

**Priority question for written answer P-003571/2019
to the Commission**

Rule 138

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Subject: Standstill air-conditioning in European trucks

The negotiations on the new mobility package are in full swing. An important element in considerations concerning driving hours and rest periods is the conditions in which drivers rest. Without prejudging the outcome of the negotiations, there is a risk that drivers may in future be allowed to spend their short rest periods in the cab while long rest periods may have to be spent outside the cab. Rest outside the cab, in particular, will have to meet certain requirements, such as minimum comfort requirements.

Strangely enough, rest in the cab does not have to comply with these requirements. There is not yet any standard requirement for truck cabs to have standstill air-conditioning, a system that regulates the temperature inside the cab. Without such a system, cabs are too hot in the summer and too cold in the winter to permit brief rest periods to be taken under optimum conditions. Research shows that with temperatures from 22 to 27°C in a truck cab, the probability of accidents increases by no less than 11%¹.

1. What is the Commission's assessment of the current situation, under which there are no minimum requirements for European truck cabs, which means that drivers may spend their short rest period in a cab without standstill air-conditioning?
2. How desirable does the Commission consider it to be that there are currently heavy goods vehicles circulating in Europe which do not have standstill air-conditioning?
3. What measures will the Commission take to ensure that, in future, European trucks will have to be equipped with standstill air-conditioning as a standard requirement?