



**IndustriALL Global Union**  
**Shipbuidling-Shipbreaking AG**  
**Introduction & Background data**

19-20 November, 2012  
Rio de Janeiro, BRAZIL  
Kan Matsuzaki- IndustriALL Global Union





# Building Unity and Power



115 countries  
355 unions  
20 million workers



100 countries  
200 unions  
25 million workers



110 countries  
217 unions  
10 million workers



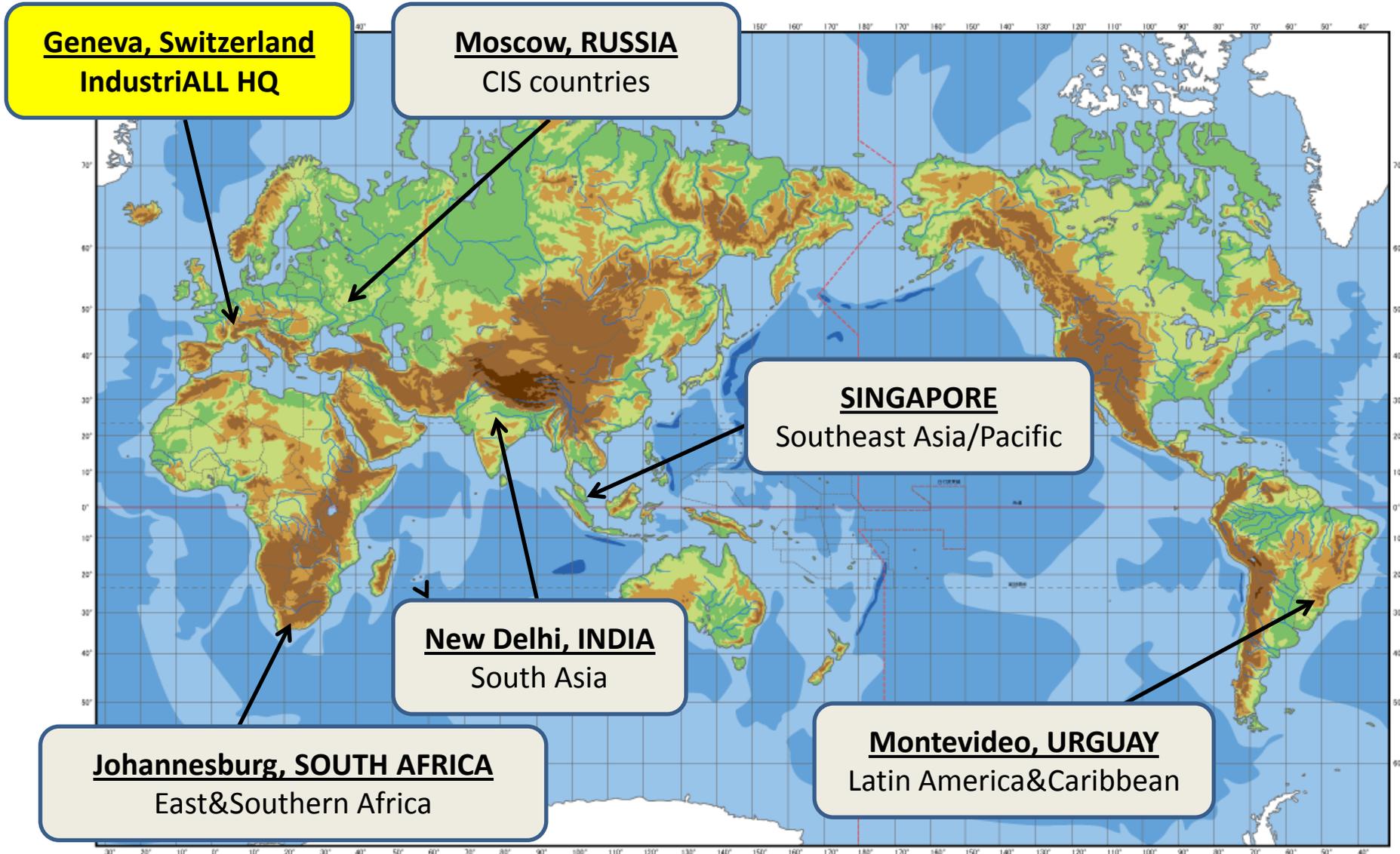
**Founding Congress of IndustriALL Global Union**  
Representing workers across supply chains in mining, energy and manufacturing sectors at the global level.

