



EUROPEAN COMMISSION
Employment, Social Affairs and Inclusion DG

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

Brussels, 27 August 2013

SECTORAL DIALOGUE COMMITTEE
ROAD TRANSPORT

DRAFT concise minutes of the working group meeting

24th June 2013

The meeting was chaired by Mr Causse (employers). The agenda was adopted, with the comments of IRU.

1. TRACE 2 call for proposal – presentation of TRACE 1 results by Ms Ptasińska, DG Move, European Commission

In their presentation, Ms Ptasińska and Ms State from DG MOVE summarized the results of the accomplished in 2012 TRACE training project (Transport Regulators Align Control Enforcement) and informed about the new published call for proposals for a follow-up training project TRACE 2. The Commission outlined that the follow-up project is aimed at clarifying "outstanding issues" on the enforcement practices of EU social rules in road transport as well as to address the issues related to the implementation of revised tachograph regulation, road package legislation and possibly weights and dimensions directive. The eligibility criteria for applicants were discussed, as well as the rules of funding. The Commission specified that the call is restricted to one grant decision and the deadline for applications is 30 August 2013. ETF asked about possibility of forming a consortium and mentioned the possible difficulty in interpretation of "outstanding issues". IRU mentioned good feedback of the industry on the TRACE 1 call, but remaining administrative issue and too wide scope of TRACE 2 are of concern.

2. Review of Directive 2003/59/EC on the initial qualification and periodic training of drivers – presentation and discussion with Mr Lazzeri, DG Move, European Commission

On the following agenda point, Mr Lazzeri from DG MOVE reminded of the objectives of the Directive 2003/59, which aims to raise the level of professionalism of bus and truck drivers, to facilitate the movement of workers across the Union and to create equal level play field of competition. The Directive stipulates the initial qualification and periodic training requirements that drivers have to meet. Commission specified that the review process is being launched in order to address the difficulties in implementation, to take into account legislative developments such as Directive 126/2006 and Regulation 561/2006 and to take into account technological progress ex. e-learning or simulators. The revision, taking into account the inputs of online questionnaire as a part of public consultation, will allow also for a reflection on the future evolution of the Directive. Answering to ETF question, Commission pointed that the consultation will be open for 14 weeks. The chairman of the Committee said that the 2012 Commission report did not give raise to any fundamental questions about the main elements of the Directive and

referred to the social partners' STARTS project. He asked to explain the "implementation difficulties" by the Commission. The Finnish employer representative pointed to differences in transition periods among countries and the UK workers raised the issue of cost and value added for drivers. IRU stressed that social partners should be consulted regularly on this legislation, because of its importance for employees and employers. The Commission clarified that it is left up to the Member States to decide who pays for the mandatory examination and training and invited social partners to actively participate in the public consultation.

3. 2013 Calls for proposals on industrial relations and social dialogue and Information and training measures for workers' organisations - discussion amongst social partners also with regard to future potential projects

Social partners exchanged views on possible common projects. IRU informed that it has recently submitted a project, in which ETF is to take part, of a seminar on the Directive 2003/59. Both sides exchanged their comments on possible joint application for TRACE 2 call. An idea to be discussed in the future might be a project on shortage of skills. ETF would also see topics evolving around fair competition and fair pricing, as well as employment demand side. The ideas will be discussed with the respective organizations' membership, before coming back to the joint discussion.

4. Cabotage enforcement

ETF opened the discussion on cabotage enforcement by inviting social partners to prepare for the future, even if no proposal of the Commission is to come before the end of this mandate. He invited both sides to reflect on the future of road transport and in this light to prepare basis for upcoming policy discussions. IRU said that, whereas there is still time to discuss strategy towards the next Transport Committee, a letter to the current Commissioner summarizing a number of issues could be worth considering. IRU proposed also drafting a common policy position towards the new Commission and European Parliament, including a number of questions and a pro-active approach of social partners in general. Both sides discussed also a number of reactions they respectively received after the position against cabotage liberalization was taken in the joint letter to Mr Kallas on 6 February 2013.

5. Considerations of items for the next meeting;

Social partners discussed some issues to be put on the agenda of the plenary meeting on 19 November 2013, such as update on digital tachograph and taking a stock of progress of the 2013-2014 work programme.

6. Representativeness study for road sector

Ms Winiarska thanked the social partners for their active involvement in kick – off of the study and making the cooperation possible. Commission stressed that, with the work of Eurofound being on its way, both sides will have the possibility to comment on preliminary results towards the end of the year. IRU expressed its concerns on the scope of the study, for instance inclusion of freight forwarders or courier and postal activities, carried out mostly by small operators, which are not directly related with logistics as such. IRU representative mentioned also that segments of postal service providers are

exempted from regulation on driving times etc. Employer side proposed also to have discussion with Eurofound at the plenary meeting in November. ETF said also that the final decision on who will be a part of social dialogue depends also on social partners themselves.

7. Any other business

The Spanish workers asked that the 2013 Report of inspections carried out in the framework of Regulation 561/2006 was presented in one of the upcoming Social Dialogue Committee meetings, as it contains information on, for instance, driving and rest times. The format of the reports could also be possibly improved. The problem with interpretation, especially of Central and Eastern European languages, was discussed among social partners. The chairman mentioned that more documents should be translated in all three working languages. The social partners discussed also some points on TRACE1 and TRACE2 calls for proposals.