



### Meeting notes for the EBA meeting

The Professional Yachtsmen's Association (PYA) has been representing seafarers working in the yacht industry since 1991. Over the years the PYA has been involved in many workgroups and working parties with the Maritime Coastguard Agency (MCA) and other Flag State administrations where their legislation has an impact on the yacht industry. The PYA has grown both in its membership base and its influence and today is involved in negotiations for the implementation of the Maritime Labour Convention 2006 (MLC 2006), an International Labour Organisation (ILO) convention. This convention is without doubt the most far-reaching piece of legislation ever to hit the maritime industry and could have devastating effects on the yacht industry.

The PYA is working with the ILO to demonstrate how and why the yacht industry is different from the merchant shipping industry. This is very important, as full compliance with the convention will impact on approximately 80% of seafarers working in the yacht industry and therefore the shipyards, contractors, sub-contractors, designers and naval architects who supply their services to the yacht industry.

The MLC 2006 is designed to provide seafarers with better working and living conditions and the PYA wholeheartedly supports the convention and its aims. However the yacht industry was never consulted during the 7 years that the MLC 2006 was being discussed and has therefore been placed at a disadvantage to other sectors in the marine industry. As a consequence, the yacht industry is facing a real uphill struggle to implement the MLC 2006 and if we fail the net result will be a devastating effect on jobs.

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The crux of the problem facing the yacht industry is that of crew and officer accommodation as detailed in Title 3 of the convention under Regulation 3.1, Standard A3.1 9. (f) and (k), which deals with the size of cabins. After more than 12 months of negotiations with the MCA it became clear that to meet the conventions accommodations requirements the area currently set aside for guest accommodation would be severely reduced, which in turn would mean potential yacht owners would not purchase a new yacht. If owners stopped buying yachts from say 24m to 50m because they could not meet the MLC 2006 requirements then 80% of the yacht industry would disappear within a very short space of time. The type of yacht builders that would be affected are Sunseeker, Princess, Beneteau, Heesen, Mangusta Akhir etc, to name a few. Not only would their workforces be significantly reduced there would also be an

impact on their suppliers and the contractors and sub-contractors. This would then feed into a reduction of seafarer's jobs, thereby affecting every aspect of the yacht industry.

The PYA has met with the ILO and is in the process of conducting quantitative and social studies as a direct result of that meeting. However, this may not be enough to protect the jobs that are at risk. It is anticipated that these studies will be completed by the end of May 2010. We are confident that the results from these studies will support our argument and prove that around 80% of yachts will be unable to meet the convention requirements.

The PYA is asking the members of the European Boating Association to read the MLC 2006 for themselves and in particular the paragraphs we have highlighted under Title 3 and to lobby their National Administrations and the European Union to support the yacht industry in getting the message across that the industry will be severely affected by MLC 2006 unless there is pressure from ILO member states to change the accommodation requirements for yachts.

The PYA thanks the EBA for the opportunity to present this case and can provide further more detailed information via our office.

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