



**SECTORAL SOCIAL DIALOGUE
COMMITTEE
ROAD TRANSPORT**

Work programme 2023 - 2024

1. Contributing to Efficient Enforcement in the Road Transport Sector	
<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. Since then, intensive work on the clarification of the rules is taking place that include the European Commission services and the experts in the TRACE 2 project launched mid-2022.</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 to promote among their respective members, whilst placing the emphasis of their joint efforts on addressing frequent and heavy offenders.</p> <p>Since the Mobility Package applies to all drivers employed by EU-registered companies, including 3rd country drivers employed by EU-based road transport companies, and bearing in mind the increasing shortage of professional drivers and likelihood of the European Union facilitating the access of 3rd country nationals to the driver profession in road passenger and haulage sectors in the EU, i.e. with the expected revision of the driving licences Directive, it is of key importance for the ETF and the IRU to develop a common understanding on the effective enforcement of the Mobility Package rules and their application, including to this group of drivers, so that it ensures equal rights and non-discrimination in these areas.</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Contribute to finalising the TRACE 2 project, financed by the European Commission, and promote the content and deliverables among their members.	2023-2024
b) Jointly identify key areas where common enforcement guidance can be issued, and work jointly to work out such guidance.	2023-2024
c) Cooperate with ELA with the view to substantially improve the compliance record, whilst focusing on frequent and heavy offenders.	2023-2024
d) Develop an overview and potentially a joint statement on the access of 3rd country professional drivers to the EU road transport market and the impact and application of	2024

Mobility Package 1, and promote it with EU Institutions and key stakeholders in the sector.	
e) Keep promoting the EU standards and funding for safe and secure truck parking areas, including extended funding for the years after 2024 and the eligibility of projects situated on the comprehensive EU network for funding.	2023-2024

2. 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</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.	2023
b) Explore possibilities for a joint social partners' approach on the subject, and particularly in the context of the EC current proposal on improvement of working conditions of platform workers.	2023

3. Driver shortage, attractiveness of the profession, Image, and Recruitment in road transport

OVERVIEW & OBJECTIVES

The commercial road transport sector and the passenger public transport sector by bus and coach have 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 social partner organisations in the sector will also take into account the technological advancement in the sector and its impact on recruitment and training.

<u>ACTIONS</u>	<u>SCHEDULE</u>
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a) Continue the exchange of views on the causes for driver shortage in commercial road transport and the passenger public transport sector by bus and coach.	2023
c) Implement agreed actions, including by applying for EC funding for a joint social partners' project.	2023
d) Identify and promote best practice in recruiting and retaining workforce in road transport, including women and young people.	2023-2024
e) The ETF and IRU will explore possible ways to address the topic of loading and unloading at the appropriate level	2023-2024
a) The IRU and ETF will engage in joint work, including with relevant outside partners, to improve the treatment of drivers within the logistics supply chain, focusing on addressing the issue of treatment of drivers at loading/unloading places.	2023
b) The Social Partners will explore further ways to cooperate in the field of logistics and delivery services.	Second-half of 2023 – first half of 2024

4. Driver training, road safety and commercial road transport	
<u>OVERVIEW & OBJECTIVES</u>	
<p>Professional drivers are safe drivers, due to the extensive training and tutoring which are widespread in the sector. Yet, with the rapid evolution of technology and mobility patterns, driver's training and retraining, including its legislative framework, remain often behind technological, operational and societal progress. In addition, the European Commission is taking accelerated steps in terms of policy but also concrete measures to progress with a 'Vision zero' initiative. However, the 'Vision' is still missing the specific pillar on commercial road transport.</p> <p>In this context, the ETF and the IRU will endeavour to find common ground for joint actions, including on specific issues, such as driver fatigue, based on existing scientific evidence, to address shortcomings and include road commercial transport in the EC legislative planning and road safety priorities.</p>	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) The ETF and the IRU shall continue exchanging information and endeavor to find common ground on the revision to the driving licenses directive with a view of facilitating candidate-drivers access to the profession, whilst protecting and improving road safety and addressing specific issues, such as driver fatigue, based on existing scientific evidence.	2023
b) The IRU and the ETF shall work jointly to promote EU actions to improve road safety and driver training in	First half of 2024

commercial road transport with a view to potentially organize a Social Partners Road Safety Conference.	
c) The ETF and the IRU shall explore the possibilities of having a joint social partner position on targeted and intelligence-led enforcement of driving and rest time rules whilst focusing on wellbeing of drivers and frequent and heavy offenders.	2023 - 2024
d) The ETF and the IRU shall explore further ways to cooperate in the field of road safety.	2023 - 2024

Sectoral Social Dialogue Urban Public Transport Work Programme 2023/2024

1. Putting Urban Public Transport at the heart of the green transition	
<u>GENERAL OBJECTIVES</u>	
The social partners agree to analyse and undertake joint action in the following areas:	
<ul style="list-style-type: none"> • Working together to help move UPT up the political agenda at EU level 	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Statement on need for greater emphasis on UPT in European Commission (EC) Urban Mobility Framework, COVID 19 and energy crisis have re-enforced importance of UPT.	Early 2023
b) Work together on shared positions for EC Expert Group on Urban Mobility.	Second half of 2022/ongoing
Development of activities on Green Deal and just transition, including a joint statement. A Green Deal and just transition in urban mobility requires a reinforcement of the backbone of public transport.	2023/2024
2. Ensuring EU funding is targeted towards public transport	
<u>GENERAL OBJECTIVES</u>	
The social partners agree to analyse and undertake further action in the following areas:	
<ul style="list-style-type: none"> • Analysis EU and member state (MS) investment and impact on UPT • Highlight the investment required to meet Urban Mobility Framework targets 	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Joint statement on EU/MS funding instruments and importance of public transport within these.	2024/2025

b) Funding and reliable finance and national level of investment.	2023/2024
c) Work together on shared positions for EC Expert Group on Urban Mobility.	Second half of 2022/Ongoing
d) Work together to ensure UPT is well funded under next funding rounds from 2025.	2024
3. Increase attractiveness of the UPT sector	
<u>GENERAL OBJECTIVES</u>	
The social partners agree to analyse and undertake joint action in the following areas:	
<ul style="list-style-type: none"> • Measures to increase attractiveness of the sector to all, especially for woman and younger people • Ways to encourage respect and get better public recognition for public transport workers • Examine ways to address the worker shortage in the sector. 	
<u>ACTIONS</u>	<u>SCHEDULE</u>
a) Advocate for a European year for urban mobility and public transport.	First half of 2023
b) Improving skills matching, upskilling, further training, - development of joint activities during the 2023 European Year of Skills. Training and further education, including upskilling and reskilling are key factors for ensuring workers' access to quality jobs and employers' access to a skilled workforce.	2023/24
c) Digital transformation: dissemination and implementation of the joint recommendations "Digital transformation and Social Dialogue in Urban Public Transport in Europe." See Final report and Joint recommendations.	2023
d) Enabling the transition to clean busses – development of a joint recommendation considering the outcomes of the EU project "Clean Bus Europe Platform".	2023

Evaluation of the Work Programme 2023-2024

Since this Work Programme covers a period of two years, the social partners will evaluate the progress by the end of 2023. 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.