

Operational synergies for all-round checks, Italy

Title of the policy or measure (in English)	Operational synergies for all-round checks
• Country	Italy
• Sectors	Transport and storage
• What groups are targeted by the measure	<ul style="list-style-type: none"> - Labour inspectors (directly targeted) - Road Police officers (directly targeted) - Road haulage companies (indirectly targeted) - Drivers of heavy commercial vehicles and light commercial vehicles (indirectly targeted)
• Purpose of measure	Deterrence: improve detection
• Short sentence summarising the measure	The project consists of a regional Memorandum of Understanding on cooperation and data sharing for improved detection of undeclared work in the road transport sector between the National Labour Inspectorate (INL) and the State Police.
Background	
• Background context driving the implementation of the measure	<p>Road haulage in Italy, as across Europe, is a strategic economic sector, where it is essential to ensure at the same time legal, free and fair competition, and the security of drivers and third parties involved. The sector is highly sensitive to undeclared work practices, which can have both a national and cross-border dimension. This often involves subcontracting chains, bogus firms, and false registration of employees. All these infringements entail consequences for tax and social security evasion and labour law violations.</p> <p>Road haulage is a highly regulated sector both at EU and national level.ⁱ Key challenges to detect forms of undeclared work arise from ineffective implementation of European regulation at national level, and complicated inter-institutional and cross-border cooperation of competent authorities.</p> <p>There is also a need for a more efficient use of digital control devices and data sharing in a sector with highly mobile and dispersed workers.</p>
• When was the measure implemented? (including start date and end date/ongoing)	2012 at municipal level (in Vicenza) and then 2013 at regional level (Veneto region) – ongoing.
• Names(s) of authorities/bodies/organisations involved	National Labour Inspectorate (INL) and Ministry of the Interior/State Police
• Scope of the measure (a pilot project, nationwide, regional wide)	Pilot initiative applied at regional level (Veneto region). Currently the initiative is being reviewed by the Labour National Coordination Mechanism (<i>Tavolo Nazionale sul Lavoro</i>) to assess its implementation at national level.
• Type of (policy) measure	Memorandum of Understanding (MoU) between the Regional INL (<i>Direzione Regionale del Lavoro</i>) and the regional Police Department (<i>Compartimento della</i>

	<p><i>Polizia per il Veneto</i>) on cooperation between the municipal departments of the Road Police and of the INL.ⁱⁱ</p>
<ul style="list-style-type: none"> Key objectives of the measure 	<p>General objectives:</p> <ul style="list-style-type: none"> The aim of the initiative is to improve the detection of undeclared work, irregular employment and other law violations including bid rigging, fictitious transnational posting and the infringement of working time regulations in the road transport sector. <p>Specific objectives:</p> <ul style="list-style-type: none"> To identify priority targets for controls, based on a risk assessment conducted by cross-checking information from INL and police databases. Maximise the added value of the mandate, knowledge and technical equipment of both institutions for more effective controls in the road haulage sector.
<p>Specific measure</p>	
<ul style="list-style-type: none"> Description of how the measure operates in practice 	<p>The practice consists of cooperation on inspections between authorities competent for roads checks (the Road Police) and authorities responsible for inspection of the transport companies' premises (the Labour Inspectorate, INL).</p> <p>The INL is responsible for inspecting employment, contracts, driving and rest time at the company's premises in line with EU Regulation 561/2006. In complementarity with the inspections conducted by the INL, the Road Police is responsible for monitoring driving and rest time and reading tachograph data at road-side inspections to ensure compliance with EU Regulation 561/ 2006.</p> <p>Therefore, the two institutions agreed to conduct joint inspections, to maximise the value of the respective knowledge and technical equipment of each authority (including databases). This is done in 2 steps:</p> <p>Step 1. The two authorities cross-check data from different databases to trace irregularities and to identify relevant cases for further inspection.</p> <p>Step 2: The two authorities conduct a joint inspection at the premises of the company, gathering relevant data and proof. Standard operative procedures (SoPs) to harmonise the inspection procedures and data collection methodologies have been adopted. The SoPs also give instructions on how to conduct interviews with drivers and provide a check-list of documents to be controlled during the inspections.</p> <p>This cooperation is combined with mutual training activities between the two institutions. Furthermore, the cooperation is also extended to the follow-up stage when the two authorities jointly prepare court proceedings in cases for prosecution.</p>
<ul style="list-style-type: none"> What resources and other relevant organisational aspects are involved? 	<p>Concerning joint inspections, the INL does not incur any additional costs for inspections of the company as this falls under the usual inspection duties. Conversely, the Road Police, who only carry out road checks (and not inspections of company premises), sponsor the staffing costs for the appointment of inspectors for the inspection of companies, which falls outside their usual competences. The cost in this case depends on the number of staff assigned to the project, the number of companies and vehicles inspected and the length of the assignment – the latter depends of the size of the company, the number of vehicles, the type of tachograph used, and the number and type of violations detected.</p>

