

Medical Examination Form Seafarers Maritime Nz

Now in its 18th year, the NILOS Documentary Yearbook provides the reader with an excellent collection of documents related to ocean affairs and the law of the sea, issued each year by organizations, organs and bodies of the United Nations system. Documents of the UN General Assembly and Security Council, Meeting of States Parties to the UN Law of the Sea Convention, CLCS, ISBA, ITLOS, Follow-ups to the UN Fish Stocks and Small Island States Conferences, WSSD, ECOSOC, UNEP and UNCTAD are reproduced first, followed by the documents of FAO, IAEA, IMO and UNESCO/IOC. As in the previous volumes, documents which were issued in the course of 2002 are reproduced while other relevant documents are listed. The NILOS Documentary Yearbook has proved to be of invaluable assistance in facilitating access of the international community of scholars and practitioners in ocean affairs and the law of the sea to essential documentation. The entry of the 1982 UN Law of the Sea Convention into force in 1994 and of the Part XI Agreement in 1996, as well as of the UN Fish Stocks Agreement in 2001, coupled with the ongoing follow-up to review of the UNCED Agenda 21 by the 2002 Johannesburg World Summit, make continuation of this assistance of particular significance in the years to come. The members of the Yearbook's Advisory Board are: Judges Abdul Koroma and Shigeru Oda of the ICJ, UNDOALOS Director Dr. Vladimir Golitsyn, ITLOS President Dolliver Nelson and Judges Thomas Mensah and Tullio Treves, as well as Rosalie Balkin, Edward Brown, Bernard Oxman and Shabtai Rosenne. This publication shows designated first-aid providers how to diagnose, treat, and prevent the health problems of seafarers on board ship. This edition contains fully updated recommendations aimed to promote and protect the health of seafarers, and is consistent with the latest revisions of both the WHO Model List of Essential Medicines and the International Health Regulations.--Publisher's description.

The 'bible' of occupational health, *Fitness for Work* is the most in-depth and comprehensive resource available on the effects of ill health on employment. Expert authors provide practical guidance on the employment potential of anyone with an illness or disability, as well as examining the art and skills of fitness for work assessment and its ethical framework. Fully revised and updated, *Fitness for Work*, fifth edition now includes, for the first time, important new chapters on work in cancer survivors, health promotion in the workplace, and managing and avoiding sickness absence. Following in the all-encompassing and comprehensive tradition of the previous editions, it also continues to provide coverage of and information on support for rehabilitation, work at older ages, health screening, and the full array of medical and surgical health problems that can affect fitness for work. Chapters are organized by medical condition to enable effortless reference, and are co-authored by a topic specialist and a specialist occupational physician providing a comprehensive view of the subject. The latest developments in legislation and government guidelines are included ensuring the book is up-to-date and provides the most current procedures in the field. *Fitness for Work* delivers a wealth of valuable consensus guidance, codes of practice, and locally evolved standards to enable well-informed clinical judgements to be made. All occupational health professionals should have a copy of this highly-regarded resource on their desks.

Amendment to 2015 consolidated ed. (ISBN 9780115534027). Amendment consists of loose-leaf pages that replace select pages from the main edition binder

A detailed analysis of the history of maritime transport services in the Uruguay and post-Uruguay Round negotiations and the role of the sector in the ongoing Doha Round talks. The reader will be confronted with an extensive overview of the role of maritime transport services in the WTO/GATS framework, a topic basically uncovered in the literature so far.

The third edition of the Guide to Ship Sanitation presents the public health significance of ships in terms of disease and highlights the importance of applying appropriate control measures. It is intended to be a basis for the development of national approaches to controlling the hazards, providing a framework for policy-making and local decision-making. It may also be used as a reference for regulators, ship operators and ship builders as well as for assessing the potential health impact of projects the design of ships. With the Maritime Labour Convention now in force (as of August 2013), the shipping industry is faced with a new international convention that has comprehensive implications across all sectors. This vital text provides timely analysis and thought-provoking essays regarding the Convention's application and enforcement in practice. Hailed as the "Seafarer's Bill of Rights" and the "fourth pillar" of the international regulatory regime for quality shipping, the Maritime Labour Convention is set to significantly alter the playing field for key stakeholders. This book offers diverse and interesting commentary in respect of the Convention's impact on core sectors of the shipping industry, identifying both strengths and weaknesses of the Convention, as well as potential hurdles that will need to be overcome. Each chapter focuses on a different aspect of the Convention, ranging from individual rights of the seafarer to challenges of flag State implementation. Special attention is given to enforcement through examination of the innovative measures provided in the Convention itself, along with discussion of domestic enforcement mechanisms in certain States. Furthermore, the book evaluates whether the Convention has filled existing gaps in maritime labour law, resolved prior difficulties or created new problems. This book expertly addresses issues of fundamental importance to national authorities, shipping professionals and associations, maritime lawyers and academics worldwide. ---In memory of Richard Shaw---

This book focuses on maritime employment from a private international law perspective. The first chapter analyzes the background against which international jurisdiction and conflict of laws rules are drawn up and examines uniform law in this context, in particular the 2006 Maritime Labour Convention and the 2007 ILO Convention No. 188 on Work in Fishing. The second chapter addresses international jurisdiction issues as regards individual employment contracts, while also exploring other issues (e.g. insolvency-related and social security matters) that are subsequently revisited in the third chapter while discussing conflict of laws issues related to said contracts. In turn, chapter four focuses on collective labour relations and private international law, i.e. collective agreements, strikes and other forms of collective action and information, and on the participation rights of employees in business matters.

