



45 MINUTES ON

Responsible Shipping:

Uplifting marine safety and seafarer welfare in our supply chains

Presenters:

- Laure Baratgin • Head of Commercial Operations • Rio Tinto
- Francesca Fairbairn • Shipping Lead • IHRB

Moderator:

- Fiona Solomon • CEO • ASI

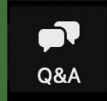
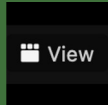
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Q&A

Please share any questions you have for the presenters as we go along:

- Open the Q&A window 
- Type your question into the Q&A box. Click Send.
(Check 'Send Anonymously' if you do not want your name attached to your question in the Q&A.)
- We will try to get to as many questions as we can during the session – either answering live, or via text reply in the Q&A window.
- If you have any technical/IT issues, you may also raise these through the Q&A box and the ASI team will try to assist where possible.
- Click the View button in Zoom to set your display preferences. 



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Agenda

1

- Context

2

- Health and safety in Maritime by Laure

3

- Human Rights in Maritime by Francesca

4

- Calls to Action

Photos taken by seafarers



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Some context on shipping

- More than 80% of world trade travels by sea
- Over 110,000 commercial vessels worldwide
- 42% are bulk carriers
- 2.6 million seafarers, 50% from Philippines, Russia, Indonesia, China, India, Ukraine, US
- Seafarers live and work in small spaces for many months (average 4-9 months in dry bulk)



Some context on shipping in the aluminium supply chain

- 450 million tons of bauxite, 150 million tons of alumina
 - Bulk carriers (20-25 crew)
- Primary aluminium/ semi-fabricated:
 - Bulk carriers (20-25 crew) and container ships (15-30 crew)
- Finished products e.g. cars:
 - Ro-Ros/ specialised car carriers (15-25 crew)

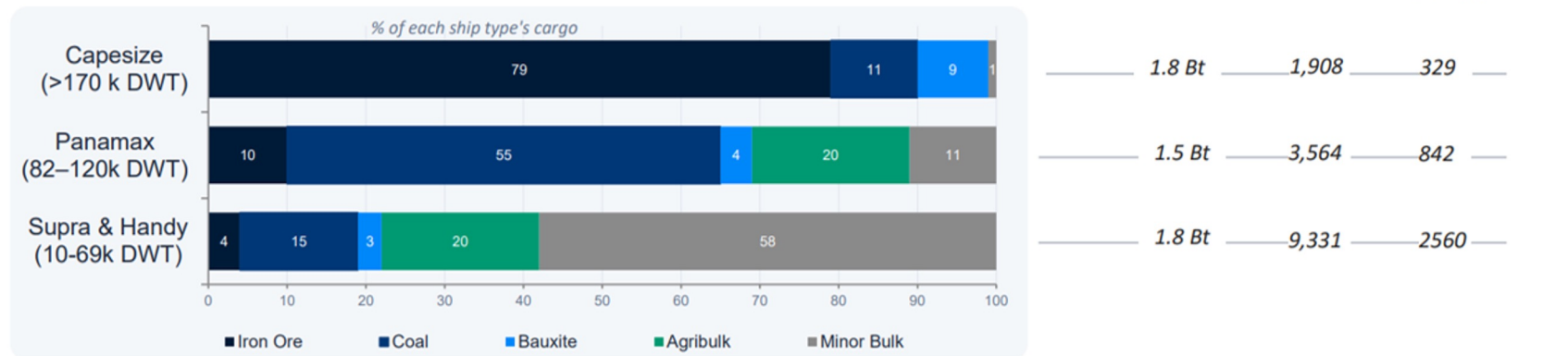






Dry bulk shipping is mainly serving our industries and is highly fragmented from a chartering and ship owners/managers standpoint

Dry Bulk Cargo Mix by Major Ship Category, 2025, Mt



World Fleet by Vessel Type

Millions dwt, 1 Jan 2025 · Total: 2,440M dwt

	Bulk Carriers	Tankers	Container Ships	General Cargo	Other
	42%	27%	15%	4%	12%
Millions dwt	1,036	670	364	87	283

Dry bulk trade reached 5.2Bt in 2025, originating from 863 cargo owners, with the top 10 charterers accounting for 29%

Health, safety and welfare still focused on fatality elimination

Health risks, high-risk tasks, fatigue and isolation often overlap.

