



**A N N U A L
R E P O R T
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**Approved by the
General Assembly
1st of June, 2012**

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1. Introduction

There are huge differences per EU member, but roughly one may say that the economic crisis is affecting the return on investment of the transport and logistic companies enormously. It is our challenge to convince transport company owners of the importance to keep investing in their personnel. It is an unquestioned fact that in the near future the transport sector has to face a substantial shortage of qualified employees. Still too few professional drivers have completed their periodic training.

In March last year the Roadmap for the Future of Transport 2050 was presented. It is a component of the Union's 2020 growth strategy which calls for a "resource efficient" Europe. This is basically what was set out to achieve in transport.

Europe faces the known challenges of global competition, congested infrastructures, oil dependency, climate change and other environmental nuisances. To meet them, the White Paper sets two objectives for the future of the Transport policy:

- the setting up of a Single Transport Area where all residual physical, administrative or market barriers between modes and systems have been eliminated;
- the objective of cutting down the CO₂ emissions of the transport sector by 60% by 2050, with the twin objective of breaking the now almost total (96%) oil dependency of the transport sector.

To attain these two objectives the Commission proposes ten goals for 2050. Some of them have been widely quoted such as having no more conventionally fuelled cars in city centres, or the 50% shift in mid-distance transport to the cleaner modes. A top priority goal is to bring road fatalities close to zero as human lives are by far our most valuable resource. Forty measures have been proposed in a roadmap, grouped around 4 themes:

- Integration in the Single Transport Area without barriers and with a high degree of convergence and enforcement of rules, standards and rights.
- Innovation to make more efficient use of limited infrastructure and move out from fossil fuel based technologies;
- Infrastructure as backbone of the Single Transport Area and deploy innovation, including the completion of a corridor-based TEN-T *core network*; this infrastructure will be increasingly self-financed, applying the user pays and the polluter pays principles.

The White Paper deals extensively with social aspects. It makes clear that the creation of a Single European Transport Area should go together with a higher degree of convergence and enforcement of social rules. It adds that market opening needs to go hand in hand with quality jobs and working conditions.

It is clear that the efficient functioning of an advanced transport system will not be possible without well trained and highly motivated workers, satisfied with their jobs. To make of this objective a reality, a number of social measures have to be carried out by social partners. In road freight transport the application of adequate social standards will open the way to the liberalisation of cabotage. A social dialogue agreement on a "Social Code" could be transposed into a Council decision. Moreover, the White Paper plans to carry out an evaluation of the EU approach to jobs and working conditions across transport modes. You can think about an assessment of the quality of work in all transport modes with respect to training, certification, career development and working conditions. The purpose of the exercise will be to increase the quality and the attractiveness of transport jobs. One of the biggest threats to the roadmap comes from the expected skills shortages due to ageing and technological change. Social dialogue committees should also provide warnings and propose remedies when these shortages materialise.

We are undergoing a very severe economic crisis from which the recovery is now certain but quite uneven. The White Paper takes the generally accepted view that the transport sector will grow robustly. There is no intention to restrict this mobility. The sector's growth will help to create new jobs and to have a socially fair energy transition.

Social Dialogue is a fundamental tool to transform the transport sector and to improve the legal framework. This is acknowledged by the White Paper.

Curbing mobility is not an option, nor is business as usual.

Action cannot be delayed, infrastructure takes many years to plan and build. Trains, planes and ships last for decades. So the choices we make today will determine the shape of transport in 2050. We need a fully integrated Single European Transport Area by 2050, at the service of business, enterprise and citizens across the continent.

2. Organisation

Per ultimo 2011 the Board of Directors was composed as follows:

The Association's president elected (term until June 2013)	James Tillyer
The Association's coordinator (term until June 2012)	Hans Konings
The Association's secretary-general	Geert Machenil
The President elected of the Northern orientated European region as determined in the internal regulations; (term until June 2013)	Hans Christiansen
The President elected of the Central and Eastern orientated European region as determined in the internal regulations; (term until June 2013)	Zdenek Pikous
The President elected of the Southern orientated European region as determined in the internal regulations; (term until June 2013)	Philippe Loubière

SOUTHERN ORIENTATED EUROPEAN REGION:

France	A.F.T.-I.F.T.I.M.
Belgium	FOREM I.T.L.B. I.C.B. F.C.B.O.
Spain	C.E.T.M.

NORTHERN ORIENTATED EUROPEAN REGION:

Germany	B.V.W.L.
United Kingdom	F.T.A.
Denmark	A.T.L./T.S.U T.U.R.
Sweden	T.Y.A. Transport Gruppen
Finland	A.E.L. A.L.T TTS Education
The Netherlands	VTL.

CENTRAL AND EASTERN EUROPEAN REGION:

Poland	Z.M.P.D. I.T.S.
Hungary	N.I.T
Czech Republic	C.E.S.M.A.D.-Bohemia
Romania	FATII-ARTRI
Ukraine	TCC-AIRCU

3. Overview of Activities

3.1. Meetings

In 2011 the usual regular meetings took place:

- Two Board of Director meetings in Brussels [18th of March and 30th of September]
- Two General Assemblies in respectively Prague [20th of May] and London [1st of December]

3.2. Membership

The criteria for access to EuroTra haven't change yet, but during the General Assembly in London it was put forward by several members that it should be discusses whether it is possible to have more different kind of memberships with different "level".

