



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**

Work programme 2009-2010

Adopted on 18 November 2008

1. Improved Rest Facilities		
<u>OVERVIEW & OBJECTIVES:</u>	<u>ACTIONS:</u>	<u>SCHEDULE</u>
- The IRU and the ETF have previously worked together on the issue of improving rest facilities, having adopted in 2006 joint criteria for minimum safe and secure rest areas ¹ .	a). Urging the EU to make legislation on this issue, to impose minimum requirements on EU Member States for the provision of rest facilities.	a). 2009-2010

¹ http://ec.europa.eu/employment_social/dsw/public/displayRecord.do?id=1354

<p>- However, there is still insufficient activity on the part of the European Commission and Member States to address the basic lack of rest facilities or to reverse the rising levels of criminality which occur at such facilities. Moreover, EU driving and rest time rules require drivers to rest more frequently than under the old rules, adding further reasons to address this problem urgently.</p> <p>- The Social Partners will urge all authorities to make a clear improvement in the provision of rest areas.</p>	<p>b). Clarifying whether the provision of rest facilities would fall within the scope of EU Health and Safety legislation which in turn would allow the Commission to legislate in this area.</p>	<p>b) 1st & 2nd quarter 2009</p>
	<p>c). Examining the possibility for the European Investment Bank and other EU funding to use the IRU/ETF criteria within their grant approval process.</p>	<p>c). 1st & 2nd quarter 2009</p>
	<p>d). Ensuring that the various EU initiatives and projects on this subject take into account the number of rest facilities as well as their security</p>	<p>d). 2009</p>
	<p>e). Paying special attention to addressing problems and bottlenecks that occur both at the internal and the external borders of the EU where border crossing delays raise dramatically the importance of adequate rest facilities.</p>	<p>e). 2009-2010</p>
	<p>f). Highlighting the problems and presenting solutions through the organisation of a social partners conference.</p>	<p>f). 1st Quarter of 2010</p>

2. Logistics Qualifications		
<u>OVERVIEW & OBJECTIVES:</u>	<u>ACTIONS:</u>	<u>SCHEDULE</u>
<p>- Within the framework of its Freight Transport Logistics Action Plan (COM/2007/607 final) the EC has decided an EU level approach needs to be established for the award and recognition of qualifications for non mobile workers in logistics.</p> <p>- The IRU and ETF and its members are the two organisations with the greatest experience and understanding of road transport logistics processes and employment.</p> <p>The IRU and the ETF will continue to play a leadership role in area of logistics qualifications through their social sector dialogue, starting by addressing the issue of qualifications.</p>	a). The social partners will re-start their work on logistics by following up the implementation of the joint recommendations on training and employment in logistics ² and of the outcome of the NOVALOG project ³ .	a). 2009
	b). The social partners should identify additional issues of mutual interest in logistics.	b). 2009
	c) 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 EC Action Plan on Logistics;	c) 2009

² http://ec.europa.eu/employment_social/dsw/public/displayRecord.do?id=1351

³ <http://www.novalog-project.org/>

3. Driver Training Directive

OVERVIEW & OBJECTIVES:	ACTIONS:	SCHEDULE
<p>- The Driver Training Directive (2003/59/EC), which came into force in September 2008 for passenger transport and which will apply 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.</p> <p>- This includes ensuring that the Directive efficiently increases drivers' lifelong learning potential and skills, that it helps improve the image of the occupation, leading to better recruitment and retention of drivers and that it does not create barriers to becoming a driver.</p>	<p>a). Through its Working Party the IRU and ETF will assess the different transposition and organisational choices taken in key areas of the Directive and their impact on the occupation.</p>	<p>a). 2009</p>
	<p>b). The IRU and ETF will assess the training facilities and infrastructure established in EU Member States to evaluate whether such arrangements meet the needs of industry and drivers.</p>	<p>b). 2009-2010</p>
	<p>c). Through its Working Party the social partners would attempt to analyse the impact of the Directive measuring it against a range of interrelated issues such as the attractiveness of the sector to drivers and recruitment, evolving labour markets, industry image and regulatory, operational and technological changes within the road transport sector.</p>	<p>c). 2009-2010</p>

4. Better Enforcement of EU Driving and Rest Time Rules

OVERVIEW & OBJECTIVES:	ACTIONS:	SCHEDULE
<p>- In April 2007 the new EU Driving and Rest Time Rules Regulation (561/2006/EC) came into force throughout the EU. However, certain articles of the Regulation can be interpreted differently creating confusion and difficulties and unnecessary costs for transport companies and drivers alike.</p> <p>- The fact that the IRU and the ETF jointly submitted a request to the EU in 2007 to begin clarifying these new rules played a very strong part in the establishment by the European Commission of a Legal Working Group to issue enforcement guidance notes on the Regulation.</p> <p>- During 2009 and 2010 the IRU and the ETF should continue to seek common ground and submit joint proposals to the Commission in these areas aiming at clarifying and improving enforcement of these rules.</p>	<p>a). To ensure through common approaches on relevant issues that the Commission and Member States continue to work on clarifying the Regulation through the Legal Working Group and other means</p>	<p>a). 2009-2010</p>
	<p>b). To call jointly for the establishment of an EU monitoring procedure by which the Commission ensures that Member States adhere to the guidance notes that they have agreed to in Brussels</p>	<p>b). 2009</p>
	<p>c). To jointly submit a proposal for how to amend as quickly as possible the common EU Leave Letter for the attestation of driver activities that are not recorded by the tachograph</p>	<p>c). 2009</p>
	<p>d). To identify common positions that could be taken, concerning enforcement within the framework of the expected 2009 European Commission review of the Digital Tachograph Regulation (EEC/3821/85).</p>	<p>d). 2009-2010</p>

5. Public Local Transport		
<u>OVERVIEW & OBJECTIVES:</u>	<u>ACTIONS:</u>	<u>SCHEDULE</u>
To be completed		

Evaluation of the Work programme 2009-2010

Since this work programme covers a period of two years, the social partners should have an evaluation of the progress by the end of 2009. At that stage, they may choose to update the work programme