449

seafarer deaths
reported by
66 countries in 2024

>30%

deaths occurred in
bulk carriers

>100

serious injuries
reported

Source: International Labour Organization



Safety critical risks



Health and psychosocial risk areas

Fatigue and workload

Social isolation &
loneliness

Exposure to
traumatic events

Remote support

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Opportunity to demand alignment on SMS and inspection standards to drive safety performance and operational risks reduction

	Outcome indicators		Governance indicators		
	Fatality rate	Incident ratio	Industry structure	Overarching standard	Safety outcome consistency
Bulk carriers	0.42%	1.49%	Owner driven, fragmented	No single mandatory standard	Inconsistent
Tankers	0.23%	0.96%	Charterer driven, standardised	OCIMF – Tanker Management and Self-Assessment (TMSA)	Consistently strong

Sources: EMSA, Allianz, Rightship, Oil Companies International Marine Forum (OCIMF), Intercargo

Overview of Human Rights in Maritime

- What issues do seafarers face?
- What and who protects seafarers?
- What can you do?



What are some of the issues that seafarers face?

- Recruitment fees/debt
- Low wages/late payment
- Workload/crewing levels
- Shore leave
- Wifi/connectivity
- Piracy/warlike situations
- Criminalisation of seafarers
- Dark fleet
- Abandonment

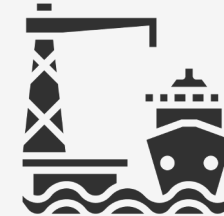




Getting cargo from A to B may seem simple...

But if you are a seafarer and something bad happens to you – where do you turn?

They are vulnerable to exploitation



What protects seafarers?



**THE LAW
OF THE SEA**



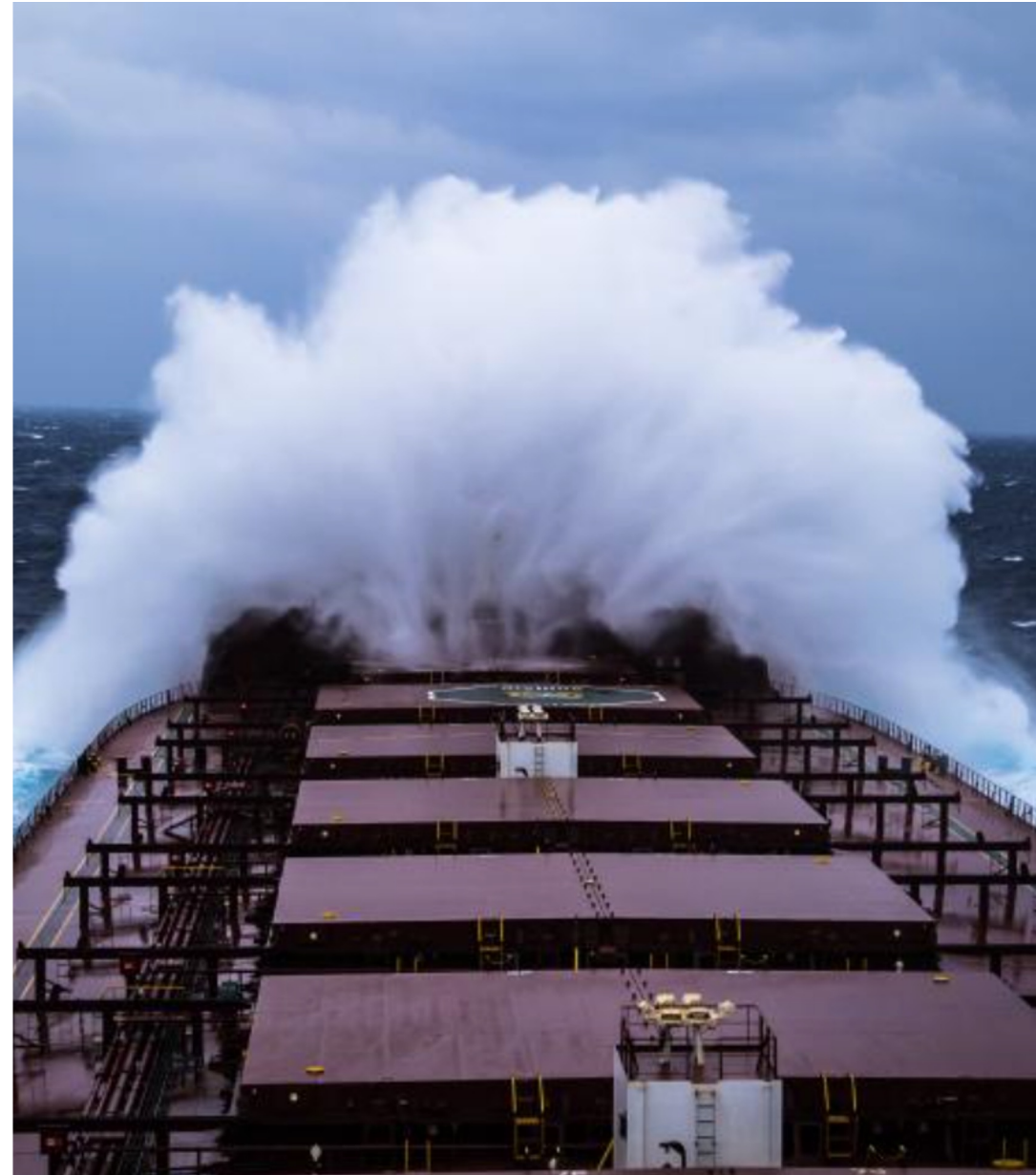
**Maritime
Labour
Convention
(MLC) 2006**



