



## Draft Work programme 2021 - 2022

To be submitted for adoption on 10 March 2021

<b>1. Contributing to Efficient Enforcement in the Road Transport Sector</b>	
<p>Mobility Package 1 was adopted in July 2020, bringing about a new set of rules governing key market and social aspects in bus, coach and haulage transport in Europe and, in some respects, beyond.</p> <p>The IRU and the ETF will therefore attempt to build on their past cooperation in this area, and find common ground and work on common understanding, interpretation and enforcement of the new rules.</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
a) Working in partnership on a TRACE 2 project, financed by the European Commission, on a common guide to comply with and enforce the new driving and rest time rules in the EU.	2021-2022
b) Jointly identify key areas where common enforcement guidance can be issued, and work jointly to work out such guidance.	2021 – first half of 2022
c) Jointly work together with Member States, European Commission and ELA in order to clarify application of employment conditions in case of posting and secure a timely publication on single official national websites, in a transparent and complete manner, of information on applicable employment conditions	2021- 2022

<b>2. Digitalisation</b>
<p><u>OVERVIEW &amp; OBJECTIVES</u></p> <p>Digitalisation and innovation are mostly associated in the road transport market with connected and automated driving. They are a source of considerable opportunities, but also challenges for</p>

both the industry and the labour, in terms of future ways to organise transport activities, future skills, roles and tasks of professional drivers.

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.

<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
a) Develop own analysis on the impact on business and labour of digitalisation and automation.	2021
b) Exploring possibilities for a joint social partner approach on the subject.	End 2021 - 2022

### **3. New patterns of mobility**

#### OVERVIEW & OBJECTIVES

The social partners acknowledge the profound changes that new technologies and the platform economy are having on business practices and the labour market, including the potential 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, traditional and new, to compete fairly in an innovative, socially-acceptable and environmentally-friendly manner. Employment and contractual relationships are parameters that need also to be properly addressed in order to create a safe working environment for drivers and the riding public.

<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.	2021
b) Explore possibilities for a joint social partner joint approach on the subject.	2022

### **4. Driver Shortage, Image, and Recruitment in road transport**

#### OVERVIEW & OBJECTIVES

The commercial road transport sector has difficulties in attracting and retaining professional drivers. These difficulties are long-term and systemic in nature. The COVID-19 pandemic outbreak did not contribute to any long-term improvement of the situation.

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.

The IRU and the ETF will also take into account the technological advancement in the sector and its impact on recruitment and training.

<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Continue the exchange of views on the causes for driver shortage in commercial road transport, and jointly promote the Charter on improving conditions for drivers at loading and unloading points.	First half 2021
b) Identify and agree upon the main areas for potential partnership on issues related to driver shortage.	2021
c) Implement agreed actions, including by applying for EC funding for a joint social partners' project.	2022
d) Identify and promote best practice in recruiting and retaining workforce in road transport, including women and young people.	2022

## **5. COVID-19 – EU & national measures**

### OVERVIEW & OBJECTIVES

The COVID pandemic has had a tremendous impact on transport and mobility in Europe. In road transport, businesses and jobs have been unprecedentedly affected.

Next to businesses, drivers' working conditions were impacted too: derogations to driving time were temporarily put in place, the ban of rest in the vehicle was temporarily lifted in a number of Member States, whilst at the same time parking areas were shut down, thus preventing drivers' to access essential sanitary and catering facilities.

The pandemic equally highlighted deeper structural problems the sector will have to deal with, such as the vulnerability of some key sub-sectors (such as passenger transport), SMEs, stability and continuity of jobs, workplace health and safety, access of mobile workforce to rights and benefits, etc.

The measures taken by European countries showed once again the importance of harmonisation in the well-functioning of the road passenger and freight transport market.

Both the ETF and the IRU positioned themselves in relation to the European and national relaunch and recovery initiatives, the IRU flagging up the need for support and financial assistance for the sector, and the ETF pointing at the need to re-develop in full respect of social rights as the only way to make it more attractive for new comers.

The social partners' cooperation in clarifying their joint commitment and position in relation to the above is timely, and very much needed, with the objective to jointly place the road transport sector higher on the policy and support agendas of EU institutions and Member States' Governments.

<u>ACTIONS</u>	<u>SCHEDULE</u>
a) The IRU and the ETF will exchange views and analyse the situation of jobs, health and safety, and access to rights, in road transport.	First half of 2021
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 2021

<b>6. Logistics</b>	
<b><u>OVERVIEW &amp; OBJECTIVES</u></b>	
<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>Year 2020 saw an unprecedented surge in parcel delivery volumes. This is a new, dynamic and mixed sector in terms of type of operators, type of operation (cross-border, domestic, urban), etc. To add to its complexity, from 2022 onwards most of the EU rules governing haulage transport will cover LGVs above 2.5t, which is the type of vehicle most frequently used in delivery. In 2026, these vehicles will also be in scope of tachograph rules and of the driving and rest time regulation.</p> <p>The social partners should jointly identify issues of mutual interest in the area of logistics, to include delivery services and distribution chains into their joint reflection and work.</p>	
<b><u>ACTIONS</u></b>	<b><u>SCHEDULE</u></b>
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.	2021
b) The Social Partners will explore further ways to cooperate in the field of logistics and delivery services.	Second-half of 2021 – first half of 2022

<b>7. Urban Public Transport (UITP and ETF)</b>	
<b>Work Programme 2021 - 2022</b>	
<b><u>OVERVIEW &amp; OBJECTIVES</u></b>	
<p>The intention of the social partners, UITP and ETF, is to promote through this work programme employment in the urban public transport sector 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 2021-2022</p>	
<b><u>ACTIONS</u></b>	<b><u>SCHEDULE</u></b>
1. Participation of the urban public transport sector into the joint activities of the Road social partners on the driving licence directive'	June 2021
2. Follow-up/evaluation of the implementation of the past joint recommendations: <ol style="list-style-type: none"> <li>a. On the basis of the results of the survey on the quantitative evolution of women employment, the European social partners will discuss and implement further joint initiatives in line with the joint recommendations "Strengthening women employment in the urban public transport" signed on 8th April 2014. Possible initiatives:</li> </ol>	Throughout 2021

<ul style="list-style-type: none"> <li>- joint input into the EU platform for change aiming at increasing female employment and equal opportunities in the transport sector.</li> <li>- joint action within the framework of the public service cross-sectoral project on third party violence</li> </ul> <p>b. Dissemination and implementation of the joint recommendations “Digital transformation and Social Dialogue in urban Public Transport in Europe”.</p> <p>c. Monitoring and promoting the implementation of the updated joint recommendations on Security and the feeling of insecurity</p>	
<p>3. Update of the joint statement on sustainable urban mobility (2016) in the light of the upcoming proposals from the European Commission on urban mobility.</p>	Autumn 2021
<p>4. Joint statement on the role of public transport in fighting climate change. This statement should be addressed to the European Commission prior to the next UN Climate talks in Glasgow in end of 2021.</p>	Autumn 2021
<p>5. Development of a possible joint activity on COVID19 pandemic and its impact on public transport – lessons learned on how to better mitigate future threats through a well-prepared social dialogue and increase the resilience of public transport.</p>	2021-2022

### **Evaluation of the Work Programme 2021 - 2022**

Since this Work Programme covers a period of two years, the social partners will evaluate the progress by the end of 2021. 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.