

NR SOM ARBEIDSGIVER- ORGANISASJON

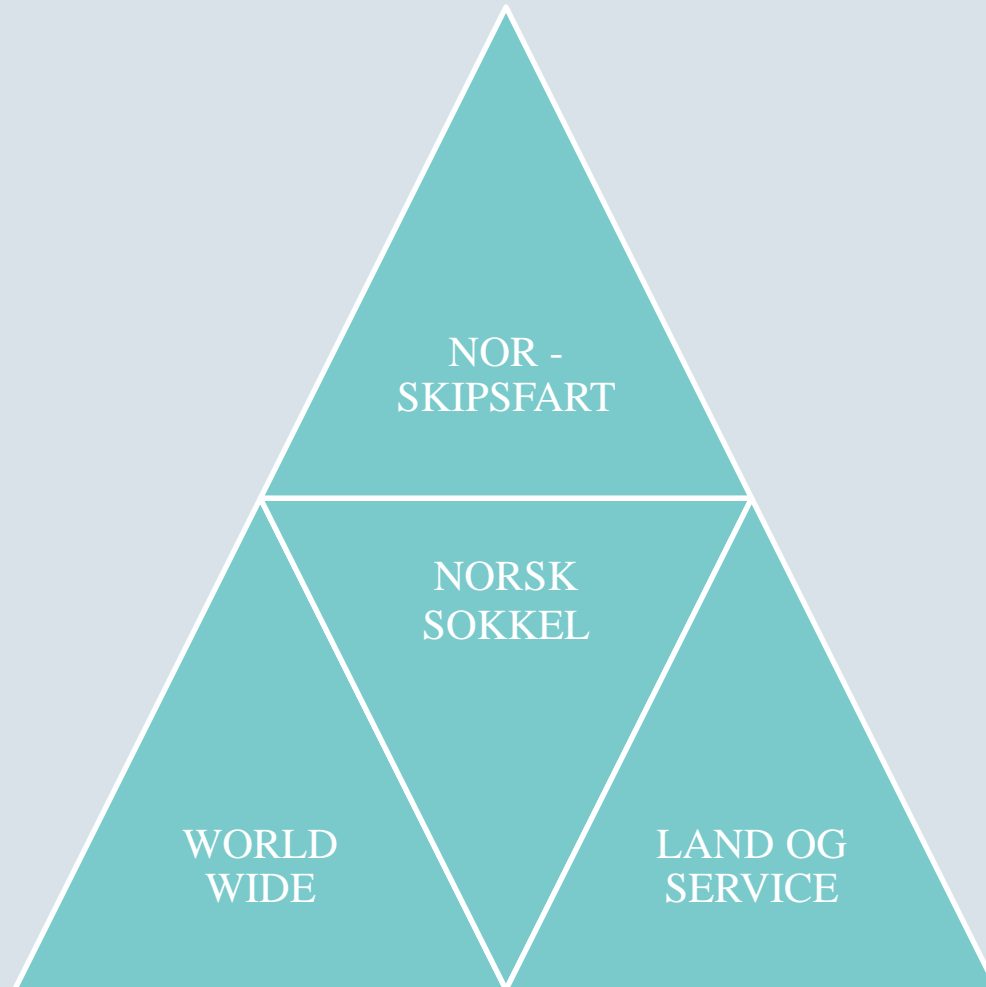
EN OVERSIKT



Norges
Rederiforbund
Norwegian
Shipowners'
Association




HVOR ER VI ?





NORSK UTENRIKSFLÅTE

ANTALL SKIP – OKTOBER 2015



- NOR 216
- NIS 532
- Utenlandsk flagg 1000

- Total flåte 1 748

- Norsk "kontrollerte" offshore innretninger
 - på norsk sokkel 21
 - internasjonalt 17
 - verksted/opplag 13
 - totalt 51