140 countries  
50 million workers  
over 400 unions





# HQ and Regional Offices





# List of industrial sectors within IndustriALL's jurisdiction

Industrial Sectors(15)	
Aerospace	Automotive
Base metals	Chemical, Pharmaceutical and Bio-science
Energy	Industrial and Environment Services
Glass, Ceramic, Cement and Associated Industries	ICT, Electrical and Electronics
Mechanical engineering	Mining and DGOJP
Pulp and Paper	Rubber
<b>Shipbuilding and Shipbreaking</b>	Textile, Leather, Garment Shoes and Textile Services
Service and Miscellaneous Industries	
Cross Sectoral groups(2)	
Women	Non-Manual





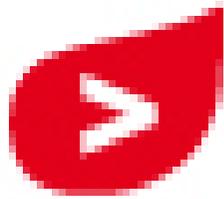
# 3 Key Points on IndustriALL GU's Action Plan

First, **organizing and building stronger unions.** We need to increase our membership to build more power. We need to organize everyone, also precarious workers.

Second, **trade union rights.** We need to make sure that every worker has the right to join a union of his/her choice and enjoy the protection of a collective agreement. We need to react to every violation by a government or a company.

Third, fighting for a **new economic and social model that puts people first.** We need to put pressure on political decision-makers for investments in the creation of good quality jobs instead of precarious jobs, for the growth of manufacturing industry instead of financial speculation, and for comprehensive social protection for all citizens.





# SHIPBUILDING





# Trends in Shipbuilding Industry

World Orderbook at Year-End (in share)

	2005		2011
Japan	31.6%		15.8%
S. Korea	36.1%		35.0%
China	15.8%		38.7%
Europe total	6.5%		1.7%
USA	0.4%		0.3%
Brazil	0.1%		1.2%
Taiwan	1.4%		1.0%
India	0.3%		0.9%
Philippines	0.5%		2.2%
Vietnam	0.5%		1.0%
World total('000GT)	164,022		216,967

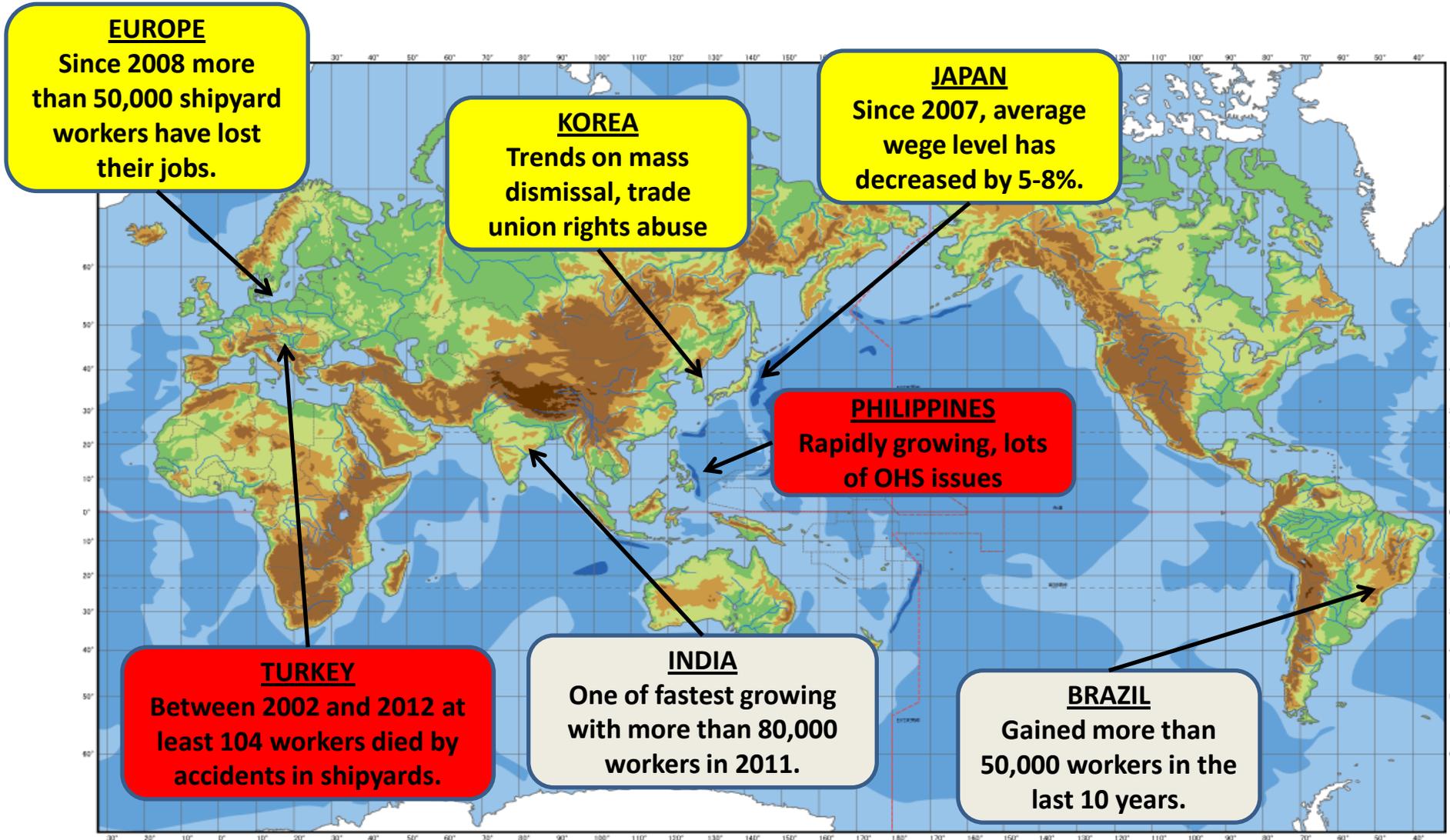
Workplaces have been moving to emerging shipbuilding countries in Asia and Latin America.



