

# SECTORAL SOCIAL DIALOGUE COMMITTEE FOR PORTS

## WORKING GROUP MEETING 4 JULY 2018

### DRAFT MINUTES

**Chair: Mr Xavier Galbrun**

#### **1. ADOPTION OF THE PROVISIONAL AGENDA**

The agenda was adopted following introduction by Chair who highlighted relevance of the issues at stake.

IDC informed about the issues persisting in the Port of Gothenburg impacting working conditions; a flyer was distributed for a possible discussion of the interested parties with the objective of resolving the situation.

#### **2. ADOPTION OF THE REPORT OF THE PREVIOUS MEETING**

The report was adopted.

#### **3. FUMIGATION OF CONTAINERS**

##### **a. Presentation of the report from EU-OSHA**

L. Lieck, EU-OSHA, presented the main findings and conclusions of the report<sup>1</sup>. In response to the questions raised by the Committee, he clarified the following:

Specific measurement instruments/equipment – a workshop with the EC Joint Research Centre is planned to identify such instruments;

Ventilation – IKEA example<sup>2</sup>;

List of countries presenting more risks – none;

Gases ports should test - Methyl bromide (MeBr) and Phosphine (PH<sub>3</sub>) as the most common<sup>3</sup>.

##### **b. Presentation of the procedures established in the port of Antwerp (CEPA/BTB)**

M. Cayman, Security Advisor, CEPA gave a presentation (see ppt). L.Gillis, ETF called for enforcing labelling at international level to better protect workers.

#### **4. SAFETY ON BOARD:**

##### **a. Presentation on the 'Reporting formalities' directive (DG MOVE) and discussion on how it can possibly contribute to improve safety**

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<sup>1</sup> <https://www.slideshare.net/euosha/health-risks-andpreventionduringhandlingfumigatedcontainers>

<sup>2</sup> <https://www.youtube.com/watch?v=48HHnYIfDVY>

<sup>3</sup> Page 14 of the report (p.19 for substances the ports identify)

FEPOR expressed disappointment that DG MOVE representatives could not attend. While FEPOR in general welcomed incorporating safety requirements in reporting formalities they would expect the scope of the Directive to be expanded to include all cargo. FEPOR enquired about practical arrangements for implementing the proposed reporting. FEPOR also asked about the potential procedure/legal basis for adapting the checklist for all cargo including IMO involvement<sup>4</sup>.

**b. Reports on accidents occurred in EU ports to dockers while unloading bulk carriers**

ETF recalled the request of the EMSA/Commission to the social partners to provide data for monitoring the implementation of Directive 2001/96 and informed about the data received from several members/countries (see meeting documents). Although the process is ongoing, ETF emphasised the challenges/limitations of the data collection exercise (non-availability of data, different data formats etc), in particular in respect to the role of social partners ('not a statistics office').

IDC shared assessment based on the data obtained from the members (see meeting documents) and highlighted two security threats in particular (i) maintenance of ships and (ii) conception of ships (often adapted for containers). To ensure safety for all involved workers they called for implementing checklists through enhancing EU level legislation and also taking action at international level. N. Stam, ETF called the government and employers to start jointly working on safety, including training of workers.

**c. Developments in the monitoring of the implementation of Directive 2001/96 (DG MOVE)**

S. Ekwall, DG MOVE expressed gratitude to the social partners for responding to the request of EMSA and informed that DG MOVE has forwarded the data. The data are also used for the circular visits which EMSA has started at the request of the Commission (LT early 2018; FR, HR and RO planned). Mr Ekwall emphasised that joint efforts of EMSA, national authorities and social partners will be instrumental to follow-up on the visits and establish a continuous process for monitoring the Directive.

**d. Dialogue with ECSA**

FEPOR informed that ECSA was approached and a preparatory meeting is planned in autumn 2018 to develop a common workshop. ETF called for going beyond the scope of the Directive and establishing cooperation that would allow working systematically on maritime safety.

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<sup>4</sup> Answers to both questions are subject to DG MOVE input after the meeting.

## 5. TRAINING OF DOCKWORKERS:

### a. Presentation of a publication from FEPORT

FEPORT presented the publication and its conclusions stressing the pertinence of the topic for the Committee and all ports. IDC shared the vision and invited to progress the activity and make relevant proposals based on the needs of the workers. N. Stam, ETF called for training for employers.

### b. Presentation of the EU funding possibilities to support vocational training (DG EMPL)

F. Rohn, DG EMPL presented Erasmus+ actions (see ppt). In response to the questions he clarified that Erasmus+ calls are published annually in the Official Journal, it follows a bottom-up approach and requires co-financing by project promoters. The target group is those in education, training, apprentices. Although not sector specific 'sector-driven' transnational projects are possible. Erasmus+ Project Results Platform<sup>5</sup> can be consulted for inspiration.

M. Roulette, DG EMPL spoke about ESF in 2014-2020 and outlined the Commission proposal for 2021-2027 (see ppt). In response to the questions she clarified that ESF has a large target group and it responds to local needs identified by the Member States. ESF is managed through 'shared management' and mainly national rules guide its implementation. The Commission monitors progress through the reports submitted by the countries. Code of Conduct<sup>6</sup> foresees involvement of social partners (and civil society bodies) in all stages of the programmes – design, implementation and evaluation.

## 6. “The changing face of ports: socio-economic impact of market-based and technological developments on EU ports”: presentation of the progress report by MTBS/Dynamar and debate

D. Visser, Dynamar presented the progress achieved (see the report/ppt) – the visits are taking place, the response to the questionnaire, however, remains low. ETF and IDC raised linguistic and technical issues linked to the questionnaire that need to be addressed by the consultants to raise the response rate. Chair called for better cooperation by partners in this matter.

A lively debate, mainly in relation to impact of ultra large container ships, took place. The social partners provided technical and other comments on the report to be addressed in the final version: updating references on the EU legal framework, including competition in the policy overview, verifying source data for emissions.

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<sup>5</sup> <https://ec.europa.eu/programmes/erasmus-plus/projects/>

<sup>6</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0240&from=EN>

Finally, in order to continue the debate on the impact of developments in shipping from the competition perspective it was decided to invite DG COMP to attend the next SSDC meeting.

## **7. Any other business**

The Chair, Mr Xavier Galbrun closed the meeting with a farewell speech.

The next meeting (Plenary) will take place on Wednesday 7 November.