	<p>Regarding training of staff, capacity building took place ‘on the job’ and was then cascaded down to other staff involved within their respective organisation (the INL or the Road Police), thus did not incur specific additional costs.</p> <p>A management committee was established at regional level, to ensure coordination, guidance, oversight and risks management of all operations connected to the project.</p>
<ul style="list-style-type: none"> • What are the source(s) of funding? 	<p>The project was funded directly by the municipal authorities involved.</p>
<p>Evaluation and outcome</p>	
<ul style="list-style-type: none"> • Has the measure achieved its objectives? 	<p>The initiative fully achieved its objectives. Despite some challenges in establishing a successful cooperation between the INL and the Road Police, this approach resulted in improved detections of a wider range of irregularities including fraudulent business practices, falsely posted workers, undeclared work, and infringements against other road regulations.</p> <p>At the same time, the joint inspection process makes operating inspectors more aware of what indicators – on the road and at the premises - are key to detect irregularities.</p>
<ul style="list-style-type: none"> • Assessment method (including indicators used to measure its impact), and the outputs and outcomes achieved 	<p>The project is currently under informal assessment by a National Coordination Working Group of the INL, with a view to extend the project to national level. If extended to the national level, this cooperation is expected to bring positive multiplier effects, as it would benefit from a larger amount of data and information.</p> <p>The practice so far resulted in:</p> <ul style="list-style-type: none"> • The establishment of 8 coordination groups across the Veneto Region composed of Road Police and INL inspectors and includes a total of 56 officers. • Planning and implementation of about 2 joint inspections per year since 2013. <p>Due to the local nature of the activity, there was no consistent monitoring undertaken, and therefore no specific data is available on its impact at regional level for the whole Veneto region. However, results in the municipality of Vicenza since 2013 includeⁱⁱⁱ:</p> <ul style="list-style-type: none"> • The detection of undeclared work and employment irregularities, resulting in fines for administrative infringements totalling EUR 190 000. • The detection of three cases of falsely posted workers involving 80 drivers, and the recovery of social security contribution for a total of EUR 500 000. • Detected violations of driving and resting time resulting in fines for administrative infringements totalling EUR 350 000. <p>The qualitative review of the initiative conducted by the National Coordination Working Group of the INL indicates that such cooperation between the Road Police and the INL facilitates the inspection process, notably in the following areas:</p> <ul style="list-style-type: none"> • The risk assessment conducted through cross- checks on the databases of the Road Police and of the INL facilitated targeted inspections and the detection of undeclared and under-declared workers; • The use of specialised equipment to read tachograph data, belonging to the Road Police during inspections in companies, allowed the

	<p>identification of under-declared work and the recuperation of unpaid wages;</p> <ul style="list-style-type: none"> • Cross-controls between the two institutions allowed the detection of undeclared workers or falsely posted workers.
<ul style="list-style-type: none"> • What are lessons learnt and the key conditions for success? 	<p>Challenges and related lessons learnt include the following:</p> <ul style="list-style-type: none"> • The need to harmonise and/or coordinate the different working schedules of the Road Police and the Labour Inspectors of INL. • The need for increased harmonisation of the methods of reporting on controls and infringements. • Concerning the systematic use and sharing of information on available databases, there is scope for improved use of the Internal Market Information System (IMI). • Ensure that sufficient human resources are assigned to the task. • Increased investment is needed in cross-border cooperation for exchange of information with other EU Member States police and labour authorities. • Additional investment is needed in monitoring and evaluation to assess the impact of the initiative.
<ul style="list-style-type: none"> • Level of transferability (e.g. other countries/groups/sectors) 	<p>The project could be extended at EU level, using the IMI, to collect and share data on the results of inspections. This would ensure a wider network of information and data available, allowing the identification of inspection targets.</p>
Additional information	
<ul style="list-style-type: none"> • Contacts 	<p>Loretta Niro, Controls Policy Officer (Responsabile Area Vigilanza)</p> <p>National Labour Inspectorate</p> <p>Email address: loretta.niro@ispettorato.gov.it</p>
<ul style="list-style-type: none"> • Useful sources and resources 	
<ul style="list-style-type: none"> • Metadata and key words for online search 	<p>Italy; Memorandum of Understanding; road transport sector; road haulage; of heavy commercial vehicles (HDV); light commercial vehicles (LCV); cross-border cooperation; information exchange; Labour Inspectorate; road police; all-round checks; joint inspections; social security evasion; labour law violations</p>

ⁱ Refer to “Tackling Undeclared Work in the Road Transport Industry: A learning resource from the Road Transport Seminar of the European Platform Undeclared Work”, Brussels, 1 June 2018

ⁱⁱ Convenzione per la cooperazione tra Sezioni provinciali della Polizia Stradale e Direzioni territoriali del lavoro nei confronti del settore dei trasporti su strada.

ⁱⁱⁱ Interview with Loretta Niro- Controls Policy Officer (Responsabile Area Vigilanza) of the National Labour Inspectorate.