This book critically investigates the conditions of seafarers' rights in China in legislation and in practice, focusing in particular on the restructuring process following the 2006 Maritime Labour Convention. Accordingly, it poses key research questions to major

Chinese stakeholders to gauge their responses to the Convention, to determine whether the protection of Chinese seafarers has actually improved since the advent of the Convention, and further, to identify the continuing challenges for future improvement. The Convention will enter into force in China in November 2016, bringing with it significant changes.

This technical report prepared by CIE Technical Committee 4-31 of Division 4 "Lighting and Signalling for Transport" details the official CIE Recommendations for requirements of colour vision that are necessary to ensure safe and reliable recognition of coloured signal lights and other colour coded visual information devices. The aim of the report is to encourage international harmonisation in colour vision requirements in maritime, air, rail and road transport, and the use of valid methods for the assessment of colour vision. The recommendations take into account the complexity of the colour codes used, the observation conditions likely to be encountered and the importance of colour recognition to safety in the various transport modes. The report summarises the studies that document the kind of difficulties experienced by persons with defective colour vision and the studies that show defective colour vision is a risk factor. The report defines three colour vision standards, (1) normal colour vision, (2) defective colour vision A where those with a mild colour vision deficiency can demonstrate their ability to see and recognise coloured signal lights, and (3) defective colour vision B where those with defective colour vision can demonstrate their ability to recognise surface colour codes at a short distance, such as those used on colour coded computer screens. The report also recommends test procedures for the assessment of colour vision. Detailed information on the recommended colour vision tests is given in an appendix.

The importance of international maritime labour law - both as a component of international maritime law, and in socio-political and economic terms - has been recognised by the IMO International Maritime Law Institute for a number of years. Indeed, the Institute has annually organised a course on maritime labour law with the participation of inter alia the International Maritime Organization, the International Labour Organization, the International Transport Workers' Federation, and the German Shipowners' Association. It was therefore a great pleasure when the authors invited me to introduce their forthcoming monograph on Maritime Work Law Fundamentals: Responsible Shipowners Reliable Seafarers. As the title suggests, a fundamental challenge of this branch of international maritime law is to achieve a balance between the interests of the two main stakeholders. Institutionally, the effort to achieve this balance dates back a number of decades with its genesis mainly found in the work of the International Labour Organization. It has to be said that whilst this effort achieved great progress, it has led to a haphazard, plethora of legal instruments.

This e-book package contains a copy of International Medical Guide for Ships Third edition and a copy of the Quantification Addendum which contains recommended quantities indications and dosing for 55 medicines listed in the International Medical Guide for Ships 3rd edition. The third edition of the International Medical Guide for Ships shows designated first-aid providers how to diagnose treat and prevent the health problems of seafarers on board ship. Since its

first publication in 1967 the International Medical Guide for Ships has been a standard reference for medical care on board ships. The second edition written in 1988 was translated into more than 30 languages and has been used in tens of thousands of ships. This the third edition contains fully updated recommendations aimed to promote and protect the health of seafarers and is consistent with the latest revisions of both the WHO Model List of Essential Medicines and the International Health Regulations. The International Labour Organization's Maritime Labour Convention 2006 stipulates that all ships shall carry a medicine chest medical equipment and a medical guide. The International Medical Guide for Ships supports a main principal of that convention; to ensure that seafarers are given health protection and medical care as comparable as possible to that which is generally available to workers ashore. By carrying this guide on board ships and following its instructions countries can both fulfill their obligations under the terms of the Maritime Labour Convention 2006 and ensure the best possible health outcomes for their seafaring population. The Quantification Addendum contains recommended quantities indications and dosing for 55 medicines listed in the International Medical Guide for Ships 3rd edition. The quantities are based on three types of ships: . ocean-going ships with crews of 25-40 and no doctor (Category A); . coastal ships with crews of up to 25 that travel no more than 24 hours from a port of call (Category B); and . small boats and private craft with crews of 15 or less and usually travelling no more than a few hours from a port of call (Category C). These quantities have been updated to reflect the decrease of crew numbers on most ships and calculated for voyages of one month. This companion volume to the International Medical Guide for Ships provides essential guidance to all those who involved in the procurement purchasing stock maintenance and use of medicines to promote and protect the health of seafarers worldwide.

The aim of this model course is to meet the mandatory minimum standards of competence for seafarers as electro-technical ratings, in the following functions: electrical, electronic and control engineering; maintenance and repair; and controlling the operation of the ship and care for persons on board, at the support level specified in table A- III/7 of the STCW Code

This series contains the decisions of the Court in both the English and French texts.