1. Data Source: The Shipbuilders' Association of Japan(SAJ)
2. Ship Size Coverage: 100 Gross Tonnage and over
3. Europe Total = Former AWES(present CESA)



# Trends on employment and labour condition in global shipbuilding industry





# Market Distorting Factors

the workers' rights become a key factor

Pricing/Cost



Protection of the national market

Subsidy/Aid

Anti-competitive practices

Since shipbuilding industry is highly labour intensive industry, the labour cost consists big portion of total production cost.



**Are wages and labour conditions are fairly negotiated between workers' unions and employers?**



# Trends in coming years

In 2010 and 2011,  
completions were the highest



Orderbooks  
continue to shrink

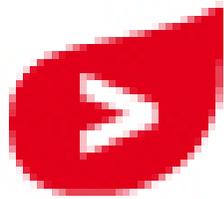


(CGT)

	Completions	Orderbooks, by scheduled delivery			Total orderbooks	Implicit workload (in years)
	2011	2012	2013	2014+		
China	19 736 659	27 584 842	11 131 983	2 158 703	40 875 528	2.1
Korea	15 953 574	15 640 229	12 341 639	7 547 398	35 529 266	2.2
Japan	9 162 472	9 161 849	5 028 405	1 941 491	16 131 745	1.8
Europe	3 173 440	4 336 964	1 674 345	1 340 432	7 351 741	2.3
Philippines	639 337	991 926	689 890	192 332	1 874 148	2.9
Vietnam	530 190	1 493 033	223 084	33 096	1 749 213	3.3
Chinese Taipei	395 313	455 097	333 813	426 241	1 215 151	3.1
India	224 422	1 296 938	263 124	83 912	1 643 974	7.3
Brazil	132 314	694 360	491 900	432 558	1 618 818	12.2
Other builders	1 178 005	2 644 640	580 891	227 044	3 452 575	2.9
World total	51 125 726	64 299 878	32 759 074	14 383 207	111 442 159	2.2

Source: OECD WP6 (based on IHS Fairplay World Shipbuilding Statistics, December 2011)



