



EUROPEAN COMMISSION
Employment, Social Affairs and Inclusion DG

Employment and Social Governance
Social dialogue

**SECTORAL SOCIAL DIALOGUE
COMMITTEE
ROAD TRANSPORT**

Work programme 2018 - 2019

Adopted on 27 October 2017

1. Enhancing Social Cohesion in the Road Transport Sector	
<u>OVERVIEW & OBJECTIVES</u>	
<p>The gradual opening of the EU road transport market coupled with economic volatility and the EU enlargement produced challenges amongst other things for the fair competition in the sector and for its social cohesion.</p> <p>The EU Social Partners should seek an efficient long term solution, on the one hand, to provide for adequate employment conditions for the employees and on the other hand to retain the competitive environment in the European road haulage industry based on equal level playing field, while preventing the dismantling of the road freight transport single market.</p> <p>The way forward explored will be in the sectoral approach through a dedicated instrument leading, if possible to the codification of the Social Partners Agreement, similar to those existing in other transport modes. In line with Art. 153 TFEU, it would set out social conditions for mobile workers in road transport to respond to the above mentioned challenges</p>	
<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
Social Code In the framework of the SPHERE Project IRU and ETF will advance on establishing common grounds by:	2018
a) Taking stock of the IRU – ETF meetings on Social Code in 2016 and presentation and discussion on the IRU and the ETF positions	April 2017
b) Outline and if possible endorsement of a joint social partner agreement/recommendations	End of 2018

2. Better Enforcement of EU Driving and Rest Time rules

OVERVIEW & OBJECTIVES

The working regime of the driver is regulated by Regulation **561/2006/EC** on driving time and rest periods. 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.

During 2017 - 2018 the IRU and the ETF should continue to seek common ground and submit joint proposals to the Commission and other bodies aimed at clarifying and improving enforcement of these rules.

ACTIONS

SCHEDULE/DEADLINES

Regulation 561/2006

2018

a) Identification and analysis of areas of concern

First half of 2018

b) Possible Joint Policy package proposal

2018

3. Digitalisation

OVERVIEW & OBJECTIVES

Digitalisation technical progress and innovation are mostly associated in the road haulage market with connected and automated driving. They are a source of considerable challenges for both the industry and the labour, in terms of future ways to organise transport activities, to future skills, roles and tasks of professional drivers. The ETF and the IRU see thus 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.

ACTIONS

SCHEDULE/DEADLINES

a) Develop own analysis on the impact on business and labour of digitalisation and automation

First half of 2018

b) Exploring possibilities for a joint social partner vision on the subject

2018

c) Mainstream the joint vision into EU political initiatives such as Gear 2030

2018

4. New patterns of mobility

OVERVIEW & OBJECTIVES

The social partners acknowledge the profound changes that digital technologies are having on the labour market and in particular the negative impacts of unfair and unregulated working conditions for drivers especially in the taxi and hire-cars with driver market. The social partners acknowledge the need for an enabling environment within a level playing field in order for all mobility providers to compete fairly in an innovative, socially-acceptable and environmentally-friendly manner. Employment and contractual relationships are parameters that need to be properly addressed in order to create a safe working environment for drivers and the riding public.

The social partners will act together to ensure that the European Parliament resolution of 19 January 2017 on a European Pillar of Social Rights, which insists that Member States should ensure proper surveillance of the terms and conditions of the employment relationship or service contract with the objective to prevent abuses of dominant positions by the so-called collaborative economy platforms, has a positive impact.

ACTIONS

SCHEDULE/DEADLINES

a) Build a constructive vision of the role of taxi drivers in the future mobility ecosystem.	2018
a) Analyse in more depth the existing challenges and opportunities that some key features of the so-called collaborative platforms (i.e. driver rating etc.) have on employment relationships.	2018-2019
b) Update the 2014 joint statement on “Taxis - for a level playing field to support innovation and ensure quality of service to customers, good working conditions and the competitiveness of the public transport chain anytime, anywhere”. This new joint statement will be established in order to recall the importance of a level playing field in order for all mobility providers to compete fairly in a socially-acceptable manner.	2018
c) The social partners will make joint political interventions in accordance with the updated joint statement and inform the relevant bodies.	2018-2019

5. 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, and where a revision has been submitted in February 2017 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 and will cooperate on the announced revision, to foster quality of training both initial and periodical. Having in view the diversity in implementation models of the current driver's training directive, the implementation of this directive should be monitored by the future European Road Transport Agency.

