



**SECTORAL SOCIAL DIALOGUE
COMMITTEE
INLAND WATERWAY TRANSPORT**

**Minutes
Work group meeting of 4 February 2019**

1. Adoption of the agenda

The meeting was chaired by Mr Kerkhof (ETF, BTB Belgium). The agenda was adopted.

2. Adoption of the minutes of the last meeting (1 October 2018)

The draft minutes, including the social partner comments, were approved.

3. Information by the Commission on:

a) Implementation process IWT Council Directive on Working Time

Mr Strohbach informed the participants of the current state of play of the transposition of the Directive 2014/112/EU on behalf of the unit Working Conditions of DG Employment.

- In March 2018 Bulgaria notified national transposition measures that, according to their declaration, transpose the Directive in full.
- That means that now all Member States have declared that the transposition is complete.
- All the national transposition measures are under examination by the EC. The EC will then decide to close or to open or pursue the non-communication infringements.
- All the national implementing measures are publicly available in the EUROPA website: <http://eur-lex.europa.eu/legal-content/EN/NIM/?uri=CELEX:32014L0112>
- The Commission is also assessing the geographical reasons for not transposing the Directive as argued by 9 Member States (CY, DK, EL, ES, IE, LV, MT, PT, SI).

b) DG MOVE information

Ms Rousseau informed the participants that DG MOVE has initiated the procedure to adopt the delegated act based on the CESNI standards of competence, for practical examination, for approval of simulators and for medical fitness. The adoption by the Commission is expected during this semester, with the Council and EP exercising their right of objection after the EP recess period i.e. after 18 July. After that period, the delegated act will be published in OJ and enter into force.

Regarding the implementing act that is required to adopt the models of Union certificates of qualification, service record books, logbooks and practical examination certificates, the preparatory work is still in the hands of CESNI. It is expected that CESNI decides on 10 April to put these standards at its agenda for adoption at its next meeting. Timing is tight but it is still feasible to adopt models based on CESNI standards by implementing act in the timeframe required by the Directive.

Ms Rousseau also mentioned that the 2nd draft of the delegated act for the database referred to under Article 25(2) of Directive on professional qualifications will be discussed in the next meeting of the Commission expert group on social issues in inland navigation on 8 February. She explained that the plan is to finalise the draft on the basis of the outcome of the meeting and then to launch the procedure for adoption of the delegated act.

Regarding the initiative on the e-tools, Ms Rousseau explained that a contract has been signed end of September with a consortium for the study in support of the impact assessment. The study is planned to be finalised at the end of July. She also highlighted that the EBU, ESO and ETF will receive a mail with a first targeted survey and she invited the participants to forward the link to those who could be concerned by the subject. She explained that the consultation through surveys will take place in two phases; this first one being related to problem definition; the second one will address the options and impacts.

Finally, Ms Rousseau informed the participants about two recent events which concern the social dimension of transport:

The Commission organised a conference on the impact of automation in transport on the labour force on 20 November 2018 in Brussels. Further information can be found on DG MOVE website. As a follow-up, DG MOVE plans to carry out a study with a view to making policy recommendations at EU and national levels to accompany the transition towards automated transport for workers in all modes.

On 27 November 2018, the Commission organised a conference to discuss the main challenges that prevent women to join the transport sector and possible solutions. The Commission has initiated two studies, which were presented at the event. The first one, 'Making the EU transport attractive to future generations', can already be consulted on DG MOVE website. The second one, that will be published soon, identifies measures that companies can put in place to increase their gender balance.

Ms Chaffart pointed out that the format of the conference on the impact of automation in transport has not met the expectations. The representation in the event had to reflect adequately the importance of a given stakeholder.

4. Update on the state of affairs of the TASCs project

Ms Chaffart informed about the final outcome (end date was on 1 February 2019; the comments made at the final conference still have to be inserted into the final report) of the project. A tool (online crewing) has been produced which can be used as a base for the definition of future manning requirements in the IWT sector. However, some parameter/variables of the tool have to be adjusted to accommodate future needs.

