

**Question for written answer P-003789/2017  
to the Commission**  
Rule 130  
**Andor Deli (PPE)**

Subject: Restrictions on weekly rest time in Germany

Some 15 000 haulage jobs in Hungary may be in jeopardy as a result of restrictions introduced by some West European Member States. These are impacting primarily on SMEs, and they are also undermining the EU's competitiveness and productivity.

The most recent such restriction is that introduced by Germany on 25 May, according to which the 45-hour rest time must be spent not in the cabin of the vehicle but in a hotel or other form of accommodation.

This measure is causing a host of problems. The restriction was introduced, without prior notification, the day after the law was adopted, with fines also operative from that subsequent day. Yet the necessary infrastructure was not in place, with insufficient protected parking and hotel capacity to satisfy the increased demand. In addition it is likely that drivers will seek out the cheapest accommodation, with some even sleeping several to a room. This, however, will not afford them adequate rest: they will be tired, which will have an impact on safety. The provision will also give rise to increased risk, primarily in terms of loads and fuel but possibly also because of the danger of vehicle theft in connection with terrorist attacks. The matter of liability is also unclear.

Does the Commission not think that this measure, introduced without the ground first being prepared, far from increasing safety and the situation of drivers in fact raises the suspicion of protectionism?

Does the measure not actually make Europe's roads less safe?