



Brussels, 27 September 2016

**SECTORAL DIALOGUE
COMMITTEE
ROAD TRANSPORT**

**Minutes of the Urban Public Transport Working Group meeting
27 September 2016**

The meeting was chaired by Mr Alain Sutour (workers).

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

The agenda and the minutes of the last meeting of the working group on Urban Public Transport (UPT) 25 September 2015 were adopted.

2. Social conditions in urban public transport companies in Europe

B. Ollier (UITP) presented the results of the study, which was launched in March 2015 within the framework of the project co-financed by the EC "Social conditions in the Urban Public Transport Companies in Europe"¹. This study analyses the changes introduced by the restructuring of the sector and the developing competition and it examines the impact of the PSO Regulation (Public Service Obligations²) on the industrial relations and working conditions in the UPT sector (see the slides' presentation).

ETF (S. Trier) drew the attention on the possible different interpretations of the results of the study. In particular regarding the impacts of the different types of awarding public service contracts on workers, it would be needed to fully consider the evolution of the entire sector and to observe those impacts in the longer term.

The follow-up to this project would be a joint opinion from the social partners. This is requesting further negotiations which could not take place only at secretariat level. It therefore depends on the decision to increase the means for the social dialogue on UPT at EU level.

The Chair concluded about the limits of this PSO Regulation and the necessity to find ways to overcome its gaps. A joint declaration from the social partners is desirable but would be only feasible if the Junker Commission's commitments regarding improved social dialogue are made more concrete and the social dialogue in UPT reinforced.

3. Women's employment and gender policy in UPT companies in the EU (WISE II)

Information was provided about the follow-up of the WISE I's project and the "*Join recommendation on women employment in the UPT*"³ which sets the objective to increase

¹ <http://www.etf-europe.org/etf-4008.cfm>

² Regulation 1370/2007 on public passenger transport by rail and road

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<http://www.uitp.org/sites/default/files/documents/Strengthening%20women%20employment%20in%20urban%20public%20transport.pdf>
www.ec.europa.eu/socialdialogue

women's employment from 17.5% to 25% by 2020. The Wise II project is examining the evolution regarding this issue and identifies good practices to promote women's employment in UPT. A conference will take place 17-18 October 2016 with the attendance of Commissioner Bulc. A brochure is also to be developed to support and promote good practices for the improvement of women's employment in Urban Public Transport.

4. Digitalisation and technological developments in urban public transport and social dialogue

S. Trier (ETF) introduced the subject of the technological developments in UPT, digitalisation and automation (see the slides' presentation). It was underlined that it is very important to better understand the sector transformations and how the transition would take place. There are important consequences such as increased work density, training needs, changing tasks and professions and working conditions. The experience in Germany was also reported in terms of changes for the providers (such as e ticketing, automated maintenance, etc.). These issues are requiring social dialogue at companies and national level; however it was stressed that a joint analysis and a dialogue at the European level would be also crucial and this would request more means for example a joint project.

UITP agree that these issues are important and will have a huge impact on urban mobility (such as potentially increase the use of individual cars and worsening the cities' congestion). Automation of the sector will create a completed disruption of the current business model. As far as automated metros are concerned, a constant growth is happening in the EU. Nevertheless, the bulk of the growth will mainly take place in other parts of the world where demographic changes and urbanisation are very important like for example in Asia.

The full consequences of the changes linked to technological developments are not known yet and UITP agreed that there is a need for a continuous exchange within the social dialogue on those aspects (as was proposed in the joint letter UITP/ETF of 9 February 2015).

5. Representativeness study of the UPT social partners

Ms Aumayr-Pintar from Eurofound presented the stage of development and some provisional results of the representativeness study for the railways sector which also includes the Urban Public Transport sub-sector. The comments on the national reports are still to be addressed in the overview report on which the social partners will be also consulted (see slides attached).

