

A decorative graphic on the left side of the page consists of several overlapping, flowing shapes in shades of blue and yellow, with a dashed line curving through them.A decorative graphic in the center of the page consists of several overlapping, semi-transparent rectangular boxes in a light blue color, arranged in a grid-like pattern.

## **Working and living conditions in inland navigation in the European region**

**Hyunsoo Yoon**

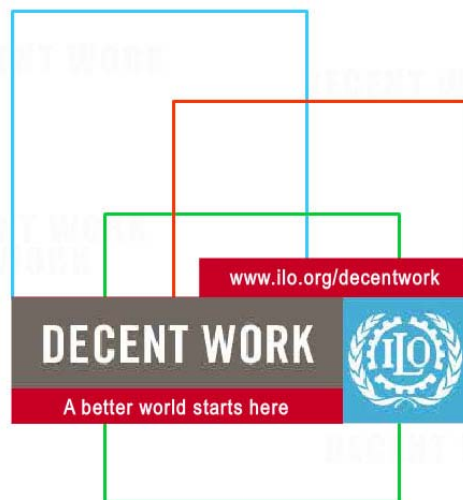
**Technical Officer, Maritime and Transport  
International Labour Organization**

**CCNR Congress  
Strasbourg, 4 December 2013**



## About the ILO

- Specialized agency of the UN
- Tripartite structure
- Decent Work





## About the ILO

- Long history of work in the maritime and transport sectors
- Maritime Labour Convention, 2006
- Work in Fishing Convention, 2007 (No. 188)





## History of ILO work in inland navigation

- Hours of Work (Inland Navigation) Recommendation, 1920 (No. 8)
- Special Tripartite Conference concerning Rhine Boatmen, 1949
- Sectoral Activities Programme 2012-13 (GB 310th Session)
- Launch of the ILO study on inland navigation in 2013



# Outline of the ILO study

- Aim
  - Overview of current regulatory frameworks.
  - Highlight gaps in the protection of crews.
  - Search for ways to improve working and living conditions.
- Scope
  - European region (UNECE member states)
  - International (UNECE), regional (EU, CCNR, DC), national level.
- Issues
  - Minimum requirements
  - Conditions of service
  - Social security
  - Enforcement



# Labour market in inland navigation

## Structure of the labour market

- Decrease in transport performance
  - Impact of the global economic crisis.

Annual trends in billion-ton kilometres in the EU

- **Small companies vs Large companies**

- Consequence of the global economic crisis.
- Rise of the self-employed owner-operators.