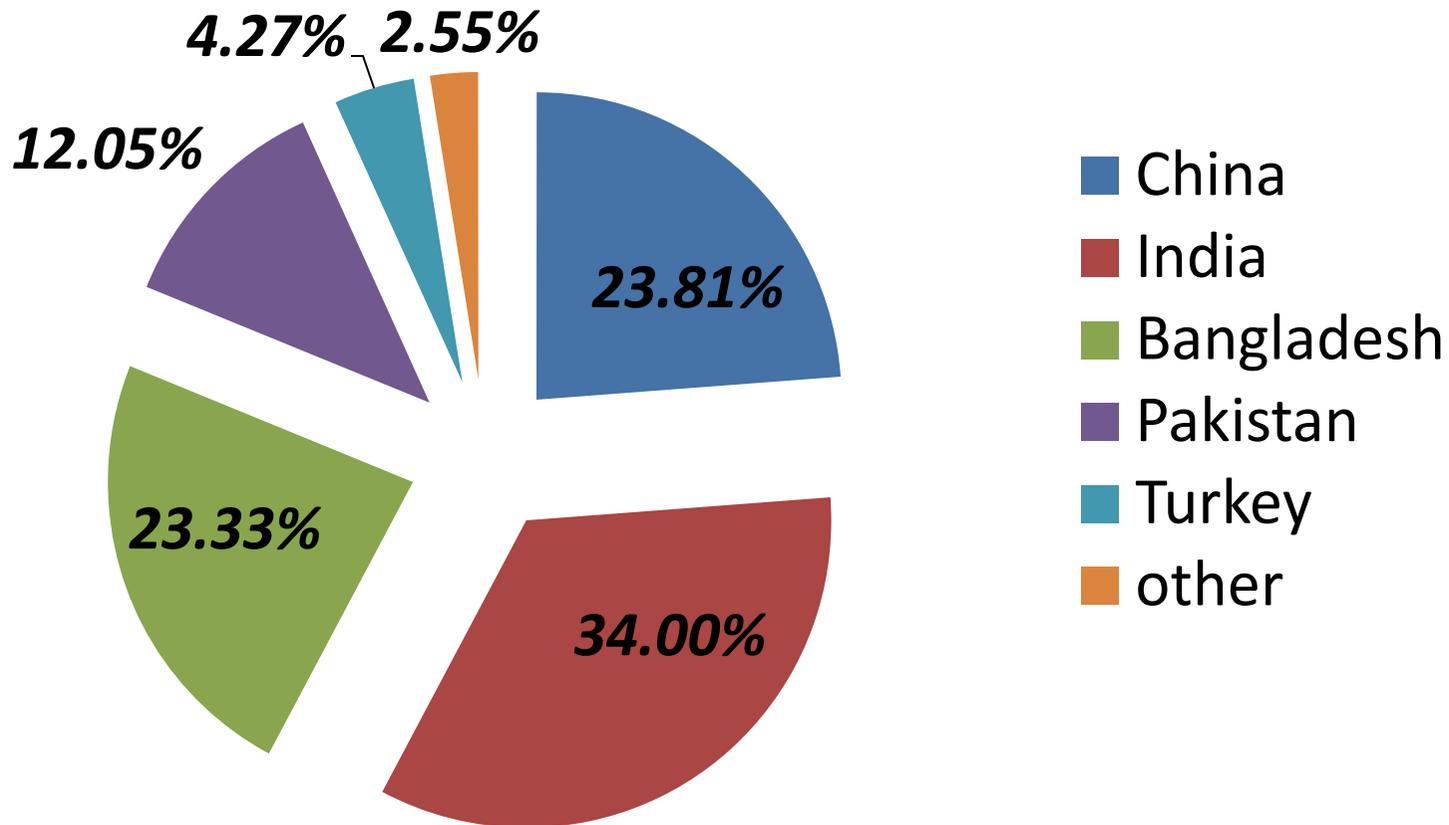


# SHIPBREAKING



**South Asia region- India, Bangladesh, and Pakistan account nearly **70%** of world shipbreaking in gross tonnage.**

**Shares in % of Gross Tonnage by countries (2011)**



Source: "Shipbuilding Statistics" September 2012, the Shipbuilders' Association of Japan



