

Changes on the Labour Market in Cargo Traffic and Their Conditioning Factors in the Period of Economic Crisis

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According to Central Statistics Office, in the period from January to September 2009, the average employment in the business sector in transport and supply management increased by 1.1% to the previous year rate. However, the sectors dynamics in the following months of 2009 dropped gradually and in September 2009 we could already observe under-employment, compared to the same period in previous year, by 0.7% (cf. *Notices on the socio-economic situation of the country I-IX 2009*, source data Oct 22 2009). The employment in vehicle, trailers, and semitrailers production decreased, as compared to the corresponding period in 2008, in the previous three quarters by 12.8%, which has been significant factor for the present state and future investments of enterprises in the road services sector, in the recent period and in the near future. In the meantime, the number of unemployed registered by the end of September 2009 increased considerably by 24.6%, compared with September 2008, bearing evidence of the economic crisis, already noticeable in Poland in the second half of 2008.

The aim of this article is to analyse the current situation on the job market in the profession of a truck driver, both in the all-Poland and provincial perspective, including factors determining the supply and demand in the light of the latest regulations concerning this particular job class. First part of the article analyses the situation of the line of cargo traffic in Poland at the beginning of 21st century until the time of crisis, as well as tendencies observed in this business area in certain countries of the European Union. Second part concerns mainly modifications of legal terms, determining the access to the profession of a truck driver. Third part focuses on detailed analysis of statistical data in the years 2007-2009. Conclusions drawn from the research, and possible changes of the current situation are featured in the last section of the article.

1. FACTORS CONDITIONING THE DEVELOPMENT OF CARGO TRAFFIC IN POLAND AND THE ECONOMIC CRISIS

Factors which condition the development of cargo traffic are first of all: transporters and other transportive enterprises, the number of heavy goods vehicles and their technical state, and also the demand on freight traffic via the road service. Furthermore, among many factors determining the development of the transportive line, one should include: regulations on admissibility to the job of a carrier and driver; means of financing transportive investments; the condition of the road-infrastructure; and the rate of fares for the utilization of ways and expressways, costs of the

fuel, the exchange rate, and also, most generally the transportive policy of the state. It's a well-known fact that in the last 20 years of transformation period, the development of cargo traffic in Poland was very dynamic, which is reflected in the considerable number of enterprises of the road service as well as the number of purchased and registered vehicles. These facts implied growing demand on truck drivers with suitable qualifications. The data on the number of enterprises of the international transport and the number of vehicles are comprised in table 1.

Table 1. The number of vehicles registered in Poland and the number of enterprises of the international cargo traffic and the dynamics of changes in years 2000-2008

Year	The number of registered Vehicles (in thousands)	The number of passenger vehicles (in thousands)	The number of heavy loads Vehicles (in thousands)	The number of enterprises	The dynamics of changes (previous year= 100)			
					The number of registered vehicles	The number of passenger vehicles	The number of heavy loads vehicles	The number of enterprises
2000	14 106	9 981	1 879	7 774	--	--	--	--
2001	14 724	10 503	1 979	8 528	104,38	105,23	105,32	109,70
2002	15 526	11 029	2 163	8 716	105,45	105,01	109,30	102,20
2003	15 899	11 244	2 192	9 757	102,40	101,95	101,34	111,94
2004	16 701	11 975	2 263	11 835	105,04	106,50	103,24	121,30
2005	16 816	12 339	2 178	13 534	100,69	103,04	96,24	114,36
2006	18 035	13 384	2 305	16 288	107,25	108,47	105,83	120,35
2007	19 472	14 589	2 521	19 582	107,97	109,00	109,37	120,22
2008	21 337	16 080	2 710	22 182	109,58	110,22	107,50	113,28

Source: Elaboration on the basis of statistical yearbooks of CSO, in the years 2001-2009

Table 2. The sale of new trucks of maximum total weight (mtw) above 3.5t in Poland in years 2006 – 2009

