

## Article 10.-

### Conclusions from the research carried out in the European MImPACT project

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During the first half of 2023, a research phase on the *Impact of Mobility of Road Transport Workers has taken place*, within the framework of the MImPACT project, financed with funds from the European Union and in which Unions, Foundations participate. and Business Associations of Italy, Croatia, Poland, Greece, Norway, Belgium and Spain.

The objective pursued by the **European Commission** with the approval of this Project is: **To contribute to the implementation of the key principles in the posting of transport workers**, analyzing the posting of road transport professionals throughout the EU with the entry into force of the **Mobility Pact** and the new **Directive 1057/2020**; and the impact it can have on truckers.

The entry into force of this **Mobility Pact** has meant the incorporation of changes that impact international truck drivers, referring both to the **salaries received for the work they perform in the territory of another Member State** other than their own; and in the **change in the cabotage and cross-trade rules, being necessary to use the posting rules for Displaced Workers**; causing an increase in labor costs that impact the costs of transport services, affecting the competitiveness of transport companies in the countries of origin.

In this sense, the reference survey has allowed us to draw the following conclusions about the knowledge that workers and employers have about the new regulations, which we summarize below.

Regarding the knowledge and application of European and national regulations on the posting of workers, it can be concluded that:

- There is greater knowledge of European regulations by employers than by workers, although these also say they know it in percentages close to 60%; and both groups affirm that this regulation applies to the transportation sector in their country.

Although neither workers nor employers believe that these regulations guarantee the rights of workers.

- The lack of information is the most important problem posed by the current regulations on travel; followed by problems of interpretation and lack of clarity of the standard. Although there are countries that also refer to the incorrect application of the regulations by companies and the lack of transposition of the regulations.

For its part, when analyzing employers' knowledge of the current European Mobility regulations, we observe that:

- Knowledge of the legislation on the operations that road transport companies have to carry out between various Member States is very low, barely exceeding 50% on average for the participating countries; with very low percentages in countries like Italy or Poland and with doubts from the researchers themselves about the results obtained in Greece or Croatia.
- There is a profound and widespread lack of knowledge about the existence of an online tool to declare the movements of your workers (only Spain and Norway, of the participating countries, show significant knowledge)
- The tachograph record, the copy of the travel declaration and the copy of the employment contract, are the three documents most indicated by employers as those that a driver must carry during their travel, ignoring the existence of others that are also mandatory. in accordance with current legislation.