

Sent: 03 October 2017 21:23

Subject: IRU workshop transport 3-4 October

Dear colleagues,

FYI this is just a short debrief from the freight transport session this afternoon [REDACTED]. As some of you will be there tomorrow afternoon for the passenger session, I thought I give you some flavour of what you can expect. I can only inform you about the 1st part on market and social rules (I'm afraid I didn't really follow the discussions on the road charging part...).

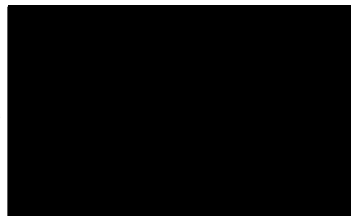
To begin with, the room was packed and ventilation is not very good [REDACTED]. The heat didn't fail to also have an impact on some of the discussions...

The main issues brought up were the following:

- **Lack of drivers:** brought up by almost everyone; we explained what we do to make the profession more attractive (social rules; possibility to spend regular weekly rest at home; application of posting of worker rules...); I then explained that it would also be up to the sector to improve the image of the profession, mentioned that I had read articles about "modern slavery" and asked who would want to become a lorry driver reading such articles. I made the mistake of not immediately distancing myself from the expression which was then not taken very positively by the audience... I clarified later on that it was not my position but that I was speaking from the perspective of a young person reading such articles but the damage had been done. A number of participants complained about the Commission using such expressions at all (which was a defamatory expression from trade unions...), clarified that they wouldn't get any drivers if they treated them like slaves and said that whoever was treating anyone like a slave should be put in jail as it was forbidden to do so... In the end I recommended that they should talk to the unions about the negative image which this expression conveys and start a positive PR campaign about the profession that would help attract more young people.
One participant [REDACTED] said that Directive 2003/59/EC [REDACTED] was not very helpful in attracting new drivers. [REDACTED]
- **Lack of secure parking spaces:** In connection with the foreseen requirement to spend the normal weekly rest outside the cabin (which was opposed by just about everyone; one participant claimed that regulating the spare time of drivers was like enslaving them... (sic!)), a number of participants complained about the lack of safe and secure parking spaces. We mentioned the possibility [REDACTED] to build more parking spaces and the study on the issue which we are about to launch (with money from the EP). Participants said that the Commission should push MS harder to build more parking spaces. One participant suggested promoting more private places next to motorways being made available for public parking... Another one reported about a secure parking place which had to be closed down as too few lorries had used it (they were not prepared to pay €3 per night...).
- **Cabotage:** One delegate asked why we would still limit cabotage if the posting rules apply from day 1...
- There were a number of questions on **co-liability** (e.g. what does "knowingly" mean in new Article 14a of Regulation 1072/2009)?

- There were a number of statements, questions and misunderstandings on the **return home** issue in Regulation 561/2006 (many thought we imposed an obligation on drivers to go home...). One delegate (from UK) asked for the exemption of drivers for specific operations from this rule (they would need to be away for 6 months [REDACTED]).
- In the end, some participants [REDACTED] said (in a rather resigned way) that they would already be happy of the foreseen amendments of the legal framework would not make things worse...

Conclusion: [REDACTED] Let's see how they will influence the discussions in Council and Parliament (IRU apparently invited the transport attachés to a breakfast on 13/10...).



[REDACTED]
Sent: Friday, September 29, 2017 4:29 PM

[REDACTED]
Subject: RE: IRU workshop passenger transport Wednesday 4 October

Dea. [REDACTED]

I just talked to the colleagues in the unit. No powerpoint is foreseen, the colleagues can remind rapidly the main principles of the proposals and then questions & answers.

May I just suggest one thing : could it be possible, for both sessions (i.e. on Tuesday for freight and on Wednesday for passengers) to have first the market and social presentations, and only after that road charging. It's more logical , also in terms of organisation for the presence of the colleagues.

For Tuesday :

- Market & social [REDACTED]
- Road charging [REDACTED] still be to be decided)

For Wednesday [REDACTED]

- Market & social [REDACTED]
- Road charg [REDACTED]

Best

