



EUROPEAN COMMISSION
Employment, Social Affairs and Inclusion DG

Employment and Social Legislation, Social Dialogue
Social dialogue, Industrial Relations

**SECTORAL DIALOGUE
COMMITTEE
ROAD TRANSPORT**

Work programme 2013 - 2014

Adopted on 24 October 2012

1. Improved Rest Facilities

OVERVIEW & OBJECTIVES

The IRU and the ETF having previously worked together on the issue of improving rest facilities, having adopted in 2006 joint criteria for minimum safe and secure rest areas intend to continue this work.

The social partners also intend to identify the specific parking and rest area requirements for occasional collective passenger transport, both within, and on routes between urban areas.

A new directive came into force in 2010 (Directive **2008/96/EC** on road infrastructure management) to stipulate that parking facilities will be one of the assessment criteria for all new infrastructure projects. In October 2011 the European Commission adopted a draft proposal to revise the Trans European Network guidelines including a requirement for "the development of rest areas approximately every 50 kilometres on motorways within the core TEN-T network".

The IRU has developed the TRANSPark rest area information tool in order to better distribute parking information to companies and drivers, the value of which has been recognised by a European Justice and Home Affairs Council Resolution of November 2010.

Nevertheless more could be done by the European Commission and Member States to address the basic lack of rest facilities and 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.

The social partners will continue to demand all authorities to make a clear improvement in the provision of rest areas and the circulation of information concerning the location and facilities at existing parking sites.

ACTIONS

SCHEDULE

a) Jointly lobby in support of the European Commission proposal to make rest facilities mandatory every 50 km on the TENT-T core network. Joint lobbying should also be undertaken to ensure the implementation by the EU Member States of the ITS Directive's requirement for the development of an interface through which parking area information can be shared.

2013 - 2014

b) Ensuring that the various EU initiatives and projects on this subject take into account the number of rest facilities as well as their security.

2013 - 2014

c) Undertaking a study to identify where rest facility infrastructure is currently planned and to project where rest facility shortages will be felt most acutely in the next 20 years. This may be done within the framework of a joint social partner project.	2013-2014
d) Consider the specific rest area requirements of occasional collective passenger transport both on interurban routes and also in cities, as an integral part of efficient urban access policies. To establish where within Europe these requirements are currently not met.	2013 - 2014
e) Finding ways to jointly promote the TRANSPark ¹ tool and to examine how, for example, Member States, Truck Parking Areas and drivers could act as data providers for the system.	2013 - 2014
f) 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.	2013 - 2014

2. Logistics Qualifications	
<u>OVERVIEW & OBJECTIVES</u>	
<p>The social partners will continue their work in the area of logistics as a follow-up to the joint recommendations on training and employment in logistics and the outcome of the STARTS project and its follow up.</p> <p>The social partners should identify additional issues of mutual interest in logistics, with a view to determining whether a special Road Transport Logistics Working Group should be set up under the umbrella of the European Sectoral Dialogue Committee for Road Transport.</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) The IRU and ETF will continue to seek the attainment of these work programme objectives via including via the recommendations of the social partner project on Skills and Training in the Road Transport Sector (STARTS ²) and its follow-up.	2013 - 2014
b) 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 EU policy on logistics.	2013 - 2014
c) The Working Group on Logistics Qualifications will be convened to review progress and steer efforts towards achieving the objectives in this work programme.	2013 - 2014

¹ <http://www.internationaltransportforum.org/europe/road/pdf/transparkE.pdf>

² http://starts.iru.org/index/en_home

3. Driver Training Directive

OVERVIEW & OBJECTIVES

The Driver Training Directive (2003/59/EC), which came into force in September 2008 for passenger transport and applies 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.

The social partners will act together to ensure that the Directive has a positive impact on employment in road transport.

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.

ACTIONS

SCHEDULE

a) The IRU and ETF will continue to seek the attainment of these work programme objectives including via the recommendations of social partner project on Skills and Training in the Road Transport Sector (STARTS) and its follow-up.

2013 - 2014

b) The social partners will make joint political interventions wherever possible to ensure that the Directive meets the needs of industry and drivers. This will include making approaches to the appropriate bodies to present relevant results and the joint recommendations of the STARTS project. The admission of the EU social partners as observers to the EU Driver Training Committee represents an important means for obtaining such results.

2013 - 2014

4. Better Enforcement of EU Driving and Rest Time Rules

OVERVIEW & OBJECTIVES

In April 2007 the new EU Driving and Rest Time Rules Regulation (**561/2006/EC**) came into force throughout the EU. However, enforcement of the Regulation has created confusion, difficulties and unnecessary costs for both transport companies and drivers alike due to diverging national practices and interpretations of the Regulation.

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.

During 2013 and 2014 the IRU and the ETF should continue to seek common ground and submit joint proposals to the Commission and other bodies at clarifying and improving enforcement of these rules.