ANTALL SJØFOLK PÅ NRS AVTALER – OKTOBER 2015

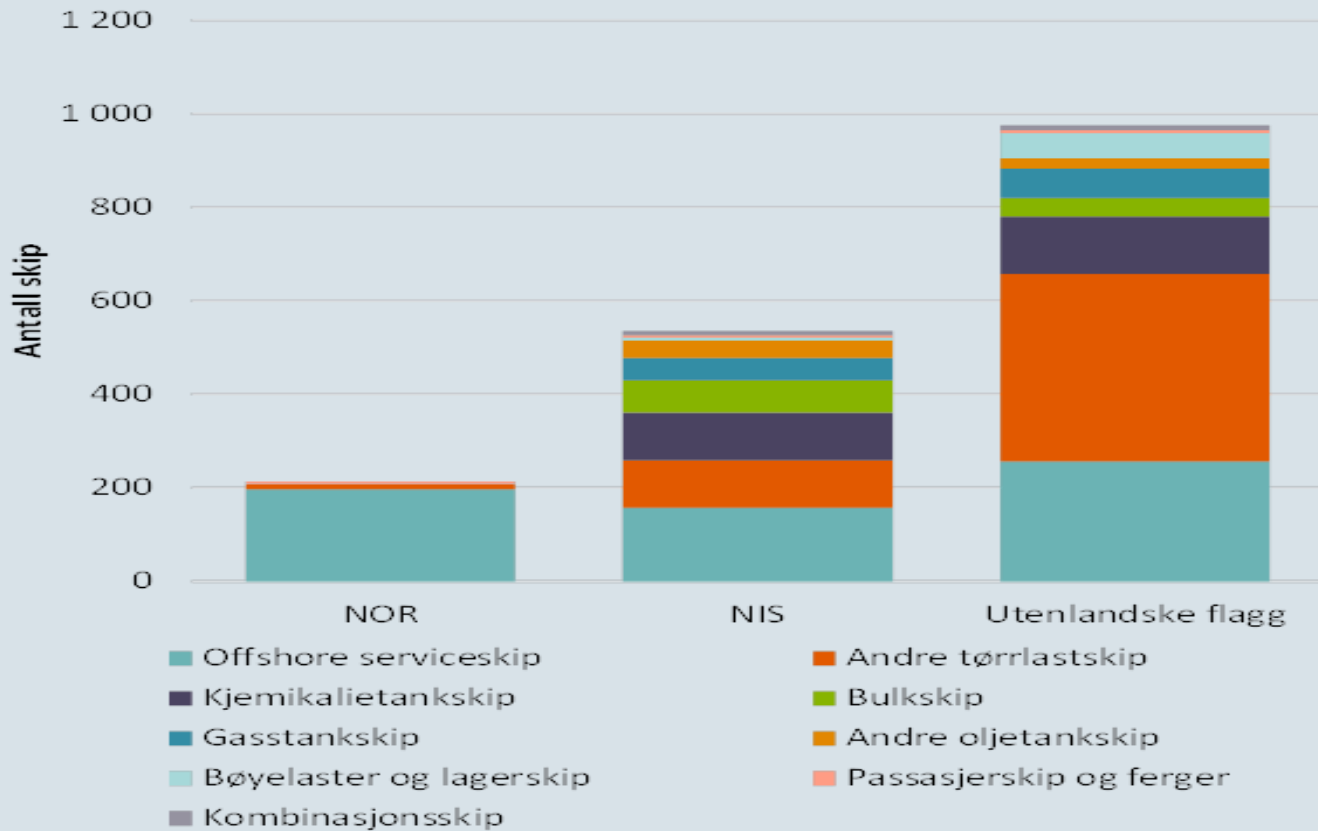
- NOR 7000
- NIS 14.000
- Utenlandsk flagg 23.000

- Totalt sjøfolk 44.000

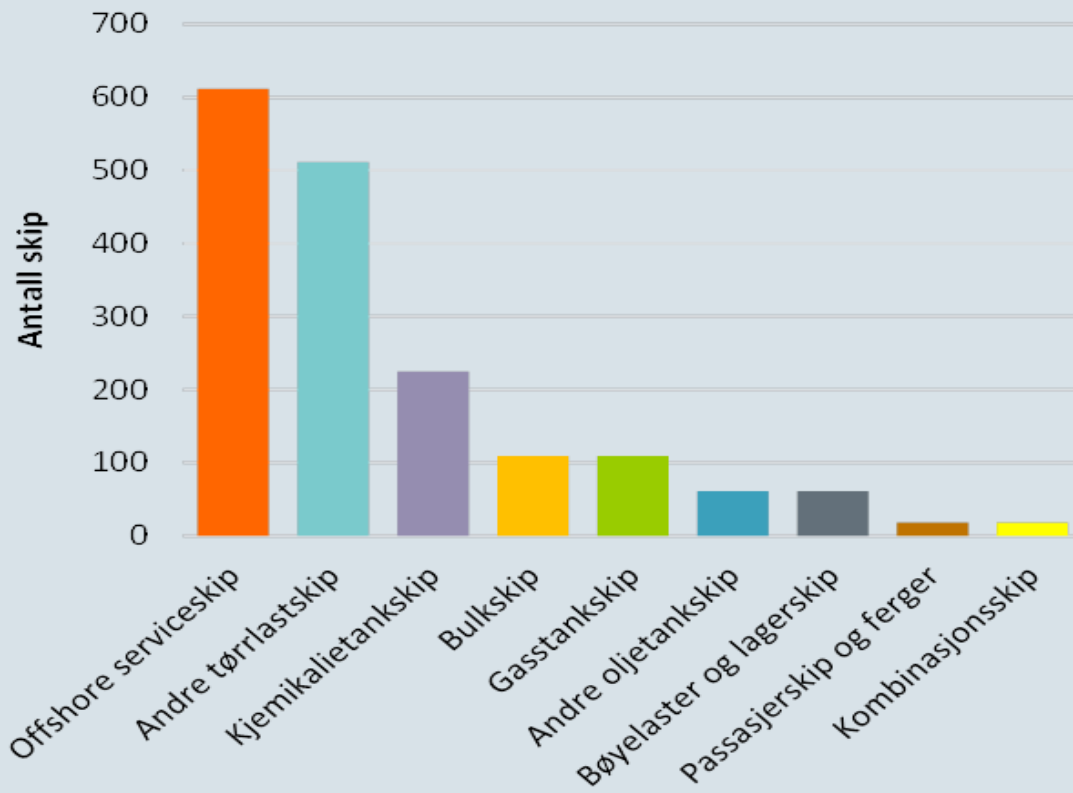
- Sjøfolk på norsk kontrollerte skip på ITF-avtale - ?