Weight category	January – September			January – December			Change in % (previous year = 100)	
	2009	2008	Change in % (2008 =100)	2008	2007	2006	2008	2007
3,5 < MTW <= 6,0T	1484	2016	73,6	2780	1974	X	140,8	X
6,0 < MTW <= 10,0T	347	790	43,9	918	1033	X	88,9	X
10,0 < MTW < 16,0T	854	1792	47,7	2329	2340	X	99,5	X
MTW >= 16,0T	4549	13873	32,8	16699	19239	11444	86,8	168,1
Together	7234	18471	39,2	22726	24586	15869	92,4	154,9

Source: Polish Association of the Automotive Industry (basing on membership companies), www.pzpm.org.pl

Table 3. The number of newly registered vehicles, mtw > 3.5t in particular EU countries and OECD in years 2000-2009

Year	France	Greece	Spain	Holland	Ireland	Germany	Italy	UK	OECD
2000	58092	1998	35303	18243	4904	110383	36684	53618	372719
2001	57929	2001	35715	17055	4864	100975	38685	54765	365151
2002	50448	1879	34509	14752	4364	86932	39046	51931	330568
2003	46399	2063	34500	13820	4430	85357	36133	53841	323632
2004	47364	2199	37038	14376	4349	91852	35996	54809	337010
2005	48433	2260	38570	14656	4537	93935	36404	55406	344307
2006	49414	2329	39984	15049	4804	96179	37009	56792	356174
2007	50362	2408	41287	15505	5051	98328	37501	58268	362275
2008*	38031	1827	31325	11817	3770	74542	28077	44043	273553
2008	50741	2438	41814	15785	5017	99509	37415	58762	365031
2009*	37730	1810	31005	11712	3633	73245	27478	43463	269811

* the data concern the first three quarters of 2008 and 2009

Source: International Road-Transport Union, Genewa, 2009.

The analysis of data comprised in table 1, indicates rapid growth of motorization of Polish society, which undoubtedly implies the dynamics in the growth of the number of driving licenses. This however, does not mean simultaneous increase in the number of drivers professionally committed to the realization of transportation procedures, particularly in the face of growing EU requirements towards this job class. Further analysis leads to the conclusion that the considerable dynamics of the growth of the number of enterprises in the international cargo traffic, by far exceeding the growth rate of the number of heavy goods vehicles, points out two highly essential elements, namely:

- constantly growing demand for the highly-skilled drivers capable of realizing transportive assignments on local and international transport-market as well;
- the relative stabilization of the number of utility trucks, not directly used to realize transportive assignments, but rather to improve the organization and functioning of enterprises, as well as interpersonal contacts between subjects of the more and more consolidating European market.

It is necessary to add to the above-mentioned the scope of the development of the domestic cargo traffic. According to the data by the Ministry of Infrastructure, by the end of 2007 there had been granted 57 thousand licences for 155.1 thousand vehicles, in domestic cargo traffic.

In the meantime in the year 2007 the world heard the news of serious financial crisis in the USA, though it remained unknown when it would spread in real terms. In Poland the first symptoms of crisis in the financial sector were noticed in the 3rd quarter of 2008, while in real terms in the 4th quarter of that year. A question arose on how the crisis, manifesting itself in the overall drop of the demand on shipping business as well as the decrease of freight charges, would influence enterprises, and indirectly the labour market of truck drivers. One of the essential information on the situation of transportive enterprises is the number of vehicles being purchased, which before and during crisis was liable to changes presented in table2.

The data comprised in table 2 point to the fact that in the period from January to September 2009, the number of purchased vehicles (mtw>3.5t)

dropped dramatically by over 60%, as compared to the corresponding period in previous year. The drop in 2008 was only by 7.6%, while in 2007 we observed the increase in sales by considerable 54.9%.

It is possible to relate analogous information to particular states of the European Union and to the entire area of OECD. In table 3 are presented data on newly registered vehicles of mtw above 3.5t in years 2000-2009, which in real terms are parallel to sales volume of these vehicles in the areas mentioned above.