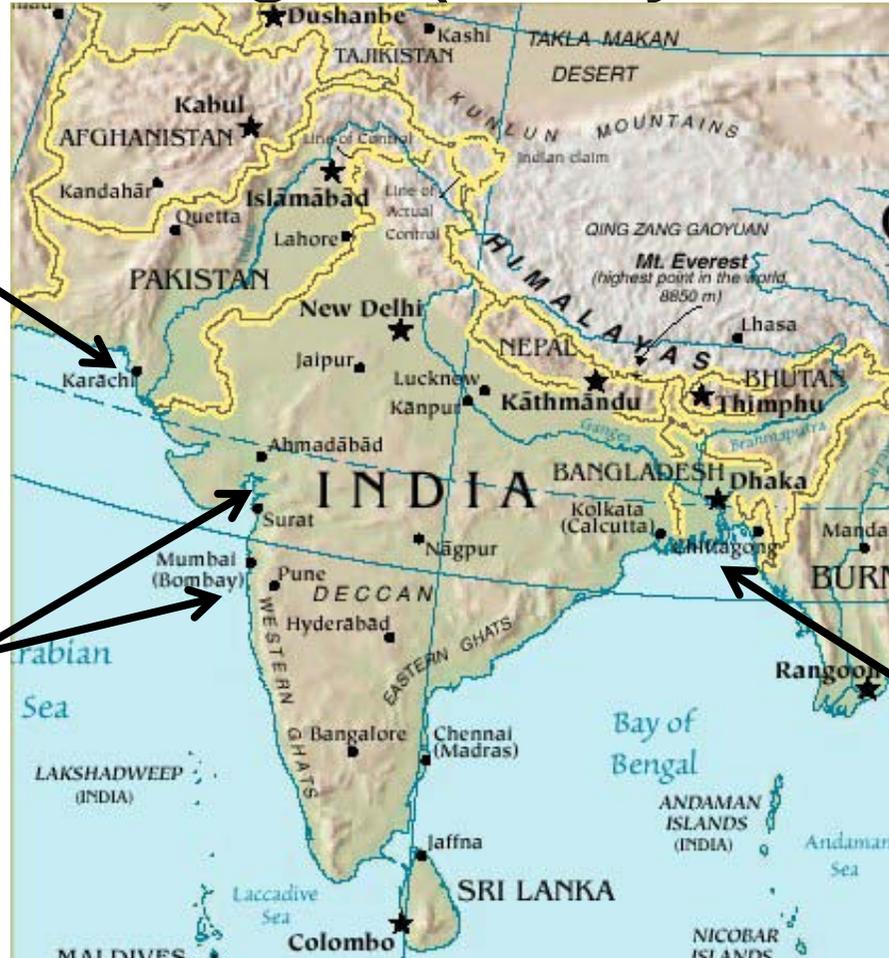


## No. of Shipbreaking Workers in South Asia Region (est. by affiliates)

**PAKISTAN**  
25,000

**INDIA**  
66,000

**BANGLADESH**  
30,000



Over **120,000** shipbreaking workers in South Asia region.





# One of the most hazardous occupations in the world

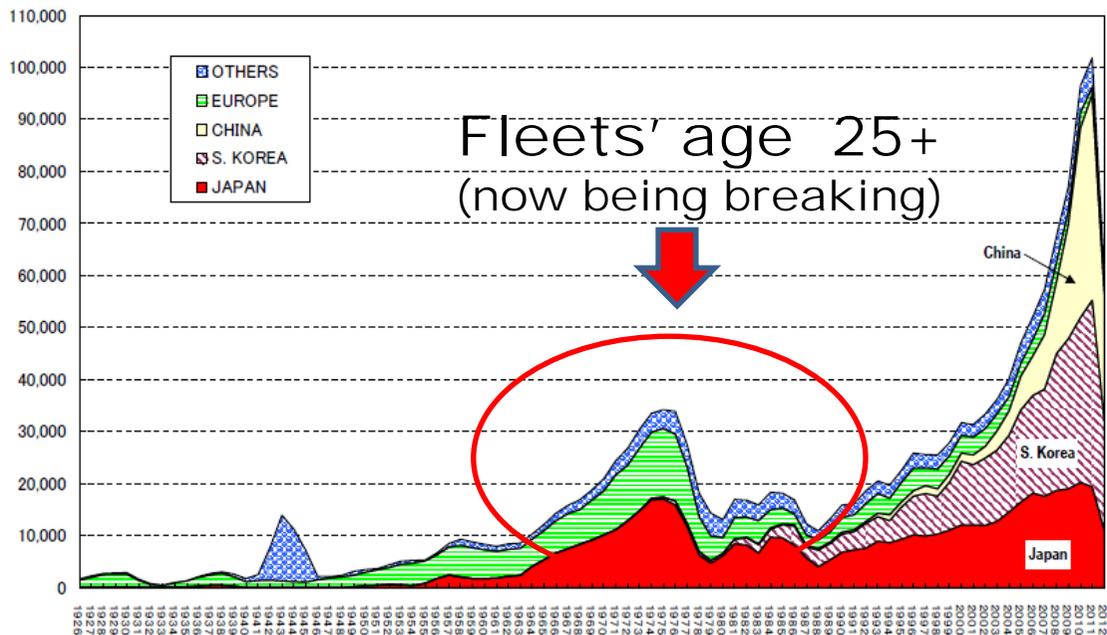
## Most of the shipbreaking workers do not know their basic rights



