

EUROPEAN ROAD TRANSPORT

Patterns of non-compliance, statistics, types of transport suppliers, transport operations and key risks.

RTDD/BRUSSELS, September 24, 2026

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EU STATISTICS ON ROAD TRANSPORT

SCOPE OF THE MOBILITY PACKAGE

Latest statistics from the European Commission

323.642

Transport Companies



2.441.995

Transport Community Licences,
one licence copy per vehicle

364.608

Drivers Attestations (Third Country Nationals /
Non-European Drivers) one attest per driver



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DIFFERENT TYPES OF

TRANSPORT SUPPLIERS - DIFFERENT RISKS

Transport companies

In the direct scope of the Mobility Package (licences) and employ drivers.



Logistics providers

Outside the scope of the Mobility Package when they do not operate transport activities themselves (subcontracting).



Freight forwarders

Outside the scope of the Mobility Package and do not possess licences or do not operate with own asset (only subcontracting).

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DIFFERENT TYPES OF

TRANSPORT OPERATIONS - DIFFERENT RISKS



Domestics

Domestic Remuneration Systems

Bilateral

Domestic Remuneration Systems

Cross Trade

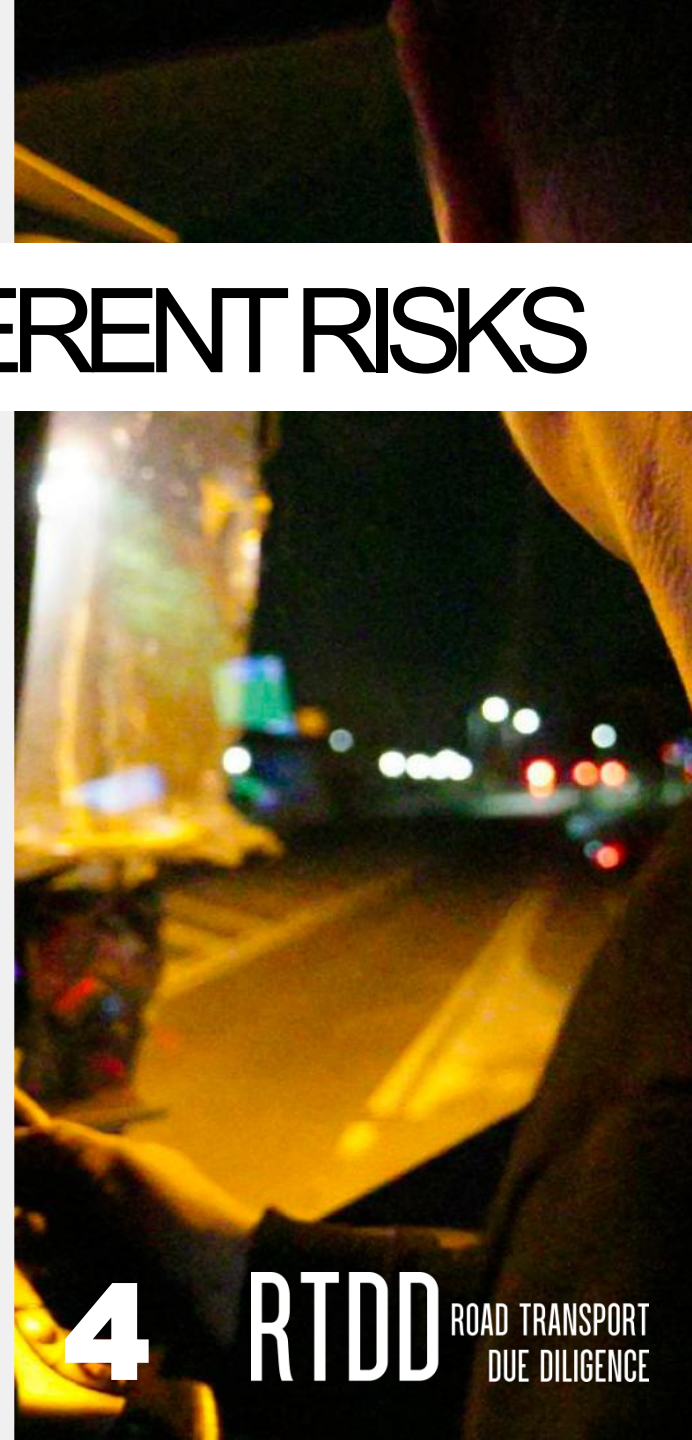
Posting of Workers

Cabotage

Posting of Workers

Combined (road-rail-water)