# Labour market in inland navigation

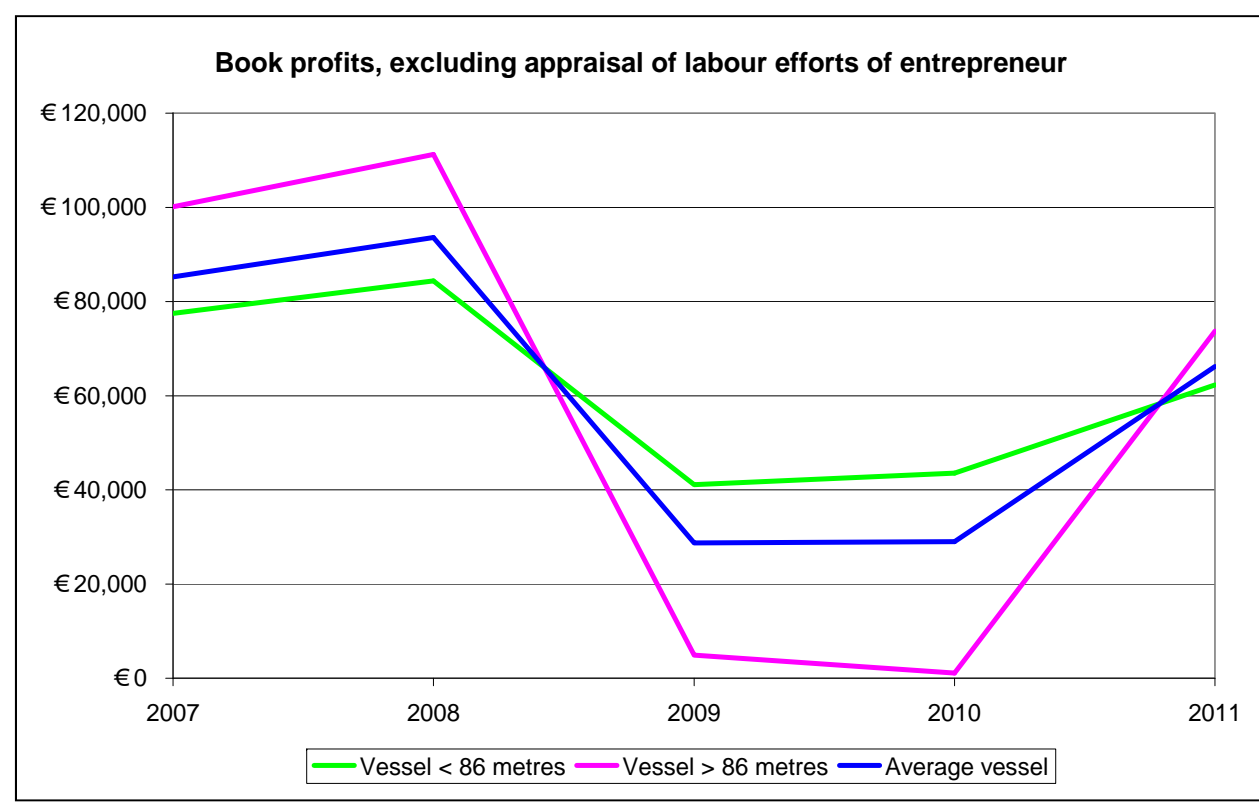
## Employment trends

- Key labour supply states
  - Netherlands, Germany, France, Luxembourg, Italy
- Case of Luxembourg
  - Increase in registrations and lower costs.
- Decrease in levels of employment
  - Relatively lower demand for mobile workers
  - Increasing number of self-employed



# Labour market in inland navigation

## Employment trends



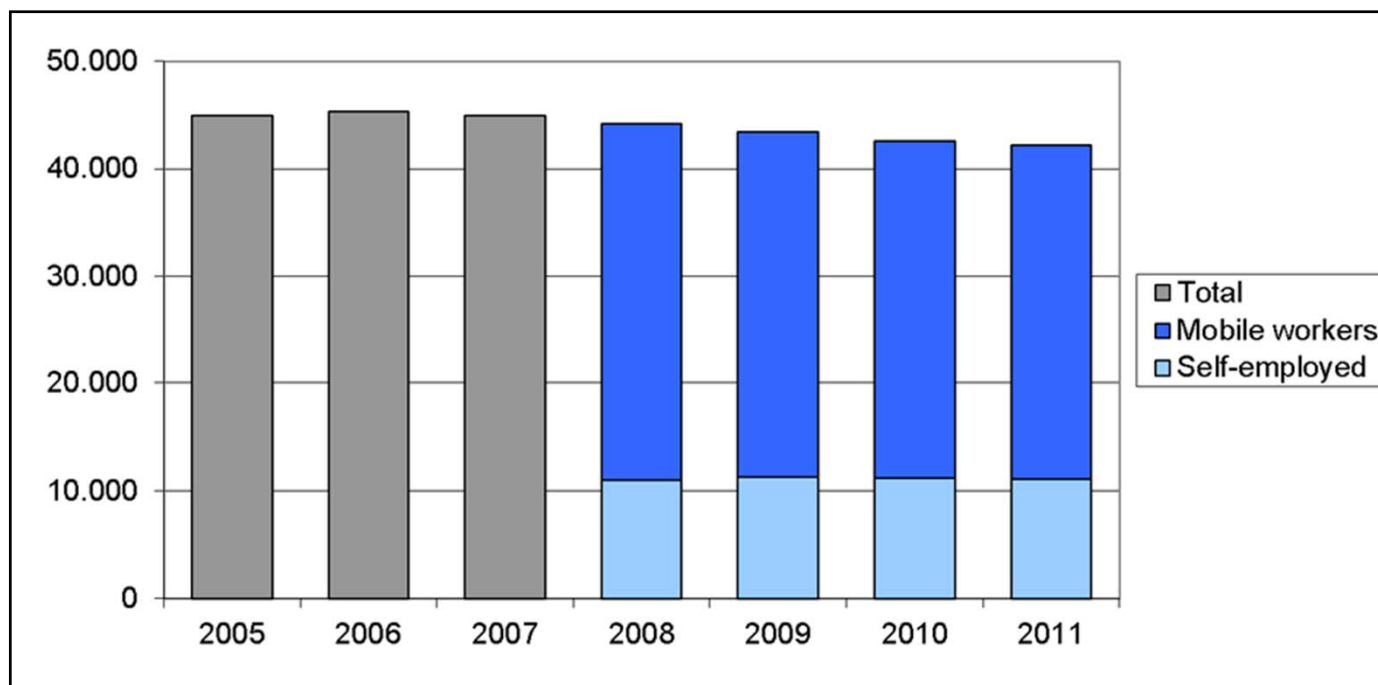




# Labour market in inland navigation

## Employment trends

*Development of the total IWT employment from 2005 to 2011 in EU-28, broken down by mobile workers and self-employed from 2008 to 2011*

