



For a world in motion

IRU'S CALL FOR ACTION IN EUROPE 2019-2024

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IRU is the global leader in connecting societies with safe, efficient, green mobility and logistics.

IRU is the voice of:





IRU brings together
business,
partnering with those
who regulate, serve and
use our industry by:

**Being the trusted voice for mobility
and logistics.**



IRU brings together business, partnering with those who regulate, serve and use our industry by:

Being the trusted voice for mobility and logistics.

Facilitating the transport of people and goods.



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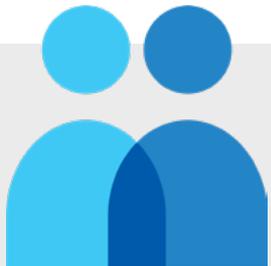
Facilitating the transport of people and goods.

Championing excellence in road transport.



IRU in Europe

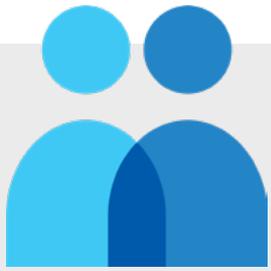
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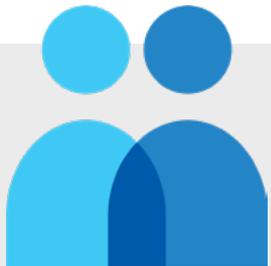
Has been a trusted partner at the EU institutional level since 1973.

Supports its EU member associations by monitoring and contributing to the legislative and non-legislative processes on road transport issues dealt with by the EU institutions.



IRU in Europe

Facilitates dialogue between policymakers and the road transport industry to establish a simple and fair EU legal framework for an even safer, more efficient and sustainable transport system in Europe.



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Is the official social partner recognised by the European Commission to engage in negotiations with trade unions on behalf of EU road transport employers.

European transport at a glance

OVER
5 MILLION

JOBS IN AROUND 1
MILLION EUROPEAN
ROAD FREIGHT AND
PASSENGER TRANSPORT
COMPANIES

75%
OF EU INLAND LOGISTICS
CONDUCTED BY ROAD
TRANSPORT OPERATORS

EUROPE'S
PROSPERITY AND
SOCIAL COHESION RELIES
ON **COMMERCIAL**
ROAD TRANSPORT
SERVICES

AROUND
**€500
BILLION**
IN ROAD FREIGHT AND
PASSENGER TRANSPORT
REVENUES

BUS AND COACH
TRANSPORT REPRESENT
30% OF THE
COLLECTIVE MOBILITY
IN THE EU

PASSENGER AND
FREIGHT TRANSPORT ARE
EXPECTED TO GROW
SIGNIFICANTLY BY
AROUND 42% AND 60%
RESPECTIVELY BY 2050

Source: EU Energy & Transport in Figures,
Statistical Pocketbook, 2018





1

Prosperity

A more connected world is key to building more prosperous economies, so IRU and its partners promote clear and transparent standards necessary to build prosperity and growth.

Prosperity



DIGITALISATION

FACT

The road transport industry incurred administrative costs amounting to € 6 billion in 2018. Digitalisation will help to significantly reduce costs. Open data and Mobility as a Service (MaaS) are becoming daily realities, bringing both opportunities and challenges.

GOAL

- Enable road passenger and freight transport and logistics to speed up digitalisation.
- Ensure that all mobility service providers, including private bus, coach and taxi companies, can access and operate within MaaS platforms on reasonable and equal terms.

IRU CALL FOR EU ACTION

- Finalise the rules on digital freight and logistics information and actively support implementation, including of e-CMR.
- Define an EU harmonised legal framework to govern data access and sharing within MaaS platforms as a means of ensuring fair competition.



Prosperity



BREXIT

FACT

Each day, between 7,000 and 10,000 trucks use the Calais-Dover route alone. Every year, several million passengers cross the Channel by coach. Brexit therefore represents a major threat, especially in the event of a “no-deal” scenario.

GOAL

- Avoid a no-deal scenario and focus on implementing a post-Brexit EU-UK partnership agreement.
- Any agreement should ensure that the Brexit barriers to trade, people, mobility and the additional costs for the road transport sector are minimised.

IRU CALL FOR EU ACTION

- Avoid quantitative market access criteria in the future post-Brexit EU-UK partnership to ensure seamless passenger transport by coach, road freight, multimodal transport and logistics.
- Consider the use of electronic customs solutions, such as eTIR, to minimise costs and the administrative burden.



Prosperity



MODAL COOPERATION

FACT

The current level of modal cooperation is insufficient. All freight and passenger transport modes should be used to establish a resource-efficient and sustainable EU transport system.

GOAL

- Abandon the forced modal shift policy and increase the efficiency and capacity of every mode of freight transport.
- Encourage more modal cooperation in passenger and freight transport, including the increased use of combined transport in the Alps region.

IRU CALL FOR EU ACTION

- Use the upcoming revision of the EU transport policy to encourage intermodal cooperation instead of prioritising certain modes of transport over others.
- Create more incentives for road freight transport operators including by enabling the EU-wide use of high capacity vehicles.



Prosperity



ACCESS TO THE PROFESSION AND TO THE MARKET FOR PASSENGER TRANSPORT SERVICES BY ROAD

FACT

Internet-based solutions to reach out to customers led to the development of new commercial passenger transport services by car with unclear integration into the existing regulatory boundaries.

Transport by bus and coach is the most socially inclusive, safest and environmentally-friendly alternative to the use of private cars.

