



Evaluation of the legislation on road transport

Road Transport Unit – C.1
Directorate General for Mobility and Transport

Steps

- ✓ Ex-post evaluation
- ✓ Public consultation
 - Social legislation (closing 11/12)
 - Access to the profession and access to the market (closed 15/9)
- ✓ Impact assessments (to be concluded by early 2017)
- ✓ Legislative proposals (first semester 2017)

Ex-post evaluation

- ✓ Legislation does not fully address driver's fatigue: long periods away from home, time pressure, resting facilities, performance-based contracts
- ✓ Lack of precision on some concepts/definitions
 - ✚ Regular weekly rest period: vehicle or hotel?
 - ✚ Multimanning, can the 2nd driver take a break when the vehicle is in motion?
 - ✚ Cabotage provisions
 - ✚ Definition of stable and effective establishment
 - ✚ Conditions for access to the profession
- ✓ Difficult enforcement (minimum wage, cabotage)
- ✓ Disparity between MS with respect to enforcement: different penalties; differences encountered in inspection practices, training and software
- ✓ Increased use of vehicles below 3.5 tons

Cause – effect diagram



Legislation does not address all causes of driver's fatigue

Lack of clarity on some concepts/definitions

Difficult enforcement (minimum wage, cabotage)

Disparity between MS with respect to enforcement

Increased use of vehicles below 3.5 tons

Deteriorated road safety

Diverging national legislation due to unclear rules (market barriers)

Cross-border effects (full parking places at the border, increased traffic in certain highways)

Unfair and uneven treatment of drivers and transport undertakings

Degraded environmental conditions

Incentive to breach the law

Letterbox companies

Conclusion

- ✓ The ex-post evaluation does not address driving and rest times
- ✓ It will be a very targeted modification with no impact on the AETR



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Thank you