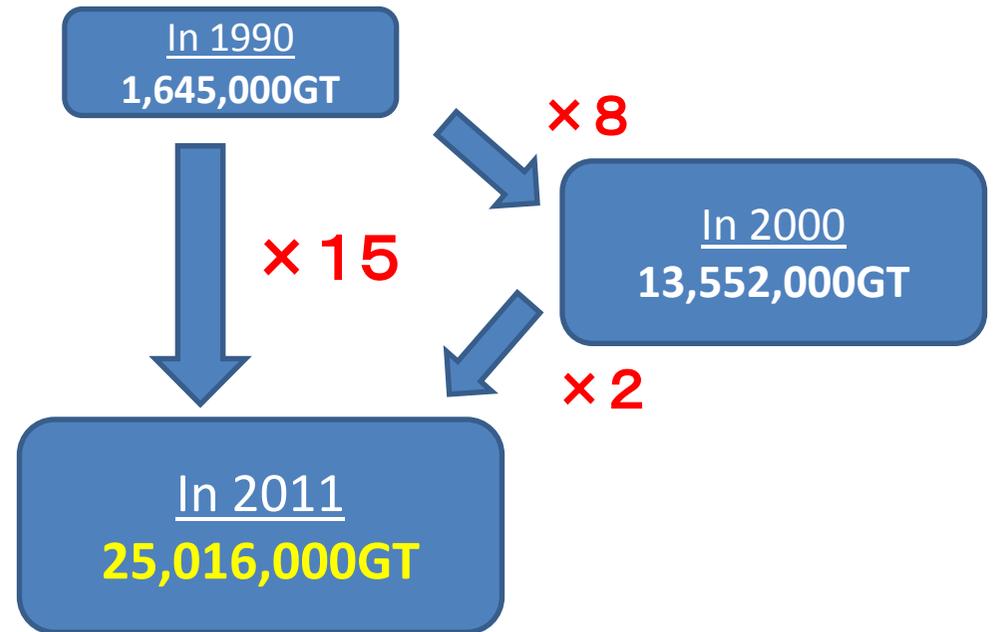


# Shipbreaking will continue to increase

## World Completion (1926-2012 1<sup>st</sup> half)



## Amount of Shipbreaking



$\times 3$  in next 25 years !





# Priorities and Activities

(extracted from previous conference)



# IMF-EMF Global Conference on Safe, Sustainable and Green Jobs in Shipbuilding-Shipbreaking

## 13-14 September 2011

“creating strategic links between shipbuilding and shipbreaking”

The need for a **“life-cycle” approach**. Participants of the conference urge companies to consider the recycling of a ship already at the time of its conception and design.

Transfer of good practices between developed and developing countries, particularly in the area of occupational health and safety. **Bilateral or multilateral cooperation projects** between affiliates are strongly encouraged.

Our global trade union network should be further expanded and intensified. A broader **alliance for safe, sustainable and green jobs in shipbuilding-shipbreaking** will also be important.

Demand that international regulations on OHS and environment in shipbuilding-shipbreaking be implemented rapidly, including as a minimum and a first step **the Hong Kong Convention**.

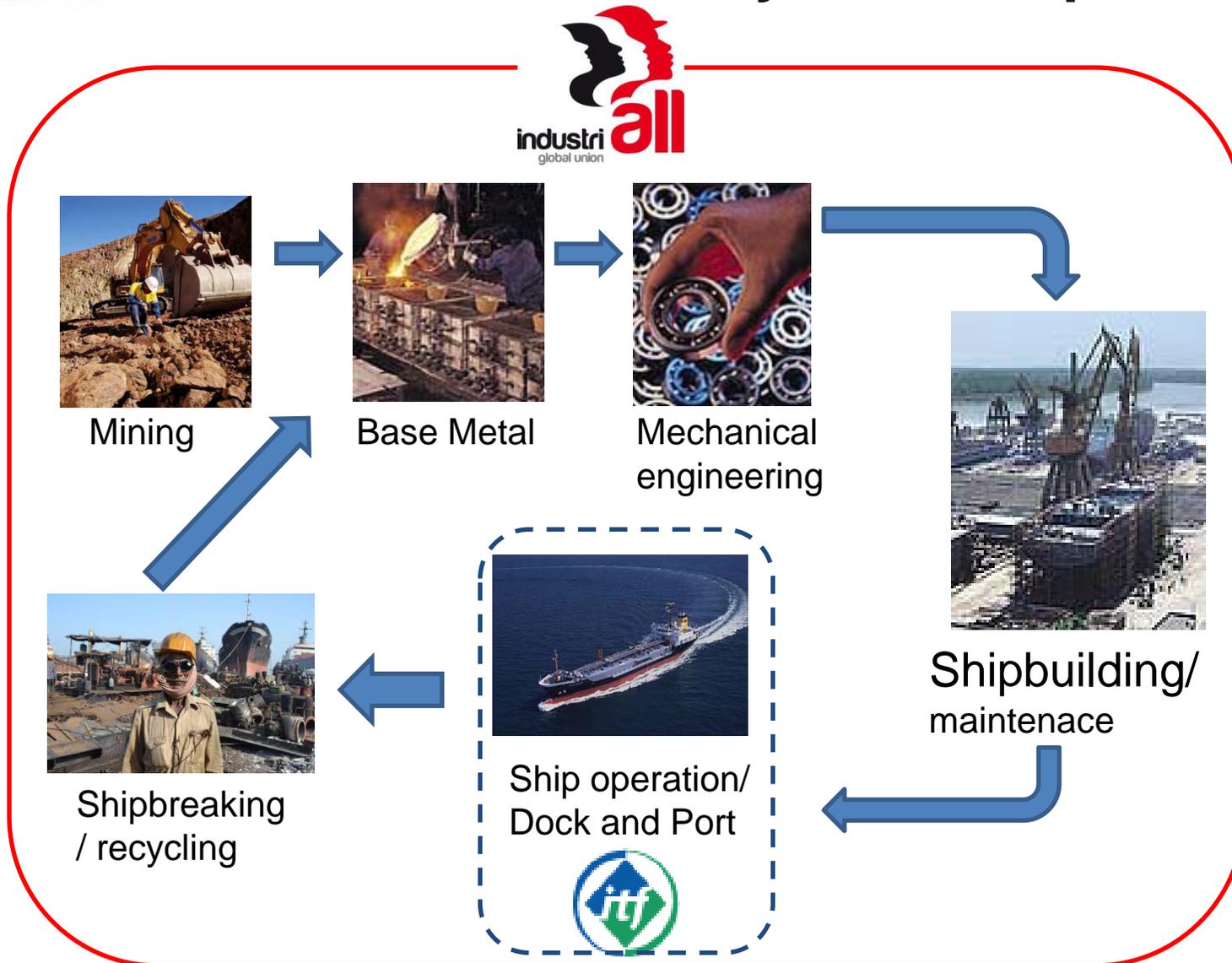
Support schemes which **promote green technologies, green products, and provide sustainable employment**. Safer, greener ships that are producing less toxic waste and fewer emissions are in the interest of shipbuilding workers, maritime transport workers and shipbreaking workers alike.

