Working and living conditions in inland navigation in the European region

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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.

- 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

Book profits, excluding appraisal of labour efforts of entrepreneur

- €0
- €20,000
- €40,000
- €60,000
- €80,000
- €100,000
- €120,000

2007 2008 2009 2010 2011

Vessel < 86 metres  Vessel > 86 metres  Average vessel
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

<table>
<thead>
<tr>
<th>Criterion</th>
<th>National regulations</th>
<th>Collective agreements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flag of vessel</td>
<td>EE, FI, HU, IT, LT, RO, SE</td>
<td>AT, BG, FR, HU</td>
</tr>
<tr>
<td>Seat of operator</td>
<td>BE, LU</td>
<td>AT, DE, HU, NL</td>
</tr>
<tr>
<td>Nationality of employer</td>
<td></td>
<td>BG, HU</td>
</tr>
<tr>
<td>Nationality of worker</td>
<td></td>
<td>BG, FR</td>
</tr>
<tr>
<td>Residence of worker</td>
<td>PL</td>
<td></td>
</tr>
<tr>
<td>Geographical position of vessel</td>
<td>E, DE, NL, PL, UK</td>
<td></td>
</tr>
<tr>
<td>Port visit</td>
<td>SE</td>
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<tr>
<td>Other</td>
<td>AT, BG, FI, SK</td>
<td>BE</td>
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<td>Unspecified / unknown</td>
<td>CZ, HR</td>
<td>FI, SE</td>
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<tr>
<td>Not relevant</td>
<td>FN</td>
<td>EE, CZ, HR, IT, LT, LU, PL, RO, SK, UK (10)</td>
</tr>
</tbody>
</table>

**AT:** (Austrian) employers are accountable for violations of working time regulations and unless enforcement regulations provide otherwise, only for perpetrations in Austria.

**BE:** 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.

**BG:** the flag of the vessel is the criterion and operators are required to fly the national flag.

**FI:** applies to Finnish vessels in Finnish waters, where Finnish operators must fly the national flag.

**SK:** 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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