



EUROPEAN COMMISSION
DG Employment, Social Affairs and Inclusion

Employment and Social Legislation, Social Dialogue
Social dialogue, Industrial Relations

Brussels, 3 July 2012

**SECTORAL DIALOGUE
COMMITTEE
ROAD TRANSPORT**

**Concise minutes of the Working Group meeting
2 May 2012**

The meeting was chaired by Mr Causse (employers, vice-chairman of the committee).

1. Draft joint statement/list of topics on the on the Transport White Paper¹

IRU and ETF had held an exchange of draft papers since the last meeting (7 February 2012). In their preparatory meeting, IRU discussed the latest comments received by ETF. On the basis of the amended IRU paper (dated 16 April 2012), the social partners went through the text. They agreed on some changes, such as changing the title from "observations" into "statement/list of topics" or some purely wording issues. However, the paper could not be finalised. ETF needed more time to discuss new changes proposed by IRU during the meeting; and further thought should be given to enforcement/control of legislation, the impact of the highly competitive environment on illegal employment practices ("do lead to" or "can lead to"), the use of the terms efficient/effective and co-responsibility/shared liability, etc. The secretariats would have the task to consult amongst their respective membership and come back to the other side of industry.

2. Driver shortages, image and recruitment in road transport sector

On this topic, IRU had also prepared a draft joint text ("draft IRU ETF joint observations on the driver shortage"). ETF found it difficult to discuss the topic on the basis of a draft statement but preferred to first collect a list of points which would then feed into a text. The workers' side was not sure whether it would be the priority to communicate publicly at this stage; one should initially take stock internally. Some of the points were very complex and should be understood first, for instance the rights and situation relating to retirement or the composition of a driver's income (salary and day rates). It was agreed to establish a list of points which would also take on board the points listed in IRU's draft text.

3. Road safety and driver training

Mr Schmidt (DG MOVE, Head of Unit "Road Safety") informed the participants on the main policy papers on road safety, key figures on fatal accidents and the main results of the report on the application of Directive 2003/59/EC on driver training (see slide

¹ http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm

presentation). Despite the positive trend until 2012 he reminded the social partners that HGV were involved in a significant share of fatal accidents (14%) and further efforts were needed to decrease it, especially also because the overall downwards trend for road fatalities in the EU came almost to a halt in 2011. He said that the enforcement of rules was a real problem (drink-driving, speed limits, mobile phones, and seatbelts) and that the Commission would like to add a target on injuries² (in addition to fatalities).

IRU deplored the fact that the statistics counting fatal road accidents in which trucks are "involved" gave a misleading impression – especially for a casual or non-specialist reader - since these figures do not in any way discriminate between the number of accidents involving truck and those caused by the trucks or truck drivers. IRU quoted the EC-IRU joint European Truck Accident Causation study which found that 85% of accidents involving trucks and due to human error were caused by non-professional drivers³. ETF considered it necessary to include professional drivers of non-heavy goods vehicles (below 3.5 t) as a separate category. These drivers were currently not covered by the driver training directive and were not obliged to record their driving time and rest periods, but their number was growing. Mr Schmidt announced that the Commission's report on the implementation of Directive 2003/59/EC was to be published soon. A comitology meeting would take place in the summer to discuss issues related to the practical implementation of the directive. The social partners will be invited to this meeting. In this context, Mr Schmidt was happy to learn that the social partners would soon come up with some recommendations (as a result of their STARTS project⁴).

4. Study on urban freight logistics

Mr Scala (DG MOVE, Unit "Clean Transport & Sustainable Urban Mobility") presented the final results of the study carried out in the framework of the Commission's Action Plan on Urban Mobility⁵. The study made a number of recommendations that imply substantial changes in the organisation of freight transport in urban areas. In some cases, the best practices analysed by the consultant showed that the transport industry was often more advanced than policy makers.