Social partners underlined the positive and fruitful cooperation among the involved project partners. The future use of the online crewing tool was discussed intensively among the social partners. Social partners agreed on discussing the follow-up of the TASCs project in the social security workgroup meeting (11 April 2019) and in the next CESNI meetings.

5. Social security in European Waterways – Social Partners to report on the state of affairs of the Working Group – discussion & future options

The envisaged social security workgroup meeting (as discussed in the SSDC meeting on 1 October 2018) December 2018 was cancelled. The meeting has now been scheduled on 11 April 2019.

6. River Cruise Sector in Europe – discussion on joint approach • Automation in European IWT – discussion on joint approach

Mr Kerkhof reminded social partners of the round table conference in Amsterdam in September 2018. The conference was about social dumping in river cruise and received remarkable attention by the press.

Ms Chaffart pointed out that IG river cruise put its own position paper online shortly after the conference. ETF decided not to react on this position paper directly. Swiss river cruise companies (150 vessels, 8000 employees) have shown interest in negotiating collective bargaining agreements directly with ETF. ETF's position is that national agreements have to be negotiated at national level between the national social partners. ETF will not take over the responsibility of its national affiliates. However, ETF is prepared to develop a general framework agreement for the sector ensuring a level playing field.

As discussed in the last SSDC meeting Ms Chaffart underlined that both sides of industry in the IWT sector should formulate a joint position in order to ensure proper conditions in the river cruise sub-sector. So far a joint position has not been achieved.

Ms Beckschäfer underlined that ESO does not have members representing the river cruise sub-sector.

It was mentioned that EBU however, represents some river cruise ships/companies.

Social partners discussed intensively the issue of social security (different applicable law) in IWT in particular in the river cruise sub-sector. Social partners agreed on the fact that harmonization of the applicable European social security law is crucial to avoid social dumping. The issue will be discussed further in the social security workgroup.

7. Automation in IWT

Ms Chaffart informed about the ETF cross-sectoral project on automation. This project aims at developing a tool kit for automation in the different transport sectors. The tool kit includes guidelines and best practice examples. Experience has shown that the involvement of trade unions for the development of new technologies creates faster and better outcomes and added value for the employees. In terms of automation Ms Chaffart underlined that IWT is somewhat different to the other transport sectors (e.g. staff shortages, how to deal with the huge investment need for new technologies).

Ms Beckschäfer and Mr Kester welcomed the ETF position paper. Social partners have to work together with regard to automation. The outcome (e.g. potential job losses, insurances) of automation in the IWT has to be monitored closely.

8. AOB

a. Agenda for the next meeting (26 June 2019)

The agenda will remain the same for the next SSDC meeting.

b. CESNI update on activities & state of play, work programme next period

There were no information.

c. CCNR update

There were no information.

Participants

<p><u>4</u> Employers</p> <p><i>(4 ♂, 2 ♀, 4 different Member States)</i></p> <p>EBU</p> <p>Ms Kegels (BE) Mr Fietze (DE)</p> <p>ESO</p> <p>Ms Beckschäfer (DE) Mr van Lancker (BE) Mr Lacour (FR) Mr Kester (NL)</p> <p>BDS: not represented</p>	<p><u>10</u> Workers</p> <p><i>(5 ♂, 1 ♀, 5 different Member States)</i></p> <p>ETF</p> <p>Mr Kerkhof (BE) chair Ms Chaffart (BE) Mr Klein (NL) Mr Schatz (DE) Mr Misic (HR) Mr Sukhorukov (RU)</p>
<p>Central Commission for the Navigation of the Rhine (CCNR): Ms Braat</p> <p>European Commission Ms Rousseau (DG MOVE) Mr Strohbach (DG EMPL)</p>	