



## Work programme 2019 - 2020

Adopted on 18 March 2019

### 1. Enhancing Fair and Efficient Enforcement in the Road Transport Sector

The road transport sector benefits of a comprehensive EU legal framework. However, law enforcement lags behind due to various reasons, including a significant decrease in enforcement capacity over the past few years, and the fact that with one exception – the digital and the upcoming smart tachograph - documenting road transport activities for control purposes has mainly been paper-based.

In a number of occasions, the ETF and the IRU have called for the EU policy makers to take firm and concrete steps towards a true smart and intelligence-led enforcement in road transport. Their most recent joint statement, dated December 2018, urges the institutions to make digitalisation a priority in this respect, invites the European Commission to prepare and adopt a dedicated Communication on enforcement in the digital age, and calls for the setting up of a European Road Transport Agency.

The IRU and the ETF will thus continue their joint work on law enforcement in road transport by developing the following actions:

<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
<b>Joint ETF-IRU Statement on Enforcement</b>	
a) Ensuring the follow up and implementation of the proposed measures in the joint statement	2019-2020 Starting as of the second half of 2019 (when new European Parliament and Commission are in place)
<b>Regulation (EU) 165/2014 and Commission Regulations (EU) 2016/799, as amended by Commission Regulation (EU) 2018/502 (smart tachograph)</b>	
b) Jointly identify and analyse areas of concern and formulate possible joint recommendations	2020

<b>2. Digitalisation</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>Digitalisation and innovation are mostly associated in the road transport market with connected and automated driving. They are a source of considerable challenges for both the industry and the labour, in terms of future ways to organise transport activities, future skills, roles and tasks of professional drivers.</p> <p>The ETF and the IRU see a need to explore these trends and their complex impact on the road transport and potentially develop a joint vision on the future of the sector.</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
a) Develop own analysis on the impact on business and labour of digitalisation and automation	First half of 2020
b) Exploring possibilities for a joint social partner approach on the subject	Second half of 2020

<b>3. New patterns of mobility</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The social partners acknowledge the profound changes that digital technologies and platform economy are having on business practices and the labour market, and in particular the negative impacts of unfair and unregulated working conditions for drivers. The social partners acknowledge the need for an enabling environment within a level playing field in order for all mobility providers to compete fairly in an innovative, socially-acceptable and environmentally-friendly manner. Employment and contractual relationships are parameters that need to be properly addressed in order to create a safe working environment for drivers and the riding public.</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
a) Analyse in more depth the existing challenges and opportunities that some key features of the so-called collaborative platforms (i.e. driver rating, scheduling, electronic surveillance, real-time and predictive analysis, classification of workers as independent contractors etc.) have on employment relationships.	First half of 2020
b) Explore possibilities for a joint social partner joint approach on the subject	Second half of 2020

<b>4. Driver Training Directive</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The revision of the Driver Training Directive (EU) 2018/645 was approved by the European Parliament and the Council in the first half of 2018. Important new elements were added, such as the possibility to make use of distance learning and of simulators.</p>	

The social partners will analyse the practical impact of the Directive on the real needs of the driver's profession, drivers' qualifications and drivers' career development/prospects, as well as its fitness to current and future requirements of the drivers' profession.	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
<b>Driver Training Directive</b>	
a) The Social Partners will aim at finalising a Joint Analysis.	First half of 2020
c) The social partners will make joint political interventions wherever possible to ensure that the Directive meets the needs of industry and drivers.	Second half of 2020

<b>5. Driver Shortage, Image, and Recruitment in road transport</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The commercial road transport sector has difficulties in attracting and retaining professional drivers. These difficulties are long-term and systemic in nature.</p> <p>The social partners intend to tackle all the above issues by developing joint initiatives on the nature and impact of driver shortages and to identify ways to remedy the problems through better recruitment and retention strategies.</p> <p>The IRU and the ETF will also take into account the technological advancement in the sector and its impact on recruitment and training.</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Identify and agree upon the main areas for potential partnership	First half of 2019
b) Implement agreed actions, including by applying for EC funding for a joint social partners' project	2019-2020
	2019-2020
d) Identify and promote best practice in recruiting and retaining workforce in road transport, including women and young people.	Second half of 2019

<b>6. Logistics</b>	
<u>OVERVIEW &amp; OBJECTIVES</u>	
<p>The Social partners will continue their work in the area of road transport logistics, focusing on the treatment of drivers within the logistics supply chain, and to ensure the follow up of the joint recommendations on training and employment in logistics.</p> <p>The social partners should identify additional issues of mutual interest in the area of logistics.</p>	

<u>ACTIONS</u>	<u>SCHEDULE</u>
a) The IRU and ETF shall engage in joint work, including with relevant outside partners, to improve the treatment of drivers within the logistics supply chain, starting by addressing the issue of treatment of drivers at delivery places.	First half of 2020
b) Based on the outcome of the work under item a) above, the social partners shall consider further joint action, to sustain and further enhanced proposed recommendations.	Second half of 2020

<b>7. Urban Public Transport (UITP and ETF)</b>	
<b>Work Programme 2019/2020 (to be revised within the Urban Public Transport Group)</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 2018 – 2019 with an extension depending on the creation of one additional working group for the UPT sector (2018 +)</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
1. Development and discussion of a joint statement/opinion based on the results of the joint project on “social conditions in urban public transport companies” (VS/2015/0034). The purpose of this project was 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. To this purpose UITP and ETF establish a small working group	Ongoing Objective: Agreement on a joint statement/opinion in spring 2018
2. Monitoring and promoting the implementation of the joint recommendations “Strengthening women employment in the urban public transport” signed on 8 <sup>th</sup> April 2014 and input into the EU platform for change aiming at increasing female employment and equal opportunities in the transport sector. Report on the quantitative evolution of women employment (25% target) and implementation of the recommendation based on a questionnaire.	Ongoing Report in 2019
3. Security and the feeling of insecurity – update of the UITP / ETF Joint Recommendations from 2003 while extending the scope of the JR in order to cover both, external third party violence and internal violence. To this purpose UITP and ETF establish a small working group (3:3)	December 2018

<p>4. Social Dialogue in the Urban Public Transport Sector in specific Central and Eastern European Countries (CEEC). With this joint project, the European Social Partners endeavor to better inform and reinforce the impact and visibility of European social dialogue outcomes in UPT in CEEC. A better understanding of the industrial relation system and the social dialogue in those countries should also be achieved.</p> <p>To promote the European social dialogue in member states where it is not very popular, it is important to strengthen the awareness of the European dimension of the social partners' work and their responsibility to commit themselves to the European idea.</p>	<p>Project proposal submitted</p> <p>If approved, the project should start in Dec 2017</p> <p>Duration 15 month</p>
<p>5. The social partners in the urban public transport sector agreed on the principles for a more comprehensive mid-term work program, depending on the available resources, in particular the WG meetings. In the event of the creation of an additional working group meeting in 2018, the topic of “digitalisation” should be developed, dealing with the impact on employment, working conditions, skills/training needs and the development of principles regarding the introduction of new technologies and social dialogue.</p> <p>The social partners aim to submit a projects proposal in 2018, with the main activities taking place in 2019/2020.</p>	<p>2018 – 2020</p>

**Evaluation of the Work Programme 2019 - 2020**

Since this Work Programme covers a period of two years, the social partners will evaluate the progress by the end of 2019. 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.