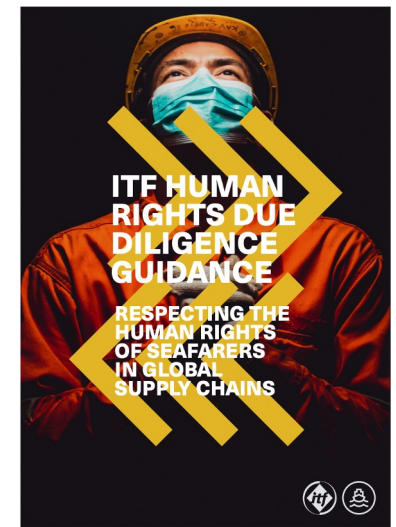
Who protects seafarers?

- Port states?
- Flag states?
- Home governments?
- ILO?
- IMO?

- Companies
- Crewing agents
- Unions
- Mission to Seafarers/ISWAN etc



What can you do?



Responsible Maritime Recruitment

HOME WHAT ARE RECRUITMENT FEES? HOW PREVALENT IS THE PRACTICE? WHAT CAN EMPLOYERS DO?

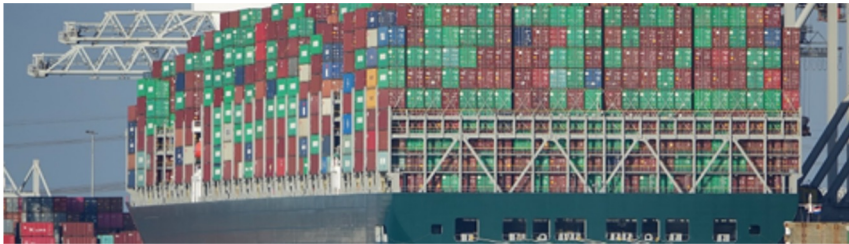
Ending Illegal Recruitment Fees in Maritime

Illegal recruitment fees push seafarers into debt, erode vessel safety, and expose shipping companies to growing legal and reputational risk. This resource combines the latest research evidence with a practical compliance toolkit for employers.

Our opportunity: embed responsible shipping as part of our responsible products delivery to markets

As charterers (at times also ship owners), we can drive high standards set-up and use across the shipping value chain:

Across the marine value chain



Ship owner/operator

Ship manager

Crewing agent

Flag + port states

Insurers/ P&I

Charterers

CHARTERERS INFLUENCE:

Safety management standard, partner selection, commercial decisions, vetting & assurance, incident learning, support for common standards adoption.

WHERE TO START:

DBCE / DryBMS — join and support/demand DryBMS as sole shipping SMS of your fleet.

Rio Tinto joined as DBCE's first charterer member.

RightShip — demand high scores of your fleet moving products.

Rightship was co-founded in 2001 by BHP, Cargill and Rio Tinto to set standards and scores on vessels. They provide inspections and vets to assess transparently vessels' safety and crew welfare performance.

Crew welfare / Code of Conduct — expect owners and operators to demonstrate good practice on seafarers' rights and welfare.

Support the Delivering on Seafarers' Rights Code of Conduct and RightShip-hosted Crew Welfare Self-Assessment, which helps owners and managers assess progress against welfare expectations and gives charterers an additional input into due diligence and partner selection.



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Questions and answers
(via Q&A and questions
received prior)



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