



## EUROPEAN COMMISSION

DG Employment, Social Affairs and Inclusion

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

Brussels, 8 December 2011

**SECTORAL DIALOGUE  
COMMITTEE  
ROAD TRANSPORT**

**Concise minutes of the Working Group meeting  
10 October 2011**

The meeting was chaired by Mr Sugic (workers, chairman of the committee). The agenda was adopted.

**Follow-up of the joint statement on the review of the tachograph regulation**

Now that the Commission had adopted its proposal to amend Council Regulation (EEC) No 3821/85 with a view to improve the tachograph system<sup>1</sup>, the social partners wanted to examine whether a further joint statement (as a follow-up to the statement of 8 July 2010) was necessary. The parties had a first exchange on the Commission's proposal.

The IRU had already compiled a set of observations which they shared with the workers' side. There were those related to the joint statement: backwards compatibility of drivers' cards should be ensured; the social partners' input in the adaptation to technical progress should be ensured (question related to the new category of legal act created by the Lisbon Treaty: "delegated acts"<sup>2</sup>); support of a harmonised IST; the proposal lacks a reference to harmonised interpretation of Regulation (EC) No 561/2006. But there were other issues on which both sides of industry could potentially have common points, such as the integration of the driver card and licence, the abolishment of a driver attestation form, and remote communication.

The ETF had no official position yet on the Commission's proposal since their technical discussion would take place in the course of the month. The workers' side nevertheless mentioned some important elements to be considered: the use of weight sensors (which was technically possible according to manufacturers); the risks of an extension of the vehicles excluded (increased competition between light and heavy goods vehicles); the desire to retrofit; the importance of physical placement of the digital tachographs in the driver cab. Some aspects mentioned by the IRU (compulsory training of controllers, registration of rest periods; remote communication) had still to be discussed internally within the ETF.

The employers' side thanked the ETF for this preliminary exchange. They pointed out that their position on weight sensor had not changed since it was discussed in the

<sup>1</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0451:FIN:EN:PDF>

<sup>2</sup> See [http://europa.eu/legislation\\_summaries/institutional\\_affairs/treaties/lisbon\\_treaty/ai0032\\_en.htm](http://europa.eu/legislation_summaries/institutional_affairs/treaties/lisbon_treaty/ai0032_en.htm)

framework of the joint statement last year. It was also not clear how to handle weight in case of passenger transport. There was still a need between both sides of industry to discuss the exemption/inclusion of certain types of vehicles. The ETF was confident that they would have their official position at the beginning of November. The IRU announced that they would share their paper with the workers' side.

### **Parking areas for bus and coach in urban areas**

IRU wanted to have a first exchange on the situation of buses and coaches in urban areas. IRU had a policy aiming at city administrations to welcome bus and coaches in their cities. It would be important that the European institutions take into account this aspect in their policies, too. The Commission representative referred to the Action Plan on urban mobility<sup>3</sup> which set out a framework for EU initiatives in the area of urban mobility while respecting the principle of subsidiarity. IRU announced that they would send a first draft to ETF on how the social partners could act together in this area.

### **Update on the status of the STARTS project**

The participants were informed on the status of the project "Skills, training and the road transport sector (STARTS)" (VS/2010/0715). The study would not only give an overview of the situation (Driver Training Directive) but also provide good examples. This was not yet done. The preliminary results of the study showed that cross-border recognition of CPCs was not guaranteed; the quality of training seemed to have improved; there was a lack of scheduling of training in some countries; and there was a lack of data at national level with regard to non-mobile workers (second pillar of the project). The parties considered it necessary to extend the period of the project to finish the work properly.

### **Consideration of items for the plenary meeting**

The social partners considered the issues for the agenda of the plenary meeting. These were: exchange between social partners on the White Paper on Transport and particularly on measure 8 ("Social code for mobile road transport workers"); second exchange on the White Paper with DG MOVE; presentation by the European Agency for Safety and Health at Work (OSHA) on their initiatives in the field of road transport drivers; logistics and its place in the European social dialogue.

### **Any other business**

Greek delegates from the employers' side informed the participants of the alarming situation at borders between Greece and the other EU Member States. Vehicles from Greece had to transit three different non-EU Member States (the former Yugoslav Republic of Macedonia, Serbia and Croatia) where the delay to cross boarder varied between two and six hours at each border station. This put the Greek road haulage industry in a disadvantageous position. IRU considered that the Commission should use its influence to contribute to a solution of this problem.

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<sup>3</sup> [http://ec.europa.eu/transport/urban/urban\\_mobility/action\\_plan\\_en.htm](http://ec.europa.eu/transport/urban/urban_mobility/action_plan_en.htm)

*Participants 10.10.2011*

**Employers (10 ♂, 2 ♀)**

Mr Causse (FR)  
Ms Chatzikov (GR)  
Ms Egervall (SE)  
Mr Gentze (DE)  
Mr Kenamidis (GR)  
Mr Mannaerts (BE)  
Mr Marques (PT)  
Mr L. Nielsen (DK)  
Mr Ribeiro de Campos (PT)  
Mr Saile (DE)  
Mr Tillmann (DE)  
Mr Viccars (IRU)

**Workers (14 ♂, 6 ♀)**

Mr Aarestrup (DK)  
Ms Alonso (BE)  
Mr Buzzi (BE)  
Ms Coulet (FR)  
Mr De Cuyper (BE)  
Mr Dubuisson (BE)  
Ms Gällhagen (SE)  
Mr Goument (FR)  
Ms Heinisch (ETF)  
Ms König (SE)  
Mr Miladinov (BG)  
Mr Parrillo (BE)  
Mr Peeters (BE)  
Mr Schönauer (AT)  
Mr Sugic (FR)  
Mr Teunissen (NL)  
Ms Tilling (ETF)  
Mr van Ravesteijn (NL)  
Mr Wolff (LU)  
Mr Wozniak (BE)

**European Commission**

Ms Durst (DG EMPL)