

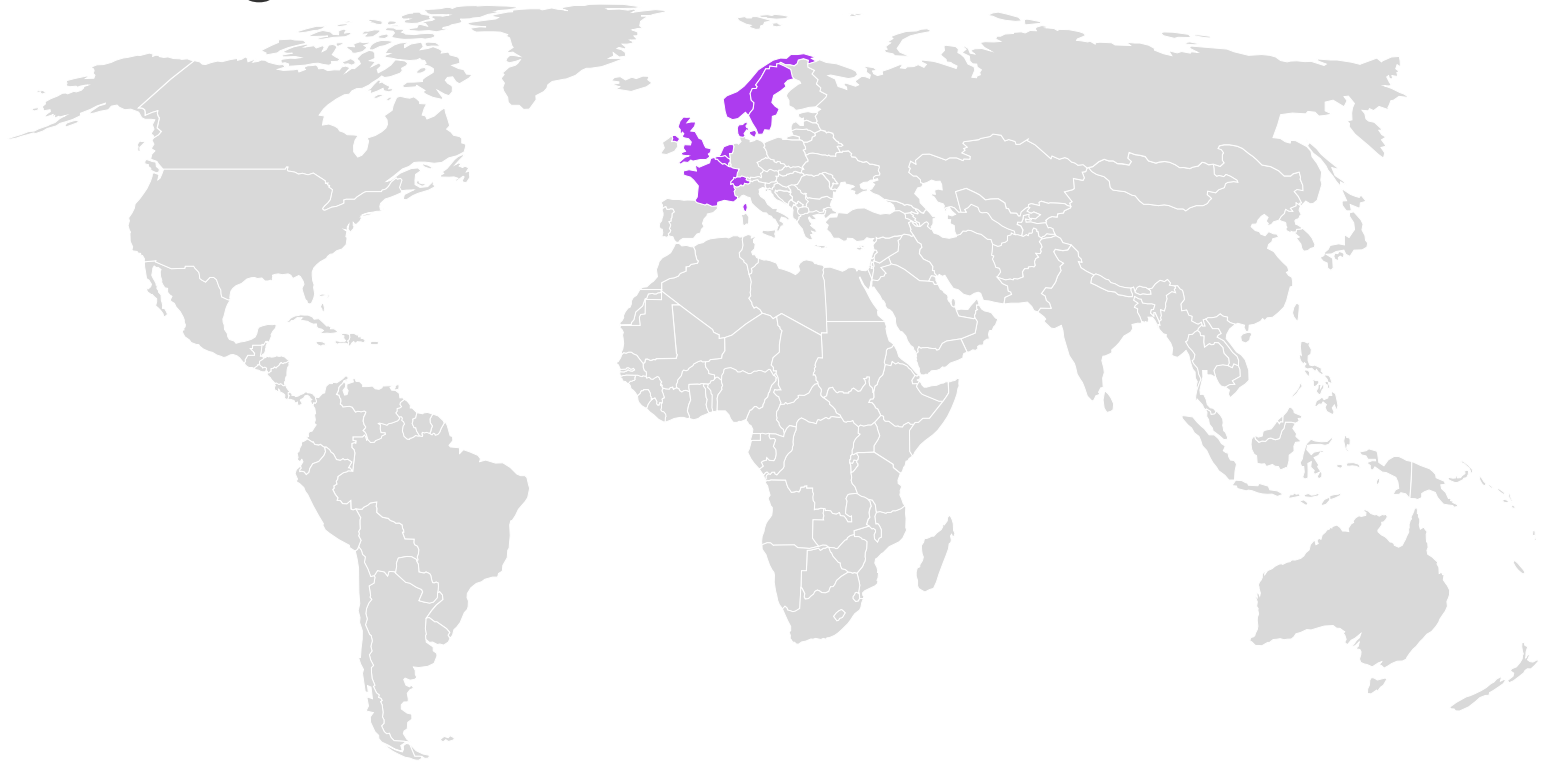



IRU views on the latest developments in the EU legislation

Matthias Maedge, General Delegate

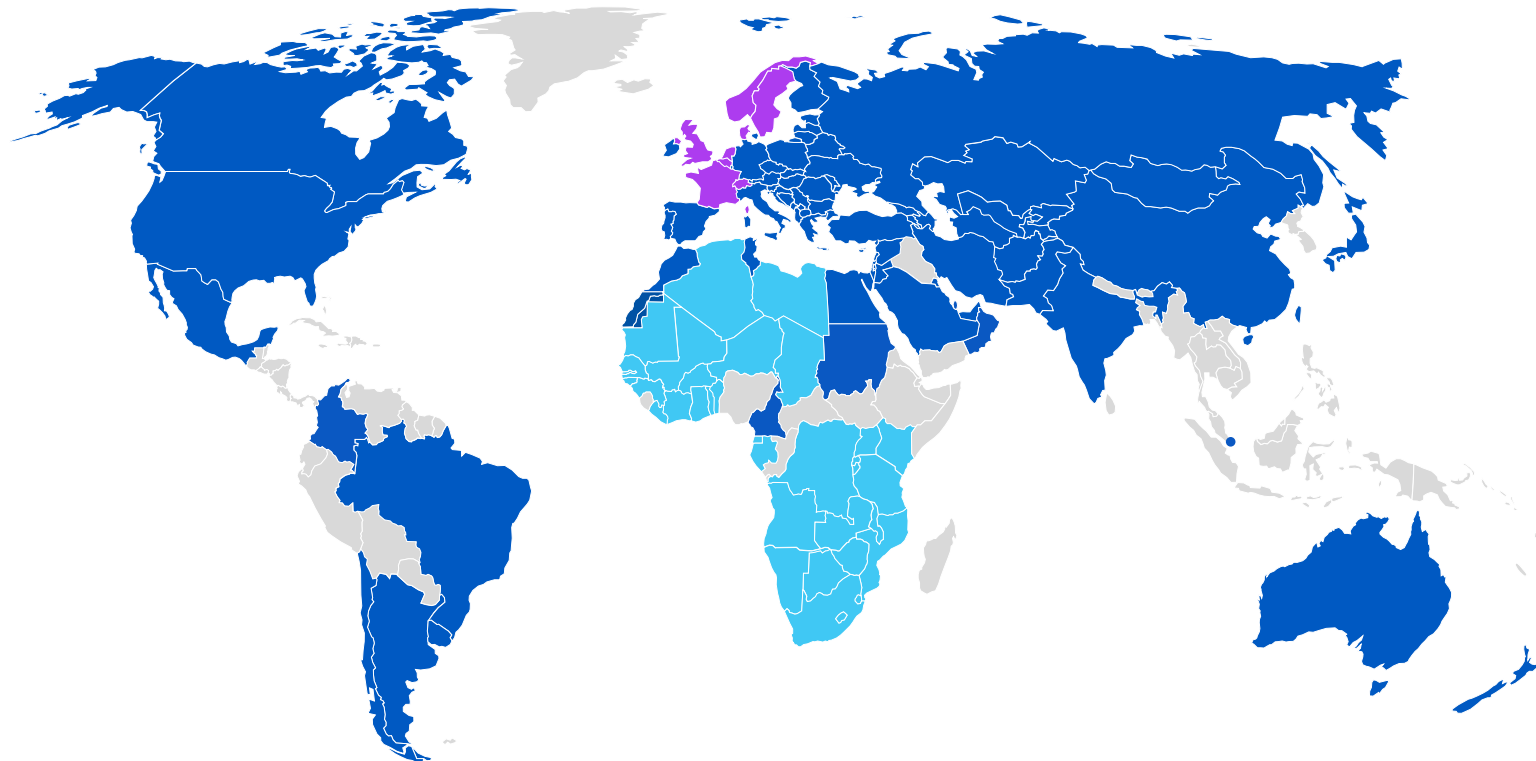
iru.org


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



Efficient Enforcement



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

Access to the profession and to the market



Light Goods Vehicles



Letterbox company



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

- 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

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

Passenger transport exemptions



- Exemption of road passenger transport from lex specialis
- Posting for cabotage NOT attached to incoming or outgoing international services (local excursion, fly-and-drive)
- Application of freight transport rules to coach transport (tourism and scheduled lines)

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

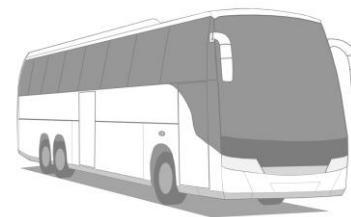
Regular weekly rest in cabin
Yes or no?



→ No, BUT ok with

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

Coach tourism
specific rules?