UITP commented that it was the first opportunity to hear about the draft results and they need to examine the overview report before to be able to comment. However it seems that a main issue already signalled for the national reports is about the mix of the UPT and Railway sectors, that have different structures, including separated industrial relation arrangements at national and local levels.

ETF asked how were the affiliated organisations counted and if the weighting of the organisations will be considered in the analysis.

Ms Aumayr-Pintar responded that the report will be more nuanced. Some UITP/CER companies were included only when there was no employers' organisation affiliated to them within a country; within urban public transport, few employers' organisations are related to CER and when there is no employers' organisation there is more or less equality between CER and UITP affiliating companies. The differences between the sub-sectors were difficult to establish in the national reports. Regarding the number of members within the national affiliations, the figures were provided by the organisations which do not always have the information broken down by sector or even sub-sector. Therefore much is based on estimations with the objective to provide a good overall picture of the sector.

The chair thanked for the very clear presentation of a very complex issue. He asked whether IRU would also be a relevant social partner in addition to CER and UITP for the UPT. Ms Aumayr-Pintar responded that IRU was not identified as a key organisation for the sector.

6. EBSF I + EBSF II (European Bus System of the Future): next steps

The project manager in UITP presented the state of play of the project funded through DG Research regarding the European Bus System of the Future (II) and the design of the driver work place (EBSF I). The second phase of the project foresees several tests on driver assistance systems (see slides).

ETF asked about which "drivers' assistance" is addressed in the project, is it only the eco-driving/energy saving? More exchanges with the drivers (which are also the users) should be foreseen. What would be consequences in term of cognitive overload? ETF also reminded that the objective would be to draft joint recommendations on the drivers' work place.

It was responded that the drivers will also be considered as users in the study; the aim is to reduce energy consumption and the study will also investigate different solutions for the Human Machine Interface to avoid overloading drivers with too many feedbacks.

Since ETF supported the EBSF II project and expressed its interest to participate it was agreed to organise in 2016 or early 2017 a meeting with the respective ETF expert group to inform and discuss the findings so far and prepare the on-site visits of trade union representatives.

7. Presentation by DG MOVE

7.1. Transport aspects of the Commission's communication on collaborative economy and the Commission's study on passenger transport by taxi, hire car with driver and ridesharing

Mr Szatmari from DG MOVE provided a presentation on the Commission's communication on collaborative economy⁴ which notably aims at clarifying the applicability of relevant EU legislation (Services Directive, e-Commerce Directive, consumer protection...) and to providing legal guidance and policy recommendations to promote a balanced development of collaborative economy. He also presented the on-going study on taxis (see slides).

ETF commented that the EC communication is posing a series of concerns notably as it is supporting new services and platforms, such as UBER, that create problems in term of enforcement of labour legislation, payment of taxes, bogus self-employment, etc. They are of the opinion that the EC is opening the door to unfair competition and this unfair competition touches in particular people with very modest revenues. Regarding the study it was also commented that some important issues were not mentioned in the presentation that need be addressed such as impacts on workers or types of employment.

The Commission took note of the concerns of ETF and recalled that the communication explicitly emphasised that all market operators must comply with existing rules (including on taxation) and that legislation should be proportionate and justified.

7.2. Commission's Strategy for low-emission mobility

Mr van de Schouw from DG MOVE presented the Strategy for low-emission mobility⁵ which is part of the Energy Union's Strategy and the low-emission's targets. He explained that the transport sector is responsible for almost a quarter of EU GHG emissions and an important

⁴ COM(2016) 356 - A European agenda for the collaborative economy

⁵ COM(2016) 501 final - A European Strategy for Low-Emission Mobility

contributor to air pollution. He presented alternatives and the role of the cities for instance (see slides).

The Social partners mentioned their joint declaration regarding sustainable urban mobility⁶. They underlined the importance to consider electrification of transport not as aiming to replace collective transport's modes by e-cars, as this would have perverse effects in terms of urban congestion. The joint declaration also foresees to take up the target of doubling the market share of public transport by 2030.

