

# **Representativeness of the European social partner organisations: Road transport and logistics sector**

*This study provides information designed to aid sectoral social dialogue in the road transport and logistics sector. The study is divided into three parts: a brief overview of the sector's economic and employment background; an analysis of the relevant social partner organisations in all the EU Member States, with special emphasis on their membership, their role in collective bargaining, social dialogue and public policy, and their national and European affiliations; and an analysis of the relevant European organisations, particularly their membership composition and their capacity to negotiate. The aim of Eurofound's series of representativeness studies is to identify the relevant national and supranational social partner organisations in the field of industrial relations in selected sectors. The impetus of these studies arises from the goal of the European Commission to recognise the representative social partner organisations to be consulted under the provisions of the Treaty on the Functioning of the European Union (TFEU).*

Objectives of the study .....	2
Concept and methodology .....	2
Employment and economic trends .....	4
National level of interest representation.....	10
European level of interest representation .....	25
Conclusions .....	38
Annex 1: Methodological approach .....	40
Annex 2: Individual organisations .....	44

## Objectives of the study

The aim of this representativeness study is to identify the relevant national and supranational social actors – that is, the trade unions and employer organisations – in the field of industrial relations in the road and transport sector, and to show how these actors relate to the sector’s European interest associations of labour and business. The impetus for this study, and for similar studies in other sectors, arises from the aim of the European Commission to identify the representative social partner associations to be consulted under the provisions of the [Treaty on the Functioning of the European Union](#) (TFEU). Hence, this study seeks to provide the basic information needed to set up sectoral social dialogue. The effectiveness of the European social dialogue depends on whether its participants are sufficiently representative in terms of the sector’s relevant national actors across the EU Member States. Only European associations that meet this precondition will be admitted to the European social dialogue.

## Concept and methodology

To accomplish these aims, the study first identifies the relevant national social partner organisations in the road transport and logistics sector, by means of both a top–down approach (listing the members of the European affiliations) and a bottom–up approach (through Eurofound’s Network of National Correspondents, NEC). This involves a clarification of the unit of analysis at both the national and European level of interest representation. The study includes only organisations whose membership domain is ‘sector-related’.

The study follows the conceptual and methodological approach of the series of representativeness studies.

A European association is considered a relevant sector-related interest association if:

- it is on the European Commission’s list of interest organisations to be consulted on behalf of the sector under Article 154 TFEU;
- and/or it participates in the sector-related European Social Dialogue;
- and/or it has requested to be consulted under Article 154 TFEU.

National associations are considered a relevant sector-related interest association if they meet both criteria A and B:

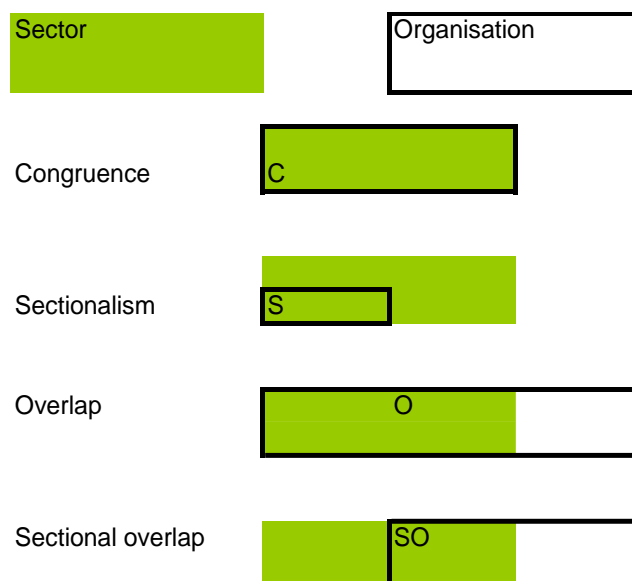
- A. The association’s domain relates to the sector.
- B. The association is: (1) either regularly involved in sector-related collective bargaining, and/or (2) affiliated to a ‘sector-related’ European association of business or labour on the Commission’s list of European social partner organisations consulted under Article 154 of the TFEU and/or that participates in the sector-related European social dialogue.

Sector relatedness (criterion A) is defined in terms of the Statistical Classification of Economic Activities in the European Community (NACE) to ensure the cross-national comparability of the findings. More specifically, the road transport and logistics sector is defined as embracing NACE (Rev. 2) 49.31, 49.32, 49.39, 49.41, 49.42, 52.10, 52.29 and 53.2. This comprises the following activities:

- 49.31 Urban and suburban passenger land transport;
- 49.32 Taxi operation;
- 49.39 Other passenger land transport , not elsewhere classified;
- 49.41 Freight transport by road;
- 49.42 Removal services;
- 52.10 Warehousing and storage;
- 52.29 Other transportation support activities;
- 53.2 Other postal and courier activities.

Organisations are considered ‘sector related’ if their membership domain relates to the sector in one of the ways displayed in Figure 1. A more detailed description as to how this is established can be found in Annex 1: Methodological approach.

*Figure 1: Sector-relatedness of social partner organisations: Domain patterns*



As regards criterion B.2, it must be said that taking affiliation to a European social partner organisation as sufficient to determine a national association as a social partner does not necessarily imply that the association is involved in industrial relations in its own country. Although this selection criterion may seem odd at first glance, a national association that is a member of a European social partner organisation will become involved in industrial relations matters through its membership of the European organisation. Furthermore, it is important to assess whether the national affiliates to the European social partner organisations are engaged in industrial relations in their respective country. Affiliation to a European social partner organisation and/or involvement in national collective bargaining are of utmost importance to the European social dialogue, since they are the two constituent mechanisms that can systematically connect the national and European levels.

The specific conditions of the road transport and logistics sector, which in a number of countries and in some subsectors (for example, urban and suburban passenger land transport) is based primarily on public companies providing those services, led to the decision to include companies that provide transport services as employers in the study. In this sense, companies that are affiliated to a ‘sector-related’ European association have been included because of their relevance to the sector. However, this criterion is restricted to those cases where there is no employers’ organisation affiliated to a ‘sector-related’ European association in the countries under consideration.

Data have been collected through Eurofound’s network of correspondents, which approached the national organisations with a standard questionnaire. In order to ensure the quality of the information gathered, several verification procedures and feedback loops with the different parties involved (European and national level social partner organisations, the European Commission, Eurofound) have been applied.

The activities covered by this representativeness study are those defined by NACE Rev. 2 codes 249.31, 49.32, 49.39, 49.41, 49.42, 52.10, 52.29 and 53.2. According to this definition, the organisations listed by the European Commission as a social partner organisation consulted under Article 154 of the TFEU are, on the employees’ side, the European Transport Workers’ Federation (ETF). On the employers’ side, they are: the International Road Transport Union (IRU); the European Centre of Employers and Enterprises providing Public Services (CEEP); and the Community of European Railway and Infrastructure Companies (CER).

In line with the criterion of participation in the sector-related European social dialogue, the study also includes the International Association of Public Transport (UITP), which participates in the European road transport Sectoral Social Dialogue Committee (SSDC), on the basis of a cooperation agreement with International Road Transport Union. UITP leads the employers' delegation, which also includes IRU, CER and CEEP in the SSDC's Urban Public Transport Working Group. (CEEP is a cross-industry employers' organisation that represents public services including urban public transport and railways.)

In addition, the study considers any other sector-related European associations with sector-related national associations, as defined below, under its umbrella.

## Employment and economic trends

### Employment characteristics

It is difficult to estimate the employment characteristics of the road transport and logistics sector as it is defined in this study. Most of the sectoral reports typically provide information on road transport, excluding logistics activities. For example, the [2010 edition of the European Commission's report on recent developments in European sectoral social dialogue](#) stated that road transport services accounted for 1.6% of Europe's gross domestic product (GDP) and employed some 4.5 million people in almost 930,000 enterprises in the EU in 2006. A more recent [report from the Commission on the state of the road transport market in the EU](#) noted that some three million people were employed in the road transport sector in 2011. However, this figure covered only companies and people active in road haulage for hire and reward, and excluded those carrying out own account transport.

### Long-term trends

Tables 1 and 2 give a general overview of the development of the sector from 2002 to 2012 in EU Member States. However, the small size of some of the subsectors means that the data from most of the countries do not fit strictly within the definition of the road transport and logistics sector used in this study.

The number of companies increased in 14 of the 21 countries for which data are available for 2002 and 2012 or similar years: Belgium, Bulgaria, Cyprus, Czech Republic, France, Lithuania, Luxembourg, Latvia, Malta, Portugal, Romania, Slovakia, Sweden and the UK. In Finland, the number of companies remained stable. In Denmark, Hungary, Italy, Slovenia and Spain, the number of companies fell; the reduction in Denmark, Italy and Spain may be linked to an overall decrease in employment in those countries (Table 1).

Fewer women than men were employed in all the countries with available data.

Of the 14 countries with available information, only four recorded an increase in overall employment between 2002 (or the last figure available) to 2012 or similar years – Belgium, Portugal, Slovakia and Slovenia (Table 1).

A total of 11 countries recorded an increase in the number of employees between 2002 and 2012 – Belgium, Bulgaria, Italy, Lithuania, Luxembourg, Malta, Portugal, Romania, Slovakia, Slovenia and Sweden (Table 2).

**Table 1: Total employers and employment in road transport and logistics sector, 2002 and 2012**

	Year	Number of companies	Employment			Share of sectoral employment as % of total employment in the economy
			Total	Female	Male	
AT	2002	na	na	na	na	na
	2011	13,391	142,000	na	na	3.5
BE	2002	29,421	147,711	27,525	120,186	3.7
	2012	31,792	161,595	31,119	130,476	3.6
BG	2008	16,688	na	na	na	na

	Year	Number of companies	Employment			Share of sectoral employment as % of total employment in the economy
			Total	Female	Male	
	2011	17,591	na	na	na	na
CY	2005	2,859	10,986	na	na	1.6
	2011	3,136	6,223	na	na	1
CZ	2002	63,296	316,700	82,800	233,900	6.6
	2012	68,418	194,400	30,100	164,400	4
DE	2002	na	na	na	na	na
	2010	113,841	na	na	na	na
DK	2002	13,907	93,047	16,824	76,223	3.3
	2012	11,617	86,327	15,286	70,861	3.2
EE	2002	na	na	na	na	na
	2012	na	na	na	na	na
EL	2008	na	146,807	17,596	129,211	3.2
	2012	na	129,563	14,506	115,057	3
ES	2002	224,882	948,600	191,250	757,350	5.7
	2012	211,516	773,800	135,250	638,550	4
FI	2002	20,828	104,459	21,970	82,489	4.5
	2012	20,850	89,055	13,363	75,692	3.7
FR	2003	86,259	na	na	na	na
	2012	92,989	na	na	na	na
HR	2002	na	na	na	na	na
	2012	na	na	na	na	na
HU	2003	36,118	na	na	na	na
	2011	29,700	na	na	na	na
IE	2002	na	na	na	na	na
	2012	na	na	na	na	na
IT	2001	193,159	618,792	118,617	500,175	2.8
	2011	116,608	609,369	86,454	522,915	2.6
LT	2006	4,276	94,900	24,800	70,100	6.2
	2013	4,889	93,500	24,600	68,900	7.3
LU	2002	789	na	na	na	na
	2012	875	na	na	na	na
LV	2002	646	29,846	8,400	21,446	3.6
	2012	5,478	na	na	na	na
MT	2005	1,377	4,566	1,565	3,001	2.6
	2012	1,499	4,557	489	4,068	2.2
NL	2002	na	na	na	na	na
	2011	23,005	na	na	na	na
PL	2002	na	na	na	na	na
	2012	211,664*	na	na	na	na
PT	2001	22,452	102,371	13,240	89,131	2.2
	2011	22,766	117,372	18,713	98,659	2.7
RO	2005	21,749	na	na	na	na
	2011	28,366	na	na	na	na
SE	2002	13,317	na	na	na	na
	2012	14,789	na	na	na	na
SI	2002	9,134	27,005	4,278	22,727	3.6
	2012	8,296	28,880	4,187	24,693	3.5
SK	2002	14,326	56,800	6,600	50,200	2.7
	2012	18,443	98,100	11,400	86,700	4.2
UK	2002	57,145	1,008,400	182,100	826,300	3.6
	2012	67,880	928,500	139,000	789,500	3.2

Notes: \* NACE 52.29 not included

na = data not available

For detailed description of sources please refer to the national reports available on demand from Eurofound.

Source: National contributions (2013), national statistics.

**Table 2: Total employees in the road transport and logistics sector, 2002 and 2012**

	Year	Number of employees			Share of sectoral employees as % of total employees in the economy
		Total	Female	Male	
AT	2001	na	na	na	na
	2011	130,000	na	na	3.9
BE	2002	128,376	23,332	105,044	4
	2012	139,665	26,497	113,168	4
BG	2008	79,456	18,430	61,026	3.7
	2011	79,770	17,308	62,461	3.7
CY	2002	na	na	na	na
	2012	na	na	na	na
CZ	2002*	276,400	78,800	197,600	6.9
	2012	163,500	27,300	136,200	4.1
DE	2002	na	na	na	na
	2012	1,099,542	153,216	943,326	3.8
DK	2002	82,308	15,470	66,838	3.2
	2012	78,021	14,697	63,330	3.2
EE	2002	na	na	na	na
	2012	na	na	na	na
EL	2008	87.748	13.416	74.332	3
	2012	69.954	12.323	57.631	2.9
ES	2002	723,500	175,900	547,600	5.4
	2012	622,100	123,000	499,100	4.3
FI	2002	86,253	20,338	65,915	4.3
	2012	72,761	11,733	61,028	3.4
FR	2002	na	na	na	na
	2012	na	na	na	na
HU	2002	na	na	na	na
	2012	na	na	na	na
IE	2002	na	na	na	na
	2012	na	na	na	na
IT	2001	375,942	78,273	297,669	2.4
	2011	480,187	68,126	412,061	2.8
LT	2006	59,127	na	na	6.9
	2013	70,960	na	na	8.4
LU	2002	10,865	1,079	9,786	4.06
	2012	14,563	1,710	12,851	4.09
LV	2002	29,788	8,389	21,399	3.6
	2012	na	na	na	na
MT	2005	3,263	1,551	1,712	2.7
	2012	3,382	451	2,931	2.5
NL	2002	na	na	na	na
	2011	365,000	74,000	291,000	4.6
PL	2002	na	na	na	na
	2012	na	na	na	na
PT	2001	88,360	11,565	76,795	2.3
	2011	99,798	16,279	83,519	2.8
RO	2005	148,421	na	na	3.3
	2011	171,053	na	na	3.9

<b>SE</b>	2002	114,225	na	na	3.1
	2012	158,427	na	na	3.8
<b>SI</b>	2002	20,552	4,131	16,421	3.3
	2012	24,691	3,992	20,699	2.8
<b>SK</b>	2002	47,500	6,100	41,400	2.4
	2012	84,300	73,200	11,100	4.3
<b>UK</b>	2002	785,200	161,200	624,000	3.2
	2012	690,100	122,700	567,400	2.7

Notes: \* Number of employees includes railway transport

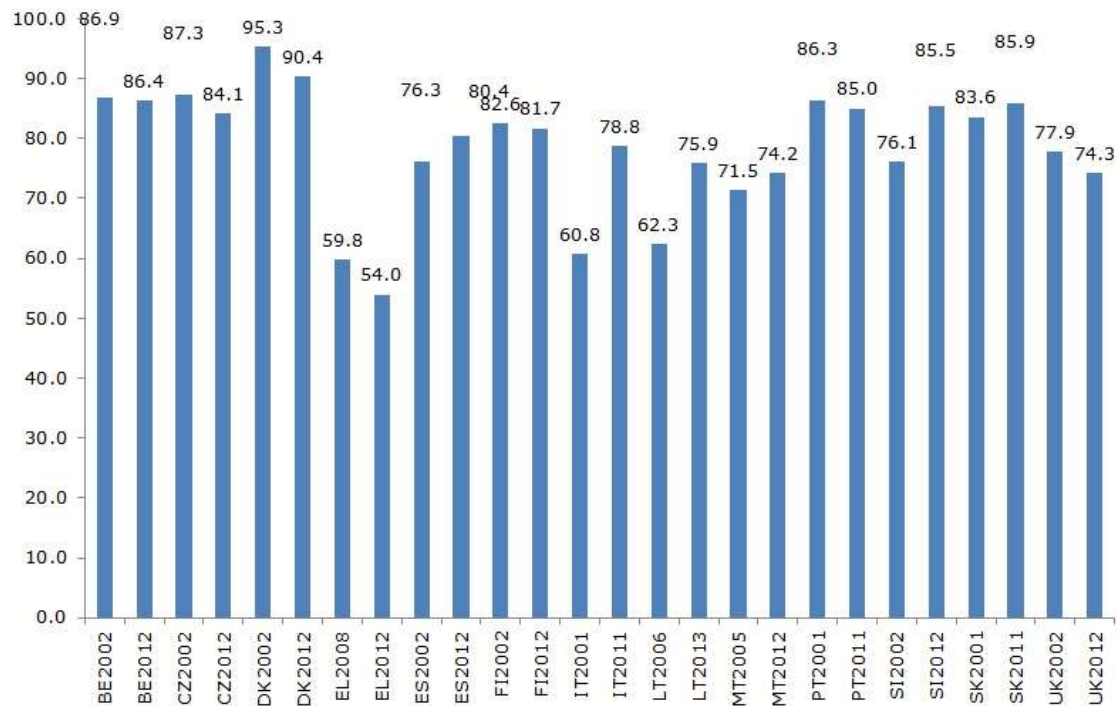
na = data not available

For detailed description of sources please refer to the national reports available on demand from Eurofound.

Source: National contributions (2013), national statistics.

According to available data, the evolution of the share of employees in employment remained stable in the majority of countries between 2002 and 2012 (Figure 2). Italy and Lithuania were exceptions to this. The share of employees in employment increased from 61% to 79% in Italy and from 62% to 76% in Lithuania. As noted above, both these countries recorded an increase in employees and a decrease in employment, meaning that the share of self-employment in the sector fell in both countries. Seven out of 13 countries with available data recorded a small decrease of the number of employees in employment, while in six countries it increased slightly. However, the changes were not significant and therefore the share of self-employment and other non-employee relationships remained relatively stable. Finally, in Belgium, the share of employees in employment remained stable at approximately 86%.

Figure 2: Ratio of workers with an employment contract to total sector employment, 2002–2012 (%)



Note: For a detailed description of sources, please refer to the national reports available on demand from Eurofound.

Source: Author's own elaboration from national contributions (2013).

## Recent developments

The analysis of the recent developments in sectoral employment in this section is based on data from Eurostat's Labour Force Survey (LFS). However, the LFS only provides sectoral figures broken down by three digits of the NACE Rev.2 classification. The information provided here therefore covers codes 49.3, 49.4, 52.1, 52.2 and 53.3 and thus embraces activities that fall outside the sectoral definition of the study, such as services activities incidental to land transport, water transport and air transport or cargo handling.

Bearing this in mind, the LFS shows that sectoral employment increased from 5,622,396 workers in 2008 to 7,321,180 in 2012. Employment remained stable in 2008 until the fourth quarter when it began to increase (Figure 3). Between the fourth quarter of 2008 and the first quarter of 2009, sectoral employment increased from 5,675,865 to 6,660,986 workers (+17%). From the first quarter of 2009 to the first quarter of 2010, employment fell slightly (-3%) before starting to increase again. Employment increased by 12% from the fourth quarter of 2010 to the first quarter of 2011. During 2011 and 2012, employment remained relatively stable.

However, these figures incorporate activities outside the road transport and logistics sector. A [2010 report from the European Commission, which contains data only on the road haulage sector](#) found that, overall, employment increased between 2005 and 2011 though with some decreases from 2009 to 2010. However, a [European Commission report in 2014 on the road transport market](#) found that employment figures in the EU27 road haulage sector had returned to pre-crisis levels in 2011. A [study on employment, skills and working conditions by the Commission's Joint Research Centre](#) noted different employment trends during the crisis for some transport occupations.



Figure 3: Evolution of total sector employment in number of jobs, EU27, 2008–2012

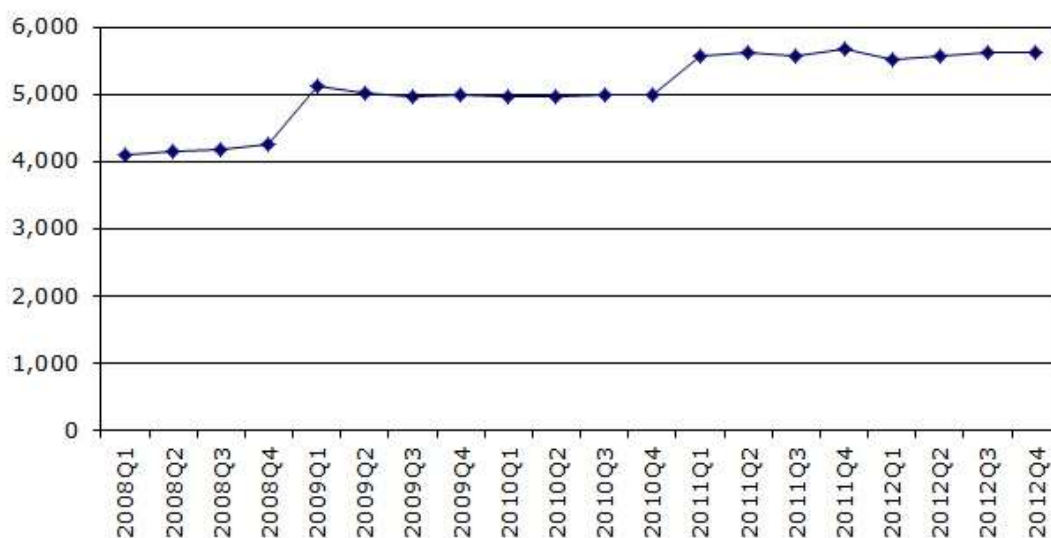


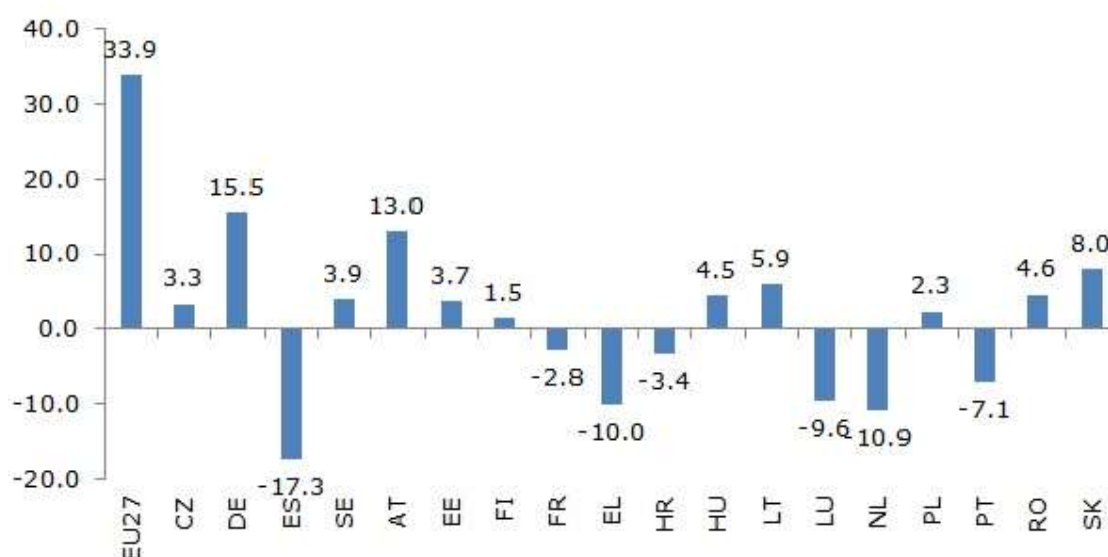
Figure 3: Evolution of total sector employment, EU27, 2008–2012

Note: NACE Rev. 2 codes 49.3, 49.4, 52.1, 52.2 and 53.2

Source: Eurostat LFS, 2014.

For those countries where figures are available, employment increased between 2008 and 2012 in 11 of the 18 countries (Figure 4). The largest increases were recorded in Germany (15%) and Austria (13%). The largest drops in employment were recorded in Spain (–17%), the Netherlands (–11%) and Greece (–10%). However, the information provided here covers NACE codes 49.3, 49.4, 52.1, 52.2 and 53.3, and thus embraces activities that fall outside the study’s definition of the sector, such as services activities incidental to land transport, water transport and air transport or cargo handling.

Figure 4: Difference in employment, 2008–2012 (%)



Notes: In the case of Austria, Croatia, Estonia, Finland, France, Greece, Hungary, Lithuania, Luxembourg, Netherlands, Poland, Portugal, Romania

and Slovakia, there are doubts about the reliability of some of the values used to calculate the difference in employment due to the sample size.

NACE rev. 2 codes 49.3; 49.4; 52.1; 52.2 and 53.2

Source: Eurostat LFS, 2014.

In those countries with available data for 2012 or similar years, self-employment and other non-employee relationships (apprentices, freelancers and so on) made up 25% or more of total employment only in Greece (46%), Malta (26%) and the UK (26%) (Figure 5).

*Figure 5: Proportion of workers with employment contract as percentage of total employment, 2012 (%)*



Note: For a detailed description of sources please refer to national reports available on demand from Eurofound.

Source: Author's own elaboration from national contributions (2013).

## **National level of interest representation**

The analysis of national level of interest representation focuses on:

- membership domain and the strength of organisations;
- their role in collective bargaining;
- their role in public policymaking.

## **Membership domain and strength**

The study examined quantitative data on membership and relative strength within the road transport and logistics sector collected through Eurofound's Network of Correspondents from the categories listed in Table 3.

**Table 3: Definitions of membership**

Type of organisation	Membership	Density
<b>Trade union</b>	Number of active members in employment Number of active members in employment in the road transport and logistics sector	Sectoral density: Number of active members in employment in the road transport and logistics sector divided by the total number of employees in the road transport and logistics sector
<b>Employers' organisation</b>	Number of member companies Number of employees working in member companies Number of member companies in the road transport and logistics sector Number of employees working in member companies in the road transport and logistics sector	Sectoral density (companies): Number of member companies in road transport and logistics sector divided by the total number of companies in the road transport and logistics sector Sectoral density (employees): Number of employees working in member companies in the road transport and logistics sector divided by the total number of employees in the road transport and logistics sector

### *Trade unions or employee interest representation*

Data for employee organisations in the road transport and logistics sector on domain coverage, membership, sectorial density, collective bargaining, consultation arrangements, and national, European and international affiliations are given in Tables A2.1 to A2.3. The tables list all sector-related organisations that are either involved in collective bargaining and/or are affiliated to the European Transport Workers' Federation (ETF).

All countries have at least one sector-related trade union. A total of 126 sector-related trade unions were identified that fulfilled the criteria to be included in this representativeness study. The abbreviated and full names of trade unions in the sector are listed in Table A2.12.

A pluralistic union landscape prevails in the road transport and logistics sector:

- three countries have one sector-related union;
- five countries have two sector-related unions;
- five countries have three sector-related unions.

A fragmented landscape is seen in the 15 countries that have four or more sector-related unions.

### **Collective bargaining**

In all the countries, at least one of the unions is involved in sector-related collective bargaining (Table A2.2). However, in some other countries (Austria, Belgium, Finland, Hungary, Luxembourg, Latvia, Sweden, UK), at least one of the unions listed is not involved in collective bargaining.

### **Domain patterns**

Only three unions (around 2% of all the unions) demarcate their domain in a way that is congruent with the sector definition. This implies that statistical definitions of business activities in the road transport and logistics sector differ from the lines along which employees identify their interests.

Sectional overlap is the dominant sector-related domain pattern in the sector, occurring in 58% of cases. This circumstance usually derives from domain demarcations that focus on certain categories of employees that are then organised across several sectors, including activities outside the road transport and logistics sector.

Employee categories are specified by various parameters. These can be:

- distinct occupations such as mobile workers or drivers (SHV in Croatia, ASLEF in the UK) or non-mobile workers (Manageritalia in Italy, SENSIQ in Portugal);
- employment status such as white-collar workers (GPA-djp in Austria; SETCA-BBTK, CNE-GNC, LBC-NVK in Belgium; ERTO in Finland; Unionen, Ledarna, SBF in Sweden; TSSA in the UK) or blue-collar workers (CSC/ACV Transcom in Belgium; 3F in Denmark; AKT in Finland; Transport and Kommunal in Sweden).

