

Road transport: Social and market rules

Alongside the liberalisation of transport and the setting-up of the internal market in the transport sector, the EU established social and market measures. On 31 May 2017, to enhance these measures in the road haulage sector, the European Commission adopted a set of three legislative proposals on driving and rest times, posting of drivers, and access to the profession and cabotage, as part of the 'Europe on the Move' package. The European Parliament is expected to vote at second reading during the July plenary session on a set of texts agreed with the Council in trilogue. After three years of intense negotiations, their adoption would lead to improvements in road drivers' working and rest conditions, better enforcement of rules and ensure fairer competition between road operators.

Background

To provide road hauliers with acceptable working conditions and improve road safety, in 2006, the EU adopted [driving and rest time rules](#). To ensure fairer competition, it established a set of [standards](#) with which road companies have to comply, rules on [posted drivers](#) and on [access](#) to the international market within the EU by non-resident drivers (known as cabotage).

European Commission proposals – the 'Mobility Package'

The proposals aim to clarify the rules and improve their implementation and enforcement. For instance, concerning drivers' [working conditions](#), the Commission proposes to introduce a ban on taking a rest in the truck cabin for over 45 hours. To fight more effectively against 'letterbox companies', it proposes to strengthen the requirements for road operators' [effective establishment](#). To contribute to better competition, social rules are proposed for [drivers posted](#) for more than three days in international operations.

European Parliament position

Parliament adopted its [first-reading position](#) on 4 April 2019, after reconsideration by the Committee on Transport and Tourism (TRAN) of its original reports, which had been rejected by the plenary in July 2018. Interinstitutional negotiations began in September 2019, following the European elections, and Council and Parliament reached a provisional agreement on the proposals on 12 December 2019. Following the TRAN committee's confirmation of this text on 21 January 2020, the Council adopted the agreed text at [first reading](#) on 7 April 2020. Key Parliament demands were incorporated in the texts during the negotiations. For instance, the possibility for drivers to return home every three or four weeks, a ban on regular weekly rest in the truck cabin, easing the administrative burden on road-transport companies and the fight against systematic cabotage. Parliament contributed also to measures to support fairer competition between EU and non-EU road operators, and between big and lighter truck vehicles, and building secure parking areas. It also worked to introduce a new timeline for the use of tachographs.

On 8 June 2020, the TRAN committee voted to recommend that Parliament adopt the negotiated texts on the three proposals at second reading. Their adoption in plenary, expected in July, would mark the end of three years of debates and negotiations on a complex and controversial set of proposals.

Second-reading reports: [2017/0122\(COD\)](#), [2017/0121\(COD\)](#), [2017/0123\(COD\)](#); Committee responsible: TRAN; Rapporteurs: Henna Virkkunen (EPP, Finland), Kateřina Konečná (GUE/NGL, Czechia), Ismail Ertug (S&D, Germany). For further information, see our 'EU Legislation in progress' briefings on the proposals: [1](#) – [2](#) – [3](#).

