THE ILO AND ITS PORT RELATED ACTIVITIES

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UNECE – UNECA
FIRST INTERREGIONAL WORKSHOP
AND VISIT OF AFRICAN PORT’S EXPERTS TO BARCELONA PORT
On Policy, Infrastructure and Management of Ports in ECE and ECA region
4 & 5 October 2007, Barcelona, Spain
STRUCTURE OF PRESENTATION

Part A: General Information on ILO

Part B: The ILO’s Port-Related Activities
Part A: General Information on ILO
The ILO Was Founded in 1919
Is The First UN Specialized Agency
181 Member States
The ILO is the UN specialized agency which seeks the promotion of social justice and internationally recognized human and labour rights.
In 1969 The ILO Was Awarded The Nobel Prize For Peace!
Within the UN system, the ILO has a unique tripartite structure with workers and employers participating as equal partners with governments in the work of its governing organs.
The ILO formulates and promotes international labour standards in the form of Conventions and Recommendations setting minimum standards of basic labour rights.

It also develops and promotes the implementation of codes of practice, guidelines, manuals and training materials and provides relevant technical assistance.
ILO Products

- Conventions (Mandatory)
- Recommendations
- Codes of Practice & Guidelines
- Manuals
- Training Materials
“IDEAL X”

The first vessel that transported containers in 1956
PORT SECTOR

CONVENTIONS & RECOMMENDATIONS

- C137 Dock Work Convention, 1973
- R145 Dock Work Recommendation, 1973
- C152 Occupational Safety and Health (Dock Work) Convention, 1979
- R160 Occupational Safety and Health (Dock Work) Recommendation, 1979
PORT SECTOR

CODES OF PRACTICE


Code of Practice on Safety and Health in Ports (2005)
Security incident

- UNLAWFUL ACT

- Negligence, human error
- Safety regulations / procedures not followed
- Accidents

Disruption
Damage
Health hazard
Injury
Death

Safety incident
Adopted By A Tripartite Meeting Of Experts On Security, Safety And Health In Ports (Geneva, 8-17 December 2003) &
Approved By The ILO Governing Body (March 2004) Published in February 2005. It Comprises about 500 pages and includes about 120 illustrations.
The ILO’s Port-related Activities

MANUALS

Port Safety and Health Audit Manual
(2005)
This manual is intended for use by local auditors, who are tasked to assess the capabilities of regulatory and port authorities, port managements, berth/terminal operators and other parties vis-a-vis their compliance to their own policies, national requirements and the ILO Convention, Recomendation and COP on safety and Health in Ports.
Social dialogue in the process of structural adjustment and private sector participation in ports (2005)
ILO CONVENTION 137

Article 6 requires each member to ensure that appropriate safety, health welfare and VOCATIONAL TRAINING provisions should apply to dock workers.
ILO DOCK WORK RECOMMENDATION NO. 145

Calls for: Training and retraining to enable dock workers to carry out several tasks as the nature of work changes.
Training Materials

- Portworker Development Programme (PDP)
- Training material on the implementation of the ILO-IMO COP on Security in Ports
- Training material on the ILO COP on Safety and Health in Ports (including the Audit Manual)
- Training material on the implementation of the Manual on Social Dialogue in Ports
The ILO, in collaboration with GTZ has prepared training material for workshops / training courses on the implementation of the ILO Code of Practice on Safety and Health in Ports.
ILO Port Safety and Health Management Guide

- Module 1 – Introduction to Safety and Health Management in Ports
- Module 2 – The ILO Code of Practice on Safety and Health in Ports (2005)
- Module 3 – Occupational Safety and Health Management in Ports
- Module 4 – Toolkit for Occupational Safety and Health Management in Ports
“PORTWORKER DEVELOPMENT PROGRAMME”
(PDP)
THE “PDP” STARTED TO BE OFFERED IN 1998

IT IS CONTINUOUSLY UPDATED

Portworker Development Programme
The ILO’S global training strategy for your port
PDP OBJECTIVES

TO IMPROVE:

