

- > IndustriALL Global Union
- > Shipbuilding-shipbreaking Action Group Meeting

- > 19-20 November 2012
- > Rio de Janeiro, BRAZIL

- > Joop van Oord en Ruud van den Bergh

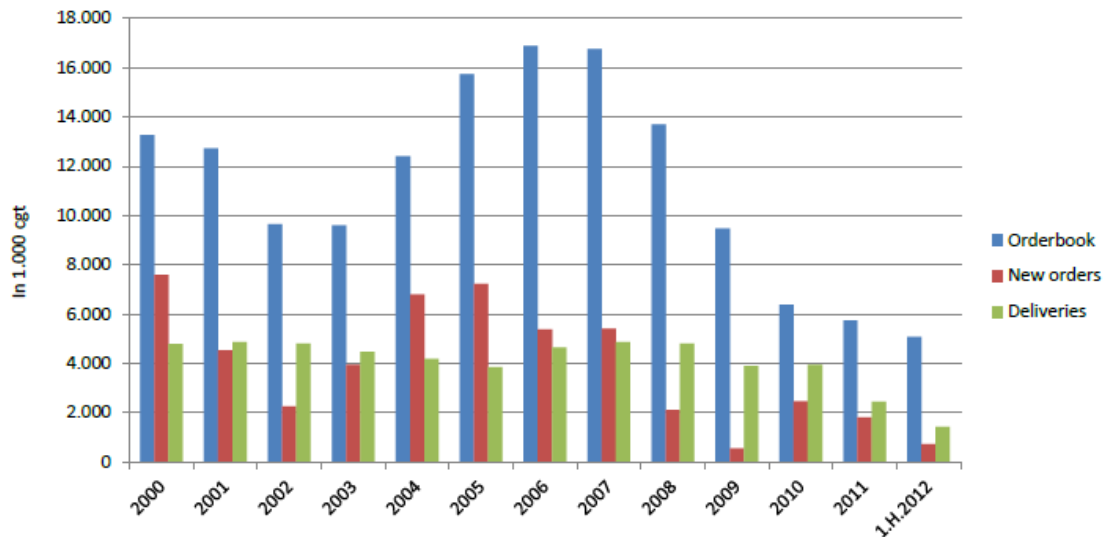
Agenda

- ❑ Schipbuilding in Europa
- ❑ SSDC
Sectoral Social Dialogue Committee
on Shipbuilding and Ship Repair
- ❑ Leadership 3 workinggroups
- ❑ EU and Shipbreaking
- ❑ European Economic and Social Committee EESC

Schipbuilding in Europa

Shipbuilding in Europe 2000 - 2012: CESA/SEAEurope

Orderbook: - 58,0% **Development 2008 – 2011:
New orders: - 13,8%** **Deliveries: - 49,3%**



Sources: IHS Fairplay, SEAEurope

Sectoral Social Dialogue Committee

> Members



> *Werkt in je voordeel*

The latest market developments
Strategies to bridge the current overcapacities
Developments in the LeaderSHIP2020 strategy

Qualification and Skills WG

Up-date on the sector skills council project

Social Standards WG

Consultation on Joint Statement on Social Standards

SSCD Social Standards WG 30 nov 2012

- ❑ Social Standards in the European Shipbuilding and Ship Repair and Conversion Sector:
 - Coverage by Collective Agreements
Every employer must adhere to the corresponding legal provisions and respective collective agreements for the benefit of the employees, contract or temporary workers within their company, regardless of their nationality or job status
 - The right of association and workers' representation
 - Safety, working conditions and health

LeaderSHIP 2020

❑ 1^e LS 2015

- > 2004 a vision and programs
- > developed by social partners

❑ 2^e LS 2020

- > 2012 a program developed by social partners
- > and EU DG enterprices

Key area from LeaderSHIP

- Establishing a level playing field in world shipbuilding
- Improving RDI investment in the EU shipbuilding industry
- Developing advanced financing and guarantee schemes
- Promoting Safer and More Environment-Friendly Ships
- A European Approach to Naval Shipbuilding Needs
- Protection of Intellectual Property Rights (IPR)
- Securing the Access to a Skilled Workforce
- Building a Sustainable Industry Structure

LeaderSHIP 2020

The Chair, Mr. Daniel Calleja Crespo, Director General of DG ENTR

□ Three Working Groups

- Finance and Competition
- Research and Development
- Employment and Skills

EU and Shipbreaking

- ❑ *On 15 May 2009, adopted IMO the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention)*
- ❑ *Ships to be scrapped must have a Inventory or Hazardous Materials (IHM)*
- ❑ *Breaking Yards must have a Ship Recycling Facility Plan*

EU and Shipbreaking

- ❑ There are currently developed guidelines regarding certification and inspection
- Guidelines for Survey and Certification of Ships under the Hong Kong Convention; and
- Guidelines for Inspection of Ships under the Hong Kong Convention.

EU and Shipbreaking

- ❑ There are only a few countries that have signed the Convention (France, Italy, Netherlands, St. Kitts and Nevis and Turkey), which the Convention has not yet entered into force

- ❖ EU Member States are **expected** to sign the Hong Kong Convention



European Economic and Social Committee

OPINION
of the
Section for Agriculture, Rural Development and the
Environment
on the
**Proposal for a Regulation of the European Parliament and
of the Council on ship recycling**



> *Werkt in je voordeel*

Mainpoints preposal

- Ships flying the flag of an EU Member State will have to establish and maintain during their whole operating life an inventory of the hazardous materials present on board. While new ships will have to establish an inventory immediately,
- Ships flying the flag of an EU Member State will only be allowed to be recycled in facilities present on the European list.

Mainpoints preposal

- The Commission had a study carried out on the possibility of establishing a fund to which every ship docking in a European port would have to contribute. The amount of the contribution would be determined by a combination of tonnage and toxicity. The use of a fund of this kind fits in perfectly with the "polluter pays" principle. **The money could be used in part to improve working conditions in South East Asia, by training workers in safe working practices, by raising local awareness of the dangers of the irresponsible scrapping of large seagoing ships** and by improving local public infrastructure.

Mainpoints preposal

- the ship owners will have to ensure that ships arrive at the ship recycling facility in a condition which is ready for certification as "safe for entry" and "safe for hot work" so as to prevent explosions and (fatal) accidents amongst workers in ship recycling facilities.

The tekst of this proposal is availeble in EN and Portugees

FOR HIDDEN COSTS



TUESDAY 6 NOVEMBER 2012



6:30-8:00 PM



European Parliament, Brussels - Room ASP 1G2



Chaired by MEP Carl Schlyter

Co-organised by the NGO Shipbreaking Platform

WEEK PREVIEW: "THE SHIPBREAKERS"

Short screening of the film by award-winning documentary film director Ralph Vituccio, and Tom Clancey,

Training School for health and safety Alang

Raise funds. We already have a nice amount and a location, but it is still not enough.

Dutch shipyards are involved.

Netherlands MaritiemLand finds it a good plan and wants to help.

Dutch shipowners also responsible. But first we have to define a plan of costs and project management



> *Werkt in je voordeel*