



European road transport at a crossroads – which way now?

ANTRAM conference

Faro, 21 Oktober 2017

Matthias Maedge, General Delegate

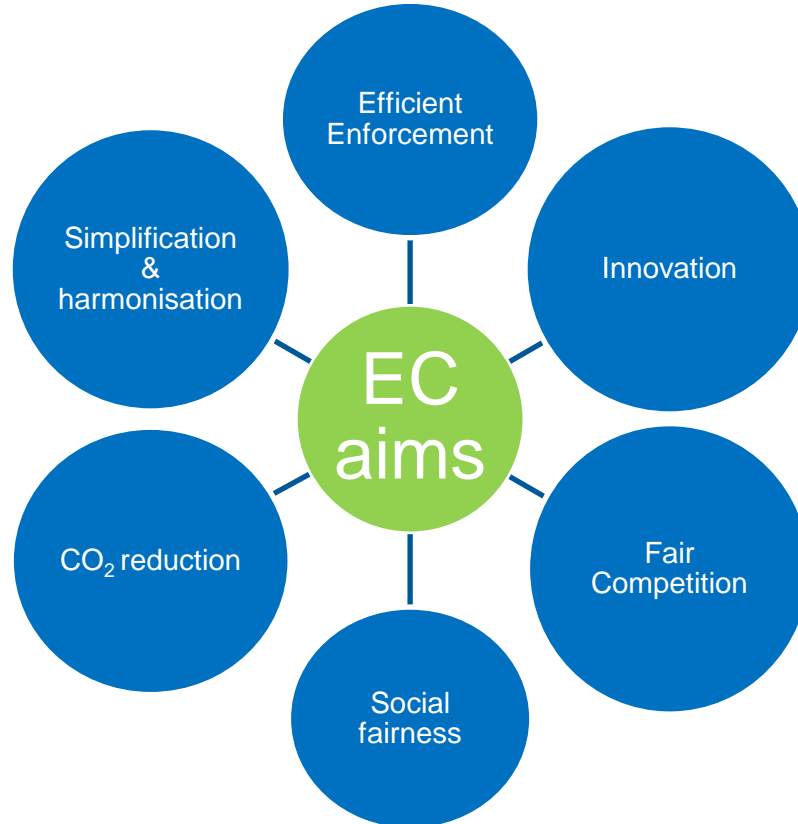
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What is the Mobility Package?



- Revision of the Access to Profession & Road Haulage Market
- Revision of Directive on the Use of Hired Goods Vehicles
- Infrastructure Charging - Vehicle Taxation – Interoperability of charging systems
- Revision of the Enforcement Directive
- Application of Posting of Workers in road transport
- Revision of driving and rest periods & tachographs
- Proposal for Regulation on monitoring and reporting of CO₂ emissions from and fuel consumption of new heavy-duty vehicles

Why the Mobility Package?



Mobility in Europe

Mobility in Europe / Key facts and figures



The Mobility sector employs more than 11 million people, accounting for 5% of total employment.

Almost **50%**
of freight transport



Road transport accounts for almost half of the total freight transport activity



13%
of household
expenditure

Transport accounts for 13% of the total household expenditure

2010



+42%
→



2050



+60%
→



From 2010 to 2050, it is estimated that passenger transport will grow by about 42 per cent. Freight transport is expected to grow by 60 per cent

IRU policy on the Mobility Package



Simplify - Clarify



Efficient Enforcement



Optimise, less regulation

Mobility Package Rapporteurs



Access to the market and profession

- Rapporteur: Jens Nilsson (S&D, SE)
- Shadow rapporteurs: Elisabeta Lukacijewska (EPP, PL), Pavel Telička (ALDE, CZ), Peter Lundgren (EFDD, SE)



Hired vehicles

- Rapporteur: Claudia Monteiro De Aguiar (EPP, PT)
- Shadow rapporteur: Lucy Anderson (S&D, UK)



Eurovignette & EETS

- Rapporteur: Christine Rev. d'Allonnes-Bonnefoy (S&D, FR)
- Shadow rapporteurs: Georges Bach (EPP, LU), Dominique Riquet (ALDE, FR), Daniela Aiuto (EFDD, IT)

Mobility Package Rapporteurs



Posting of workers and enforcement

- Rapporteur: Merja Kyllönen (GUE/NGL, FI)
- Shadow rapporteurs: Izaskun Bilbao Barandica (ALDE, ES), Andor Deli (EPP, HU)



Driving and rest times & tachographs

- Rapporteur: Wim van de Camp (EPP, NL)
- Shadow rapporteur: Isabella De Monte (S&D, IT), Gesine Meissner (ALDE, DE), Daniela Aiuto (EFFD, IT)



Monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles

- Rapporteur: Damiano Zoffoli (S&D, IT)
- Shadow Rapporteur: Nils Torvalds (ALDE, FI)

Access to the profession



EC proposal

- Extended to cover <3.5 tonne vehicles
- Tougher establishment conditions (letterbox companies)
- Enlarged scope on good repute (social & labour conditions)

IRU view

- Extend scope to access to the market (apply same rules as for HDVs)
- Effective control of conditions (digitalisation), define criteria
- Strong impact on risk-rating status of (SMEs)