- CARGO HANDLING PERFORMANCE
- WORKING CONDITIONS & PRACTICES
- SAFETY, STATUS & WELFARE OF PORTWORKERS
Language Versions of PDP

- **English** (Original version)
- **Arabic** (completed): Port Training Institute, Alexandria, Egypt
- **Bahasa Indonesia** (completed): Jakarta International Container Terminal, Jakarta, Indonesia
- **Chinese** (completed: 30 Units): Shanghai Maritime University, Shanghai, China / Hutchinson Ports Management Ltd., Hong Kong, China
Greek (in progress): Thessaloniki Ports Authority S.A., Thessaloniki, Greece

Korean (completed): Ministry of Maritime Affairs and Fisheries, Seoul, Korea

Portuguese (in progress): Diretoria de Portos e Costas, Rio de Janeiro, Brazil

Spanish (completed): GTZ, Eschborn, Germany

Turkish (in progress): KARA Nakliye Ticaret S.A., Istanbul, Turkey

RUSSIAN (in progress): ILO
ALL 30 PDP UNITS OFFER BETWEEN 900 – 1000 HOURS OF TRAINING ON AVERAGE ONE PDP UNIT REQUIRES AROUND 30 HOURS OF TRAINING TIME

TITLES OF PDP UNITS

- C.1.1 Container terminal operations
- C.1.2 Container ship loading and discharging operations
- C.1.3 The container terminal quay transfer operation
- C.1.4 The container yard: the storage operation
- C.1.5 The container terminal receipt/delivery operation
- C.1.6 Container freight station operations
- C.2.1 Container ship construction
- C.2.2 Container ship stowage plans
- C.2.3 Container securing systems
- C.2.4 Container ship loading discharge lists and workplans
- C.3.1 Container construction
- C.3.2 Container numbering and marking
- C.3.3 Container inspection
- C.3.4 Packing of goods in containers: 1. Principles and planning
- C.3.5 Packing of goods in containers: 2. Working practices
- C.4.1 Safe working on container terminals
- C.4.2 Safe working onboard container vessels
- C.6.1 The container terminal and international trade
- C.6.2 Measuring container terminal performance
- C.6.3 Analysis and review of container terminal performance
- F.3.1 Handling dangerous cargoes in ports
- S.1.1 The port supervisor: organizational status
- S.1.2 The port supervisor: tasks and duties
- S.1.3 The port supervisor: supervisory skills
- S.1.4 The port supervisor: personal attributes
- S.2.1 Supervision of container ship discharge and loading
- S.2.2 Supervision of the container terminal quay side transfer operation
- S.2.3 Supervision of container yard operations
- S.2.4 Supervision of the container terminal receipt/delivery operation
- S.2.5 Supervision of container freight stations
CHASSIS INSPECTION CHECKLIST

1. Tyres & wheels
2. Landing leg assembly
3. Frame
4. Securing devices
5. Air/electrical couplings
6. Lights & indicators
7. Mud flaps & fittings
8. Licence plates
DOOR OPENING DANGERS

- Cargo may have moved against door; may fall out

- Door bracing may have worked loose; cargo may fall out
CELLULAR VESSELS – OPERATIONAL ISSUES

1. Handling facilities

2. Manning requirements
718 CONTAINERS

495 X 20FT
223 X 40FT

INCLUDING: 556 STACKED IN EXPORT BLOCKS, 14 OUT-OF-GAUGE, 44 REEFERS, 7 IMDGS, 88 EMPTIES, 9 LATE ARRIVALS
TERMINAL OPERATIONS PROBLEMS

1. Queues at gate; **WHY?**

2. Trains delayed; **WHY?**

3. CFS doors and bays congested; **WHY?**

4. Equipment shortages; **WHY?**
SAFE LIFTING

1. Do not lift objects weighing more than 55kg.

2. Use a lifting aid when lifting heavy objects.

3. Bending at the knees, lift the object with the legs.

4. Use a lifting aid when lifting objects.

5. Do not bend at the waist when lifting.

6. Use a lifting aid for lifting objects.

7. Lift objects smoothly and steadily.
QUAY PRODUCTIVITY

Terminal Quay Length = 500 metres

Throughput = 5170 equivalent container moves/week

Quay productivity = \( \frac{5170}{500} = 10.3 \text{ moves/metre/week} \)

