



The EU Mobility Packages

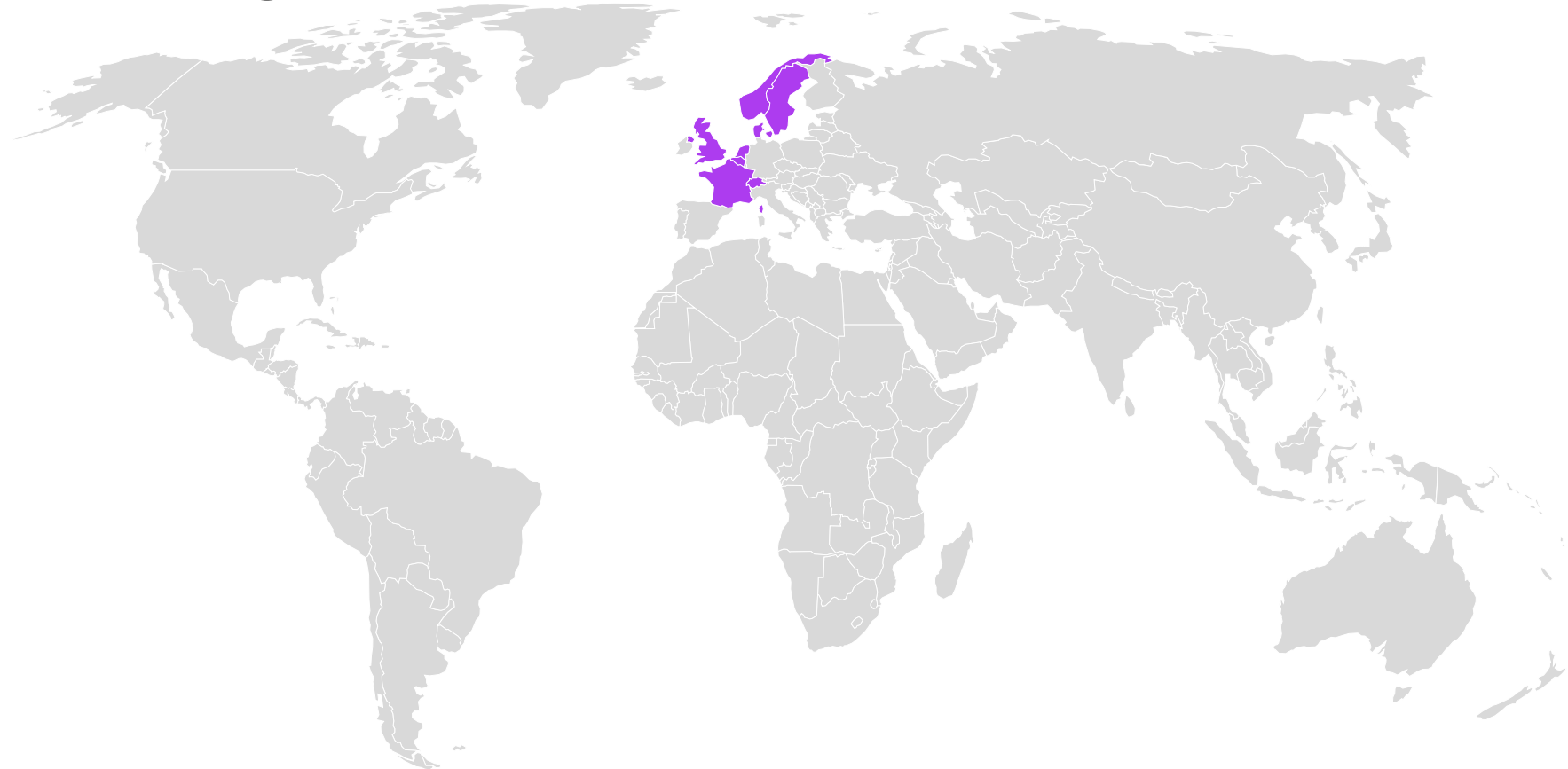
IRU views on developments in
the EU Institutions

