


# Procedure file

Basic information		
INI - Own-initiative procedure	1998/2138(INI)	Procedure completed
Transport policy: harmonization of social provisions		
Subject 3.20.10 Transport undertakings, transport industry employees		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<span>TRAN</span> Transport and Tourism		21/04/1998
		PPE <a href="#">GROSCH Mathieu</a>	

Key events			
19/06/1998	Committee referral announced in Parliament		
20/01/1999	Vote in committee		Summary
20/01/1999	Committee report tabled for plenary	<a href="#">A4-0032/1999</a>	
24/02/1999	Debate in Parliament		
25/02/1999	Decision by Parliament	T4-0138/1999	Summary
25/02/1999	End of procedure in Parliament		
01/06/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1998/2138(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 54
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/10250

Documentation gateway					
Committee report tabled for plenary, single reading		<a href="#">A4-0032/1999</a> <a href="#">OJ C 150 28.05.1999, p. 0004</a>	20/01/1999	EP	

Text adopted by Parliament, single reading		T4-0138/1999 <a href="#">OJ C 153 01.06.1999, p. 0015-0041</a>	25/02/1999	EP	Summary
--	--	---	------------	----	---------

## Transport policy: harmonization of social provisions

---

In some transport sectors, working and rest periods are not regulated at European level. Supported by the EP, the European Commission has taken initiatives to change this situation, taking into account that working and rest times are important factors in protecting health, transport safety and competition. Rapporteur GROSCH points out that there is a direct link between the proper regulation of working time, transport safety and workers' health and therefore Directive 93/104 should be applied to the various transport sectors ,simultaneously and as broadly as possible. The rapporteur summarizes the actual situation in the following sectors: railways, inland waterways, air transport, sea transport and road transport. Liberalisation is ,ot equally advanced in all areas of transport. The sectors which have come furthest in this respect demonstrate the need for regulation. Mr GROSCH takes the view that unregulated competition is detrimental to the industry as a whole and makes the climate for investments very unstable. Harmonisation of working conditions and transport safety are too important to be neglected in a genuine single transport market. Please note that the Committee on Social Affairs and Employment is the committee responsible for two reports in this area: - organization of working time to cover excluded sectors and activities (rapporteur: Raf CHANTERIE (EPP, B)) and - organization of working time for workers performing road activities and for seafarers (rapporteur: Hugh McMAHON (PES, UK)).?

## Transport policy: harmonization of social provisions

---

The resolution calling for close monitoring of legislation affecting working hours and safety in the transport sector drafted by Mr. Mathieu Grosch (EPP, B) was adopted by the Parliament. The Parliament called for the following : - regular and uniform monitoring of regulations, penalties that have a sufficient deterrent effect and maximum use of the new technologies for transport monitoring and safety; - the Council and the Commission to adopt a clear definition of the term 'working time'. In the transport sector, working time must include not only driving time and time spent loading, but also the other time during which the worker is at his employer's disposal for the purpose of work; - the Council and the Commission to define dependent employment and self-employment in order to put a stop to ostensible independence; - clear definition of liability between those giving orders and those carrying them out; - mutual recognition of training and access to professions in the transport sector to be a basic principle so as to ensure freedom of movement for employees; this also pre-supposes a harmonised level of general and vocational training adapted to requirements and compliance with equal opportunities for men and women; - an evaluation of measures in the transport sector in terms of their impact on jobs, working conditions and mobility in general.?