- Rigg/olje-service på norsk sokkel ca 8.000,-

DEN NORSKE UTENRIKSFLÅTEN FORDELT PÅ FLAGG OG SKIPSTYPER PER 1. JANUAR 2016

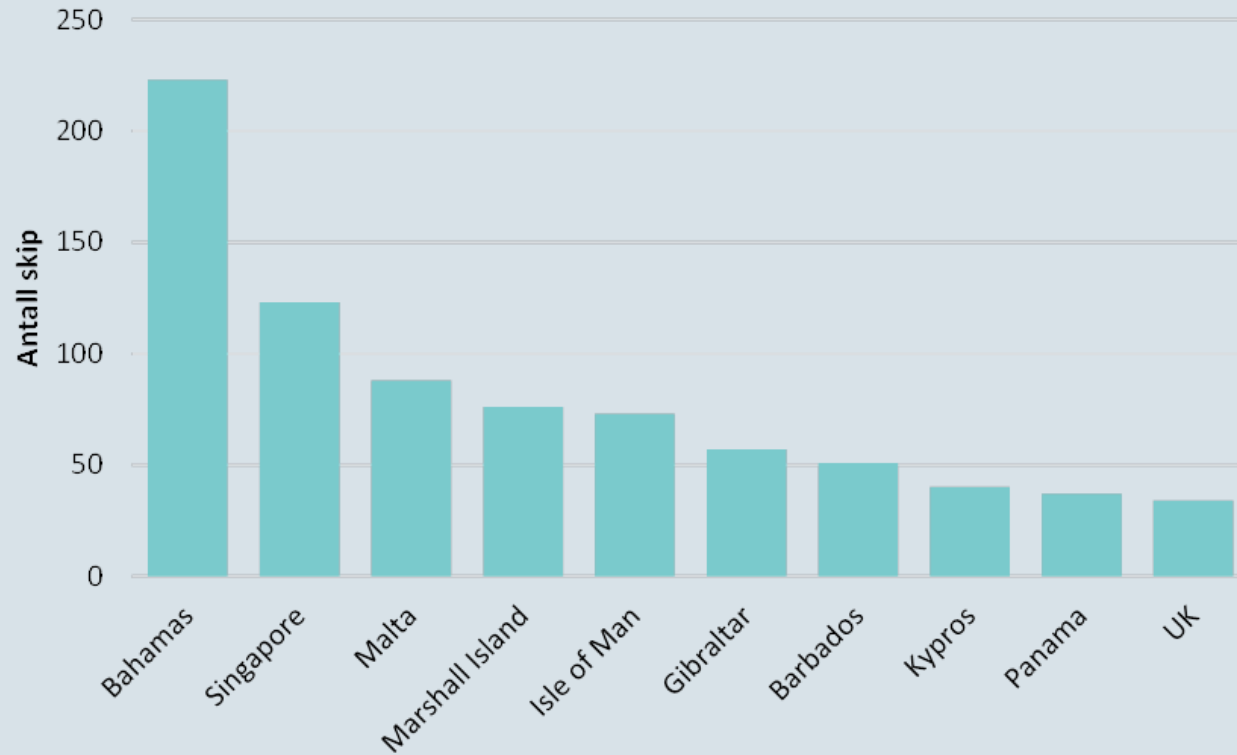


DEN NORSKE UTENRIKSFLÅTENS SAMMENSETNING PER 1. JANUAR 2016 MÅLT I ANTALL SKIP

