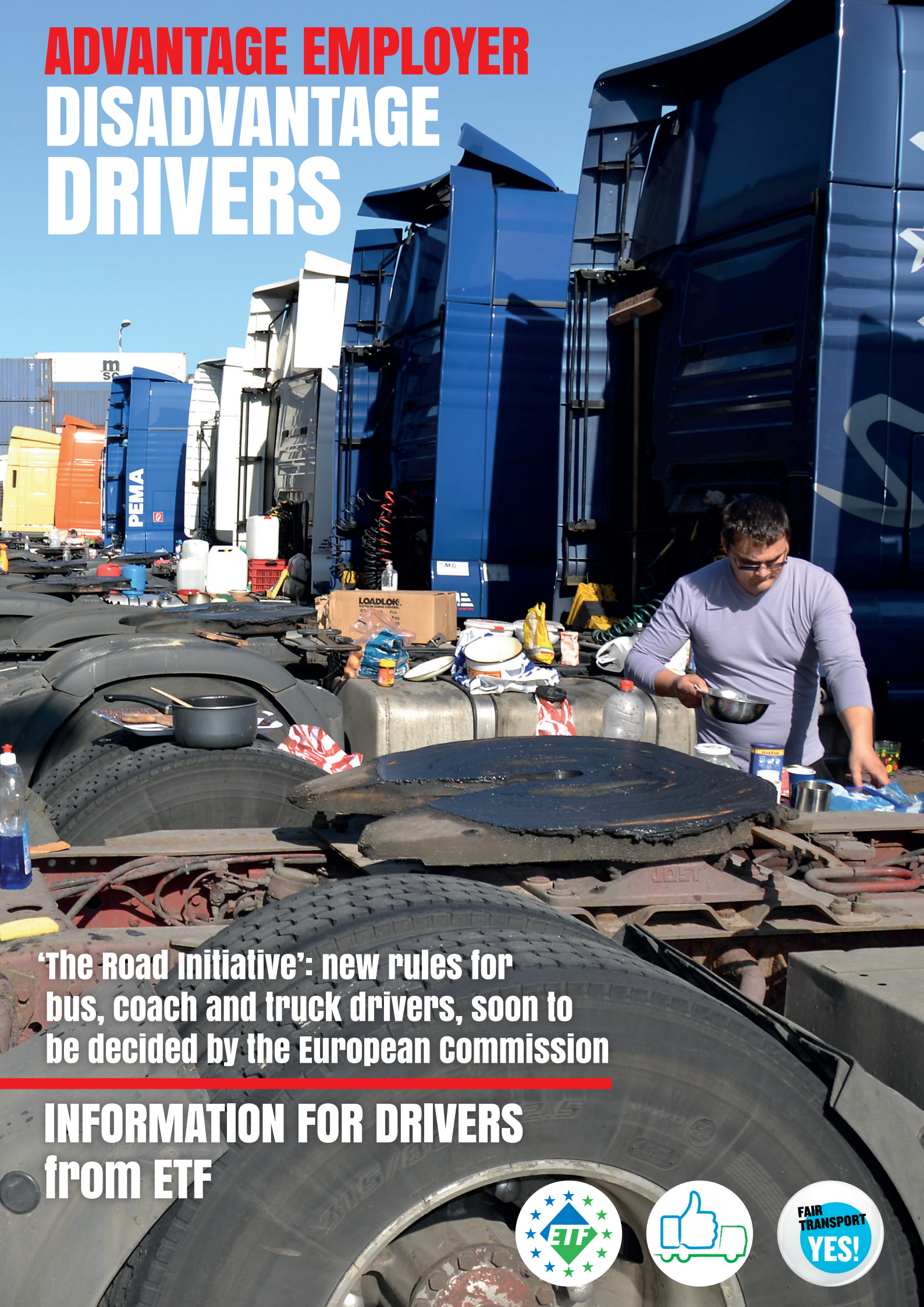


# ADVANTAGE EMPLOYER DISADVANTAGE DRIVERS



**‘The Road Initiative’: new rules for  
bus, coach and truck drivers, soon to  
be decided by the European Commission**

**INFORMATION FOR DRIVERS  
from ETF**





# ADVANTAGE EMPLOYER, DISADVANTAGE DRIVERS!

‘The Road Initiative’ – new rules for bus, coach and truck drivers, soon to be decided by the European Commission

Two years ago the European Commission promised professional drivers and road operators new EU rules to make our sector a better place to work and do business. The Commission promised to tackle social dumping, fatigue and unfair competition among road operators. In mid-March this year we had the first concrete proof of the European Commission’s actual future intentions.



