

Condensed results of the meeting

Meeting: Plenary Meeting of the Shipbuilding SSDC
Date: 25 July 2010
Place: Hotel Renaissance, Rue du Parnasse 19, 1050 Brussels

Present: See enclosed list of participants

1. **Opening and introduction: Jenny Braat, Chairwomen**

- The Chairwoman welcomes the participants apologizes for the low participation of CESA delegates. She announces that in future more CESA colleagues would join the CESA social dialogue delegation.
- The Chairwoman states that the work between plenary meetings could be optimized and that this could be achieved if the Commission would facilitate and finance meetings of the steering group. The Secretariats should enquire with the Commission if this is possible.

2. **Minutes of the SSDC WG on 02 February 2010** – adopted without further comments

3. **Minutes of the SSDC WG on 17 March 2010** – adopted without further comments

4. **Joint Work Programme** – adopted without further comments

5. **Policy Work Group**

- Reinhard Lüken distributes the draft market monitoring report of CESA.
- He briefly refers to the most recent activities where the social partners have been directly involved: joint declaration of the European Maritime Regions in April 2010, LeaderSHIP Conference on 21 April 2010 in Bilbao, European Maritime Day on 21 May 2010 in Gijon, EP Conference "The future of the shipbuilding industry in Europe" on 24 June 2010.
- Mr. Lüken states that the intensive work reflects the intensity of the crisis but that the EP Conference on 24 June has shown that we have not yet achieved satisfactory results.
- Nick Granger supplies information related to the ship repair sector that is not covered in CESA's market monitoring report: whilst 2008 had been a record year for the sector, a contraction of 20% compared to 2008 levels of activity took place in 2009. The results are now equal to 2007 levels but this is still considered a good result. There are changes in the nature of the business however: whereas repair yards used to be able to choose the ship-owners they would like to work for, there is now more competition for work contracts.
- Access to qualified staff (white and blue collar, with a minimum of 5 years experience) is seen as a problem in the ship repair sector.
- Heino Bade reports that the EMF shipbuilding committee adopted a declaration at its meeting on 20 May 2010. The demands of the declaration had been presented to a representative of the Spanish EU presidency with the

aim of putting pressure on the EU Competitiveness Council to act but the EMF was disappointed with the poor result of the Council.

- Heino Bade pointed out that the lack of interest of the European Commission to support shipbuilding had been evident at the Conference on 24 June. He also stressed that more pressure on national governments was needed.
- He informed that the EMF is discussing the possibility to mobilize for another campaign.

- Robert Szewczyk states that the President of the European Parliament has shown interest in shipbuilding and should be approached again with a joint letter.
- Emilio Lonati thinks that a European action day for shipbuilding should be organized in Brussels (based on the example of the steel action day). An eco bonus for fleet renewal and incentives for ship dismantling activities in Europe should be demanded and the precarious working conditions for shipbreaking workers in Asia should be addressed.
- Reinhard Lüken agrees that the working conditions of shipbreaking workers in Asia are shameful but that this committee should not focus on this issue at this time. Developing ship breaking activities in Europe is not seen as a priority. Nick Granger holds that European repair yards are not interested in dismantling as this activity is not suitable for a highly skilled workforce, might damage the yards' image and is not lucrative. Andrea Husen informs about the activities of the International Metalworkers' Federation to support shipbreaking workers in India.

- **Conclusions:**

- EMF and CESA will write a joint letter to EP President Jerzy Buzek.
- MEPs Cozzolino and Itälä will be contacted by CESA and EMF to invite for a debriefing meeting of the Conference on 24 June.
- Commission Vice-President Tajani should be approached again. A copy of the letter to president Buzek should also be sent to the Vice-President.
- All organizations represented in the social dialogue committee should keep up the pressure on national governments.
- All organizations represented in the social dialogue committee should contribute to the debate on improving working conditions for shipbreaking workers in Asia.

6. Social Standard Work Group

- The Chairwoman reports that the work is progressing in a step-by-step approach and that the group has decided to start discussions on the preamble and on the relevant ILO standards. She also informs that it has been decided to continue the work in a smaller group and that the EMF had agreed to make a text proposal.
- Alain-André Clouet informs about a research project proposed by a member of the Waterborne TP concerning good practices of corporate social responsibility by European shipyards in the area of health & safety. He thinks that this project might be relevant for the work of the SSDC and should be promoted by it.
- It was agreed that the SSDC should investigate this proposal and see if it could be of interest for the common work.

7. Skills and Qualifications Work Group

- Manuel Hubert of the European Commission presents the Commission initiative "European Sector Councils on Skills and Jobs" (PowerPoint presentation enclosed):
- Skills councils are established at the European level at the joint request of sectoral social partner organizations. They bring together social partner organizations and existing national skills observatories in order to exchange at the European level information on quantitative and qualitative trends regarding sectoral skills. On the basis of these exchanges sectoral strategies can be developed regarding skills needs. Skills Councils differ from social dialogue committees. They are not a platform for negotiations on labour standards and also involve other stakeholders (national skills observatories, training associations, universities etc). Social partner organizations play however a key role in the governance of these councils. The role of the European Commission is restricted to providing the infrastructure and the financial support.
- Skills Councils are established in two steps: First, the social partners need to identify the relevant national stakeholders (skills observatories). In a second step the skills council is set up. Steps 1 and 2 are supported by an EU grant: ca. 100.000 Euro for the identification of the stakeholders and ca. 350.000 Euro for the establishment and running of the skills council. The grant application deadline for 2010 is end of August (for projects starting in the beginning of November). Phase 1 and 2 are expected to take 2 years to implement.
- The first European sector skills council will be created in the textile sector. Further initiatives are prepared in the sectors commerce, automotive and steel.
- In the ensuing discussion it is clarified that the sectors should themselves define which the relevant actors are. Organizations that are not defined as national skills councils might nevertheless be a relevant stakeholder in the area of analyzing sector skills needs.
- Manuel Hubert asserts that phase 1 (the identification of stakeholders) does not commit the social partners to set up a skills council (phase 2).

Conclusions:

- It is agreed that the shipbuilding SSDC will explore the possibility to establish a skills council for shipbuilding. The work group on "skills and qualifications" should look into this question.

8. Next Meeting

- The next SSDC work group meeting will take place on 27 October 2010.

Andrea Husen-Bradley, 14 July 2010