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European Transport Workers' Federation
Fédération Européenne des Travailleurs des Transports
Europäische Transportarbeiter-Föderation
Federación Europea de los Trabajadores del Transporte

ETF Road Transport

The European Transport Workers' Federation

Vienna Declaration

For a Mobility Package that promotes

Fair Transport

Road safety, drivers' wellbeing and fair competition

The ETF represents more than 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 & docks, tourism and fisheries.

1. Half a year ahead of the 2019 European elections, more than 2 million professional drivers and European voters need proof that Europe cares for them, that they are respected and listened to. They need clear signals that there is political will to improve quality of their jobs and lives, to put an end to their fatigue, poor work-life balance and poor pay.
2. In September 2018, Investigate Europe revealed solid evidence on the exploitation of drivers by trucking companies serving one of the most profitable industries in Europe, the car manufacturers. While the latter cash the profit and label their business as 'ethical', they close their eyes to millions of truck drivers roughing it on European roads to keep the EU economy going.
3. Transport by road is cheap because more and more transport workers are employed via illegal schemes and paid country-of-origin wages while working in EU countries with much higher wages and better working conditions. They are constantly forced to drive longer hours than legally allowed, they fight fatigue and they spend months far from their families, in their vehicles, with no access to basic living conditions such as sanitary facilities and hot meals.
4. Labour abuses and fraud are massive in road transport, and they are due to unclear EU rules and weak law enforcement. On 31 May 2017 the European Commission launched a vast revision of the EU laws governing the sector, the 'Mobility Package', to tackle unfair competition and illegal labour practices.
5. At the core of this revision process stay changes to driving and rest time for bus, coach and truck drivers and new rules for the application of equal pay to mobile personnel in road transport. In other words, the EU Institutions are now deciding on laws that will impact, for decades to go, wages, living standards and working conditions of over two million EU citizens driving freight and passengers across Europe.
6. In this context, this declaration adopted by the ETF and its member organisations in Vienna, on 30 – 31 October 2018, just as the Council of ministers of transport holds its informal meeting, is an appeal to the European Commission, the European Parliament and the EU Member States to adopt a Mobility Package that includes clear, enforceable, effective measures meant to eliminate abuses and promote road safety, while able to restore a climate of compliance and fair competition among road transport companies.
7. Ahead of the upcoming European elections, the ETF and its affiliated members representing professional bus, coach and freight drivers, be they truck or van drivers, call for palpable proof that there is a social Europe to vote for! We all need commitments, and fulfilled promises.
8. The upcoming decisions by the EU Institutions on the Mobility Package will be instrumental in this respect, and will be followed with interest by professional drivers and citizens alike. To this end, the ETF and its member organisations will bring this process into the open by informing drivers, passengers, road users and the public at large of what is at stake.
9. We therefore call for the EU policy makers:
 - a) To show they care for the working and living conditions of millions of drivers and adopt a total ban on the normal weekly rest period spent in the vehicle, as laid down by current EU rules

and backed up by European Court of Justice in its ruling dated 22 December 2017. This should be paralleled by the adoption of a set of mandatory rest conditions for professional drivers.

- b) To show full recognition for the current rules and ensure that, in as far as the daily and the reduced weekly rest periods are concerned, these can be spent in the vehicle provided that the driver voluntarily chooses to do so. The competent control agencies across Europe must ensure the adequate enforcement of the above.
- c) To show they care for the life quality of millions of drivers keeping Europe on the move and particularly for the international drivers and adopt measures to guarantee their return to the home country at least every 3 weeks.
- d) To show they care about the safety of drivers, passengers and road users and thus allow no further flexibility to driving and rest time rules. To this end, we point out that the current rules are already insufficient in this respect. Shortening rest periods and extending driving hours - currently one of the measures the EU Institutions are looking into as part of the Mobility package - will only worsen the job quality of millions of professional drivers and will lead to an increasing risk of road accidents and fatalities. This, in for the sole purpose of raising profit and productivity, we cannot accept. Fatigue kills!
- e) To adopt clear and enforceable rules governing drivers' wages when they work abroad. Exemptions from posting rules in road transport must be limited to those situations where there is no wage-based competition between local and foreign drivers. Exemptions must be easy to enforce and control, to detect and sanction. Clear and enforceable posting rules for professional drivers will stand as a proof that the European Commission, the European Parliament and the EU Member States are truly committed to eliminate wage discrimination based on the driver's nationality in road transport.
- f) To this end, in what concerns the application of posting of workers rules to road transport, the ETF fully supports the Danish model¹ in its integrity and with no alterations.
- g) To show determination in eliminating letter-box companies and their social abusive practices from our sector. To this end, we fully support the regular return of the vehicle – at least every 3 weeks - to the country where the transport company is established. When returning or leaving this country, the vehicle must be laden and engaged in an international transport operation.
- h) To adopt enforceable rules to guarantee that cabotage is a temporary activity for bus, coach and road freight transport aimed exclusively at avoiding empty runs, rather than a permanent activity meant to distort markets. To this end, cabotage must be of a short duration, performed on the way back to the operator's country of establishment and followed by a substantial cooling-off period. In adopting such measures, the EU Institutions will confirm their commitment for a fair competition among operators and not one exploiting wage differentials across the EU.

