

Recommendations by the construction industry

Driving times and tachographs: construction enterprises are no road transport companies!

Dear Honourable Member of the European Parliament,

In view of the upcoming vote in the TRAN committee on 10th January regarding the revision of the **“driving times”** and **“tachograph” Regulations, the European construction industry**, represented by the European Builders Confederation (EBC) and the European Construction Industry Federation (FIEC), **would like to express its support for the Amendments 28 (on Article 3), 29 (on Article 3) and 56 (on Article 13).**

Amendment 28 (on Article 3)

“(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used for carrying materials, equipment or machinery for the driver’s use in the course of his work, or delivering goods which have been produced on a craft basis in the undertaking employing the driver and which are used only within a 150 km radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver’s main activity;”

Amendment 29 (on Article 3)

“(ha) light commercial vehicles that are used for the transport of goods, where the transport is not effected for hire or reward, but on the own account of the company or the driver, and where driving does not constitute the main activity of the person driving the vehicle;”

Amendment 56 (on Article 13)

“(pa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 44 tonnes employed by a construction undertaking up to a 100 km radius from the base of the undertaking, and on condition that driving the vehicles does not constitute the driver’s main activity;”

The main reason for our recommendation is the fact that **construction enterprises are not road transport companies**, even if they use lorries and cars to transport material, equipment and workers within a geographically limited area for the purpose of a specific construction site or household on a daily basis. But this is just an auxiliary activity for the main activity on construction sites.

The new mandatory rules on tachographs, without these amendments establishing justified exceptions, would create an unnecessary burden and high costs for **construction enterprises and crafts (painters, electricians, plumbers, joiners etc.)**, so that in extreme cases even their existence might be at risk. The exception for the construction industry regarding tachographs would not threaten the aims of the proposed legislation, namely “to improve the working conditions of drivers, ensure fair competition between operators and improve the road safety of European roads”.

The construction sector is the solution industry, having vital importance for the development of European business and the well-being of citizens. The European construction industry has more than 3 million enterprises, mainly SMEs, a total direct workforce of 18 million, and a contribution of around 9% to the GDP of the European Union.

Should you have any question, please do not hesitate to contact us.

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Established in 1990, the [European Builders Confederation \(EBC\)](#) is a European professional organisation representing national associations of crafts, micro, small and medium-sized enterprises working in the construction sector. EBC is a member of UEAPME (the European association of micro-enterprises and SMEs).

Transparency Register: 09256701147-51



Founded in 1905, the [European Construction Industry Federation \(FIEC\)](#) is representing via its 31 national Member Federations in 27 countries (24 EU & 2 EFTA and Turkey) construction enterprises of all sizes, i.e. small and medium-sized enterprises as well as “global players”, carrying out all forms of building and civil engineering activities.

Transparency Register: 92221016212-42