During 2011 it became clear that the member from Portugal, ANTRAM, was not willing to meet EuroTra's call for fulfilling the financial obligations. The Board advised the General Assembly to remove ANTRAM from the list of EuroTra members, which was confirmed by the General Assembly.

Unfortunately EuroTra was confronted with a withdrawal from the side of AFPA from France.

In 2011 representatives of ICB, FCBO and NIT were replaced. From AEL the name of the new representative is not yet communicated.

Associated members

EuroTra has two associated members: ECTA and CIECA. In the course of 2011 a candidate member knocked on EuroTra's door: CTHRC from Canada. CTHRC preferred associated membership to regular membership.

3.3. Overview of main activities and topics discussed

3.3.1. In the past a project called SECURE LOAD was run by TYA and several EuroTra members. In the mean time standards and regulations concerning **securing load** have changed. For this reason TYA released a new adapted version of the handy leaflet on securing load. The mini guide is a tool that helps to decide how many lashes you have to put on your load. The mini guide is printed in a small format. A new updated version based on the calculations in the new CEN-standard "EN 12195-1:2010" has been made.

3.3.2. Under the project management of the German institute DEKRA akademie, VTL and FTA have started the project "**ProfDRV, Professional driving - more than just driving!: Qualification requirements and vocational training for professional drivers in Europe**". The project will run during two and a half years from OCT 2010 until March 2013. It will systematically explore the occupation professional driver regarding its rapidly changing qualification/job requirements, vocational training schemes offered all over Europe and regarding the different national approaches applied for the implementation of the European directive 2003/59.

By describing the actual landscape in Europe in the field of Vocational Education and Training (VET), it will propose suggestions how the shortage of professional drivers and the occupation image can be improved with vocational training means, it will propose a definition of an European qualification framework compatible profile and it will propose

training standards and recommendations for the further development of the directive 2003/59.

This project has brought together the Canadian CTHRC and EuroTra.

3.3.3. Within the framework of this project a partner project meeting was held in Dordrecht, The Netherlands. This meeting was combined with an **expert forum** on statistics, facts, consequences and action plan for measures to be taken on the issue of future shortage of personnel in transport and logistics. From different perspectives several presentations were delivered on drivers shortage issues which are predicted in the mid range time frame of five to ten years due to the actual rate of elderly drivers, expected insufficient replacement and low inflow due to the demographical situation.

3.3.4. The training **Directive EC 2003/59** is a permanent point on the agenda. The implementation of the periodic training differs from EU country to EU country. The Dutch ministry of transport has carried out an evaluation of the implementation, which was discussed during the General Assembly in Prague. Other members are awaiting a similar report for their country. EuroTra members are not optimistic about the number of professional drivers that will have met the requirements of the periodic training paragraph. Will the deadline be postponed? Will the directive be enforced in a strict way by all EU members? Several member states have capacity challenges when it comes to training providers and training facilities. None of the EU members, except for Denmark and Spain, have put in place a regulatory system to even out the training demand by the drivers, so leaving it to the free choice of the driver and/or his employer to fulfill his 35 hours of mandatory training as late as possible leading to a potential too high training demand in that time frame. The EuroTra members, however, did not address whether incentives can be put in place to avoid that all drivers will wait till the end of the transition period to fulfill their 35 hours of training.

3.3.5. The so-called **European Qualification Framework** was for the first time discussed at the General Assembly in Madrid in December 2010. The European Qualifications Framework (EQF) acts as a translation device to make national qualifications more readable across Europe, promoting workers' and learners' mobility between countries and facilitating their lifelong learning." The EQF could help sectors and individuals take advantage of the growing internationalization of qualifications.

It goes without saying that EuroTra is supporting activities in the field of EQF and the ECVET system that are enhancing further international mobility.

3.3.6. A proposal submitted by FTA for redesigning **EuroTra's website** was approved. A website redesign was very necessary and has a number of benefits to EuroTra members. In the first place useful documents or training aids from all over Europe can be uploaded. Secondly, a more modern look and feel to those who are not familiar with EuroTra can be provided and perhaps encourage them to join for membership, Thirdly, some information can also be stored in a 'secure' area, where members have to log-in to use the data.

3.3.7. A few years ago a survey was set up on the periodic training. In 2011 a survey was composed for **Regulation (EC) No 1071/2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC**. For the most important training elements in this regulation the differences per EU member are showed. Although it is clear that it is *regulation* in stead of a *directive* one of the members put forward that several options were left to the authority of the EU member states to implement.

3.3.8 The Spanish member CETM carried out a survey on **the impact of assessment of the Directive 2006/22** on the minimum age constraints for professional drivers.

