

Parliament adopts major reform of road transport sector

- Improving drivers' working conditions
- Clear rules on posting of drivers
- Better enforcement to fight illegal practices



The updated rules on road haulage will ensure fairer competition between operators ©Adobe Stock/thomaslerchphoto

Parliament backs revised rules to improve drivers' working conditions and stop distortion of competition in road transport.

MEPs endorsed all three legal acts without any amendments, as [adopted by EU ministers in April 2020](#). The political agreement with the Council was reached in December 2019.

The revised rules for posting of drivers, drivers' driving times and rest periods and better enforcement of cabotage rules (i.e. transport of goods carried out by non-resident hauliers on a temporary basis in a host member state) aim to put an end to distortion of competition in the road transport sector and provide better rest conditions for drivers.

Better working conditions for drivers

The new rules will help to ensure better rest conditions and allow drivers to spend more time at home. Companies will have to organise their timetables so that drivers in international freight transport are able to return home at regular intervals (every three or four weeks depending on the work schedule). The mandatory regular weekly rest cannot be taken in the truck cab. If this rest period is taken away from home, the company must pay for accommodation costs.

Fairer competition and fighting illegal practices

Vehicle tachographs will be used to register border-crossings in order to tackle fraud. To prevent systematic cabotage, there will be a cooling-off period of four days before more cabotage operations can be carried out within the same country with the same vehicle.

To fight the use of letterbox companies, road haulage businesses would need to be able to demonstrate that they are substantially active in the member state in which they are registered. The new rules will also require trucks to return to the company's operational centre every eight weeks. Using light commercial vehicles of over 2.5 tonnes will also be subject to EU rules for transport operators, including equipping the vans with a tachograph.

Clear rules on posting of drivers to ensure equal pay

The new rules will give a clear legal framework to prevent differing national approaches and ensure fair remuneration for drivers. Posting rules will apply to cabotage and international transport operations, excluding transit, bilateral operations and bilateral operations with two extra loading or unloading.

Next steps

The adopted rules will enter into force after they are published in the Official Journal of the EU in the coming weeks.

The rules on posting will apply 18 months after the entry into force of the legal act. The rules on rest times, including the return of drivers, will apply 20 days after publication of the act. Rules on return of trucks and other changes to market access rules will apply 18 months after the entry

into force of the act on market access.

Further information

[Press conference with the Rapporteurs Thursday, 9 July at 10:00 \(CEST\)](#)

[Adopted texts](#)

[Press release: Transport Committee approves major reform of road transport sector \(08.06.2020\)](#)

[Press release by Council of the EU \(07.04.2020\): Mobility package: Council adopts truck drivers' reform](#)

[Steps of the procedure \(2017/0122\(COD\)\)](#)


[Steps of the procedure \(2017/0121\(COD\)\)](#)


[Steps of the procedure \(2017/0123\(COD\)\)](#)

Contacts

Inga HÖGLUND

Press officer

 [\(+32\) 2 28 32 282 \(BXL\)](tel:+3222832282)

 [\(+32\) 498 98 33 29](tel:+32498983329)

 inga.hoglund@europarl.europa.eu

 tran-press@europarl.europa.eu

 [@EP_Transport](https://twitter.com/EP_Transport)
