

Road transport: Social and market rules

In May 2017, as part of the 'Europe on the move' initiative, the European Commission put forward a set of three proposals to update social and market rules in the road transport sector. In June 2018, the European Parliament's Committee on Transport and Tourism (TRAN) adopted its reports on the proposals, and mandates to begin trilogue negotiations. However, during the June plenary session, the Parliament did not endorse the mandates. Therefore, according to the rules of procedure, the TRAN reports will be put to the vote during the July plenary.

Existing situation

To improve working conditions of drivers and safety on roads, the EU adopted [driving and rest time](#) rules and, to support compliance with them, requirements to use [tachographs](#) and [enforcement](#) provisions. To guarantee a level playing field, it set conditions for [posted workers, standards](#) for road haulage companies and rules on [access](#) to the international market within the EU and on cabotage.

European Commission proposals

The three proposals adopted in May 2017 aim to adapt existing provisions to current needs and clarify them. They also strive to improve their implementation and enforcement. For instance, to facilitate [drivers' rest conditions](#), they increase flexibility for organising weekly rest, ask employers to provide drivers with suitable accommodation to take weekly rest over 45 hours, and ensure drivers are able to return home at least every three weeks. The proposals tighten up rules on establishment, to better fight 'letterbox companies'. They apply social rules to [drivers posted](#) for more than three days, in international transport.

European Parliament position

On 4 June 2018, the TRAN committee adopted its reports ([driving time and tachographs](#), [posting](#) and [international road haulage market](#)) on the proposals, as well as mandates to start interinstitutional negotiations. In general, the TRAN committee supported the proposals to foster fair competition and enforcement but introduced some changes. For example, it extended the ban on rest in a truck cabin to reduced weekly rest of less than 45 hours. In parallel, it allowed rest in the cabin, if taken in secure parking areas. The majority of the TRAN committee voted for the full exclusion of international transport and transit from posting rules, and the mandatory return home of a driver by the end of each period of three consecutive weeks. The Parliament's Committee on Employment and Social Affairs (EMPL) presented its opinions respectively on 26 April, 30 April and 4 May 2018. On [posting](#), it had opposite views, as it proposed full inclusion of international transport. During the plenary session of June 2018, according to [Rule 69c\(3\)](#) of Parliament's rules of procedure, the mandates were announced in plenary and subsequently challenged. A vote took place on 14 June 2018, in which Members rejected the TRAN committee's mandates to start negotiations. This is the first time since the new procedure under Rule 69c came into force (January 2017) that the plenary has rejected committee mandates. Consequently, Members have the possibility to table amendments ([Rule 169](#)). On the driving time and posting proposals, on which it is associated committee ([Rule 54](#)), the EMPL committee decided to resubmit its amendments, previously rejected by the TRAN committee. The TRAN committee reports, with amendments, will be voted during the July plenary session.

First-reading reports: [2017/0122\(COD\)](#), [2017/0121\(COD\)](#), [2017/0123\(COD\)](#); Committee responsible: TRAN; Rapporteurs: Wim van de Camp (EPP, the Netherlands), Merja Kyllönen (GUE/NGL, Finland), Ismail Ertug (S&D, Germany). For further information see our 'EU Legislation in progress' briefings on the proposals: [1](#) – [2](#) – [3](#).

