

DRIVING, RESTING PERIODS AND TACHOGRAPHS

Mobility Package I

Revision of Regulation (EC) No 561/2006 on driving and rest periods and of Regulation (EU) No 165/2014 on tachographs

AT A GLANCE

- Cabin rests are no longer allowed for weekly breaks, as haulage operators are required to provide adequate accommodation with appropriate sleeping and hygiene facilities
- The use of tachographs is enhanced to make checks more efficient



WEEKLY RESTS

- More flexibility to allow drivers to reach their home by allowing the postponement of weekly rests
- Transport companies will be obliged to ensure drivers can enjoy a home stay at least every three weeks

REST IN CABIN

- Whilst drivers are no longer allowed to spend their weekly rests in the truck, this rule does not apply if the vehicle is double crewed



IMPACTS

- Due to added flexibility, drivers will be home more often
- The proposal lacks measures to provide safe and adequate parking facilities for cargo
- The rules on working time ensure road safety by eliminating excessive working hours with adverse effects such as accumulated fatigue

LEGAL CERTAINTY

- The use of current and future 'smart' tachographs will create savings in non-compliance costs
- Uniform interpretation across the EU should be facilitated by a number of clarifications, thus increasing legal certainty and a reduction of administrative burdens



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Key Players & Timeline

Revision of Regulation (EC) No 561/2006 on driving and rest periods and of Regulation (EU) No 165/2014 on tachographs

RAPPORTEUR

Wim van de Camp (EPP, The Netherlands)

- Vehicles below 3.5 tons should also be equipped with tachographs and the implementation should be sooner rather than later



SHADOW RAPPORTEURS



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TIMELINE

Draft report:
January 2018

Deadline for
amendments: end
of February 2018

Plenary

Final report:
May 2018