

No. 137

REPORT

for the period 1 June 2017 to 31 May 2019, drawn up by the **Government of Finland**, in accordance with article 22 of the Constitution of the International Labour Organization, on the measures taken to give effect to the provisions of the

Dock Work Convention, 1973, No. 137

ratification of which was registered on 20 January 1950.

Direct Request 2017

The Committee has taken note of the observations of the Central Organisation of Finnish Trade Unions (SAK), the Finnish Confederation of Professionals (STTK), as well as the Confederation of Unions for Professional and Managerial Staff in Finland (Akava), communicated with the Government's report. The Committee requests the Government to provide its comments in this respect.

Furthermore, the Committee requests that the Government provide a copy of the current collective agreement giving effect to the Convention. It also requests the Government to indicate the manner in which registered dockworkers are assured priority of engagement in dock work, particularly in light of the concerns expressed by the social partners in their observations. The Committee requests the Government to continue to provide information on the manner in which the Convention is applied in practice, including extracts from reports and particulars of the numbers of dockworkers, disaggregated by gender, employment status (permanent or temporary) and profession, and of variations in their numbers.

When ratifying the Convention, Finland has taken advantage of the possibility stated in Article 7 to implement the provisions of the Convention through a collective agreement or in some other manner that is consistent with the national practice. In Finland, the Convention, including Article 3, has been given effect by means of a collective agreement between the Transport Workers' Union AKT and the Finnish Port Operators Association.

The collective agreement for the stevedoring industry for the agreement period 1 February 2019 - 31 January 2021 is available in Finnish and Swedish in Finlex [through this link](#) (*Ahtausalan työehtosopimus*, 1.2.2019 – 31.1.2021, third from the top).

Statistics:

The employment statistics of Statistics Finland contains data on the numbers of stevedores until 2016:

83441 Stevedores (Level 5)	2012	2013	2014	2015	2016
Total	2,512	2,351	2,251	2,135	2,344
Men	2,353	2,201	2,120	2,011	2,211
Women	159	150	131	124	133

Source: Statistics Finland, Employment statistics

Numbers of dockworkers in 2017 and 2018 according to the wage information statistics of the Confederation of Finnish Industries EK:

	2017	2018
Permanent	1,801	1,901
Fixed-term	300	279
Men	2,001	2,067
Women	100	113

Employee data from the EK member companies that responded to the survey are included in the figures.

The data is therefore not fully comparable with the data of Statistics Finland.

I LEGISLATION AND REGULATIONS

See the Report concerning Convention No. 27 for the amendments that have taken place in legislation after the previous reporting period.

II-V

Nothing to report

VI

A copy of this report has been sent to the following labour market organisations:

1. The Confederation of Finnish Industries (EK)
2. The Central Organisation of Finnish Trade Unions (SAK)
3. The Finnish Confederation of Professionals (STTK)
4. The Confederation of Unions for Professional and Managerial Staff in Finland (Akava)
5. Local Government Employers (KT)
6. The Office for the Government as Employer (VTML)
7. The Federation of Finnish Enterprises

Statements of the labour market organisations

The trade union confederations SAK, STTK and Akava have given the following statement regarding the Convention:

The purpose of the Convention concerning the Social Repercussions of New Methods of Cargo Handling in Docks is to safeguard continued employment and income to workers who earn their livelihood from dock work. In accordance with its purpose, the Convention secures the priority of engagement for dock work to registered dockworkers.

Under the Convention, the definition of dock work and dockworkers takes place at the national level. In Finland, the Convention has been given effect by means of a collective agreement between

the Transport Workers' Union AKT and the Finnish Port Operators Association. The scope of application of the Convention is therefore determined according to the scope of application of the collective agreement. The Convention is applied to all cargo handling performed in ports, including the actual stevedoring on ships and the pre-processing and post-processing of cargo.

The purpose of the Convention continues to be topical. The time used for the actual stevedoring on ships will decline as the increase in automation, digitalisation and use of different unit loads will reduce the need for stevedores in the stevedoring of ships. As regards certain types of cargo, the increasing size of ships will lead to ports being called by fewer ships. As the equipment on ships continues to be modernised, the turnover time of ships in ports will continue to shorten. The pre-processing and post-processing of cargo therefore accounts for an increasing part of dockworkers' work. Employers have aimed at transferring this work to workers other than registered dockworkers. Over the past ten years, about one third of the jobs of dockworkers have disappeared. It is very obvious that the jobs that have been lost will never be recovered. This cannot be explained merely by a recession or the technological advancement in ports. The employer has intentionally moved the pre-processing and post-processing of cargo to the area created between the fence of the port area (ISPS fence) and the actual administrative port area.

Decisions taken at the municipal level have sought to reduce the port area in which Convention 137 is applied and continue to do so. This policy is a systematic effort to move dock work to workers other than registered dockworkers and to be performed under a collective agreement that is cheaper than the collective agreement for the stevedoring industry.

The Convention and compliance with it are now increasingly important. As we understand it, the increasingly liberal comments made by the European Parliament will not support a definition in accordance with Convention 137 in the future, either. Dock work should continue to be carried out by registered dockworkers.