3.3.9. As follow up to the discussion about the **future of EuroTra** that was held in Brussels in September it was decided to send a questionnaire to all EuroTra members concerning EuroTra members' expectations. This has facilitated the Coordinator to elaborate a mid and long term strategy proposal to safeguard EuroTra's future.

During the General Assembly in London the strategy for the future of EuroTra was discussed in detail. The following results were put forward for further discussion:

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- Membership's fees are considered fair. Sponsoring is possible, but only for certain topics as organisation of specific events, competition or skills game events, award campaigns or dedicated exhibitions, conferences or expert forums;
- The communication strategy should maintain focus on advisory consultancy tasks and should not engage any political statements, commitments, nor lobbying. Every advice and communication should be carefully analysed as not to interfere with the delicate balance which exists between the social partners;
- EuroTra's mission statement or mandate should regular be reviewed in order to define the tools and the funds needed to fulfil this mission statement;
- Focus should be kept at target groups like experts and managers in order to share relevant information; training tools' exhibition should regularly be organised allowing more attraction stimuli for potential new members;
- Focus should also be kept at creating and running common projects. However many members are facing capacity issues to devote enough time and resources to run huge multinational projects;
- One should be active in getting more members from not yet covered EU Member states. Representation of EuroTra reaches now only 48 % of the EU Member States. Promotion packages showing membership added value should be elaborated. A list of potential new members' organisations should be made up and structurally followed-up and updated. However, quality of members should prevail on quantity of members.
- Profiling actions should be increased. The website is considered as a face towards the public, publishing houses could contribute having more exposure channels; dedicated organisational presentations should be made up. A writing committee can be established.

Based on this round table discussion, the following provisional recommendations and conclusions were put forward at the meeting:

- The communication lines between members should be strengthened and streamlined via regular telephonic updates or in between physical meetings. The vice-presidents should indeed take the lead in representing and channelling the regional members' views, ideas, internal projects, experiences, difficulties and concerns. The coordinator should be informed of the outcome of these contacts and facilitate the collection of ideas for further discussion at board level.

- A profiling marketing strategy should be established either by regular updates of the website which serves as a window to attract potential new members or partners and by making a dedicated powerpoint presentation marketing EuroTra in a glance and showing added value of membership. This powerpoint *Identify Card* image can be used for general first contact sessions or for introduction in specific expert forums to be present EuroTra to other partners or stakeholders.
- A high focus should be kept at exchanging best practises and knowledge sharing and transferring in specific training issues in the field of road haulage and road passenger transport and logistics. This can be primarily done through recurrent dedicated expert forums or by complementary presentations or visits at business companies during a General Assembly event. Summaries of these forums or presentations shown at these forums should globally be exchanged and made accessible for members at the website.
- Information exchange on members own internal field of interests or activities should be more regular organised as members' organizational structure, core business and activity fields though the years changes without structural organised way of internal communication.

These proposals for recommendations shall be integrated in a proposal of strategy for the future given a time horizon of 3 years to be approved at the next meeting. Dedicated working groups will therefore be proposed to be installed in 2012.

3.3.10. The next **EuroSkills** will be organised in Spa Francochamps, Belgium in October 2012. In several countries the preparations have started already in 2011 to select the best of the best youngster for participating.

Sweden, Belgium, Finland, Denmark and the Netherlands will participate. EuroSkills, the largest skills event of Europe, is the biennial European championship for craftsmanship. At EuroSkills hundreds of young skilled people compete in different specialism for the title of 'best professional of Europe'.

EuroSkills aims to:

1. Use skills competitions to help the EU and its member states to raise skills standards and to promote excellence in vocational skills throughout the EU;
2. Increase awareness of the importance of skills and vocational education/training for the EU economies and societies;
3. Develop a range of European vocational skills competitions for EU member states;
4. Ensure that vocational skills competitions organised by EuroSkills, reflect the varied and changing skills requirements of the EU's member states and of the EU as a whole;
5. Encourage each EU member country to participate in EuroSkills and so expand and develop the range and structure of its own vocational skills competitions

3.3.11. Autumn 2011 it was announced that Suckling Transport Ltd is the winner of the **EuroTra Safety and Innovation Award 2011** for their innovative combination of a skills builder programme and specialised intervention training. The campaign manager had received seven applications [four from UK and three from USA].

3.3.12. During the regular meetings **presentations** were delivered. In London experts informed the participants about urban deliveries, noise reduction measures in logistics at

loading and unloading operations and the impact of the Olympics on London's daily delivery schedules.

Also in London an example of a tool focused on encouraging youngster to choose for a profession in logistics was presented. Tenstar from Sweden showed a few serious games that are in operation in the Netherlands. These serious games are fixed in a promotion trailer and this trailer goes from school to school.

3.3.13. The existing expert forum on truck simulation will be revitalised in 2012. This **user group on truck simulation** was set up many years ago based on a need of truck simulator operators to exchange knowledge and experience and to have "one voice" towards the supplier of the simulators.

3.3.14. Besides the aforementioned topics the following themes will be focussed on in 2012:

- Bus and coach driver training issues and challenges
- Green logistics