ETF expressed their high interest in the measures relating to "night deliveries" and "developing & disseminating good practice" (measures proposed by the consultant and to be assessed by the Commission). The workers' side deplored that social aspects were neglected in the study although night deliveries would have a huge impact on workers and the neighbourhood. IRU considered that night deliveries presented some interesting issues for the sector. Mr Scala stressed that final decisions would be taken at the local level, as the EU would endeavour to promote tools and procedures that the responsible authorities/operators would be free to adopt or reject. He underlined that the study recommendation No 4 suggested that the EU make a cost-benefit-analysis in relation to night delivery manufacturing standards. This analysis would naturally include social aspects, to which the EU traditionally attaches the utmost importance. He informed the participants that the Commission was reviewing its Action Plan on Urban Mobility with the help of a consultant – a stakeholder workshop was planned for November. Ms Durst (DG EMPL) added that DG MOVE could discuss the preliminary results of the study with the social partners at their December meeting if this was desired.

² See also: http://ec.europa.eu/transport/road_safety/take-part/public-consultations/road_injuries_en.htm

³ See the European Truck Accident Causation study at: http://ec.europa.eu/transport/roadsafety_library/publications/etac_exec_summary.pdf

⁴ Project website: http://starts.iru.org/index/en_home

⁵ http://ec.europa.eu/transport/urban/urban_mobility/action_plan_en.htm

5. Follow-up of the joint statement on the review of the tachograph regulation

At their last meeting, the social partners had come to the conclusion that if there was no basis for joint lobbying, there was no added value to put the issue back on the agenda. Today, ETF said that they had not identified enough common substantial points and that they would therefore not pursue efforts to come to a joint text. IRU regretted ETF's decision to make a "step backwards" in view of the previously agreed IRU ETF joint statement on the review of the tachograph regulation. Both sides agreed to leave the point off the agenda unless things came up as a result of new developments in Parliament or Council.

6. Consideration of items for the next meeting

Ms Durst (DG EMPL) informed the social partners that the Commission had started preparations for an impact assessment on the review of the regulations on access to the road haulage market and access to the occupation of road transport operators. The report of the high level group⁶ was expected in the course of this month, and DG MOVE would be ready to present on 3 July 2012 the different options which the Commission would assess in its impact assessment. The social partners welcomed this offer, provided that the description of the options would be communicated in advance of the meeting. They would consider amongst secretariats how to best arrange the discussion on the options and would come back to the Commission soon.

Other items for the agenda were considered: joint statement/list of topics on the on the Transport White Paper; further discussion on driver shortages, image and recruitment; and the results of the STARTS project.

⁶ http://ec.europa.eu/transport/road/events/2012-02-28-hearing-haulage_en.htm

Participants 2.5.2012

Employers (13 ♂, 6 ♀)

Ms Antignac (FR)
Mr Causse (FR)
Mr Cullum (UK)
Ms Egervall (SE)
Mr Gentze (DE)
Ms Ilie (RO)
Ms Ivanova (BG)
Mr Kramer (NL)
Mr Larsen (BE)
Ms Maître (FR)
Mr Moisio (FI)
Mr Pardo (ES)
Mr Saile (DE)
Mr Salmon (UK)
Mr Usonis (LT)
Ms Vasarainen (FI)
Mr Viccars (IRU)
Mr Yarsley (UK)
Mr Zoheeb (BE)

Workers (14 ♂, 6 ♀)

Ms Alonso (BE)
Mr Chanois (FR)
Mr Diamante (IT)
Ms Gällhagen (SE)
Mr Garcia Revuelta (ES)
Mr Georgiev (BG)
Mr Gonzalez (ES)
Mr Goument (FR)
Ms Heinisch (ETF)
Ms Holder (AT)
Mr Johnson (UK)
Ms König (SE)
Mr Lundh (SE)
Mr Miladinov (BG)
Mr Parrillo (BE)
Mr Ryd (SE)
Mr Schönauer (AT)
Mr Teunissen (NL)
Ms Tilling (ETF)
Mr Wolff (LU)

European Commission

Ms Durst (DG EMPL)
Ms Kremer (DG MOVE)
Mr Scala (DG MOVE)
Mr Schmidt (DG MOVE)