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PATHWAY TO RESILIENCE: SAFETY ON BOARD SHIPS

11 MARCH, 14:00 - 17:00

LASHING & OSH RISKS
STEVE BIGGS, ITF

WORKING HOURS & RESTING TIME
IN IWT & MARITIME TRANSPORT
JACQUES KERKHOF, BTB-ABVV

MODERNISATION & IMPROVED WORKING
CONDITIONS ON FISHING VESSELS
JUAN MANUEL TRUJILLO, ETF FISHERIES SECTION

ALTERNATIVE FUELS & BUNKERING - OSH
RISKS
DENIS LAGARDE, SHIPPING & TRANSPORT COLLEGE



MODERNISATION & IMPROVED WORKING CONDITIONS ON FISHING VESSELS

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Modernization and improvement of working conditions
on board fishing vessels and limits on fishing capacities

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- ✓ The characteristics and age of the ships influence the working conditions and the safety of the crew.
- ✓ The average age of the vessels in the Community fleet is 25 years.
- ✓ The CFP should contribute to improving safety and working conditions for operators in the fishing sector.
- ✓ Fishing vessel improvements are facing regulatory difficulties and in particular limitation of fishing capacity
- ✓ This ability to preserve fish resources and respond to the objectives of the CFP is limited
- ✓ Articles 4 and 5 of Council Regulation (EEC) No. 2930/86, against Directive 2017/159 & ILO C188



Impact of gross tonnage and propulsion on working conditions and safety

- ✓ Shipowners' priority is to maximize fishing capacity without exceeding gross tonnage limits
- ✓ Has a negative impact on safety and comfort.
- ✓ Crew upgrades compete with fish hold capacity, engine room volume or fuel tanks.
- ✓ The fishing capacity of a vessel may be justified, the propulsion power is closely related to the safety of a fishing vessel, especially in bad weather conditions.





Comfort on board fishing vessels

- ✓ Need for greater comfort on board ships
- ✓ Cabins for 2 people instead of for 4 or 6
- ✓ More and better sanitary facilities.
- ✓ ILO Convention 188 on work in fishing introduces these demands.
- ✓ Identifying the inclusion of better conditions to attract more young workers.
- ✓ These improvements will facilitate access to the sector for women and thus increase parity in this sector, which is still very male dominated.





The landing obligation and working conditions on board

- ✓ The landing obligation is the prohibition of throwing unwanted catches into the sea and the duty to land them in port.
- ✓ It implies expanding the ship's warehouse area to the detriment of comfort and safety spaces.
- ✓ It will force more trips between the fishing area and the port. Consuming more fuel and having to increase deposits.
- ✓ The landing obligation also has an impact on the hours of work and income of fishermen.





International challenges

- ✓ Obtain an international agreement in the WTO on the use of subsidies for fishing.
- ✓ Fight against IUU fishing and financial aid.
- ✓ The concepts of "Over Capacity" and "Over Fishing" require a more detailed approach that demonstrates that aid to the safety and well-being of the crew does not favor illegal fishing.
- ✓ Negotiate with the Commission the modification of the tonnage calculations to bring the ships the necessary modernization in safety.





Conclusions

- ✓ Need to review the limit of gross tonnage capacity to improve living conditions on board.
- ✓ Shipowners must modernize their vessels, in order to improve working conditions even with the current standard.
- ✓ It is not only a question of health and safety on board, but also of improving the conditions of a job that continues to be the most dangerous and uncomfortable.
- ✓ Promotion of the social dimension of the CFP and implementation of the International and EU provisions for safety at sea.
- ✓ Implementation of positions developed by social partners and promotion of social dialogue.

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Thank you very much for your attention