→ Yes (new)

- Improved 12-day derogation incl. at national level (excursions)
- 1 additional hour of duty twice per week
- High tourism season: 13 weeks reference period

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 e-CMR)
- 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 external costs

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)

Sustainable Mobility



- Exemption from external and congestion charging
- Different treatment of private passenger cars and collective passenger transport (all-or-none)

Driving decarbonisation



Integrated approach



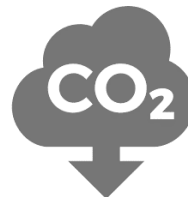
- Vehicles, operations, infrastructure, alternative fuels, traffic management
- Coherent policy on CO₂ and pollutant emissions

Technology neutrality



- Need all the alternative fuels options on the table
- Different options for different vehicles and missions
- Solution will be a mix of measures
- Reliance on ICE will continue, therefore investment must continue

CO₂ abatement costs



- Focus should be on achieving the most reductions for the least cost
- Based on realistic understanding of market structure and motivations

Enabling environment



- Regulatory stability
- Financial capacity to invest
- Coherent legislative cross-overs
- Clear comparative information on technology benefits

CO₂ standards for trucks

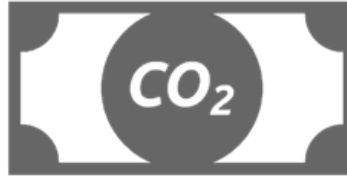


Proposal for standards



- Support CO₂ standards for HDVs
- EU level measures are appropriate
- Part of a wider package of measures
- Support 2022 revision – set 2030 target
- Technology neutrality

Target level



- Baseline = VECTO figures
- Targets (15% by 2025 and 30% by 2030) are ambitious but realistic
- Cost-effectiveness is essential
- Flexibility for manufacturers to innovate in the best way
- Proposal ignores role of biofuels, biogas and highly productive vehicles

Super-credit system



- Super-credit system shouldn't lower ambition substantially
- Cap is important
- Call for shift to WTW for 2030 target
- Risk of discouragement of ICE improvement

e-CMR: Digitalising consignment notes



Lower costs



Greater transparency

- full handling costs 3-4x cheaper
- faster administration
- faster invoicing
- reduction of delivery and reception discrepancies

- data accuracy
- control and monitoring of the shipment
- real-time access to the information & proof of pick-up and delivery

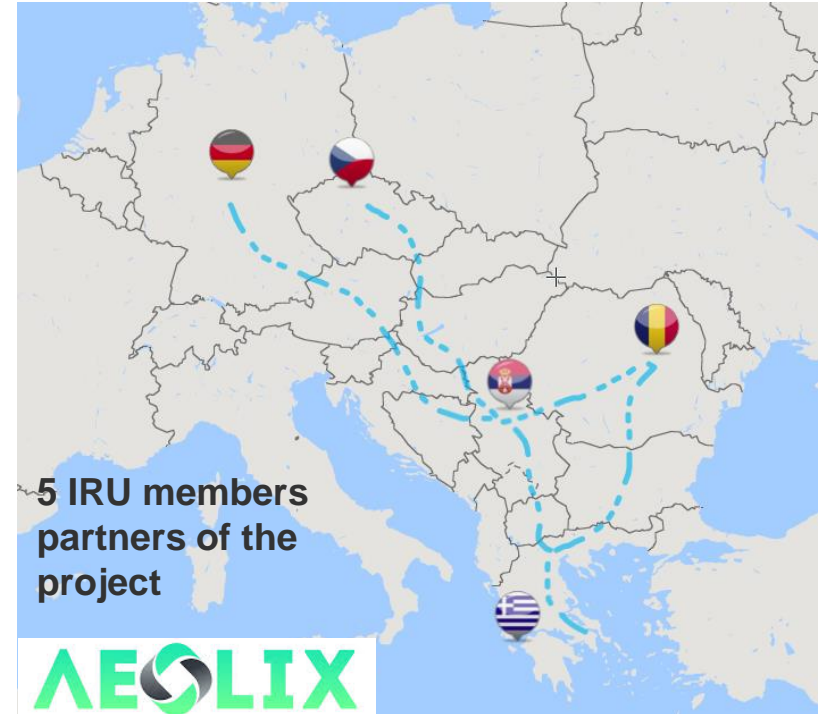
e-CMR pilots



Ongoing

- Spain-France
- Spain-France-Turkey
- BE-NE-LUX
- Esthonia-Russia

Upcoming



Use of e-CMR in eCall for HGVs



- Exact location (GPS), vehicle type, brand, Vehicle Identification Number
- Cargo information provided by e-CMR
- Solutions developed in the I_HeERO project



Safe and secure parking places for trucks



Safe and secure parking places for trucks



**STUDY ON SAFE AND
SECURE PARKING
PLACES FOR TRUCKS**
MOVE/C1/2017-500

The need

- Ensure socially fair conditions for professional drivers when taking rests
- Tackle issues such as cargo crime
- Not enough parking places
- Services in existing facilities often insufficient



The outputs

- Comprehensive maps with truck flows and hotspots
- Standard certification rating system
- Auditing responsibilities and guidelines
- Manual on setting up an SSTPA
- Recommendations for a common interface of parking applications and services (TRANSPARK)



IRU World Congress

Innovation on the move

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