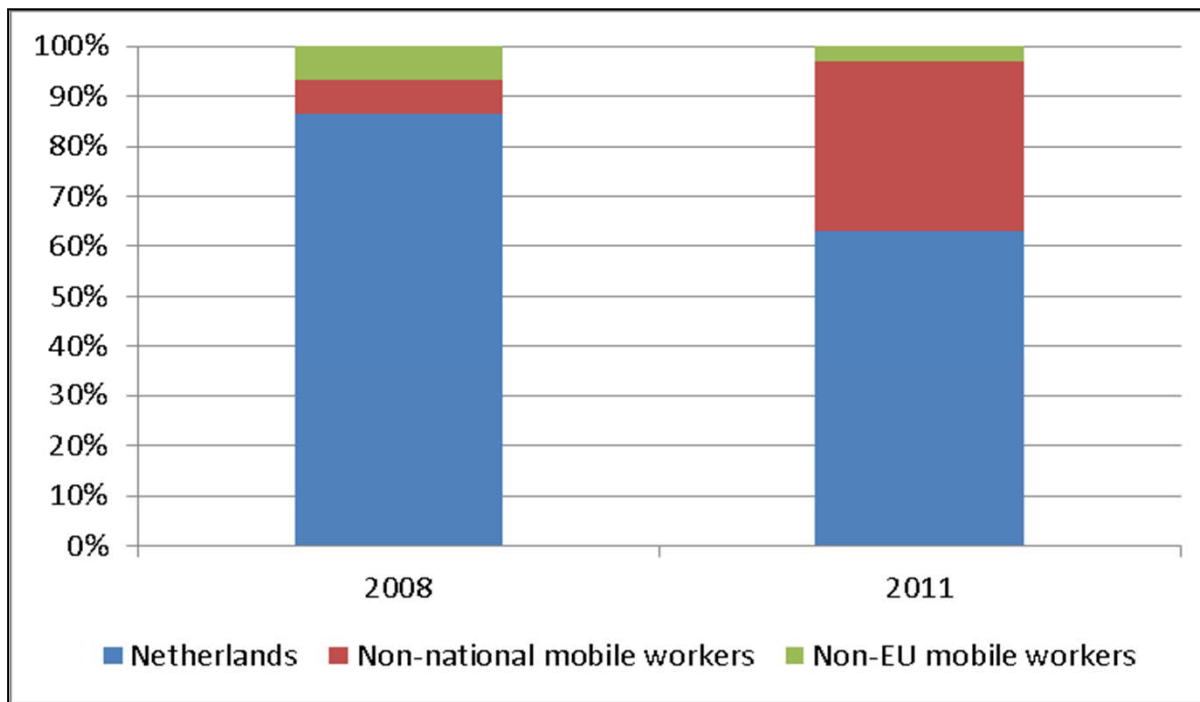




# Labour market in inland navigation

## Foreign crews

*Distribution of nationalities of mobile workers in the Netherlands in 2008*



# Conditions of service

## Work agreements

- Primarily governed by domestic legal frameworks
- Items included in a work agreement
  - Netherlands
  - Russia
- Enforceability of work agreements





# Conditions of service

## Wages

- Primarily a domestic issue with little harmonization.
- Differences between domestically recruited crews and those recruited by manning agencies.
- Differences between Eastern and Western Europe.



# Conditions of service

## Working time

- Importance of hours of rest
- Pressures on working time
- Collective agreements
- Applicability of national regulations





# Conditions of service

## Working time

### *Applicability of IWT regulation*

Criterion	National regulations	Collective agreements
Flag of vessel	EE, FI, HU, IT, LT, RO, SE	AT, BG, FR, HU
Seat of operator	BE, LU	AT, DE, HU, NL
Nationality of employer		BG, HU
Nationality of worker		BG, FR
Residence of worker	PL	
Geographical position of vessel	E, DE, NL, PL, UK	
Port visit	SE	
Other	AT, BG, FI, SK	BE
Unspecified / unknown	CZ, HR	FI, SE
		EE, CZ, HR, IT, LT, LU, PL, RO, SK, UK (10)
Not relevant		CY, DK, ES, IE, GR, LV, MT, PT, SI (9)

AT:  
in Austria  
BE:

BG:  
FI:  
SK:

(Austrian) employers are accountable for violations of working time regulations and unless enforcement regulations provide otherwise, only for perpetrations