The parameters could also include geographic region such as FGAMT-CIG, ELA-Zerbitzuak in Spain, CNE-GNC and LBC-NVK in Belgium, and VTDSzSz in Hungary, these trade unions being active only in certain regions.

Other trade unions' domains cover part of the road transport and logistics sector in terms of business activities, rather than in terms of employee categories, in addition to other activities or sectors. Such domains may, for instance, cover:

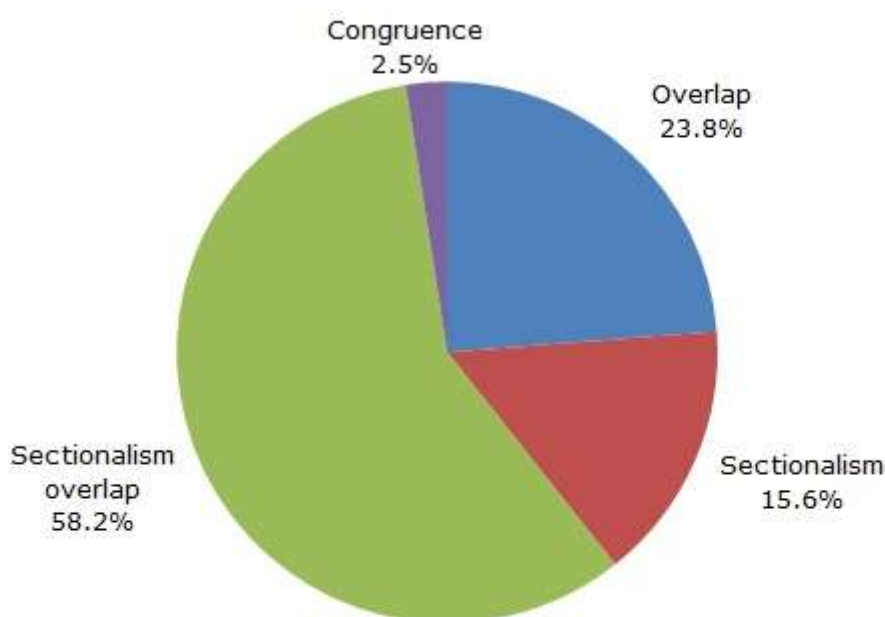
- urban and suburban passenger land transport and employees of the local administration (GdG-KMSfB in Austria);
- urban and suburban passenger land transport and public services in general (CSC Services publics in Belgium);
- freight transport by road, warehousing and storage and commerce (Manageritalia in Italy);
- taxi operation, removal services, postal and courier activities, and the repair/sale of vehicles (TESZ in Hungary)
- public transport, including long-distance railway transport (FAISA/CISAL in Italy).

Overlap occurs in 24% of the cases. This is explained by the two main different modes of demarcation. The first one relates to general or cross-sectoral domains (ORSA in Italy, GWU in Malta or GMB in the UK). The second and more frequent mode in the sector relates to various forms of multi-sector domains, covering other sectors apart from road transport and logistics, generally other transport activities such as aviation, railways, maritime transport and so on (ETTA in Estonia; CFTC des Transports, UNSA Transports in France; KSZOSZ, KMSZ, Liga KSZÁSZ in Hungary; FILT CGIL, FIT CISL, UIL Trasporti in Italy; Transports in Luxembourg; FNSLTMM in Romania; TCM-UGT in Spain; RMT in the UK), but also other diverse activities not related to transport such as public administration, tourism, telecommunications and information technology, graphic arts, paper and photography; mass media, culture and leisure (FSC-CCOO in Spain), cash-transport operation and waste industry (FO Transports et logistique in France), civil engineering (LKADPSF in Lithuania), construction, textile and leather sectors (IOZ in Slovakia) or metal, metallurgy and electrical industry and municipal service sector (OZ KOVO in Slovakia).

Finally, sectionalism (16% of all the unions) is mostly due to the existence of unions that cover only cover a part of the sector (ACOD Spoor/ CGSP Cheminots and ACOD Spoor/CGSP TBM in Belgium; OSPEA in the Czech Republic; OFE in Greece; NEGHOSZ in Hungary; KSTD NSZZ 'Solidarność' in Poland; SITRA in Portugal; Federația STAR in Romania; URTU in the UK). In the case of NBRU in Ireland, sectionalism domain is because it is only active in a company group.

The domain coverage and description of all the trade unions is indicated in Table A2.4.

Figure 6: Sector-related trade unions and their domain patterns



Note: Number of trade unions = 122

Source: Author's own elaboration from national contributions (2013)

### Domain overlaps and inter-union competition

The road transport and logistics sector in most Member States has a pluralistic union landscape. The unions' domain overlaps are indicated in Table A2.1.

In 24 out of the 25 countries with more than one sector-related trade union, their domain overlaps with the domain of all or most of the others. In contrast, in Croatia and Estonia, the domain of none of the unions overlaps with the domain of the others.

Inter-union competition is reported in Austria, France, Germany, Hungary, Ireland, Latvia, Luxembourg, Portugal, Slovenia and the UK.

In Austria, GdG-KMSfB has reported some rivalry with vida; however, the reverse is not the case. In Hungary, some organisations wish to exclude others from the right to conclude collective agreements. In France and Ireland, competition has occurred over members' recruitment and, in the case of France, workers' support in workplace elections. In Luxembourg, the unions compete to represent workers' interests and to participate in professional elections. In Latvia, competition takes place over the right to be consulted about the formulation of public policy and its implementation at national level. In Slovenia, unions compete for the right to conclude collective agreements. The national reports for Germany, Portugal and the UK do not give information on the causes of the competition or rivalry.

### Membership figures and organisational strength

Membership of a sector-related trade union is, in principle, voluntary in the 28 Member States. However, the numbers of active trade union members differ widely from around 1,600,000 (CSC Services publics/ ACV Openbare diensten in Belgium) to less than 1,000 (such as TSSA in Ireland). This considerable variation reflects differences in the size of the economy and the comprehensiveness of the membership domain rather than the ability of the unions to recruit members. Therefore, density is a more appropriate measure of membership strength for comparative analysis.

Density figures in this section refer to net ratios: they are calculated only on the basis of active members (those who are employees) rather than by taking all union members (that is, those in a

job and those who are not) into account. This is mainly because research usually considers net union densities as more informative than gross densities, since the former tends to reflect unionisation trends among the employees more quickly and accurately than the latter (only employees are capable of taking industrial action).

When looking at sector density (again referring only to active members), it is important to differentiate between a union's sectoral density and its domain density. The domain or overall density must be higher than the sectoral density if a trade union organises a particular part of the sector (its membership domain is sectional) and equally if a trade union organises the whole sector as defined in the study (its membership domain is congruent).

In this study, only the sectoral density is analysed. Sectoral density rates are available only for 38 of the sector-related organisations covered out of 126 cases (or 30%). Statistics show that:

- sectoral density exceeds 20% in four (10%) of the trade unions that document figures on density;
- six (16%) of the trade unions claim they gather 10%–20% of the sector's employees;
- 12 (or 32%) of the trade unions, for which data are available, claim to organise 5%–10% of the active employees in the sector;
- 16 (or 42%) of the trade unions record a sector density rate of less than 5% of the employees in the sector.

Most of the unions record low and very low sectoral densities – less than 10%. This is generally explained by the existence of a fragmented union landscape, where the domains of the unions overlap with each other. In a few countries, such as Belgium, Cyprus or Finland – where there are several trade unions whose domains overlap – some unions record relatively high sectoral densities while others record low sectoral densities.

In Denmark, the sole trade union in the sector records a sectoral density close to 55%.

A total of 81 (or 64%) of the unions included in the study reported having members in the largest companies in the sector (no information was available on this for 19 unions) (Table A2.1).

### *Employer organisations and companies*

#### **Employer organisations**

Sectoral employer organisations were identified in all Member States. Data on the domain coverage, membership, sectorial density, collective bargaining, consultation arrangements, and national, European and international affiliations of these organisations are given in Tables A2.5 to A2.9.

A total of 153 sector-related employers' organisations were identified, indicating a fragmented landscape also on the employers' side:

- six countries have only one employers' organisation;
- five countries have two employers' organisations;
- two countries have three employers' organisations;
- 15 countries have four or more employers' organisations.

The abbreviated and full names of employer organisations in the sector are listed in Table A2.13.

#### **Collective bargaining**

In six countries (Greece, Ireland, Latvia, Lithuania, Poland, the UK), none of the sectoral employer associations included in the study are party to collective bargaining (Table A2.7). In some countries (Austria, Czech Republic, Croatia, Estonia, Finland, France, Germany, Italy, Luxembourg, Netherlands, Sweden and Slovenia), at least one of the employers' organisations is not involved in collective bargaining.

Generally, business organisations may also deal with interests other than those related to industrial relations. As explained in the Eurofound report, [Employer organisations in Europe](#), those organisations that specialise in matters other than industrial relations are commonly defined as ‘trade associations’.

All the 36 organisations not involved in collective bargaining in the road transport and logistics sector (Table A2.7) either primarily or exclusively act as trade organisations in their country. Such sector-related trade associations thus account for a significant share (23%) of the employers’ organisations recorded in the study. Information on involvement in collective bargaining is not available for 24 employer organisations.

All these organisations are members of one of the sectoral European-level employer organisations. According to the selection criteria, all national organisations affiliated to a European level employers’ association are included in the study irrespective of whether or not they are involved in collective bargaining.

## Domain patterns

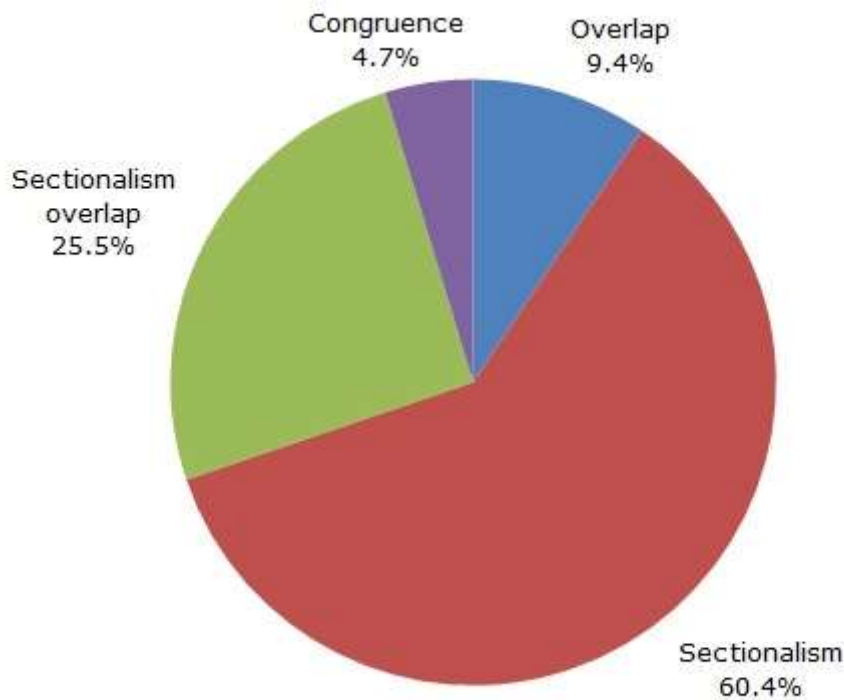
The domain patterns of the employer organisations indicate that their domain tends to be narrower than that of the trade unions in the road transport and logistics sector.

Sectionalism is the dominant domain pattern, accounting for 60% of all cases (Figure 7). It is due to domain demarcations that cover only specific subsectors, such as:

- freight transport by road and removal services and other postal and courier services (FVGB in Austria);
- parts of the subsector of passenger land transport (FVS in Austria);
- land transport excluding taxi operation (FBAA in Belgium);
- passenger land transport (UBTCUR/BVGSS in Belgium, FENEBÚS in Spain);
- taxi operation activities (GTL in Belgium; ATAX in Denmark; UNALT, CTE in Spain; STL in Finland; BZP in Germany);
- freight transport by road and warehousing and storage (TLV, Febetra in Belgium; RHA in the UK);
- all activities except passenger transport (DSLIV in Germany), freight transport (BGL in Germany; ASTIC and CETM in Spain; IRHA in Ireland; OFAE in Greece; ZMPD in Poland), postal and courier activities (AEM in Spain, Assoespressi in Italy), warehousing and storage and other transportation support activities (Satamaoperaattorit ry in Finland), removal services (Chambre syndicale du déménagement in France, FEDELUX in Luxembourg) or warehouse and logistic (FEDIMAG in France).

It is also due to domain demarcations that cover the whole sector but focus exclusively on public (KFS in Sweden, AKT in Denmark) or private companies (ATL and DTL Arbejdsgiver in Denmark).

Figure 7: Sector-related organisations/business associations and their domain patterns



Note: Number of employer organisations = 149

Source: Author's own elaboration from national contributions (2013)

Sectional overlap occurs in 25% of cases. It is usually due to domain demarcations that cover one subsector (passenger land transport, local public passenger land transport, warehousing and storage, and so on), apart from another sectors or activities such as:

- aviation and maritime transport (FVALS in Austria, CEOT in Spain);
- rental and leasing of motor vehicles (FVBGPKW in Austria);
- rail freight transport and long-distance railway transport sectors (FVSB in Austria, FNTR in France);
- different local public sector services (VKA in Germany);
- waste disposal (BGL in Germany);
- public companies activities (Volán Egyesülés in Hungary);
- maintenance of rail infrastructure enterprises (ASSTRA in Italy)
- public utilities (FNPSPR in Romania).

Overlap is not very significant, occurring in only 9% of cases. Cases of domain overlap arise from the coverage of different sectors and activities outside the road transport and logistics sector. In some cases, sectors and activities not related to transport and logistics activities are found such as insurance companies and petrol producers (CEA in Croatia), commerce and other services (CLC in Luxembourg). In other cases, domain overlap arises with organisations that cover other transport activities such as port, aviation, railways and maritime transport (Assologistica, Federtrasporto and Confrtrasporto in Italy). In addition, there are find cases or cross-sectoral domains (Uicciaa or Unioncamere in Italy, GRTU in Malta, Pracodawcy RP in Poland or ZDS in Slovenia).

Finally, 5% of the associations show a membership domain that is more or less congruent with the sector definition. This means that the domain of these organisations focuses largely on the road transport and logistics sector as defined for the purpose of this study.



Only in Austria do sector-related employer organisations rely on obligatory membership: membership of the seven organisations that are subgroups of the Federal Economic Chamber (WKÖ) is mandatory.

### **Domain overlaps and intercompetition**

In countries with a pluralist structure in relation to employer organisations, these organisations have usually managed to achieve non-competing relationships (Bulgaria, Croatia, Czech Republic, Denmark, Finland, Germany, Italy, Luxembourg, Netherlands, Slovenia, Spain, Sweden, the UK). In the case of Poland, there is no competition because one of the two organisations (ZMPD) is not interested in concluding collective agreements.

Rivalries and competition are reported in France and Hungary. In the case of France, rivalries and competition concern the right to conclude collective agreements. In Hungary, competition is over member's recruitment.

In other countries, the activities of the different organisation are complementary to each other as a result of inter-associational differentiation by their membership demarcation (as is the case in Austria, Belgium, Estonia and Portugal).

Other countries such as Romania and Slovakia did not report information on this matter.

### **Membership figures and organisational strength**

Data on the sectoral density of the employer organisations are available for 85 organisations in terms of companies and 44 in terms of employees.

Generally, sectoral densities are low, with only four employers' organisations having a sectoral domain density in terms of companies greater than 50%. This may be explained by the fragmented landscape that prevails in most of the countries.

When information is available for both kind of densities (38 cases), the sectoral domain densities of companies tend to be lower than the densities in terms of employees. This happens in 33 out of the 38 cases, possibly indicating a slightly higher propensity of larger companies to associate than smaller ones. A total of 82 organisations (or 54%) reported having members in the largest road transport and logistics companies. No information is available on this for 40 organisations (Table A2.6).

### **Companies**

Tables A2.10 and A2.11 present membership data for those companies in the road transport and logistics sector that have exceptionally been included in this study.

A total of 23 sector-related companies are identified in 11 countries. All these companies are members of a sectoral European-level employer organisation. Most of the companies are public-ownership companies.

According to the selection criteria, all companies affiliated to the European-level employer association are included in the study irrespective of whether or not they are involved in collective bargaining. However, this is only in those cases where there is no employer organisation in the same country affiliated to a 'sector-related' European association.

With regard to domain patterns, 16 of the companies have a sectionalism domain and six have sectional overlap domain. Information was not available for one company.

The 16 companies with a sectionalism domain are active only in the urban and suburban passenger land transport.

The six companies with a sectional overlap domain cover the urban and suburban passenger land transport and other passenger transport activities such as railway long-distance services and/or freight transport by rail (OSE in Greece, Renfe in Spain, CFL in Luxembourg, ŽSR and ZSSK in Slovakia) or river transport (TfL in the UK).

## Collective bargaining in the sector and its actors

Tables A2.2 and A2.5 list all the social partners engaged in sector-related collective bargaining. As shown in Figure 8, on the unions' side:

- 93% of all sector-related unions record participation in collective bargaining (information is not available for six cases);
- 31% participate in single-employer bargaining;
- 12% participate in multi-employer bargaining;
- 50% participate in both single- and multi-employer bargaining.

From the employers' side:

- 72% of all the employer organisations for which information is available record participation in collective bargaining (information is not available for 24 cases);
- 2% participate in single-employer bargaining;
- 52% participate in multi-employer bargaining;
- 18% participate in both single- and multi-employer bargaining.

As far as the companies are concerned, 21 out of the 23 for which information is available have concluded a company collective agreement.

*Figure 8: Involvement in different forms of collective bargaining (% of total)*



Source: Author's own elaboration from national contributions (2013)

Table 4 provides an overview of the system of sector-related collective bargaining in the 28 Member States. The importance of collective bargaining as a means of employment regulation is measured by calculating the total number of employees covered by collective bargaining as a proportion of the total number of employees within a certain segment of the economy as described in the book [National labour relations in internationalized markets](#), by Traxler, Blaschke and Kittel. Accordingly, the sector's rate of collective bargaining coverage is defined as the ratio of the number of employees covered by any kind of collective agreement to the total number of employees in the sector.

**Table 4: System of sectoral collective bargaining, 2013**

	<b>CBC (%)</b>	<b>Share of MEB</b>	<b>Extension practices*</b>
<b>AT</b>	100	95	1**
<b>BE</b>	100	100	2
<b>BG</b>	27	SEB prevailing	1
<b>CY</b>	13	SEB prevailing	0
<b>CZ</b>	60	na	2
<b>DE</b>	na	MEB prevailing	0
<b>DK</b>	60	75–80	1
<b>EE</b>	71	81	0
<b>EL</b>	na	na	na
<b>ES</b>	na	MEB prevailing	2
<b>FI</b>	100	90	2
<b>FR</b>	100	MEB prevailing	2
<b>HR</b>	40	0	0
<b>HU</b>	51	32	0
<b>IE</b>	10	0	0
<b>IT</b>	90–100	MEB prevailing	1
<b>LT</b>	5–7	0	0
<b>LU</b>	100	MEB prevailing	2
<b>LV</b>	Na	na	2
<b>MT</b>	1	0	0
<b>NL</b>	100	90	1
<b>PL</b>	1	0	0
<b>PT</b>	20	75	1***
<b>RO</b>	50	SEB prevailing	0
<b>SE</b>	95	95	1
<b>SI</b>	90–100	na	1
<b>SK</b>	11–12	MEB prevailing	0
<b>UK</b>	33	0	0

*Notes: CBC and MEB values are estimates. \* 0 = no practice, 1 = limited/exceptional, 2= pervasive. Cases of functional equivalence are put in parenthesis.*

*\*\* To all the employers due to the compulsory membership*

*\*\*\* Extension practices abolished or limited in 2011 or 2012*

*CBC = collective bargaining coverage: employees covered as a percentage of the total number of employees in the sector*

*MEB = multi-employer bargaining relative to single-employer bargaining*

*SEB = single-employer bargaining*

*na = not available*

*Source: Author's own elaboration from national contributions (2013)*

## **Coverage**

The situation differs widely between countries. Of the 24 countries with available data, nine have high rates of collective bargaining coverage, exceeding 80%. These countries are Austria, Belgium, Finland, France, Italy, Luxembourg, the Netherlands, Sweden and Slovenia.

The Czech Republic, Denmark, Estonia, Hungary and Romania have medium coverage rates that oscillate between 50% and 70%.

The remaining countries with available information (Bulgaria, Cyprus, Croatia, Ireland, Lithuania, Portugal, Slovakia, UK) have a rate of collective bargaining coverage that oscillates between 5% and 40%.

In Malta, collective bargaining is practically nonexistent.

In Poland, collective bargaining is very low (close to 1%) and it is only conducted at company level.

Several factors that sometimes interact with each other, such as the predominance of multi-employer bargaining or the existence of pervasive extension practices, generally explain the highest coverage rates. Similarly, the predominance of single-employer bargaining and lack of extension practices explain the lowest coverage rates (Cyprus, Ireland, Lithuania, Malta, Poland).

## **Participation in public policy**

Interest associations can influence public policy in two ways.

- They may be consulted by the authorities on matters affecting their members.
- They may be represented on 'corporatist' (in other words tripartite) committees and policy consultation boards.

This study considers only cases of consultation and corporatist participation that explicitly relate to sector-specific matters. Consultation processes can be wide-ranging and, therefore, the organisations consulted by the authorities may vary according to issues and may depend on changes in government. Moreover, consultation may be occasional rather than regular.

## **Trade unions or interest representations**

A total of 94 of the 122 sector-related unions with available data (or 77%) are consulted.

Authorities consult the unions in all the countries except Greece. Unions are regularly consulted in Belgium, Croatia, Cyprus, the Czech Republic, Denmark, Germany, Finland, France, Hungary, Latvia, Slovakia Spain, Sweden, and the UK. In Spain, however, the unions stress that consultation has not led to joint agreement or initiatives.

Since a multi-union system has been established in 25 of the 28 countries, it is not possible to rule out the authorities favouring certain trade unions over others or unions competing for participation rights. In some countries with a multi-union system where there is a noticeable practice of consultation, any existing trade union can take part in the consultation process. In

contrast, only some of the sector-related trade unions are consulted in Belgium, the Czech Republic, Finland, Hungary, Italy and Slovenia.

### *Employer organisations or business associations*

Of the 112 employer organisations for which related data are available, 103 (or 92%) are consulted by the authorities.

Employers' organisations are consulted by the government in all the countries with sector-related organisations except Greece and Malta. Organisations are regularly consulted in Austria, Belgium, Croatia, Denmark, Germany, Finland, France, Hungary, Ireland, Latvia, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden and the UK.

In those countries with a multi-organisation system where consultation is practised (Croatia, Denmark, Estonia, Finland, Hungary, Luxembourg, Netherlands, Poland, Romania, Slovakia, the UK), all existing employer organisations can take part in the consultation process. In contrast, only some can take part in the consultation process in Austria, Belgium, the Czech Republic, France, Germany, Italy, Portugal, Slovenia, Spain and Sweden.

### *Companies*

Consultation does not apply in the case of the companies.

### *Tripartite participation*

Genuine sector-specific bodies have been established in 17 of the 28 Member States (Table 5). Tripartite bodies have been established in Belgium, Bulgaria, the Czech Republic, Germany, Denmark, Spain, Finland, France, Croatia, Hungary, Italy, Latvia, the Netherlands, Romania, Slovenia, Slovakia and the UK. In some of the countries there are several bodies dealing with different issues (Italy or France) or focused on specific subsectors (Belgium).

The scope of activity of the tripartite and bipartite bodies is focused on education and training (France, Italy, Netherlands, Denmark, UK), environmental issues (Denmark), welfare funds and social security issues (Netherlands, France or Italy), undocumented work (Germany), payroll system (Finland) or health and safety (Italy, Finland, France, UK). Other bodies have wide ranging scope of activities (Spain, Bulgaria, Hungary, Croatia, Romania or Slovakia).

On the other hand, it is worth noting that in case of Spain, the unions have criticised the unbalanced structure of the body (the unions have two votes and the employers' organisations have six) and the lack of tripartite results.

**Table 5: Tripartite and bipartite sector-specific boards of public policy, 2013**

	<b>Name of the body and scope of activity</b>	<b>Bipartite/ tripartite</b>	<b>Origin</b>	<b>Trade unions participating</b>	<b>Employer organisations participating</b>

<b>BE</b>	Different joint committees for following subsectors: transport and logistics, transport and logistics – motor bus, trolley bus; transport and logistics – taxi operation; transport and logistics – road transport services; transport and logistics – freight transport and air transport support activities; transport and logistics – removal services; international trade, transport and logistics; urban and regional transport; urban and regional transport – Flemish area; urban and regional transport – Walloon area; urban and regional transport – Brussels area	All are bipartite	All are statutory	ABVV-FGTB, CSC/ACV, CGSLB/ACLVB	UPTR, CBD-BKV, GTL, FBAA, Febetra, CBD
<b>BG</b>	Sectoral Council for Tripartite Cooperation in Transport	Tripartite	na	FTTUB and FTW	BTC and BIA
<b>CZ</b>	BiDi – bipartite dialogue	Bipartite	Agreement for joint project of KZPS and ČMKOS for 2010–2013	OSD	SD ČR
<b>DE</b>	Pact against undocumented work	Tripartite	Agreement	ver.di	BGL, DSLV

<b>DK</b>	(1) Educational council of transport and logistics. Covers: storage and terminal education; passenger transport education; and road transport education. (2) Branch working environment council for transport and wholesale	(1) Bipartite (2) Tripartite	(1) Statutory (2) Statutory	(1) United Federation of Danish Workers, (3F) (2) 3F Labour and Trade (FOA) Union of Commercial and Clerical Workers (HK) Danish Railway Workers' Union (DJF) Confederation of Professionals (FTF)	(1) Confederation of Danish Industry (DI) Danish Chamber of Commerce, Dansk Erhverv (2) DI Employers' Association of the Danish Petroleum Industry (BOA) Ministry of Finance Local Government Denmark (KL) Organisation of Managerial and Executive Staff in Denmark (LH)
<b>ES</b>	National Council of Road Transport	Tripartite	Statutory	CCOO, UGT – the unions have two votes on the Council	National Committee of Transport – made up of the representative employers' organisations. It has six votes on the Council.
<b>FI</b>	(1) Working Group of the development of payroll systems (2) Several tripartite negotiations groups related to road safety, transport of hazardous substances, and so on.	(1) Bipartite (2) Tripartite	(1) Agreement (2) Agreement	(1) ERTO (2) AKT	(1) ALT (2) ALT
<b>FR</b>	13 bipartite bodies dealing with different issues such as training, supplementary pension and welfare schemes, or health and safety issues	All are bipartite	All by agreement	CFDT, CGT, CGT-FO, CFTC, SNATT-CGC	TLF, FNTR, Unotra, OTRE, CSD, FNTV, FEDESFI, CNSA, FNTS, FNAP, FNAA, FEDIMAG
<b>HR</b>	Council for Social Dialogue in the Road Transport Sector	Bipartite	Agreement	SPV, SHV, NCS	CEA

<b>HU</b>	Road Transport Subsectoral Social Dialogue Committee	Bipartite	Agreement	ADU, KDSZSZ, KKSZ, KMSZ, LIGA KSZÁSZ, NEHGOSZ, TESZ, VKSZSZ/KSZOSZ, VTDSZSZ	FUVOSZ, KKVOSZ, NIT, MKFE
<b>IT</b>	12 bipartite bodies dealing with different issues such as vocational training, health funds and pension funds	All bipartite	All by agreement except the Joint National Interprofessional Fund for the Continuous Vocational Training of Managers, which is statutory	FILT CGIL, FIT Cisl, UIL Trasporti, UGL Trasporti, FAISA CIsal, Manageritalia	ANITA, Assologica, Confetra, Conftrasporto, FAI, Federlavoro e Servizi, Confcooperative, Fedespedi, FEDIT, Legacoop, Servizi, AGCI PSL, Trasporto, UNITO, FIAP
<b>LV</b>	National Tripartite Cooperation Council. Transport and communication sector subcouncil	Tripartite	Statutory	LBAS	LDDK
<b>NL</b>	Governance Pension Fund and Governance Training Fund	Bipartite	Agreement	FNV, CNV	TLN, KVN
<b>RO</b>	Social dialogue commission at Ministry of Transport	Tripartite	Statutory	All national trade union confederations	All employers' organisation representative at national level
<b>SI</b>	Economic and Social Council for Postal and Telecommunication*	Tripartite	Agreement	Chamber of Commerce and Industry of Slovenia, Association for Transport and Communications	ZSSS – Trade Union of Workers in Transport and Communications
<b>SK</b>	Sectoral Tripartite in Transport – usually deals with significant issues concerning business and employment in the sector	Tripartite	Agreement	OZŽ, OZ KOVO, IOZ	CESMAD, ŽSR, ZSSK and ZAD via membership of transport section of ÚDPT SR
<b>UK</b>	Five tripartite bodies at subsectoral levels dealing with issues such as training and health and safety. Other bodies have an advisory role.	All are tripartite	All are statutory	GMB, Unite, URTU, USDAW, ASLEF, RMT, TSSA	FTA, RHA, ATOC, CPT



Notes: \* *Established but not yet active*

na = *not available*

Source: *Author's own elaboration from NEC national contributions (2013)*

## European level of interest representation

At European level, eligibility for consultation and participation in social dialogue is linked to three criteria defined under [Article 1 of Commission Communication COM\(1998\) 322 final](#). A social partner organisation must have the following attributes:

*(a) (...) relate to specific sectors or categories and be organized at European level;*

*(b) (...) consist of organizations which are themselves an integral and recognised part of Member States' social partner structures and have the capacity to negotiate agreements, and which are representative of several Member States;*

*(c) (...) have adequate structures to ensure their effective participation in the work of the Committees.*

In terms of social dialogue, the constituent feature is the ability of such organisations to negotiate on behalf of their members and to conclude binding agreements.

