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From: Emma HODDER and Putuh Suadela;
Sent: Sunday, August 1, 2021 8:22 PM
Subject: RE: WCPFC Intersessional work on
improving crew labour standards
Attachments: Revised Draft CMM 30 July.docx

Dear working group members,

Many thanks for your participation at the virtual working group on 13 July. This was much appreciated by your co-chairs and we believe significant progress was made on the draft CMM.

Attached is the latest version of the CMM for your comment. This attempts to take account discussions that were had in the working group, as well as subsequent comments received by Japan, IELP, Australia, Indonesia, the Cook Islands and the United States. Some general comments from the US are also included below.

Taking into account members' wish to have 3 weeks to consult on this next draft, could we please have any further comments/suggest changes to this text by Friday 20 August. We will then determine whether an additional virtual workshop is required, and how best to present a draft text to TCC.

Please let us know if you have any questions in the meantime, and we look forward to continuing to progress this work. Also to note that I will be out of the office until 16 August, so will reply to any emails on this matter after this date.

Best wishes,

Emma and Putuh

General comments received by members:

US:

- We believe that crew safety issues, forced labor, and human trafficking are the three most significant areas of concern and would like to propose

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that any binding CMM developed through the intersessional work and adopted by the WCPFC be limited to these aspects of crew labor.

- We note that paragraphs 4-11 are modeled on CMM 2017-03, regarding observer safety. We support including provisions for crew safety similar to the adopted provisions for observer safety. However, we note that some modifications to the language will need to be made to account for differences in observer and crew functions, management, and operations. We are having detailed discussions with those in the U.S. that have technical expertise on these matters and look forward to reviewing the next draft of this document. As discussed during the workshop, there are many provisions in this draft that could not be implemented for crew operations. For example, in Paragraphs 8-11, discussion is needed as to how a crew member will be able to communicate on situations such as illness and harassment as this would need the cooperation of the vessel operator. For Paragraph 9, discussion is needed as to how the situation would be evaluated before action needs to be taken. Discussion is also needed as to whether the measures would apply to other types of vessels (i.e., not just fishing vessels), such as carriers. Discussion is needed on what would constitute an official investigation. We also need additional discussion regarding defining appropriate terminology for this section – crew provider versus crew agent versus manning agent?