Shipbuilding-shipbreaking remains a precarious and hazardous occupation in many regions. **Compliance with ILO core labour standards**, conventions and agreements is essential and non-negotiable.





# Life Cycle Approach: Representing manufacturing workers in the life cycle of ship



# Bilateral or multilateral cooperation projects:

## Organizing project in shipbreaking industry in India (2003- 2012)

MPTDGEU

Membership in Mumbai

3,522/6,000



ASSRGWA

Membership in Alang/Sosiya

9,647/60,000

**13,169** members (as of October 2012)

- ✓ using First Aid facilities, aware of the need to learn hazardous materials
- ✓ learning more about workers' rights and how to secure justice regarding their safety, health, welfare and service conditions
- ✓ the training and educational programs for the workers
- ✓ 2 day successful strike to maintain wage rate.
- ✓ legal system to compensate for families of the workers who met with fatal accidents.
- ✓ the workers now have the right to claim the Statutory Minimum Wage and Social Security provisions.



# Alliance for safe and sustainable jobs in shipbuilding-shipbreaking:

Need further international cooperation and solidarity

International labour unions



UN organizations



NGOs



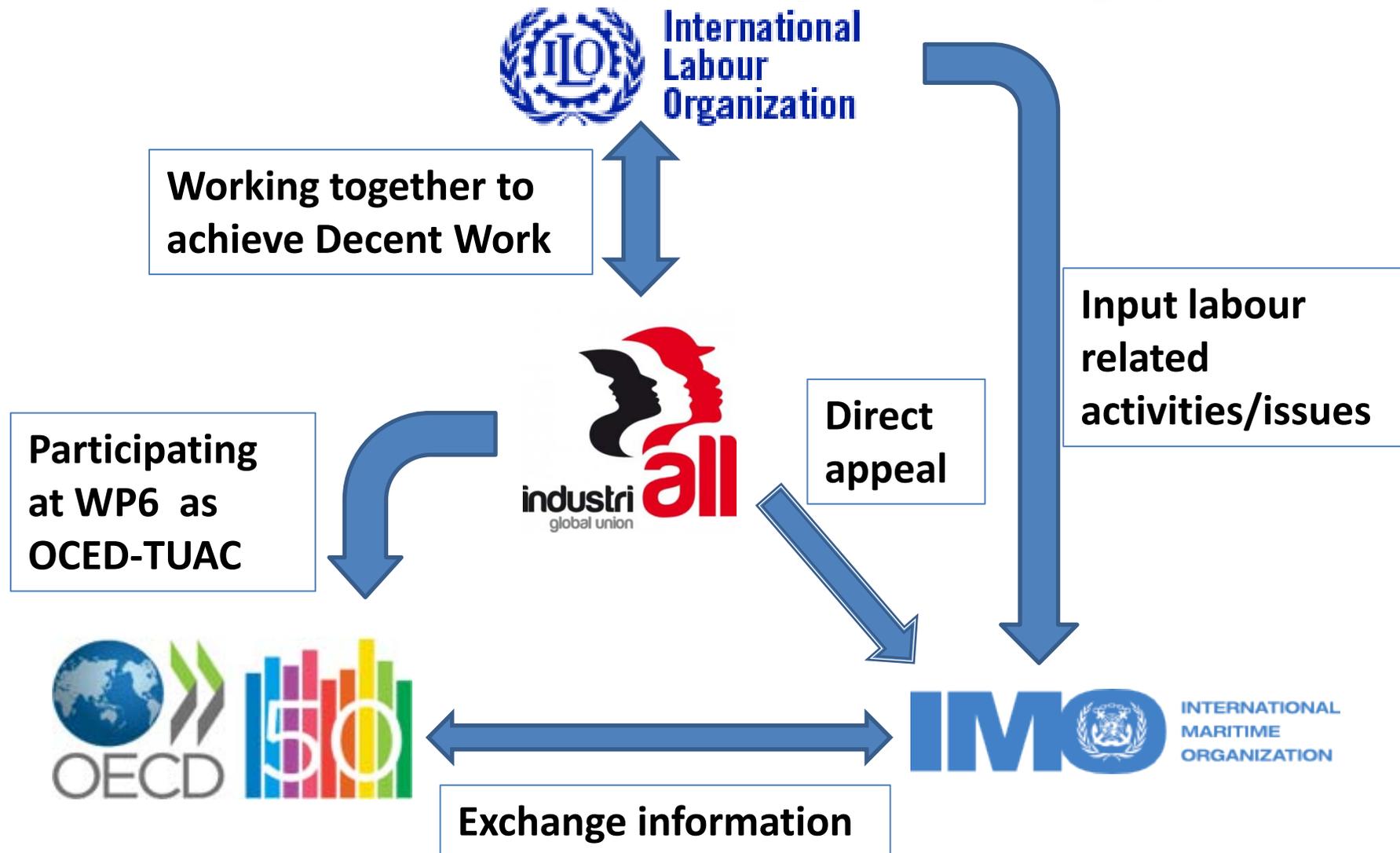
Governments

Employers

International Organizations



# (ex.) reflecting workers' voice into international policy making process





# International regulations and The Hong Kong Convention

Date	Types
May 1992	UNEP: “Basel Convention” into effect
Dec. 2002	UNEP: issued “Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships”
Oct. 2003	ILO: issued “Safety and Health in shipbreaking: Guidelines for Asian countries and Turkey”
Dec. 2003	IMO: issued “ Guideline on Ship Recycling”
May 2009	<b>IMO : “the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships” was adopted.</b>

**Ships** are required to carry an **Inventory of Hazardous Materials**.

**Ship recycling facilities** are required to provide **“Ship Recycling Plan”**.

**Parties** are required to **provide technical assistance**:

1. to **train personnel**;
