

## Fair conditions for road transport

### Proposal

To ensure a well-functioning internal market for road transport, the Commission should work towards clear and enforceable rules for road transport within the EU. The current legislation is imprecise and leads to an ineffective internal market. The aim should be to move more rapidly towards an integrated Europe where road transport is carried out in an economic area, where competition is fair and healthy between economic actors; where social rights of workers are better ensured, and where the safety of drivers and road users is enhanced.

Denmark encourages the European Commission to solve the current fragmentation of the internal market by simplifying and clarifying the current legislation in order to mitigate uncertainties, improve cross-references between legal texts and make the legislation enforceable. Denmark believes that the European Labour Authority (ELA) can contribute to strengthened implementation and enforcement of the common EU-rules and combat fraud and abuse in the internal market, including in the transport sector. In this connection, the Commission should prioritise getting the European Labour Authority up and running as soon as possible.

### Challenge

The future of the European road transport sector depends on the ability to ensure a well-functioning internal market based on fair competition. Currently, the internal market is constrained by unclear and partly unenforceable provisions that create fragmentation between Member States and promotes unfair competition between road hauliers. Denmark supports solutions that address the current fragmentation of the internal market by simplifying and clarifying the rules and ensures a coherent legal framework.

### Background

The Commission has presented several proposals for legislative acts as part of its Mobility Package 1. On 3 December 2018, the Council agreed on a general approach on the social and market access pillars of Mobility Package 1 and the directive on combined transport. These legislative proposals are interlinked and cannot be separated.

Among the key elements of the general approach is the confirmation of the ban on sleeping in the cabin, the introduction of a cooling-off period for cabotage, "cabotage-rules" for road legs of combined transport operations, a new weight limit of 2.500 kg. and clearer and more enforceable rules on posting of drivers.

These elements are essential in the fight against the exploitation of drivers and the usage of letterbox companies. This, a large number of drivers from the Philippines and Sri Lanka were discovered working and living under horrendous conditions in Denmark.

From 2012 to 2017 the number of driver attestation issued for third country drivers has increased by almost four times. In this regard, the urgency for better regulation for road transport is highlighted.