

Minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods; positioning by means of tachographs

2017/0122(COD) - 09/07/2020 - Text adopted by Parliament, 2nd reading

The European Parliament approved, in accordance with the ordinary legislative procedure, the Council's position at first reading with a view to the adoption of a regulation of the European Parliament and of the Council amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs.

The proposed Regulation aims to harmonise the rules on driving times, breaks and rest periods in the road transport sector and the enforcement of these provisions through the use of tachographs in order to prevent distortions of competition, improve road safety and ensure good working conditions for drivers in the European Union.

The draft legislative act:

- includes light commercial vehicles within the scope of Regulation (EC) No 561/2006, including vehicles with trailers or semi-trailers, with a maximum authorised mass exceeding 2.5 tonnes and which are used in international transport for hire and reward;
- allows further flexibility in the field of long-distance goods transport, while ensuring that drivers return regularly to their place of residence to take a long rest period: companies shall organise their schedule in such a way that drivers in the international goods transport sector can return home at regular intervals (every three or four weeks, depending on working hours);
- confirms that the normal weekly rest period (at least 45 hours) must be spent outside the vehicle. This rest should be taken in suitable accommodation for both women and men, including adequate sleeping and hygiene facilities. The employer should then pay all accommodation costs;
- endeavour to ensure appropriate rest conditions for drivers, by mandating the Commission to come up with detailed provisions concerning the safety and security of parking areas, i.e. the level of service and the procedure for certifying these parking areas;
- introduces a new generation of 'smart' tachographs for more precise positioning of vehicles used for cross-border transport operations to ensure proper enforcement of compliance with the rules. A three-stage schedule is set for new vehicles and in the existing fleet.