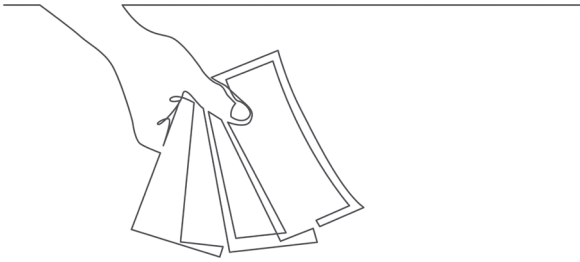


Changes to social legislation relating to road transport



No payment related to the speed of transport

As well as the ban on payments related to distances travelled and/or the amount of goods carried, payments related to the speed of delivery are now also prohibited.

This flyer can be downloaded at the following address

https://www.bag.bund.de/DE/Navigation/Verkehrsaufgaben/Kontrollen/kontrollen_node.html

in various languages.



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Mobility Package 2020

Information on social legislation relating to road transport



Changes to social legislation relating to road transport

The Mobility Package I was adopted on 8 July 2020. The Mobility Package comprehensively reforms the EU road transport sector. The new directives and regulations were published in the Official Journal of the European Union on 31 July 2020. Changes have already been applied since 20 August 2020 in terms of driving times and rest periods as well as tachographs. The main changes are set out below.

Weekly rest period: accommodation/overnight stays

The regular weekly rest periods and any weekly rest period of more than 45 hours taken to compensate for the previous reduced weekly rest period, must not be spent in a vehicle. The employer bears all costs for the accommodation outside the vehicle.



Option to return: return journey home or to the operational centre

Every driver engaged in international transport operations must have the option of returning to their home or to the company's operational centre within a time period of four weeks.



Changes to social legislation relating to road transport

The transport undertaking must plan and document the work of the drivers accordingly and present the documents upon request.

New option: two consecutive reduced weekly rest periods

Drivers engaged in international transport operations may take two consecutive reduced weekly rest periods if they have taken at least four weekly rest periods in four consecutive weeks. At least two of these must be regular weekly rest periods.

The two consecutive reduced weekly rest periods must start outside of the member state where the employer is established and the driver is resident and be compensated for before the subsequent weekly rest period.

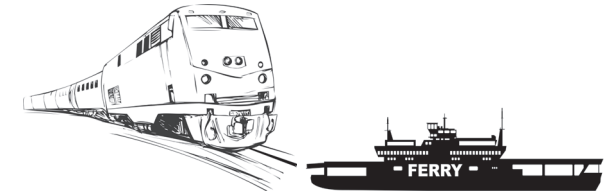
Exceeding the daily and/or weekly driving time: return journey to the company/home

In exceptional circumstances, drivers may exceed the daily and weekly driving time by up to one hour to reach the employer's operational centre or their own home in order to take a weekly rest period there, provided that road safety is not compromised. If the driver has taken an uninterrupted break of 30 minutes immediately before exceeding the driving time, they may exceed the driving time by up to two hours if the driver is heading to their employer's operational centre or their home in order to take a regular weekly rest period there.

Changes to social legislation relating to road transport

The driver must compensate for and document any extension of the driving time by taking an equivalent rest together with a rest period up to the end of the third week following the week in question.

Interruption of rest period: ferries/trains



When accompanying a vehicle transported by ferry or train, drivers may, under certain circumstances, interrupt the regular daily rest period or the reduced weekly rest period twice for a total of no more than one hour. During this regular daily rest period or reduced weekly rest period, the driver must have access to a sleeping cab, bunk or couchette. This exception applies to regular weekly rest periods only if the journey by train or ferry lasts at least 8 hours and the driver has access to a bunk during this time.