The general conclusion drawn after the analysis of the data in tables 2 and 3, is that the number of vehicles registered, in considered states in years 2000-2008 stabilized, so the expansion of that business was not as vast as in Poland. The decline in sales observed in EU states in the first three quarters of the year 2009, in comparison with the analogous period of the year 2008, was 2-3 %. This can prove two facts:

- the overinvestment of Polish transportive enterprises and their excessive expansion in years prior to the period of crisis,
- the diminution of the demand on services of Polish transporters on the market of domestic, and especially international cartage services in the period of crisis.

These factors unquestionably influenced the situation of drivers of goods vehicles on the labour market in Poland.

2. REQUIREMENTS ON DRIVERS

The road service is a business activity finely regulated in its very many aspects, most particularly within the European Union. Consequently, the job of the driver, constituting essential decisive factor as for the quality of transport services and the guarantee of their realization, has been put through a series of regulations concerning skills, knowledge and competence, both before taking the job as well as while keeping it.

For several dozen years the European Union has pursued a regulative policy in rules of the access to the driver profession. It was initiated through determining particular rules and conditions for the

procurement of the certificate of professional qualifications as the supplementary document to the driving licence of higher categories – the entitlements to drive a determined type of road vehicles. At present the access to the job of the driver is regulated by the directive 2003/59. At its roots lie the aspiration to the enlargement of safety in the road service through greater professionalization of behaviours of drivers as leading men of transports. The 2003/59 directive is part of the program aimed at the unification of rules on the training of drivers and factors conditioning the access to the profession of a road vehicles driver, within the entire European Union.

Earlier regulations meant that only some drivers working in the road service of passengers and loads, depending on their age, the type of vehicle and the distance of transports, had to possess the certificate of professional competences bearing evidence of the minimum level of their qualifications. In the meantime community rules should apply in reference to all drivers. New regulations had also on target a creation of conditions to this the driver, thanks to its own qualifications, it would be able to unobstructed to perform the activity connected with the leading of the vehicle and simultaneously was in a position to assure the improvement both the road-safety as and safeties of transported persons, loads and vehicles and the own safety, also during activities performed by him in the road of the stop of the vehicle.

It is obvious that in new law regulations different requirements concern candidates for drivers of the road-transport of people or loads, whereas other refer to drivers working professionally, nevertheless obliged to improve their skills and adjust them to the level of technical and technological progress of this branch of transport. For this reason the 2003/59 directive speaks both of the preliminary qualification, concerning candidates for drivers as well as of the periodic training of drivers already working professionally. The preliminary qualification encompasses training within the range of the subject matter defined by the requirements and ends with a two-part examination, comprised of the theoretical test and the practical drive on roads of various categories and at different traffic volume. The periodic training is obligatory and must be attended by each driver once every five years.

The knowledge that member states have to take into consideration when establishing the criteria for preliminary qualification and the periodic drivers training must encompass at least the subject matter in cost effective and reasonable vehicle control, comprehension and practical application of all rules and regulations effective for road transport, the ability to maintain maximum road safety as well as environment preservation, protection of personal life and health, of passengers and other road users, and understanding the idea of transportation logistics. In particular, in technical issues the requirements apply to knowledge of power transmission system, the features and functioning of vehicle safety elements, the ability to use latest technical i technological solutions, fuel consumption optimization, the knowledge of vehicle affecting forces, assuring passengers comfort and safety, and proper arrangement and safe fixing and carriage of loads.

To ensure equal employment opportunities to all drivers, and foreclose unfair competition, the requirements on qualification comprised in directive 2003/59 encompass all drivers within European Union, employed in an enterprise of a member state or working freelance in such enterprise, irrespective of whether they are UE or non-member states nationals. The acknowledgement of the driver's compliance of the requirements in preliminary qualification or periodic training is the certificate for professional competence, issued by the competent state authority of one of the EU countries.

