



COMASOCIC (3x): « ACTION !! Pour Le Changement »
CAMACISOB (3x): « ACTION !! Action For Change »

Douala, the

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**URGENT RECOMMENDATIONS TO BE EXECUTED, IN THE FIELD, IN A SHORT
PERIOD TIME AND ARTISTIC PROCESS APPROACH: THE PRIVILEGED BENEFITS OF
CAMEROON ON THE POLITICAL, ADMINISTRATIVE, ECONOMIC, SOCIAL AND
LEGALTERM LEVEL**

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| <p>1 - 1 - At the outset, it is essential and imperative to set up the Revision Committee of the 1962 ordinance, establishing the Cameroonian merchant marine, the Cameroonian merchant marine code with its penal code on the various offenses and disputes</p> | <p>Politically, Cameroon will be on the way to the white list. Bring back serenity, respect for the great maritime nation that Cameroon has always been at the time of the Camship, Cameroon Shrimp, ect.</p> |
| <p>2°Considering the legal vacuum which causes a lot of breach, on the maritime regulations of premium on board, this body which emanates from the army in occurrence in 1874 by the Marshal of Castrie of the French army, therefore the urgency of a Presidential Decree recognizing this body as civil servants by the Ministry of the Civil Service and administrative reforms, on the one hand. Recognition of Sailors and Seafarers as auxiliaries to the National Navy to fill: State Action at Sea activities: the Maritime Police, the Coast Guard,</p> | <p>Administratively. It will allow the Cameroonian Maritime Administration to become more efficient, effective and productive in fulfilling its performance contract and specifications.</p> |

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| <p>safeguarding human lives and property at sea, Navigating firefighters, specialized rescuers, divers, the effective establishment of Coast Guard, source of employment.</p> <p>2 -</p> | |
| <p>3 - Cameroon having ratified Convention N ° 108 of the ILO concerning the identity documents of seafarers and seafarers, which has been revised by Convention N ° 185. Follow-up by the 2006 MLC requires its immediate implementation which concerns the purchase of the Biometric device and the training of technicians to use these devices.</p> | |
| <p>4 - Cameroon having also ratified Convention No. 102 of the ILO, concerning social security, the merchant marine code on its chapter 8, article 168 and 169 specified a special decree to set these conditions of operation of this maritime section , which is covered by ILO Convention No. 56 on Health Insurance for Seafarers and ILO Convention No. 165 on Social Security for Seafarers and Seafarers, Convention No. 71 on seafarers' pensions.</p> <p>The efforts of professional trade union organizations have led the government to issue a decree No. 2014/2377 / PM of August 13, 2014, employer No. 351-01066676.R which covers two categories. Formal and Informal, it is urgent to put in place its implementation.</p> | |
| <p>5- Convention N ° 16 has been ratified by Cameroon, revised by the MLC 2006 which requires the construction in each port, of special health centers for the health care of sailors and seafarers in stopover, foreign nationals and their family.</p> | |
| <p>6- The various international organizations, the ILO-IMO requires compliance with the standards of STCW 2010 training, for STCW 2010 fishermen, Familiarization on tankers, convention N ° 126 and 137 in ILO ports - IMO therefore there is the urgency to take out the identification of all existing activities in the Maritime industry which allows to release a national program of competitions and training exams for the employment opportunity.</p> | <p>Economically, it will attract foreign and national investors to the Maritime and port sector.</p> <p>The restructuring of this sector will bring a financial flow to the national treasury by the placement of</p> |

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| <p>7- Convention N ° 145 and Recommendation N ° 154, on the continuity of employment of seafarers and seafarers, to meet the expectations of the ILO on the application of Convention N ° 9, concerning the in place of employment offices in Limbe, Douala and Kribi. With a supervisory committee in accordance with Article N ° 5 of this convention.</p> <p>8) This Convention N ° 9 has been revised by Convention N ° 179 of the ILO - IMO the 2006 MLC which requires recruitment, training and placement, it is urgent to act effectively</p> | <p>wealthwell organized sailors and seafarers.</p> <p>This will boost inland navigation.</p> |
| <p>9- Convention N ° 146, the ILO which requires the existence of the National Collective Agreement, Maritime Navigation, this agreement set up in 2010, signed on April 6, 2010 by His Excellency the Minister of Labor and social security. So its revision is in progress with a blocking intentionally created by the group of employers in the sector on their various contributions in accordance with circular letter N ° 006 / CAB / PM of May 21, 2011, and decree N ° 0667-MINTSS / SG / DRP / SDRT / SFOP, therefore the urgent need for the Ministry of Transport to take these employers to complete their specifications.</p> | <p>On the social level, it will improve the situation of sailors and seafarers in</p> |
| <p>10 Convention N ° 135 ratified by Cameroon, concerning workers' representatives in all branches of activity, governed by 2 recommendations N ° 164 of the ILO concerning health, the regulation of safety and health of workers and work environments.</p> | <p>Cameroon reduce unemployment and open up the world market for</p> |
| <p>11 Convention No. 152 and these recommendations No. 160 of the ILO concerning the regulation of occupational safety and health in port handling. The application of this Convention No. 135 having taken effect, when the organization of the staff representatives saw the existence of workers' representatives in all branches of Navigation, it is up to the Ministry of Transport to put them into activity. in companies for the designation of safety and health at work delegates and the composition of the company's health and safety committee. With the organization of the World Day for Safety and Health at Work</p> | <p>Cameroonian maritime labor and ensure their career profile.</p> |

11 In view of the multiple problems in the Cameroonian maritime industry, offenses and litigation therefore authorized agents not existing to validate the minutes of conciliation or non-conciliation obliges Cameroon to respect the application of the convention N ° 178 and recommendation N ° 185 and N ° 28 of the ILO-IMO concerning the general principles of the labor inspection of seafarers and seafarers. The efforts of trade union organizations in the sector towards the President of the Republic on June 12, 2008 instructed the file at the General Secretariat of the Prime Minister's services for an appropriate action reference N ° VL3N ° 001/01/08 / SY / PM / CO / INT-AC of January 18, 2008, the Prime Minister in turn at the request of the unions, instructed the Minister of Transport to find premises in the building arbitrating the sub-directorate of maritime searches and rescues in Douala as well as the Minister of Labour. The establishment of a maritime labour inspection reference N ° 2009 / MINTSS / SG / DINCIT / CNIT / CEA / CA of September 12, 2014. In this approach and debate there was a conflict of jurisdiction, the Prime Minister confided to sub-group N ° 2 responsible for proposing measures for restructuring the labour market in the Maritime sector, for proposing the operation of the Maritime labour inspectorate and their agents, the administration is responsible for establishing minutes. Union delegates are responsible for denouncing.

On the legal level, the ratification of unratified connections and those ratified, its implementation promotes clarity on maritime, sub-regional, regional and international disputes. Diplomatic representation to international organizations that designed for the scientific and technological development of this noble industry. Compliance with the application of current regulations.

There is an urgent need to make this effective, efficient and productive, this inspection takes into account the order N ° 0021 / MINEPIA of April 12, 2002 concerning the methods of inspections of fishing vessels, the monitoring of industrial and artisanal fishing activities. , inspection of pressure devices on board Ships and on land on handling equipment.

All this obliges us to work in synergy, for the palpable, concrete and realistic implementation of a rich and complete roadmap, with talented men, available, ready to sacrifice themselves for any useful purpose, to set in motion the machine that brings Cameroon straight to the IMO White List and the American Coast Guard.

Please accept Excellency Minister, the expression of our distinguished sentiments.

For the Cameroon Sailors and Seafarers Social Structures Working Groups