This section analyses the membership domain, composition and ability to negotiate of European associations in the road transport and logistics sector.

Particularly significant in the road transport and logistics sector are one sector-related European association on the employees' side (ETF) and three on the employers' side (IRU, CEEP and CER). They are all listed by the European Commission as social partner organisations consulted under Article 154 of the TFEU. In addition, UITP also needs to be considered because it participates in the social dialogue committee of the road transport sector within the framework of an agreement with IRU. The analysis below concentrates on these organisations while providing supplementary information on others that are linked to the sector's main national industrial relations actors.

### Membership domain

According to its website, the European Transport Workers' Federation (ETF) represents more than 2.5 million transport workers from 231 transport unions and 41 European countries in the transport sector and in the tourism and fishery sector.

According to its website, the International Road Transport Union (IRU) represents 170 associations in 73 countries across all five continents in the road transport and logistics sector and sectors linked to the transport such as manufacturers of vehicles, fuels, tyres and information systems.

According to its website, the European Centre of Employers and Enterprises providing Public Services (CEEP) is a general cross-industry social partner. It represents enterprises and associations providers of services of general interest from the public and private sector across Europe.

According to its website, the Community of European Railway and Infrastructure Companies (CER) represents 81 railway undertakings, infrastructure companies and vehicle leasing companies from the EU, the western Balkan countries, Turkey, Norway and Switzerland.

According to its website, the International Association of Public Transport (UITP) represents 300 member companies from the public transport sector in 92 countries.

## Membership composition

The membership lists for ETF, IRU, CER, CEEP and UITP given in Tables 6 to 10 are confined to the sector-related associations in Member States and thus do not include trade unions affiliated to European-level organisations that do not have any members in the road transport and logistics sector. Details of the membership of the employer organisations were obtained from the lists provided by the organisations and a further check of the membership lists published on their websites.

### ETF

Table 6 gives details of membership-related trade unions for ETF drawn from the national reports.

**Table 6: Road transport and logistics trade unions affiliated to ETF, 2013**

	Trade union	Collective bargaining	Geographical coverage
<b>AT</b>	GPF	No	Whole country
	VIDA	Yes, both multi-employer and single bargaining	Whole country
	GdG-KMSfB	Yes, single-employer bargaining only	Whole country
<b>BE</b>	CSC Services publics/ ACV Openbare diensten	Yes, both multi-employer and single bargaining	Whole country
	CSC/ACV Transcom	Yes, both multi-employer and single bargaining	Whole country
	ABVV-BTB/ FG TB-UBOT	Yes, both multi-employer and single bargaining	Whole country
	ACLVB-CGSLB	Yes, both multi-employer and single bargaining	Whole country
	CNE-GNC	Yes, both multi-employer and single bargaining	French-speaking area
	ACOD Spoor/ CGSP TBM	Yes, both multi-employer and single bargaining	Whole country
	LBC-NVK	Yes, both multi-employer and single bargaining	Flanders and the Brussels area
	SETCA-BBTK	Yes, both multi-employer and single bargaining	Whole country
	ACOD Spoor/ CGSP Cheminots	Yes, single-employer bargaining only	Whole country
	SLFP Cheminots/ VSOA Spoor	No	Whole country
<b>BG</b>	FWT (Podkrepa according to ETF list)	Yes, both multi-employer and single bargaining	Whole country
	FTTUB	Yes, both multi-employer and single bargaining	Only the Basque country region
	STUNION	Yes, both multi-employer and single bargaining	Whole country
<b>CY</b>	OMEPEGE-SEK (FTP AW according to ETF list)	Yes, single-employer bargaining only	Whole country

<b>CZ</b>	OSD	Yes, both multi-employer and single bargaining	Whole country
<b>DE</b>	EVG	Yes, single-employer bargaining only	Whole country
	ver.di	Yes, both multi-employer and single bargaining	Whole country
<b>DK</b>	3F	Yes, both multi-employer and single bargaining	Whole country
<b>EE</b>	ETTA	Yes, both multi-employer and single bargaining	Whole country
	ERAÜ (Evray according to ETF list)	Yes, single-employer bargaining only	Whole country
<b>EL</b>	OFE	Yes, single-employer bargaining only	Whole country
<b>ES</b>	FSC-CCOO	Yes, both multi-employer and single bargaining	Whole country
	TCM-UGT	Yes, both multi-employer and single bargaining	Whole country
	FGAMT-CIG	Yes, both multi-employer and single bargaining	Galicia
	ELA-Zerbitzuak	Yes, multi-employer bargaining only	Basque country
<b>FI</b>	ERTO	Yes, multi-employer bargaining only	Whole country
	AKT	Yes, multi-employer bargaining only	Whole country
	VML	No	Whole country
	JHL	Yes, both multi-employer and single bargaining	Whole country
<b>FR</b>	CFTC des Transports	Yes, multi-employer bargaining only	Whole country
	FGTE-CFDT	Yes, both multi-employer and single bargaining	Whole country
	UNSA Transport	Yes, both multi-employer and single bargaining	Whole country
<b>HR</b>	SPV	Yes, both multi-employer and single bargaining	Whole country
<b>HU</b>	KSZOSZ	Yes, single-employer bargaining only	Whole country
	KMSZ	Yes, both multi-employer and single bargaining	Whole country
	NEHGOSZ	Yes, multi-employer bargaining only	Whole country
	ADU	Na	Whole country
<b>IE</b>	SIPTU	Yes, both multi-employer and single bargaining	Whole country
	TSSA	Yes, both multi-employer and single bargaining	Whole country
<b>IT</b>	FILT-CGIL	Yes, both multi-employer and single bargaining	Whole country
	FIT-CISL	Yes, both multi-employer and single bargaining	Whole country

	UIL Trasporti	Yes, both multi-employer and single bargaining	Whole country
<b>LT</b>	LKADPSF	Yes, single-employer bargaining only	Whole country
	LADPS	Yes, single-employer bargaining only	Whole country
<b>LU</b>	SYPROLUX	No	Whole country
	FNCTTFEL-Landesverband	No	Whole country
	LCGB Transports	Yes, multi-employer bargaining only	Whole country
	ACAL (member of ÖGB-L)	Yes, multi-employer bargaining only	Whole country
<b>LV</b>	LAKRS	Yes, both multi-employer and single bargaining	Whole country
	LDzSA	No	Whole country
<b>MT</b>	GWU	Yes, single-employer bargaining only	Whole country
<b>NL</b>	CNV Vakmensen	Yes, both multi-employer and single bargaining	Whole country
	FNV Bondgenoten	Yes, both multi-employer and single bargaining	Whole country
<b>PL</b>	KSTD NSZZ 'Solidarność'	Yes, single-employer bargaining only	Whole country
<b>RO</b>	ATU Romania	Yes, both multi-employer and single bargaining	Whole country
	Federația STAR	Yes, single-employer bargaining only	Whole country
<b>SE</b>	Ledarna	Yes, both multi-employer and single bargaining	Whole country
	Kommunal	Yes, both multi-employer and single bargaining	Whole country
	Transport	Yes, both multi-employer and single bargaining	Whole country
	SEKO	Yes, both multi-employer and single bargaining	Whole country
	SFB	No	Whole country
	ST	Yes, both multi-employer and single bargaining	Whole country
<b>SK</b>	OZŽ	Yes, single-employer bargaining only	Only the Basque Country region
<b>UK</b>	ASLEF	Yes, single-employer bargaining only	Whole country
	CWU	No	Whole country
	GMB	Yes, single-employer bargaining only	Whole country
	RMT	Yes, single-employer bargaining only	Whole country
	TSSA	Yes, single-employer bargaining only	Whole country
	USDAW	Yes, single-employer bargaining only	Whole country
	Unite	Yes, single-employer bargaining only	Whole country
	URTU	Yes, single-employer bargaining only	Whole country

At least one sectoral affiliation to ETF is found in all Member States except for Portugal and Slovenia. The unions affiliated to ETF in these two countries included in the membership list

provided to Eurofound are not sector-related: that is, they do not have members in the road transport and logistics sector. (FESMAR, Oficiaismar and SOEMMM from Portugal and the Trade Union of Railway Workers of Slovenia, the Crane Operators of the Port of Koper and SUS from Slovenia are ETF members but are not sector-related.)

ETF has 74 direct affiliations in Member States of which 66 participate in sectoral collective bargaining. Therefore, 59% of the unions listed in Tables A2.2 are directly affiliated to ETF.

All the unions affiliated to ETF cover the sector in all the regions of their countries except for CNE-GNC and LBC-NVK in Belgium and FGAMT-CIG and ELA-Zerbitzuak in Spain, which are active only in some regions.

### *IRU*

Table 7 lists the employers' organisations and companies in the sector that are members of IRU.

**Table 7: Road transport and logistics employers' organisations and companies affiliated to IRU, 2013**

	<b>Employers' organisation/ company</b>	<b>Collective bargaining</b>	<b>Geographical coverage</b>
<b>AT</b>	FVBGPKW	Yes, multi-employer bargaining only	Whole country
	AISÖ	No	Whole country
<b>BE</b>	GTL	Yes, multi-employer bargaining only	Whole country
	FBAA	Yes, multi-employer bargaining only	Whole country
	Febetra	Yes, multi-employer bargaining only	Whole country
<b>BG</b>	AEBTRI	na	Whole country
<b>CY</b>	TDA	na	Na
<b>CZ</b>	CESMAD Bohemia	No	Whole country
<b>DE</b>	DSLVL	No	Whole country
	BWVL	No	Whole country
	AIST	No	Whole country
	BZP	No	Whole country
	BDO	No	Whole country
	BGL	No	Whole country
<b>DK</b>	DTL Arbejdsgiver	Yes, multi-employer bargaining only	Whole country
	AKT	Yes, multi-employer bargaining only	Whole country
<b>EE</b>	ERAA	No	Whole country
<b>EL</b>	OFAE	No	Whole country
<b>ES</b>	ASTIC	Yes, multi-employer bargaining only	Whole country
<b>FI</b>	SKAL	No	Whole country
	LAL	No	Whole country
	STL	Yes, multi-employer bargaining only	Whole country
<b>FR</b>	FNTR	Yes, multi-employer bargaining only	Whole country
	FNTV	Yes, multi-employer bargaining only	Whole country

	UNIT	Yes, multi-employer bargaining only	Mainland France and European islands
	AFTRI	No	Whole country
<b>HR</b>	Transportkomerc (HCP)	No	Whole country
<b>HU</b>	MKFE	Yes, both multi-employer and single bargaining	Whole country
<b>IE</b>	IRHA	No	Whole country
<b>IT</b>	Uicciaa	No	Whole country
	ANAV	Yes, multi-employer bargaining only	Whole country
	Confetra	Yes, both multi-employer and single bargaining	Whole country
<b>LT</b>	LINAVA	No	Whole country
<b>LU</b>	CLC	No	Whole country
	FLEAA	Yes, multi-employer bargaining only	Whole country
<b>LV</b>	Latvijas auto	No	Whole country
<b>NL</b>	EVO	No	Whole country
	TLN	Yes, multi-employer bargaining only	Whole country
	KNV	Yes, multi-employer bargaining only	Whole country
<b>PL</b>	ZMPD	No	Whole country
<b>PT</b>	ANTROP	Yes, multi-employer bargaining only	Whole country
<b>RO</b>	UNTRR	Yes, both multi-employer and single bargaining	Whole country
<b>SE</b>	BR	No	Whole country
	STF	No	Whole country
	Sveriges Åkeriföretag	No	Whole country
<b>SI</b>	GIZ Intertransport	No	Whole country
<b>SK</b>	CESMAD Slovakia	Yes, single-employer bargaining only	Whole country
<b>UK</b>	CPT	No	Whole country
	RHA	No	Whole country
	FTA	No	Whole country

*Note: na = not available*

In all countries, except Malta, there is at least one sectoral affiliation to IRU. It has 50 direct affiliations from Member States, all of which are employers' organisations. Therefore, 33% of the employer organisations listed in Tables A2.5 to A2.9, and 29% of all the organisations included in the study (including also companies) are directly affiliated to IRU.

Of these, 20 (42%) are involved in sectoral collective bargaining; information was not available for AEBRI in Belgium and TDA in Cyprus.

All the employer organisations affiliated to IRU cover the sector in all the regions of their countries except for UNIT in France.

## CER

Table 8 lists the employers' organisations and companies that are members of CER.

**Table 8: Road transport and logistics employers' organisations and companies affiliated to CER, 2013**

	<b>Employers' organisation/ company</b>	<b>Collective bargaining</b>	<b>Geographical coverage</b>
<b>AT</b>	FVSB	Yes, both multi-employer and single bargaining	Whole country
<b>BG</b>	BDZ Cargo (company)	Yes, single-employer bargaining	Only some regions*
	BDZ Passenger Transport (company)	Yes, single-employer bargaining	Only some regions*
<b>CZ</b>	CD (company)	Yes, multi-employer bargaining only	Only some regions*
<b>DE</b>	VDV	No	Whole country
<b>EL</b>	OSE (company)	Yes, single-employer bargaining	Whole country
	Trainose (company)	Yes, single-employer bargaining	Whole country
<b>FR</b>	UTP	Yes, multi-employer bargaining only	Whole country
<b>IE</b>	IE (company)	Yes, single-employer bargaining	Only Dublin
<b>LU</b>	CFL (company)	No	Whole country
<b>SE</b>	Tågoperatörerna	No	Whole country
<b>SK</b>	ŽSR (company)	Yes, single-employer bargaining	Only High Tatras region
	ZSSK (company)	Yes, single-employer bargaining	Only High Tatras region
<b>UK</b>	ATOC	No	Whole country

*Note: \* Not specified in national report.*

CER has 14 sectoral affiliations in 11 countries; in the case of Italy, CER affiliations are not sector-related (according to the national contribution). Of these, nine are companies and five are employer organisations. Therefore, 8% of all the organisations listed in Tables A2.5 to A2.9 are directly affiliated to CER.

Two of the affiliated employers' organisations are involved in sectoral collective bargaining. All the affiliated companies have concluded single-employer agreements apart from CFL in Luxembourg.

Eight affiliations cover the sector in all regions of their countries, while the remaining organisations are only active in some regions.

## CEEP

Table 9 lists the employers' organisations and companies that are members of CEEP.

**Table 9: Road transport and logistics employers' organisations and companies affiliated to CEEP, 2013**

	<b>Employers' organisation/ company</b>	<b>Collective bargaining</b>	<b>Geographical coverage</b>
<b>AT</b>	VÖWG	No	Whole country
	FVSB	Yes, both multi-employer and single bargaining	Whole country
<b>BE</b>	De lijn (company)	Yes, single employer bargaining	Only in Flanders
<b>BG</b>	BICA	Yes, single-employer bargaining	na
<b>DE</b>	bvöd	No	Whole country
	VDV	No	Whole country
<b>ES</b>	CRT Madrid (company)	Yes	No, only in the Autonomous Community of Madrid
<b>FR</b>	EPL	No	Whole country
<b>HU</b>	Stratosz	No	Whole country
<b>IT</b>	ASSTRA	Yes, both multi-employer and single bargaining	Whole country
<b>PL</b>	Pracodawcy RP	No	Whole country
<b>PT</b>	CARRIS (company)	Yes, single-employer bargaining	Only in Lisbon
<b>SE</b>	KFS	Yes, multi-employer bargaining only	Whole country
	SKL	Yes, multi-employer bargaining only	Whole country
<b>UK</b>	TfL (company)	Yes, single-employer bargaining	Whole country

*Note: na = not available*

CEEP has 15 sectoral affiliations in 12 countries. Of these, four are companies and 11 are employer organisations. Therefore, 9% of all the organisations listed in Tables A2.4 to A2.9 are directly affiliated to CEEP.

All the four companies have concluded single-employer agreements.

Five of the employers' organisations are involved in sectoral collective bargaining.

All the affiliations cover the sector in all regions of their countries except CARRIS in Portugal, which is only in active Lisbon, and De lijn in Belgium, which is active only in Flanders.

### *UITP*

Table 10 lists the employers' organisations and public transport companies that are members of UITP.

**Table 10: Road transport and logistics employers' organisations and companies affiliated to UITP, 2013**

	<b>Employers' organisation</b>	<b>Collective bargaining</b>	<b>Geographical coverage</b>
<b>AT</b>	FVSB	Yes, both multi-employer and single bargaining	Whole country



<b>BE</b>	UBTCUR/ BVGSS	Yes, multi-employer bargaining only	Whole country
<b>BG</b>	SOFIA BUS Transport (company)	Yes, single-employer bargaining	Only Sofia region
	SOFIA Electrotransport (company)	Yes, single-employer bargaining	Only Sofia region
<b>CZ</b>	ČD (company)	Yes, multi-employer bargaining only	Only some regions (not specified in national report)
<b>DE</b>	VDV	No	Whole country
<b>DK</b>	FYNBUS (company)	No	Only in southern Denmark and Fuen
<b>EL</b>	Road transport S.A. (company)	Yes, single-employer bargaining	Only Prefecture of Attica
	Urban rail transport S.A. (company)	Yes, single-employer bargaining	Only Prefecture of Attica
<b>ES</b>	TB, S.A. (company)	Yes, single-employer bargaining	Only Barcelona and surrounding towns
	EMT (company)	Yes, single-employer bargaining	Only Madrid
<b>FI</b>	ALT	Yes, multi-employer bargaining only	Whole country
<b>FR</b>	UTP	Yes, multi-employer bargaining only	Whole country
<b>IE</b>	Bus Éireann (company)	Yes, single-employer bargaining	Only Dublin
	Dublin Bus (company)	Yes, single-employer bargaining	Only Dublin
<b>IT</b>	ASSTRA	Yes, both multi-employer and single bargaining	Whole country
<b>LU</b>	FLEAA	Yes, multi-employer bargaining only	Whole country
<b>NL</b>	KNV	Yes, multi-employer bargaining only	Whole country
<b>PT</b>	ANTROP	Yes, multi-employer bargaining only	Whole country
<b>RO</b>	URTP	Yes, both multi-employer and single bargaining	Whole country
<b>SE</b>	Svensk Kollektivtrafik	No	Whole country
<b>UK</b>	CPT	No	Whole country

UITP has 22 sectoral affiliations in 18 countries; the organisations in Hungary, Lithuania and Poland listed by UITP are not sector-related. Therefore, 12% of all the organisations listed in Tables A2.4 to A2.9 are directly affiliated to UITP.

Of the 22 affiliations, 10 are public transport companies and 12 are employers' organisations.

Nine companies have concluded single-employer agreements.

Nine of the employers' organisations are involved in collective bargaining.

A total of 12 of the affiliations cover the sector in all the regions of their countries, while 10 are only active in some regions.

### Capacity to negotiate

The European Commission's second criterion for EU-level social partners to be consulted under Article 154 of TFEU is that they:

- shall consist of organisations, which are themselves an integral and recognised part of Member State social partner structures;
- have the capacity to negotiate agreements;
- be representative of several Member States.

The European sectoral social partners should thus be able to prove their capacity to negotiate on behalf of their members and to enter into ‘contractual relations, including agreements’ (Article 155 TFEU), that is, the capacity to commit themselves and their national affiliates. This criterion refers to the negotiation of agreements as provided for in Article 155 TFEU; negotiating other types of joint texts such as joint opinions, frameworks of action and guidelines is not considered to be sufficient in this context.

This capacity to negotiate entails the existence of a mandating procedure of the member associations to the EU-level organisation. The mandate/mandating procedure can be either ‘statutory’ (that is, laid down in the statutes (constitution) of the organisation or annexed to them) or ‘non-statutory’ (that is, laid down in secondary (formal) documents, such as rules of procedures, memoranda of understanding or decisions by the governing bodies of the organisation). If no such formal mandating procedure can be identified, the condition concerned is not fulfilled

Where a mandate exists, it can be further described or qualified in terms of the conditions and procedure for the European social partner organisation to be given the authorisation to enter into a specific negotiation, as well as for the ratification of a possible agreement. In this respect, specific attention is paid to the type of applicable decision procedures (unanimity, different types of majority voting). The frequency of making use of this mandating procedure and/or the number of concluded agreements are expressions of the real capacity to negotiate of social partner organisations.

As part of this representativeness study, European social partners were asked to prove through their statutes and by reference to past agreements whether or not they had the capacity to negotiate on behalf of their members agreements as provided for in Article 155 TFEU. Table 11 describes the type of mandate held by the European social partners in the road transport and logistics sector.

**Table 11: Type of mandate of the European social partners in the road transport and logistics sector**

<b>Trade union</b>	
<b>ETF</b>	ETF has a general mandate to negotiate as part of its constitution.*
Information on mandating/ratification procedure	The Executive Committee, which is the governing body of the ETF between congresses, decides the guidelines governing the procedure for negotiations and agreements between social partners in the EU. These guidelines are subject to ratification by the affiliated organisations from EU countries represented at Congress.  The ETF Section concerned (that is, the ETF institution each affiliated union has the right to participate in, to the extent that it represents workers from the sector concerned) adopts a negotiation mandate and strategy. The Section president, who is a member of the Executive Committee, keeps the Executive Committee informed about the progress of the negotiations and the final results. In practice, it is the Section concerned that ratifies possible agreements.
Mandate applied in the past	ETF has used the mandate to conclude an agreement on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector. This agreement was transformed into Council Directive 2005/47/EC.
<b>Employer organisations</b>	

<b>IRU</b>	Article 2 of its statutes states that IRU ‘will build increasingly productive relations with European trade unions via the European sector social dialogue, after full discussion and adoption of a common position by the IRU member associations’.
Information on mandating/ratification procedure	<p>IRU has one common mandating procedure for all kinds of initiatives. Regarding the voting procedure, Article 18 of the IRU constitution* stipulates: ‘in the IRU Transport Councils, each active member has, at its disposal, the number of votes attributed to it according to Article 15, whatever the number delegates present. Decision by the IRU Transport Councils shall be taken by a show of hands and by a majority of active members present, irrespective of the number of votes attributed to them. However, at the prior request of at least five active members, voting on the decisions submitted to the Transport Council shall take place by secret ballot. In the event of a secret ballot, the decision shall be taken by a majority of votes of the active members taking part in the vote. In the framework of the functions defined in Article 16 a) and b), voting by correspondence is permitted in respect of written proposals transmitted to it by their respective President or the IRU Secretary General. For the functions in Article 16 c), neither voting by correspondence, nor voting by proxy is permitted. Any decision taken by the IRU Transport Councils shall be immediately transmitted to the IRU Presidential Executive’.</p> <p>Regarding sectoral social dialogue, IRU positions are negotiated and agreed internally in the IRU Committee on Social Affairs (CAS), the statutory committee for social issues at both global and EU level. Should the EU social partners decide to enter into official negotiations to conclude an agreement as per Article 155 TFEU, a mandate for these negotiations would be submitted to CAS and voted on by the members following the procedure outlined above. The annual CAS work programme refers to this procedure and general cooperation with the trade unions:</p> <p>‘(a) Develop, at global level, a pro-active and structured social dialogue, seeking common areas of understanding with trade union organisations. This should be initiated after adoption of a common position by the IRU Member Associations.</p> <p>(b) In particular, at EU level:</p> <ul style="list-style-type: none"> <li>• monitor the evolution of the EU social and employment area and the intention of the EU Commission in these areas and coordinate the political action of the IRU in relation to the EU in relation to the EU institutions;</li> <li>• build increasingly productive relations with European trade unions via the European sectoral social dialogue, after full discussion and adoption of a common position by the IRU Member Associations’.</li> </ul>
Mandate applied in the past	IRU has not signed to date an agreement as per Article 155 TFEU.
<b>UITP</b>	Article 1 of its statutes* says that ‘in order to reach its objectives, it promotes the interests of its Members and may represent them vis-à-vis other organisations, including vis-à-vis the international trade union organisations subject to a specific mandate in such a last case by the competent body of the association’.

Information on mandating/ ratification procedure	<p>UITP has one common mandating and ratification procedure for all kinds of initiatives.</p> <p>The procedures to mandate on a common action between the European Committee of UITP and European trade unions represented by ETF (and specifically the Committee of Urban Transport of ETF) as well as to ratify a common text must be agreed unanimously between the members of the European committee of UITP.</p> <p>The internal regulation of the European Committee of UITP, article 6 regarding the decision procedure says (in French):</p> <p>‘As a general rule, the decision of the Committee is taken following oral voting, but can also be adopted via written correspondence regarding a motion on the basis of former exchange of documents. Each Member State of the European Union disposes of one vote ... Each member presents the opinion of its country after previous consultation. The committee aims as much as possible to reach unanimity between the member states on questions regarding the European Union ...’.</p>
Mandate applied in the past	UITP has not to date signed an agreement as per Article 155 TFEU.
<b>CEEP**</b>	CEEP has a general and statutory mandate to negotiate with European social partners.*
Information on mandating/ ratification procedure	The mandate for European social dialogue is approved by the General Assembly, which is the competent decision-making body. It can decide on these matters with a qualified two-thirds majority if at least half of its sections are present. The CEEP’s Social Affairs Board then takes part in the negotiations. The outcome of the European social dialogue must be approved by the General Assembly with the same procedure and voting requirements.
Mandate applied in the past	Example: a framework agreement on parental leave was concluded with the Union of Industrial and Employers’ Confederations of Europe (now BusinessEurope) and the European Trade Union Confederation (ETUC) on 14 December 1995. This agreement was later transformed into the Parental Leave Directive (96/34/EC).
<b>CER</b>	The general voting procedure in CER’s constitution* can be used for both the mandating and the ratification of agreements. According to CER, the scope of the objectives/purpose and activities described in its statutes is broad enough to allow it to conclude agreements as per Article 155 TFEU.
Information on mandating/ ratification procedure	<p>Article 10 of CER’s statutes provides that ‘the General Assembly shall have full powers in fulfilling the Association’s purpose. It shall consist of full and associate members, represented by persons with the status of Chairman or Director General or equivalent, or by other executives with adequate ranking, such as board member or head of international relations, explicitly designated by them to this end’.</p> <p>Article 12 of the legal statutes states that ‘number of votes of full and associate members at the General Assembly shall correspond in each case to the percentage that an individual fee represents of the total fees for the current financial period at the date of the General Assembly meeting. The right to vote is linked to the payment of the annual service fee. Members that have not settled the invoiced membership fee will lose their right to vote until their debt towards the Association is settled’.</p> <p>Article 14 of the legal statutes provides that ‘decisions of the General Assembly shall be adopted based on a two-thirds majority of votes cast, without taking abstentions into account’.</p>

Mandate applied in the past	<p>The mandate was used to conclude:</p> <ul style="list-style-type: none"> <li>• the <a href="#">agreement on working conditions of mobile workers in interoperable cross-border services</a> in the railway sector. This agreement was transformed into the Council Directive 2005/47/EC of 18th July 2005 as well as</li> <li>• the <a href="#">Agreement on driving licence</a> concluded by ETF and CER.</li> </ul>
-----------------------------	--

Notes: \* The full text of the constitution was provided to Eurofound.

