



DRAFT minutes of the working group meeting

24 June 2014

1. Adoption of the meeting's draft agenda and the draft minutes from 25th April 2014;

The meeting was chaired by Mr CAUSSE (employers). The agenda was adopted. The minutes of 25 April 2014 were adopted, including a last change by the ETF in point 2.

2. Revision of the Directive 2003/59 – discussion on social partners' draft statement on professional driver training;

Following the preparatory work by secretariats, the social partners discussed a draft version of the joint statement on drivers' training, which builds upon the conclusions of the STARTS project. The main points of the debate evolved around redundancy of some of the training's topics, the training being a compulsory requirement and the question whether the training is required for all workers currently covered by the Directive. The national trade unions notified also that currently the cost of training is born entirely by the workers in Romania. Following to the request of the employers, the mention of "compulsory training" will be taken out from the text; however, the ETF said they would not agree with decreasing the number of training hours. The social partners were hesitant whether establishing a dedicated EU agency would be a good solution. Ms Winiarska (DG EMPL) reminded the social partners of the typology of social outcomes annexed to the 2004 Communication and said the joint statement would be stronger if it included commitment to future action by the social partners beyond the recommendations for the Commission. The work on the text will continue between the secretariats with a view of adoption at the next SDC meeting.

3. Activities of DG MOVE in the area of logistics – presentation by DG MOVE (Mr Szymon Oscislowski, Maritime Transport and Logistics Unit) and discussion;

Mr Oscislowski (DG MOVE) outlined the recent developments at the EU level in the area of logistics, notably the infrastructure funding and soft measures linked to carbon foot-print or eco-driving. DG MOVE is currently preparing a stock-taking paper on the EU logistics strategy and in this context a stakeholder conference was organized in November 2013. Mr Parillo (ETF) noted that delocalization of companies has a negative impact on the carbon emissions and Mr Causse called for better involvement of the social partners in the policy development. The exchange of views continued around the

progress achieved in completion of the TEN-T project¹, safety on road parkings, the role of the High Level Group on Logistics, the evaluation of the results of the *Marco Polo* project² and the issue of liability in the logistics chain management. Ms Chaffart (ETF) drew the attention to an untouched social dimension in logistics and reiterated the point of Mr Causse on better involvement of the social partners. DG MOVE outlined the priority areas of the stock-taking paper, which include *inter alia* spatial planning, and reiterated that the document will not be binding but only indicate possible areas of action for the Commission subject to the political agreement.

4. IRU/ETF joint initiative towards the newly elected EP and appointed EC – exchange of view;

On a basis of the draft prepared by the secretariats, the social partners discussed and agreed on the main principles of the new statement to be presented to the new TRAN Committee. Ms Tilling (ETF) stated that the social partners should foster healthier competition in the sector and finding a balance between the social, environmental and economic dimension. Mr Nemeč (IRU) replied that due to its sensitivity the issue of fair price should stay outside of this statement and should be debated bilaterally in more detail before introduced on the agenda of the SSD. The worker side proposed an idea of pricing index that would cover all costs the operators must bear. The UK employers noted that the price is a more of result of demand and supply equation. Mr Causse concluded the discussion saying that the price must not be in any case below the costs.

5. AOB

The RO trade unions asked for the Commission to take note of the negative developments in the national labour law, which now restricts possibilities of trade unions' establishment and concluding/extending the collective agreements. The speaker drew also attention to practices of establishing fake trade unions.

The BG employers asked a question on new rules of implementation of the EU regulation of driving times and rest periods in France. Mr Parillo reacted saying that the rules go back to 2006 but some countries started enforcing them effectively only recently.

¹ http://ec.europa.eu/transport/themes/infrastructure/index_en.htm

² <http://ec.europa.eu/transport/marcopolo/>