New requirements became valid on 10th Sep 2008 for the drivers of passenger road transport, whereas on 10th Sep 2009 for the drivers in cargo traffic. In Poland the issue of law regulations in qualifications of road transportation drivers started with *The Act of 1st Feb 1983 - Road traffic law*, where the term "certificate for qualification" is used for the first time. The act established the obligation to possess such a certificate with relation to a particular group of drivers. Since 1st Jan 2001, it was possible to acquire the certificate for qualification having previously complied with certain extra requirements. One of which was the necessity to complete advanced training course for drivers employed in the road transportation. It referred to drivers of vehicles constructionally designed for carriage of over 9 passengers and for drivers of vehicles or sets of vehicles with maximum total weight over 7.5t, provided they

were exploited in passengers and loads carriage. With 1st Jan 2004, the issue of drivers training was included in regulations comprised in chapter 7a of the amended.

By the end of 2006 new law regulations emerged in the issue mentioned above, namely the amendment of the act on road transport and road traffic law. They thoroughly comply with the European Union regulations. According to the records of this amendment, anyone intending to acquire driving qualifications and applying for the job of a driver, must complete a 280hrs preliminary qualification of the range accordant to the vehicle he intends to exploit in carriage. The driver who acquired preliminary qualification in the proper curricular block, however intends to perform carriage with different vehicles than those for which driving licence accordant with the acquired preliminary qualification is required, is obliged to go through a by-preliminary qualification.

Every five years, since the day of acquiring the certificate of professional competences, the driver of the road carriage is obliged to complete periodical training. A convenient choice of training form has been provided for. It can be a single course or a series of courses spread over the period of five years. In both cases the training program is the same and is covered within the minimum of 35hrs of lectures. The fact of accomplishing the preliminary qualification or periodical vocational training will be confirmed by an authorized code on the licence of the trained driver.

Irrespective of which training mode appears to be more convenient for transportation contractors or drivers, and regardless of financial resources for these trainings, they require a prompt foundation of national effective training system. It must comprise of at least territorially distributed network of centres for drivers in-service training and effectively operating egzamination centre, managing databank of issued certificates.

3. THE ANALYSIS OF DEMAND AND SUPPLY FOR THE PROFESSION OF HEAVY GOODS VEHICLE DRIVER IN POLAND IN STATE AND REGIONAL TERMS

The term „heavy loads vehicle driver” is applied in this paper according with the terminology of job class division, defined in the *Decree of the Ministry of Economy and Labour from 8th Dec 2004, for the classification of professions and qualities required on the labour market and the scope of its use*. The driver of a heavy goods vehicle constitutes a basic professional group (8323), which is divided into following specialities: truck-tractor driver (832301), heavy goods vehicle driver (832302) and the remaining drivers (832390). The driver’s qualifications to operate a defined category of vehicles are accounted for by his driving licence. Thus, to operate a truck-tractor with a semitrailer a driving licence is required of at least C+E category, whereas a heavy loads vehicle of mtw over 3.5t – a C category licence. Drivers holding C1 or C1+E licence are authorized to operate correspondingly: goods vehicles of mtw to 7.5t or sets of vehicles of mtw to 12t comprised of a motor vehicle of mtw to 7.5t and a trailer of mtw not exceeding the weight of the motor vehicle.

The primary source of analysed data is the ranking of scarce and surplus jobs published online by provincial employment agencies (www.wup.miasto.pl).

3.1 THE ANALYSIS OF THE DRIVERS AND FORWARDERS JOB MARKET IN POLAND IN 2007-2009

The demand for heavy goods vehicles drivers is determined by the number of enterprises executing carriage on national, communal and international routes, as well as the number of vehicles at disposal of those enterprises. It is the result of the demand for road carriage in a particular geopolitical area. The dynamic growth of the number of enterprises and also investments in purchasing vehicles of the latest generation, observed in 2000-2008, caused a considerable demand for employment in this job category, which caused heavy goods driver to be one of the most scarce jobs in Poland. While analysing the data it is worth considering that even the economical crisis of 2008-2009 did not effect in a significant decrease of

carriage volume, at least in 2008. The index which marked a drop was however the dynamics of the rise of both carriages and the number of enterprises as well as the number of goods vehicles.