GOAL

- Guarantee a level playing field for all players active on the market of commercial transport by vehicles of maximum 8 passengers seats, such as taxis, ride hailing and sharing or other similar services. Implement the same rules for the same services to ensure the protection and safety of passengers and drivers.
- Tap into the potential of intercity coach travel to provide passengers with better and more sustainable travel options, and create more business opportunities for operators.

IRU CALL FOR EU ACTION

- Set out new EU rules clarifying the professional requirements for drivers of vehicles of maximum 8 passengers seats offering commercial passenger transport and the requirements applicable to intermediaries offering these services, irrespective of the way the customer is reached including traditional call centres and internet platforms.
- Swiftly adopt the revised legislation on market access rules for bus and coach services.





2

People

People are the heart of our industry, so IRU makes our roads safer for all, and tackles the root causes of the increasingly acute driver shortage by fostering harmonised rules and standards designed to ensure safer, fairer working conditions, and a better image of the industry.

People



DRIVER SHORTAGE

FACT

Europe is facing the most acute driver shortage in decades. The lack of drivers represents a real threat to the smooth functioning of supply chains, EU mobility and the economy.

GOAL

- Attract a new and diverse workforce to the driver profession.

IRU CALL FOR EU ACTION

- Adapt and refine legislation to facilitate entry into the profession.
- Ensure the uniform interpretation by all Member States of the EU law setting 18 as the minimum age for fully trained truck drivers for both national and international operations, and allow training to start from the age of 16.
- Provide financial support for driver training.
- Implement electronic VISA (e-VISA) procedures in all EU Member States.



People

SAFE AND SECURE TRUCK PARKING AREAS

FACT

Europe is lacking 100,000 parking places for truck drivers to take their rest, while most of the existing parking areas for 300,000 trucks are below acceptable standards.

GOAL

- Roll-out the EU network of comfortable, safe and secure truck parking areas in Europe.
- Increase the overall number of parking places.

IRU CALL FOR EU ACTION

- Establish a European strategy, action plan and standards, including via a Commission implementing act, to set up sufficient safe and secure truck parking areas.
- Make the development of safe and secure truck parking areas a policy and funding priority.



People

ENFORCEMENT

FACT

Europe lacks a coherent and comprehensive vision and strategy on the enforcement of road transport rules.

GOAL

- Achieve aligned implementation, application and enforcement of the road transport-related rules across all EU Member States.
- Make digitalisation of road transport enforcement an EU policy priority, including for the measures to be adopted under the EU Mobility Packages.

IRU CALL FOR EU ACTION

- Call for a dedicated proposal from the European Commission on digital enforcement.



People



DRIVING AND REST TIME RULES

FACT

Current rules are not adapted for European coach tourism drivers and prevent them from offering safe, competitive and convenient services to tourists in Europe.

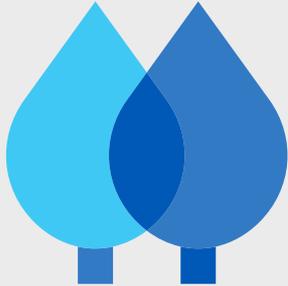
GOAL

- Tailor driving and rest time rules to the specific needs of the coach tourism industry so as to support tourism and Europe's position as a leading global tourist destination.

IRU CALL FOR EU ACTION

- Call for the European Commission to propose adapted rules for coach tourism drivers by 2021.





3

Environment

The world is facing a climate emergency, so IRU and our partners advocate a transport, mobility and logistics world in which sustainability becomes a universal, empowering tool to guarantee business success.

Environment



CO₂ STANDARDS

FACT

The existence of a wide range of vehicle types and market segments calls for a myriad of solutions. Fuel efficiency legislation must therefore remain realistic and technology neutral.

GOAL

- Encourage a greater use of renewable and alternative energy sources.
- Allow all alternative fuel options to play a role in the decarbonisation of all types of commercial road transport operations.

IRU CALL FOR EU ACTION

- Implement a new CO₂ methodology based on the well-to-wheel approach in 2022 and apply it to new vehicles registered as of 2025.



Environment



MARKET UPTAKE OF CLEANER AND SAFER TECHNOLOGIES

FACT

Cleaner and safer technologies must be commercially viable for operators. Pushing alternatives before they have a business case risks either slowing down investments in fleet renewal or harming the wider economy by raising transport prices.

GOAL

- Accompany and reward road transport operators that are willing to take financial risks to pilot decarbonisation and safety enhancing technologies.
- Increase the use of high capacity vehicles for logistics and facilitate collective passenger transport by bus, coach and shared mobility by taxi across Europe.

IRU CALL FOR EU ACTION

- Ensure that sufficient financial mechanisms exist, including by using the revenues from road transport taxes, charges and duties, to promote fleet renewal and to accelerate the full roll-out of appropriate alternative fuels infrastructure.
- Use the 'Eurovignette' legislation to incentivise the use of alternative fuel vehicles and road transport-related projects, and avoid unfair situations which foresee charges for buses and coaches but not for private cars.
- Implement an action plan to accelerate the market uptake of high capacity vehicles and harmonise their EU-wide use.



Environment



URBAN VEHICLE ACCESS REGULATIONS (UVARs)

FACT

Locally-defined vehicle access rules without any EU or national harmonisation create legal, operational and economic uncertainty for road transport operators.

GOAL

- Avoid a patchwork of national UVARs which ignore market realities and would eventually hinder local economies and people's mobility.

IRU CALL FOR EU ACTION

- Set out EU rules to harmonise local decision-making and ensure stakeholder consultation, the assessment of impacts, respect for EU principles of proportionality and technology neutrality, and EU-wide communication of local rules.
- Take into account technological constraints and establish reasonable time frames for the implementation of UVARs while promoting research and market uptake.





For a world in motion

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