Barcelona, 17 May 2018

Marc Billiet, Senior Adviser Goods Transport

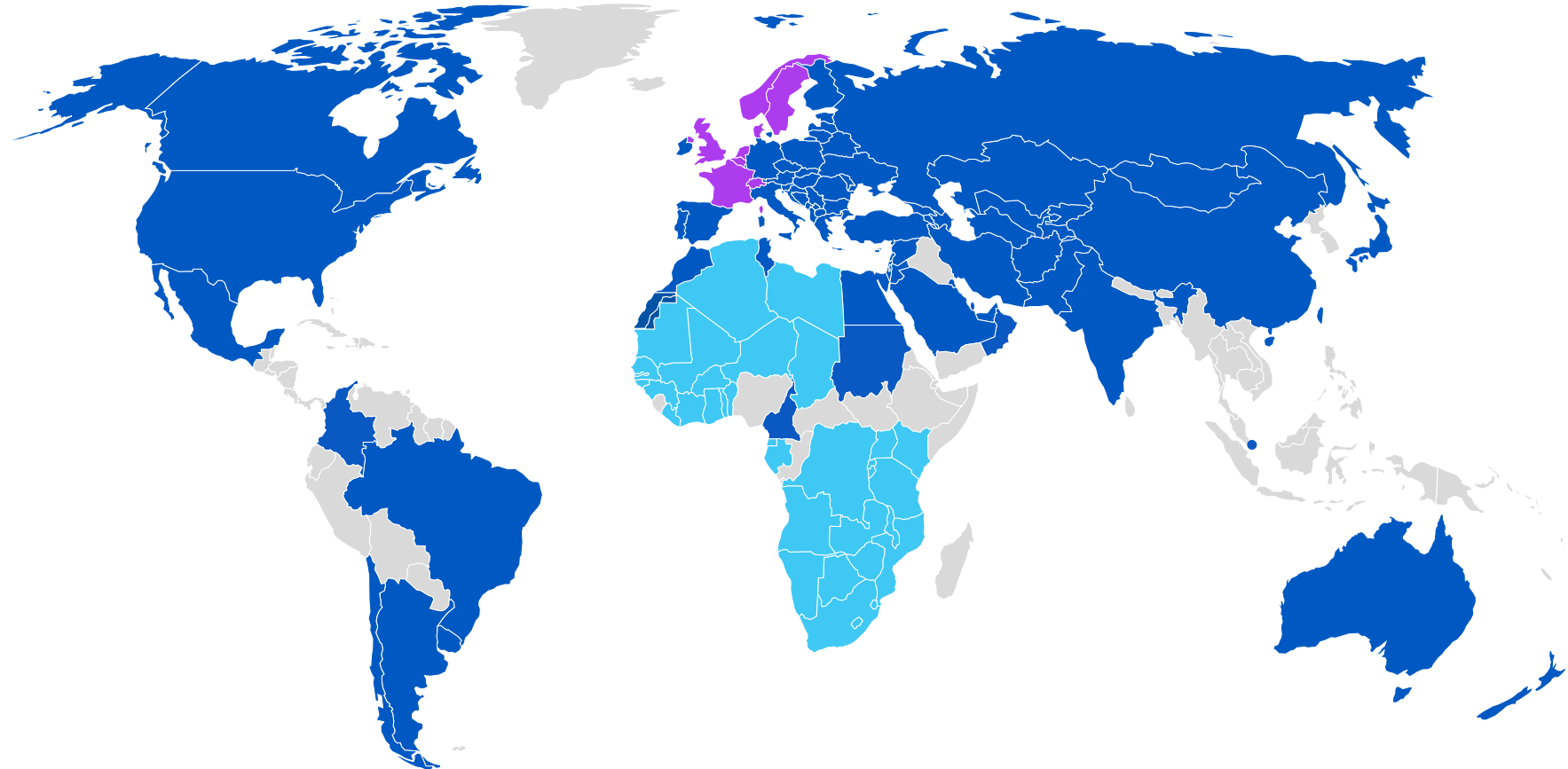
iru.org

Founding members in 1948



14 Founding IRU Members in 8 countries

Active in over 100 countries



14 Founding IRU Members in 8 countries

IRU Members

CRIPA and FESARTA members


IRU general policy on the Mobility Package

 Simplify - Clarify

The icon consists of a central blue square with four smaller blue squares positioned at the top, bottom, left, and right, forming a cross shape.

 Efficient Enforcement

The icon shows a blue document with three horizontal lines representing text, and a blue checkmark in the bottom right corner.

 Better road transport – fair competition
no market opening – no extra barriers

The icon features a blue wrench and a blue screwdriver crossed at their handles.