It is worth noting that even the suspension of transport services or vehicle deregistering owing to eg. selling, does not create obligation to render licence extract, hence the register of issued licences, most particularly licence extracts, may point out the growth in the number of vehicles, despite the fact that there have been a setback of the growth dynamics, or even decline.

Changes in the demand for the job of a driver are discussed in the first part of this paper. Their supplement is the information on carriage volume in 2000-2008 comprised in table 4. The growth in loads carriage in 2008 as compared with 2007 amounted to 10.4% in metric tons and correspondingly 9.2% in ton-kilometres, indicating non-decreasing significance of this kind of carriage.

Table 4. Heavy loads road carriage in Poland in 2000-2008

	2000	2005	2007	2008
in th. of tons	1 006 705	1 079 761	1 213 246	1 339 473
in th. of ton-kms	75 023	119 740	159 527	174 223

Source: Polish statistical yearbook, CSO, Warsaw 2009.

The job supply in the profession of a heavy goods driver is, besides demographic factors, mainly dependent on the number of people holding proper certificates as well as the will to perform the job of a driver, mostly determined by payment. Psychological factors as well as the conditions and opportunities of alternative job are also important. It is worth pointing out that for the specific character of the occupation, working out of doors and often migrations, the profession of heavy goods driver is one the most mobile jobs. It appears from the foregoing that the driver can relatively easily find a job by contacting job representatives, colleagues or contractors, whereas the location of transportation enterprise is of comparatively small significance to him. The data comprised below may not fully render the number of drivers who remained unemployed as well as the number of job offers proposed by enterprises to employment agencies. It will however inform about change tendencies observed in this job class on the labour market.

Table 5 comprises data on unemployment influx in the entire period (half year or year) of people applying for the job of heavy goods driver and the number of job offers in Poland from the first half of 2007 to the first half of 2009.

Table 5. Unemployment influx in Poland and job offers for heavy goods vehicles drivers

Year/half year	Unemployment influx			The number of job offers		
	Truck-tractor driver	Heavy goods driver	Other heavy goods vehicles drivers	Truck-tractor driver	Heavy goods driver	Other heavy goods vehicles drivers
2007/I	58	6 257	33	1 170	11 970	78
2007	116	12 199	69	2 060	22 525	324
2008/I	66	5 631	42	1 276	10 435	83
2008	174	12 721	102	2 304	17 603	107
2009/I	142	9 910	60	695	5 394	33

Source: elaboration on self research in scarce and surplus jobs monitoring, compiled by provincial employment agencies, available on websites of 16 agencies.

The analysis of the foregoing data indicates that in 2007-2008 the number of job offers submitted to employment agencies in the analysed period exceeded considerably the number of heavy goods drivers mounting in the unemployment influx. In the first half of 2009 the previous tendency reversed which was certainly the symptom of the economical crisis in loads carriage. Admittedly, the job demand still exceeds its supply considerably in the job of truck-tractor driver. However, the number of the unemployed increased compared to the analogous period in 2007 and 2008. On the other hand, the number of submitted job offers in the compared periods decreased by significant 50 %. Considering the conditions above, as for the mobility of the profession of a driver and job changes performed outside of official registration in employment agencies, the presented data admittedly points out to the setback of the situation of heavy goods drivers on the labour market in Poland.

The comparison of the average monthly number of job offers with the average monthly unemployment influx confirms previous observation that the job of heavy goods driver, scarce in 2007-2008, became surplus in the first half of 2009, excluding the job of the truck-tractor driver (cf table 6).