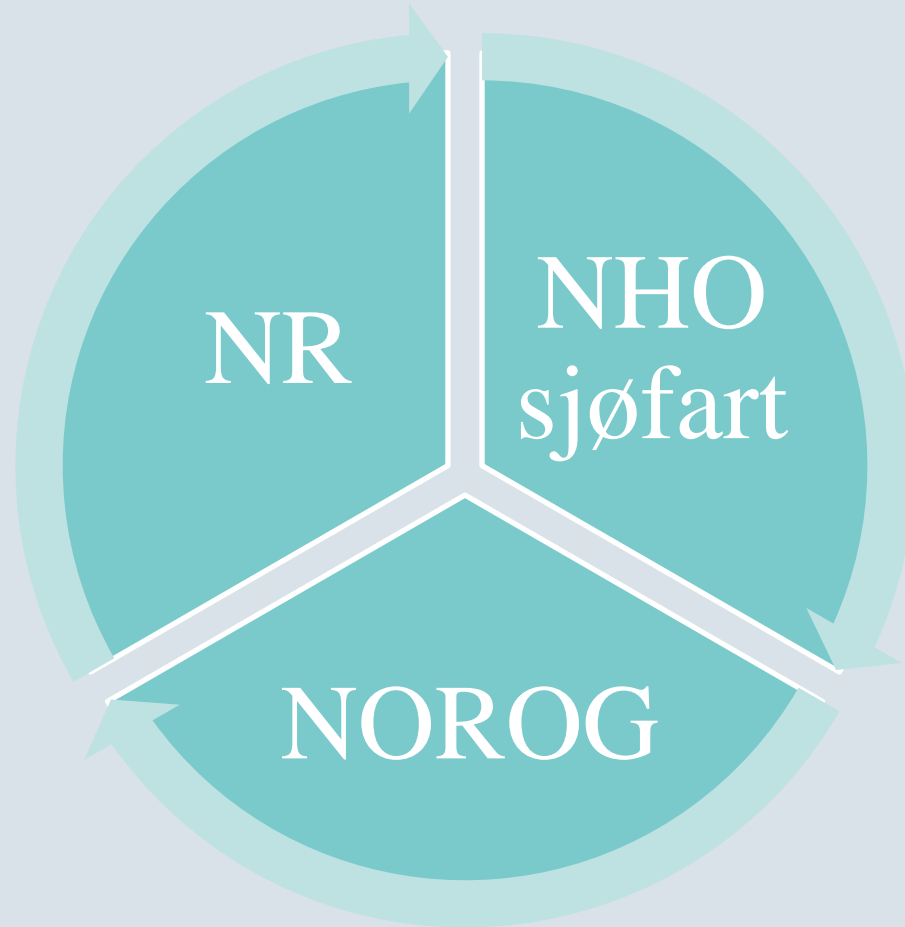


NORSK UTENRIKSFLÅTE UNDER UTENLANDSK FLAGG PER 1. JANUAR 2016

10 STØRSTE REGISTRERINGSLAND/FLAGG



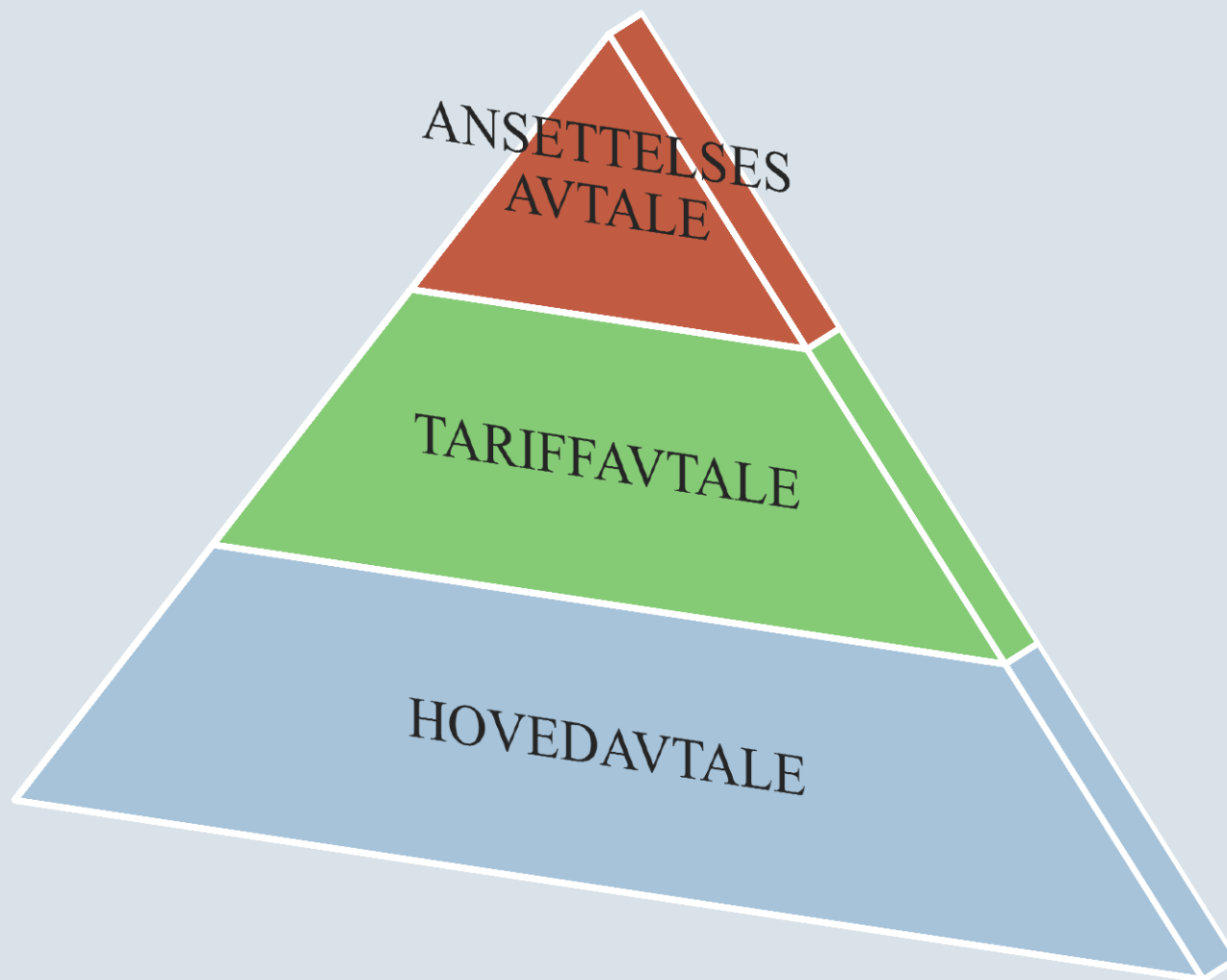
TILSTØTENDE SEKTORER



AVTALESYSTEMET

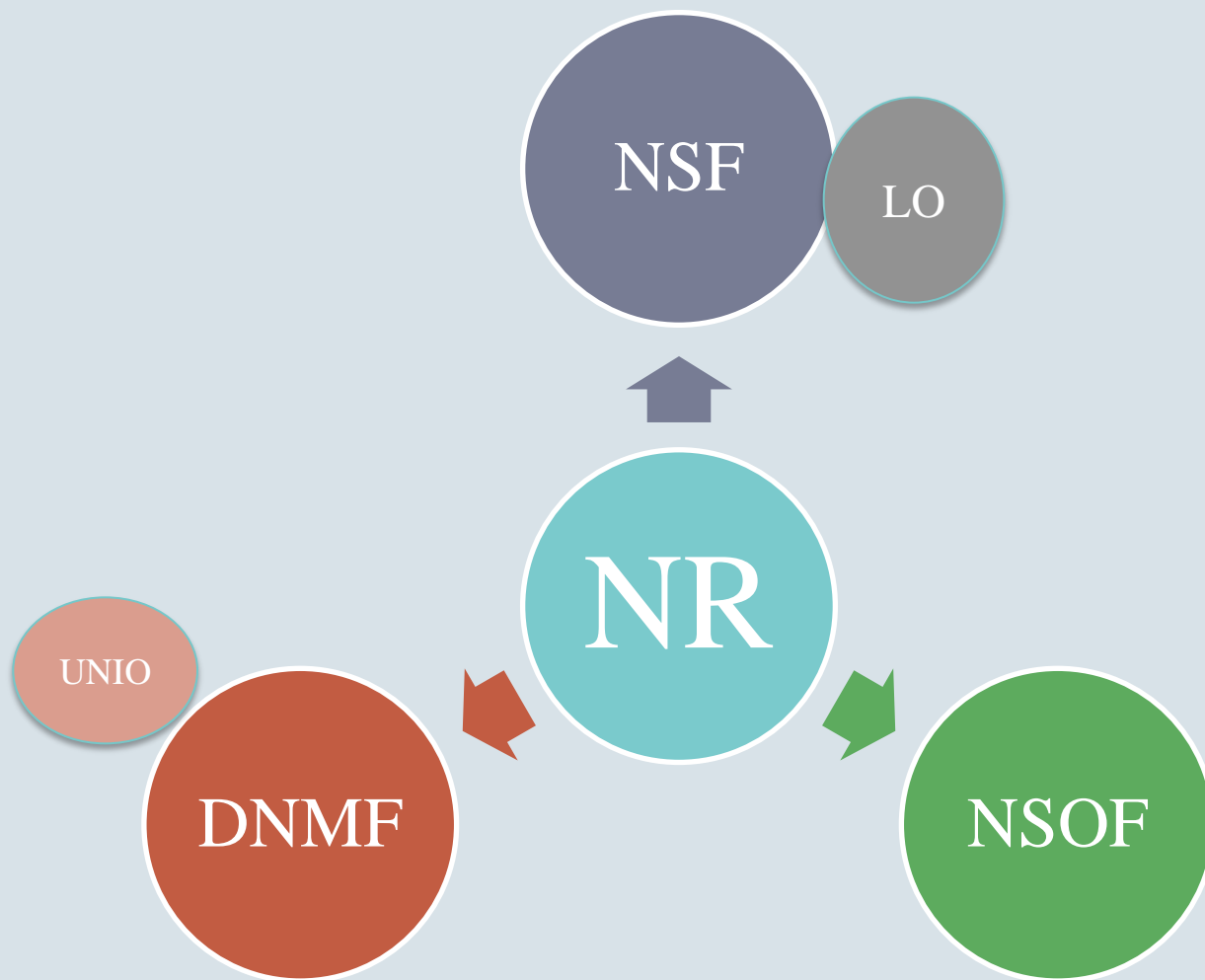
- 
- FLAGGSTAT
 - NOR AVTALER
 - NIS AVTALER
 - MOD AVTALER
 - SOKKELSTAT
 - FLYTTBARE INNRETNINGER
 - OLJESERVICE
 - LANDAVTALE
 - Sjømannsorg
 - NSF (LO)
 - NSoF
 - Dnmf (YS)
 - Utenlandske sjømannsforbund
 - Oljeorg
 - Industri Energi (LO)
 - SAFE (YS)
 - DSO (NSoF og Dnmf)

