

Sectoral Social Dialogue Committee for Ports

Working group meeting, 28 June 2016

1 and 2. Adoption of the agenda and of the minutes of the previous meeting (7 March 2016)

The agenda of the meeting is adopted as are the minutes of the previous meeting.

Both ETF and FEPORT referred to the agreement reached on 27 June between the European Parliament (rapporteur being MEP Mr FLECKENSTEIN (S&D/DE) and the Council of Ministers on the Ports Services Regulation and welcomed the inclusion of social provisions (including Article 10a on training) in the revised text. ETF stressed that the final agreement recognises the role of the social partners and thanks to the EP, improves in many ways the initial text of the Commission.

FEPORT said that thanks to the work of the social partners, the social partners' demands have been included in the text.

The social partners are now waiting for the consolidated text of the Regulation and will, as SSDC, issue a joint press-release.

3. Safety on ships:

- **Report on the workshop meeting with ECSA and the Commission**

FEPORT indicated that, on the basis of the last meeting (23 May), it was agreed amongst all parties that the primary issue to be addressed in relation to Directive 2001/96/EC¹ is its proper enforcement and, in particular, the standardised and systematic completion of the BLU code ship/shore safety checklist.

DG MOVE indicated that it is foreseen that the Commission will provide information on how the Directive is implemented in the different Member States. To this end, a formal request from the SSDC should be transmitted to the Commission.

FEPORT indicated that when it comes to the promotion of good practices, social partners could take this on board.

ETF stressed the importance to distinguish between the unloading of bulk vessels as opposed to other cargo types. FEPORT agreed that bulk requires a separate discussion, recommending to set-up a small group to deepen this issue, also with ECSA.

IDC stressed two points: the structure of the ships and the equipment, which are linked to the elements of safety on ships.

FEPORT suggested to invite to the discussion the EMSA Agency which could help when it comes to safety control; EMSA could provide information on this issue, also when it comes to the classification system.

¹ Directive 2001/96/EC of December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers

.4. Discussions on upcoming Maritime Year

DG MOVE referred to the staff working document currently in preparation by the Commission's services. The aim is to take stock of the actions undertaken since the adoption of the Maritime Transport Strategy in 2009 and follows a consultation of stakeholders held last year. The document does not announce new legislative measures but highlights the important achievements of the last years, including in the field of port and its social dialogue.

The Commission has also engaged a REFIT exercise of the maritime safety legislation. Three proposals of Directives in the field of passenger ship safety have just been adopted, while the evaluation of other existing maritime safety legislation has started and could lead to new proposals in 2017 or 2018. Reflexions are on-going to use this opportunity for turning it in a European Maritime Transport Year during which the maritime sector, including ports, its achievements, its potential and its challenges would gain more visibility at European level. In this context any input from the SSDC and concrete actions that it undertakes will be most welcomed.

FEPORIT pleaded for a more pro-active approach from the social partners rather than just reacting to the Commission's initiatives. It pleaded for the organisation of a Conference aimed at promoting the achievements of the ports' sector in the context of the Maritime Year.

The ETF reminded the topic of mega-ships, which needs to be addressed along with the need to tackle the issue of health and safety.

IDC advocated for measures which promote the port sector and not measures which damage it. It stated that that the European funds are mainly used to implement the automation agenda.

The Chair reminded that the European agenda has shaped over the years the port's sector.

FEPORIT insisted on the need to remain pro-active. The ETF answered that it would like to have more precise information on the Commission's plans for the maritime year before planning any initiative

5. Fumigation of container: EU-OSHA presentation on the ongoing study

ESPO reminded that the social partners have already sent their contribution to OSHA in relation to the draft of the terms of reference of the study.

6. Impact of maritime transport development and of technological changes: discussion on a draft framework for a social partner's project

Following the last call of DG EMPL on Social Dialogue, the SSDC submitted a project which mainly consists in a research study on the social and economic impact affecting both the terminals and the workers.

DG EMPL will provide an answer regarding the results of the evaluation of the projects around November 2016.

7. EU-Portraits project: report from the cross-fertilisation Conference held in Hamburg on 25-26 May 2016

The preliminary results of the cross-fertilisation Conference were presented by the consultant. A final Conference of the project will be provisionally held end November. The social partners are encouraged to actively participate in and take ownership of this Conference so that the outputs of the project are maximised.

The next meeting of the SSDC for ports will take place on 29 November 2016.