

FACT SHEET NO.: 4 / 1

PERFORMED BY: TRT

A GENERAL INFORMATION		
A 1	Category	Internal Markets
A 2	Subcategory	Internal Market (intramodal) - road
A 3	Transport policy measure (TPM)	EU-wide common job quality and working conditions for truck drivers SEC(2008)2632
A 4	Description of TPM	Regulation of job quality and working conditions for truck drivers applies to road transport services, establishing common rules on access to the profession and to the market, setting minimal standards for working time, driving time and rest periods (including enforcement and the use of tachograph) for professional road transport [1] [2] TPM applies also to self-employed drivers.
A 5	Implementation examples	- EU27 countries: EC directive applies in all Member States, which provide reporting data on implementation and checks to the Commission - US: since 2011 changes in the regulation of hours of services for truck drivers have been analysed and applied by the US Department of Transportation
A 6	Objectives of TPM	The TPM is introduced to ensure minimum harmonized social rules throughout the EU. In addition, other objectives are related to create fair conditions for competition, to promote and harmonise safer technical standards and conditions, to guarantee that road transport rules are applied effectively and without discrimination.
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Possible (minor) change (shift from road to rail if cost and time for road haulage become less competitive) [3][7]
A 7.2	- Origin and/or destination of trip:	No major change
A 7.3	- Trip frequency:	Possible change (more trucks might be needed to haul the same amount of freight) [6]
A 7.4	- Choice of route:	No major change
A 7.5	- Timing (day, hour):	Possible change (some deliveries might be shifted during the day to comply with the working / rest time rules) [6]
A 7.6	- Occupancy rate / Loading factor:	Possible change (increased load factor to contrast increased cost) [5]
A 7.7	- Energy efficiency / Energy usage:	Possible change (related to changes in trip frequency and load factors) [5]
A 8	Main source	[1] [3] [4] [5] [6] [7]

B IMPACTS																				
B 1	OVERVIEW ON IMPACTS	AFFECTED SEGMENTS														Geographical level		Source		
		Passengers					Transport operators							1st level	2nd level	Source of assessment	Spatial level of source			
Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	Employees in transport	Residents	Economy					Public bodies	Society	
B 1.1	Summary																I	N	S	I
		- The regulation has positive effect for drivers (employees in transport) e.g. concerning health and safety. [1][3][5][8] - The impact of the TPM (i.e. in terms of working time rules) on road transport operators might be negative in terms of transport cost (and therefore revenues)[3][4][5][6][7], and with reference to transport time. [6] - Nevertheless, distortion in competition is avoided, thanks to the application of common rules. [1][3][5] Enforcement plays a key role for the effectiveness of the TPM. [5] - Road safety is generally increased [1][4][5][6][7] - In order to face an increase of costs and time, transport operators might try to optimise loading factors: as a result, energy usage might be affected as well. [5] Otherwise, additional trucks might be needed to haul the same amount of freight. [6] - Administrative burden of implementation and enforcement for public bodies might increase [5]. The Tachograph Regulation might reduce the administrative burden and provide more effective enforcement - the existing problem of truck driver shortage might be affected negatively by the TPM (requiring even more drivers). [5] Nevertheless, better working conditions might make this job more appealing [3]																		
B 1.2	Summary: Income groups	No specific change																		
B 1.3	Summary: Age groups	No specific change																		
B 1.4	Summary: Disabled people	No specific change																		
B 1.5	Summary: Gender groups	No specific change																		
B 1.6	Summary: Ethnic groups	No specific change																		

B 2 TRAFFIC IMPACTS																				
B 2	TRAFFIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source		
		Passengers					Transport operators							1st level	2nd level	Source of assessment	Spatial level of source			
Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	Employees in transport	Residents	Economy					Public bodies	Society	
B 2.1	Travel or transport time																I	N	S	N
B 2.2	Risk of congestion																L	R	S	I
B 2.3	Vehicle mileage																			
B 2.4	Service and comfort																			
B 2.I	Overall impacts on social groups																			
B 2.II	Implementation phase																			
B 2.III	Operation phase																			
B 2.IV	Summary / comments concerning the main impacts	- transport time might increase, i.e. due to rules on working time / rest time for drivers [6] - transport companies might decide to use smaller truck types below the current 3.5 tonnes limit, e.g. vans, that have to comply with less strict regulations. In this case more trucks would be required for the haulage (also to comply with possible changes in delivery time), and congestion might be affected [5][6]. Nevertheless, the impact might be compensated in case of load factors optimisation or mode shift.																		
B 2.V	Quantification of impacts																			

