



European  
Commission

# Mobility Package I

Group of Experts on AETR

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# Mobility Package I is reality

## • Adoption by the European Parliament and the Council

- Entry into force : July/August 2020
- Application :
  - Driving and rest time : 20 August 2020
  - Access to profession and to the market : 21 February 2021
  - Posting : transposition by the Member States by 2 February 2021

## • Objectives of Mobility Package I

- Fair competition between EU road transport operators (“Level Playing Field”)
- Better working conditions for drivers
- More efficient enforcement of EU law



# Mobility Package I :what next ?

- **Implementation & enforcement : shared responsibility of all (public and private) stakeholders** – Commission ; enforcement authorities ; operators
- **Role of the Commission - Guardian of the Treaty :** ensure good implementation of the package and common understanding
- **Implementing & delegated acts in preparation (2021/2022)**
- **Study on the return of the truck & combined transport**

# Return of the driver to “home”

- **Objective of the rule : Fight against nomadic driving**
  - Improve working conditions of drivers : Longer rests at home with the family
  - Fair competition between operators
- **Obligation for operators:** to organise work of drivers to ensure that they are able to go back “home” at least every 4 weeks (or 3 weeks in case of two consecutive reduced rests)
- **Definition of “home”:** employer’s operational centre where the driver is normally based or drivers’ place of residence (at the choice of the driver)

# Rest outside the cabin

- **Ban to take the regular weekly rest in the cabin of the truck** : nothing new (cfr “Vaditrans” case)
- **Cost of accommodation** : to be covered by the employer
- **Burden of proof on control authorities**: there is no obligation for drivers to present proofs such as hotel bills. Fines can only be given when drivers caught on the spot.

# Weekly rests - Tachographs

- **Flexibility for weekly rests:** possibility for drivers to take 2 consecutive reduced weekly rests subject to conditions
  - Only for drivers engaged in international freight transport
  - The 2 consecutive reduced rest periods must be taken outside of the Member State of establishment and Member State of the driver's place of residence
- **Smart tachograph version 2**
  - Adoption of the technical specifications according to the deadline (June-August 2021)
  - Installation in new trucks : 2023
  - Retrofit : completed in 2025

# Light Commercial Vehicles

- **In scope:**
  - Of driving and rest time rules from 1/7/2026, but only those > 2,5t involved in international transport for hire and reward
  - Of tachograph regulation from 1/7/2026, but only those > 2,5t involved in international transport for hire and reward



# Safe & secure Parkings

- **Technical specifications and audit procedure** : first discussion in a Group of Experts in November 2020
- **EU Parkings must be safe/secure, comfortable and “green”**
- **Funding priority in the future MFF (11 projects selected under the CEF 2019 call for proposals)**



# Ferry/train derogation

- Possibility to interrupt twice (max 1 h in total for two interruptions) :
  - reduced weekly rest when accompanying a vehicle on ferry/train
  - regular weekly rest journey on ferry/train is longer than 8 h
- Driver must have access to bunk/courette on ferry/train

# Exceptional circumstances derogation

- Possibility to exceed daily driving time by 1h if a driver is to reach home for a weekly rest
- Possibility to exceed weekly driving time by 2h if a driver is to reach home for a regular weekly rest

## Conditions:

- Exceptional situation
- Must take 30 min break before additional driving time
- Must not reduce rest period
- Must compensate the extension by additional rest attached to other rest period within 3 weeks

# Sanctions

- Transparency of sanctions:
  - Member States to notify national sanctions to the Commission asap
  - Method and criteria for proportionality of sanctions to be notified
  - Commission to publish overview of penalty systems
- Commission to define classification of infringements based on their gravity