



EUROPEAN COMMISSION  
Employment, Social Affairs and Inclusion DG

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

**SECTORAL SOCIAL DIALOGUE  
COMMITTEE  
ROAD TRANSPORT**

## **Work programme 2015 - 2016**

**Adopted on 19.11.2014**

<b>1. Enhancing Social Cohesion in the Road Transport Sector</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The gradual opening of the EU road transport market coupled with economic volatility and the EU enlargement produced challenges amongst other things for the fair competition in the sector and for its social cohesion.</p> <p>The EU Social Partners should seek an efficient long term solution, on the one hand, to provide for adequate employment conditions for the employees and on the other hand to retain the competitive environment in the European road haulage industry based on equal level playing field, while preventing the dismantling of the road freight transport single market.</p> <p>The way forward explored will be in the sectoral approach through a dedicated instrument leading, if possible to the codification of the Social Partners Agreement, similar to those existing in other transport modes. In line with Art. 153 TFEU, it would set out social conditions for mobile workers in road transport to respond to the above mentioned challenges.</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
<b>Social Code</b> IRU and ETF will advance on establishing common grounds by:	2015 - 2016
a) Working out a list of areas of concern for each Social Partner	April 2015
b) Agreement on priority issues to be discussed in greater detail	June 2015
c) Analysis of priority issues	December 2015
d) Liaising with the European Commission on possible codification	beginning 2016

## 2. Revision of the 2011 EC White Paper

### Access to the Market and Access to the Profession Rules

#### OVERVIEW & OBJECTIVES

In 2013, the EU Social Partners proposed Joint policy package for the next revision of EU Regulations 1071/2009 on access to the profession and 1072/2009 on access to the road haulage market.

In the context of the announced revision of the 2011 EC Transport White Paper, the IRU and the ETF will revise the policy package and explore whether new proposals could be worked out especially as regards social cohesion in the sector in relation to further development of the EU single transport market.

The IRU and the ETF will also work on joint terms of reference for a European Road Transport Agency that could be established. These will be communicated to the European Commission and the European Parliament.

The EU Social Partners will also concentrate on the social implications of the emerging business models especially in taxi and long distance passenger transport. In particular, they shall focus on exploring the impact of new self-proclaimed “ride-sharing” for reward transport platforms on the functioning of the collective/public transport markets in Europe, with an initial focus on the taxi and hire cars with driver markets, including their wider impact on the European social model.

<u>ACTIONS</u>	<u>SCHEDULE/DEADLINE</u>
<b>Revised Joint Policy Package on the access to the market and occupation with the view of the 2011 EC White Paper revision</b>	2015
a) Analysis of the 1 <sup>st</sup> draft	June 2015
b) Possible adoption	November 2015/April 2016
<b>European Road Transport Agency</b>	2015 - 2016
a) Adoption of the Joint terms of reference	April 2015
<b>New economic models in passenger transport</b>	2015 – 2016
The Social Partners will analyse the existing challenges and explore whether joint approach would be feasible	June 2015 (1 <sup>st</sup> interim deadline)

## 3. Better Enforcement of EU Driving and Rest Time rules

#### OVERVIEW & OBJECTIVES

The working regime of the driver is regulated by Regulation **561/2006/EC** on driving time and rest periods. However, enforcement of the Regulation has created confusion, difficulties and unnecessary costs for both transport companies and drivers alike due to diverging national practices and interpretations of the Regulation.

During 2015 - 2016 the IRU and the ETF should continue to seek common ground and submit joint proposals to the Commission and other bodies aimed at clarifying and improving

enforcement of these rules.	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
<b>Regulation 561/2006</b>	2015
a) Identification and analysis of areas of concern	April 2015
b) Possible Joint Policy package proposal	June 2015
<b>CLOSER</b> The social partners will actively cooperate within the CLOSER Project aimed at further harmonising enforcement practises in the EU, through the development of common learning objectives for all key road transport professionals.	2015 - 2016

<b>4. Driver Training Directive</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The Driver Training Directive (2003/59/EC), which came into force in September 2008 for passenger transport and applies from September 2009 for goods transport, has the potential to significantly boost skills within the sector if its introduction is properly managed. However it could also become a bottleneck for entering the profession depending on how it has been transposed.</p> <p>The social partners will act together to ensure that the Directive has a positive impact on employment in road transport and will cooperate on the announced revision, to foster quality of training both initial and periodical.</p> <p>Having in view the diversity in implementation models of the current driver's training directive, the implementation of this directive should be monitored by the future European Road Transport Agency.</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
<b>Revision of the Driver Training Directive</b>	2015 - 2016
a) The Social Partners will finalise Joint Statement on the revision of the Directive.	beginning 2015
b) The social partners will request the European Commission to regularly inform the Social Sector Dialogue meetings on the progress of the revision, including negotiations with the Council and the European Parliament.	beginning 2015
c) The social partners will make joint political interventions wherever possible to ensure that the Directive meets the needs of industry and drivers. This will include making approaches to the appropriate bodies to present relevant results and the joint recommendations of the STARTS project.	2015 - 2016

## 5. Driver Shortages, Image, and Recruitment in road transport

### OVERVIEW & OBJECTIVES

The commercial road transport sector has difficulties in attracting and retaining professional drivers; most acutely during periods of economic growth and low unemployment. These difficulties are long-term and systemic in nature.

