



## 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

## Working group meeting 16 February 2010

### Concise minutes

The meeting was chaired by Mr Causse (employers), chairman of the committee. He invited the meeting to observe a moment of silence in memory of those who died in the train crash near Brussels the day before.

#### Driver shortages

IRU and ETF had an informal exchange of views on causes, consequences and solutions to the driver shortage problem. IRU stressed that the problem was now hidden by the crisis but warned that the average age of drivers was increasing, and no young drivers would replace them. One of the big challenges would therefore be to recruit and attract young workers in the sector (France has launched a big recruitment campaign), to fight against the myth of "low-profile worker", to retain workers by introducing a new skills and training culture and by offering professional drivers an overall career development. Good quality rest facilities were also key to improve working conditions. The employers pointed out that the problem was not sector-specific but linked to the general challenge of demographic change. ETF referred to the Parliament's study on the Shortage of Qualified Personnel in Road Freight Transport<sup>1</sup> which should be examined thoroughly. The workers' side drew the attention to the fact that in times of GPS and mobile phones, a professional driver was not "out of sight" as he was before. It would be paramount to attract other groups of people (for instance women) by changing/improving working conditions and measures facilitating reconciliation of professional and private life. ETF also mentioned the problem of false self-employed and low profit margins. The parties agreed to study the report (taking into account that it was not addressing passenger transport) and to put the item on the agenda again.

#### Driver training

IRU and ETF had an informal exchange of views on challenges, opportunities and concerns arising from Directive 2001/59/EC. Both sides of industry hoped that the Directive would contribute to boosting a skills culture in the sector. ETF's objective was to

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<sup>1</sup> Study 15.05.2009 - available in DE, EN, FR, NL at [www.europarl.europa.eu/studies](http://www.europarl.europa.eu/studies)

raise professional standards and was convinced that investment in training would pay back. It was not clear yet who would pay for the obligatory 35 hours training and how it would be organised. IRU reported on its Image and Employment in Road Transport Seminar organised two weeks ago<sup>2</sup>. The employers were convinced that now that the social partners had not been admitted as observers, they should input from the outside by putting difficult issues (enforcement, deadlines) to the expert group set up by the Commission. It was also necessary that IRU and ETF decide about the division of tasks for their joint project on logistics and training to be prepared before the end of June (as agreed in the meeting of 11 January 2010)..

### **Digital tachograph**

The social partners had an informal exchange of views on their reactions to the Commission's consultation paper on the possible review of the legislation on tachographs (Council Regulation (EEC) No 3821/85 on recording equipment in road transport)<sup>3</sup>. IRU already had its position paper; ETF was still in internal consultation and could therefore only have this informal exchange. Some aspects were nevertheless discussed in more detail, such as the possible role of the tachograph as help and assistance tool, and the possibility to automatic remote controls. It was decided to discuss the issue again at the next meeting.

### **Any other business**

At the employers' request, the issue of driving bans due to bad weather conditions (heavy snowfall) was put at the table to see whether the social partners could intervene jointly towards the public authorities. The phenomenon was known at least in BE, FR and NL. It was decided to sort this question out amongst the secretariats.

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<sup>2</sup> [http://www.iru.org/index/en\\_academy\\_image\\_2010](http://www.iru.org/index/en_academy_image_2010)

<sup>3</sup> [http://ec.europa.eu/transport/road/consultations/2010\\_03\\_01\\_tachographs\\_en.htm](http://ec.europa.eu/transport/road/consultations/2010_03_01_tachographs_en.htm)

## *Participants*

### **Employers (13 ♂, 3 ♀)**

Mr Causse (FR)  
Mr Clemmensen (DK)  
Mr Gentze (DE)  
Ms Guenzer (DE)  
Mr Kenanidis (GR)  
Mr Kramer (NL)  
Mr Larsen (DK)  
Ms Maître (FR)  
Mr Mannaerts (BE)  
Mr Marques (PT)  
Mr Pardo (ES)  
Mr Ribeiro de Campos (PT)  
Ms Tsivranidis (GR)  
Mr Tsochataridis (GR)  
Mr Viccars (IRU)  
Mr Yarsley (UK)

### **Workers (11 ♂, 3 ♀)**

Mr Baldwin (UK)  
Mr Cameron (UK)  
Mr Christensen (DK)  
Mr de Jong (NL)  
Mr Goument (FR)  
Ms Heinisch (ETF)  
Mr Johnson (UK)  
Ms König (SE)  
Mr Mayer (UK)  
Mr Parrillo (BE)  
Mr Saverstam (SE)  
Mr Schönauer (AT)  
Ms Volkers (DE)  
Mr Wolff (LU)

### **European Commission**

Ms Durst (DG EMPL/F.1)