

Seafarers’ Religion and Globalization

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Abstract

Religion has a specific role in the development of international operations. Creating a framework for free development of religious beliefs on board vessel is essential for the wellbeing of practicante seafarers, as well as for the cohesion of the entire crew. The lack of such framework might lead to frustration or development of intolerant environments, raising concerns of safety risks for crew, as well as low productivity or cohesion.

The paper’s novelty is related to the identification of religious references within Maritime Labor Convention (MLC) developed by the International Labor Organization (ILO) in relation to standardized specific instruments created by the International Standardization Organization (ISO). Results emphasize the interconnection between legal instruments (as the MLC) and ISO standards used as tools for globalized activities. The identified interconnected ISO standards should take into account religious aspects included in the MLC, necessary for the wellbeing and mental health of seafarers.

In the paper is also emphasized the role of the Maritime labor Convention, 2006, as being a key instrument for fair globalization, as well as the indirect role of creating a safe and natural environment on board for religious activities.

Key words: International Labour Organisation, Maritime Labour Convention, faith, shipping

J.E.L. classification: F66, L91, N30, Z12

1. Introduction

Maritime labor Convention (MLC) is an international legal instrument created under the auspices of International Labor Organization (ILO) designed, discussed, negotiated and ratified for the wellbeing and fair work of seafarers around the globe. It brings “consensus on the standards to achieve <<fair globalization>> in the maritime sector (Doumbia-Henry, Devlin, McConnell, 2006) due to the fact it contains regulations, standards and guidelines for “minimum working and living standards for all seafarers working on ships flying the flags of ratifying countries” (ilo.org).

According to Review of Maritime Transport (2020) issued yearly by the United Nations Conference on Trade and Development (UNCTAD), “accelerated shift in globalization patterns and supply chain designs. The slowdown of globalization reflected in lower trade-to-gross domestic product (GDP) ratios observed since the 2008 financial crisis and the regionalization of trade are likely to accelerate, with the post-pandemic world featuring an element of shortened supply chains (near shoring reshoring) and redundancy (excess stocks and inventory). (...) The established just-in-time supply chain model will be reassessed to include considerations such as resilience and robustness. Diversification in sourcing, routing and distribution channels will grow in importance. Moving away from single country-centric location sourcing to multiple location sourcing that is not only focused on cutting costs and delays but also on risk management and resilience will evolve further.”

2. Literature review

In 1686, Jean Bodin in “Les six livres de la Republique” envisioned the need for a new direction in the evolution of relations between states, based on state sovereignty and stipulated in legal

norms. The French Revolution emphasized the assertion of the principle of the nation's sovereignty, proclaiming "equality between the people, freedom and fraternity", representing an essential historical moment in the assertion of the sovereign national construction, which allowed the development of many states.

Francis Fukuyama's "The End of History and the Last Man" (1992) believed that "global development is a chance for humanity." During the meetings of the World Economic Forum in Davos, critical views were expressed on the problems of globalization. Table year, discussions

Numerous researchers have analyzed trends in the relationship between sovereignty and globalism in the present and on the evolution of these relationships in the future.

Abbot Gregory drafted the Declaration on the Law of the Gentiles, which upheld the "inalienability of the nation's sovereignty", proclaiming "the right of every union to establish its own form of government."

At present, the sovereignty and independence of states are fundamental principles, enshrined in the fundamental constitutional laws of the country.

The abolition of totalitarian systems and the expansion of democracy have provided opportunities for a global approach to the processes of progress and development. (Mazilu, D., 2021). Globalization is materialized through a global centralization of production, a concentration of capital and a transfer of the decision-making system from the level of sovereign states to supranationalism.

In the age of globalization, the corporate system has been consolidated and multinational companies are acting freely in all fields, both in industry and especially during the pandemic, in the field of health and pharmaceuticals. Globalization also tends to encompass cultural domains, imposing on them directions of action

Umberto Eco considers "Linguistic and cultural globalization would be a real disaster for the planet", due to several worrying effects: "polarization of wealth, at one pole, and poverty, at the other pole".