= 10.3 \times 52 = 538 \text{ moves/metre/year}
CRANE PRODUCTIVITY

Gross Berth Working Time = 12.5 hours
No. of cranes at work = 3
∴ Gross Crane Working Time = 37.5 hours
Equivalent container moves = 638

∴ Gross crane productivity = \( \frac{638 \text{ moves}}{37.5 \text{ hours}} \)
= 17.0 moves/crane/gross working hour
1994:
4460 million tonnes —
1990mt crude oil (45%)
2470mt dry cargoes (55%)
1015mt major bulks (23%)
705mt minor bulks (15%)
750mt general cargo (17%)
50% by value!

2005:
5350 million tonnes —
2350mt crude oil (44%)
3000mt dry cargoes (56%)
1180mt major bulks (22%)
860mt minor bulks (16%)
960mt general cargo (18%)

MARITIME TRANSPORT
• 85% international trade •
USES OF THE CRANE LOG

1. For the shift manager to take action

2. As a source of data for the shift report

3. For attention of the operations manager

4. To report problems to the ship operator
USES OF THE DAILY EQUIPMENT REPORT

1. Assessing availability and demand
availability

2. Reviewing downtime and its causes
A = B ± 10mm

C = D ± 19mm (40ft)
13mm (20ft)
CONTAINER SAFETY DANGERS

1. Normal Wear —
   - lifted about 34 times/yr
   - weather, sea-spray
   - vibrations, shocks, knocks

2. Human Error —
   - packing, securing
   - labelling, marking
   - documenting
SAFETY SIGNS

1. Prohibition
   - No entry
   - No exit

2. Warning
   - High voltage
   - Slippery surface

3. Mandatory
   - Safety helmet
   - Keep out

4. Safe condition
   - Stretcher
   - Exit
DRIVER’S POOR FIELD OF VIEW
1. Use both hands.
2. Carry light load on belt/back/shoulder.
3. Do NOT carry heavy or bulky load.
4. Face the ladder.
5. Wear non-slip shoes.
SECURING AND RELEASING

3

4

5
SECURING AND RELEASING

6

7
<table>
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<th>SIGNALS</th>
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<tbody>
<tr>
<td><strong>Stop</strong></td>
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<tr>
<td><strong>Emergency stop</strong></td>
</tr>
<tr>
<td><strong>Lower</strong></td>
</tr>
<tr>
<td><strong>Lift</strong></td>
</tr>
<tr>
<td><strong>Towards me</strong></td>
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<tr>
<td><strong>Away from me</strong></td>
</tr>
<tr>
<td><strong>Move to left</strong></td>
</tr>
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<td><strong>Move to right</strong></td>
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FINISHING WORK

1. Good housekeeping

2. Leaving the work area

3. Leaving the vessel
WORKING ALOFT — GENERAL RULES

1. Do not stand on top of containers.
2. Do not work on containers that are not properly secured.
3. Do not stand on top of containers that are about to be lifted.
4. Do not attempt to lift containers that are not properly aligned.
5. Do not stand on top of containers that are being loaded.
6. Do not work on containers that are not properly stacked.
The ILO, in collaboration with the IMO & a Maritime education & training company in Singapore has prepared training material for workshops / training courses on the implementation of the ILO/IMO Code of Practice on Security in Ports.
Workshop Participants’ Profile

- Policy makers and senior executives responsible for port security issues particularly those from “Designated Authorities” or Recognized Security Organizations
- Senior officials and Representatives from the Maritime and Port Administrations, industries, private enterprises and training institutions in the port sector
- Maritime/Port workers’ representatives responsible for port security issues.
- Representatives from law enforcement agencies.
THANK YOU VERY MUCH FOR YOUR ATTENTION!
Questions