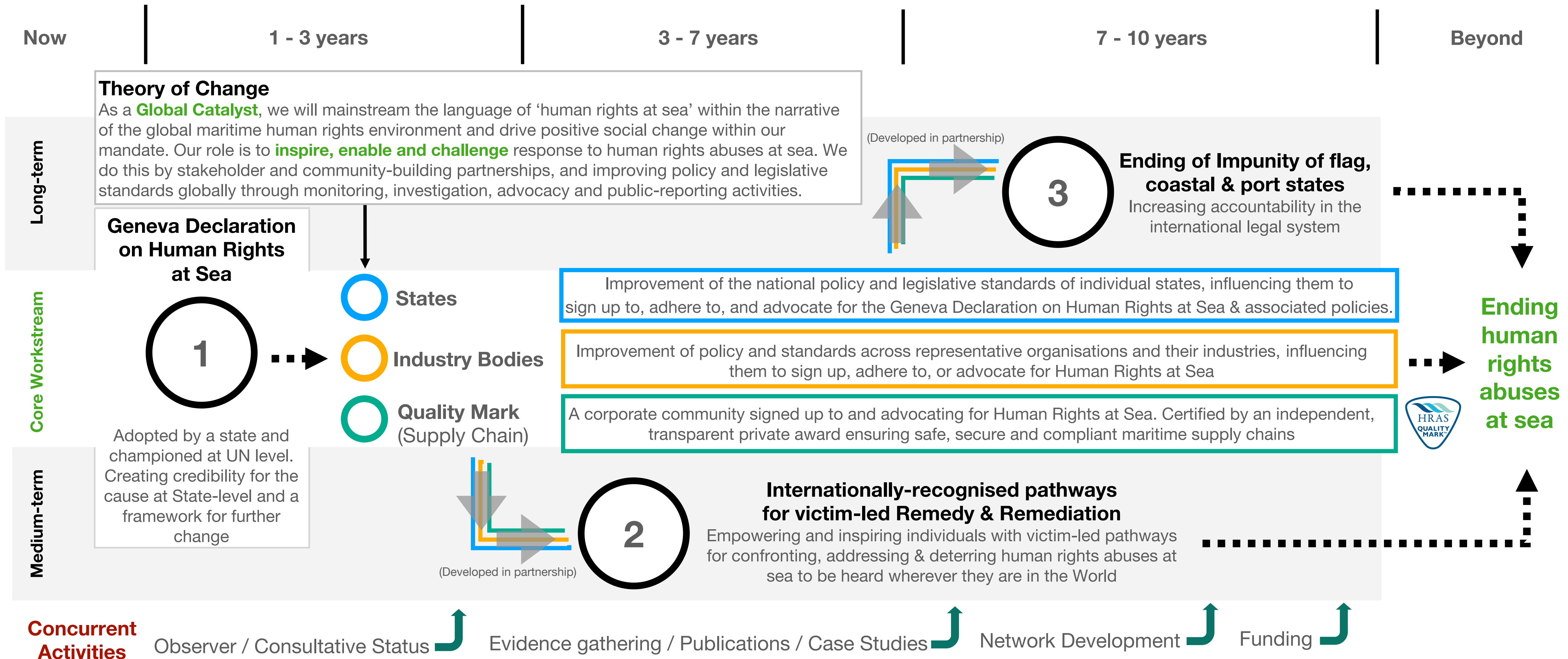
 **Quality Mark**
(Supply Chain)

A corporate community signed up to and advocating for Human Rights at Sea. Certified by an independent, transparent private award ensuring safe, secure and compliant maritime supply chains



Human Rights at Sea: Strategic Roadmap 2021-2031

A Global Catalyst for ending human rights abuses at sea



References

- (1) Foresight Future of the Sea, Government Office for Science
- (2) Global Marine Trends 2030
- (3) <https://www.futureagenda.org/foresights/accelerated-displacement/>
- (4) <https://www.worldwildlife.org/threats/overfishing>
- (5) <https://www.rolls-royce.com/~media/Files/R/Rolls-Royce/documents/%20customers/marine/ship-intel/rr-ship-intel-aawa-8pg.pdf>
- (6) <https://www.futureagenda.org/immigration-and-the-west-all-too-predictable/>
- (7) <https://nfpsynergy.net/free-report/pest-analysis-nonprofit-sector-2018#downloads>
<https://www.gov.uk/government/speeches/baroness-stowell-the-future-of-charity>
- (8) <https://www.thefutureofphilanthropy.org>
- (9) <https://www.thefutureofphilanthropy.org>
- (10) Network Humanitarianism, An Humanitarian Policy Group Paper
- (11) Maritime 2050 Navigating the Future, Department of Transport; Smart Ports by Deloitte Port Services