

INTRODUCTION

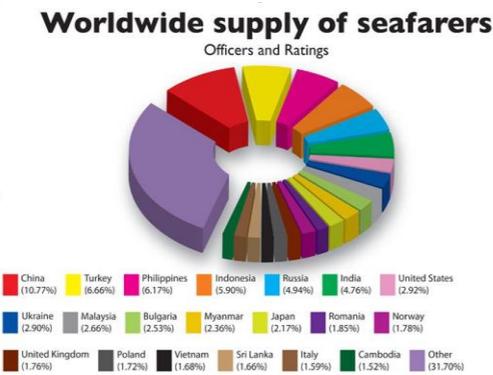
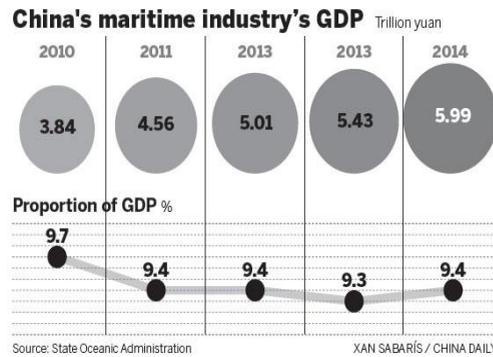
The overall objective of the research is to critically investigate the conditions of seafarers' rights in China in legislation and practice; in particular, the restructuring process under the impact of the Maritime Labour Convention 2006.

The Convention is considered to be the culmination of many years' hard work to consolidate and update a series of fragmented labour standards into a single one that provides comprehensive rights and protection for the world's seafarers. The most important content of the Convention is that it prescribes responsibilities for the major three parties in the maritime industry: flag states, port states, and seafarer-supplying states. As of March 2016, the Convention has been ratified by seventy states, including most major maritime nations.



Since its entry into force in August 2013, significant changes have taken place in the international maritime industry.

As the largest flag state (in terms of number of ships), the largest port state, the largest seafarer supplying state and the largest ship builder, China is the 68th ILO member State to have ratified this landmark Convention, and it will enter into force in China in November 2016.



METHODS

A combination of qualitative and quantitative approaches is employed; yet, considering the characteristics of this research, the qualitative methodology plays the major role in the data collection and analysis.

Based on the existing knowledge and scholarship available in the public domain, and the empirical data collected in two field research trips that were conducted in 2013 and 2014, this research gives a critical review and examination of the responses of the major stakeholders in China to the Convention, the improving seafarer protection and the continuing challenges for the improvement in the future.

RESULTS

Considering the unique background of Chinese maritime industry, the Convention has clearly had a more significant impact on China than on any other country. The key findings that have emerged from this research undertaken include that the Chinese government has adopted a considerable body of legal instruments as countermeasures to the Convention.

Figure 12: Distribution/Comparison of potential and actual informants

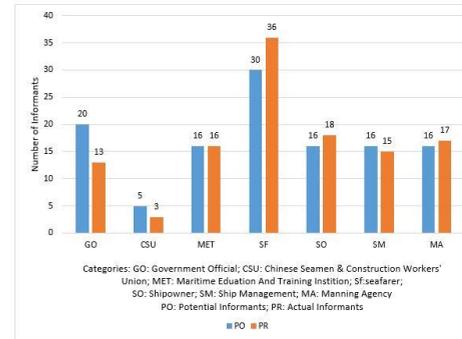
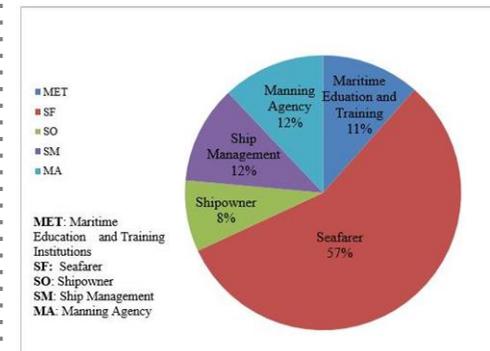
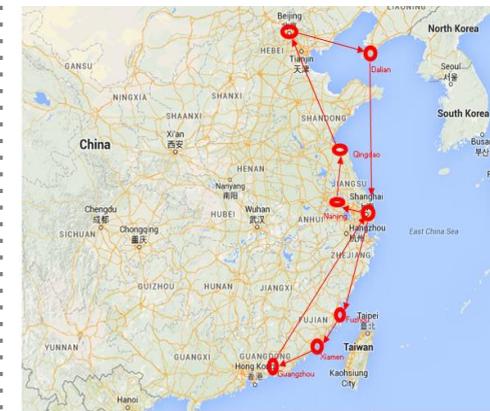


Figure 13: Distribution of stakeholders' responses to the questionnaire



Field trips in China for data collection



However, although seafarer protection in China has been improved significantly, in particular in the areas of pre-employment conditions, there are still many serious problems. The major challenges for future improvement come from not only the front of the government authorities, but also from the practices of the maritime industry, as well as from Chinese seafarers themselves.

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A qualified and highly experienced master mariner with profuse senior management experience on ships and in port operations; qualified PRC lawyer practised in Shanghai since 2008; worked as assistant to CEO in a large shipping group, in charge of legal affairs and shipping business; supervised the construction of a 48000DWT training ship for Shanghai Maritime University, the largest training ship in the world; with direct experience in different sectors of maritime industry, he had the opportunity to witness nearly the full spectrum of maritime operations from cradle to cradle, with the ability to examine maritime affairs from interdisciplinary perspectives; providing maritime consultancy services in a number of sectors,

