

(English version)

**Question for written answer E-001422/25
to the Commission**

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Marianne Vind (S&D)**
(8 April 2025)

Subject: Truck drivers on strike in Venlo, the Netherlands

In Venlo, truck drivers from Central Asia are on strike. Their employers, often based in Lithuania where the truck drivers barely work, exploit them, deny them transparent information, fail to comply with pay legislation and make them work under poor conditions; their trucks are not even heated. These employers instruct the truck drivers to manipulate their tachographs and to knowingly lie to police officers — for example, to lie that they have slept outside of their vehicle over the weekend and have been staying with family — to avoid problems of compliance with EU legislation. If the drivers demand their pay documentation and salary, the transport companies' reaction is to threaten them and even to send men to use violence against them.

1. Is the Commission aware of the situation of the truck drivers in Venlo, and does the Commission intend to help find a solution to the situation that these drivers are in?
2. How is the Commission planning to ensure that compliance with existing legislation, such as Regulation (EC) No 561/2006 and (EU) 2020/1054 on road transport and drivers' working conditions, and Regulation (EU) No 165/2014 on recording equipment in road transport, is better enforced?
3. What is the Commission's view of the role of these transport companies' clients, and are they also responsible for remedying such situations?

Submitted: 8.4.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(2 June 2025)

1. The Commission is aware of the strike of truck drivers in Venlo and will contact the Dutch authorities to enquire on the actions taken regarding the situation of the third-country drivers. If the alleged facts are confirmed, this could constitute a breach of the requirement of good repute for engaging in the occupation of road transport operator under Article 3 of Regulation (EC) No 1071/2009⁽¹⁾, which may lead to the suspension or withdrawal of the authorisation to pursue the occupation of road transport operator.
2. The Commission, in cooperation with the European Labour Authority, will continue supporting Member States and relevant stakeholders in their efforts to ensure that the rules are properly applied and enforced, for instance by providing guidance and information on the rights of road transport drivers.
3. The Commission would like to underline that under Article 19(4) of Regulation (EC) 561/2006⁽²⁾, Member States must ensure that a system of proportionate penalties is in force for infringements of this regulation and Regulation (EU) No 165/2014⁽³⁾ on the part of undertakings, or associated consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies.

⁽¹⁾ Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).

⁽²⁾ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and repealing Council Regulations (EEC) No 3820/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

⁽³⁾ Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).