



EUROPEAN COMMISSION

Employment, Social Affairs and Inclusion DG

Employment and Social Legislation, Social Dialogue
Social dialogue, Industrial Relations

Brussels, 6 October 2011

**SECTORAL SOCIAL DIALOGUE
COMMITTEE
INLAND WATERWAYS**

Minutes Meeting of 27 April 2011

1. Adoption of the agenda and approval of the minutes of the previous meeting

The meeting was chaired by Mr Koning (employers). The agenda was adopted. The minutes of the previous meeting (2 February 2011) were approved.

2. Work programme 2011-2012

Ms Chaffart (employees) presented an initial draft of the new work programme, which carried over all the items of the previous work programme¹ and included two new items. Since they had not seen the draft before, the employers could make only provisional comments. Adoption of the work programme was postponed.

The following comments were made:

- Item 1 (Working time): Sub-items (a) and (b) had already been achieved and were to be deleted. A legal examination of the draft agreement should be carried out as soon as possible before sub-item (d).
- Item 2 (Job profiles): The role of Edinna must be made clearer.
- Item 4 (Improvements of on-board working and living conditions): The objective and the scope were still unclear; for example, whether conditions under employment legislation or third countries were to be included. For the employees, the most important aspect was the employment conditions. Ms Durst (DG EMPL) pointed out that a study could be incorporated into the follow-up to the Naiades Programme. The social partners agreed to discuss these issues within a smaller group.
- Item 6 (Promotion of inland waterways): The employees were not under the impression that social partners were competent for promoting inland waterways; in

¹

http://circa.europa.eu/Public/irc/empl/sectoral_social_dialogue/library?l=/inland_waterways/2010&vm=detailed&sb=Title

any case, the wording of the item was not specific enough. The employees referred to the existing promotion of training and employment in the maritime shipping sector and proposed finding similar possibilities for inland waterway transport. The likelihood of demographic change and the lack of trainees were viewed as a challenge on all sides. Platina was already drawing up a policy paper on recruitment. This now needed to be implemented at national level.

- Item 7 (Harmonised social security legislation): This new item was supported by the employers and should be placed higher in the list of priorities. Ms Durst (DG EMPL) pointed out that it was not the EU, but the Member States, that decided on the level of protection².

3. Information from the Commission (DG MOVE)

Ms Schlewing (Directorate-General for Mobility and Transport) gave information on the new White Paper on Transport³ and on a possible extension to the Naiades programme. The second Naiades progress report⁴ had been published only recently. With regard to the continuation of Naiades, the Commission was currently carrying out an impact assessment, which included plans for an on-line consultation⁵. The main objectives of the programme would probably not be changed in future; they would simply be adapted to developments. However, the content had not been decided in detail, and the Commission was open to suggestions. The White Paper already contained proposals for inland waterways. The employee representatives regretted that inland waterways were mentioned only in passing in the White Paper and that not enough attention was paid to the "human factor". Europe needed a common social framework for inland waterways. Overall, however, a sectoral policy and therefore a continuation of Naiades was welcomed by all parties.

4. Working time: discussion of the last draft of the agreement

The social partners went through the last version of 31 March. Paragraph 13 should read "or his representative". The amendment to paragraph 12.1 was accepted. There was still disagreement over the new paragraph 12.4, as the use of the word "alternatively" made the wording too vague. There should be a clear separation of the options "either" and "or". The change to the definition of the mobile employee was accepted. The wording of paragraph 3.4 (pro-rata calculation) had not yet been finalised. Recital 10 was still open.

The employees proposed asking the Commission for a legal review of the text despite the open points. The social partners wanted to send a joint letter to the Commission in the following week⁶ and, at the same time, request a new drafting group meeting.

5. Miscellaneous

² <http://ec.europa.eu/social/main.jsp?langId=en&catId=849>

³ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52011DC0144:EN:NOT>

⁴ http://ec.europa.eu/transport/inland/promotion/naiades_en.htm

⁵ http://ec.europa.eu/transport/maritime/consultations/2011_07_22_naiades_en.htm

⁶ The letter was sent on 19 May 2011.

The social partners read through a joint draft letter to the CASS (Central Commission for the Navigation of the Rhine)⁷ and made final changes.

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Participants 27.4.2011

Employers (5 ♂, 2 ♀)

EBU

Mr Bouriot (FR)

Mr Koning (NL)

Mr Naaborgh (NL)

Ms Wenkel (DE)

ESO

Ms Beckschäfer (DE)

Mr Van Lancker (BE)

Mr Veldman (NL)

Workers (7 ♂, 3 ♀)

ETF

Mr Biesold (DE)

Mr Bleser (LU)

Mr Bramley (ETF)

Ms Chaffart (ETF)

Mr Grygoriuk (Observer, Ukraine)

Mr Lalak (CZ)

Mr Lehninger (AT)

Ms Latron (FR)

Mr Pauptit (NL)

Ms Popova (BG)

European Commission

Ms Durst (DG EMPL)

Ms Schlewing (DG MOVE)

⁷ <http://www.ccr-zkr.org/>