



Control of social legislation in road transport with a focus on tour and long-distance buses

SLOVAKIA

- **DURATION:** June, July and August each year
- **SECTOR:** transport
- **NUMBER OF INSPECTED ENTITIES:** minimum **60** drivers per labour inspectorate
- **NUMBER OF INSPECTORS ENGAGED IN THE CAMPAIGN ACTIVITIES:** **32**



OVERVIEW OF THE CAMPAIGN

The main purpose of the inspections carried out within the framework of the campaign was to check the compliance with provisions on working conditions in road transport. Checking drivers' working time and rest periods contributes to the safety of passenger transport.



PLANNING OF THE CAMPAIGN

The immediate trigger for the organisation of the described inspection campaign was information concerning a serious road accident involving a tour bus with Slovak citizens, which resulted in the death or serious injury of many of them.

The priority area of the campaign was determined on the basis of the labour inspection's own database of accidents at work. As part of the inspection activities carried out within the framework of the campaign, labour inspectors verified the compliance of working conditions with the requirements set out in the applicable legislation.



ORGANISATION AND IMPLEMENTATION

Inspections have been carried out every year since 2009 during the 3 months of the summer holidays. The duration of the inspection activities carried out at the inspected entity did not exceed 2 hours. The duration of proceedings at the labour inspection office was between 4 and 8 hours. The inspections were carried out by labour inspectors regularly trained and specialised in the area inspected, assisted by the police, who are authorised to stop vehicles on the road and check their technical condition. Inspections of tour buses on the road were carried out. In order not to restrict passengers in 80% of cases, labour inspectors carried out inspections at tourist attractions.

At the labour inspectors' disposal during the inspection activities were: a description of the reporting requirements, specialised materials (technologies used, machinery, equipment and tools, existing risks and legal regulations), promotional materials for employers, as well as TAGRA software, which the labour inspectors have on their work computers and which provides the possibility of faster verification of drivers' working time and rest time on the basis of data from the controlled tachographs. At least two labour inspectors from each regional labour inspectorate unit were involved in monitoring and coordination activities. They coordinated the activities, assisted the labour inspectors in solving the problems that arose in the course of the ongoing inspection activities, and monitored the quantitative and qualitative level of implementation of the plan. They also participated in the preparation of the final report. The labour inspection information system and labour inspectorate own list of the control points in their region (ISOP) were used to carry out monitoring and coordination activities.

The cooperation between the labour inspection and the employers' organizations was initiated at the stage of planning the campaign and continued during the implementation of the campaign and at the stage of evaluation of the inspection activities and dissemination of information on the results of the inspection.

CAMPAIGN ASSESSMENT

The findings and conclusions (a summary of the most frequently identified irregularities) are published in the annual labour inspection report and disseminated to the professional community in the transport industry during seminars and conferences. On the basis of the analysis of the data, the district labour inspectorates receive a list of transport companies in the region on which the labour inspectors' inspection activities should focus in the remaining months of the year.