

REPORT

for the period 1 June 2017 to 31 May 2019, made 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

Occupational Safety and Health (Dock Work) Convention, 1979, No. 152

ratification of which was registered on 3 July 1981.

I LEGISLATION AND REGULATIONS

Please see the report for Convention 27 for legislative amendments during the 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:

Joint statement of SAK, STTK and Akava:

The trade union federations note that progress has been made in many respects regarding occupational safety and health in dock work. Despite this, we cannot ignore the fact that several fatal workplace accidents have occurred in the past few years. Such fatal accidents include being crushed between containers, being crushed under the hatch cover, being run over by a straddle carrier in the port area, and a capsized pilot boat. Furthermore, we must note that minor accidents, the majority of which are different trip and fall accidents, still persist. Although the time ships stay in ports has been reduced by introducing new automation and technical solutions, full advantage has not been taken of the opportunities to improve occupational safety through the available safety-related automation and new technical assistive measures. Having to rush when loading and unloading ships contributes to the risk of accidents. The workforce in ports has been scaled so that people easily have to work overtime, which may also cause health problems in the long run.

The port owner, port operator, other operators, captains and ship managers have obligations concerning the safety of loading and unloading of ships. They must comply with the provisions of the Occupational Safety and Health Act for work that is performed in ports, on the landside or on board when loading or unloading ships engaged in maritime or inland navigation or when fuelling the ships. This applies both to the handling of goods and to work directly related to it in ports. These obligations are currently neglected, as proven by the enhanced occupational safety and health enforcement operation carried out in 2017 in the ports of Southern Finland. The enforcement was targeted at the transport and temporary storage of hazardous substances.

During the enforcement inspections, observations were made in which it was noted that different operators did not have sufficient knowledge and skills to be able to take action in possible accidents and dangerous situations. Workers were not always aware of the location of containers and semi-trailers containing hazardous substances in the port area. The agreed speed limits and routes were not adhered to in the port area, speeds at level crossings were too fast and the visual field was poor. Although this was a targeted occupational safety and health enforcement operation, the observed shortcomings indicate that there may also be shortcomings in other occupational safety activities in the ports concerned.

In this context, the trade union federations want to attract attention to the winter conditions in Finland, such as slippery surfaces, the cold and darkness, which pose special requirements for the prevention of accidents and protection against them. Based on the reports that have been carried out, the trade union federations express their concern about whether the parties operating in ports are sufficiently aware of the risk posed by container gases. Insufficient information about the possible gassing of containers or the hazardous substances contained in them is also a problem. In addition, dockworkers have deficiencies in awareness training concerning dangerous substances, which may pose a risk in accident situations.

The Convention requires that occupational health care be implemented in a manner agreed at the national level and health inspections be carried out as necessary. The Occupational Health Care Act requires that employers in Finland arrange occupational health care for their employees. According to the statistics of the Social Insurance Institution of Finland Kela on occupational health care, the coverage of occupational health care is reasonably good, but based on the enforcement inspections carried out by the occupational safety and health authorities, there were clear shortcomings in organising it. Occupational health care is not arranged at some of the workplaces or its content has been lacking. This is revealed by the absence of workplace analyses or by health inspections that have not been performed comprehensively on workers whose duties cause a special risk of disease. As a rule, occupational health care is arranged at ports, but the cooperation between occupational health care and the workplace is not consistent and this poses challenges to the implementation of occupational health care in accordance with a good occupational health care practice.