

Topic title: “Driving times” and “Tachograph” Regulations

Brief description and main aims:

In May 2017, as part of the 1st mobility package, the European Commission proposed to revise the rules on certain social aspects in road transport (i.e. driving times and rests), linked to the use of (digital) tachographs on board.

In principle, such burdensome and costly rules do not apply to construction companies' drivers and light trucks.

However, in some countries, the legislation is applied more extensively and includes “construction drivers”, as though they belong to the transport industry.

Why FIEC is dealing with this issue/topic and their objective(s):

FIEC, in cooperation with EBC (European Builders Confederation), advocated for the extension of the existing exemptions, because construction companies are small mobile factories covering a limited perimeter, rather than road transport companies. In specific cases, they also transport perishable goods (i.e. ready-mixed concrete), which are clearly not to be treated as “normal” merchandise.

The Council included a derogation for vehicles transporting ready-mixed concrete in its position and the European Parliament extended the existing exemption, as well as included a new possible derogation for heavier construction vehicles.

Question is what will come out of the trilogue negotiations.

Actions and key dates :

May 2017 – European Commission’s proposal

Autumn 2017 to Spring 2019 – Numerous FIEC lobbying actions towards the European Parliament (meetings, position papers, voting recommendations, press releases), in cooperation with EBC (European Builders Confederation)

03/12/2018 – Council general approach

04/04/2019 – European Parliament resolution (Plenary)



For immediate release

Press release

30 May 2018

Revision of the “driving times” and “tachograph” regulations: EBC and FIEC worried about widening of legislative scope

Brussels, 30 May 2018 – On 4 June, the Transport Committee (TRAN) of the European Parliament will vote on the Proposal amending Regulation (EC) No 561/2006 on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods, and Regulation (EU) 165/2014 on positioning by means of tachographs. The construction industry, represented by EBC and FIEC, welcomes the compromise proposal allowing national exemptions for the construction industry, but is very concerned about the proposed widening of the legislative scope to include light commercial vehicles (LCVs) engaging in cross-border trade.