

## MINUTES

### Relaunch of the SSDC Rail Steering Committee

#### Kick-off meeting

29 April 2016 14:00-17:00

Venue: ÖBB headquarter, Vienna

#### **Setting the scene: introductory speeches by SSD Railways President and Vice-President and Round-table introduction of Steering Committee members**

The President of the SSD Railways Matthias Rohrmann (CER – AgvMoVe/DB) welcomed the CER and ETF participants and appreciated the level of commitment to the relaunch process from both sides, as well as the high-level of representation. He noted that the recently finalised project on attractiveness had shown the good level of cooperation between CER and ETF, and led to excellent results.

The Vice-President of the SSD Railways Guy Greivelding (ETF – FNCTTFEL) also welcomed the participants and noted that the meeting was very important for the relaunch of the SSD Railways, which needs to be reshaped and become more successful, namely by shifting from joint recommendations to binding agreements. He anticipated that the ETF priorities for the work programme are technical and operational safety.

Mr Rohrmann thanked ÖBB HR Director Peter Pirkner for hosting and organising the meeting.

A round-table of presentations followed, whereby all participants presented their role and type of involvement in the European social dialogue for the rail sector. Expectations converged around the need to reach clear, concrete and content-based results in order to improve the functioning and outcomes of the SSD Railways.

#### **Exchange on the new structure and future functioning of the European social dialogue for railways**

Alexander Kirchner (ETF – EVG) noted that an effective structure is needed, which should be a three-tier system including: a Steering Committee to define and supervise the processes; working groups attended by the experts and that do the preparatory work; a high-level meeting. Both a top-down and a bottom-up approach should be possible along the structure. There should be enough time for discussion and preparation of the high-level meetings, where decisions are taken. The structure should allow for effective work, the possibility to reach compromises and take up responsibilities. According to ETF, the new structure should allow to

discuss priority topics (e.g. cross-border traffic) in a regular way, and there is a need to have a no-proxy structure in the high-level meetings, as the current impression is that some of the people attending the SSD bodies are not entitled to take decisions. On the other hand, CER explained that they would apply the delegation/proxy rules in order to take into account their organization and structure.

It was explained that the ETF Executive Committee and the ETF Railway section are the decision-making bodies within ETF. The high-level meeting should be attended by the decision-makers. Asked about the difference between the Steering Committee and the high-level meetings in terms of participation/ representation ETF explained that Steering Committee meetings should take place in between high-level meetings. CER and ETF should ensure an adequate representation in the high-level meetings, which could be organised back-to-back with meetings of the CER HRD Group and/or the ETF Railway Section in order to ensure the attendance by the decision-makers on both sides. The Steering Committee shall be responsible for the preparatory work and for preliminary discussions on some topics, so that final results can be achieved during the high-level meetings.

Mr Rohrmann noted that the role of the high-level meeting was not fully clear yet. In particular, more clarity was needed about the actual decision-making body in the SSD and what level of participation was required for the steering group meetings.

Following a more detailed discussion, CER and ETF agreed on the following new SSD structure:

- 1) Plenary meeting
  - a. Is a high-level gathering.
  - b. Decides the SSDC work programme and on the tasks of the Steering Committee.
  - c. The number of allowed/reimbursed participants to this meeting should be expanded (pending Commission's approval). Participation of decision-makers from both sides should be encouraged, for instance by organising the Plenary meeting back-to-back with the meetings of the CER and the ETF decision-making bodies (i.e. CER HRD Group; ETF Railway Section).
- 2) Steering Committee
  - a. Supervises the implementation of the SSDC work program
  - b. Prepares the Plenary meetings.
  - c. *ETF proposal: it appoints the experts/delegates to the ad-hoc/topic-based working groups. It sets a timeline for each task attributed to a working group.*
- 3) Working groups (currently: WG I and II)
  - a. Expert level.

- b. Report to Steering Committee
- c. *ETF proposal: replace with ad-hoc/topic-based working groups.*

4) Social partners' projects (financed through DG EMPL Calls)

It was agreed that this structure should be financed by the Commission and to achieve that further discussion also at political level would be sought.