Domestic or Posting



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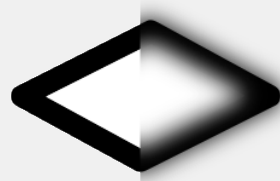
SUBCONTRACTING

INCREASING RISKS

Multi Layers



Non-Transparency

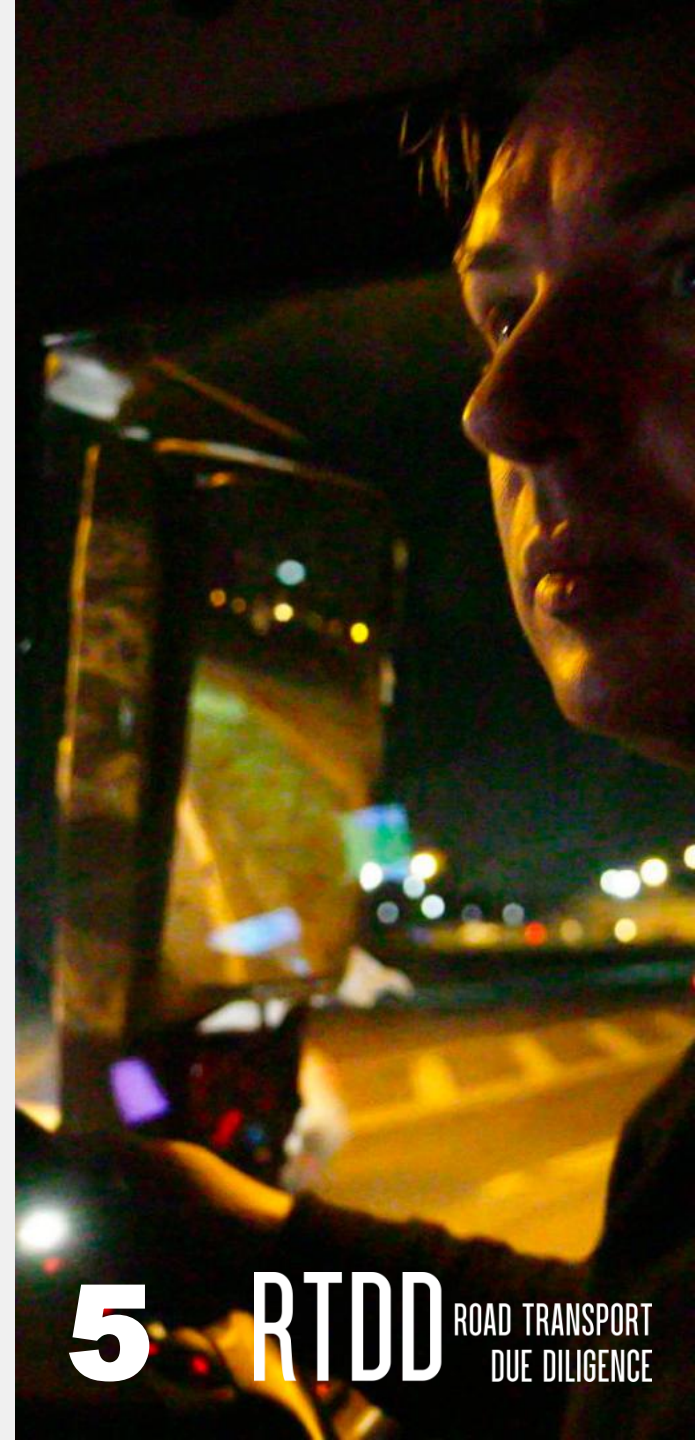


Fragmentation



Changing Jurisdictions

(from Low Risk Domestic to Cabotage)



ROLE OF RTDD

AGREEMENT WITH SHIPPERS

Engagement with drivers and supply chain investigation

Desk research

‘First responder’ in cases of human rights violations

1

Minimum standards

working with participating customer companies to ensure their policies, codes of conduct, and supplier and tender policies meet or exceed compliance with applicable legislation and regulations, and international road transport standards.