Table 6. Deficit and surplus of heavy goods drivers on the labour market in Poland in 2007-2009

Occupation	2007	2008	2009/I
Truck-tractor driver	- 162,1	- 177,2	- 92,2
Heavy goods driver	- 860,4	- 406,3	+ 752,7
Other heavy goods vehicles drivers	- 21,3	- 0,4	+ 4,5

Source: scarce and surplus jobs monitoring, compiled by provincial employment agencies, available on websites of 16 agencies.

The profession which accompanies efficient conducting of road transport is that of a forwarder. Numerical values on forwarders condition on the labour market have been compiled in table 7.

Table 7. The demand for forwarders on the job market in Poland in 2007-2009

Occupation – forwarder (342204)	2007	2008	2009/I
Unemployment influx	653	774	515
Number of job offers	738	761	475
Deficit/surplus	- 7,1	+ 1,1	+ 6,6

Source: scarce and surplus jobs monitoring, compiled by provincial employment agencies, available on websites of 16 agencies.

The analysis of data compiled in tables 6 and 7 confirms three observations:

1. the economical crisis resulting in reduction of the number of transportation orders as well as lowering freight rates started to be noticeable on the job market of heavy loads drivers in the first half of 2009, whereas on the market of transportation services already in 2008;
2. as in the entire economy so with the transportation business the job market is the last to respond to the oscillation of economical situation. Contractors dismissed their employees with caution at an early stage of recession, therefore it is expected that their reemployment will also proceed with delay;
3. the category of a truck-tractor driver still remains one of the most desired on the labour market although it may be presumed that discriminating this profession from the occupation of a motor truck driver is not always apparent, for the truck-tractor driver should possess the same driving rights as an articulated vehicle driver.

3.2 THE ANALYSIS OF DRIVERS JOB MARKET IN 2007-2009 ACCORDING TO PROVINCES

Regional differentiation of the job market and the characteristics of local markets were the subject matter of many theoretical deliberation (cf. eg. Horodeński, Sadowska-Snarska (ed.), 2006; Wiśniewski, Dolny (ed. 2008). Despite a close relation between the labour market in the entire economy or even at a global scale there is a considerable differentiation among particular professions and at a regional scale. It is based on both the economical history of a particular region and its environmental conditions and at present also in regional policy of the state and the European Union.

The subject matter of his part is the analysis of the demand and supply in the profession of one of the most popular professions of a truck driver as per province. Table 8 comprises data on unemployment influx in the whole period under examination, while chart 9 provides corresponding data on the number of job offers in each province.

In absolute values, the highest job supply within the profession of a driver has been observed in the following provinces: mazowieckie, śląskie and dolnośląskie, whereas the greatest job demand has been recorded in śląskie, dolnośląskie, mazowieckie, wielkopolskie and łódzkie provinces. Provinces with the smallest number of drivers searching for a job and the number of job offers in this profession are: opolskie and świętokrzyskie.

The comparison between the number of registered unemployed drivers and the number of job offers submitted in the year and half year under research points out that kujawsko-pomorskie province, throughout 2007, recorded a slight dominance of the number of the unemployed over the number of job offers which remained constant to the end of the first half of 2009. Year 2008 brought a similar situation in mazowieckie and warmińsko-mazurskie provinces. On the other hand, in the first half of 2009 all provinces except for opolskie recorded a deflationary gap in motor truck drivers with the greatest imbalance in the provinces: mazowieckie, warmińsko-mazurskie, małopolskie and zachodniopomorskie.