AVTALESSTRUKTUR I NORGE



HVEM ER PARTER ?

NORSK MARITIM VIRKSOMHET



FORHANDLINGER NIS (MOD)

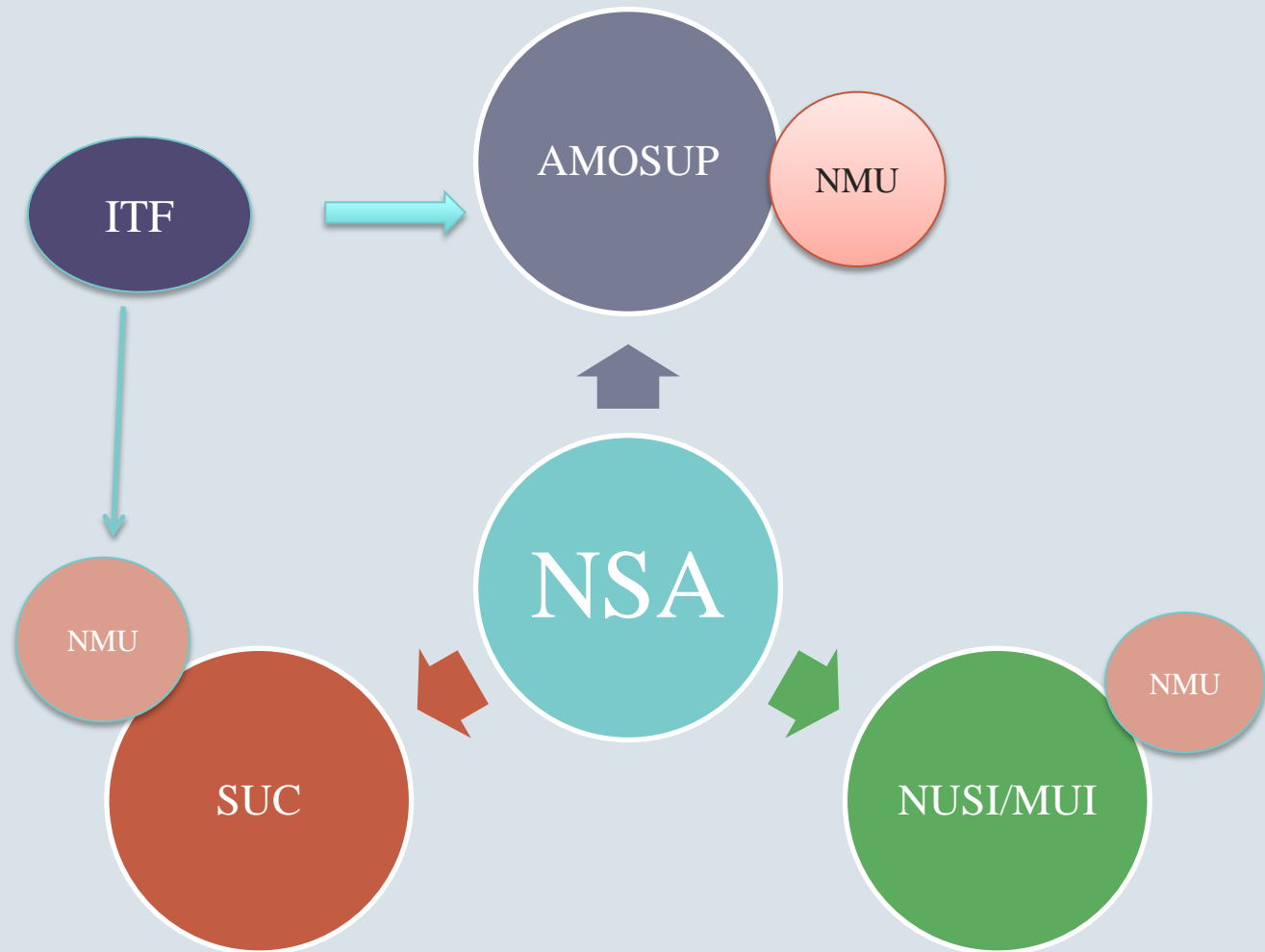
- Norske sjømannsorg deltar – NIS loven § 6.Lønns- og arbeidsforhold.
 - Arbeids- og lønnsvilkår og andre arbeidsforhold på skip i dette register fastsettes i tariffavtale, som uttrykkelig angir at den gjelder for slik tjeneste. Tariffavtale uten slik angivelse gjelder ikke for tjeneste på skip i dette register.
 - Norske fagforeninger **har rett til å delta i alle forhandlinger** om inngåelse av tariffavtale. Tariffavtale kan inngås med norske og/eller utenlandske fagforeninger.
 - I individuell ansettelsesavtale for tjeneste på skip i dette register skal det uttrykkelig angis at avtalen er underlagt norsk rett og norske domstoler
- Ingen andre gyldige NIS **CBAer** en de NR har etablert
- Sentrale rederiene stiller i NRs forhandlingsutvalg
- Fare for konflikt er særdeles liten
- Gjensidig interesse av konkurransedyktige betingelser