2

Monitoring

monitoring the compliance of transport suppliers with the standards, and reporting the findings directly to the respective customer company..

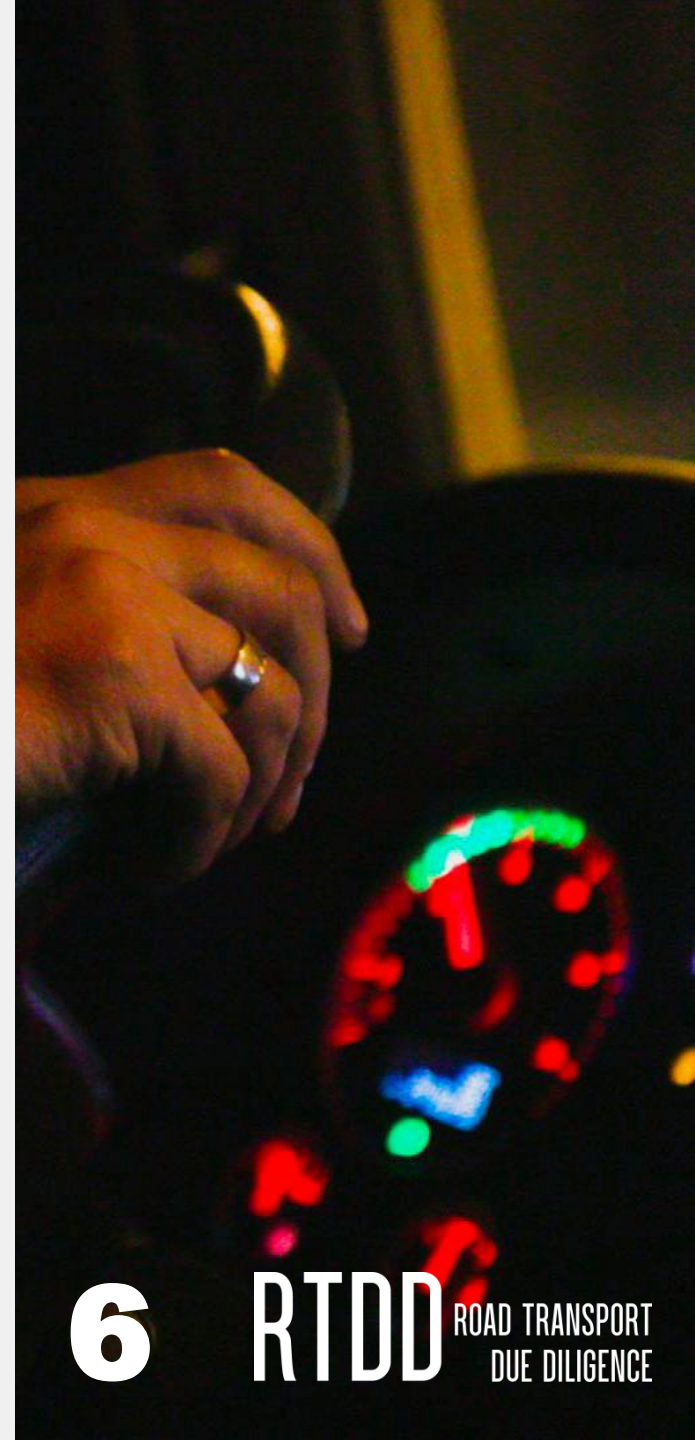
3

Remediation

where non-compliance is identified, the customer company engages in a series of agreed escalating remedies with the transport supplier concerned, in consultation with the RTDD Foundation. This process aims to address the root causes of non-compliance, remedy negative impacts, and raise the standards of non-compliant transport suppliers.

