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Changing legislation in the field of transport and logistics

transport logistic 2017

Transport and logistics, too, are subject to legal requirements and conditions, within which digitalization, optimization and innovations have to operate. Several forums are being dedicated to this topic at this year's transport logistic, which takes place from May 9 to 12, 2017 in Munich.

The event entitled "How 'free' is the free movement of goods in the EU?" (May 10, 16:00, Forum II, Hall A4) looks at the question of how, in view of the many national regulations for cross-border transport, the customers' requirement for fast, reliable and cost-effective transport can be met. In Germany, for example, the minimum wage was increased to EUR 8.84 on January 1 this year. There are minimum wage regulations now in force in many European countries, but the conditions differ and there are different reporting requirements. For the market participants it is therefore not always easy to keep the overview.

At the event called "Subcontractors and leased fleets—Integration of external service-providers and services in transport companies" (May 11, 16:00, Forum III, Hall B2 East) the issues covered include not only employer liability which was introduced with the minimum wage legislation, but also new regulations regarding personnel leasing. To reduce the misuse of the law governing work contracts, from April 1, 2017 a clearer delineation is required between contract workers and external personnel working on the basis of work contracts. Service logisticians and logistics service-providers have to observe this, but so, too, do all those who are intending to work with external personnel.

Another set of rules was revised in 2017, and this should be a help to the freight sector: it concerns the German Freight Forwarders' Standard Terms and Conditions (Allgemeine Deutsche Spediteurbedingungen – ADSp). The main associations of shippers have agreed with the sector associations for haulage, transport and logistics on an updated version that is intended to create legal security and reliability in the contractual relationships.

Predictions of what the future holds for transport policy will be discussed in an event called "Transport policy 2018—What can we expect after the Federal German elections" (May 9, 15:30, Forum I, Hall A6). Some of the legislation with reference to transport and logistics that has been proposed but not yet passed into law, could come into force in this legislative period.

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This includes a change in the law applicable to driving personnel; it is aimed at ensuring that in future in Germany truck drivers can no longer spend their regular weekly rest periods in their cab. Because EU-wide social legislation is still not in place, the government is keen to implement a national regulation quickly.

As regards self-driving vehicles—a trend that is also explored at transport logistic 2017—the German government has put forward draft legislation. By means of a change to the law on road transport, the aim is to permit motor vehicles with automated systems to be used on public roads. The driver of the car should be able to hand over control of steering in certain situations to the technology. Self-driving trucks may well be seen on the roads soon.

An EU-wide change which will apply in all member states from 2018 is already making itself felt: the EU General Data Protection Regulation. The respective national laws are currently being adapted to the protection level set out in the regulation. In Germany the Federal Data Protection Act is also affected by changes that will be of importance to IT suppliers in logistics, as regards sophisticated telematics systems, increasing levels of automation and increasing digitalization.

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