



EUROPEAN COMMISSION
Employment, Social Affairs and Inclusion DG

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

Brussels, 2 February 2016

**SECTORAL SOCIAL DIALOGUE
COMMITTEE RAILWAYS**

Minutes of the "Adaptability and Interoperability" working group meeting

09 October 2015

The meeting was chaired by Ms. Barbara Grau (CER/SNCF), chair of the working group.

1. Adoption of the agenda and of the minutes of the meeting on 3 March 2015

The agenda was adopted and the minutes of the meeting on 3 March 2015 were approved with the changes suggested by CER.

The social partners briefly tackled the issue of the dates for SSD in 2016. The Commission asked to receive proposals from the social partners as soon as possible.

The Chair made a request to circulate papers and presentations two weeks before the SSD meetings in order to allow participants to better prepare for the discussions. Both CER and the Commission agreed with the proposal, but argued that presentations could be sent just one week and papers two weeks in advance. In addition, CER requested that the Chairs of the WGs be in charge of gathering and circulating papers/presentations for their session.

2. Work program 2016 (both working groups)

The discussion of the work program 2016 was postponed to the next meeting.

3. Draft project proposal on the implementation and application of the CER/ETF agreement on working conditions for mobile workers in cross-border interoperable services (Directive 2005/47/EC)

In reaction to a first outline prepared by ETF CER explained that its members were interested in the subject, but that there is a need to add more substance to the project. In this respect, CER suggested to consult EVA-Akademie about their interest in coordinating the project, and to have an estimate of the costs.

The Commission invited the social partners to substantially contribute to the ongoing 'representativeness study for railways and public transport sector', and to take it

seriously. In case the project would trigger the re-negotiation of (parts) of the underlying agreement, the representativeness of the Committee will be an important criteria for the Commission to assess a potential request for a change of the Directive. Representativeness is thereby mainly referring to the number of Member States in which the EU level social partners have affiliates and to which extent the affiliates represent the sector in their countries.

The Commission explained that the study is ongoing and therefore companies/trade unions should be contacted very soon by the competent institutions.

4. Discussion of ETF proposal towards a European harmonization of the locomotive drivers' cab (health & safety at work)

ETF presented this proposal (see doc), stressing that it is a safety-related as well as an economic issue for companies. Technical standards already exist, but ETF sees the need of updating and adding more substance. ETF proposed three options for achieving this goal: 1) create an ad-hoc CER/ETF expert group that shall list the missing specifications and loopholes and then submit a proposal to the Commission/ERA (main obstacle: costs); 2) launch a new project (main obstacle: time); 3) request the establishment of an ERA working group that shall work on this issue.

CER made clear that given ERA's focus on interoperability issues (which is not the case for locomotive drivers' cab) a creation of a new ERA Working Party is very improbable. Instead, CER proposed to make an inventory of existing standards in order to single out possible needs for update/additions and offered to prepare a first list of standards and to send it to ETF. ETF accepted this proposal and shall then indicate the missing aspects in CER's list. An additional joint CER/ETF initiative could then be envisaged.

ETF mentioned the possibility of consulting the manufacturers. CER commented that manufacturers are expected to oppose any standardization initiative that would hamper their business.

Because of the Chair's anticipated departure Libor Lochman (CER) took over the chairmanship of the session.

5. A.o.B.

ETF campaign for on-board personnel

ETF will launch this campaign on 29 October. The objective is to raise awareness among the passengers about the importance of keeping on-board personnel in the trains. Actions will be carried out EU-wide. The European Disability Forum (EDF) is supporting the campaign. ETF underlined the importance of on-board personnel, also for security reasons. CER said that the cost factor should also be taken into account; this has also been recognised by European Passenger Federation (EPF) as a risk for loss of rail competitiveness.

Refugees/migrants and railways

The recent increase in the inflow of migrants/refugees had significant impact on the railways: trains provided an important means to transport for these people, thus requiring co-ordination between railway undertakings across borders and efforts and improvisation on the side of staff. Next to the immediate impact on the railways, these people can be

seen as an opportunity as some of them may provide new workforce for railway companies that are struggling to attract new (young) employees. It was highlighted that the integration of these people will not only depend on having a job, but will also require that they are socially integrated in the company they work. This was seen as a challenge which could be taken up by social dialogue in the rail sector, where often specific training institutes and also sports and other social facilities exist.

CER agreed that the emergency must be closely followed and explained that CER CEOs have already been involved in the discussions and that CER revamped the Crisis information network among CER members that can be used to exchange information about operating trains/ destinations/ accommodation solutions with an immediate effect. CER also acknowledged that the integration of migrants and their possible employment in the rail sector are aspects to be considered in the medium- to long-term. OEBB and SŽH took the floor to explain the situation in Austria and at the border between Croatia and the Schengen area, alerting about the social integration aspects, the lack of proper training of personnel, and the huge administrative burden for companies that needs to also take customers into consideration. Given the relevance of the issue for both employers and employees, CER proposed to maintain the topic on the agenda of future SSD meetings.

CER agreed to the proposal to make a joint press statement on the important contribution of railway undertakings and their staff to cope with the stream of migrants. ETF will prepare a draft.

European citizen initiative on Fair Transport

ETF informed about the launch of a European citizen initiative on Fair Transport, which will require the collection of 1 million signatures from European citizens within one year (i.e. before 14.09.2016). CER supported this initiative and asked to receive the background documents to distribute them to its members.

Competition and fairness should thereby not only an issue within transport modes, but even more so between different modes and in particular between rail and road. Here CER expressed the expectation to be supported by ETF. It was suggested to keep the Committee informed about the development of this initiative.

Participants

<p>Employers 11 (4 ♂, 7 ♀), 5 MS</p> <p>CER</p> <p>EIM Ms. Angeli (EIM)</p>	<p>Workers 10 (5 ♂, 5 ♀), 7 MS</p> <p>ETF</p>
<p>European Commission Ms. Caspar (EMPL)</p>	