NIS & MOD AVTALER

- 
- RUSSLAND
 - POLEN
 - KROATIA
 - UKRAINA
 - LATVIA
 - LITAUEN
 - ESTLAND
 - ROMAINA
 - FILIPPINENE
 - INDIA
 - KINA
 - INDONESIA (?)
 - NORDISK NIS
 - MOD OFFSHORE-SERVICE
 - **Secure decent wage and working conditions at a competitive level**
 - **Create job opportunities**

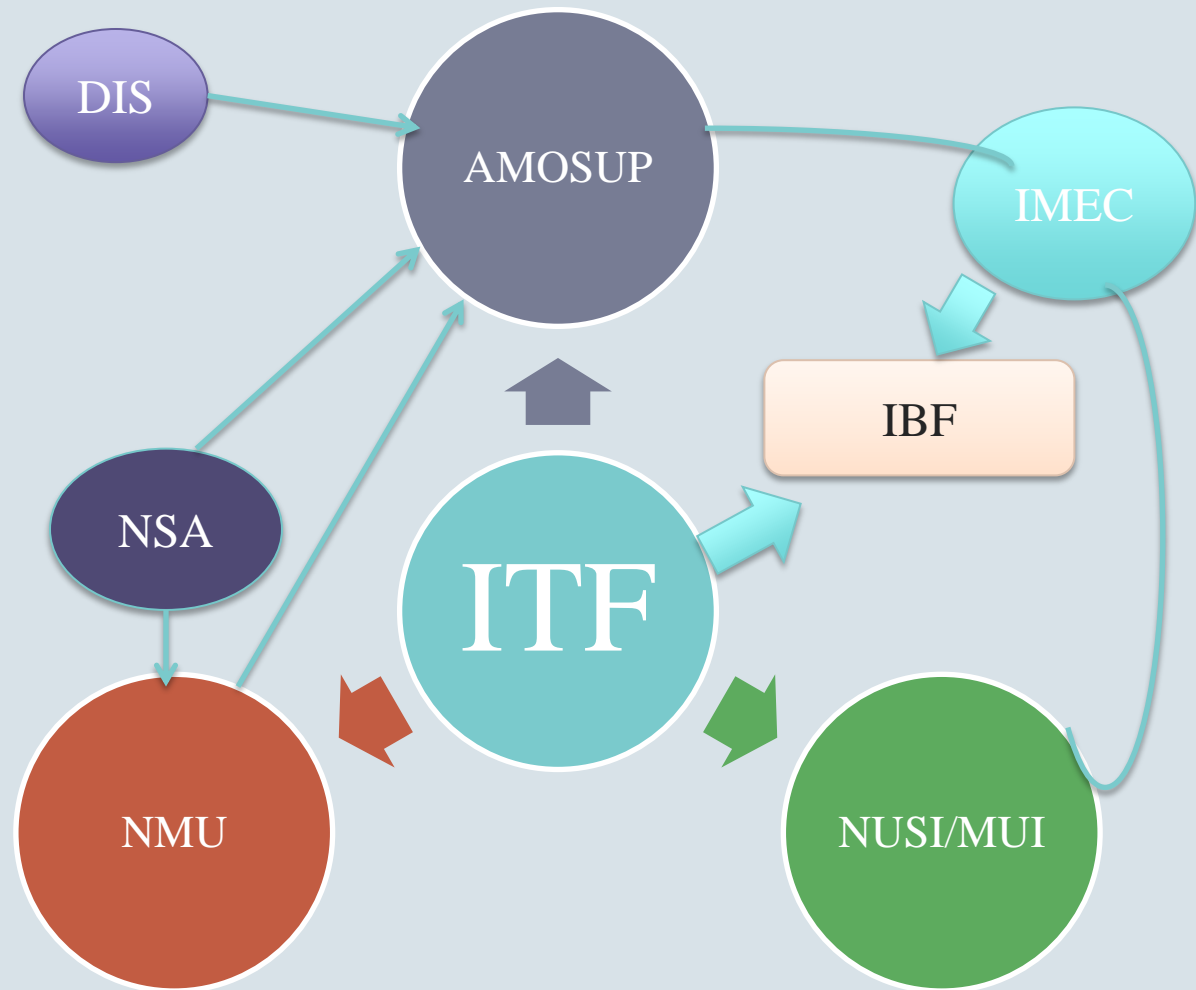
HVEM ER PARTER ?

