



Unión Portuaria



Port Businessmen do not Comply with the Labor Action Plan

1. Despite the enactment of Law 1429 of 2010, Decree 2025 of 2011, the complaints filed by the Port Union and the investigations conducted by the Ministry of Labor, over 80% of the port is still subcontracted by intermediary companies, while persecution and harassment of the Port Union and its members continues despite Law 1453 of 2011. This allows us to conclude that it requires greater national and international pressure for port operators and the government to respect and obey labor laws.
2. At ports, numerous businessmen conduct labor intermediation through the supply of personnel, without being a temporary service company. There are also temporary employment agencies providing ongoing and permanent services.
3. Thousands of port workers have lost their hopes of retiring. In the last 18 years subcontractors have not allowed constant and permanent affiliation to the pension system, leading many port workers over 50 years old and, with over 25 years working in ports, to have listed a just few weeks of contribution.
4. With the issuance of Decree 2025 of 2011, most of the cooperatives and other entrepreneurs became Simplified Stock Companies (SAS) in order to circumvent the law and thereby avoid the prohibition on fraudulent brokering.
5. Hundreds of port workers have suffered accidents or illnesses without being covered by insurance. Compensation, and disability or survivor pension to the relatives of the deceased has also been denied.
6. With the company Terminal Especializado de Contenedores de Buenaventura TECSA and the Sociedad Portuaria de Barranquilla talks regarding petitions were left unfinished due to the intransigence of employers. In Turbo, petitions were submitted to the Banana Distributors BANACOL and UNIBAN, who refused to sit down and discuss them.
7. In 2012, more than 1,000 workers were fired from their port jobs. In Buenaventura more than 400 workers were fired, while in Barranquilla over 200 workers were fired and in Turbo the number was over 80. In Santa Marta over 50 workers were fired and in Cartagena more than 250 lost their jobs. In addition to this, around 600 workers had their salaries reduced by the Port Authority and Contecar.
8. The Port Union is grateful to Senator Alexander López and WOLA Human Rights leader Gimena Sanchez for their continued concern about the economic, social and labor rights of port workers, shedding light on our situation in Colombia, the United States and Europe.