



EUROPEAN COMMISSION

Employment, Social Affairs and Equal Opportunities DG

Social Dialogue, Social Rights, Working Conditions, Adaptation to Change
Social Dialogue, Industrial Relations

SECTORAL DIALOGUE COMMITTEE ROAD TRANSPORT

Meeting of the working group "Public urban transport"

5 March 2007

Concise minutes (adopted on 30 April 2008)

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

The agenda and the minutes of the last meeting (3 July 2006) were adopted.

2. Joint statement regarding the proposed Green Paper on Urban Transport

Mr Dekindt (UITP) presented the joint statement of the working party validated by both organisations and released by ETF and UITP in January 2007. It had been presented at the conference of 31 January. Vice-president Barrot had announced that he was ready to receive a joint delegation of the social partners.

IRU stated that if the ETF/UITP paper was to become a social dialogue paper, the following three key areas had to be included: urban delivery, access for coaches (coach tourism), and transport of passengers by taxi.

For ETF, the paper was a paper of the social partners of the public urban transport. They would welcome if other social partners would join the paper. UITP suggested enlarging the paper to IRU, CEEP and CER by the beginning of the summer. The Commission representative stressed that the Green Paper would probably be finalised by July 2007. IRU welcomed the idea to enlarge the paper and pleaded to be as inclusive as possible for urban mobility. ETF announced they would not review their position – it had been already difficult to agree with UITP, especially with regard to workers' health and safety protection. In ETF's view, the paper could have put more emphasis on the risks for workers (for instance stress, safety and security). UITP defended its position referring to a number of national situations such as occupational diseases.

3. Possible items for the work programme 2007-2008

Follow-up of the joint declaration on "Insecurity and feeling of insecurity in local public transport"¹:

More than three years after the signature (November 2003), ETF would like to follow up

¹ http://ec.europa.eu/employment_social/dsw/dspDetails.do?id=71&d-1588-p=1&d-1588-s=&d-1588-o=null

on the declaration and proposed to make an enquiry at each parties' members in order to find out who had discussed the recommendations and if there had been any further initiatives as a result of the recommendations. The result of this enquiry should be put on paper. As a second step, the recommendations should be made more binding for the signatory parties. UITP welcomed the idea of an enquiry in form of a joint questionnaire about the knowledge and the utilisation of the text. Both sides of industry should receive the questionnaire. ETF agreed with a joint questionnaire which might need some specific questions for each side. It was agreed to provide a result by the end of the year.

Joint project on women in urban public transport:

UITP suggested starting an enquiry about female employment in local public transport (less than 50 km) by way of a questionnaire, preceded by a "consultation day" during which around five good practices would be presented. ETF supported the idea, but wanted to conceive a wider scope, using external expertise for a scientific analysis of the situation of women in the sector. The objective of such a project – which could be presented for the 31 August deadline of the call for proposals VP/2007/001 – would be to come to joint recommendations, based upon the cross-sectoral framework of actions on gender equality adopted in 2005². In ETF's view, the exchange on good practices could easily be done by mail.

Joint initiative based on the cross-industry framework agreement on work-related stress³:

ETF's idea was to identify sector-specific factors on the basis of the cross-industry agreement which was formulated in a balanced way. UITP was ready to disseminate the agreement amongst their members to find out whether they could engage in a joint work. He nevertheless mentioned the difficulty that stress was often linked to delicate collective bargaining at national level (pensions, occupational diseases). ETF regretted that UITP was not ready yet to address the issue of work-related stress and announced they would address the subject again in the future. UITP asked the workers' side to explain clearly what would be the objective of such a joint work and what could be the possible economic consequences.

4. State of play of the QSTP project

UITP informed about the project "Competence-based Service Quality in Urban Transport – Organisational development and new career paths for drivers" carried out by SFS Dortmund. UITP and ETF said they had to discuss the methodology with the institute because the approach had been too theoretical. They were nevertheless convinced that the project was on a good way and would benefit to the European social dialogue.

² http://ec.europa.eu/employment_social/dsw/dspDetails.do?id=1171&d-1588-p=1&d-1588-s=&d-1588-o=null

³ http://ec.europa.eu/employment_social/dsw/dspDetails.do?id=1106&d-1588-p=1&d-1588-s=&d-1588-o=null

Annex: List of participants 5.3.2007

<p><u>Employers</u></p> <p>Mr Armengol (TMB) Ms Bergers (FBAA) Mr Causse (FNTR) Mr Dekindt (UITP) Mr Henry (FNTV) Ms Pogonowska (ZMPD) Mr Salmon (CPT) Mr Springer (UTA) Mr Viccars (IRU) Mr Volt (Union of Estonian Automobile Enterprises)</p>	<p><u>Workers</u></p> <p>Mr Buenestado (UGT-TCM) Mr Faber (vida) Mr Sutour (CGT) Ms Trier (ETF)</p>
<p><u>European Commission</u></p> <p>Ms Durst (DG EMPL F/1)</p>	