¹ Details can be found in the ETF position paper on the Mobility Package.

- i) To show they care about making road transport a better and fairer sector by stepping up enforcement. This, in short, entails: a) shifting from paper-based to digital evidence and documentation; b) promoting road checks and company checks in equal share and with equal competence, as both play a key role in cross-border enforcement; c) an immediate introduction of the latest generation of smart tachograph on all vehicles operating within the EU Internal Market.

- j) To show full commitment in guaranteeing the right to social protection for every bus, coach and truck driver by ensuring that every mobile workers in the sector is part of the social security scheme of the Member State of his or her habitual place of work. To this end, adopting a system whereby every driver is assigned a EU social security number will be a guarantee for a full access to aid and benefits and will make cross-border controls and fraud detection easy.

Europe needs Fair Transport. It needs safe and well-rested drivers, safe transport for freight and passengers and safe roads for all users. Drivers need confidence and trust in a Europe that is socially responsible. We thus call for the EU policy makers to make the right choices with the Mobility Package.

Vienna, 31 October 2018

Roberto Parrillo
ETF ROAD TRANSPORT SECTION PRESIDENT



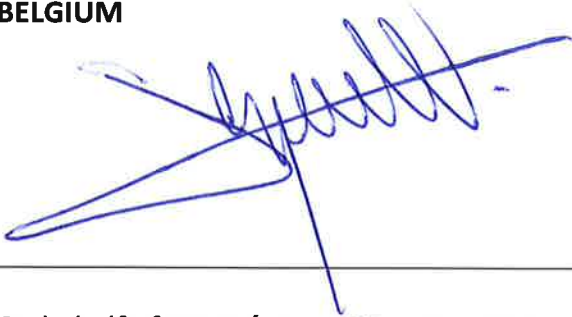
On behalf of Vida
AUSTRIA



On behalf of ACV TRANSCOM
BELGIUM



On behalf of BTB-ABVV
BELGIUM



On behalf of CGSP / FGTB Tram-Bus-Metro
BELGIUM



On behalf of **CSC Services publics**
BELGIUM



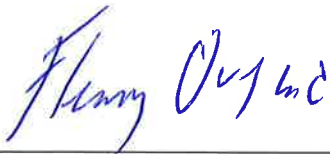
On behalf of **OSD**
CZECH REPUBLIC



On behalf of **ver.di**
GERMANY



On behalf of **3F**
DENMARK



On behalf **AKT**
FINLAND



On behalf de **CGT Transports**
FRANCE



On behalf de **FGTE-CFDT**
FRANCE



On behalf of **Force Ouvriere**
FRANCE



On behalf of **KSzOSz**
HUNGARY



On behalf of **FILT CGIL**
ITALY



On behalf of FIT CISL
ITALY

Armando Ferris

On behalf of OGBL-ACAL
LUXEMBOURG

D. Jol.

On behalf of CNV Vakmensen
THE NETHERLANDS

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On behalf of FNV
THE NETHERLANDS

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On behalf of Fagforbundet
NORWAY

Carl Dehingsrud

On behalf of **Norsk Transportarbeiderforbund**
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Dag-Torstein Rindt

On behalf of **Yrkestrafikkforbundet**
NORWAY

Torodd Jensen

On behalf of **NSZZ "Solidarność"**
POLAND

PP. [Signature]

On behalf of **ATU Romania**
ROMANIA

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On behalf of **Sindicatul Lucratorilor din Transporturi SLT**
ROMANIA

[Signature]

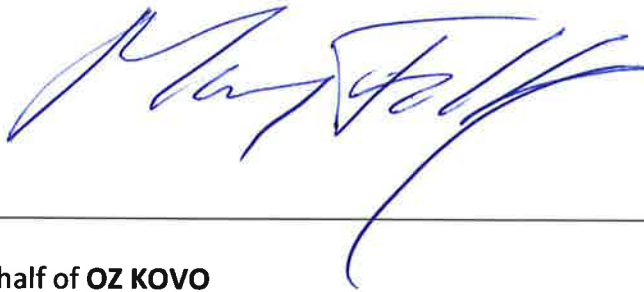
On behalf of FSC-CCOO
SPAIN



On behalf of Kommunal
SWEDEN



On behalf of STF
SWEDEN



On behalf of OZ KOVO
SLOVAKIA



On behalf of Unite the Union
UNITED KINGDOM

