

FACT SHEET NO.: 7 / 3

PERFORMED BY: LET

A GENERAL INFORMATION		
A 1	Category	4. Internal markets
A 2	Subcategory	4.4 Internal markets (Intramodal) - Maritime
A 3	Transport policy measure (TPM)	Job quality and working conditions for crew members
A 4	Description of TPM	<p>Maritime transport is probably the most globalized one but not the less regulated. The main regulation does not come from EU, it derives from the SOLAS Convention, generally regarded as the most important of all international treaties concerning the safety and the management of merchant ships. The first version was adopted in 1914 in response to the Titanic disaster, the second in 1929, the third in 1948, and the fourth in 1960. The 1974 version includes the tacit acceptance procedure which provides that an amendment shall enter into force on a specified date unless, before that date, objections to the amendment are received from an agreed number of Parties. As a result the 1974 Convention has been updated and amended on numerous occasions. The Convention in force today is sometimes referred to as SOLAS, 1974, as amended.</p> <p>To improve working condition and professional attractiveness, EU engages in maintaining high standard of job training of crews to ensure high quality and safe shipping operation, and applying information and communication technologies (ICT) to improve crew's living quality at sea [1]. These measures need EU contribute in revision of the STCW Convention, promoting the cooperation and exchange between training institutions of Member States.</p>
A 5	Implementation examples	<p>1 Ratifying of the ILO 2006 Maritime Labour Convention [4]                  2 Implementation of EU Community in various legislation (Directives) for the health and safety of persons employed on board ships [3]</p>
A 6	Objectives of TPM	<ul style="list-style-type: none"> <li>• Implementation of the ILO 2006 Maritime Labour Convention (MLC) to improve working and living conditions on board ships and its rapid ratification by Member States.[1]</li> <li>• Support research of human factors in risk assessment for maritime safety and environmental protection.</li> <li>• Improve board health care and promote the goal-based framework for the safe manning of ships</li> </ul>
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	No change.
A 7.2	- Origin and/or destination of trip:	No change.
A 7.3	- Trip frequency:	No change.
A 7.4	- Choice of route:	No change.
A 7.5	- Timing (day, hour):	No change.
A 7.6	- Occupancy rate / Loading factor:	No change.
A 7.7	- Energy efficiency / Energy usage:	no change.
A 8	Main source	<p>[1] European Commission (2009): Strategic goals and recommendations for the EU's maritime transport policy until 2018                  [2] European Commission (2005): Commission staff working document on the establishment of a sustainable European maritime labour force of quality                  [3] European Commission (2001): Communication from the Commission to the Council and the European Parliament on the training and recruitment of seafarers, COM/2001/0188 final                  [4] European Commission (2007): Council decision of 7 June 2007 authorising Member States to ratify, in the interests of the European Community, the Maritime Labour Convention, 2006, of the International Labour Organisation. Official Journal of the European Union L 161/63.</p>

B IMPACTS																																																																																																																																																																			
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="13">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="5">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td>B 1.1</td> <td>Summary</td> <td colspan="13">Improving the working skills and the environment of crew and seafarers toward a safer and higher quality of life at sea. [1]</td> <td>I</td> <td>N</td> <td>S</td> <td>I</td> </tr> <tr> <td>B 1.2</td> <td>Summary: Income groups</td> <td colspan="17"></td> </tr> <tr> <td>B 1.3</td> <td>Summary: Age groups</td> <td colspan="17"></td> </tr> <tr> <td>B 1.4</td> <td>Summary: Disabled people</td> <td colspan="17"></td> </tr> <tr> <td>B 1.5</td> <td>Summary: Gender groups</td> <td colspan="17"></td> </tr> <tr> <td>B 1.6</td> <td>Summary: Ethnic groups</td> <td colspan="17"></td> </tr> </tbody> </table>	AFFECTED SEGMENTS													Geographical level		Source		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	B 1.1	Summary	Improving the working skills and the environment of crew and seafarers toward a safer and higher quality of life at sea. [1]													I	N	S	I	B 1.2	Summary: Income groups																		B 1.3	Summary: Age groups																		B 1.4	Summary: Disabled people																		B 1.5	Summary: Gender groups																		B 1.6	Summary: Ethnic groups																	
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B 2 TRAFFIC IMPACTS																		
B 2.1	Travel or transport time																	
B 2.2	Risk of congestion																	
B 2.3	Vehicle mileage																	
B 2.4	Service and comfort																	
B 2.I	Overall impacts on social groups																	
B 2.II	Implementation phase																	
B 2.III	Operation phase																	
B 2.IV	Summary / comments concerning the main impacts																	
B 2.V	Quantification of impacts	not concerned																

B 3 ECONOMIC IMPACTS																		
B 3.1	Transport costs																	
B 3.2	Private income / commercial turn over																	
B 3.3	Revenues in the transport sector																	
B 3.4	Sectoral competitiveness																	
B 3.5	Spatial competitiveness																	
B 3.6	Housing expenditures																	
B 3.7	Insurance costs																	
B 3.8	Health service costs																	
B 3.9	Public authorities & adm. burdens on businesses																	
B 3.10	Public income (e.g.: taxes, charges)																	
B 3.11	Third countries and international relations																	
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B 3.IV	Summary / comments concerning the main impacts	<p>1 Training and ICT equipments for improving job condition may increase operation cost [1]                  2 Make maritime labour market more attractive can reduce the problem of lack of seafarers and its impact on a whole range of related industries [3]</p>																
B 3.V	Quantification of impacts																	