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KEY ISSUES OF NON-COMPLIANCE

ORGANIZING WORK AND RECORDING OF ACTIVITIES

- ⌚ **Work is being actively organized in violation of applicable legislation.**
- ⌞ **Undocumented and unpaid working time and unpaid leave.**
- ⚡ **Undocumented and unpaid travel time to the vehicle.**
- ☑ **Unpaid multi-manning activities.**

KEY ISSUES OF NON-COMPLIANCE

START OF WEEKLY REST, REGULAR
WEEKLY REST, RETURN

Drivers working seven-day weeks.

Drivers living in and around their vehicles for months non-stop.

The return of drivers is not organized or is actively discouraged.



KEY ISSUES OF NON-COMPLIANCE

RECRUITMENT FEES

Third Country Nationals face:

- Recruitment fees
- Payments for employment documentation
- Payments or invoices from their employer for training costs
- Costs for their own personal protective equipment (ppe)



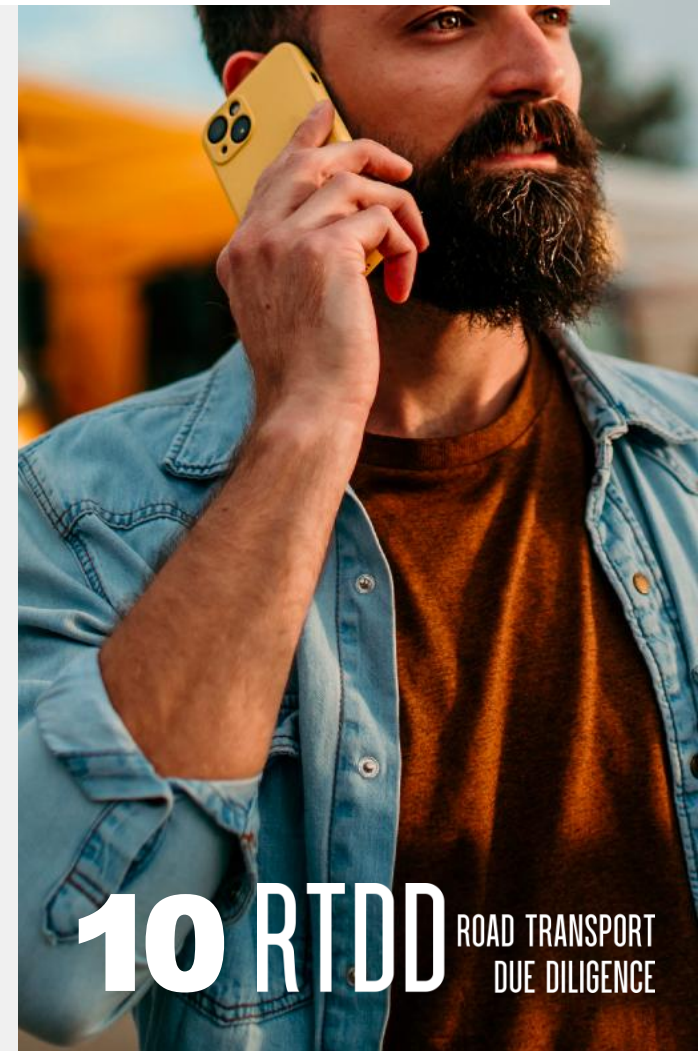
KEY ISSUES OF NON-COMPLIANCE

NO ACCESS TO GRIEVANCE MECHANISMS

Drivers have poor access to grievance mechanisms with their direct employer.

Due to non-transparent subcontracting chains, drivers have poor access to the grievance mechanisms of shipping companies.

Shipping companies are often unaware of which drivers and transport companies actually carry their loads.



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THANK YOU FOR YOUR ATTENTION

Any questions?