For the organization of the SSD working groups Ms Grau argued that it would be possible to use the current structure (WG I and II + projects) to address specific topics in the way proposed by ETF. Mr Hebenstreit stressed that companies should be able to appoint experts based on their experience on the specific topics.

**Mr Rohrmann summarised the discussion as follows:**

- ❖ **The SSD Plenary shall feature a high-level of representation (in terms of number and rank of participants) and the social partners shall request the Commission to expand the number of allowed/ reimbursed participants.**
- ❖ **The Steering Committee shall be a body where both CER and ETF are represented at high-level, in order to effectively monitor the implementation of the work program and ensure that decisions are taken. The use of the proxy rule needs be clarified.**
- ❖ **The decision about the organisation of working groups was postponed and shall take into account the result of discussions on the work programme.**

Asked about the application of the proxy rule Mr Kirchner replied that ETF would send the Presidents/General Secretaries to the high-level meetings. As for the Steering Committee, the representation should allow to have an effective body. ETF will discuss internally about the use of the proxy rule. Thus the question remained open for the moment. Mr Rohrmann clarified that CER and CER members would apply the delegation/proxy rules in order to take into account their organization and structure (European, membership association).

**SSD work programme / priorities**

Øystein Aslaksen (ETF - Norsk Locomotive Drivers' Union) presented the ETF priorities for the SSD work programme. Considering the challenges with which the sector is confronted (liberalization, restructuring, expansion of cross-border operations) the ETF priorities are cross-border operations and working conditions; working hours and competences. Mr Greivelding stated compliance with working and rest time should be guaranteed. The certification scheme is key for cross-border transport and qualifications need to be at a high level.

Mr Rohrmann presented the CER priorities for the SSD work programme: the evaluation/review of the Train Drivers Licensing Directive; the joint project on mobile workers; interoperability (SSD WG I); the preparation of joint recommendations from the ‘attractiveness’ project; the integration of women in the railway sector; the social agenda for transport (SSD WG II). Mr Rohrmann presented the CER’s priority points for the project, which had just been approved by the CER HRD Group.

Mr Kirchner stressed that the clear priority for ETF was safety in cross-border traffic, with monitoring and control playing key roles. He expressed the expectation that the project should go beyond taking stock of the existing practice and also elaborate recommendations how to better implement the rules. The social partners agreed that further discussions within a smaller group would be needed to agree on the details of the project outline, but also found that an agreement seemed within reach.

Mr Kirchner asked about the inclusion of the ‘qualifications’ aspect in the CER proposal. Mr Rohrmann said that this aspect could be covered under the point ‘interoperability’. The interpretation that this meant to address it in the context of the OPE TSIs was not accepted.

It was agreed that further discussion on the content was needed, before a SSD Plenary could take place. Considering that the discussion around the re-launch is already ongoing for some time, the social partners aimed at results by starting the implementing of the new formats already in 2016.

Mr Rohrmann took note of the agreement to have a high-level participation at the next SSD Plenary. Sabine Trier, Guy Greivelding, Libor Lochman, Ester Caldana (‘core group’) and himself shall work on the next steps, prepare a plan and present it to the next Steering Committee. It was agreed that it was too early to present the relaunch and enter into discussions about the organizational arrangements with the Commission.

### List of participants

<b>CER (10)</b>		
Matthias Rohrmann	AgvMoVe / DB	Germany
Peter Pirkner	ÖBB	Austria
Claudia Kürzl	ÖBB	Austria
Ulrich Weber	DB	Germany
Yves Baden	CFL	Luxembourg
Tomas Wallin	ALMEGA / ASTOC	Sweden
Barbara Grau	SNCF	France
Seraina Lang	SBB	Switzerland
Libor Lochman	CER	/

Ester Caldana	CER	/
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<b>ETF (9)</b>		
Guy Greivelding	FNCTTFEL	Luxembourg
Maria Cristina Marzola	FILT-CGIL	Italy
Christian Tschigg	FIT-CISL	Italy
Øystein Aslaksen	Norsk Locomotive Drivers' Union	Norway
David Gobé	CGT Cheminots	France
Alexander Kirchner	EVG	Germany
Roman Hebenstreit	Vida	Austria
Christian Horvath	Vida	Austria
Sabine Trier	ETF	/