NRS INTERNASJONALE AVTALER




HVEM ER PARTER ?


INTERNASJONAL MARITIME AVTALER



WHAT ARE FLAGS OF CONVENIENCE?

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- The ITF believes there should be a 'genuine link' between the real owner of a vessel and the flag the vessel flies, in accordance with the United Nations Convention on the Law of the Sea (UNCLOS).
 - FOC registries make it more difficult for unions, industry stakeholders and the public to hold ship owners to account.
 - Our Mexico City policy, adopted at the ITF congress in 2010, commits our affiliated unions to provide all seafarers with proper union representation and protection.
 - They work together to provide collective agreement coverage for all seafarers, irrespective of their nationality or country of origin.

WHAT ARE FLAGS OF CONVENIENCE?




A flag of convenience ship is one that flies the flag of a country other than the country of ownership. For workers onboard, this can mean:

- very low wages
- poor on-board conditions
- inadequate food and clean drinking water
- long periods of work without proper rest, leading to stress and fatigue


By 'flagging out', ship owners can take advantage of:

- minimal regulation
- cheap registration fees
- low or no taxes
- freedom to employ cheap labour from the global labour market

THE ITF-APPROVED COLLECTIVE AGREEMENTS

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- The ITF negotiates agreements with international organisations, including maritime employers and manning agencies, to secure minimum standards and conditions for larger groups of seafarers.
 - ITF-approved collective agreements set the wages and working conditions for all crew on FOC vessels, irrespective of nationality. All vessels covered by an ITF-approved agreement get a **certificate**, which signifies the agreed wages and working conditions on board.
 - There are different types of agreements reflecting the complexity of industry cruise and offshore agreements and the differences between regions.

WORKING WITH DOCKERS

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- The fair practices committee (FPC) is made up of both seafarers and dockers' unions. Between the FPC meetings every second year, the elected FPC Steering Group reviews the day-to-day running and effectiveness of the flags of convenience campaign.
 - Seafarers' and dockers' unions work together to support safe and quality workplaces for all port workers. In many countries, port workers face the consequences of privatisation: casual and precarious work, inadequate training and violations of their freedom of association. To address those issues, the ITF port of convenience campaign was initiated.

ITF FOC-LISTE

- 
- Antigua and Barbuda
 - **Bahamas**
 - **Barbados**
 - Belize
 - **Bermuda (UK)**
 - Bolivia
 - Burma
 - Cambodia
 - Cayman Islands
 - Comoros
 - **Cyprus**
 - Equatorial Guinea
 - **Faroe Islands (FAS)**
 - French International Ship Register
 - German International Ship Regist
 - Georgia
 - **Gibraltar (UK)**
 - **UK (!)**
 - Honduras
 - Jamaica
 - Lebanon
 - Liberia
 - **Malta**
 - **Marshall Islands (USA)**
 - Mauritius
 - Moldova
 - Mongolia

ITF FOC-LISTE

- Netherlands Antilles
- North Korea
- **Panama**
- Sao Tome and Príncipe
- St Vincent
- Sri Lanka
- Tonga
- Vanuatu

HVEM ER PARTER ?

NORSK MARITIM VIRKSOMHET