Table 8. Unemployment influx recorded in 2007-09 in the profession of a motor truck driver (group 832302)

Province	year/half year				
	2009/I	2008/I	2008	2007/I	2007
Dolnośląskie	718	419	976	484	952
Kujawsko-pomorskie	585	405	912	420	831
Lubelskie	571	328	775	370	693
Lubuskie	530	243	584	284	539
Łódzkie	611	399	879	444	826
Małopolskie	793	404	932	385	765
Mazowieckie	1516	865	1845	908	1815
Opolskie	237	176	360	151	321
Podkarpackie	467	262	609	324	641
Podlaskie	278	190	442	217	436
Pomorskie	510	249	562	268	512
Śląskie	1004	510	1167	647	1213
Świętokrzyskie	255	144	352	166	326
Warmińsko-mazurskie	737	433	1018	422	822
Wielkopolskie	630	314	685	465	900
Zachodniopomorskie	478	290	623	302	607

Source: scarce and surplus jobs monitoring, compiled by provincial employment agencies, available on websites of 16 agencies.

Table 9. The number of job offers submitted in 2007-09 for the post of motor truck driver (group 832302)

Province	2009-I	2008-I	2008	2007/I	2007
Dolnośląskie	692	2245	3041	844	1960
Kujawsko-pomorskie	254	374	668	441	809
Lubelskie	294	473	914	568	1150
Lubuskie	301	282	609	474	916
Łódzkie	411	744	1306	906	1758
Małopolskie	397	605	1212	626	1309
Mazowieckie	445	996	1759	1297	2528
Opolskie	146	241	495	212	517
Podkarpackie	310	481	845	568	930
Podlaskie	117	382	739	359	724
Pomorskie	372	606	1001	940	1638
Śląskie	689	1250	2681	2070	4239
Świętokrzyskie	202	221	407	157	288
Warmińsko-mazurskie	159	266	494	442	775
Wielkopolskie	423	878	1550	1374	2634
Zachodniopomorskie	184	391	688	704	1144

Source: scarce and surplus jobs monitoring, compiled by provincial employment agencies, available on websites of 16 agencies.

Figure 1 and 2 illustrate the dynamics of changes in job supply and demand in half year periods of 2007-2009. The analysis indicates that all provinces recorded the increase in the number of unemployed in the first half of 2009 in comparison with the first half of 2008, the biggest were in provinces: lubuskie, pomorskie and wielkopolskie, smallest in opolskie. As for the dynamics in the number of job offers we observe them diminishing in nearly all provinces, with dolnośląskie and podlaskie experiencing the heaviest decline. Only lubuskie province recorded trend reversal.

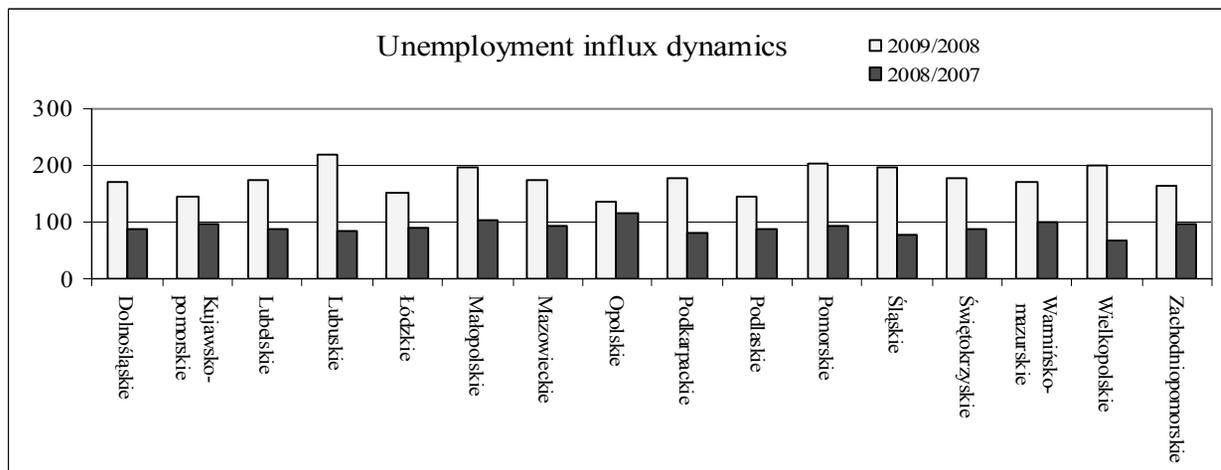


Figure 1. The dynamics of the unemployment influx of motor truck drivers according to provinces in half year periods of 2007-2009
Source: own elaboration