Belgian law applies to Belgian employers and employers operating in Belgium  
Various Belgian collective agreements exist of which the applicability is determined by different criteria  
the flag of the vessel is the criterion and operators are required to fly the national flag  
applies to Finnish vessels in Finnish waters, where Finnish operators must fly the national flag.  
Applicability only to the territory of the Slovak Republic and the operators established in Slovakia



## **Social security**

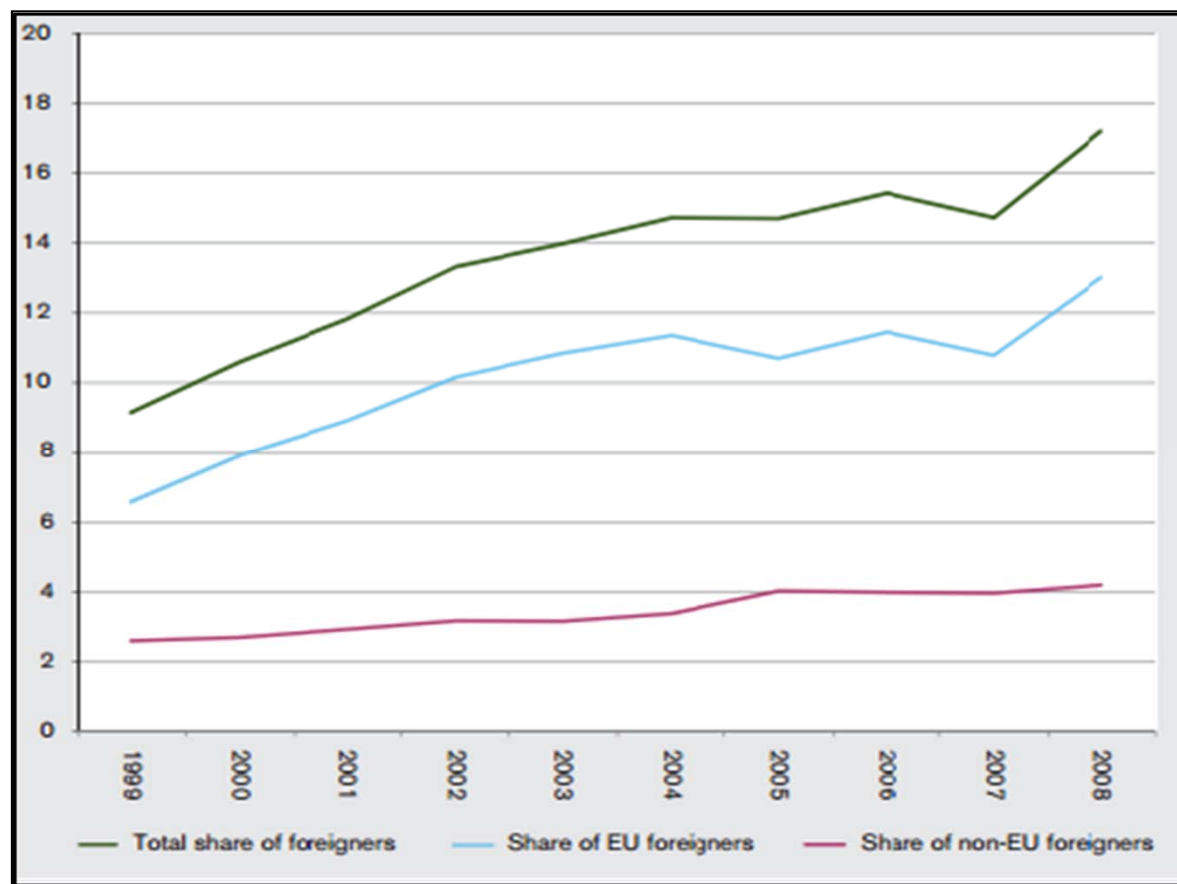
- Uncertainties and fragmentation
- Agreement concerning the social security of Rhine Boatmen, 1949
- EU Regulation 1408/71 and national laws and practices
- Self-employed and owner-operators
- Effect of manning agencies





# Social security

*Proportion (values in %) of foreigners among workers covered by social security in the German inland navigation*



Source ; CCNR



# Enforcement

- Importance of enforcement
- Inspections and reporting
- Training
- Coordination



## Registration of vessels

- Importance of registration for working and living conditions
- Effect of open registries on the regulation of conditions.
- Impacts on fair competition for vessel owners and operators
- Cases of Malta and Cyprus



## Conclusions

- Assessment of conditions in the European region.
- Fair competition for vessel owners and operators
- Decent work for all inland navigation personnel
- Future work of the ILO



## Further information

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