EC
proposal

- Cabotage – 5 days, unlimited, PWD from day 1
- Minimum roadside checks (2% to 3% by 2020-22)

IRU
view

- Keep status quo (7 days, 3 operations), no minimum checks
- No delay on smart tachograph
- Enforceable rules (incl. registration plate in eCMR)

Hired vehicles without driver

EC Proposal

- Freedom to hire and drive in any MS
- Minimum 4 month period

IRU view

- Generally support more flexibility for operators
- Limit period to 4 months
- Compliance with technical and safety standards



Posting of workers in road transport



EC Proposal

- Minimum wages and holidays apply from 3rd day, on cabotage from 1st day
- Paperwork for roadside checks
- Pre-posting declaration required

IRU key messages

- Unsuitable for road transport – highly mobile character not considered
- Heavy administrative burden – no solutions in *lex specialis*
- No digital options proposed – no exchange of information between Member States
- Impact on structure road freight transport sector – more owner-drivers
- How does it apply to third country operators?

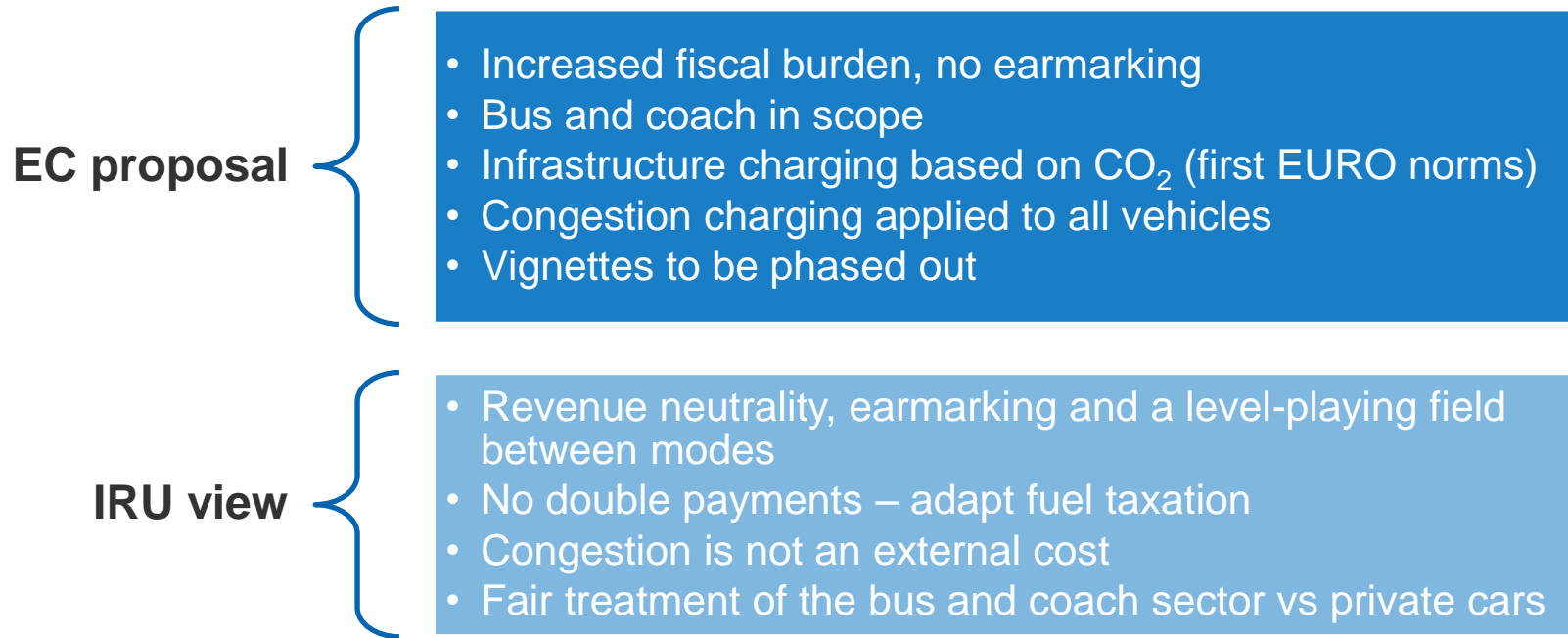
EC proposal

- Rolling reference period: up to 2 reduced rests possible, compensation end 3rd week
- Compensation attached to a regular weekly rest only
- No weekly rest in the cabin, return home once/month

IRU view

- Flexibility for operators (compensation at end 4th week)
- Maintain compensation opportunity attached to daily, reduced and regular weekly rests
- Proof of secure parking as pre-condition for 'cabin deal'
- Flexibility on resting in the cabin and spending free time