Access to the profession and to the market



Light Goods Vehicles



- Apply criteria as for HGVs in international transports.
- Financial standing (amounts) for LGVs
- No rules for LGVs
- Rules extended to national transport

Letterbox company



- List of general criteria to be used by enforcers
- Additional criteria like number of parking spaces
- MS flexibility on definition of rules

Cabotage



- Definition ok (+ clarification on “start” & “end”)
- Cabotage restrictions (incl. transport of empty pallets and containers)

Rights



- Keep the current rights: 7 days with 3 operations
- Transport of empty pallets and containers under contract
- More or less than 5 days

Enforcement



- Use of electronic documents (eCMR)
- Proof on cabotage readily available on-board the vehicle
- 1 single control document
- shared liability
- “All” information available during road side checks

Posting of workers in road transport



Scope of application?



- Specific road transport rules (lex specialis)
- Different approach passenger versus freight
- Application of general posting of workers rules

Administration



- Reduction of administrative burden + number of docs on board, electronic documents
- EU “single window” solution to register (one stop shop)
- Paper documents + translated copies
- Individual MS solutions

Driving and rest times

Return home
How many weeks?



→ within 4 Weeks

- Home = country of establishment of undertaking (driver's contract + tax residence)
- Driver's right and choice where to go
- Home = country of residence

Reference period for
compensation?



→ 4 Weeks

- 4 weeks=3 weeks of activity and 1 week of rest (→ up to 3 reduced rest periods)
- 180 hours driving/4 weeks
- Compensating for reduced weekly rest possible with daily or weekly rest
- 8 hours daily driving time
- 80 hours over 2 weeks

Regular weekly rest in cabin
Yes or no?



→ No, BUT ok with

- Safe and secure parking
- Guaranteed quality & comfort conditions (showers, WC, cafeteria, WIFI ...)
- Restrictions on conditions of taking reduced weekly rest

Combined Transport (CT)



Modal shift



- Multimodality
- Modern CT rules
- No forced modal shift
- Artificial advantages to non-road modes

Scope



- Clarification definition
- Flexibility terminal choice
- Intra-EU cross-border operations
- Inclusion domestic CT
- EU part of extra-EU CT

Rights



- All hauliers to do CT.
- Level playing field among drivers
- Exemptions from cabotage restrictions.
- Exemptions from rules on working conditions

Enforcement



- Use of electronic documents (including eCMR)
- Proof on CT readily available on-board the vehicle
- 1 single control document
- "All" information available during road side checks

Incentives



- General 44 tonnes in CT
- EMS trials in CT
- General exemption traffic bans
- National flexibility to decide
- Unilateral incentives to non-road modes

Eurovignette



Costs



- MS to decide on charging of external costs
- MS free to keep vignette systems
- Scope of vehicles not to be expanded to buses and coaches
- **Additional charges for transport operators**
- **Treatment of congestion as an external cost**

Modal split



- Earmarking of revenues to road transport (development of infrastructure incl. safe and secure parking areas and deployment of cleaner fleets)
- **Forced modal shift, no earmarking (75% of road freight transport under 150 km)**

Reducing CO₂ emissions – CO₂ standards for trucks

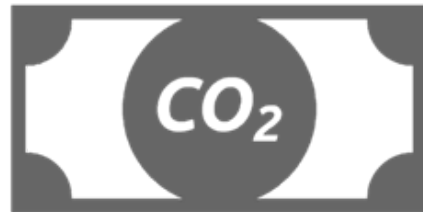


General



- Support standards for HDVs
- At EU level
- As part of a wider package of measures

Objectives



- Baseline = VECTO figures
- Standards beyond business-as-usual
- Two tier approach – set 2030 target when more data available
- Move beyond tank-to-wheel approach
- Technology neutrality
- **Zero-emission-vehicle mandate**

Incentives



- Cost-effectiveness is essential
- Balance between ambition and realism (higher prices versus efficiency gains)
- Flexibility for manufacturers = lower vehicle prices
- Reduced user charging
- **Discouragement of combustion engine development**

Scope



- A heavy truck is not a car
- Based on work done (CO₂ g/tkm or CO₂ g/m³)
- Entire vehicle combination

Interaction
between new rules
and Brexit....?



اسياد
ASYAD



IRU World Congress Innovation on the move

6-8 November 2018
Muscat, Oman

iruworldcongress.com