The texts of the Guidelines for flag State inspections under the Maritime Labour Convention, 2006 and Guidelines for port State control officers carrying out inspections under the Maritime Labour Convention, 2006 are to be submitted to the 303rd Session (November 2008) of the ILO Governing Body which is expected to take a decision on its publication.

The enormous technological, financial, and structural changes of recent decades have revolutionized the international shipping industry, bringing about lower freight rates, shorter time in port and fast turnarounds, reduction in crew size, employment of cheap labour from developing countries, avoidance of national regulations and taxes, and diminished living and working standards on

board. Exploitation of seafarers has always existed, but now it has become more common and frequent. Shipowners can cut costs in various ways, but the most profitable and easiest to achieve are those at the expense of labour costs, in particular costs for maintaining proper living conditions on board the ship. This bulletin examines in detail the structure of the shipping industry, focusing on problems concerning the working and living conditions of seafarers on board merchant ships serving the global sea transport system. Exploring all levels of maritime policymaking on a global and European level, the author analyses seafarers' rights in the light of international enforcement mechanisms and particularly in the light of the recent ILO Maritime Labour Convention. He also considers relevant case law, as well as advisory opinions and policy statements from various pertinent agencies, especially in the EU context.. Among the issues raised and discussed in depth in relation to their effect on seafarers' labour standards are the following: * ship manning companies; * illicit crewing agencies; * flags of convenience; * hours of work and rest; * wages; * occupational health and safety; * accommodation, food, water, and catering; * recreational facilities; * filing of grievance; and * port controls. The author shows that, expansion and progress of the maritime industry notwithstanding, there is a great need for effective enforcement mechanisms in this area. This is the first detailed analysis to connect the working and living conditions of seafarers with international, supranational, and national maritime legislation. A giant step towards establishing a global monitoring system to enforce international maritime conventions regarding seafarers' labour standards, it is sure to make an important contribution to both international labour and employment law and the law of the sea.

The TransNav 2013 Symposium held at the Gdynia Maritime University, Poland in June 2013 has brought together a wide range of participants from all over the world. The program has offered a variety of contributions, allowing to look at many aspects of the navigational safety from various different points of view. Topics presented and discussed at the Symposium were: navigation, safety at sea, sea transportation, education of navigators and simulator-based training, sea traffic engineering, ship's manoeuvrability, integrated systems, electronic charts systems, satellite, radio-navigation and anti-collision systems and many others. This book is part of a series of four volumes and provides an overview of Education and Training, Human Resources and Crew Resource Management, Policy and Economics and is addressed to scientists and professionals involved in research and development of navigation, safety of navigation and sea transportation.

International cooperation on the health of seafarers began many years ago. As early as 1921, an international convention regarding this matter was presented to governments of maritime countries for ratification. The First World Health Assembly, in 1948, recommended that WHO should establish, with the International Labour Office, a Joint Committee on the hygiene of seafarers. The first session of this Committee, held in 1949, defined the problems affecting the health of seamen and made a number of recommendations. In the opinion of this Joint Committee, the health of seamen called for international attention for a number of reasons. By the nature of his work, the seafarer is obliged to travel from country to country and is exposed to great variations of climate and also to any disease that may be prevalent in the port of call. He may therefore become a carrier of disease, so that the protection of his health is of importance not only to himself and the other members of the crew but also to the

populations of other countries he visits. Yet, on account of the nature of his employment, it is difficult to provide the seafarer with the same standard of health care that is generally available to other sections of the population.

The Ships Medicine Chest and Medical Aid at Sea is published primarily for the information and guidance of the Master and other licensed and certified crew members who may be directly or indirectly responsible for the administration of medical treatment at sea on vessels which do not carry a physician. This book attempts to describe in nontechnical language, the diseases and medical emergencies most commonly encountered while at sea and the "first aid" and "follow-up" care required until the patient can be evaluated and treated by a physician. It must be emphasized that the care and treatment of a patient at sea is much different than while ashore. The medications and treatments suggested in this book are based on the fact that a physician is not physically available and that such treatment must be carried out by intelligent seamen and ships officers who have received training in the delivery of health care. It is used on fishing vessels, by outdoorsmen, explorers, and backwoodsmen as a guide when professional medical care is not available.

"Previously published as Singh, International conventions of merchant shipping (British Shipping Laws, volume 8)"--T.p. verso.

PURPOSE. This Manual provides guidance for evaluating the physical and medical condition of applicants for merchant mariner medical certificates. The guidance in this Manual should assist medical practitioners, the maritime industry, individual mariners, and U.S. Coast Guard (hereinafter, Coast Guard) personnel in evaluating an applicant's physical and medical status to meet the requirements of References (a) through (d).

Addressed to physicians, tourist agencies, airlines, and shipping companies, this volume presents the latest information on health risks, and recommended and required vaccinations for entry into each of the world's countries. The main areas where malaria transmission occurs and where Plasmodium Falciparum is resistant to drugs are indicated.

This volume provides a detailed legal analysis of the fourth pillar of the international maritime regulatory regime, the comprehensive Maritime Labour Convention, 2006, and its provisions to achieve decent work for seafarers and a level playing field for shipowners.

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