\*\* CEEP's capacity to negotiate was also assessed in the Eurofound report on cross-sectoral social dialogue, [Representativeness of the social partners in the European cross-industry social dialogue](#).

Source: Author's assessment of information supplied to Eurofound

### Other European organisations

As final proof of the weight of ETF, IRU, CER, CEEP and UITP, it is useful to look at the other European organisations to which the sector-related trade unions and employer organisations are affiliated.

The affiliations of the trade unions are listed in Table A2.3. Five European organisations other than ETF cover at least three countries:

- European Federation of Public Services Union (EPSU);
- European Federation of Building and Woodworkers (EFBWW);
- European Federation of Food, Agriculture and Tourism Trade Unions (EFFAT);
- Union Network International – Europe (UNI Europa);
- IndustriAll European Trade Union (IndustriAll).

The presence of these organisations in the list reflects the overlapping domains of many trade unions, since they do not claim to attract unions belonging to the road transport and logistics sector. The exception is EPSU because it can claim to attract employees working in public-ownership companies, which in some countries are important in the urban and suburban passenger land transport subsector. According to the bottom-up approach, which may underestimate the number of sectoral organisations affiliated to EPSU, this union has sector-related affiliations in eight countries. However, this overview of affiliates underlines the principal status of ETF as the sector's labour representative.

A similar review of the membership of the national employer organisations and business associations can be derived from Table A2.8. Some of them have different European associations other than IRU, CER, CEEP and UITP. Thus two European associations cover at least three countries:

- European Road Haulers Association (UETR);
- European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT).

Both organisations are sector-related and, according to information on their websites retrieved in July 2014, have affiliations in 10 countries (UETR) and 15 countries (CLECAT).

Further information provided by Eurofound's Network of European Correspondents shows that UETR has a high proportion of members (nine out of 11 in eight countries) that meet the criteria to be included in this study (that is, they are sector-related and involved in collective bargaining). CLECAT has only six members (out of 16 in 15 countries) that meet these criteria.

On both sides of industry, other organisations have been identified that could be potentially deemed representative for subsections of the sector: EPSU on the workers' side, and UETR and CLECAT on the employers' side. None of these are on the European Commission's list of interest organisations to be consulted on behalf of the sector under Article 154 TFEU. Neither do they participate in the sector-related European social dialogue nor have they requested to be consulted under Article 154 TFEU. For this reason, their capacity to negotiate was not explored.

## Conclusions

A pluralist associational system prevails on both the employees' side and the employers' side of the road transport and logistics sector.

All Member States record at least one sector-related trade union. The study identified 126 sector-related trade unions that fulfil the criteria for inclusion. In three countries only one sector-related union is recorded, in five countries two are recorded and in another five countries three are recorded; 15 countries record four or more sector-related unions, thus showing a fragmented landscape.

On the employers' side, the study identified 153 sector-related employer organisations. Six countries record only one employers' organisation; five countries record two organisations; two countries record three organisations and 15 countries record four or more. However, 23 sector-related companies are identified in 10 countries. All these companies are members of a European-level sectoral employers' organisation. According to the selection criteria for this study, all companies affiliated to a European-level employers' association are included irrespective of whether or not they are involved in collective bargaining – but only in those cases where there is no employers' organisation affiliated to a 'sector-related' European association in the countries under consideration.

There are differences between the trade unions and employer organisations with regard to the domain demarcation. Sectional overlap is the dominant sector-related domain pattern of the trade unions in the road transport and logistics sector, occurring in 58% of cases. The domain patterns of the employer organisations tends to be narrower. Here sectionalism is the dominant domain pattern, accounting for 60% of all cases.

Sixteen of the companies have a sectionalism domain and six have a sectional overlap domain. Information was not available for one company. The 16 companies with a sectionalism domain are active only in the urban and suburban passenger land transport subsector. The six companies with a sectional overlap domain cover other passenger transport activities as well as the urban and suburban passenger land transport subsector. Most of the companies are public-ownership companies.

Figures on sectoral density are only available for 30% of the unions covered by the study. Most of the trade unions record low and very low sectoral densities (less than 10%). This is generally explained by the fragmented union landscape, where the union domains overlap with each other. In a few countries where there are several trade unions whose domains overlap (for example, Belgium, Cyprus, Finland), there are unions recording relatively high sectoral densities together with unions recording low sectoral densities. In Denmark, where there is only one sectoral union, this trade union records a sectoral density close to 55%. Of the unions included in the study, 64% reported having members in the largest companies.

Figures on the sectoral density of the employers' organisations are available for more organisations in terms of companies and in terms of employees. Generally, sectoral densities are low, with only four employers' organisations showing a sectoral domain density in terms of companies that exceeds 50%. This may be explained by the fragmented landscape that prevails in most of the countries. When information is available for both kind of densities (38 cases), the sectoral domain densities of companies tend to be lower than the densities in terms of employees. This happens in 33 out of the 38 cases and could indicate a slightly higher propensity of the larger companies to associate compared with their smaller counterparts. In this sense, it is worth noting that 82 organisations report having members in the largest road transport and logistics companies, while there is no available information on this aspect for 42 organisations (Table A2.6). The concept of sectoral density does not apply to the companies and is therefore not provided.

In terms of the sector's collective bargaining coverage, the situation widely differs between countries:

- nine of the 24 countries with available data record high rates of collective bargaining coverage, exceeding 80%;

- four of the 24 countries with available data record medium coverage rates that range between 50% and 70%;
- the remaining countries with available information record a rate of collective bargaining coverage that ranges between 5% and 40%.

A number of factors explain the highest coverage rates, such as the predominance of multi-employer bargaining and the existence of pervasive extension practices; these sometimes interact with each other. Similarly, the predominance of single-employer bargaining and a lack of extension practices explain lowest coverage rates.

As far as the participation in public policy is concerned, the authorities consult 94 of the 122 (77%) sector-related unions with available data. On the employers' side, 103 of the 112 employers' organisations for which related data are available are consulted (or 92%). However, the study reveals that genuine sector-specific bodies have been established in 17 of the 28 Member States.

According to the [Article 1 of Commission Communication COM\(1998\) 322 final](#), organisations that are eligible to be consulted shall:

*(a) ... relate to specific sectors or categories and be organised at European level;*

*(b) ... consist of organisations which are themselves an integral and recognised part of Member States' social partner structures and have the capacity to negotiate agreements, and which are representative of several Member States;*

*(c) ... have adequate structures to ensure their effective participation in the work of the Committees.*

Two of the European social partners, ETF and IRU, clearly fulfil these criteria. ETF has 74 direct affiliations (59% of the unions identified in the study) in 26 Member States, of which 66 participate in sectoral collective bargaining. IRU has 50 direct affiliations in 27 Member States (33% of the all the employers' organisations included in the study and 29% when also taking companies into consideration) of which 20 of the affiliated employer organisations (42%) are involved in sectoral collective bargaining.

UITP also fulfils the criteria. It has 22 sector-related affiliations in 18 Member States (10 companies and 12 employer organisations). Nine companies and nine employer organisation are involved in sector-related collective bargaining.

CER and CEEP may also fulfil those criteria, but they are less representative within the sector, since they have affiliations in less than half of Member States. CER has 14 sectoral affiliations in 11 countries; eight companies and two of the affiliated employer organisations are involved in sector-related collective bargaining. CEEP has 15 sectoral affiliations in 12 countries; four companies and five employer organisations are involved in sector-related collective bargaining. However, ETF, IRU, UITP, CER and CEEP have all been given a general mandate to negotiate on behalf of their members.

No further European-level actors with a comparable coverage could be found on either side of the industry. On the employees' side, EPSU is important in some countries in the urban and suburban passenger land transport subsector. However, a bottom-up approach showed sectoral-related affiliations in eight Member States.

On the employers' side, there are two sectoral European associations that cover at least three countries: UETR and CLECAT. With has eight members in six countries, UETR fulfils the criteria for inclusion in this study and CLECAT (affiliations in six countries) also fulfils the criteria for inclusion.

Top-down and bottom-up approach analyses of the road transport and logistics sector in Member States show that ETF and IRU should be regarded as the most important EU-wide

representatives in the sector of the employees' and employers' sides, respectively. For the subsector of urban public transport, UITP, CER and CEEP should also be considered important EU-wide employers' representatives.

Pablo Sanz de Miguel, NOTUS

## **Annex 1: Methodological approach**

The study first identifies the relevant national social-partner organisations in the road transport and logistics sector, and then analyses the structure of the sector's relevant European organisations, in particular their membership composition.

This involves a clarification of the unit of analysis at both the national and European level of interest representation. The study includes only organisations whose membership domain is 'sector-related'.

### **Conceptual framework**

The study follows the conceptual and methodological approach of the series of representativeness studies.

A European association is considered a relevant sector-related interest association if:

- it is on the Commission's list of interest organisations to be consulted on behalf of the sector under Article 154 TFEU;
- and/or it participates in the sector-related European Social Dialogue;
- and/or it has requested to be consulted under Article 154 TFEU.

National associations are considered a relevant sector-related interest association if they meet both criteria A and B:

A. The association's domain relates to the sector.

B. The association is:

1. either regularly involved in sector-related collective bargaining,
2. and/or affiliated to a 'sector-related' European association of business or labour on the Commission's list of European social partner organisations consulted under Article 154 of the TFEU and/or that participates in the sector-related European social dialogue.

### **Demarcation of the sector**

For the purpose of this study, the road transport and logistics sector is defined in terms of the Statistical Classification of Economic Activities in the European Community (NACE) to ensure the cross-national comparability of the findings. More specifically, the road transport and logistics is defined as embracing the following sectors of NACE (Rev. 2):

- 49.31 Urban and suburban passenger land transport;
- 49.32 Taxi operation;
- 49.39 Other passenger land transport , not elsewhere classified;
- 49.41 Freight transport by road;
- 49.42 Removal services;
- 52.10 Warehousing and storage;
- 52.29 Other transportation support activities;
- 53.2 Other postal and courier activities.

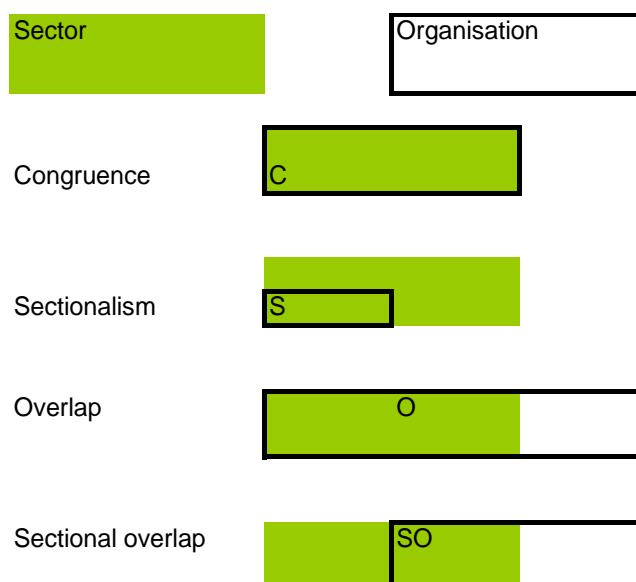
The domains of the trade unions and employer organisations and the scope of the relevant collective agreements are likely to vary from this precise NACE definition. The study therefore includes all trade unions, employer organisations and multi-employer collective agreements that are 'sector-related' in terms of any of the following four patterns:

- congruence: the domain/purview is identical to the NACE classification;



- sectionalism: the domain/purview only covers a certain part of the sector as demarcated by NACE classification, while no group outside the sector is covered;
- overlap: the domain/purview covers the entire sector plus (parts of) one or more other sectors;
- sectional overlap: the domain/purview covers part of the sector plus (parts of) one or more other sector

*Figure A1: Sector-relatedness of social partner organisations: Domain patterns*



As regards criterion A, the domains of the associations are likely to vary from the precise NACE demarcation of the road transport and logistics sector. To ascertain whether the domain of an association relates to the sector, the following questions must be answered by the Network of European Correspondents' national correspondent based on interviews conducted with the respective national organisations.

**Table A1.1: Determining the road transport and logistics 'sector-relatedness' of an organisation**

Scope	Question: Does the association's domain...	Possible answers	Notes and explanations
<b>Domain of the organisation within the sector</b>	...cover the 'whole' road transport and logistics sector in terms of economic activities (including all sub-activities)	Yes/No	This question refers to the economic sub-activities of the NACE code chosen. Some organisations may limit their domain to some of the sub-activities.
	... cover employees in all (legal) forms of enterprises (for instance: public ownership, private ownership, multinationals, domestic companies)? (Of course, only insofar as they exist in the sector.)	Yes/No	Some organisations may limit, for instance, their domain to public-sector companies/employees only.

	... cover employees in enterprises of all sizes in the road transport and logistics sector?	Yes/No	Some organisations (notably employer organisations) may limit their domain to enterprises by size class (such as SMEs only).
	... cover the road transport and logistics sector in all the regions?	Yes/No	This question refers to geographical coverage. Some organisations may not be national in scope and limit their domain to some of the regions.
	...cover all occupations in the road transport and logistics sector?	Yes/No	Some organisations (notably trade unions) delimit their domain to certain occupations only.
	...cover blue-collar and white-collar employees in the road transport and logistics sector?	Yes/No	Some organisations (notably trade unions) delimit their domain to either blue-collar or white-collar employees
	... cover employees with other than standard employment contracts in the road transport and logistics sector? (Self-employed, temporary agency workers, fixed-term contracts...)	Yes/No	Some organisations (notably trade unions) cannot potentially cover certain types of workers, such as self-employed, free-lancers, temporary agency workers.
<b>Domain of the organisation outside the sector</b>	...also cover employees or enterprises outside the road transport and logistics sector?	Yes/No	Some organisations may enlarge their domain to other activities not included in the road transport and logistics sector.

*Source: Standardised questionnaire sent to Eurofound's Network of European Correspondents*

As regards criterion B.2, it must be said that taking affiliation to a European social-partner organisation as sufficient to determine a national association as a social partner does not necessarily imply that the association is involved in industrial relations in its own country. Although this selection criterion may seem odd at first glance, a national association that is a member of a European social partner organisation will become involved in industrial relations matters through its membership of the European organisation. Furthermore, it is important to assess whether the national affiliates to the European social partner organisations are engaged in industrial relations in their respective country. Affiliation to a European social-partner organisation and/or involvement in national collective bargaining are of utmost importance to the European social dialogue, since they are the two constituent mechanisms that can systematically connect the national and European levels.

### **Collective bargaining**

The second indicator considers whether statutory extension schemes have been applied to the sector. For reasons of brevity, this analysis is confined to extension schemes that widen the scope of a collective agreement to employers not affiliated to the signatory employers' organisation. Extension regulations targeting the employees are therefore not included in the research. Regulations concerning the employees are not significant to this analysis for two reasons.

- Extending a collective agreement to employees who are not unionised in a company covered by the collective agreement is a standard rule of the International Labour Organization, aside from any national legislation.

- If employers did not extend a collective agreement concluded by them, even when not formally obliged to do so, they would set an incentive for their workforce to unionise.

### **Collection of data**

The collection of quantitative data is essential for investigating the representativeness of the social partner organisations. It is done two-fold through a bottom-up (NEC) and a top-down approach (through lists of members of European social partners at national level). Unless cited otherwise, this study draws on country studies provided by Eurofound's NEC, based on a standard questionnaire, which correspondents complete by contacting the sector-related social partner organisations in their countries. The contact is generally made by telephone, but might also be established by email. In case of non-availability of any representative, the national correspondents are asked to fill out the relevant questionnaires based on secondary sources, such as information given on the social partner's website, or derived from previous research studies.

It is often difficult to find precise quantitative data. In such cases, the national centres are requested to provide rough estimates rather than leaving a question blank, given the practical and political relevance of this study. However, if there is any doubt over the reliability of an estimate, this will be noted.

In principle, quantitative data may stem from three sources:

- official statistics and representative survey studies;
- administrative data, such as membership figures provided by the respective organisations, which are then used for calculating the density rate on the basis of available statistical figures on the potential membership of the organisation;
- personal estimates made by representatives of the respective organisations.

### **Quality control**

To ensure the quality of the information gathered, several verification procedures and feedback loops are already foreseen in the series of representativeness studies.

- First, the coordinators, in collaboration with Eurofound, will check the consistency of the national contributions.
- Second, Eurofound sends the national contributions to the national members of its Governing Board and to the European-level sector-related social partners' organisations. The peak-level organisations then ask their affiliates to verify the information. Feedback received from the sector-related organisations is then taken into account, if it is in line with the methodology of the study.
- Third, the complete study is finally evaluated by the European-level sectoral social partners and Eurofound's Advisory Committee on Industrial Relations, which consists of representatives from both sides of industry, governments and the European Commission.

## Annex 2: Individual organisations

### Trade unions

**Table A2.1: Domain coverage and membership of trade unions organisations in the road transport and logistics sector, 2013**

	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
<b>AT</b>	vida*	Sectional overlap	Voluntary	144,000	58,000	Yes
	GdG-KMSfB*	Sectional overlap	Voluntary	140,000	9,000	Yes
	GPF*	Sectional overlap	Voluntary	25,000	5,500	Yes
	GPA-djp*	Sectional overlap	Voluntary	172,000	na	Yes
<b>BE</b>	CSC Services publics/ ACV Openbare diensten*	Sectional overlap	Voluntary	1,600,000	10,000	Yes
	SETCA-BBTK*	Sectional overlap	Voluntary	10,000	8,500	Yes
	CNE-GNC*	Sectional overlap	Voluntary	163,052	1,671	Yes
	ACOD Spoor/CGSP Cheminots*	Sectionalism	Voluntary	na	18,950	No
	LBC-NVK	Sectional overlap	Voluntary	320,000	10,000	Yes
	ACLVB-CGSLB*	Overlap	Voluntary	130,574	13,720	Yes
	CSC/ ACV Transcom*	Sectional overlap	Voluntary	80,000	39,680	Yes
	ABVV-BTB/ FGFB-UBOT*	Sectional overlap	Voluntary	40,000	25,000	Yes
	SLFP Cheminots/ VSOA Spoor*	Sectional overlap	Mixed	na	na	na
	ACOD Spoor/CGSP TBM*	Sectionalism	Voluntary	na	na	na
<b>BG</b>	FWT*	Na	Voluntary	10,000	10,000	Yes
	FTTUB*	Overlap	Voluntary	35,369	4,746	Yes
	STUNION*	Sectional overlap	Voluntary	1,000	1,000	Yes
<b>CY</b>	OMEPEGE-SEK*	Sectional overlap	Voluntary	18,000	2,500	Yes
	SEGDA MELIN-	Sectional	Voluntary	8,700	509	Yes

	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
	PEO*	overlap				
<b>CZ</b>	OSD*	Sectional overlap	Voluntary	13,000	10,000	Yes
	DOSIA*	Sectional overlap	Voluntary	14,868	12,240	Yes
	OSŽ*	Sectional overlap	Voluntary	52,800	na	Yes
	OSPEA*	Sectionalism	Voluntary	685	685	Yes
<b>DE</b>	Ver.di*	Overlap	Voluntary	2,064,541	na	Yes
	EVG*	Sectional overlap	Voluntary	168,221	na	Yes
	dbb Tarifunion*	Sectional overlap	Voluntary	1,270,000	14,000	Yes
	GöD*	Sectional overlap	Voluntary	58,753	na	No
<b>DK</b>	3F	Sectional overlap	Voluntary	280,019	47,250	Yes
<b>EE</b>	ETTA	Overlap	Voluntary	3,300	2,000	Yes
	ERAÜ	Sectional overlap	Voluntary	2,470	2,450	Yes
<b>EL</b>	OFE	Sectionalism	Voluntary	na	na	Yes
<b>ES</b>	FSC-CCOO*	Overlap	Voluntary	400,000	50,000	Yes
	TCM-UGT*	Overlap	Voluntary	9,000	5,000	Yes
	FGAMT-CIG*	Sectional overlap	Voluntary	9,900	3,267	Yes
	ELA-Zerbitzuak*	Sectional overlap	Voluntary	26142	na	na
<b>FI</b>	AKT*	Sectional overlap	Voluntary	39,000	35,000	Yes
	ERTO*	Sectional overlap	Voluntary	22,600	2,900	Yes
	VML*	Sectional overlap	Voluntary	2,000	na	No
	JHL*	Sectional overlap	Voluntary	180,000	1,300	Yes
<b>FR</b>	CGT Transports*	Sectional overlap	Voluntary	34,500	na	Yes
	CFTC des Transports*	Overlap	Voluntary	na	na	Yes
	FGTE CFDT*	Sectional overlap	Voluntary	48,000	na	Yes
	FO Transports et	Overlap	Voluntary	na	na	Yes

	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
	logistique*					
	UNSA Transports*	Overlap	Voluntary	na	na	Yes
<b>HR</b>	SPV	Congruence	Voluntary	4,000	2,100	Yes
	SHV	Sectional overlap	Voluntary	3,000	1,800	Yes
	NCS	Sectional overlap	Voluntary	na	na	Yes
<b>HU</b>	KSZOSZ*	Overlap	Voluntary	18,000	na	Yes
	KMSZ*	Overlap	Voluntary	na	na	na
	NEGHOSZ*	Sectionalism	Voluntary	4500	4,500	Yes
	AKSZSZ*	Sectionalism	Voluntary	1,400	1,400	Yes
	VTDSzSz*	Sectionalism	Voluntary	2,608	2,608	Yes
	KDSzSz*	Congruence	Voluntary	na	na	na
	KKSz*	Sectionalism	Voluntary	7,600	7,600	Yes
	Liga KSZÁSZ*	Overlap	Voluntary	na	na	na
	TESZ*	Sectional overlap	Voluntary	na	na	Yes
<b>IE</b>	SIPTU*	Sectional overlap	Voluntary	199,881	4,350	Yes
	NBRU*	Sectionalism	Voluntary	3,500	3,500	Yes
	TSSA*	Sectionalism	Voluntary	849	849	Yes
<b>IT</b>	FILT CGIL*	Overlap	Voluntary	15,7000	10,000	Yes
	FIT CISL*	Overlap	Voluntary	1,200,000	21,000	Yes
	UIL Trasporti*	Overlap	Voluntary	107,000	60,000	Yes
	UNICA TAXI FILT CGIL*	Sectionalism	Voluntary	na	na	Yes
	Manageritalia*	Sectional overlap	Voluntary	25,332	995	Yes
	SLC CGIL*	Sectional overlap	Voluntary	100,126	na	na
	SLP CISL*	Sectional overlap	Voluntary	69,003	na	na
	UIL-POST*	Sectional overlap	Voluntary	29,487	na	na
	UGL Trasporti*	Overlap	Voluntary	na	na	na
	UGL-Comunicazioni*	Sectional overlap	Voluntary	na	na	na
	FAISA/ CISAL*	Sectional overlap	Voluntary	na	na	na

	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
	FAST/ CONFSA* ORSA*	Sectional overlap Overlap	na Voluntary	na na	na na	na na
LT	LKADPSF*	Overlap	Voluntary	1,200	1,000	Yes
	LADPS*	Congruence	Voluntary	1,500	1,500	Yes
LU	LCGB Transports*	Overlap	Voluntary	700	250	Yes
	ACAL*	Overlap	Voluntary	3,000	3,000	Yes
	SYPROLUX*	Sectional overlap	Voluntary	1,800	75	No
	FNCTTFEL- Landesverband*	Sectional overlap	Voluntary	na	na	No
LV	LAKRS*	Sectional overlap	Voluntary	7834	na	Yes
	LSAB*	Sectional overlap	Voluntary	3,461	2	No
	LDzSA*	Sectional overlap	Voluntary	na	na	No
MT	GWU	Overlap	Voluntary	na	na	Yes
NL	FNV* Bondgenoten	Overlap	Voluntary	475,000	40,000	Yes
	CNV Vakmensen*	Overlap	Voluntary	140,000	20,000	Yes
PL	KSTD NSZZ 'Solidarność'	Sectionalism	Voluntary	2,012	2,012	No
	NZZK*	Sectionalism	Voluntary	350	350	No
	OZZKiM*	Sectionalism	Voluntary	5,000	5,000	na
	Federacja PKS	Sectionalism	Voluntary	1,000	1,000	Yes
	FZZMiR*	Sectional overlap	Voluntary	na	na	Yes
	SKK NSZZ 'Solidarność'	Sectional overlap	Voluntary	na	na	Yes
PT	FECTRANS	Overlap	Voluntary	25,000	17,500	Yes
	STTAMP*		Voluntary	na	na	na
	ASPTC*	Sectional overlap	Voluntary	na	na	No
	SNM*	na	Voluntary	na	na	na
	SITRA*	Sectionalism	Voluntary	5,000	,000	Yes
	SENSIQ*	Sectional overlap	Voluntary	na	na	No
	SINDEPESCAS*	Sectional overlap	Voluntary	na	na	No

	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
	FETESE*	Overlap	Voluntary	na	na	na
	SIMAMEVIP*	Sectional overlap	Voluntary	na	na	na
<b>RO</b>	ATU Romania*	Sectional overlap	Voluntary	25,000	17,000	Yes
	SIGOL*	Sectional overlap	Voluntary	7,190	223	No
	FFSSCUP*	Sectional overlap	Voluntary	10,740	109	No
	Federația STAR*	Sectionalism	Voluntary	na	na	No
	FNSSR*	Sectionalism	Voluntary	1,800	1,800	Yes
	FNSLTMM*	Overlap	Voluntary	1,050	na	No
<b>SE</b>	Transport*	Sectional overlap	Voluntary	63,000	40,000	Yes
	SEKO*	Sectional overlap	Voluntary	90,000	35,000	Yes
	Unionen*	Sectional overlap	Voluntary	500,000	14,650	Yes
	Kommunal*	Sectional overlap	Voluntary	550,000	15,000	Yes
	ST*	Sectional overlap	Voluntary	65,000	6,500	Yes
	Ledarna*	Sectional overlap	Voluntary	90,000	na	Yes
	SBF*	Sectional overlap	Voluntary	3,000	50	No
<b>SI</b>	SDPZ*	Sectional overlap	Voluntary	na	na	Yes
	SOPS*	Overlap	Voluntary	8,000	na	Yes
<b>SK</b>	IOZ*	Sectional overlap	Voluntary	13,610	1,237	Yes
	OZ KOVO*	Sectional overlap	Voluntary	63,000	5,000	Yes
	OZŽ*	Sectional overlap	Voluntary	12,125	80	No
<b>UK</b>	ASLEF*	Sectional overlap	Voluntary	19,226	na	No
	CWU*	Sectional overlap	Voluntary	198,642	na	No
	Community*	Sectional overlap	Voluntary	32,000	na	No
	GMB*	Overlap	Voluntary	na	na	No



	Trade union	Domain coverage	Type of membership	Active members total	Active members in the sector	Members in the largest companies
	RMT*	Sectional overlap	Voluntary	77,549	15,800	No
	TSSA*	Sectional overlap	Voluntary	22,206	3271	No
	USDAW*	Sectional overlap	Voluntary	na	na	No
	Unite*	Overlap	Voluntary	1,140,000	150,506	Yes
	URTU*	Sectionalism	Voluntary	11,900	11,900	No

Notes: See Table A2.3 for a more detailed description of trade union membership domains in the sector.