Road user charging

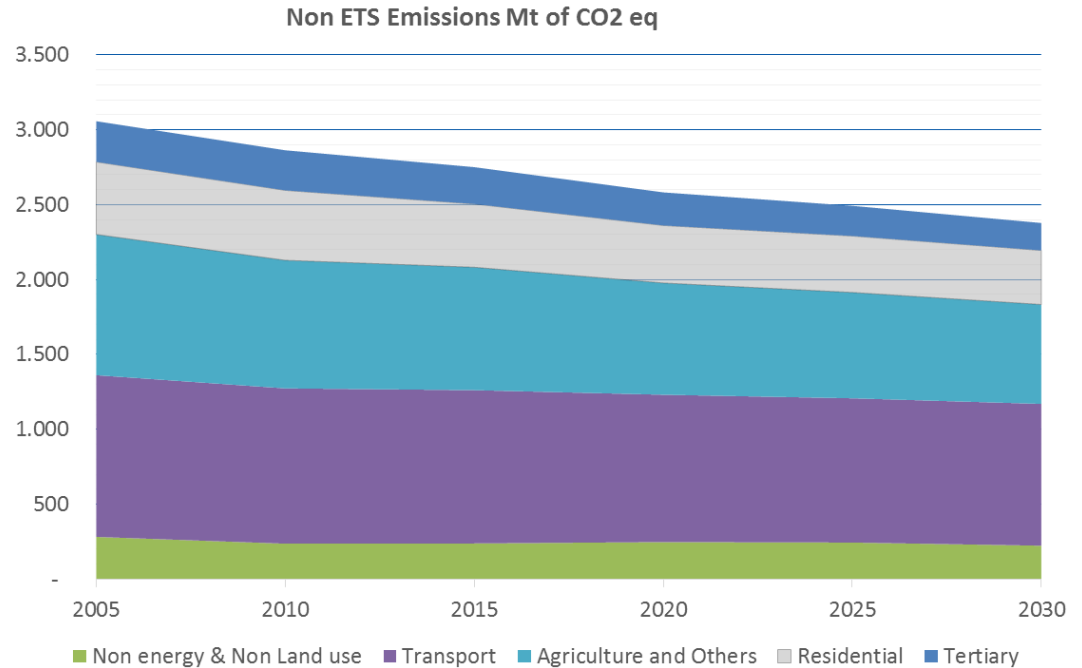


CO₂ monitoring, reporting & standards



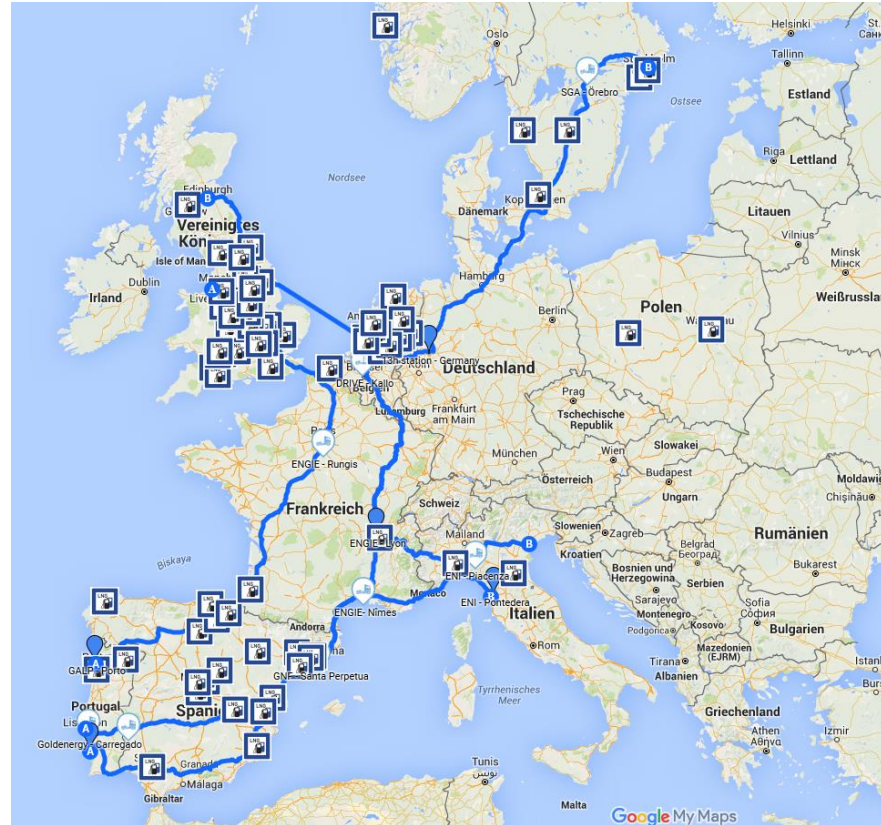
IRU view

- Standards need to be realistic and reflect technical complexity of HGVs
- CO₂ measurement based on weight or passenger numbers per km to allow better comparisons
- Holistic approach on CO₂ reduction (including vehicle operations)



Source: EU reference scenario

LNG Blue Corridor – PT leads the way



Dinner debate Strasbourg (12. Sept)



Open questions



- Will the posting of workers proposals be a compromise that suits no one or will it solve our problems?
- Do we want more or less internal market - liberalisation vs protectionism?
- Can we have more rules without harmonised enforcement?

Helping the world get
where it needs to be



Our new office address:

Avenue de Cortenbergh 71
1000 Brussels
Belgium