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Seafarers’ Identity Documents
Outline of Presentation

- The International Labour Organisation
- Rationale for Convention No.185
- Importance of Convention No.185
- Objectives of the Convention
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The International Labour Organisation (ILO)

- Created in 1919
- Specialized agency of the United Nations
- Tripartite Structure (Governments, Employers and Workers with equal rights)
- Membership: 183 Member States.
The International Labour Organisation (Cont.)

- Adopts International Labour Standards
  - Conventions (mandatory) e.g. Convention No.185
  - Recommendations (Non-mandatory)
Rationale

- International Labour Conference adopted in June 2003, the Seafarers Identity Documents Convention (Revised), 2003 (No.185).
- ILO Convention No. 185 complements 2002 SOLAS amendments, in particular the ISPS Code.
Importance of C. No. 185

- There is a human dimension for security. Putting in place security hardware is insufficient without taking into account those who work on ships and in ports.
- 90% of world trade is transported by sea and shore leave is of vital importance to seafarer welfare.
- Securing seafarer’s identity so that they may be granted shore leave is beneficial for seafarers and thus beneficial for trade.
Objectives of Convention No. 185

- To improve the security of seafarer’s identification by strengthening:
  - The physical security aspects of the SID
  - The reliability of the SID in identifying the holder as the seafarer to whom it is to be issued (biometrics)
- To enable the grant of the facilities to seafarers of shore leave and ability to carry out professional movements
- To facilitate international commerce
Structure of the Convention

- 18 Articles, of which 9 are substantive
- 3 Annexes containing:
  - Model for SID
  - Electronic Database
  - Minimum requirements and recommended procedures for issuance of SID’s
- Facilitated amendment procedure
Content of the Convention

- SIDs can only be issued by State of nationality or permanent residence
- SID must contain specified elements and conform to Annex I of the Convention
- SID follows ICAO Document 9303 standards to facilitate an internationally uniform identity document
- SID must be machine-readable and contain a digital photograph and fingerprint biometric
- Biometric template based on ISO standards
Content of the Convention: improving reliability

- Requirements for a national electronic database with information to be contained specified in Annex II of the Convention
- 24/7 hour focal point to be available; details of focal points to be communicated to ILO and made available to member States
- Member States to undertake quality control; and evaluation conforming to mandatory minimum requirements concerning processes, procedures and practices for issuance of SIDs
Content of the Convention: improving reliability cont’d

- Requirements relate both to the security of the physical document and the basic infrastructure for issuance and verification:
  - To make sure SIDs are only issued to genuine seafarers
  - To provide other Members with means of checking the validity of SIDs
  - To ensure national systems are properly monitored
Content of the Convention

- Member State shall carry out independent evaluation of its system at least every 5 years
- Copies of evaluation to be sent to ILO which will make reports available to other Members
- ILO to evaluate reports and approve list of Members complying with minimum requirements of Convention
- Detailed procedures are in place for settling disagreements over list
- Recognition of SIDs subject to member State compliance with the Convention requirements
Content of the Convention

- Seafarer holding valid SID to be recognised as a seafarer (prima facie evidence)
- Verification of seafarer’s identity and standard border crossing formalities are still permitted
- Facilities to be granted to seafarers include: shore leave, transit, transfer, repatriation
Progress on Convention No. 185

- Convention No. 185 entered into force on February 9, 2005
- 14 Countries have ratified, one declared it applicable
- Mapping for 118 countries, 97 submitted to competent authorities
- EU Council has recommended ratification for all EU members, Decision 2005/367/EC
- United Nations General Assembly on 28 December 2008 invited all States to ratify C.185.
Way ahead - Modernizing the SID

- In view of potential ratification of C-185 by Canada, Transport Canada, Marine Safety is implementing a solution for the issuance and verification of the SID, which meets all the security requirements specified by this convention.
Way ahead – Seafarers’ Identity document system

- 3M Canada has designed the “Seafarers’ Identity Documents System” or SIDS
- SID solution is technically fully compliant with ILO C-185 and includes interfaces for:
  - Enrollment
  - Quality assurance
  - Delivery
- Deployed to Headquarters and all TC Marine Safety offices (excluding Sept-Îles and Cap-aux-Meules)
Canadian SID

Transport Canada

SEAFARERS' IDENTITY DOCUMENT

Name: Plume, Frank
Nationality: Canada
Date of Birth: 02/05/67
Document No.: CAN123456789
Date of Issue: 04/06/09
Date of Expiry: 04/06/14

Special Physical Characteristics: None

ISUED UNDER THE AUTHORITY OF THE HONOURSABLE MINISTER OF TRANSPORTS CANADA.

ISCAN123456116407013
8870256725981CAN3
PLUME<DE><NON<<FRANK<<<

Signature:

123456789
Conclusion

- SID is a worker’s identity document and not a travel document, but ....
- Seafarers, as a special category of workers, are traditionally entitled to shore leave
- SID allows additional security to be applied to the current practices which allow seafarers shore leave and transit
Questions?