\* Domain overlap with other sector-related trade unions

na = not available

**Table A2.2: Density, collective bargaining and consultation of trade unions in the road transport and logistics sector, 2013**

	Trade union	Sectoral density (%)	Collective bargaining	Consultation	
<b>AT</b>	vida	6.3	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	GdG-KMSfB	6.3	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	GPF	3.9	No	Yes	On an ad hoc basis
	GPA-djp	na	Yes, multi-employer bargaining only	na	na
<b>BE</b>	CSC Services publics/ ACV Openbare diensten	6.2	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	SETCA-BBTK	5.3	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	CNE-GNC	1.0	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ACOD Spoor/ CGSP Cheminots	11.7	Yes, single-employer bargaining only	No	On an ad hoc basis
	LBC-NVK	6.2	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ACLVB-CGSLB	8.5	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	CSC/ACV Transcom	24.6	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	ABVV-BTB/ FGFB-UBOT	15.5	Yes, both multi-employer and single bargaining	Yes	On a regular basis

	SLFP Cheminots/ VSOA Spoor	na	No	na	na
	ACOD Spoor/ CGSP TBM	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
<b>BG</b>	FWT	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	FTTUB	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	STUNION	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
<b>CY</b>	OMEPEGE– SEK	40.2	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	SEGDAMELIN- PEO	8.2	Yes, single-employer bargaining only	Yes	On a regular basis
<b>CZ</b>	OSD	5.1	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	DOSIA	6.3	Yes, both multi-employer and single bargaining	No	na
	OSŽ	na	Yes, single-employer bargaining only	Yes	On a regular basis
	OSPEA	0.4	Yes, single-employer bargaining only	No	na
<b>DE</b>	Ver.di	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	EVG	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	Dbb Tarifunion	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	GöD	na	Yes, multi-employer bargaining only	na	na
<b>DK</b>	3F	54.7	Yes, both multi-employer and single bargaining	Yes	On a regular basis
<b>EE</b>	ETTA	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ERAÜ	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
<b>EL</b>	OFE	na	Yes, single-employer bargaining only	na	na
<b>ES</b>	FSC-CCOO	6.5	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	TCM-UGT	0.6	Yes, both multi-employer and single bargaining	Yes	na
	FGAMT-CIG	0.4	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	ELA-Zerbitzuak	na	Yes, multi-employer bargaining only	Yes	na

<b>FI</b>	AKT	39.3	Yes, multi-employer bargaining only	Yes	On a regular basis
	ERTO	3.3	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	VML	na	No	No	na
	JHL	1.5	Yes, both multi-employer and single bargaining	No	na
<b>FR</b>	CGT Transports	na	Yes, single-employer bargaining only	Yes	On a regular basis
	CFTC des Transports	na	Yes, multi-employer bargaining only	na	na
	FGTE CFDT	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	FO Transports et logistique	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	UNSA Transports	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
<b>HR</b>	SPV	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	SHV	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	NCS	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
<b>HU</b>	KSZOSZ	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	KMSZ	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	NEGHOSZ	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	AKSZSZ	na	No	Yes	On an ad hoc basis
	VTDSzSz	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	KDSzSz	na	Yes, both multi-employer and single bargaining	Yes	na
	KKSz	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	Liga KSZÁSZ	na	Yes, both multi-employer and single bargaining	Yes	na
	TESZ	na	Yes, both multi-employer and single bargaining	No	On an ad hoc basis
<b>IE</b>	SIPTU	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	NBRU	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	TSSA	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis

<b>IT</b>	FILT CGIL	16.4	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	FIT CISL	3.4	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	UIL Trasporti	9.8	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	UNICA TAXI FILT CGIL	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Manageritalia	0.2	Yes, multi-employer bargaining only	No	na
	SLC CGIL	na	Yes, both multi-employer and single bargaining	na	na
	SLP CISL	na	Yes, both multi-employer and single bargaining	na	na
	UIL-POST	na	Yes, both multi-employer and single bargaining	na	na
	UGL Trasporti	na	na	na	na
	UGL- Comunicazioni	na	na	na	na
	FAISA/ CISAL	na	na	na	na
	FAST/ CONFSAL	na	na	na	na
	ORSA	na	Na	na	na
<b>LT</b>	LKADPSF	1.1	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	LADPS	1.6	Yes, single-employer bargaining only	Yes	On an ad hoc basis
<b>LU</b>	LCGB Transports	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	ACAL	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	SYPROLUX	na	No	Yes	On an ad hoc basis
	FNCTTFEL- Landesverband	na	No	Yes	On an ad hoc basis
<b>LV</b>	LAKRS	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	LSAB	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	LDzSA	na	No	Yes	On a regular basis
<b>MT</b>	GWU	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
<b>NL</b>	FNV Bondgenoten	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis

	CNV Vakmensen	na	Yes, both multi-employer and single bargaining	na	On an ad hoc basis
<b>PL</b>	KSTD NSZZ 'Solidarność'	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	NZZK	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	OZZKiM	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	Federacja PKS	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	FZZMiR	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	SKK NSZZ 'Solidarność'	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
<b>PT</b>	FECTRANS	14.9	Yes, both multi-employer and single bargaining	na	na
	STTAMP	na	Yes, single-employer bargaining only	na	na
	ASPTC	na	Yes, single-employer bargaining only	na	na
	SNM	na	Yes, both multi-employer and single bargaining	na	na
	SITRA	4.3	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	SENSIQ	na	Yes, single-employer bargaining only	na	na
	SINDEPESCAS	na	Yes, single-employer bargaining only	na	na
	FETESE	na	Yes, both multi-employer and single bargaining	na	na
	SIMAMEVIP	na	Yes, single-employer bargaining only	na	na
<b>RO</b>	ATU Romania	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	SIGOL	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	FFSSCUP	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Federația STAR	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	FNSSR	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	FNSLTMM	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
<b>SE</b>	Transport	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis

	SEKO	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	Unionen	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Kommunal	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ST	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	Ledarna	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	SBF	na	No	Yes	On a regular basis
<b>SI</b>	SDPZ	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	SOPS	na	Yes, multi-employer bargaining only	No	na
<b>SK</b>	IOZ	1.3	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	OZ KOVO	5.1	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	OZŽ	0.1	Yes, single-employer bargaining only	Yes	On a regular basis
<b>UK</b>	ASLEF	na	Yes, single-employer bargaining only	Yes	na
	CWU	na	No	na	na
	Community	na	Yes, single-employer bargaining only	na	na
	GMB	na	Yes, single-employer bargaining only	Yes	na
	RMT	1.7	Yes, single-employer bargaining only	Yes	na
	TSSA	0.4	Yes, single-employer bargaining only	Yes	On a regular basis
	USDAW	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	Unite	16.2	Yes, single-employer bargaining only	Yes	On a regular basis
	URTU	1.3	Yes, single-employer bargaining only	Yes	On a regular basis

**Table A2.3: Affiliations of trade unions organisations in the road transport and logistics sector, 2013**

	Trade union	International, European and national affiliations
--	-------------	---

<b>AT</b>	vida	<p><b>International:</b> International Transport Workers' Federation (ITF), International Trade Union Confederation (ITUC-CSI-IGB), UNI Global, Uniting Food, Farm and Hotel Workers World-Wide (IUF-UITA-IUL), Union Network International</p> <p><b>European:</b> ETF, ETUC, EFFAT, UNI Europa, EPSU</p> <p><b>National:</b> Austrian Trade Union Federation(ÖGB)</p>
	GdG-KMSfB	<p><b>International:</b> Public Services International (PSI), International Federation of Musicians (FIM), ITF, International Federation of Actors (FIA), International Federation of Journalists( IFJ), UNI-Mei (global union for media, entertainment and arts), FIFPro (worldwide representative organisation for all professional football players)</p> <p><b>European:</b> EPSU, European Federation of Public Service Employees (Eurofedop ), ETF, European Federation of Journalists (EFJ), UNI-EuroMei (European trade union federation for services and communication)</p> <p><b>National:</b> ÖGB</p>
	GPF	<p><b>International:</b> UNI Global Union, UNI Europa</p> <p><b>European:</b> ETF</p> <p><b>National:</b> ÖGB</p>
	GPA-djp	<p><b>International:</b> IndustriAll, ITUC-CSI-IGB, Union Network International, World Organisation of Workers (WOW)</p> <p><b>European:</b> IndustriAll European Trade Union, EPSU, EFFAT, EFJ, UNI Europa</p> <p><b>National:</b> ÖGB</p>
<b>BE</b>	CSC Services publics/ ACV Openbare diensten	<p><b>International:</b> ITF</p> <p><b>European:</b> ETF, ETUC, EPSU</p> <p><b>National:</b> Trade union federations of public services and regional mobility organisations.</p>
	SETCA-BBTK	<p><b>International:</b> UNI</p> <p><b>European:</b> ETF</p> <p><b>National:</b> Belgian General Federation of Labour (FGTB/ABVV)</p>
	CNE-GNC	<p><b>International:</b> UNI, IndustriAll, UITA</p> <p><b>European:</b> UNI Europa, IndustriAll, EFFAT, ETF, EPSU</p> <p><b>National:</b> Central Confederation of Christian Trade Unions (CSC/ACV)</p>
	ACOD Spoor/ CGSP Cheminots	<p><b>International:</b> ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> ABVV/FGTB</p>
	LBC-NVK	<p><b>International:</b> UNI Global, IMF, International Union of Food, Agriculture, Hotel, Restaurant, Catering, Tobacco and Allied Workers' Association (IUF), ICEM, ITUC</p> <p><b>European:</b> UNI-Europe, EMF, EFFAT, EMCEF, ETF, Council of European Professional and Managerial Staff (Eurocadres), EPSU, ETUC, ETUI</p> <p><b>National:</b> ACV</p>
	ACLVB-CGSLB	<p><b>International:</b> ITUC</p> <p><b>European:</b> ETUC, ETF</p>

	CSC/ACV Transcom	<b>International:</b> ITF, UNI <b>European:</b> IndustriAll, ETF <b>National:</b> UNI ACV-CSC
	ABVV–BTB/ FGTB-UBOT	<b>European:</b> ETF, ITF, EVV, EPSU, UNI ETF, EVV, EPSU <b>National:</b> ABVV/FGTB
	SLFP Cheminots/ VSOA Spoor	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Liberal Trade Union of Civil Servants (SLFP/VSOA), Federation of Liberal Trade Unions of Belgium (CGSLB/ACLVB)
	ACOD Spoor/ CGSP TBM	<b>European:</b> ETF
<b>BG</b>	FWT	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> CL Podkrepa
	FTTUB	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> CITUB
	STUNION	<b>European:</b> ETF <b>National:</b> CITUB
<b>CY</b>	OMEPEGE–SEK	<b>International:</b> ITF, IUF <b>European:</b> ETF, EFFAT <b>National:</b> SEK
	SEGDA MELIN-PEO	<b>National:</b> TUI, PEO
<b>CZ</b>	OSD	<b>European:</b> ETF <b>National:</b> Czech-Moravian Confederation of Trade Unions (ČMKOS)
	DOSIA	No affiliations
	OSŽ	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Association of Independent Trade Unions of the Czech Republic (ASO ČR)
	OSPEA	<b>National:</b> ASO ČR
<b>DE</b>	Ver.di	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> German Confederation of Trade Unions (DGB)
	EVG	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> DGB
	Dbb Tarifunion	<b>National:</b> CESI
	GöD	<b>National:</b> CESI CGB
<b>DK</b>	3F	<b>International:</b> ITF, PSI, UNI-global, IndustriAll Global <b>European:</b> ETF, IndustriAll, EFFAT, UNI, EFBWW, EPSU <b>National:</b> Danish Confederation of Trade Unions (LO)



<b>EE</b>	ETTA	<b>International:</b> ITF <b>European:</b> ETF, European Trade Union Institute (ETUI), ETUC <b>National:</b> Federation of Transport Workers' Trade Unions (TAF)
	ERAÜ	<b>International:</b> International Trade Unions Confederation of Railway Workers and Transport Builders (MKPŽ) <b>European:</b> ETF <b>National:</b> Estonian Trade Union Confederation (EAKL), Federation of Transport Workers' Trade Unions (TAF)
<b>ES</b>	FSC-CCOO	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Trade Union Confederation of Workers' Commissions (CCOO)
	TCM-UGT	<b>European:</b> ETF <b>National:</b> General Workers' Confederation (UGT)
	FGAMT-CIG	<b>International:</b> ITF <b>European:</b> ETF
	ELA-Zerbitzuak	European: ETF
<b>FI</b>	AKT	<b>International:</b> ITF <b>European:</b> ETF, NTF (Nordic) <b>National:</b> Central Organisation of Finnish Trade Unions (SAK)
	ERTO	<b>International:</b> ITF <b>European:</b> ETF, NTF (Nordic) <b>National:</b> Finnish Confederation of Professionals (STTK)
	VML	<b>International:</b> ITF <b>European:</b> ETF and NTF <b>National:</b> SAK
	JHL	<b>International:</b> PSI, ITF <b>European:</b> ETF, EPSU, ETUC, Nordic Public Service Unions (NOFS), Nordic Federation of Unions of Municipal <b>Employees</b> (KNS/KPY), Nordic Union for the Service Sectors (SUN), Nordic Transport Workers' Federation (NTF) <b>National:</b> SAK
<b>FR</b>	CGT Transports	<b>International:</b> ITF <b>European:</b> ETF, ETUC <b>National:</b> General Confederation of Labour (CGT)
	CFTC des Transports	<b>European:</b> ETF
	FGTE CFDT	<b>European:</b> ETF <b>National:</b> French Democratic Confederation of Labour (CFDT)
	FO Transports et logistique	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> General Labour Union (FO)

	UNSA Transports	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> National Federation of Independent Unions (UNSA)
<b>EL</b>	OFE	<b>International:</b> ITF <b>European:</b> ETF
<b>HR</b>	SPV	<b>European:</b> ETF <b>National:</b> Union of Autonomous Trade Union of Croatia (SSSH)
	SHV	No affiliations
	NCS	<b>National:</b> Independent Trade Union of Croatia (NHS)
<b>HU</b>	KSZOSZ	<b>European:</b> ETF
	KMSZ	<b>European:</b> ETF <b>National:</b> National Federation of Workers' Councils (MOSZ)
	NEGHOSZ	<b>International:</b> UICR <b>European:</b> ETF <b>National:</b> MOSZ
	AKSZSZ	No affiliations
	VTDSzSz	<b>National:</b> Association of Autonomous Trade Unions (ASZSZ)
	KDSzSz	<b>National:</b> National Association of Hungarian Trade Unions (MSZOSZ)
	KKSz	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> ASZSZ
	Liga KSZÁSZ	<b>National:</b> Democratic League of Independent Trade Unions (LIGA)
	TESZ	<b>International:</b> ITF <b>European:</b> ETF
<b>IE</b>	SIPTU	<b>European:</b> EFFAT, ETUC, ETF <b>National:</b> Irish Congress of Trade Unions (ICTU)
	NBRU	No affiliations
	TSSA	<b>International:</b> International Transport Workers' Federation <b>European:</b> European Transport Workers' Federation <b>National:</b> ICTU
<b>IT</b>	FILT CGIL	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> General Confederation of Italian Workers (CGIL)
	FIT CISL	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Italian Confederation of Workers' Union (CISL)
	UIL Trasporti	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Union of Italian Workers (UIL)
	UNICA TAXI FILT CGIL	<b>National:</b> FILT CGIL

	Manageritalia	<b>European:</b> CEC European Managers' Confederation (CEC) <b>National:</b> Confederation of Managerial and Professional Staff (CIDA)
	SLC CGIL	<b>International:</b> UNI-GLOBAL UNION <b>National:</b> CGIL
	SLP CISL	<b>International:</b> UNI-GLOBAL UNION <b>National:</b> CISL
	UIL-POST	<b>International:</b> UNI-GLOBAL UNION <b>National:</b> UIL
	UGL Trasporti	<b>National:</b> UGL
	UGL-Comunicazioni	<b>National:</b> UGL
	FAISA/ CISAL	<b>National:</b> Italian Confederation of Workers' Autonomous Trade Unions (CISAL)
	FAST/ CONFSAI	<b>National:</b> General Confederation of the Autonomous Trade Unions of the Workers (CONFSAI)
	ORSA	No affiliations
<b>LT</b>	LKADPSF	<b>European:</b> ETF <b>National:</b> Lithuanian trade Union Confederation (LPSK)
	LADPS	<b>European:</b> ETF <b>National:</b> Lithuanian Trade Union 'Solidarumas' (LPS 'Solidarumas')
<b>LU</b>	LCGB Transports	<b>European:</b> ETF <b>National:</b> Luxembourg Confederation of Christian Trade Unions (LCGB)
	ACAL	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Luxembourg Confederation of Independent Trade Unions (OGBL)
	SYPROLUX	<b>International:</b> ITF <b>European:</b> ETF
	FNCTTFEL-Landesverband	<b>International:</b> ITF <b>European:</b> ETF
<b>LV</b>	LAKRS	<b>International:</b> PSI, ITF, IUF <b>European:</b> EPSU, ETF, EFFAT <b>National:</b> Free Trade Union Confederation of Latvia (LBAS)
	LSAB	<b>International:</b> UNI <b>European:</b> LBAS
	LDzSA	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> LBAS

<b>MT</b>	GWU	<p><b>International:</b> PSI, ITUC, ILO, ITF, IUF, International Federation of Building and Wood Workers (IFBWW), International Metalworkers' Federation (IMF), International Federation of Chemical, Energy, Mining and General Workers' Union (ICEM), International Textiles, Garment and Leather Workers' Federation (ITGLWF), UNI, International Federation of Musicians (IFM), International Federation of Workers' Education (IFWEA).</p> <p><b>European:</b> EPSU, ETUC, UNI Europa, European Workers' Education Association (EURO WEA), Federation of Europe Retired Personal Association (FERPA), Eurocadres, ETF, EFBWW, European Metalworkers Federation (EMF), EFFAT</p>
<b>NL</b>	FNV Bondgenoten	<p><b>International:</b> ILO, ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> Dutch Trade Union Federation (FNV)</p>
	CNV Vakmensen	<p><b>International:</b> ILO, ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> Christian Trade Union Federation (CNV)</p>
<b>PL</b>	KSTD NSZZ 'Solidarność'	<p><b>International:</b> ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> NSZZ 'Solidarity'</p>
	NZZK	<b>National:</b> Trade Unions Forum (FZZ)
	OZZKiM	<b>National:</b> FZZ
	Federacja PKS	<b>National:</b> All-Poland Alliance of Trade Unions (OPZZ)
	FZZMiR	<p><b>International:</b> ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> OPZZ</p>
	SKK NSZZ 'Solidarność'	<p><b>International:</b> ITF</p> <p><b>European:</b> ETF</p> <p><b>National:</b> NSZZ 'Solidarność'</p>
<b>PT</b>	FECTRANS	<p><b>International:</b> Information not available</p> <p><b>European:</b> Information not available</p> <p><b>National:</b> General Confederation of Portuguese Workers – National Trades Union (CGTP)</p>
	STTAMP	<p><b>International:</b> Information not available</p> <p><b>European:</b> Information not available</p> <p><b>National:</b> Information not available (not at CGTP or UGT)</p>
	ASPTC	<p><b>International:</b> Information not available</p> <p><b>European:</b> Information not available</p> <p><b>National:</b> Information not available (not at CGTP or UGT)</p>
	SNM	Information not available
	SITRA	<b>National:</b> General Workers' Union (UGT)
	SENSIQ	Information not available
	SINDEPESCAS	<p><b>International:</b> Information not available</p> <p><b>European:</b> Information not available</p> <p><b>National:</b> UGT</p>

	FETESE	<b>International:</b> Information not available <b>European:</b> Information not available <b>National:</b> UGT
	SIMAMEVIP	<b>International:</b> Info not available <b>European:</b> Info not available <b>National:</b> CGTP
<b>RO</b>	ATU Romania	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> CNSLR Frăția
	SIGOL	<b>International:</b> PSI <b>European:</b> EPSU <b>National:</b> CNS Cartel Alfa
	FFSSCUP	<b>European:</b> Eurofedop <b>National:</b> CNS Cartel Alfa
	Federația STAR	<b>European:</b> ETF <b>National:</b> CNS Cartel Alfa
	FNSSR	<b>National:</b> NSLR Frăția
	FNSLTMM	<b>National:</b> CNS Cartel Alfa
<b>SE</b>	Transport	<b>International:</b> ITF <b>European:</b> ETF, NTF <b>National:</b> Swedish Trade Union Confederation (LO)
	SEKO	<b>International:</b> ITF <b>European:</b> ETF, NTF <b>National:</b> LO
	Unionen	<b>International:</b> ITF <b>European:</b> ETF, NTF
	Kommunal	<b>International:</b> ITF <b>European:</b> ETF, NTF <b>National:</b> LO
	ST	<b>International:</b> UNI, ITF <b>European:</b> ETF, NTF <b>National:</b> None
	Ledarna	<b>International:</b> ITF <b>European:</b> ETF, CEC, NTF <b>National:</b> Council for Negotiation and Co-operation (PTK)
	SBF	<b>International:</b> ITF <b>European:</b> ETF, NTF
<b>SI</b>	SDPZ	<b>European:</b> ETUC <b>National:</b> Association of Free Trade Unions of Slovenia (ZSSS)
	SOPS	<b>National:</b> ZSSS

<b>SK</b>	IOZ	<b>European:</b> Employees in Building and Woodworking Industry (BWI), EFBWW <b>National:</b> Confederation of Trade Unions of the Slovak Republic (KOZ SR)
	OZ KOVO	<b>International:</b> PSI <b>European:</b> EPSU, EMF <b>National:</b> KOZ SR
	OZŽ	<b>European:</b> ETF <b>National:</b> KOZ SR
<b>UK</b>	ASLEF	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> Trades Union Congress (TUC)
	CWU	<b>International:</b> IndustriAll Global <b>European:</b> UNI Europa <b>National:</b> TUC
	Community	<b>International:</b> IndustriAll Global <b>European:</b> IndustriAll European Trade Union. <b>National:</b> TUC, General Federation of Trade Unions (GFTU)
	GMB	<b>International:</b> ITF, BWI, IndustriAll, UNI Global <b>European:</b> IUF, PSI, ETF, EFBWW, EFFAT, EPSU, IndustriAll European Trade Union, UNI Europa <b>National:</b> TUC.
	RMT	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> TUC
	TSSA	<b>International:</b> ITF <b>European:</b> ETF <b>National:</b> TUC
	USDAW	<b>International:</b> ITF, IndustriAll Global Union, IUF, UNI Global Union <b>European:</b> ETF, EFFAT, IndustriAll European Trade Union, UNI Europa <b>National:</b> TUC
	Unite	<b>International:</b> ITF, BWI, IndustriAll Global Union, IUF, PSI, UNI Global Union <b>European:</b> ETF, EFBWW, EFFAT, EPSU, IndustriAll European Trade Union, UNI Europa <b>National:</b> TUC
	URTU	<b>European:</b> ETF <b>National:</b> TUC

**Table A2.4: Domain coverage and description of trade unions in the road transport and logistics sector, 2013**

	Trade union	Domain coverage	Domain description
--	-------------	-----------------	--------------------

<b>AT</b>	vida*	Sectional overlap	Blue- and white-collar workers in the land transport sector except subway transport and other transport systems, social services and health, tourism, commerce, cleaning and maintenance, as well as private security services.
	GdG-KMSfB*	Sectional overlap	All workers in the subsector NACE 49.31 (urban and suburban passenger land transport) run by municipalities (public transportation) and different services within the local administration.
	GPF*	Sectional overlap	Public employees within the road transport excluding subsectors NACE 49.32 (taxi operation) and NACE 49.42 (removal services) as well as post and telecommunications sector, part of the air traffic control, the multimedia and the IT sectors.
	GPA-djp*	Sectional overlap	White-collar employees in all sectors of the private economy
<b>BE</b>	CSC Services publics/ ACV Openbare diensten*	Sectional overlap	All workers in the urban and suburban passenger land transport sector (except railways) and public services of general interest
	SETCA-BBTK*	Sectional overlap	White-collar workers in the private sector
	CNE-GNC*	Sectional overlap	White-collar workers within the private sector (and some blue-collar workers for some exceptions)
	ACOD Spoor/ CGSP Cheminots*	Sectionalism	Railway activities
	LBC-NVK	Sectional overlap	White-collar employees in private sector/ ownership in Flanders and the Brussels area
	ACLVB-CGSLB*	Overlap	All kind of workers in all the sectors
	CSC/ ACV Transcom*	Sectional overlap	Blue-collar workers in the transport sector except in urban and suburban passenger land transport activities and culture, telecommunication, railroad (passenger and goods) transport, seafarers, dockworkers, aviation, diamond workers, and public sector
	ABVV-BTB/ FGFB-UBOT*	Sectional overlap	All workers in the urban and suburban passenger land transport except removal services, warehousing and storage and other postal and courier activities. Also covers airport and port handling.
	SLFP Cheminots/ VSOA Spoor*	Sectional overlap	Workers within the public railway sector
	ACOD Spoor/ CGSP TBM*	Sectionalism	Public workers in the urban and suburban passenger land transport sub sector
<b>BG</b>	FWT*	na	na
	FTTUB*	Overlap	Not specified
	STUNION*	Sectional overlap	Not specified

<b>CY</b>	OMEPEGE-SEK*	Sectional overlap	Workers from the private sector in transport, petroleum and agriculture sectors
	SEGDAMELIN-PEO*	Sectional overlap	Workers from the private sector in transport, petroleum, forestry and agriculture sectors
<b>CZ</b>	OSD*	Sectional overlap	Not specified
	DOSIA*	Sectional overlap	Not specified
	OSŽ*	Sectional overlap	Not specified
	OSPEA*	Sectionalism	Not specified
<b>DE</b>	Ver.di*	Overlap	Not specified
	EVG*	Sectional overlap	Workers in the road transport and logistics sector except NACE codes 49.4 and 52, and railways transport
	Dbb Tarifunion*	Sectional overlap	Public local transport and freight transport by road and other sectors not specified
	GöD*	Sectional overlap	Public and privatised passenger transport companies and public sector, privatised companies and private companies fulfilling outsourced public tasks
<b>DK</b>	3F	Sectional overlap	Blue-collar workers in the public sector, green sector, construction, manufacturing, and so on – skilled and unskilled work
<b>EE</b>	ETTA	Overlap	Workers in the whole sector and aviation workers, road workers, communal workers and locksmiths
	ERAÜ	Sectional overlap	Railway employees and a few construction sector employees
<b>EL</b>	OFE	Sectionalism	All commercial ports of Greece, except Piraeus, from/ to the vessel and the means of transport.
<b>ES</b>	FSC-CCOO*	Overlap	Whole sector and public administration; tourism; telecommunications and information technology; graphic arts, paper and photography; mass media, culture, leisure, shows and sports
	TCM-UGT*	Overlap	Whole sector and telecommunications, sea, rail and air transport
	FGAMT-CIG*	Sectional overlap	Whole sector, food, sea and train transport, textile and clothing, telecommunications and service stations in Galicia
	ELA-Zerbitzuak*	Sectional overlap	Whole sector, banking, commerce, cleaning, hotel and restaurants, food and emergent sectors in the Basque country
<b>FI</b>	AKT*	Sectional overlap	Blue-collar workers in the whole sector and stevedores, driving schools and civil aviation activities



	ERTO*	Sectional overlap	Officials (white-collar workers) in the whole sector and in several branches (information technology, transportation and forwarding, advertising, market research, health care and social services, financial management, physical exercise, culture, free-time activities and other special fields)
	VML*	Sectional overlap	
	JHL*	Sectional overlap	Blue-collar workers in local government sector
<b>FR</b>	CGT Transports*	Sectional overlap	Road transport sector except warehousing and storage and other transportation support activities and cleaning ; motorway concession holder; ambulance transportation; railway transport; civil aviation; cash-transport operation; waste industry; ski lift
	CFTC des Transports*	Overlap	Whole sector and railway transport, ports, civil aviation, airport services, maritime transport, cash-transport
	FGTE CFDT*	Sectional overlap	Whole sector and railways, civil aviation and maritime transport
	FO Transports et logistique*	Overlap	Whole sector, cash-transport operation; waste industry; ski lift
	UNSA Transports*	Overlap	Whole sector, motorway concession holder; railway
<b>HR</b>	SPV	Congruence	Whole sector
	SHV	Sectional overlap	Drivers
	NCS	Sectional overlap	Employees on roads and highways
<b>HU</b>	KSZOSZ*	Overlap	Whole sector, railways and related
	KMSZ*	Overlap	Whole sector, railways, water, air transport
	NEGHOSZ*	Sectionalism	National and international truck and bus drivers
	AKSZSZ*	Sectionalism	Public passenger road transport
	VTDSzSz*	Sectionalism	Whole sector except bus, tramway transport and logistics in the central Hungarian region
	KDSzSz*	Congruence	Whole sector
	KKSz*	Sectionalism	Public road transport
	Liga KSZÁS*	Overlap	Whole sector, railways, water, air transport and related activities
TESZ*	Sectional overlap	Whole sector, logistic, repair/sale of commercial vehicles	
<b>IE</b>	SIPTU*	Sectional overlap	Blue-collar workers in many different sectors
	NBRU*	Sectionalism	Drivers, inspectors and operative grades in CIE Group only
	TSSA*	Sectionalism	White-collar staff in CIE Group only
<b>IT</b>	FILT CGIL*	Overlap	Workers in all transport sectors