Joseph E Stiglitz, Nobel Prize winner for economics: in the years of globalization. The human community has seen the accumulation of immense wealth in the hands of a bed of 1% of the population, and 99% are struggling in poverty, living on the brink of subsistence. (Stiglitz, The Price of Inequality: How Today's Divided Society Endangers our Future, 2012, p.113)

However, "shipping in the modern context is the primary instrument for the conduct of global trade." (Mulun, 2007). Maritime Labour Convention has the aim to create standardized fair and decent employment practices for seafarers worldwide. The legal instrument contains several references to religion.

3. Research methodology

The research methodology of the paper used the comparative analysis between religious references included in the Maritime Labour Convention (MLC) issued by the International Labor Organization (ILO) and global international standards adapted to the maritime industry through other United Nations intergovernmental agency: the International Standardization Organization (ISO). Standards issued by the ISO are relevant for developing global trade, by providing reliable common sets of technical and economic tools, systems and processes among different countries.

4. Findings

In Table 1 below are included sections containing religious references within the Maritime Labor Convention 2006 legal instrument, issued by the International Labour Organization headquartered at Geneva, Switzerland. The colors in the table indicate the specific zone where religious references are included: green - Guideline section; orange - Standards, and purple - Regulations. In the opinion of the author, ISO standards correspondent to ILO MLC sections with religious content, no matter their technicality, should take into account the religious aspect in order to provide a homogenous reply to market demands.

Table no. 1 Correlation between MLC sections with religious references and corresponding ISO standards

No.	MLC, 2006 Section	Sub-section	Article	Specification concerning seafarers' religion	Relation to global standards
1	Guideline B2.2- Wages. Guideline	B2.2.1- Specific definitions	4	National laws and regulations adopted after consulting the representative shipowners' and seafarers' organizations or, as appropriate, collective agreements should take into account the following principles: equal remuneration for work of equal value should apply to all seafarers employed on the same ship without discrimination based upon race, colour, sex, religion , political opinion, national extraction or social origin.	Remuneration of work - ISO 10667-1:2020 Assessment service delivery — Procedures and methods to assess people in work and organizational settings
2	Standard A3.1 – Accommodation and recreational facilities		19	In the case of ships where there is need to take account, without discrimination, of the interests of seafarers having differing and distinctive religious and social practices, the competent authority may, after consultation with the shipowners' and seafarers' organizations concerned, permit fairly applied variations in respect of this Standard on condition that such variations do not result in overall facilities less favorable than those which would result from the application of this Standard.	Shipbuilding and marine structures ICS 47. The Standard is relevant in the field of: Shipbuilding and marine structures in general, including offshore structures, except offshore structures for petroleum and natural gas industries, and seabed mining Water transport; ICS 47.040 - Seagoing vessels; 47.060 - Inland navigation vessels including their systems and components 47.080 - Small craft
3	Guideline B3.1- Accommodation and recreational facilities	Guideline B3.1.6 – Mess rooms	1	Mess room facilities may be either common or separate. The decision in this respect should be taken after consultation with seafarers' and shipowners' representatives and subject to the approval of the competent authority. Account should be taken of factors such as the size of the ship and the distinctive cultural, religious and social needs of the seafarers.	Shipbuilding – ICS 47 Shipbuilding and marine structures
4		Guideline B3.1.11 –	1; 4	1. Recreational facilities and services should be reviewed	ISO/TC 83 - Sports and other