Below is an overview of the intended measures and their potential impact on your work and life. They will endanger drivers, passengers and other road users, they will legalise fatigue and social dumping, and they will aggravate and institutionalise the already poor working conditions experienced by bus, coach and truck drivers.

Do you share our concerns? If so, we call you to support the ETF’s campaign to oppose these measures:

- **JOIN** the actions ETF is organising for the coming months to defend drivers’ jobs, pay and working conditions.
- **SIGN** our email petition, from April 2017 on the ETF Road Section  
Facebook page: [www.facebook.com/ETFRoadSection/](https://www.facebook.com/ETFRoadSection/) and on Twitter: [https://twitter.com/ETF\\_Road](https://twitter.com/ETF_Road)
- **JOIN** your trade union’s actions against these measures (ask your union representative about the calendar of actions).
- **JOIN** the major demonstration in Brussels on 26 April 2017 organised by the ETF and its affiliated organisations, via your trade union organisation.



## WHAT ARE THESE NEW MEASURES ALL ABOUT?

### You will have shorter weekends!

No more normal weekends of rest in a month! No more 24 hours + 45 hours + 66 hours + 24/45 hours of weekly rest!

The new rules will permit your employer to keep your weekly rest down to 3 x 24 hours, so you’ll be on reduced weekly rest for three or four consecutive weeks.

For drivers in regular employment, reduction of rest time will come with cuts in rights and benefits (such as time off and pay compensation) for weekends spent away from home. For drivers who are victims of dumping practices, it will mean more days spent consecutively, and legally, in the truck.

The diagram below shows the scenarios currently being considered by the European Commission:



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## You will drive more hours per week!

Under the current rules you cannot drive more than 90 hours within any given two weeks, with a maximum limit of 56 hours during Week 1, and of 34 hrs during Week 2.

Under the new rules (see Scenarios A and B), on a reduced weekly rest at the end of Week 2, a Week 2 of 34 driving hours no longer makes sense. Scenarios A and B will thus come with an extension of the driving time to 56 hours for two, then three, weeks consecutively.

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## It will be legal to sleep in the truck cab for more weekends in succession!

Under the current rules, provided you agree to it, you are permitted only to take daily rest and reduced weekly rest in the cab. Thus, the current law makes sure that you cannot sleep in the cab on more than 12 consecutive days, as after 12 days you are entitled to 45 hours away from the truck.

Under the new rules, if the definition of weekly rest is maintained to a continuous period of 45 hours, the 3 above scenarios will result in making it legal for you to take your sleeps in the cab for 3 to 4 solid weeks.



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## Your 45-minute break will be taken in three slots of 15 minutes each!

Under the current rules, the 45-minute break can be taken in one block or, to give business more flexibility in planning the journey, in two slots respectively of 15 and 30 minutes.

The new rules will enable your employer to split your break into three slots of 15 minutes each. For you, this will mean pulling off the road into a parking area and having only 15 minutes to 'refresh', grab a bite and de-stress before going back into the traffic.

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## You will be denied the minimum pay and conditions of the country you work in, for up to nine days!

Under the current rules, if you work in a country other than your own, and if the country hosting your activities has better pay levels and working conditions, you are entitled to its minimum pay and working conditions from day one of the work. Indeed, "Equal pay for equal work of equal value" is one of the key principles of the EU, and its aim is to prevent discrimination between workers when they move freely with their work across Europe.

Under the new rules, it will be legal for your employer to make you work anywhere in Europe on the pay and conditions of your country of origin!

Under the new rules, it will be your obligation to prove where you work, and thus to manually record the code of the country you are in, every time you stop the vehicle!

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## AS FOR BUS AND COACH DRIVERS ...

You will be driving more consecutive days without a weekly rest, and you will lose 21 hours of rest per month!

Under the current rules, as a bus or coach driver, after six consecutive days of driving you must take at least a reduced weekly rest of 24 hours. The only exception is for international coach tours, where the 24 hours' weekly rest can be taken after 12 days of consecutive driving (the 12-day derogation).

Under the current rules, no matter whether you are a bus or coach driver, and whether or not you drive under the 12-day derogation, you have two weeks in which to compensate the 21 hours of rest that you miss when taking a reduced weekly rest.

Under the new rules, there will be no possibility to compensate the 21 hours of rest. You will simply rest 21 hours less per month. The 12-day derogation will be extended to domestic coach tours too.

And if you are a driver working in domestic occasional passenger coach transport, under the new rules, you will be driving for eight days in a row, instead of six, without any weekly rest.

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The European Transport Workers' Federation represents more than 3.5 million transport workers from more than 230 transport unions

and 41 European countries, in the following sectors: railways, road transport and logistics, maritime transport, inland waterways, civil aviation, ports and docks, tourism and fisheries.

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