B 3 ECONOMIC IMPACTS																				
B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source		
		Passengers					Transport operators							1st level	2nd level	Source of assessment	Spatial level of source			
Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	Employees in transport	Residents	Economy					Public bodies	Society	
B 3.1	Transport costs																I	N	S	I
B 3.2	Private income / commercial turn over																			
B 3.3	Revenues in the transport sector																I	N	S	I
B 3.4	Sectoral competitiveness																I	N	S	I
B 3.5	Spatial competitiveness																			
B 3.6	Housing expenditures																			
B 3.7	Insurance costs																			
B 3.8	Health service costs																			
B 3.9	Public authorities & adm. burdens on businesses																			
B 3.10	Public income (e.g.: taxes, charges)																I	N	S	I
B 3.11	Third countries and international relations																			
B 3.I	Overall impacts on social groups																			
B 3.II	Implementation phase																			
B 3.III	Operation phase																			
B 3.IV	Summary / comments concerning the main impacts	- distortion in terms of competition is avoided [1][3][5], but the overall competitiveness of road sector might be affected negatively - the TPM (in terms of regulation of working time) has had a direct impact on pay: employers complain since working hours are reduced but pay has remained the same, thus increasing costs [3][4][5][6][7] - As a result of the increased transport cost, revenues for transport operators might decrease [3][5][6][7]. Another consequence might affect consumer prices, which might be increased. [3] - Administrative burden of implementation and enforcement for public bodies might increase [3][5]. Enforcement undoubtedly plays a crucial role because it ensures fair competition in the transport market, road safety and adequate working conditions for professional drivers [5] The Tachograph Regulation might reduce the administrative burden and provide more effective enforcement. Currently there is a lack of public enforcement in the EU Member States, often due to the reduction of public budgets or to a very narrow interpretation of the Directive. - A minor impact might be expected on health service costs, which might decrease because of improved job quality (better working conditions)																		
B 3.V	Quantification of impacts	Transport costs: - In some cases, as a result of increased employment in transport companies their operating costs would increase and the overall EU-27 cost of transport would increase by 1.1%. The consequent increase in the final consumer prices is not possible to estimate [3] - with new rules in US, additional cost are estimated to be from 0.25% to 1 % of revenues [6]																		

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 4.1	Health (incl. well-being)																	I	N	S	I	
B 4.2	Safety						→								→			I	N	S	I	
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems																					
B 4.5	Social inclusion, equality & opportunities																					
B 4.6	Standards and rights (related to job quality)																					
B 4.7	Employment and labour markets						→								→			I	N	S	I	
B 4.8	Cultural heritage / culture																	I	N	S	I	
B 4.I	Overall impacts on social groups																					
B 4.II	Implementation phase																					
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	- road safety is generally improved, thanks to a reduction of accident risk related to drivers fatigue [1][4][5][6][7] - safety and health of drivers is improved [1][3][5][8] Nevertheless, with reference to working time rules, the breaks are not always a quality form of rest (e.g. unsuitable times and places) [4] and often (due to distance travelled) drivers have to take more weekly rests away from home [5] - the debate on the problem of the limited number of professional drivers arised in several countries (e.g. CZ, UK, LT, NO, FI) , perceived as negatively affected by the TPM (i.e. in terms of working time rules) [4][5] In addition, over-regulation may contribute to worsen the problem of driver shortage, imposing a series of complications; transport companies will face additional costs, due to providing driver training. From another perspective, there would be more demand for truck drivers, with better working conditions. [3]																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 5.1	Air pollutants																					
B 5.2	Noise emissions																					
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																					
B 5.6	Renewable or non-renewable resources																					
B 5.I	Overall impacts on social groups																					
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	- No major impacts, depending on reorganisation of road haulage in terms of load factors and number of trucks required [3] - According to the US case study: * a minor increase of pollutant emissions might be observed [8] * GHG emissions should be almost unchanged or with a minor increase [8] * in case of mode shift of freight from long-haul truck to rail there might be a slight reduction in energy consumption [8]																				
B 5.V	Quantification of impacts	not available (depending on reorganisation of road haulage)																				

C REFERENCES		
C 1	Other TPMs of this subcategory	Elimination of restrictions on cabotage
C 2	References	<p>International</p> <p>[1] European Commission (2002): DIRECTIVE 2002/15/EC on the organisation of the working time of persons performing mobile road transport activities</p> <p>[2] European Commission (2002): Regulation (EC) 561/2006 on the harmonisation of certain social legislation relating to road transport</p> <p>[3] European Commission (2008): COMMISSION STAFF WORKING DOCUMENT - IMPACT ASSESSMENT accompanying the proposal for a directive of the European Parliament and of the Council amending Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities</p> <p>[4] Institute for Employment Studies (2007): Impact of the working time directive on collective bargaining in the road transport sector</p> <p>[5] European Parliament DG Internal Policies (2009): Shortage of qualified personnel in road freight transport.</p> <p>National</p> <p>[6] American Trucking Associations (2011): Changes in Truck Driver Hours-of-Service Rules White Paper: Potential Impact on Shippers/Receivers</p> <p>[7] US Analysis Division - Federal Motor Carrier Safety Administration (2011) 2010-2011 Hours of Service Rule Regulatory Impact Analysis</p> <p>[8] US Department of transportation - Federal Motor Carrier Safety Administration (2011): Final environmental assessment for the 2011 final Hours-of-Service (HOS) of drivers rule</p>