<u>ACTIONS</u>	<u>SCHEDULE/DEADLINES</u>
Revision of the Driver Training Directive	
a) The Social Partners will aim at finalising a Joint Statement on the revision of the Directive.	First half of 2018
c) 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.	2018

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

OVERVIEW & OBJECTIVES

The commercial road transport sector has difficulties in attracting and retaining professional drivers; most acutely during periods of economic growth and low unemployment. These difficulties are long-term and systemic in nature.

The social partners also acknowledge the need to address the image of the sector.

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.

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) 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.	First half of 2018
b) Undertake joint initiatives to promote the image of road transport employment.	2018-2019
c) Identify best practices for targeting specific social groups with information on how and why to seek employment as a commercial driver.	2018
d) Identify best practices that aid the retention of drivers such as career development strategies, working conditions and training.	2018-2019

7. Logistics Qualifications

OVERVIEW & OBJECTIVES

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.

The social partners should identify additional issues of mutual interest in the area of logistics.

<u>ACTIONS</u>	<u>SCHEDULE</u>
a) The IRU and ETF will continue to seek the attainment of these work programme objectives via the recommendations of the social partner project on skills and training in the road transport sector (STARTS) and its follow-up.	2018-2019
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.	2018-2019
c) The IRU and ETF will develop a ‘Round up’ or ‘Quo Vadis’ exercise in order to establish a solid starting point for future steps forward.	2018
d) The IRU and ETF will jointly establish a definition of the SDC for Road Transport’s competence regarding logistics – defining the borders of the SDC for Road Transport.	2018
e) Based on the outcome of steps c and d – IRU and ETF will develop a step by step approach in order to achieve a European platform/framework regarding training and education in logistics.	2018-2019

8.Urban Public Transport (UITP and ETF)

Work Programme 2018/2019

OVERVIEW & OBJECTIVES

The intention of the social partners, UITP and ETF, is to promote through this work programme employment in the urban public transport and to further develop their commitments to reinforce the quality of working conditions as one of the condition for good quality of services.

This program is scheduled for the period 2018 – 2019 with an extension depending on the creation of one additional working group for the UPT sector (2018 +)

ACTIONS

SCHEDULE

1. Development and discussion of a joint statement/opinion based on the results of the joint project on “social conditions in urban public transport companies” (VS/2015/0034). The purpose of this project was to gain the necessary information in order to get a picture at European level on working conditions within the implementation of public service contracts, in line with regulation 1370/2007. To this purpose UITP and ETF establish a small working group	Ongoing Objective: Agreement on a joint statement/ opinion in spring 2018
2. Monitoring and promoting the implementation of the joint recommendations “Strengthening women employment in the urban public transport” signed on 8 th April 2014 and input into the EU platform for change aiming at increasing female employment and equal opportunities in the transport sector. Report on the quantitative evolution of women employment (25% target) and implementation of the recommendation based on a questionnaire.	Ongoing Report in 2019
3. Security and the feeling of insecurity – update of the UITP / ETF Joint Recommendations from 2003 while extending the scope of the JR in order to cover both, external third party violence and internal violence. To this purpose UITP and ETF establish a small working group (3:3)	December 2018
4. Social Dialogue in the Urban Public Transport Sector in specific Central and Eastern European Countries (CEEC). With this joint project, the European Social Partners endeavor to better inform and reinforce the impact and visibility of European social dialogue outcomes in UPT in CEEC. A better understanding of the industrial relation system and the social dialogue in those countries should also be achieved. To promote the European social dialogue in member states where it is not very popular, it is important to strengthen the awareness of the European dimension of the social partners’ work and their responsibility to commit themselves to the European idea.	Project proposal submitted If approved, the project should start in Dec 2017 Duration 15 month
5. The social partners in the urban public transport sector agreed on the principles for a more comprehensive mid-term work program,	2018 – 2020

<p>depending on the available resources, in particular the WG meetings. In the event of the creation of an additional working group meeting in 2018, the topic of “digitalisation” should be developed, dealing with the impact on employment, working conditions, skills/training needs and the development of principles regarding the introduction of new technologies and social dialogue.</p> <p>The social partners aim to submit a projects proposal in 2018, with the main activities taking place in 2019/2020.</p>	
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Evaluation of the Work Programme 2018 - 2019

Since this Work Programme covers a period of two years, the social partners will evaluate the progress by the end of 2018. 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.