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European Commission
Mrs. Adina Ioana VĂLEAN, Commissioner for Transport

Ref.: The obligatory return home of the vehicle will seriously disrupt EU supply chains

Dear Mrs. Commissioner, Dear Mrs. Valean,

The National Union of Road Hauliers from Romania (UNTRR) would like to signalize to the European Commission that the obligatory return home of the vehicle every 8 weeks will seriously disrupt the EU supply chains and we ask the EC to consider the risks related to the application of this provision of Regulation 2020/1055 from 21 February 2022.

May we also signalize that this discriminatory measure seriously affects Romanian and Eastern EU road hauliers, as acknowledged by EC study on the assessment of the impacts of this obligation, published last year.

The obligatory return home of the vehicle threatens the survival of many Romanian and Eastern EU road hauliers, mainly SMEs

The EC Study for the assessment of the impacts of the obligation of regular return of the vehicle to the Member State of establishment (2021) demonstrates that this provision affects directly the Eastern EU hauliers, stating that: *“hauliers typically operating long truck cycles could incur additional vehicle operating costs associated to the need for their vehicles to return more frequently. The new return journeys could represent an increase in costs of up to €11,000 per vehicle per year (around 10% increase compared to the baseline) on average for hauliers established in Eastern European countries operating in Western European countries.”*

Romanian road hauliers and also Romania's economy are to be significantly affected by the provision of obligatory return home of the truck. Consequently, Romanian Government has recently submitted an additional action asking the European Court of Justice to suspend the application of the obligatory return home of the vehicle until a final ECJ decision on the Romania's and other EU Member States' actions for the annulment of this discriminatory provision of Mobility Package 1 which were brought before the Courts of the European Union in 2020.

The obligatory return home of the vehicle will seriously disrupt EU supply chains

The impact of the obligation of regular return home of the vehicle is significant for Romanian and Eastern EU road transport. Only in Romania, there are 60,000 Romanian trucks involved in cross-trade and cabotage within the EU. According to UNTRR analysis, the obligatory return home of these trucks will lead to significant additional costs for Romanian companies and consequently, many of them may close their business in the next 3 months. This situation will also be faced by many other Eastern EU hauliers as underlined in the Joint letter of Bulgarian, Hungarian, Lithuanian, Polish and Romanian hauliers associations addressed for your kind attention on 19.03.2021.

In this context, The National Union of Road Hauliers from Romania – UNTRR warns that the enforcement of the return home of the vehicle obligation from February 2022 would trigger a decrease of the transport capacity in the EU by at least 10% in the next 3 months leading to severe disruptions of the EU supply chains. UNTRR calls the European Commission to consider carefully the risks related to the application of this provision of Regulation 2020/1055 from 21 February 2022.

We remain at your disposal for further information and assure you of our highest consideration.

Secretary General
Radu DINESCU

