



International
Transport Workers'
Federation

STATEMENT

ITF Statement to AP Møller-Mærsk's Annual General Meeting 2021

23 March 2021

We welcome the chance to make a brief statement to the Maersk Annual General Meeting.

To begin, we would like to recognize the many initiatives taken by Maersk throughout the COVID-19 crisis.

The pandemic has made the already difficult job of seafarers even more precarious with hundreds of thousands unable to find work and similar numbers trapped on vessels out at sea. Maersk stood out as a company that prioritized the welfare of its seafarers. Booking hotel rooms in Mumbai and Manila where seafarers could quarantine and receive health checks, chartering flights to Denmark, and facilitating ship transfers are exactly the actions that we expect of a responsible shipping company during this crisis.

The industry is now faced with the roll out of vaccinations, and the potential hiccups this could cause for crew transfers, so the continued efforts by Maersk to find a way that keeps the industry moving, and seafarers' welfare protected, will be very much valued.

However, it is imperative that Maersk's support for maritime workers does not end with this crisis.

In this respect we call on Maersk Line to reconsider operations with the Melbourne Port - Victoria International Container Terminal (VICT) as low employment standards at the VICT have necessitated the ITF to declare the terminal as a Port of Convenience, as it is not meeting normal standards applicable in Australia. We believe the use of VICT by Maersk Line is inconsistent with Maersk's record of positive labour relations.

Our affiliate, the Maritime Union of Australia, has an established collective bargaining agreement for stevedores in Australia and the VICT Port of Convenience run by ICTSI seriously undermines this.

When the responsible employers of the maritime industry are working together to get through the COVID-19 crisis this situation is a source of major regret. Maersk must ensure that practices are in favour of all workers in the supply chain from seafarers to dockers to truck drivers. We note that in the *Maersk Code of Conduct on Suppliers* that there is a requirement that suppliers stick to internationally-recognised labour standards, respect collective bargaining and industry standards.

At previous Annual General Meetings, the ITF has spoken of the problems in Latin America. Last year evidence was presented to the company and since this time dialogue has taken place to try and resolve the industrial relations problems. There is still work to be done, but we are pleased that some positive developments have taken place, notably in Colombia, Guatemala and Costa Rica.

In addition, the ITF is concerned at the labour disputes that have arisen in the Arab World. We note that at this current time dialogue is taking place to try and resolve these issues.

We note that Maersk's own Supplier Code of Conduct and Commit Rule on Global Employee Relations commits Maersk "to develop and implement effective health and safety management systems with worker participation...". In this connection we believe that the ITF and our affiliates can work jointly with APM Terminals on the Vessel Inspection App which can be a really positive development.

We also note in the *Code of Conduct* mentioned above, Maersk has committed to "creating and sustaining a working environment where workers are treated with dignity and respect. We [Maersk] require our suppliers to also adopt and enforce similar workplace practices." This necessity of equal and fair treatment of workers ought to extend to workers contracted to APM Terminals.

As Maersk emerge from this crisis with steady business growth, we hope that we can depend on the company to show responsibility for all its workers in the extended supply chain at sea and ashore.

END

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About the ITF: The International Transport Workers' Federation (ITF) is a democratic, affiliate-led federation recognised as the world's leading transport authority. We fight passionately to improve working lives; connecting trade unions from 147 countries to secure rights, equality and justice for their members. We are the voice for nearly 20 million working women and men in the transport industry across the world.

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