



EUROPEAN COMMISSION
DG Employment, Social Affairs and Inclusion
Employment and Social Governance
Social dialogue

SECTORAL DIALOGUE COMMITTEE
ROAD TRANSPORT

DRAFT

Minutes of the working group meeting of 29 June 2018

1. Adoption of the meeting's draft agenda and the draft minutes of the working group meeting 16 March 2018

chaired the meeting.

The draft agenda and minutes of the working group meeting of 16 March 2018 were adopted.

2. Mobility Packages 1 & 2– Progress made

DG MOVE) provided a progress report on the state of play regarding the Commissions' proposals adopted on 31 May 2017 and the negotiations with the Council and the European Parliament regarding the initiatives enclosed in the first mobility package. He indicated that the main issues subject to discussion are cabotage, frequency for return home, regular weekly rest, posted workers for international and implementation of the smart tachograph. He reminded that the aim is to adopt the proposals under the term of this European Parliament legislative period. The Transport Council should adopt the common general approach in June 2018. The European Parliament vote is foreseen at the plenary meeting in July. Adoption of the final texts is expected by April 2019. He indicated that the most sensitive issues in view of reaching an agreement relate in particular to lorry driver rest and driving time and definition of return home. The extension of provisions to light commercial vehicles was on the table as well. An emerging issue related to the regular weekly rest is the need of proper safe and secure parking areas. The enforcement of rules such as the introduction and use of smart tachograph are also discussed during the negotiations. He stressed that a failure in agreeing to find a compromise will create a legislative vacuum.

Regarding the proposal to revise Regulation 1073/2009 on common rules for accessing the international market for coach services adopted by the Commission in November 2017 the European Parliament presented a draft report while the proposal was not yet discussed.

Social partners indicated that they are in favour of a quick implementation of the smart tachograph and that retrofitting should only take place for tachograph II.

However, [REDACTED] was still very critical about the situation and the changes brought to the different texts under negotiation in particular on driving and rest time. An exchange of views took place on the different measures on the table.

[REDACTED] stressed the necessity to find a solution at EU level as some Member States started to establish their own rules creating a patchwork situation.

3. Directive 2003/59/EC (CPC Directive) and Directive 2006/126/EC (Driving Licenses)

[REDACTED] DG MOVE [REDACTED] indicated that the new Directive 2018/645/EU has been adopted to amend Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licenses. The Member States must transpose it into national law before 23 May 2020. The new legislation sets out clearer rules with regard to the exemptions from driver training requirements and aims to ensure that all holders of a Certificate of Professional Competence (CPC) are mutually recognised. The purpose of the Directive is to raise standards among new drivers and to maintain and improve the professional skills of existing truck and bus drivers throughout the EU. The Directive aims specifically to increase drivers' awareness of the risks, with a view to reducing risks and increasing road safety. Moreover, the Directive lays down standards on professional skills to ensure fair competition throughout the EU.

There were exchanges regarding the category of license for the 2.4T vehicles and possible cross cutting impact with the Directive discussed under the mobility package I (resulting from modifications introduced during the negotiations). Social partners asked the Commission to clarify the situation.

4. Driver shortage

[REDACTED] explained that they adopted in 2010 an important *Resolution on driver shortages and strategies for better recruitment and retention*. Since then the situation has not improved and is even becoming worst, resulting from gender imbalance, new employment models with self-employed statutes and in general increased pressure on the professionals. The driver shortage is therefore becoming the most important concern for the industry. In March 2018, [REDACTED] launched a task force on driver shortage to deal with five key topics: entry in the profession, recruitment and retention of drivers, perception and image of the sector, future changes including new technologies and new business models and attracting new people in the sector. A report presenting visions and recommendations is being finalised and will be shared with the unions.

[REDACTED] confirmed by highlighting the impact of working conditions on driver shortage in particular for women drivers, the ageing driving population and the price to acquire a driving license for the young people as well as the automation that put pressure of future jobs. An aspect to improve is the reconciliation between professional and working life. This point was the opportunity for a fruitful exchange of views between social partners.

██████ thanked the Unions for their contribution and suggested joint work on concrete proposals based on their action plan.

5. Project SPHERE: Information by the Social Partners

██████ presented the developments with the joint project SPHERE co-funded by DG EMPL. The project focus on enforcement issues from the Commission's mobility package. She underlined the useful discussions with the employers and the potential to find joint solutions. The final conference should be in December 2018 before the end of the project in January 2019.

The chair agreed about the good process and indicated that the results of the project should be presented to the decision makers.

6. SSDC Work Programme for 2018 - 2019

The chair asked the social partners to review the SSDC work programme 2018-2019 in view of the next plenary meeting.

7. AOB

██████ has asked the SSDC about potential interest regarding an analysis of the working conditions in the transport sector.

