

(English version)

**Question for written answer E-001423/25
to the Commission**

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(8 April 2025)

Subject: The situation of truck drivers in Europe who come from countries outside the EU

Truck drivers from countries outside the EU are still exploited on a large scale in the EU. In the Netherlands, several truck drivers are now on strike because they have the courage to stand up for their rights that are not respected: healthy working conditions, a fair salary and decent working hours and days. In the EU, there are around three million truck drivers, of whom 10% come from outside the EU.

Such illegal and exploitative practices shed a particularly bad light on the conditions of the EU labour market for non-EU nationals.

In light of this:

1. How is the Commission planning to ensure that compliance with existing legislation, such as Regulation (EC) No 561/2006 ⁽¹⁾ on road transport and Regulation (EU) No 165/2014 ⁽²⁾ on recording equipment in road transport is better enforced?
2. Will the Commission propose an extension of the mandate of the European Labour Authority to include non-EU nationals?
3. What is the Commission planning to do in order to stop the exploitation of non-EU nationals, in particular, in the EU labour market, and will the Commission propose legislation to prevent this, such as limiting the opportunities for temporary work and subcontracting?

Submitted: 8.4.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(17 July 2025)

1. The Commission will continue supporting Member States and relevant stakeholders in their efforts to ensure that the EU social rules in the road transport sector, such as Regulation (EC) No 561/2006 ⁽¹⁾ and Regulation (EU) No 165/2014 ⁽²⁾, are properly enforced, for instance by providing guidance to inspectors to ensure a uniform and harmonised application of EU law across Member States, and information to road transport drivers on their rights. The European Labour Authority (ELA) is also assisting Member States in this regard, notably by supporting concerted and joint inspections for enforcement authorities of several Member States.
2. The EU social rules in the road transport sector do not allow for any discrimination or unequal treatment between EU drivers and non-EU drivers. As it follows, the mandate of the ELA covers road drivers regardless of their nationality. Furthermore, the recently published Single Market Strategy ⁽³⁾ refers to a future proposal for strengthening of the ELA including reviewing its mandate.
3. The Commission considers that no major new legislative measures are necessary within the framework of the road transport *acquis*. The implementation report on the Posting of Workers Directive ⁽⁴⁾ identifies several potential measures targeting third-country nationals who are posted workers. On subcontracting, the report also indicates some good practices in case of posting of workers under the Posting of Workers Directive. On temporary agency work, the report states that ELA could address, in close cooperation with Member States, the concerns identified as regards the practical application of the provisions of the directive to posted temporary agency workers.

¹ OJ L 102, 11.4.2006, p. 1, ELI: <http://data.europa.eu/eli/reg/2006/561/oj>.

² OJ L 60, 28.2.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/165/oj>.

⁽¹⁾ OJ L 102, 11.4.2006, p. 1, ELI: <http://data.europa.eu/eli/reg/2006/561/oj>.

⁽²⁾ OJ L 60, 28.2.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/165/oj>.

⁽³⁾ https://single-market-economy.ec.europa.eu/single-market/strategy_en.

⁽⁴⁾ Directive (EU) 2018/957 of the European Parliament and of the Council of 28 June 2018 amending Directive 96/71/EC concerning the posting of workers in the framework of the provision of services, OJ L 173, 9.7.2018, p. 16.