



EUROPEAN COMMISSION
DG Employment, Social Affairs and Inclusion
Employment and Social Governance
Social dialogue

**SECTORAL DIALOGUE COMMITTEE
ROAD TRANSPORT**

Minutes of the of the working group meeting of 30 June 2021

Due to the situation created by the COVID-19 crisis, the meeting was organised with the videoconference (Interactio).

1. Adoption of the meeting's draft agenda and the draft minutes of last meeting

Ms Florence Berthelot (Déléguée Générale FNTR) chaired the meeting.

Minutes of the working group meeting of 10 March 2021 were adopted.

The draft agenda was adopted.

2. Enforcement of Mobility Package 1 – progress made by EC services and EU Member States in the preparation for the application of the new posting and cabotage rules in February 2022

ELA presented its proposed approach to the road transport sector and sketched out ways how to support enforcement of social aspects of the road transport legislation within ELA's mandate.



ETI & ELA meeting
of the group: 30 June...

DG MOVE presented the stage of implementation of the Road Mobility package and the role of the expert group on posting drivers in road transport in implementing the new Directive 2020/1057. This group involves labour and transport Ministries to ensure a good cooperation of those two institutions in the implementation of these new rules at national level. DG MOVE also provided an update on the development on cabotage issues and the preparation of Q&A to clarify elements for the definition of cabotage.

ETF welcomed the good cooperation with DG MOVE and ELA. Though, ETF raised difficulties in the implementation of the measures on driving and rest time stemming from Regulation (EU) 2020/1054 that were adopted in August 2020 as a lack of compliance and many infringements to these new rules were reported to trade unions. ETF emphasised that this raised concerns the effectiveness and positive impact of these recently adopted measures, notably on the return of the driver and on the exceptions allowing drivers to driver longer in

case of exceptional circumstances.. It was stressed that Member States should act to remedy the situation on the ground.

IRU also thanked for the good cooperation. Issues with the ELA platform and portal were raised, notably the template and the translation of information in EU languages. IRU asked what measure could be taken to prompt Member States for the application of the measures. IRU also asked about the articulation between the different initiatives launched to support implementation of the social and market rules of Mobility Package I.

Regarding the implementation of new rules on driving and rest time (Directive (EU) 2020/1054), DG MOVE indicated that that they support the implementation of these new rules via the publication of two batches of Q&A¹. Even though the implementation of those rules on the ground is the responsibility of Member States, DG MOVE offered to organise an Enforcement Working Group in September/October 2021 to take stocks of the implementation of Directive 2020/1054 one year after it entered into force to share good practices between Member States on implementation of these rules, with the presence of social partners. DG MOVE also clarified that the work done in the expert group on posting of drivers in road transport will then be integrated into a Q&A on the implementation of Directive (EU) 2020/1057 but also on the TRACE 2 project whose call for tender should soon be published².

The chair concluded about the constructive work and the role of the social partners in reporting on the developments.

3. Results of the ETF study on driver fatigue

ETF presented their report on drivers' fatigue³.

IRU acknowledge that drivers' fatigue is a structural issue and that there is a need for better enforcement of existing rules under Regulation No 561/2006. European Commission has launched a review of the Regulation No 561/2006 for specific driving and rest time rules for drivers in occasional transport of passengers by bus or coach. IRU raised the need for more flexible driving and rest time rules for bus and coach drivers, ensuring road security. IRU called to address this issue to the right actors, together with ETF.

ETF agreed to have a dialogue on driving and rest time rules, respecting bus and coach drivers' needs. Previous discussions between social partners did not succeed. Joint solutions should aim at improving drivers working conditions. To be useful, this social partners discussions should take place before the review of the Regulation No 561/2006.

¹ https://ec.europa.eu/transport/road/mobility-package-questions-and-answers_en

² At the time of writing these minutes, the TRACE 2 call for tender has been published under the reference MOVE/2021/OP/0006

³ <https://www.etf-europe.org/resource/driverfatigue/>

4. Follow up of social partners discussion on the results of the EC-funded study on employment implications of connected and automated driving

IRU presented the key results of the study on the possible employment implications of connected and automated driving.



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IRU suggested further discussion and engagement on selected social topics and to establish a social roadmap for CAD.

ETF asked about the possibility to launch a joint project between social partners.

The chair concluded that social partners should continue to contribute to these developments.

5. The ‘Fit for 55’ package and the European Climate Pact – Social and road transport-related aspects

Cross-Industry social partners were consulted on the Fit for 55 package through a high level political dialogue led by EVP Timmermans and Commissioner Schmit on 1st June.

IRU briefly presented the package to be adopted by the Commission on the 14 July⁴. IRU drew ETF’s attention on the consequences of ETS and energy taxation financial impact on the industry and on the cumulated effect of the planned legislative proposals in terms of cost for the sector.

ETF indicated that they are waiting for the adoption to examine the proposal and its impact on workers. ETF also raised attention on allocation of state aids and compliance with social standards.

6. AOB

- DG EMPL social dialogue unit up-dated about the follow-up to the report on social dialogue by Ms Nahles and about the initiative on social dialogue announced in the Action Plan to implement the European Pillar of Social Rights. There are 4 key initiatives for the social dialogue foreseen for 2022: the launch of a new award for innovative social dialogue practices, an information and visiting programme for young future social partner leaders, the review of sectoral social dialogue at EU level and a new supporting frame for social partner agreements at EU level. A consultation on the review of sectoral social dialogue was launched with a questionnaire to gather social partners’ opinions on key objectives for the review. Workshops with the social partners will be organised in the second half of 2021.
- Next road transport SSD Committee meetings in 2021:
 - Wednesday 22/9 UPT WG
 - Monday 22/11 Plenary

⁴ https://ec.europa.eu/commission/presscorner/detail/en/IP_21_3541