ACTIONS

SCHEDULE

a) To ensure through common approaches on relevant issues that the Commission and Member States continue to work on clarifying and improving enforcement of the Regulation through the dissemination and application of the TRACE project³ on the training of enforcement officers, the European Commission Legal Working Group and any other appropriate means.

2013 - 2014

b) To call jointly for the establishment of an EU monitoring procedure by which the European Commission ensures that Member States adhere to the guidance notes⁴ that they have agreed to in Brussels

2013

c) To jointly work, as social partners, for the implementation of the new Regulation in such a way as to contribute to the introduction of a safe, secure, reliable and user friendly digital tachograph.

2013 - 2014

³ <http://www.traceproject.eu/>

⁴ http://ec.europa.eu/transport/modes/road/social_provisions/driving_time/guidance_notes_en.htm

5. Driver Shortages, Image, and Recruitment in road transport

OVERVIEW & OBJECTIVES

The commercial road transport sector has suffered persistently from shortages of skilled drivers; most acutely during periods of economic growth and low unemployment. These difficulties are long-term and systemic in nature.

The character of previous driver shortages are also likely to re-emerge being felt right across the industry and not simply restricted to individual sub sections. So too will concerns about a specific skills shortage amongst workers in the sector challenged by increasingly complex legal, technical, operational, and product-related job demands.

Furthermore, these problems are likely to be compounded by a serious medium term demographics threat, resulting from an ageing workforce approaching retirement age, which is not being replaced by younger entrants to the profession who appear unattracted to work in road transport.

The social partners acknowledge the fact that the above have already led to a shortage of skilled workforce for the sector. The social partners should take steps to address these issues. Efforts should focus on attempts to improve both recruitment and retention of drivers, the latter not least by emphasising the importance of training.

The social partners intend to tackle all the above issues by developing own research and initiatives on the nature and impact of driver shortages and to identify ways to remedy the problems through better recruitment retention strategies.

<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Identify the main causes of the recruitment deficit, particularly amongst young people and examine the possibility of a joint IRU-ETF approach / position and further action, on the basis of the above findings.	2013 - 2014
b) Undertake joint initiatives to promote the image of road transport employment, the positive role of drivers in society and the diverse and rewarding range of job opportunities available in the sector.	2013 - 2014
c) Identify best practices for targeting specific social groups with information on how and why to seek employment as a commercial driver.	2013 - 2014
d) Identify best practices that aid the retention of drivers such as career development strategies, working conditions and training. <i>Work on all the objectives above may be advanced through means of a social partner project comprising a study and joint action.</i> <i>Relevant results of the IRU/ETF joint project on training in road transport (STARTS) may also be used to inform and support actions intended to improve recruitment and retention of drivers. Relevant aspects of the IRU/ETF joint initiatives on rest facilities may also support work aimed at countering aspects of the driver's working environment that may negatively affect the retention of drivers.</i>	2013 - 2014

6. Illegal employment

OVERVIEW & OBJECTIVES

The IRU and the ETF stand for the very highest standards of professionalism in the road transport industry. Good employment practices are at the heart of the profession.

Illegal employment practices do exist at the margins of the sector and damage the sector's profitability, its return on investments, place responsible employers and workers at a competitive disadvantage, damage working conditions and disproportionately undermine the image of the industry.

The road transport sector is sensitive to economic change and operates in a highly competitive environment. Illegal employment is often a result of market conditions that *can* be beyond the control of employers and workers. Even if not all the characteristics can be changed, it is important to tackle the causes and not the symptoms of this problem.

(quote from the Common IRU ETF Declaration on Illegal Employment, 16/10/2007)

ACTIONS

The social partners will continue the discussions and activities on illegal employment in road transport, using as basis the "Common IRU and ETF Declaration on Illegal Employment".

SCHEDULE

2013 - 2014

7. Urban Public Transport	
<u>OVERVIEW & OBJECTIVES</u>	
The intention of the social partners, UITP and ETF, is to promote through this work programme the urban public transport and to develop their commitments to reinforce the quality of working conditions as one of the condition for good quality of services.	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Finalising joint recommendations on the “drivers’ training directive (Directive 2003/59/EC) for bus drivers in urban public transport”	March 2013
b) Joint statement on the announced Commission Urban Transport Package	Spring 2013
c) Drafting joint recommendations on promoting women employment in the urban public transport sector	First half 2013 Signature autumn 2013
d) Conference on Women Employment in Urban Public Transport: Presentation of the WISE project ⁵	Project proposal March/April 2013 Autumn 2013
e) Joint project on “Buying social and Corporate Social Responsibility” (to be defined)	Project proposal August /September 2013 Project activities 2013 - 2014
f) Follow-up EBSF ⁶ work package on the drivers’ work place (to be defined)	

Evaluation of the Work Programme 2013 - 2014

Since this Work Programme covers a period of two years, the social partners should have an evaluation of the progress by the end of 2013. 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.

⁵ <http://www.wise-project.net/pages/index1.html>

⁶ <http://www.ebsf.eu/>