	FIT CISL*	Overlap	Workers in all transport sectors
	UIL Trasporti*	Overlap	Workers in all transport sectors
	UNICA TAXI FILT CGIL*	Sectionalism	Public car drivers
	Manageritalia*	Sectional overlap	Managers in NACE codes 49.41 and 52.10 and managers in the commerce, maritime agency and hotels/restaurants/catering (horeca) sector
	SLC CGIL*	Sectional overlap	Postal and courier activities and sport and postal services
	SLP CISL*	Sectional overlap	Employees in the entire postal sector
	UIL-POST*	Sectional overlap	Employees in the entire postal sector
	UGL Trasporti*	Overlap	Whole sector and railway transport and civil aviation
	UGL Comunicazioni*	Sectional overlap	Employees in the entire postal sector
	FAISA/ CISAL*	Sectional overlap	Employees in the local public transport and in the railway sector
	FAST/ CONFSA*	Sectional overlap	Employees in the local public transport and in the railway sector
	ORSA*	Overlap	Employees in all sectors of the economy
<b>LT</b>	LKADPSF*	Overlap	Whole sector and civil engineering, particularly road construction
	LADPS*	Congruence	Whole sector
<b>LU</b>	LCGB Transports*	Overlap	Whole sector and civil aviation, maritime transport and private security
	ACAL*	Overlap	Not specified
	SYPROLUX*	Sectional overlap	Covers mainly railway sector but also some bus drivers
	FNCTTFEL - Landesverband*	Sectional overlap	Public urban and suburban passenger land transport and railway transport, public sector, firemen, local administration, teachers
<b>LV</b>	LAKRS*	Sectional overlap	Public services – passenger transport and potentially may cover other services
	LSAB*	Sectional overlap	Logistics sector and employees of post and telecommunication sector
	LDzSA*	Sectional overlap	Transport industry, including transport infrastructure and railway sector
<b>MT</b>	GWU	Overlap	All types of workers in all sector
<b>NL</b>	FNV*Bondgenoten	Overlap	All types of workers in all sector
	CNV Vakmensen*	Overlap	All types of workers in all sector
<b>PL</b>	KSTD NSZZ 'Solidarność'*	Sectionalism	Employees within the road transport only
	NZZK*	Sectionalism	Employees within the road transport only

	OZZKiM*	Sectionalism	Employees within the road public passenger transport
	Federacja PKS	Sectionalism	Employees within the road public passenger transport
	FZZMiR*	Sectional overlap	Transportation support activities and fishing industry, passenger and freight sea transport, employees of the Maritime Office
	SKK NSZZ 'Solidarność'*	Sectional overlap	Transportation support activities all activities within the railway sector
<b>PT</b>	PECTRANS	Overlap	Whole sector and regular postal services, telecommunications, all other transports (air, sea, rail)
	STTAMP*	na	na
	ASPTC*	Sectional overlap	Tram personnel
	SNM*	na	na
	SITRA*	Sectionalism	Whole sector except warehousing and storage and other transportation support activities
	SENSIQ*	Sectional overlap	Qualified staff in all sectors of the economy
	SINDEPESCAS*	Sectional overlap	Part of warehousing and storage (related to fishery) and fishery
	FETESE*	Overlap	Employees in almost all sectors
	SIMAMEVIP*	Sectional overlap	Employees in almost all sectors
<b>RO</b>	ATU Romania*	Sectional overlap	Whole sector except removal services, warehousing and storage, other transportation support activities, other postal and courier activities. Also covers services of public utilities.
	SIGOL*	Sectional overlap	Whole sector except removal services, warehousing and storage, other transportation support activities, other postal and courier activities. Also covers services of public utilities.
	FFSSCUP*	Sectional overlap	Whole sector except removal services, warehousing and storage, other transportation support activities, other postal and courier activities. Also covers services of public utilities.
	Federația STAR*	Sectionalism	Whole sector except removal services, warehousing and storage, other transportation support activities, other postal and courier activities.
	FNSSR*	Sectionalism	Whole sector except removal services, warehousing and storage, other transportation support activities, other postal and courier activities.
	FNSLTMM*	Overlap	Whole sector and other types of transport
<b>SE</b>	Transport*	Sectional overlap	Blue-collar workers in the whole sector and in surveillance and security

	SEKO*	Sectional overlap	NACE codes NACE 49.319, 49.41, 52.29 and 53.2, and employees in telecommunication, maritime, welfare, electricity and aviation.
	Unionen*	Sectional overlap	White-collar workers in most of the sectors.
	Kommunal*	Sectional overlap	NACE codes 49.31 and 49.39, and employees in the welfare sector
	ST*	Sectional overlap	NACE codes 49.41 and 53.2, and employees in public sector and mainly in the educational sector
	Ledarna*	Sectional overlap	Managers within all sectors
	SBF*	Sectional overlap	NACE code 52.29 and water transport
<b>SI</b>	SDPZ*	Sectional overlap	All employees in the transport sector excluding the removal services (NACE 49.42) and taxi operation (NACE 49.32). Also covers telecommunication sector.
	SOPS*	Overlap	Employees working in craft and small business, including transport, cleaning sector, textile industry, production of metal products, electro industry, small wooden industry, hairdressing salon services and so on
<b>SK</b>	IOZ*	Sectional overlap	Urban passenger transport, construction, textile and leather sectors
	OZ KOVO*	Sectional overlap	Public passenger bus transport and urban passenger transport and metal, metallurgy and electrical industry and municipal service sector
	OZŽ*	Sectional overlap	Part of suburban passenger land (rail) transport and the railway sector
<b>UK</b>	ASLEF*	Sectional overlap	Rail segment of 'urban and suburban passenger land transport' and not the other subsectors of road transport and logistics. It also covers railways sector
	CWU*	Sectional overlap	Other postal and courier activities and Royal Mail (universal postal services provider), the Post Office, telecommunications and financial services
	Community*	Sectional overlap	Other postal and courier activities and a variety of sectors, including textiles and clothing, the steel, wire and domestic appliance industries, betting shops, custodial services, and social/voluntary/charity work
	GMB*	Overlap	General union whose potential domain covers the whole economy
	RMT*	Sectional overlap	Urban and suburban passenger land transport', along with 'freight transport by road' and 'taxi operation'. Also covers the transport sector more widely, including other rail services and sea transport.

TSSA*	Sectional overlap	Urban and suburban passenger land transport', along with 'freight transport by road' and 'taxi operation'. Also covers the transport sector more widely, including other rail services and sea transport.
USDAW*	Sectional overlap	Freight transport by road', 'warehousing and storage', 'other transportation support activities' and 'other postal and courier activities'. Also covers the retail sector, along with area such as food processing and manufacturing, catering, chemical processing, pharmaceuticals, home shopping, call centres and dairy processes.
Unite*	Overlap	General union whose potential domain covers the whole economy
URTU*	Sectionalism	'Freight transport by road', 'warehousing and storage' and 'other postal and courier activities'

Notes: \* Domain overlap with other sector-related trade unions  
na = not available

## Employer organisations and companies

**Table A2.5: Domain coverage and type of membership employer/business organisations in the road transport and logistics sector, 2013**

	Employer organisation	Domain coverage	Type of membership
<b>AT</b>	FVGB	Sectionalism	Compulsory
	FVALS	Sectional overlap	Compulsory
	FVBGPKW	Sectional overlap	Compulsory
	FVSB	Sectional overlap	Compulsory
	FVS	Sectionalism	Compulsory
	FVSL	Sectionalism	Compulsory
	FGWMK	Sectional overlap	Compulsory
	VÖZ	Sectional overlap	Voluntary
	AISÖ	Sectional overlap	Voluntary
	VÖWG	Sectional overlap	Voluntary
<b>BE</b>	Febetra	Sectionalism	Voluntary
	FBAA	Sectionalism	Voluntary
	Fédération d'Employeurs pour le commerce international, le transport et la logistique/ Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	Sectional overlap	Voluntary
	UPTR	Sectionalism	Voluntary
	UBTCUR/ BVGSS	Sectionalism	Voluntary
	GTL	Sectionalism	Voluntary

	TLV	Sectionalism	Voluntary
	CBD-BKV	Sectionalism	Voluntary
<b>BG</b>	NSBS*	Congruence	Voluntary
	AEBTRI*	Congruence	Voluntary
	BICA*	na	na
<b>CY</b>	TDA	na	na
<b>CZ</b>	SD ČR*	Sectional overlap	Voluntary
	ČESMAD Bohemia*	Sectionalism	Voluntary
<b>DE</b>	VKA*	Sectional overlap	Voluntary
	DSLVL*	Sectionalism	Voluntary
	BGL*	Sectional overlap	Voluntary
	BDO*	Sectional overlap	Voluntary
	BWVL*	Sectional overlap	Voluntary
	VDV*	Sectional overlap	Voluntary
	BZP*	Sectionalism	Voluntary
	AIST*	Sectionalism	na
	Bvöd*	Sectional overlap	Voluntary
<b>DK</b>	ATL*	Sectionalism	Voluntary
	DTL Arbejdsgiver*	Sectionalism	Voluntary
	AKT*	Sectionalism	Voluntary
	ATAX*	Sectionalism	Voluntary
	ATV*	Sectionalism	Voluntary
	TA*	Sectionalism	Voluntary
<b>EE</b>	AL	Sectionalism	Voluntary
	ERAA	Sectionalism	Voluntary
<b>EL</b>	OFAE	Sectionalism	Voluntary
<b>ES</b>	ASTIC*	Sectionalism	Voluntary
	CETM*	Sectionalism	Voluntary
	CEOT*	Sectional overlap	Voluntary
	Fenadismer*	Sectionalism	Voluntary
	ASINTRA*	Sectionalism	Voluntary
	FENEBÚS	Sectionalism	Voluntary
	UNALT*	Sectionalism	Voluntary
	CTE*	Sectionalism	Voluntary
	AEM*	Sectionalism	Voluntary
<b>FI</b>	ALT*	Congruence	Voluntary
	STL*	Sectionalism	Voluntary
	Satamaoperaattorit ry*	Sectionalism	Voluntary

	SKAL*	Sectionalism	Voluntary
	LAL*	Sectionalism	Voluntary
<b>FR</b>	AFTRI	Sectionalism	Voluntary
	Chambre syndicale du déménagement*	Sectionalism	Voluntary
	EPL*	Sectional overlap	Voluntary
	FEDIMAG*	Sectionalism	Voluntary
	FNTR*	Sectional overlap	Voluntary
	FNTV*	Sectionalism	Voluntary
	OTRE*	Sectionalism	Voluntary
	TLF	Sectionalism	Voluntary
	UNIT*	Sectionalism	Voluntary
	Unostra*	Sectionalism	Voluntary
	UTP*	Sectional overlap	Voluntary
	<b>HR</b>	CEA	Overlap
Transportkomerc (HCP)		Congruence	Voluntary
<b>HU</b>	MKFE*	Sectionalism	Voluntary
	FUVOSZ*	Sectionalism	Voluntary
	KKVSZ*	Sectionalism	Voluntary
	NiT HU*	Sectionalism	Voluntary
	MKSZ*	Sectional overlap	Voluntary
	Volán Egyesülés*	Sectional overlap	Voluntary
	Stratosz	Overlap	Voluntary
<b>IE</b>	IRHA*	Sectionalism	Voluntary
<b>IT</b>	ASSTRA*	Sectional overlap	Voluntary
	Uicciaa (or Unioncamere)*	Overlap	na
	ANAV*	Sectionalism	Voluntary
	Confetra*	Sectional overlap	Voluntary
	Assologistica*	Overlap	Voluntary
	Fedespedi*	Sectionalism	Voluntary
	FISI*	Sectionalism	Voluntary
	AITE*	Sectionalism	Voluntary
	AITI*	Sectionalism	Voluntary
	ASSOESPRSSI*	Sectionalism	Voluntary
	FEDIT*	Sectionalism	Voluntary
	FISE-ARE*	Sectionalism	Voluntary
	ANITA*	Sectionalism	Voluntary
	Trasporto Unito FIAP*	Congruence	Voluntary
	ANIASA*	Sectionalism	Voluntary

	ANEF*	Sectionalism	Voluntary
	Federtrasporto*	Overlap	Voluntary
	Conftrasporto*	Overlap	Voluntary
	ASSTRI*	Sectionalism	Voluntary
	FAI*	Congruence	Voluntary
	Federlogistica*	Sectionalism	Voluntary
	Federtraslochi*	Sectionalism	Voluntary
	FIAP/L*	Sectionalism	Voluntary
	UNITAI*	Sectionalism	Voluntary
	CLAAI*	Sectional overlap	Voluntary
	CNA*	Overlap	Voluntary
	CNA-FITA*	Sectionalism	Voluntary
	Confartigianato Trasporti*	Sectionalism	Voluntary
	SNA-Casartigiani*	Sectionalism	Voluntary
	Legacoop Servizi*	Sectional overlap	Voluntary
	Federlavoro e Servizi - Confcooperative*	Sectional overlap	Voluntary
	AGCI Servizi	Sectional overlap	Voluntary
<b>LT</b>	LINAVA*	Congruence	Voluntary
<b>LU</b>	Groupement transports de Luxembourg*	Sectional overlap	Voluntary
	FLEAA*	Sectionalism	Voluntary
	Fédération des Patrons Loueurs de Taxis et d'Ambulances*	Sectional overlap	Voluntary
	FEDELUX*	Sectionalism	Voluntary
	CLC*	Overlap	Voluntary
<b>LT</b>	Latvijas Auto*	Sectionalism	Voluntary
<b>MT</b>	GRTU*	Overlap	Voluntary
<b>NL</b>	KNV*	Sectionalism	Voluntary
	TLN*	Sectionalism	Voluntary
	EVO*	Overlap	Voluntary
<b>PL</b>	ZMPD*	Sectionalism	Voluntary
	Pracodawcy RP*	Overlap	Voluntary
<b>PT</b>	ANTROP	Sectionalism	Voluntary
	ANTRAL	Sectionalism	Voluntary
	APAT	Sectionalism	Voluntary
	ANTRAM	Sectionalism	Voluntary
<b>RO</b>	URTP*	Sectionalism	Voluntary
	UNTRR*	Sectionalism	Voluntary
	PR*	Overlap	Voluntary
	COTAR*	Sectionalism	Voluntary



	FNPSPR*	Sectional overlap	Voluntary
SE	BA*	Sectionalism	Voluntary
	BuA*	Sectionalism	Voluntary
	Almega*	Sectional overlap	Voluntary
	Sveriges Hamnar*	Sectional overlap	Voluntary
	KFS*	Sectional overlap	Voluntary
	SKL*	Sectional overlap	Voluntary
	BR*	Sectionalism	Voluntary
	STF*	Sectionalism	Voluntary
	Sveriges Åkeriföretag*	Sectionalism	Voluntary
	Svensk Kollektivtrafik*	Sectionalism	Voluntary
	Tågoperatörerna*	Sectional overlap	Voluntary
	SIFA	na	na
SI	ZDS*	Overlap	Voluntary
	ZPZ*	Overlap	Voluntary
	GIZ Intertransport*	Sectionalism	Voluntary
	ZDOPS	Overlap	Voluntary
SK	ČESMAD SK*	Sectionalism	Voluntary
	ZAD*	Sectionalism	Voluntary
UK	ATOC*	Sectional overlap	Voluntary
	CPT*	Sectional overlap	Voluntary
	FTA*	Sectional overlap	Voluntary
	RHA*	Sectionalism	Voluntary

Notes: See Table A2.4 for a more detailed description of trade union membership domains in the sector.

\* Domain overlap with other sector-related employers' organisations

na = not available

**Table A2.6: Membership of employer/business organisations in the road transport and logistics sector, 2013**

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
AT	FVGB	11,000	11,000	67,000	67,000	Yes
	FVALS	1,800	1,300	23,000	15,000	Yes
	FVBGPKW	12,905	12,850	13,200	13,150	Yes
	FVSB	100	30	45,500	38,000	Yes
	FVS	685	685	15,000	15,000	Yes
	FVSL	15,000	1,500	20,000	20,000	Yes
	FGWMK	na	na	na	na	Yes

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
	VÖZ	62	62	na	na	Yes
	AISÖ	na	na	na	na	Yes
	VÖWG	123	20	100,000	55,000	Yes
<b>BE</b>	Febetra	1,972	1,972	na	na	Yes
	FBAA	378	378	9,375	9,375	Yes
	Fédération d'Employeurs pour le commerce international, le transport et la logistique/ Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	1,510	na	38,035	na	Yes
	UPTR	2,012	2,012	21,000	21,000	Yes
	UBTCUR/ BVGSS	na	na	na	na	na
	GTL	na	na	na	na	na
	TLV	1,500	1,500	18,300	18,300	na
	CBD-BKV	na	na	na	na	na
<b>BG</b>	NSBS*	8	8	na	na	No
	AEBTRI*	na	na	na	na	Yes
	BICA*	na	na	na	na	na
<b>CY</b>	TDA	na	na	na	na	na
<b>CZ</b>	SD ČR*	112	57	80,000	24,600	Yes
	ČESMAD Bohemia*	2,000	2,000	80,000	80,000	Yes
<b>DE</b>	VKA*	10,000	na	200,0000	72,000	No
	DSL*V*	3,000	3,000	10,5000	10,5000	na
	BGL*	na	na	20,0000	na	na
	BDO*	3,000	na	69,000	na	na
	BWVL*	1,400	na	na	na	na
	VDV*	600	na	206,100	na	na
	BZP*	na	na	10,0000	10,0000	na
	AIST*	na	na	na	na	na
	Bvöd*	na	na	na	na	No
<b>DK</b>	ATL*	900	900	25,000	25,000	Yes
	DTL Arbejdsgiver*	627	627	6,145	6,145	Yes
	AKT*	35	35	na	na	Yes
	ATAX*	na	na	2,600	2,600	Yes
	ATV*	24	24	na	na	Yes
	TA*	250	250	4,000	4,000	Yes

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
EE	AL	74	74	na	na	Yes
	ERAA	397	397	na	na	Yes
EL	OFAE	7	7	1,500	1,500	Yes
ES	ASTIC*	8,251	8,000	44,000	44,000	Yes
	CETM*	31,000	31,000	21,5000	21,5000	Yes
	CEOT*	2,000	19,000	100,000	90,000	Yes
	Fenadismer*	30,000	30,000	70,000	70,000	No
	ASINTRA*	1,869	1,869	40,000	40,000	na
	FENEBUS	2,713	2,713	30,000	30,000	na
	UNALT*	na	na	na	na	na
	CTE*	na	na	na	na	No
	AEM*	40	40	na	na	Yes
FI	ALT*	816	816	23,000	23,000	Yes
	STL*	7,100	7,100	5,000	5,000	Yes
	Satamaoperaattorit ry*	na	na	2,700	2,700	Yes
	SKAL*	6	6	70	70	Yes
	LAL*	300	300	7,000	7,000	Yes
FR	AFTRI	450	450	na	na	Yes
	Chambre syndicale du déménagement*	750	750	11,000	11,000	Yes
	EPL*	1,158	77	52,658	16,216	No
	FEDIMAG*	na	na	na	na	na
	FNTR*	12,500	11,000	26,0000	24,0000	Yes
	FNTV*	1,500	1,500	9,000	9,000	Yes
	OTRE*	na	na	na	na	No
	TLF	na	na	22,0000	22,0000	Yes
	UNIT*	150	na	na	na	No
	Unostra*	na	na	na	na	No
	UTP*	180	160	na	48,500	Yes
HR	CEA	6,800	200	14,0000	3,000	Yes
	Transportkomerc (HCP)	100	100	2,000	2,000	Yes
HU	MKFE*	2,900	2,900	na	42,500	Yes
	FUVOSZ*	na	na	na	na	No
	KKVSZ*	64	64	40,000	40,000	Yes
	NiT HU*	3,100	3,100	1,900	19,000	No
	MKSZ*	6	6	na	na	Yes

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
	Volán Egyesülés*	51	43	20,000	18,700	Yes
	Stratosz	na	na	na	na	na
<b>IE</b>	IRHA*	1,500	1,500	10,000	10,000	Yes
<b>IT</b>	ASSTRA*	175	na	94,000	na	Yes
	Uicciaa (or Unioncamere)*	na	na	na	na	Yes
	ANAV*	600	600	17,000	17,000	No
	Confetra*	60	50	40,000	30,000	Yes
	Assologista*	na	na	na	na	Yes
	Fedespedi*	2,000	2,000	40,000	40,000	Yes
	FISI*	25	25	na	na	na
	AITE*	na	na	na	na	na
	AITI*	na	na	na	na	na
	ASSOESPRSSI*	na	na	na	na	na
	FEDIT*	na	na	na	na	na
	FISE-ARE*	20	20	4,000	4,000	Yes
	ANITA*	3,500	3,500	90,000	90,000	Yes
	Trasporto Unito FIAP*	7,000	7,000	35,000	35,000	No
	ANIASA*	na	na	na	na	na
	ANEF*	300	300	na	na	na
	Federtrasporto*	na	na	na	na	na
	Conftrasporto*	na	na	na	na	Yes
	ASSTRI*	na	na	na	na	na
	FAI*	20	20	na	na	na
	Federlogistica*	na	na	na	na	na
	Federtraslochi*	na	na	na	na	na
	FIAP/L*	na	na	na	na	na
	UNITAI*	na	na	na	na	na
	CLAAI*	na	na	na	na	No
	CNA*	371,000	na	200,000	na	na
	CNA-FITA*	35,000	35,000	na	na	No
	Confartigianato Trasporti*	na	na	na	na	No
	SNA-Casartigiani*	na	na	na	na	No
	Legacoop Servizi*	1,970	520	170,000	47,500	No
Federlavoro e Servizi - Confcooperative*	5,409	na	18,250	na	No	

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
	AGCI Servizi	na	na	na	na	No
<b>LT</b>	LINAVA*	954	954	na	na	Yes
<b>LU</b>	Groupement transport*	260	230	5,000	4,500	Yes
	FLEAA*	32	32	2,200	2,200	Yes
	Fédération des Patrons Loueurs de Taxis et d'Ambulances*	60	60	2,325	2,325	Yes
	FEDELUX*	8	8	300	300	Yes
	CLC*	11,000	270	60,000	7,000	Yes
<b>LT</b>	Latvijas auto*	na	na	na	na	Yes
<b>MT</b>	GRTU*	na	na	na	na	na
<b>NL</b>	KNV*	600	600	52,500	52,500	Yes
	TLN*	6,000	6,000	85,934	85,934	Yes
	EVO*	20,000	20,000	na	na	Yes
<b>PL</b>	ZMPD*	5,051	5,051	12,0000	12,0000	No
	Pracodawcy RP*	7,500	5,091	400,0000	81,000	na
<b>PT</b>	ANTROP	95	95	12,000	12,000	Yes
	ANTRAL	na	na	na	na	na
	APAT	242	242	na	na	na
	ANTRAM	na	na	na	na	na
<b>RO</b>	URTP*	53	53	na	na	Yes
	UNTRR*	1,3000	13,000	na	na	Yes
	PR*	2,231	302	276,406	17,111	Yes
	COTAR*	na	na	na	na	na
	FNPSPR*	na	na	10,081	na	No
<b>SE</b>	BA*	8,300	8,300	72,000	72,000	Yes
	BuA*	410	410	24,000	24,000	Yes
	Almega*	10,400	60	550,000	35,000	Yes
	Sveriges Hamnar*	66	na	3,800	na	No
	KFS*	600	25	37,500	4	No
	SKL*	na	na	110,0000	1,500	No
	BR*	420	420	20,000	20,000	Yes
	STF*	300	300	4,500	4,500	No
	Sveriges Åkeriföretag*	7,800	7,800	na	na	Yes
	Svensk Kollektivtrafik*	24	24	na	na	Yes
	Tågoperatörerna*	38	36	na	na	Yes

	Employer organisation	Companies		Employees		Members in the largest companies
		Total	In the sector	Total	In the sector	
	SIFA	na	na	na	na	na
SI	ZDS*	na	na	na	na	Yes
	ZPZ*	874	815	na	na	Yes
	GIZ Intertransport*	na	na	na	na	No
	ZDOPS	2,700	na	22,000	na	No
SK	ČESMAD SK*	890	890	na	na	Yes
	ZAD*	14	14	6,000	6,000	Yes
UK	ATOC*	41	na	50,100	na	No
	CPT*	1,010	910	na	na	No
	FTA*	14,000	na	na	na	Yes
	RHA*	na	na	na	na	No

Notes: See Table A2.4 for a more detailed description of trade union membership domains in the sector.

\* Domain overlap with other sector-related employer organisations

na = not available

**Table A2.7: Density, collective bargaining and consultation of employer and business organisations in the road transport and logistics sector, 2013**

	Employer organisation	Sectoral density (%)		Collective bargaining	Consultation	
		Companies	Employees			
AT	FVGB	82.1	47.2	Yes, multi-employer bargaining only	Yes	On a regular basis
	FVALS	9.7	10.6	Yes, multi-employer bargaining only	Yes	On a regular basis
	FVBGPKW	96.0	9.3	Yes, multi-employer bargaining only	Yes	On a regular basis
	FVSB	0.2	26.8	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	FVS	5.1	10.6	Yes, multi-employer bargaining only	na	na
	FVSL	11.2	14.1	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	FGWMK	na	na	Yes, multi-employer bargaining only	na	na
	VÖZ	0.5	na	Yes, multi-employer bargaining only	na	na
	AISÖ	na	na	No	No	na

	VÖWG	0.1	38.7	No	Yes	On an ad hoc basis
<b>BE</b>	Febetra	6.2	na	Yes, multi-employer bargaining only	Yes	na
	FBA	1.2	5.8	Yes, multi-employer bargaining only	Yes	On a regular basis
	Fédération d'Employeurs pour le commerce international, le transport et la logistique/ Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	UPTR	6.3	13.0	Yes, multi-employer bargaining only	Yes	On a regular basis
	UBTCUR/ BVGSS	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	GTL	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	TLV	4.7	11.3	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	CBD-BKV	na	na	Yes, both multi-employer and single bargaining	na	On an ad hoc basis
<b>BG</b>	NSBS	0.0	na	Yes, single-employer bargaining only	Yes	On an ad hoc basis
	AEBTRI	na	na	na	na	na
	BICA	na	na	Yes, single-employer bargaining only	na	na
<b>CY</b>	TDA	na	na	na	na	na
<b>CZ</b>	SD ČR	0.1	12.7	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ČESMAD Bohemia (ČESMAD Bohemia)	2.9	41.2	No	No	On an ad hoc basis
<b>DE</b>	VKA	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	DSL	2.6	na	No	Yes	On a regular basis

	BGL	na	na	No	Yes	On an ad hoc basis
	BDO	na	na	No	na	na
	BWVL	na	na	No	Yes	On an ad hoc basis
	VDV	na	na	No	Yes	On an ad hoc basis
	BZP	na	na	No	Yes	On an ad hoc basis
	AIST	na	na	No	na	na
	bvöd	na	na	No	No	na
<b>DK</b>	ATL	7.7	29.0	Yes, multi-employer bargaining only	Yes	On a regular basis
	DTL Arbejdsgiver	5.4	7.1	Yes, multi-employer bargaining only	Yes	On a regular basis
	AKT	0.3	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	ATAx	na	3.0	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	ATV	0.2	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	TA	2.2	4.6	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
<b>EE</b>	AL	1.8	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ERAA	9.7	na	No	Yes	On an ad hoc basis
<b>ES</b>	ASTIC	3.8	5.7	Yes, multi-employer bargaining only	Yes	On a regular basis
	CETM	14.7	27.8	Yes, multi-employer bargaining only	Yes	On a regular basis
	CEOT	9.0	11.6	Yes, multi-employer bargaining only	Yes	na
	Fenadismer	14.2	9.0	Yes, multi-employer bargaining only	Yes	On a regular basis
	ASINTRA	0.9	5.2	Yes, multi-employer bargaining only	na	na
	FENEBÚS	1.3	3.9	Yes, multi-employer bargaining only	na	na
	UNALT	na	na	Yes, multi-employer bargaining only	na	na



	CTE	na	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	AEM	0.0	na	Yes, multi-employer bargaining only	na	na
<b>FI</b>	ALT	3.9	25.8	Yes, multi-employer bargaining only	Yes	On a regular basis
	STL	34.1	5.6	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Satamaoperaattori ry	na	3.0	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	SKAL	0.0	0.1	No	Yes	On an ad hoc basis
	LAL	1.4	7.9	No	Yes	On an ad hoc basis
<b>FR</b>	AFTRI	2.2	na	No	Yes	On an ad hoc basis
	Chambre syndicale du déménagement	0.8	0.8	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	EPL	0.1	1.2	No	No	na
	FEDIMAG	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	FNTR	11.8	17.9	Yes, multi-employer bargaining only	Yes	On a regular basis
	FNTV	1.6	0.7	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	OTRE	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	TLF	na	16.4	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	UNIT	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Unostra	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	UTP	0.2	3.6	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
OFAE	na	1.2	No	na	na	
<b>HR</b>	CEA	4.7	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	Transportkomerc (HCP)	2.4	na	No	Yes	On an ad hoc basis
<b>HU</b>	MKFE	9.8	na	Yes, both multi-employer and single bargaining	Yes	na