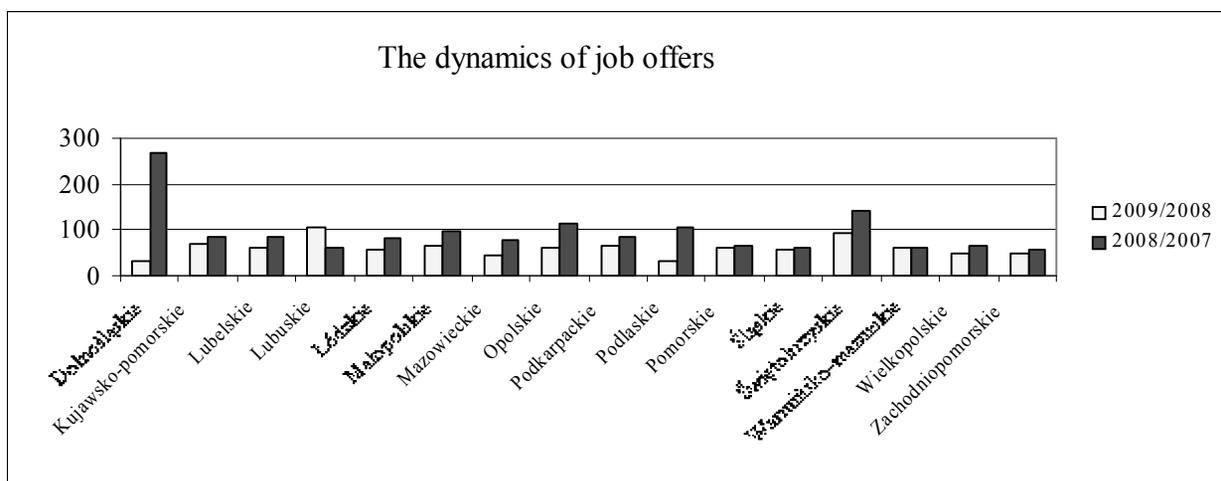


Figure 2. The dynamics of job offers for the profession of motor truck driver according to provinces in half year periods of 2007-2009
Source: own elaboration.

It is worth noticing that locally the situation of truck drivers on the labour market may differ from the general tendency which is the result of the development of local investments, frontier cooperation, profit making within the state, as well as seasonal fluctuations on the labour market. Outside registration remain frictional unemployment elements, dismissals for drivers' unreliability and the black economy in transportation business. The situation on the job market will become even more complicated for the necessity of adjusting to regulations on compulsory

training of drivers which had been discussed in part 2 of the paper.

4. CONCLUSION

Taking into consideration the situation of heavy loads vehicles drivers on the labour market at the time of economical crisis one should conclude that in 2009 the situation of that job class grew worse, both nationwide as well as in particular provinces. Most unprofitable appeared the labour markets in

mazowieckie, warmińsko-mazurskie, małopolskie and zachodniopomorskie provinces.

Because of the worldwide scale of the crisis, it is difficult to find occupation both on the European Union market and outside it. It seems, however, that in this profession the rise of unemployment is purely circumstantial, so the state of unemployment or a decline in working conditions is only transitory, since there are no structural maladjustments noticeable among other professional groups eg. miners, dockyard workers etc. For a still anticipated development of road transportation in Europe, Central Asia and North Africa (the Arab League) this profession will long be practised and will remain successful.

On the other hand, the necessity to execute costly training of a job applicant may cause structural maladjustments in Poland in the form of drivers deficit on the job market since, considering age condition, the people currently working in this profession will start entering the retirement age. It is probable that it will require admission of successive systemic solutions eg. in the form of gaining funds of the EFS or other European projects.

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