		Recreational facilities, mail and ship visit arrangements		frequently to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry. 4. Consideration should also be given to including the following facilities at no cost to the seafarer, where practicable (...) (i) where appropriate, the provision of bars on board for seafarers unless these are contrary to national, religious or social customs.	recreational facilities and equipment
5	Standard A3.2 – Food and catering			2. Each Member shall ensure that ships that fly its flag meet the following minimum standards: (a) food and drinking water supplies, having regard to the number of seafarers on board, their religious requirements and cultural practices as they pertain to food, and the duration and nature of the voyage, shall be suitable in respect of quantity, nutritional value, quality and variety	ISO 22000 — Food safety management
6	Regulation 3.2 – Food and catering <i>Purpose: To ensure that seafarers have access to good quality food and drinking water provided under regulated hygienic conditions</i>		1	Each Member shall ensure that ships that fly its flag carry on board and serve food and drinking water of appropriate quality, nutritional value and quantity that adequately covers the requirements of the ship and takes into account the differing cultural and religious backgrounds.	ISO 22000 — Food safety management
7	Guideline B4.1 – Medical care on board ship and ashore	Guideline B4.1.3 – Medical care ashore	3	Suitable measures should be taken to facilitate the treatment of seafarers suffering from disease. In particular, seafarers should be promptly admitted to clinics and hospitals ashore, without difficulty and irrespective of nationality or religious belief, and, whenever possible, arrangements should be made to ensure, when necessary, continuation of treatment to supplement the medical facilities available to them.	Medical facilities: ISO 45001 Health and Safety Standard
8	Regulation 4.4 –	Standard	1	1. Each Member shall require,	Welfare facilities:

	Access to shore-based welfare facilities	A4.4 – Access to shore-based welfare facilities		where welfare facilities exist on its territory, that they are available for the use of all seafarers, irrespective of nationality, race, colour, sex, religion , political opinion or social origin and irrespective of the flag State of the ship on which they are employed or engaged or work	ISO 45000 family – Occupational health and safety
9	Guideline B4.4 – Access to shore-based welfare facilities	Guideline B4.4.2 – Welfare facilities and services in ports	3	Necessary welfare and recreational facilities should be established or developed in ports. These should include: (a) meeting and recreation rooms as required; (b) facilities for sports and outdoor facilities, including competitions; (c) educational facilities; and (d) where appropriate, facilities for religious observances and for personal counselling.	ISO/TC 83 Sports and other recreational facilities and equipment
10			7	These accommodation facilities should be open to all seafarers, irrespective of nationality, race, colour, sex, religion , political opinion or social origin and irrespective of the flag State of the ship on which they are employed or engaged or work. Without in any way infringing this principle, it may be necessary in certain ports to provide several types of facilities, comparable in standard but adapted to the customs and needs of different groups of seafarers.	SO 21401:2018. Tourism and related services – Sustainability management system for accommodation establishments

Source: (Maritime Labour Convention, 2006; International Standardisation Organization standards – ISO)

According to the table above we observe correspondences between Maritime Labour Convention and the following six ISO standards: 10667 (remuneration of work); ICS 47 (Shipbuilding and marine structures); ISO/TC 83 (Sports and other recreational facilities and equipment); ISO 22000 (Food safety management); ISO 45000 (Occupational health and safety); ISO 21401 (Tourism and related services). At this moment, the six ISO standards do not include religious references to seafaring.

“Technology standards have become an important means of global economic competition, and directly influence the competitiveness of an industry, region or country” (Conference on Information Technology, 2005), and for several years, it has been accepted that „technology standards directly affect at least eighty percent of international trade” (Purcell et al, 2016) therefore, a specific interest is placed on developing and updating standards for the societal necessities and wellbeing.

5. Conclusions

In this paper has been presented a correlation between sections of Maritime Labour Convention, 2006 involving religious aspects and six corresponding International Standardisation Organization standards which should correspond to religious aspects and necessities for users and beneficiaries.

The role of standardization is well known for globalization. Standards issued by the ISO are relevant for ensuring safe and reliable global trade, designed on common aspects of functionalities and necessities.

A distinct attention should be also placed on religious needs on board vessel, and such necessities should be reflected within the circular economy of shipbuilding and social activities in ISO standards.

6. References

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