2. to **ensure the availability of relevant technology, equipment and facilities**;
3. to initiate joint research and development programmes;
4. to undertake **other actions aimed at the effective implementation** of this Convention and of guidelines developed by the Organization related thereto.

# Promote green technologies, green products, and provide sustainable employment:

## Shipbuilding can contribute at all phases

Life-cycle phase	Construction	Operation	Recycling
Sources of environmental impacts	Shipyards, Manufacturing facilities	Ships	Recycling facilities, Ships
Who can contribute?			
Shipbuilding industry (incl. machinery/equipment manufacturers)	A	A	A
Shipping industry	—	A	B
Recycling industry	—	—	A

Source: Ministry of Land, Infrastructure, Transport and Tourism (MLIT) JAPAN





# Compliance with Core Labour standards: Ratification of ILO fundamental Conventions by countries

Country	Freedom of association		Forced labour		Discrimination		Child labour	
	<a href="#">C087</a>	<a href="#">C098</a>	<a href="#">C029</a>	<a href="#">C105</a>	<a href="#">C100</a>	<a href="#">C111</a>	<a href="#">C138</a>	<a href="#">C182</a>
-								
<a href="#">EU</a>	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
<a href="#">Turkey</a>	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
<a href="#">Brazil</a>	Red	Blue						
 <a href="#">China</a>	Red	Red	Red	Red	Blue	Blue	Blue	Blue
 <a href="#">India</a>	Red	Red	Blue	Blue	Blue	Blue	Red	Red
<a href="#">Indonesia</a>	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
<a href="#">Japan</a>	Blue	Blue	Blue	Red	Blue	Red	Blue	Blue
 <a href="#">Korea, Republic of</a>	Red	Red	Red	Red	Blue	Blue	Blue	Blue
<a href="#">Malaysia</a>	Red	Blue	Blue	Red	Blue	Red	Blue	Blue
<a href="#">Pakistan</a>	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
<a href="#">Philippines</a>	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
<a href="#">Singapore</a>	Red	Blue	Blue	Red	Blue	Red	Blue	Blue
 <a href="#">Viet Nam</a>	Red	Red	Blue	Red	Blue	Blue	Blue	Blue

source: ILO NORMLEX





# Thank You



**Website**

[www.industriALL-union.org](http://www.industriALL-union.org)