The social partners also acknowledge the need to address the image of the sector.

The social partners intend to tackle all the above issues by developing own research and initiatives on the nature and impact of driver shortages and to identify ways to remedy the problems through better recruitment retention strategies.

The IRU and the ETF will also take into account the technological advancement in the sector and its impact on recruitment and training.

### ACTIONS

### SCHEDULE

a) Identify the main causes of the recruitment deficit, particularly amongst young people and examine the possibility of a joint IRU-ETF approach / position and further action, on the basis of the above findings.

2016

b) Undertake joint initiatives to promote the image of road transport employment.

2016

c) Identify best practices for targeting specific social groups with information on how and why to seek employment as a commercial driver.

2016

d) Identify best practices that aid the retention of drivers such as career development strategies, working conditions and training.

2016

## 6. Logistics Qualifications

### OVERVIEW & OBJECTIVES

The Social partners will continue their work in the area of logistics as a follow up to the joint recommendations on training and employment in logistics and the outcome of the STARTS project and its follow up.

The social partners should identify additional issues of mutual interest in the area of logistics.

### ACTIONS

### SCHEDULE

a) The IRU and ETF will continue to seek the attainment of these work programme objectives via the recommendations of the social partner project on skills and training in the road transport sector (STARTS) and its follow-up.

2015-2016

b) The social partners should liaise – within the boundaries of their sector based expertise – with the European Commission in order to contribute to the social dimension of the EU policy on logistics.

2015-2016

c) The IRU and ETF will develop a ‘Round up’ or ‘Quo Vadis’ exercise in order to establish a solid starting point for future steps forward.	2015
d) The IRU and ETF will jointly establish a definition of the SDC for Road Transports’ competence regarding logistics – defining the borders of the SDC for Road Transport.	2016
e) Based on the outcome of steps c and d – IRU and ETF will develop a step by step approach in order to achieve a European platform/framework regarding training and education in logistics.	2016

<b>7. Urban Public Transport (UITP and ETF)</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The intention of the social partners, UITP and ETF, is to promote through this work programme employment in the urban public transport and to further develop their commitments to reinforce the quality of working conditions as one of the condition for good quality of services.</p> <p>This program is scheduled for the period 2015 – 2016 with an extension (concerning the possible creation of two working groups) 2015/2016.</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
1. Joint project on “social conditions in urban public transport companies” which is subject of a demand for EU co-financing (VP/2014/001/0319). The purpose of this project is to gain the necessary information in order to get a picture at European level on working conditions within the implementation of public service contracts, in line with regulation 1370/2007.	Start January 2015 Duration: 18 months
2. Follow-up of the joint recommendations “Strengthening women employment in the urban public transport” signed on 8th April 2014. The purpose of this follow-up will consist in the creation of a “barometer” in order to accompany the joint objectives of the social partners which are to increase the women employment in the European undertakings at 25% in 2020 and at 40% in 2035. A joint conference will be organized in order to disseminate the ‘Joint Recommendations’ and to identify best practices, which allow the realization of these objectives.	Project proposal first half 2015 Second half 2015 / first half of 2016
3. Follow-up of the joint statement on “the implication, application and further development of Directive 2003/59/EC on the training of professional drivers in road transport within the revision of the directive 2003/59. UITP and ETF are of the opinion that the urban public transport bus drivers need specific training (different of the coaches or truck drivers). By consequence they will make proposals in order to fully inform the European institutions on the sectoral needs including the elements highlighted in the joint statement, for example the quality of training of trainers and the organization of training centers.	2015 - 2016

<p>4. Up-date of the 2007 joint statement on “urban mobility”. This new joint statement will be establish in order to recall the importance of the employment in our sector of activity and the necessity to favour and to finance in European cities the public transport sector which allow a better sustainable economic and social development and a better protection of health and safety for all European citizens.</p>	<p>First half 2015</p>
<p>The social partners in the urban public transport sector consider to establish two working groups, one called “Employment and employability”, which will tackle topics like attractiveness of the sector as employer, demographic change and health and safety at work. The other one with the name “New technologies”, dealing with the impact of new technologies on employment, working conditions, skills/training needs and the development of principles regarding the introduction of new technologies and social dialogue.</p>	<p>WP 2015/2016+</p>

#### **Evaluation of the Work Programme 2015 - 2016**

Since this Work Programme covers a period of two years, the social partners will evaluate the progress by the end of 2015. At that stage, they may choose to update the work programme.

The current Work Programme does not exclude discussion of other topics. The social partners will seek to tackle other issues of common concern as and when they arise, also through dedicated project proposals.