

Driving and resting times (Regulation 561/2006) and tachographs (Regulation 165/2014)

Express industry pleads for more secure parking and for an extension of the exemption to last-mile delivery vehicles

The European Express Association (EEA) takes note of the Commission's proposal to clarify the existing driving and rest rules and bring to an end the different interpretations by EU Member States on where to spend the regular weekly rest. At the same time, the EEA deplores that no new efforts are being undertaken to provide more secure parking and better accommodation for truck drivers. Furthermore, the EEA urges to exempt all last-mile delivery vehicles from this Regulation, which would better reflect how such vehicles are typically used.

Weekly rest, secure parking and appropriate accommodation

The EEA takes note of the fact that the Commission seeks to make an end to the divergent interpretations and enforcement of the regular weekly rest by clarifying that adequate accommodation with appropriate sleeping and hygiene facilities will have to be provided to the driver during this rest. This will benefit the wellbeing of the driver, but this measure will not solve the issue of drivers experiencing difficulty to find adequate accommodation and cargo being vulnerable and subject to theft at unsecure parking areas.

The EEA therefore calls on the European Parliament and the Council to use this opportunity and prioritise investments in infrastructure – both in more suitable accommodation and in secure parking along highways.

Last-mile delivery vehicles should be exempted

The EEA pleads to exempt last-mile delivery fleet from the provisions of this Regulation and achieve harmonization on how cities and urban areas deal with these vehicles.

Delivery service providers deploy vehicles in cities and urban areas, delivering and picking up documents and parcels at frequent intervals. The longest stretch of driving is between the distribution center and the city or urban area, and back. The drivers' main activity does thus not constitute driving.

The EEA therefore calls on the European Parliament and the Council to remedy this situation and allow these last-mile delivery vehicles to be outside of the scope of this Regulation.

The European Express Association (EEA) is the representative organisation for the express industry in Europe. The industry specialises in time-definite, reliable transportation services for documents, parcels, and freight. It allows European business to rely on predictable, expeditious delivery of supplies, thereby enabling them to attain and maintain global competitiveness. The express industry employs over 250,000 people across the EU and supports a further 175,000 indirect jobs in Europe through the supply-chain. The express industry's employees are widely spread across the EU.