

THE OPEN LETTER OF THE EUROPEAN UNION HAULIERS ON THE POSTPONEMENT OF THE MOBILITY PACKAGE I TO THE NEXT EUROPEAN PARLIAMENT

02 April 2019

The undersigned associations representing Bulgaria, Hungary, Ireland, Latvia, Lithuania, Poland and Romania are highly concerned that the Mobility Package 1 is still being considered to be tabled to the plenary at very end of the current political cycle leaving no time for adequate legal and socio-economic assessment.

Not only the future of road transport, but also millions of transport-related jobs in EU Member States (hereinafter – EU MS) as well as both the economic growth and competitiveness of the Union itself is at stake. Unfortunately, the profound divisions between East-West, New-Old and Periphery-Centre have put the negotiations into extreme uncertainty and chaotic decision making process with number of unjustified way out scenarios.

The current Mobility Package 1, if adopted without serious consideration, will have significantly negative impact on both European citizens and businesses. Specifically, the package includes new restrictions on access to international road transport markets, which will increase the cost of operations for the hauliers and will affect the overall European economy accordingly introducing new prices for transport services as well as goods. Certainly, there will be less competition in Europe as road transport operators will have to turn to specific national markets with less possibilities to carry goods between different EU MS.

Furthermore, the proposals will distort the Single Market, fair competition and level playing field as operators established in EU MS of high industrial capacity as well as located closer to the major EU goods flows will find themselves in significantly better business environment compared to hauliers from the peripheral and less industrially developed EU MS.

Most importantly, the declared goals of the social agenda will not be delivered by the package and the working conditions of the drivers will not improve. Drivers from the same EU MS performing cross-trade and bilateral transport will not be on an equal footing in terms of social entitlements and remunerations. Some of them, employed in peripheral EU MS, will also be forced to drive thousands of kilometres back home and spend weeks on wheels only to comply with the rule of return home of trucks.

According to the most recent European Commission's study, the infrastructure of safe and secure parking places are in high need. It is a clear evidence that the negotiations on the Mobility Package are taking the wrong direction, since the proposed rules on driving and rest will be impossible to comply with.

We, the European hauliers, urge the European Parliament not to take a risk of the politicised last minute vote at the Plenary with the completely unpredictable outcomes. We urge to postpone the negotiations on the Mobility Package 1 to the next European Parliament in order to make legally, economically and socially substantiated decisions for all Europeans.

AEBTRI
The Association of the Bulgarian Enterprises for
International Transport



Association of the Bulgarian Enterprises for
International Road Transport and the Roads (AEBTRI)

IRHA
The Irish Road Haulage Association



The Irish Road Haulage Association

LATVIJAS AUTO
The Association of Latvian Road Carriers



Association of road carriers "Latvijas Auto"

LINAVA
The Lithuanian National Road Carriers Association



Lithuanian National Road Carriers Association LINAVA

MKFE
The Hungarian Road Transport Association



Hungarian Road Transport Association

UNTRR
The National Union of Road Hauliers from Romania



Uniunea Națională
a Transportatorilor Rutieri din România

The National Union of Road Hauliers
from Romania

ZMPD
Association of International Road Transport Carriers in
Poland



Association of International Road
Transport Carriers in Poland