The chair concluded by also underlining the need for quality jobs in UPT and fair transition to low-emission mobility.

8. Information from DG EMPL

Ms Finné reported briefly about the recent achievements in the framework of the "New start for social dialogue" notably the quadripartite statement signed by the Commission, the Council and the Social Partners last June. The State of the Union Speech delivered by President Juncker on 14 September defines the priorities for 2017 in the field of employment, notably the regarding youth employment, the proposal on posting of workers and the REFIT exercise in the field of health and safety at work. The Commission will also present in 2017 a European Pillar of Social Rights. In that context the Commission has launched a reflection about the framework and the measures that will contribute to improve the performance of national employment and social policies at EU and national level. A consultation is on-going until the end of the year; the social partners are invited to provide their contribution in addition to the specific dedicated hearings that are taking place.

Regarding the joint request for an own social dialogue committee she repeated the messages sent to the social partners. Before deciding on the issue the Commission should carefully analyse the results of the recent report on 'Social Conditions in Urban Public Transport Companies' and the representativeness study for the railways sector once finalised which should provide useful information on the relevant criteria and notably on the representativeness of the relevant actors in the UPT areas. Still the social partners are encouraged to use the full potential of the meeting available in the framework of the road transport committee and of the possibilities provided by the calls for proposals.

The chair responded that the social partners request for the creation of an autonomous sector committee in UPT was introduced since several years now, the UPT sector has specific characteristics not similar to railways or road transport. It is therefore logic to create a specific committee and he hopes to have a rapid positive answer from the Commission.

9. Adoption of the up-dated work programme 2016-2017

The work programme for the working group was slightly amended. Social partners will also consider proposing a new project on the topics of the promotion of the social dialogue in Central and Eastern Europe for which the Commission's support is needed. As far as "new technologies" are concerned, the social partners plan to launch a new working group as soon as the possibilities are provided by the Commission.

10. Any other business

Next meeting to be fixed, possibly last week of September 2017.

⁶ <http://ec.europa.eu/social/BlobServlet?mode=dsw&docId=11608&langId=en>

Participants 27.09.2016

Employers (8 ♂, 8 ♀)

Ms Ollier (UITP)

Ms Sadoux (UITP)

Mr Tozzi (UITP)

Mr Guida (UITP)

Mr Nemeč (IRU)

Ms Caldana (CER)

Mr Imminger (CEEP)

Ms Bergers (FBAA BE)

Ms Willgren (BE/FI)

Mr Chaâ (UTP FR)

Ms Egervall (SE)

Mr Salmon (UK)

Ms Vasarainen (ALT FI)

Mr Rodriguez (ES)

Mr Kenny (IE)

Ms Bönemann (BOGESTRA AG DE)

Workers (9♂, 9 ♀)

Mr Sutour (CGT FR) Chair of the SSDC

Ms Trier (ETF)

Ms Guérin (ETF)

Mr Aarestrup (3 FDK)

Ms Ball (verdi DE)

Mr Schloemer (EVG DE)

Mr D'Erole (FILT-CGIL IT)

Ms Di Felice (FIT-CISL IT)

Mr Grasso (FIT-CISL IT)

Mr Weijers (CNV NL)

Ms Gällhagen (Kommunal SE)

Ms König (Kommunal SE)

Mr Barany (KKS HU)

Ms Kunert (KSZOSZ HU)

Mr Nemes (EKSZ HU)

Mr Ollas (AKT FI)

Ms Zlatkova (FTTUB BG)

Ms Coeck (FGTB-CGSP TMB BE)

Mr. Vickevirst (CGSP TMB)

European Commission:

Ms FINNE (DG EMPL social dialogue unit)

Mr VAN DE SCHOUW (DG MOVE)

Mr SZATMARI (DG MOVE)

Eurofound:

Mrs Aumayr-Pintar