



Hungarian National Assembly
Committee on European Affairs

Opinion of the Committee on European Affairs

by virtue of Article 145 of Resolution 10/2014 (II.24.) OGY on certain provisions of the Rules of Procedure

in regard to the

- 1) Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 561/2006 as regards on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) 165/2014 as regards positioning by means of tachographs [COM (2017) 277; 2017/0122 (COD)] and the**
- 2) Proposal for a Directive of the European Parliament and of the Council amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector [COM (2017) 278; 2017/0121 (COD)]**
(hereinafter: proposals)

The Committee on European Affairs

- reminds its exchange of views about the mobility package with the Commissioner responsible for mobility and transport on 19 September 2017 as well a discussion held on its meeting of 7 November 2017 on the above-mentioned proposals with the representative of the Ministry of National Development;
- deems it unacceptable that the proposals would lead to significant supplementary costs as well as and increased administrative burden for Central and Eastern-European transport companies;
- expresses its concerns regarding the reference to social dumping, given the fact that the divergences of wages between the Member States are of primarily economic and historical character and consequently cannot be considered as unfair competitive advantage;
- refuses the proposal that would oblige drivers to take the regular weekly rest periods outside the vehicle;
- is of the position that the mobility package does not serve either the social interests of drivers with regard to their driving and rest periods, or the security of goods, since the secure and guarded parking places as well as in appropriate and affordable accommodations are missing, additionally the implementation would give rise to security risks regarding the loads left in the parking place without driver;

- points out that drivers working in the international road transportation sector have to be considered as road transport mobile workers, consequently the general rules relating to posted workers cannot be applied to them, furthermore the transit operations cannot fall within the scope of the posting rules neither;
- in this regard finds it necessary that the future lex specialis to be applied to the workers in the international road transportation sector shall contain general and special immunity periods to road cabotage and shall not be applicable prior to the prohibition of application determined in the amendment of the posting directive;
- considers it short and therefore unacceptable the 3-day immunity period concerning the operations of the international road transportation since the posting would almost immediately be realized and the lex specialis would make no sense in practice;
- regrets that market protection measures of certain older Member States are echoed in the proposals which threaten the free movement of workers, the free provision of cross-border services, as well as – given the road transportation sector – indirectly the free movement of goods.

Budapest, 11 December 2017