	FUVOSZ	na	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	KKVSZ	0.2	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	NiT HU	10.4	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	MKSZ	0.0	na	Yes, single-employer bargaining only	Yes	On a regular basis
	Volán Egyesülés	0.1	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Stratosz	na	na	No	na	na
<b>IE</b>	IRHA	na	11.2	No	Yes	On a regular basis
<b>IT</b>	ASSTRA	na	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Uicciaa (or Unioncamere)	na	na	No	Yes	na
	ANAV	0.5	2.8	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Confetra	0.0	49.2	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Assologista	na	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Fedespedi	1.7	6.6	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	FISI	0.0	na	Yes, multi-employer bargaining only	No	na
	AITE	na	na	na	na	na
	AITI	na	na	na	na	na
	Assoespressi	na	na	na	na	na
	FEDIT	na	na	na	na	na
	FISE-ARE	0.0	0.7	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	ANITA	3.0	14.8	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	Trasporto Unito FIAP	6.0	5.7	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	ANIASA	na	na	na	na	na

	ANEF	0.3	na	na	na	na
	Federtrasporto	na	na	na	na	na
	Conftrasporto	na	na	na	na	na
	ASSTRI	na	na	na	na	na
	FAI	na	na	na	na	na
	Federlogistica	na	na	na	na	na
	Federtraslochi	na	na	na	na	na
	FIAP/L	na	na	na	na	na
	UNITAI	na	na	na	na	na
	CLAAI	na	na	na	na	na
	CNA	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	CNA-FITA	30.0	na	na	Yes	na
	Confartigianato Trasporti	na	na	Yes	na	na
	SNA-Casartigiani	na	na	na	na	na
	Legacoop Servizi	0.4	7.8	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	Federlavoro e Servizi - Confcooperative	na	na	na	na	na
	AGCI Servizi	na	na	na	na	na
<b>LT</b>	LINAVA	19.5	na	No	Yes	On an ad hoc basis
<b>LU</b>	Groupement transport	26.3	na	Yes, multi-employer bargaining only	Yes	na
	FLEAA	3.7	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	Fédération des Patrons Loueurs de Taxis et d'Ambulances	6.9	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	FEDELUX	0.9	na	na	Yes	na
	CLC	30.9	na	No	Yes	On an ad hoc basis
<b>LT</b>	Latvijas auto	na	na	No	Yes	On a regular basis
<b>MT</b>	GRTU	na	na	na	na	na
<b>NL</b>	KNV	2.6	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	TLN	26.1	na	Yes, multi-employer bargaining only	Yes	On a regular basis

	EVO	86.9	na	No	Yes	na
<b>PL</b>	ZMPD	2.4	na	No	Yes	On an ad hoc basis
	Pracodawcy RP	2.4	na	No	Yes	On an ad hoc basis
<b>PT</b>	ANTROP	na	10.2	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	ANTRAL	na	na	Yes, multi-employer bargaining only	na	na
	APAT	na	na	Yes, multi-employer bargaining only	na	na
	ANTRAM	na	na	Yes, multi-employer bargaining only	na	na
<b>RO</b>	URTP	0.2	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	UNTRR	45.8	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	PR	1.1	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	COTAR	na	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
	FNPSPR	na	na	Yes, both multi-employer and single bargaining	Yes	On an ad hoc basis
<b>SE</b>	BA	56.1	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	BuA	2.8	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	Almega	0.4	na	Yes, both multi-employer and single bargaining	No	na
	Sveriges Hamnar	na	na	Yes, both multi-employer and single bargaining	Yes	On a regular basis
	KFS	0.2	na	Yes, multi-employer bargaining only	No	na
	SKL	na	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	BR	2.8	na	na	Yes	On a regular basis
	STF	2.0	na	No	na	na

	Sveriges Åkeriföretag	52.7	na	No	Yes	On a regular basis
	Svensk Kollektivtrafik	0.2	na	No	Yes	On a regular basis
	Tågoperatörerna	0.2	na	No	na	na
	SIFA	na	na	Yes	na	na
<b>SI</b>	ZDS	na	na	Yes, multi-employer bargaining only	Yes	On an ad hoc basis
	ZPZ (GZS according to CLECAT)	5.5	na	Yes, multi-employer bargaining only	Yes	On a regular basis
	GIZ Intertransport	na	na	No	No	na
	ZDOPS	na	na	Yes, multi-employer bargaining only	No	na
<b>SK</b>	ČESMAD SK	4.8	na	Yes, single-employer bargaining only	Yes	On a regular basis
	ZAD	0.1	6.1	Yes, multi-employer bargaining only	Yes	On a regular basis
<b>UK</b>	ATOC	na	na	No	Yes	On an ad hoc basis
	CPT	1.3	na	No	Yes	On a regular basis
	FTA	na	na	No	Yes	On a regular basis
	RHA	na	na	No	Yes	On an ad hoc basis

Note: na = not available

**Table A2.8: Affiliations of employers' and business organisations in the road transport and logistics sector, 2013**

	Employer organisation	International, European and national affiliations
<b>AT</b>	FVGB	<b>International:</b> IRU <b>National:</b> Federal Economic Chamber of Austria (WKÖ)
	FVALS	<b>International:</b> IRU <b>European:</b> European Barge Union (EBU) <b>National:</b> WKÖ, Working Group of International Road Hauliers of Austria (AISÖ)
	FVBGPKW	<b>International:</b> IRU <b>National:</b> WKÖ, AISÖ

	FVSB	<b>International:</b> UITP <b>European:</b> CER, European Rail Freight Association (ERFA) <b>National:</b> WKÖ
	FVS	<b>International:</b> International Federation of National Associations of Cable Car Operators (FIANET), International Organisation for Transportation by Rope (OITAF) <b>National:</b> WKÖ
	FVSL	<b>National:</b> WKÖ
	FGWMK	<b>European:</b> Advertising Information Group (AIG), European Association of Communications Agencies (EACA), European Advertising Standards Alliance(EASA) <b>National:</b> WKÖ, Federal Association of Advertising and Market Communication (FVWMK)
	VÖZ	<b>International:</b> World Association of Newspapers and News Publishers (WAN-IFRA) <b>European:</b> European Newspaper Publishers' Association (ENPA), European Federation of Magazine Publishers (FAEP)
	AISÖ	<b>International:</b> IRU
	VÖWG	<b>International:</b> International Centre of Research and Information on the Public, Social and Cooperative Economy (CIRIEC) <b>European:</b> CEEP
<b>BE</b>	Febetra	<b>International:</b> IRU National: Federation of Enterprises in Belgium (VBO/FEB), Institute of Road Transport & Logistics Belgium (ITLB)
	FBAA	<b>International:</b> IRU, UITP <b>National:</b> UCM, Unizo
	Fédération d'Employeurs pour le commerce international, le transport et la logistique/ Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	No affiliations
	UPTR	<b>European:</b> UETR <b>National:</b> Benelux UCM, Supreme Council for the Self-employed and SMEs (CSCMI//HRZKMO), ITLB, Belgian Institute for Road Safety (IBSR/BIVV), Federal Commission on Road Safety (CFSR/FCV)
	UBTCUR/BVGSS	<b>International:</b> UITP
	GTL	<b>International:</b> IRU
	TLV	<b>National:</b> UETR, UNIZO
	CBD-BKV	<b>International:</b> IRU
<b>BG</b>	NSBS	<b>European:</b> CLECAT
	AEBTRI	<b>International:</b> IRU
	BICA	<b>European:</b> CEEP

<b>CY</b>	TDA	<b>International:</b> IRU
<b>CZ</b>	SD ČR	<b>European:</b> BusinessEurope – through membership of Confederation of Industry of the Czech Republic (SP ČR) <b>National:</b> Czech Business Representation to the EU in Brussels (CEBRE), SP ČR
	ČESMAD Bohemia	<b>International:</b> IRU <b>National:</b> Czech Chamber of Commerce (HK ČR)
<b>DE</b>	VKA	<b>National:</b> Bvöd
	DSLVL	<b>International:</b> IRU, International Federation of Freight Forwarders Associations (FIATA) <b>European:</b> CLECAT
	BGL	<b>International:</b> IRU
	BDO	<b>International:</b> IRU National: German Travel Association (DRV)
	BWVL	<b>International:</b> IRU
	VDV	<b>International:</b> UITP European: CER CEEP <b>National:</b> Federal Association of Public Services – German section of CEEP (bvöd)
	BZP	<b>International:</b> IRU
	AIST	<b>International:</b> IRU
	bvöd	<b>European:</b> CEEP Germany
<b>DK</b>	ATL	<b>International:</b> IRU – as part of Danish Transport Federation (DTF) through membership of Transport Section of Confederation of Danish Industry (DI) <b>European:</b> European Transport Training Association (EuroTra) <b>National:</b> DI, Confederation of Danish Employers (DA) as member of DI
	DTL Arbejdsgiver	<b>International:</b> IRU <b>National:</b> Danish Chamber of Commerce, DA (as member of Danish Chamber of Commerce)
	AKT	<b>International:</b> IRU – as part of DTF through membership of DI <b>National:</b> DI, DA (as member of DI)
	ATAX	<b>International:</b> IRU – through membership of business association within taxi transport (Dansk Taxi Råd, DTR); ATAX is their employer association
	ATV	<b>International:</b> IRU – as part of DTF <b>National:</b> DI and DA (as member of DI)
	TA	<b>International:</b> IRU – through Danish Bus and Coach Owners' Association (DB) <b>National:</b> Danish Chamber of Commerce, DA
<b>EE</b>	AL	<b>International:</b> UITP
	ERAA	<b>International:</b> IRU <b>National:</b> Estonian Employers' Confederation (ETTK), subsidiary of ERAA is affiliated to the Estonian Chamber of Commerce and Industry

<b>ES</b>	ASTIC	<b>International:</b> IRU <b>National:</b> Spanish Confederation of Employer organisations (CEOE)
	CETM	<b>European:</b> EuroTra, Federation of European Movers (Fedemac), European Association of Freight Villages and Logistic Centres (Europlatforms) <b>National:</b> CEOE
	CEOT	No affiliations
	Fenadismer	<b>European:</b> UETR
	ASINTRA	<b>European:</b> Confederation of Road Transport (CTC)–IRU, BUSINESSEUROPE <b>National:</b> CEOE
	FENEBÚS	No affiliations
	UNALT	No affiliations
	CTE	<b>National:</b> UPTA
	AEM	No affiliations
<b>FI</b>	ALT	<b>International:</b> IRU via membership of LAL and SKAL <b>European:</b> UITP, EuroTra <b>National:</b> Confederation of Finnish Industries (EK)
	STL	<b>International:</b> IRU
	Satamaoperaattorit ry	<b>European:</b> Federation of European Private Port Operators (FEPORT) <b>National:</b> EK
	SKAL	<b>International:</b> IRU <b>European:</b> Nordisk Lastbil Union (NLU) <b>National:</b> EK
	LAL	<b>International:</b> UITP, IRU <b>National:</b> EK
<b>FR</b>	AFTRI	<b>International:</b> IRU <b>European:</b> Organisation of European Road Transport (OTRE) <b>National:</b> Union of Transport and Logistics Companies of France (TLF)
	Chambre syndicale du déménagement	<b>National:</b> National Federation of Road Transport (FNTR), General Confederation of Small and Medium Enterprises (CGPME), Union Federation of Transport (UFT)
	EPL	<b>European:</b> CEEP
	FEDIMAG	No affiliations
	FNTR	<b>International:</b> IRU <b>European:</b> CLTM <b>National:</b> CGPME, Movement of French Enterprises (MEDEF), UFT
	FNTV	<b>International:</b> IRU <b>National:</b> MEDEF (through Interprofessional Transport and Logistics Group; GITL), UFT, FNTR
	OTRE	No affiliations



	TLF	<b>European:</b> CLECAT <b>National:</b> MEDEF
	UNIT	<b>International:</b> IRU <b>National:</b> MEDEF
	Unostra	<b>European:</b> UETR
	UTP	<b>European:</b> UITP, CER National: MEDEF (through GIPL)
	OFAE	<b>International:</b> IRU
<b>HR</b>	CEA	<b>International:</b> International Organisation of Employers (IOE) <b>European:</b> UETR – through Croatian Association of Road Haulers (HCP) National: HCP
	Transportkomerc (HCP)	<b>International:</b> IRU <b>European:</b> UETR
<b>HU</b>	MKFE	<b>International:</b> IRU
	FUVOSZ	<b>National:</b> National Association of Entrepreneurs and Employers Association (VOSZ)
	KKVSZ	<b>National:</b> Confederation of Hungarian Employers and Industrialists (MGYOSZ)
	NiT HU	<b>European:</b> UETR, European Road Safety Charter (ERSC), EuroTra <b>National:</b> National Accident Committee of the National Police (ORFK OBB), Global Road Safety Partnership (GRSP) Hungarian Section, Car Life Cycle Grand Coalition Association (ANK), National Federation of Craftsmen Boards (IPOSZ), VOSZ
	MKSZ	No affiliations
	Volán Egyesülés	<b>National:</b> KKVSZ, Stratosz, MGYOSZ, MKFE, MOSZ
	Stratosz	<b>European:</b> CEEP
<b>IE</b>	IRHA	<b>International:</b> IRU
<b>IT</b>	ASSTRA	<b>International:</b> UITP <b>European:</b> CEEP <b>National:</b> Confederation of the Local Public Services (CONFServizi)
	Uicciaa (or Unioncamere)	<b>International:</b> IRU
	ANAV	<b>International:</b> IRU, UITP <b>National:</b> General Confederation of Italian Industry (Confindustria)
	Confetra	<b>International:</b> IRU, FIATA, International Federation of Warehousing and Logistics Associations (IFWLA) <b>European:</b> CLECAT, Fedemac
	Assologistica	<b>International:</b> IFWLA <b>European:</b> FEPORT, European Cold Storage and Logistics Association (ECSLA) <b>National:</b> Confindustria, Confetra, Transport Employers (Federttrasporto)

Fedespedi	<b>European:</b> FIATA, CLECAT <b>National:</b> Confetra
FISI	<b>National:</b> Confetra, Fedespedi
AITE	<b>National:</b> Confetra
AITI	<b>National:</b> Confetra
Assoespressi	<b>National:</b> Confetra
FEDIT	<b>National:</b> Confetra
FISE-ARE	<b>National:</b> Federtrasporto
ANITA	<b>National:</b> Confindustria
Trasporto Unito FIAP	No affiliations
ANIASA	<b>European:</b> European Federation of Leasing Company Associations (LEASEUROPE) <b>National:</b> National Federation of Travel and Tourism, (Federturismo)
ANEF	<b>International:</b> International Federation of National Organisations Operating Cable Cars (FIANET)
Federtrasporto	<b>National:</b> Confindustria
Conftrasporto	<b>National:</b> General Italian Confederation of Commerce and Tourism (Confcommercio)
ASSTRI	No affiliations
FAI	<b>National:</b> Conftrasporto
Federlogistica	<b>National:</b> Conftrasporto
Federtraslochi	<b>National:</b> Conftrasporto
FIAP/L	<b>National:</b> Conftrasporto
UNITAI	<b>National:</b> Conftrasporto
CLAAI	<b>National:</b> Conftrasporto
CNA	<b>European:</b> European Association of Craft and Small and Medium-Sized Enterprises (UEAPME)
CNA-FITA	<b>European:</b> UETR <b>National:</b> CNA
Confartigianato Trasporti	<b>European:</b> UETR <b>National:</b> General Italian Confederation of Artisans (Confartigianato)
SNA-Casartigiani	<b>National:</b> Independent Confederation of Artisan Unions (Casartigiani)
Legacoop Servizi	<b>European:</b> European Confederation of Workers' Cooperatives, Social Cooperatives and Social and Participative Enterprises (CECOP), European Federation of Cleaning Industries (FENI) <b>National:</b> National League of Cooperatives (Legacoop)
Federlavoro e Servizi - Confcooperative	<b>National:</b> Confederation of Italian Cooperatives (Confcooperative)
AGCI Servizi	<b>National:</b> General Association of Italian Cooperatives (AGCI)

<b>LT</b>	LINAVA	<b>International:</b> IRU <b>National:</b> Latvian Confederation of Industrialists (LPK)
<b>LU</b>	Groupement transport	<b>International:</b> IRU <b>National:</b> Luxembourg Confederation of Commerce Employers (CLC)
	FLEAA	<b>International:</b> IRU <b>National:</b> CLC
	Fédération des Patrons Loueurs de Taxis et d'Ambulances	<b>National:</b> Federation of Artisans (FDA)
	FEDELUX	<b>European:</b> Fedemac <b>National:</b> CLC
	CLC	<b>International:</b> IRU
<b>LT</b>	Latvijas auto	<b>International:</b> IRU <b>National:</b> Latvian Employers' Confederation (LDDK)
<b>MT</b>	GRTU	<b>European:</b> UEAPME, European Economic and Social Committee (EESC), EuroCommerce, Eurofedop
<b>NL</b>	KNV	<b>International:</b> UITP, IRU <b>National:</b> Confederation of Netherlands Industry and Employers VNO-NCW, Dutch Employers' Association (AWVN)
	TLN	<b>International:</b> IRU <b>National:</b> VNO-NCW, AWWN
	EVO	<b>International:</b> IRU Shipper's Forum <b>European:</b> BUSINESSEUROPE, European Shippers' Council (ESC)
<b>PL</b>	ZMPD	<b>International:</b> IRU <b>National:</b> Employers of Poland (KPP), Polish–Russian Chamber of Commerce and Industry, Polish–Belarussian Chamber of Commerce and Industry
	Pracodawcy RP	<b>International:</b> IOE, OECD Business and Industry Advisory Committee, ILO, International Coordinating Council of Employers' Unions (ICCEU) <b>European:</b> CEEP, EESC
<b>PT</b>	ANTROP	<b>International:</b> IRU, UITP, Ibero-American Bus Transport Association (AITBUS) <b>National:</b> Confederation of Commerce and Services in Portugal (CCP), Portuguese Road Prevention (PRP), Portuguese Federation of Road Transport (FPTR), Association for Certification (CERTIF)
	ANTRAL	Not available
	APAT	<b>International:</b> FIATA
	ANTRAM	<b>National:</b> CCP
<b>RO</b>	URTP	<b>International:</b> UITP
	UNTRR	<b>International:</b> IRU <b>National:</b> National Confederation of Romanian Employers (CNPR)

	PR	No affiliations
	COTAR	No affiliations
	FNPSPR	<b>National:</b> General Union of Industrialists of Romania 1903 (UGIR 1903)
<b>SE</b>	BA	<b>International:</b> IRU <b>National:</b> Confederation of Swedish Enterprise
	BuA	<b>International:</b> IRU <b>National:</b> Confederation of Swedish Enterprise
	Almega	<b>National:</b> Confederation of Swedish Enterprise
	Sveriges Hamnar	<b>European:</b> European Sea Ports Organisation (ESPO) <b>National:</b> Confederation of Swedish Enterprise
	KFS	<b>European:</b> CEEP
	SKL	<b>European:</b> CEEP
	BR	<b>International:</b> IRU
	STF	<b>International:</b> IRU
	Sveriges Åkeriföretag	<b>International:</b> IRU <b>European:</b> Nordic Logistics Association
	Svensk Kollektivtrafik	<b>International:</b> UITP
	Tågoperatörerna	<b>European:</b> CER
	SIFA	<b>European:</b> CLECAT
<b>SI</b>	ZDS	<b>International:</b> IOE, Business and Industry Advisory Committee <b>European:</b> BUSINESSEUROPE
	ZPZ (GZS according to CLECAT)	<b>European:</b> CLECAT, FIATA, Federation of National Associations of Ship Brokers and Agents (FONASBA), European Community Association of Ship Brokers and Agents (ECASBA), International Motor Vehicle Inspection Committee (CITA) <b>National:</b> Chamber of Commerce and Industry of Slovenia (GZS)
	GIZ Intertransport	<b>International:</b> IRU <b>National:</b> Transport and Communications Association at GZS
	ZDOPS	<b>International:</b> ILO, EESC
<b>SK</b>	ČESMAD SK	<b>International:</b> IRU <b>National:</b> Federation of Employers' Associations of the Slovak Republic (AZZZ SR)
	ZAD	No affiliations
<b>UK</b>	ATOC	<b>International:</b> International Union of Railways (IUR) <b>European:</b> CER <b>National:</b> Confederation of British Industry (CBI)
	CPT	<b>International:</b> UITP
	FTA	<b>International:</b> IRU
	RHA	<b>International:</b> IRU <b>National:</b> CBI, Society of Motor Manufacturers and Traders (SMMT), UK Parking Forum

**Table A2.9: Domain coverage and description of employer organisations in the road transport and logistics sector, 2013**

	<b>Employer organisation</b>	<b>Domain coverage</b>	<b>Domain description</b>
<b>AT</b>	FVGB	Sectionalism	Private companies in NACE subactivities 49.4 (freight transport by road and removal services) and 53.2 (other postal and courier services).
	FVALS	Sectional overlap	Private companies in NACE subactivities 49.31 (urban and suburban passenger bus transport) and 49.39 (other passenger bus transport). Also covers companies in the airline and ship transport sectors.
	FVBGPKW	Sectional overlap	Private companies in NACE subactivities 49.32 and 49.39 (only horse-drawn carriages) and rental and leasing of motor vehicles
	FVSB	Sectional overlap	Private companies in part of the subactivities NACE 49.31 (only urban and suburban rail transport). Also covers companies in the rail freight transport and long distance railway transport sectors.
	FVS	Sectionalism	Cableway operators, that is, parts of subsectors 49.31 and 49.39 (funicular railways, aerial cableways, ski and cable lifts).
	FVSL	Sectionalism	Private companies in the whole sector except NACE sub activities 49.3.
	FGWMK	Sectional overlap	Employers engaged in the distribution/shipping of advertising material
	VÖZ	Sectional overlap	Subactivities in NACE 53.2 (that is, delivery personnel) and newspaper and magazine publishing companies
	AISÖ	Sectional overlap	NACE subactivities 53.2 and automobile clubs
	VÖWG	Sectional overlap	Public companies in NACE subactivities 49.31 and 49.39, and public or semi-public enterprises in the energy supply, water and health services sectors
<b>BE</b>	Febetra	Sectionalism	Companies on transport and logistics of goods, no passengers
	FBAA	Sectionalism	Urban passenger transport
	Fédération d'Employeurs pour le commerce international, le transport et la logistique/ Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	Sectional overlap	Whole sector except some activities in urban and suburban passenger and transport, taxi operation, and removal services. Also covers international trade activities.

	UPTR	Sectionalism	Whole sector except some activities in urban and suburban passenger and transport, taxi operation and removal services activities
	UBTCUR/BVGSS	Sectionalism	Private companies in urban and suburban passenger land transport activities
	GTL	Sectionalism	Taxi operation activities
	TLV	Sectionalism	Freight transport by road and warehousing and storage in companies located in Flanders and Brussels
	CBD-BKV	Sectionalism	Removal services
<b>BG</b>	NSBS*	Congruence	Whole sector
	AEBTRI*	Congruence	Whole sector
	BICA*	na	na
<b>CY</b>	TDA	na	na
<b>CZ</b>	SD ČR*	Sectional overlap	Whole sector except NACE 49.32 taxi service and rental of passenger cars with a driver, NACE 49.42 removal (relocation) services, and NACE 53.20 other postal and courier activities. Also covers other activities.
	ČESMAD Bohemia*	Sectionalism	Private transport companies (legal form Ltd), self-employed entrepreneurs and partially municipal-owned companies (urban passenger land transport)
<b>DE</b>	VKA*	Sectional overlap	Local public transport and administration, hospitals, social services provider, savings banks, public utility, waste disposal, ports and airports
	DSLVL*	Sectionalism	Private companies in the whole sector except passenger transport activities
	BGL*	Sectional overlap	Private companies in freight transport (road) activities and waste disposal
	BDO*	Sectional overlap	Private companies of passenger transport and tourism activities
	BWVL*	Sectional overlap	Freight transport and scraping, construction and food industry
	VDV*	Sectional overlap	Public passenger transport and freight transport (rail) and sea and coastal passenger water transport as well as companies having infrastructure, utilities and staff available for passenger transport companies.
	BZP*	Sectionalism	Passenger transport services in cabs and rental cars
	AIST*	Sectionalism	Road transport
	Bvöd*	Sectional overlap	Public ownership, or mostly public ownership, in urban and suburban passenger transport. Also covers public administrations and enterprises providing services of general economic interest.

