



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 8 April 2010

Concise minutes

The meeting was chaired by Mr Causse (employers), chairman of the committee.

Driver training

Report on actions taken by the social partners: on 31 March, ETF and IRU had jointly written to DG MOVE, as decided at the meeting of 16 February. In this letter, the social partners express their wish for a close exchange of information with the Commission services concerning the work of the "Driving licence committee" (composed of Member States' representatives) dealing with the implementation of the Driver Training Directive 2003/59/EC. The Commission representative from DG MOVE announced that the social partners would get a written response to their letter.

Discussion on shared concerns arising from Directive 2003/59/EC: delegates from both sides of industry raised their concerns. The workers' side objective was to increase the level of quality and to eventually come to an EU-wide professional profile; the employers' side referred to problems relating to the mutual recognition of vocational training carried out in different Member States and the high price a number of small training institutes would charge for their training offer.

Digital tachograph

The social partners explored the possibility to have a joint social partners' statement in response 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)¹. The discussion took place on the basis of each organisation's response to the questionnaire and a comparative table. IRU wondered whether a common view on questions 10 (field tests) and 16 (warnings for the driver) would be possible. For IRU, operators should be included from the start (question 10) and the tachograph should also be used as assistance to the drivers and transport managers, provided that there is a uniform application/interpretation of the rules. ETF said that both sides could have in principle the same understanding (the regulation is not to be interpreted but applied by

¹ http://ec.europa.eu/transport/road/consultations/2010_03_01_tachographs_en.htm

the manufacturers). The difficulty was to put together information on driving and working time.

IRU and ETF raised other points such as the record of location, the link to Galileo, the importance of training for the use of the tachograph, standardisation of core functions, the definition of core functions, pros and cons of market-driven improvements, automatic recording of loading/unloading, tachograph for passenger transport, mobile control of vehicles, etc. After this exchange, the two secretariats were asked to work further on a possible joint statement until the next meeting (26 May).

Driver shortage

Following-up the discussion at the last meeting, IRU agreed to take the Parliament's study on the Shortage of Qualified Personnel in Road Freight Transport² as a reference when having a joint action, which would not mean that IRU endorsed all statistics and conclusions (in addition, the study does only address the freight sector, not passengers). IRU named possible actions to cope with the problem of driver shortage: understand the causes for recruitment deficit of drivers, especially young ones; promote the positive role of professional drivers; better target recruitment (the young, women); not only look at the quantitative lack of drivers, but also at the lack of skills; identify good practices relating to the retention of drivers. ETF referred to similar experiences in the maritime sector³ and agreed putting the issue as a long-term item on the next work programme in November.

Any other business

The employers expressed their wish to being updated, at each meeting, on general employment and social affairs developments by the Commission. The Commission representative from DG EMPL invited the participants to subscribe to the Social Europe e-newsletter⁴ and referred to the regular Liaison Forum meetings where all social partner organisations were informed on current issues⁵. Providing targeted information for each of the almost forty sectoral dialogue committees was not possible; however the Commission representative would try to raise things which might be of interest for the sectoral partners (per e-mail or at meetings).

² Study 15.05.2009 - available in DE, EN, FR, NL at www.europarl.europa.eu/studies

³ See for instance: <http://www.itfglobal.org/etf/seafarers.cfm>

⁴ <http://ec.europa.eu/social/main.jsp?langId=en&catId=371>

⁵ See: http://circa.europa.eu/Public/irc/empl/sectoral_social_dialogue/library?l=/liaison_forum&vm=detailed&sb=Title

Participants

Employers (11 ♂, 4 ♀)

Mr Askelöf (SE)
Mr Causse (FR)
Mr Csányi (HU)
Mr de Campus (PT)
Ms Guenzer (DE)
Mr Johansen (DK)
Ms López Leza (ES)
Ms Maître (FR)
Mr Mannaerts (BE)
Mr Marques (PT)
Mr Salmon (UK)
Mr Usonis (LT)
Ms Vasarainen (FI)
Mr Viccars (IRU)
Mr Yarsley (UK)

Workers (9 ♂, 5 ♀)

Mr Buenestado (ES)
Mr Christensen (DK)
Ms Coulet (FR)
Mr Garcia Revuelta (ES)
Ms Heinisch (ETF)
Mr Peeters (BE)
Mr Pettersson (SE)
Mr Schönauer (AT)
Ms Smekens (ETF)
Ms Tilling (ETF)
Mr van Ravesteyn (NL)
Mr van't Veen (NL)
Ms Volkers (DE)
Mr Wolff (LU)

European Commission

Ms Cielo (DG MOVE/D.3)
Ms Durst (DG EMPL/F.1)