

2017 EC Mobility Package

Cefic key messages

- Cefic welcomes the proposed requirement for drivers to take their long weekly rest out of the truck cabin. To implement this requirement, Cefic strongly recommends to take all possible measures to offer sufficient secure truck parking places and accommodation facilities.
- The sector-specific rules (*lex specialis*) for the implementation of the Posting of Workers Directive on international transport should be introduced in such a way that it does not result in a disproportionate administrative burden for transport companies.
- An impact assessment should be prepared to identify the consequences of the EC proposals on the shortage of truck drivers in the years to come and form the basis for developing urgently needed policy initiatives to counter the driver shortage.
- Cefic supports the replacing of time-based vehicle charges by electronic distance-based charging systems to incentivise behaviour towards fewer empty kilometres, optimised payload and lower emissions. Double taxation must be avoided by removing other taxes or charges levied on the mere ownership or purchase of vehicles. The revenues of road charging need to be ear-marked for integral reinvestment into road transport infrastructure.
- The development of co-modality, with all modes of transport complementing each other, is crucial. There is an urgent need to ensure that the investment in and maintenance of the rail infrastructure across Europe supports the co-modality agenda and helps avoid unnecessary and lengthy disruptions to rail freight services.

Background

Ensuring safe and efficient transport of its products, with care for the environment and in full accordance with regulations, is of key importance for chemical industry. The chemical industry promotes excellence in supply chain operations, with the aim of achieving higher efficiency, making better use of available resources and reducing the impact on the environment.

The transport of hazardous goods is subject to stringent regulations such as ADR (road) and rail (RID) which ensure high safety standards. These international regulations are fully supported by the chemical industry. Cefic also supports the initiatives undertaken by the European Commission to increase safety in transport in general, aiming at halving the number of road traffic fatalities.

The European chemical Industry provides a range of solutions that make transport more energy efficient and therefore less carbon emitting, for example through the development of fuel additives and light-weight composite materials used in the manufacturing of cars.

Cefic welcomes the European Mobility Package which contains important proposals to improve the social aspects of road transport and to harmonize road charging. The European Commission should continue to challenge internal market fragmentation and counter national measures that unduly hamper free movement of goods. In the past years, industry was confronted with several national regulations and different national interpretation of existing European Directives. Such national rules reduce the benefits of the internal market, increase compliance costs for companies and have a negative impact on the capacity and efficiency of the supply chain. Different national rules may even cause the dislocation of certain players in the supply chain because there is no level-playing field.

Cefic supports concrete actions that tackle internal market fragmentation and create a level-playing field. Better and clear European rules will ensure that truck drivers can work under fair circumstances, reduce the burden on companies and will support free movement of goods.

In this context we believe that it is important to consider also other factors that could improve the efficiency and capacity of road haulage operations. For example introducing a common maximum allowable vehicle weight of 44 tons for cross border movements in all EU Member States could provide additional truck capacity of up to 10%.

Driving and rest times

Cefic welcomes the proposals for the redistribution of rest periods, introducing a requirement for long breaks to be taken out of the truck cabin. However, the obligation to take the weekly rest outside the truck cabin should be accompanied by measures to offer sufficient infrastructure to support it. The proposals must therefore include conditions linked to the availability of secured parking places and adequate accommodation facilities for drivers. For dangerous and high value goods, which are of high interest to the chemical industry, it is an absolute prerequisite that drivers can leave their trucks at a secure parking area.

We strongly recommend the Commission to launch a comprehensive study on the availability of the necessary infrastructure and to develop an action plan to increase the number of secure parking places, including the provision of the funds necessary to finance such new infrastructure.

Applying the Posting of Workers rules to road transport

The Mobility Package introduces sector-specific rules (*lex specialis*) for the transport sector with the introduction of a threshold of 3 days after which the Posting of Workers Directive (PWD) 96/71/EC starts to apply, in order to streamline the application of minimum wages across Europe and replace the present-day patchwork of national wage rules. In Cefic's view this measure should be introduced in such a way that it does not result in a disproportionate administrative burden for transport companies to implement it.

Alternative systems to allow international drivers to have a better standard of living during the performance of their job should be further investigated. For example, an adjustment of the system of expense allowances could be considered, based on the local living standards and costs of the countries where the transport operation is carried out. The expense payment system should ensure that it is used for increasing the comfort of the driver and not as an extra salary. The introduction of a separate allowance for working away from home could be envisaged.

Shortage of drivers

Cefic urges the Commission to come with an action plan addressing the shortage of drivers. Many countries in Europe are confronted with a serious and chronic shortage of drivers. In the years to come, around 20% of the professional drivers will retire whereas the inflow of professional drivers from the younger generations is low. Policy initiatives are urgently needed to counter this. This needs to be taken fully into account in the Mobility Package proposals. If not carefully implemented, the Commission's proposals on posting of workers and long weekend rests will further negatively impact the situation regarding the shortage of drivers. It is therefore essential for the Commission to prepare an impact assessment identifying and outlining the consequences of the proposals on the shortage of drivers for the years to come.

Cabotage

Cefic welcomes the proposed amendments to simplify the existing cabotage rules, by removing the limitation on the number of cabotage operations subsequent to an international carriage and reducing the number of days available for such operations from 7 to 5 days. Such extended cabotage rules will be much easier to enforce and will also diminish the percentage of empty running, reduce GHG emissions and contribute to solving the problem of the lack of drivers.

Road charging and interoperability of electronic road charging systems

Cefic supports the proposed revision of the Eurovignette Directive and the measures to enhance the interoperability of road charging schemes, to counter the existing patchwork of charging schemes throughout Europe. Charging should be fair, simple, transparent and non-discriminatory, ensuring a level-playing field for road transport operators and with other modes of transport. Interoperability is a fundamental principle that should be at the core of a well-functioning revised road-charging framework.

Cefic supports the phasing out of time-based charges (i.e. time-based vignettes) and the introduction of electronic distance-based charging systems related to actual kilometers driven in line with the user-pays principles. This is the appropriate principle with the aim to incentivise

behaviour towards fewer empty kilometres, an optimised payload and lower emissions. Double taxation must be avoided by reducing or removing other taxes or charges levied on the mere ownership or purchase of vehicles (e.g. registration tax) which does not include any incentive for behavioural change. An economic impact assessment of new charging systems should be carried out.

Revenues from road charging need to be earmarked and integrally reinvested in infrastructure and its adequate maintenance. Road infrastructure is degrading in many Member States because of inadequate maintenance. To complete the Core Trans-European Transport Networks (TEN-T) about 500 billion euro is needed by 2020.

Cefic has a strong belief that supporting the development of co-modality is crucial. All modes of transport should be seen as complementary to each other. The foreseen overall increase in demand for transport services will have to be accommodated by all modes of transport. It is therefore crucial to invest and increase efficiency in each mode but also in combination, to offer maximum flexibility to companies and users of transport infrastructure. In this respect there is an urgent need to ensure that the investment in and maintenance of the rail infrastructure across Europe supports the co-modality agenda and helps avoid unnecessary and lengthy disruptions to rail freight services. Without these strategic investments, Europe will progressively lose its efficient transport infrastructure that is the foundation for the single market and long-term economic growth.

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About Cefic

Cefic, the European Chemical Industry Council, founded in 1972, is the voice of 29,000 large, medium and small chemical companies in Europe, which provide 1.2 million jobs and account for 15% of world chemicals production.