<b>DK</b>	ATL*	Sectionalism	Private companies in freight transport, removal services, warehousing and storage, other transportation support activities and courier activities
	DTL Arbejdsgiver*	Sectionalism	Private companies in the transport and logistics sector
	AKT*	Sectionalism	Companies that operate in public transport
	ATAX*	Sectionalism	Taxi driving
	ATV*	Sectionalism	Tourist transport operators
	TA*	Sectionalism	Tourist transport
<b>EE</b>	AL	Sectionalism	Companies in the whole sector except for warehousing and storage, other transportation support activities and other postal and courier activities
	ERAA	Sectionalism	Mainly freight and passenger transport by road and forwarding of freight and activities of customs agents are covered.
<b>EL</b>	OFAE	Sectionalism	Road transport of goods
<b>ES</b>	ASTIC*	Sectionalism	Mostly covers freight transport activities
	CETM*	Sectionalism	Only covers freight transport
	CEOT*	Sectional overlap	Freight transport by road and other transportation support activities and water and air transport
	Fenadismer*	Sectionalism	Freight transport by road (NACE 49.41) and other transport support activities (NACE 52.29)
	ASINTRA*	Sectionalism	Passengers road transport activities
	FENEBUS	Sectionalism	Passengers road transport activities
	UNALT*	Sectionalism	Taxi drives affiliated to local associations.
	CTE*	Sectionalism	Self-employed taxi drivers
	AEM*	Sectionalism	Postal and courier activities (NACE rev. 2 53.2)
<b>FI</b>	ALT*	Congruence	Not specified
	STL*	Sectionalism	Taxi operation
	Satamaoperaattori ry*	Sectionalism	Private companies in warehousing and storage and other transportation support activities
	SKAL*	Sectionalism	Mainly freight transport by road
	LAL*	Sectionalism	Mainly urban and suburban land transport and other passenger transport
<b>FR</b>	AFTRI	Sectionalism	Other passenger land transport, Freight transport by road, Removal services, Other transportation support activities
	Chambre syndicale du déménagement*	Sectionalism	Removal services
	EPL*	Sectional overlap	Urban and suburban passenger land transport
	FEDIMAG*	Sectionalism	Warehouse and logistics

	FNTR*	Sectional overlap	Freight transport by road, removal services, warehousing and storage, other transportation support activities, other postal and courier activities and combined transport rail-road
	FNTV*	Sectionalism	Passenger land transport
	OTRE*	Sectionalism	Freight transport by road
	TLF	Sectionalism	Postal and courier activities, other transportation support activities, warehousing and storage, freight transport by road
	UNIT*	Sectionalism	Taxi operation
	Unostra*	Sectionalism	Whole sector except removal services.
	UTP*	Sectional overlap	Urban public transport sector, including rail transport sector and railway infrastructure manager
<b>HR</b>	CEA	Overlap	Whole sector and insurance companies and petrol producers
	Transportkomerc	Congruence	Not specified
<b>HU</b>	MKFE*	Sectionalism	All private companies in the sector
	FUVOSZ*	Sectionalism	All private companies in the sector
	KKVSZ*	Sectionalism	Medium-sized and large companies, mainly the largest state-owned scheduled bus transporters, national and international transporters
	NiT HU*	Sectionalism	Private companies in the whole sector except NACE 9.32 taxi operation, 52.10 warehousing and storage, 52.29 other transportation support activities and 53.2 other postal and courier activities
	MKSZ*	Sectional overlap	Largest local passenger transporters and railways transport
	Volán Egyesülés*	Sectional overlap	National companies (not multinationals) in the whole sector and pension service, parts trade, software development, computer services, system monitoring, accounting and tax advisory services, audit, education, real estate management, insurance, construction
	Stratosz	Overlap	Cross-sectoral employers' organisation
<b>IE</b>	IRHA*	Sectionalism	Road haulage
<b>IT</b>	ASSTRA*	Sectional overlap	Mainly covers local public transport sector
	Uicciaa (or Unioncamere)*	Overlap	Represents all private sector activities
	ANAV*	Sectionalism	Covers enterprises that operate in the following activities: passenger land transport; private bus rental with driver.
	Confetra*	Sectional overlap	Potentially covers enterprises that operate in NACE 49.41, 49.42



Assologistica*	Overlap	Whole sector and companies in the port and civil aviation services (terminal operators in ports, airports and other logistics centres)
Fedespedi*	Sectionalism	Covers enterprises which operate NACE 52.29, 53.2, 49.41 activities
FISI*	Sectionalism	Covers enterprises which operate in NACE 49.41, 52.29 activities
AITE*	Sectionalism	Represents only long-vehicle transport enterprises
AITI*	Sectionalism	Represents only removal service enterprises
ASSOESPRSSI*	Sectionalism	Represents only carriers
FEDIT*	Sectionalism	Covers enterprises which operate NACE 53.2 activities
FISE-ARE*	Sectionalism	Whole sector except for NACE 49.41, 52.10, 52.29, 53.2 activities
ANITA*	Sectionalism	Whole sector except for NACE 49.41, 52.10, 52.29, 53.2 activities
Trasporto Unito FIAP*	Congruence	Whole sector
ANIASA*	Sectionalism	Only ca -rental and connected service enterprises.
ANEF*	Sectionalism	Cable lift enterprises
Federtrasporto*	Overlap	Whole sector and rail transport
Conftrasporto*	Overlap	Whole sector and rail and sea transport
ASSTRI*	Sectionalism	Disposal, storage and transport of waste enterprises
FAI*	Congruence	Whole sector
Federlogistica*	Sectionalism	Not specified
Federtraslochi*	Sectionalism	Logistic and delivery enterprises
FIAP/L*	Sectionalism	Removal service enterprises
UNITAI*	Sectionalism	Professional transporters
CLAAI*	Sectional overlap	Artisan enterprises
CNA*	Overlap	All private sector activities
CNA-FITA*	Sectionalism	SMEs in the sector
Confartigianato Trasporti*	Sectionalism	Artisan enterprises
SNA-Casartigiani*	Sectionalism	Only artisan enterprises
Legacoop Servizi*	Sectional overlap	Whole sector and cooperative enterprises in the following sectors: horeca, private security, services linked to cultural heritage
Federlavoro e Servizi - Confcooperative*	Sectional overlap	All service and production cooperatives
AGCI Servizi	Sectional overlap	Cooperatives in transport sector and horeca, private security, social service sectors

<b>LT</b>	LINAVA*	Congruence	Whole sector
<b>LU</b>	Groupement transport*	Sectional overlap	Freight transport by road and logistic and other activities outside the sector
	FLEAA*	Sectionalism	Passengers transport by road
	Fédération des Patrons Loueurs de Taxis et d'Ambulances*	Sectional overlap	Taxi operation and medical services
	FEDELUX*	Sectionalism	Removal services
	CLC*	Overlap	Transport and commerce, services, other kind of transports.
<b>LT</b>	Latvijas auto*	Sectionalism	Road transport enterprises
<b>MT</b>	GRTU*	Overlap	Not specified
<b>NL</b>	KNV*	Sectionalism	Whole sector except transport of persons over road; transport of goods over road
	TLN*	Sectionalism	Not specified
	EVO*	Overlap	Whole transport and Dutch shipping companies, companies that contract transport out to a professional company. Some of the members transport on own account.
<b>PL</b>	ZMPD*	Sectionalism	International freight hauliers
	Pracodawcy RP*	Overlap	Companies in all sectors of economy
<b>PT</b>	ANTROP	Sectionalism	Urban and suburban passenger land transport' and 'Other passenger land transport
	ANTRAL	Sectionalism	Taxi operations
	APAT	Sectionalism	Only hauliers and logistics
	ANTRAM	Sectionalism	Road freight transport
<b>RO</b>	URTP*	Sectionalism	local public transport
	UNTRR*	Sectionalism	Passengers and freight, national and international road transport
	PR*	Overlap	Not specified
	COTAR*	Sectionalism	Authorised hauliers and operators
	FNPSPR*	Sectional overlap	Local transport and public utilities
<b>SE</b>	BA*	Sectionalism	Whole sector except NACE 49.31 and 49.39
	BuA*	Sectionalism	Whole sector except NACE 49.31 and 49.39
	Almega*	Sectional overlap	NACE 49.31, 52.29 and 53.2, and service sector
	Sveriges Hamnar*	Sectional overlap	NACE 52.1, 52.29 and 52.22
	KFS*	Sectional overlap	NACE 49.31 and 52.29 and companies within health and social care, education, electricity and construction sectors
	SKL*	Sectional overlap	NACE 49.31 and 52.29, and local authorities and regions

	BR*	Sectionalism	NACE 49.31 and 49.39
	STF*	Sectionalism	NACE 49.32
	Sveriges Åkeriföretag*	Sectionalism	NACE 49.41, 52.10 and 52.29
	Svensk Kollektivtrafik*	Sectionalism	NACE 49.3.
	Tågoperatörerna*	Sectional overlap	NACE 49.31 and 52.29, and rail transport
	SIFA	NA	Not available
<b>SI</b>	ZDS*	Overlap	Whole sector and other sectors (agriculture and food, technology, energy, construction industry, trade, catering, transport and communications, services, textile and leather, wood and paper, chemistry and metals)
	ZPZ*	Overlap	Whole sector and technical inspections and approvals
	GIZ Intertransport*	Sectionalism	Road freight transport (NACE 49.41)
	ZDOPS	Overlap	Member companies in all sectors
<b>SK</b>	ČESMAD SK*	Sectionalism	NACE 49.39, 49.41 and 52.29
	ZAD*	Sectionalism	Public passenger road transport by bus
<b>UK</b>	ATOC*	Sectional overlap	Rail segment of 'urban and suburban passenger land transport' and not the other subsectors of road transport and logistics. Domain also covers other rail services (regional, long distance transport and so on).
	CPT*	Sectional overlap	Bus, coach and light rail operators in 'urban and suburban passenger land transport' and 'other passenger land transport, not elsewhere classified', and not other subsectors of road transport and logistics. Also has a category of membership for companies that are suppliers to the bus and coach industry (ranging from vehicle manufacturers to insurers and lawyers).
	FTA*	Sectional overlap	Companies that operate or manage supply chains and use freight transport in connection with their business. Its sector-related domain therefore mainly covers 'freight transport by road', and 'other postal and courier activities'. FTA's domain also covers rail, sea and air freight transport. Further, within road transport, it also represents the transport interests of companies whose main business is not transport, but operate their own fleets or use the services of haulage companies.
	RHA*	Sectionalism	Domain principally covers 'freight transport by road', along with 'warehousing and storage' and 'other postal and courier activities'.

Note: \* Domain overlap with other sector-related trade unions

**Table A2.10: Domain coverage and number of employees of companies in the road transport and logistics sector, 2013**

	Company	Domain coverage	Employees	
			Total	In the sector
<b>BE</b>	De Lijn	na	na	na
<b>BG</b>	BDZ Cargo	Sectionalism	3,800	3,800
	BDZ Passenger Transport	Sectionalism	6,200	6,200
	Sofia Bus Transport	Sectionalism	1,901	1,901
	Sofia Electrotransport	Sectionalism	2,200	na
<b>CZ</b>	CD	Sectional overlap	na	500
<b>DK</b>	FynBus	Sectionalism	na	na
<b>ES</b>	EMT Madrid	Sectionalism	8,055	8,055
	TB, S.A.	Sectionalism	4,229	4,229
	CRT Madrid	Sectionalism	na	na
	RENFE	Sectionalism	na	na
<b>EL</b>	OSE	Sectional overlap	1,694	na
	TRAI NOSE	Sectionalism	na	na
	Road Transport SA, OSY	Sectionalism	na	na
	Urban Rail Transport SA, STA.SY	Sectionalism	na	na
<b>IE</b>	Dublin Bus	Sectionalism	na	na
	Bus Éireann	Sectionalism	na	na
	IE	Sectionalism	na	na
<b>LU</b>	CFL	Sectional overlap	3,640	187
<b>PT</b>	CARRIS	Sectionalism	na	na
<b>SK</b>	ŽSR	Sectional overlap	na	na
	ZSSK	Sectional overlap	na	na
<b>UK</b>	TfL	Sectional overlap	na	na

Note: na = not available

**Table A2.11: Collective bargaining, consultation and affiliations of companies in the road transport and logistics sector, 2013**

	Company	Collective bargaining	International, European and national affiliations
<b>BE</b>	De Lijn	Yes	European: CEEP
<b>BG</b>	BDZ Cargo	Yes	European: CER National: BIA
	BDZ Passenger	Yes	European: CER

	<b>Company</b>	<b>Collective bargaining</b>	<b>International, European and national affiliations</b>
	Transport		<b>National:</b> Bulgarian Industrial Association (BIA)
	Sofia Bus Transport	Yes	<b>European:</b> CER <b>National:</b> BIA
	Sofia Electrotransport	Yes	<b>European:</b> CER <b>National:</b> BIA
<b>CZ</b>	CD	Yes	<b>International:</b> IUC, UITP <b>European:</b> CER <b>National:</b> SD ČR
<b>DK</b>	FynBus	No	<b>International:</b> UITP <b>European:</b> UITP (European Committee) <b>National:</b> Danish Public Transport Authorities
<b>EL</b>	TRAIÑOSE	Yes	<b>European:</b> CER
	Road Transport SA, OSY	Yes	<b>International:</b> UITP
	Urban Rail Transport SA, STA.SY	na	<b>International:</b> UITP
	OSE	Yes	<b>International:</b> International Union of Railways (FIP) <b>European:</b> CER
<b>ES</b>	EMT Madrid	Yes	<b>International:</b> UITP
	TB, S.A.	na	<b>International:</b> UITP <b>National:</b> Road Urban Transport Association (ATUC)
	CRT Madrid	Yes	<b>European:</b> CEEP
	RENFE	Yes	<b>European:</b> CER
<b>IE</b>	Dublin Bus	Yes	<b>International:</b> UITP
	Bus Éireann	Yes	<b>International:</b> UITP
	IE	Yes	<b>European:</b> CER
<b>LU</b>	CFL	No	<b>European:</b> CER
<b>PT</b>	CARRIS	Yes	<b>International:</b> UITP <b>European:</b> CEEP (via CEEP Portugal)
<b>SK</b>	ŽSR	Yes	<b>International:</b> IUC <b>European:</b> CER <b>National:</b> AZZZ SR – via membership of Union of Transport, Post and Telecommunications of Slovakia (ÚDPT SR)
	ZSSK	Yes	<b>European:</b> CER <b>National:</b> AZZZ SR – via membership of ÚDPT SR
<b>UK</b>	TfL	Yes	<b>European:</b> CEEP

## Organisation names and abbreviations

**Table A2.12: Abbreviated and full names of trade unions in the road transport and logistics sector**

Country	Abbreviation	Full association name
AT	vida	vida
	GdG-KMSfB	Union for Municipal Employees and the small Art, Media, Sports and Liberal Professions
	GPF	Union of Post and Telecommunications Employees
	GPA-djp	Union of Salaried Employees, Journalists and Graphical Workers
BE	CSC Services publics / ACV Openbare diensten	Confederation of Christian Trade Unions – Public Services
	SETCA-BBTK	Employees, Technicians and Managers Union
	CNE-GNC	National Employee Federation
	ACOD Spoor/CGSP Cheminots	General Union of Public Services – Railways Section
	LBC-NVK	National Clerk's Union – National Union of Managerial Staff
	ACLVB-CGSLB	Federation of Liberal Trade Unions of Belgium
	CSC/ACV Transcom	Christian Trade Union for Transport and Communication
	ABVV- BTB / FGTB-UBOT	Belgian General Federation of Labour – Belgian Transport Workers' Federation
	SLFP Cheminots / VSOA Spoor	Liberal Trade Union of Civil Servants – Railways Section
	ACOD Spoor/CGSP TBM	General Union of Public Services – Tram Bus Metro Section
BG	FWT	Federation of Workers in Transport at Confederation of Labour 'Podkrepa'
	UTTUB	Union of the Transport Trade Unions in Bulgaria
	STUNION	Seafarers' Trade Union
CY	OMEPEGE-SEK	Federation of Transport, Petroleum and Agriculture Workers
	SEGDA MELIN-PEO	Cyprus Agricultural, Forestry, Transport, Port, Seamen and Allied Occupations Trade Union
CZ	OSD	Transport Workers' Union
	DOSIA	Trade Union of Workers of Transport, Road Management and Car Repair of Bohemia and Moravia
	OSŽ	Trade Union of Railway Workers
	OSPEA	Trade Union Association of Workers of Electric Railways and Bus Services
DE	Ver.di	United Services Union
	EVG	Rail and Transport Union
	dbb dbb Beamtenbund und Tarifunion	dbb Civil Service Association and Wage Union
	GöD	Union of Public Employees
DK	3F	United Federation of Danish Workers
EE	ETTA	Estonian Transport and Road Workers Trade Union
	ERAÜ	Estonian Railway Employees' Trade Union
EL	OFE	Hellenic Federation of Loaders
ES	FSC-CCOO	Federation of Citizen Services of the Trade Union Confederation of Workers' Commissions
	TCM-UGT	Federation of Transport, Communication and Sea of the General Workers' Confederation
	FGAMT-CIG	Federation of Food, Sea, Transport, Textile and Telecommunications of the Galician Interunion Confederation

Country	Abbreviation	Full association name
	ELA-Zerbitzuak	Basque Workers' Solidarity
FI	AKT	Transport Workers' Union
	ERTO	Federation of Special Service and Clerical Employees
	VML	Finnish Locomotive Men's Union
	JHL	Trade Union for the Public and Welfare Sectors
FR	CGT Transports	National Federation of Transport Unions – General Confederation of Labour
	CFTC des Transports	General Federation CFTC Transports
	FGTE CFDT	General Federation of Transports and Equipment – French Democratic Confederation of Labour
	FO Transports et logistique	FO Transport and Logistics
	UNSA Transports	National Union of Autonomous Trade Unions – Transport
HR	SPV	Trade Union of Traffic and Communications of Croatia
	SHV	Trade Union of Croatian Drivers
	NCS	Independent Trade Union of Employees on Croatian Roads
HU	KSZOSZ	National Federation of Transport Unions
	KMSZ	National Federation of Transport Workers' Council
	NEGHOSZ	National Trade Union of International and Professional Drivers
	AKSZSZ	Union of Workers' in Bus Transport
	VTDSzSz	Federation of Trade Unions of Urban Public Transport Workers
	KDSzSz	Trade Union Association of Transport Workers
	KKSz	Public Transport Trade Union
	Liga KSZÁSZ	Liga – Sectoral Alliance of Transport Trade Unions
	TESZ	Trade Union of European Transporters
IE	SIPTU	Services, Industrial, Professional and Technical Union
	NBRU	National Bus and Rail Union
	TSSA	Transport Salaries Staffs' Association
IT	FILT CGIL	Italian Federation of Transport Workers
	FIT CISL	Italian Transport Federation
	UIL Trasporti	Italian Union of Transport Workers
	UNICA TAXI FILT CGIL	National Union of Public Car Drivers
	Manageritalia	National Federation of Managers, Professional and Managerial Staff of Commerce, Transport, Tourism, Services, Tertiary
	SLC CGIL	Trade Union of Workers in the Communications Sector
	SLP CISL	Trade Union of Postal Worker
	UIL-POST	Italian Union of Postal Workers
	UGL Trasporti	General Workers' Union – Transport Sector
	UGL Comunicazioni	General Workers' Union – Communications Sector
	FAISA/CISAL	Italian Autonomous Trade Union Federation of Local Transport Workers
	FAST/CONFSAI	Autonomous Transport Trade Union Federation
	ORSA	Independent and Rank-and-File Trade Unions Organization
LT	LKADPSF	Lithuanian Federation of Roads and Transport Workers' Trade Unions
	LADPS	Trade Union of Lithuanian Transport Workers
LU	LCGB Transports	Luxembourg Confederation of Christian Unions in Luxembourg - Transports
	ACAL	Union of Road Transport
	SYPROLUX	SYPROLUX
	FNCTTFEL - Landesverband	National Federation of Railway Transport Workers, Civil Servants and Public Employees
LV	LAKRS	Latvian Trade Union of Public Service and Transport Workers LAKRS
	LSAB	Latvian Post and Telecommunications Workers Trade Union
	LDzSA	Latvian Railway and Transport Industry Trade Union

Country	Abbreviation	Full association name
MT	GWU	General Workers' Union
NL	FNV Bondgenoten	Federation of Dutch Unions Allies
	CNV Vakmensen	Christian National Union of Craftsmen
PL	KSTD NSZZ 'Solidarność'	National Road Transport Section of the Independent Self-governing Trade Union 'Solidarity'
	NZZK	Independent Trade Union of Drivers
	OZZKIM	All-Poland Trade Union of Drivers and Motormen
	Federacja PKS	Federation of Trade Unions of PKS and Automotive Transport Employees in Poland
	FZZMiR	Federation of Trade Unions of Seamen and Fishermen
	SKK NSZZ 'Solidarność'	National Section of Railway Employees of the Independent Self-Governing Trade Union Solidarity
	PT	FECTRANS
PT	STTAMP	Union of Transport Workers of the Metropolitan Area of Porto
	ASPTC	Union of Transport Personnel of Carris
	SNM	National Drivers' Union
	SITRA	Union of Transport Workers
	SENSIQ	Union of Technical Staff
	SINDEPESCAS	Democratic Union of Fishery
	FETESE	Federation of Unions of Manufacturing and Services
	SIMAMEVIP	Workers' Union of Merchant Marine, Travel Agencies, Freight Forwarders and Fishing
RO	ATU Romania	Federation of Transport, Public Services, Transloc and ATU-Romania
	SIGOL	Public Services National Trade Unions Federation
	FFSSCUP	Public Utilities Services Trade Union Federation
	Federația STAR	Road Transport Trade Union Federation from Romania
	FNSSR	National Drivers' Trade Unions Federation from Romania
	FNSLTMM	Workers' National Trade Union Federation from Freight Transport and Handling
SE	Transport	Swedish Transport Workers' Union
	SEKO	Swedish Union for Service and Communications Employees
	Unionen	Unionen
	Kommunal	Swedish Municipal Workers' Union
	ST	Union of Civil Servants
	Ledarna	Ledarna – Sweden's organization for managers
	SBF	Maritime Officers' Association
SI	SDPZ	Slovene Trade Union of Transport and Communications Workers
	SOPS	Trade Union of Craft Workers of Slovenia
SK	IOZ	Integrated Trade Union Association
	OZ KOVO	Metal Trade Union Association
	OZŽ	Railway Workers Trade Union Association
UK	ASLEF	Associated Society of Locomotive Engineers and Firemen
	CWU	Communication Workers Union
	Community	Community
	GMB	GMB
	RMT	National Union of Rail, Maritime and Transport Workers
	TSSA	Transport Salaried Staffs' Association
	USDAW	Union of Shop, Distributive and Allied Workers
	Unite	Unite the Union
	URTU	United Road Transport Union



**Table A2.13: Abbreviated and full names of employer organisations in the road transport and logistics sector**

Country	Abbreviation	Full association name/description
AT	FVGB	Federal Association of the Freight Operation Trades
	FVALS	Federal Association of Bus, Airline and Shipping Companies
	FVBGPKW	Federal Association of the Transport Trade with Passenger Cars
	FVSB	Federal Association of Rail Operators
	FVS	Federal Association of Cableway Operators
	FVSL	Federal Association of Hauliers and Logistics
	FGWMK	Vienna Regional Association of Advertising and Market Communication
	VÖZ	Austrian Newspaper Association
	AISÖ	Austrian Working Group of International Road Hauliers
	VÖWG	Association of Public Services and Enterprises Austria
BE	FEBETRA	Royal Belgian Federation of Road Hauliers and Logistic Providers
	FBA	Employers Federation for International Trade, Transport and Logistics
	Fédération d'Employeurs pour le commerce international, le transport et la logistique / Werkgeversfederatie voor de internationale handel, het vervoer en de logistiek	Employers Federation for International Trade, Transport and Logistics
	UPTR	Employers Federation for Transport and Logistics
	UBTCUR/BVGSS	Belgian Union of Public and Regional Transport
	GTL	National association of taxi and rental hire car companies
	TLV	Transport and Logistics Flanders
	CBD-BKV	Belgian Chamber of Removers
BG	NSBS	Bulgarian Association for Freight Forwarding, Transport and Logistics
	AEBTRI	Association of the Bulgarian Enterprise for International Road Transport
	BICA	Bulgarian Industrial Capital Association
CY	TDA	Transport Development Association
CZ	SD ČR	Transport Union of the Czech Republic
	ČESMAD BOHEMIA	Association of Road Transport Operators
DE	VKA	Municipal Employers' Association
	DSLVL	Association of German Freight Forwarders and Logistics Operators
	BGL	Federal Association for Freight Transport, Logistics and Waste Disposal
	BDO	Federal Association of German Coach Companies
	BWVL	Federal Association for Economic Affairs, Transport and Logistics
	VDV	Association of German Transport Companies
	BZP	German Taxi and Car Rental Association
	AIST	Working Group on the Support and Development of International Road Transport
	bvöd	Federal Association of Public Services
DK	ATL	Employer Association in Transport and Logistics
	DTL Arbejdsgiver	Danish Transport and Logistics Association of Employers
	AKT	Employer Association for Public Transport
	ATAX	Employer Association for Taxi Transport
	ATV	Employer Association for Tourist Transport Operators
	TA	Employer Organisation of Tourist Transport Operators

<b>EE</b>	AL	Union of Estonian Automobile Enterprises
	ERAA	Association of Estonian International Road Carriers
<b>EL</b>	OFAE	Hellenic Federation of International Transport Truck Motorists
<b>ES</b>	ASTIC	Association of International Road Transport
	CETM	Spanish Confederation of Freight Transport
	CEOT	Spanish Confederation of Transport Operators
	FENADISMER	Spanish Confederation of Freight Transport
	ASINTRA	Spanish Employer Federation of Travellers
	FENEBÚS	Spanish Taxi Confederation
	UNALT	National Union of Taxies
	CTE	Spanish Taxi Confederation
	AEM	Spanish Association of Postal and Courier Companies
<b>FI</b>	ALT	Employers' Federation of Road Transport
	STL	Finnish Taxi Owners' Federation
	Satamaoperaattorit ry	Finnish Port Operators Association
	SKAL	Finnish Transport and Logistics
	LAL	Finnish Bus Federation
<b>FR</b>	AFTRI	French road haulage Association
	Chambre syndicale du déménagement	Group representing companies involved in the relocation of businesses and related activities
	EPL	Federation of Local Public Enterprises
	FEDIMAG	French Federation of General Warehouse Stores
	FNTR	National Federation of Road Transport
	FNTV	National Federation of Passenger Land Transport
	OTRE	Organisation of the European road transporters
	TLF	Union of French transport and logistics' companies
	UNIT	National Union of the Taxi Industries
	UNOSTRA	National Union of Road Transport Organisations
	UTP	Union of Public and Railway Transport
<b>HR</b>	CEA	Croatian Employers Association – Transport Sector
	Transportkomerc (HCP)	Transportkomerc
<b>HU</b>	MKFE	Association of Hungarian Road Hauliers
	FUVOSZ	National Federation of Transport Entrepreneurs
	KKVSZ	Association of Public Road Transportation Companies
	NiT Hungary	Federation of National Private Transporters
	MKSZ	Alliance of Hungarian Transport
	Volán Egyesülés	Volán Professional Association
	Stratosz	National Association of Strategic and Public Utility Companies
<b>IE</b>	IRHA	Irish Road Haulage Association
<b>IT</b>	ASSTRA	Transport Association
	Uicciaa (or Unioncamere)	Union of Italian Chambers of Commerce, Industry, Handicraft and Agriculture
	ANAV	National Association of Passenger Transport
	Confetra	Italian Confederation of Transport and Logistics
	Assologistica	Italian Association of Terminal Operators
	Fedespedi	National Federation of International Delivery Enterprises
	FISI	Italian Federation of Industrial Forwarders
	AITE	Italian Association of Long-Distance Transport
	AITI	Italian Association of Removal Service Enterprises
	ASSOESPRESSI	National Association of Express Couriers
	FEDIT	Italian Federation of Carriers
	FISE-ARE	Federation of Service Enterprises – Association of Express Delivery Agencies
	ANITA	National Association of Road Haulage Enterprises
	Trasporto Unito FIAP	United Transport Services
	ANIASA	National Association of Car Rental and Related Service Enterprises

	ANEF	National Association of Cable Lift Enterprises
	Federtrasporto	National Federation of Enterprises operating in Transport Systems and Connected Activities
	Conftrasporto	The Transport, Haulage and Logistics Confederation
	ASSTRI	The Association of Disposal, Storage and Transport of Waste Enterprises
	FAI	The Federation of Italian Transport Enterprises
	Federlogistica	Federation of Logistic and Delivery Enterprises
	Federtraslochi	Federation of Removal Service Enterprises
	FIAP/L	Italian Federation of Professional Transporters
	UNITAI	Italian Union of Car Transport Enterprises
	CLAAI	Confederation of Italian Free Crafts Associations
	CNA	National Confederation for the Craft Sector and Small and Medium Enterprises
	CNA-FITA	National Union of Transport Enterprises
	Confartigianato Trasporti	General Italian Confederation of Artisans – Transport sector
	SNA-Casartigiani	National Trade Union of Transport Enterprises
	Legacoop Servizi	National Association of Service Cooperatives
	Federlavoro e Servizi – Confcooperative	Federation of Production, Work, Artisan and Service – Cooperatives
	AGCI SERVIZI	General Association of Italian Cooperatives – Services Sector
<b>LT</b>	LINAVA	Lithuanian National Road Carriers' Association
<b>LU</b>	Groupement transports Luxembourg	Luxembourg Transport Group
	FLEAA	Luxembourg Federation of Bus and Coach Companies
	Fédération des Patrons Loueurs de Taxis et d'Ambulances	Federation of Taxi and Medical Transport of the Grand-Duchy of Luxembourg
	FEDELUX	Federation of companies specialising in moving to Luxembourg
	CLC	Luxembourg Trade Confederation
<b>LV</b>	Latvijas auto	Association Latvijas auto
<b>MT</b>	GRTU	Malta Chamber of SMEs
<b>NL</b>	KNV	Royal Dutch Transport
	TLN	Transport and Logistics Netherlands
	EVO	Entrepreneurs for Transport and Logistics
<b>PL</b>	ZMPD	Association of International Hauliers in Poland
	Pracodawcy RP	Employers of Poland
<b>PT</b>	ANTROP	National Association of Heavy Road Transport for Passengers
	ANTRAL	National Association of Road Transport with Light Automobiles
	APAT	Association of Hauliers of Portugal
	ANTRAM	National Association of Public Road Transporters of Freight
<b>RO</b>	URTP	Romanian Union of Public Transport
	UNTRR	National Union of Road Hauliers from Romania
	PR	Romanian Employer Confederation
	COTAR	Confederation of Authorised Operators and Hauliers from Romania
	FNPSPR	Public Services National Employer Federation from Romania
<b>SE</b>	BA	Swedish Road Transport Employers' Association
	BuA	Swedish Bus and Coach Employers' Association
	Almega	Almega – Employer and trade organisation for the Swedish service sector
	Sveriges Hamnar	Association Ports of Sweden
	KFS	Swedish Organisation for Local Enterprises
	SKL	Swedish Association of Local Authorities and Regions
	BR	Swedish Bus and Coach Federation
	STF	Swedish Taxi Association

	Sveriges Åkeriföretag	Swedish Association of Road Transport Companies
	Svensk Kollektivtrafik	Swedish Public Transport Association
	Tågoperatörerna	Association of Swedish Train Operating Companies
	SIFA	Transport Group
<b>SI</b>	ZDS	Association of Employers of Slovenia
	ZPZ	Transport and Communications Association
	GIZ Intertransport	Economic interest association GIZ Intertransport
	ZDOPS	Employers' Association of Craft and Entrepreneurs of Slovenia
<b>SK</b>	ČESMAD Slovakia	Goods Transport Association
	ZAD	Bus Transport Association
<b>UK</b>	ATOC	Association of Train Operating Companies
	CPT	Confederation of Passenger Transport UK
	FTA	Freight Transport Association
	RHA	Road Haulage Association

EF/15/06