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COMMON STATEMENT BY THE EXPERTS OF THE ROAD ALLIANCE

(AT, BE, CH, DE, DK, FR, IT, LU, NO, SE, and observer EL)

The experts of the Road Alliance met in Vienna on 28 February and 1 March. At that meeting, the members had the pleasure to welcome the representative of Greece as a new observer to the Road Alliance. The Netherlands also participated as an observer.

The meeting addressed present issues of importance with regard to Mobility Packages I and II with the aim to evaluate recent developments, draw relevant conclusions and find agreed positions. These positions will be presented for discussions within the Council Working Groups.

The delegations recalled that the EC, in publishing the proposals of Package I on 31 May 2017, underlined that the purpose of the initiative was to clarify open questions with regard to already existing legal texts and to facilitate the controllability of EU legislation.

The initial examination of the general outline and the central ideas of the proposals last autumn led to a progress report by the Estonian Presidency which was generally welcomed. It proved to be well balanced, making visible the full range of different positions. All EU delegations considered the progress report to be a good basis for the continuation of discussions. Since then, documents circulated during recent weeks did not reflect the range of positions and lacked the necessary equilibrium achieved in the previous progress report.

The experts reaffirmed their commitment to the common goals of the Road Alliance, i.e. the strife for better regulation as well as controllable rules to safeguard social rights, enhance road safety, ensure a well-functioning, fair and secure internal market and accept further market openings only on the condition of effective measures against unfair competition, social dumping and illicit practices.

Despite this background, the Road Alliance experts confirm their readiness to engage in dialogue and consider it appropriate and necessary at this point in time to present their positions on the different legislative proposals in a transparent and self-explanatory form.

These considerations result in the following proposals:

- Reg. 1071/2009 :
 - o Effective counter-measures against "letterbox companies"
 - o All 4 requirements for access to the profession must apply
 - o Also for LCV operators (motor vehicles with application of a threshold)
 - o EU licences for LCVs in international operations
 - o Permissibility of additional national requirements
- Reg. 1072/2009 :
 - o No liberalization of cabotage

- Ensure the temporary nature of cabotage (eg strictly limited number of operations and days, cooling off period)
- Ensure enhanced controllability of cabotage
- Alignments necessary with regard to Combined Transport directive
- Reg. 1073/2009 :
 - EC proposal goes too far in regulation national bus transport
- Reg. 561/2006 :
 - No regular weekly rest in cabin
 - Preserve the 90 hours driving time ceiling during the 2 week reference period
 - Ensure the driver's right to "return to base" every 2 weeks as a general rule and the obligation of employers to care for this
- Reg. 165/2014 :
 - Smart tachograph : bring forward the retrofitting date from 2034 to 2024 for international goods transport (specifications: ensure automatic registration of border crossing)
 - Early phasing out of the analogue tachograph in international transports
 - Timely and thorough registration of border crossing for all types of tachograph to provide for reliable proof
- Lex Specialis, Dir. 2014/67 :
 - Status of posting acquired without time thresholds with regard to cabotage, combined transport and international transport
 - ≥ 6 hours = 1 day
 - Roadside inspections essential
 - Extensive fulfillment and documentation required including posting declaration (ensuring reliable proofs)
- Dir. 92/106 :
 - Aligning rules for initial and final road leg with cabotage and posting rules
 - Fixed maximum distances for connecting road legs
- Dir. 2006/1 :
 - Avoid misuse of hired vehicles leading to fiscal distortions and hidden illegal cabotage

As Road Alliance Member but not EU Member, Switzerland did not express itself at this stage with regard to specific proposals under discussion in the framework of Mobility Packages I and II.