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FRENCH GOVERNMENT
MRS. ÉLISABETH BORNE – MINISTER IN CHARGE OF TRANSPORT



Ref: urgent request to apply French legislation on reference costings for haulage operations to Romanian/foreign road transport companies operating in France in order to improve fair tariff adjustments, due to transport cost increase following Loi Macron

Dear Mrs. Borne,



The National Union of Road Hauliers from Romania – UNTRR is the professional and employers' association of Romanian road transport industry, having assumed the mission to be its main representative in the dialogue with the relevant authorities for our field of activity. UNTRR has been established in 1990 and since then, we have registered as members more than 14 000 Romanian companies performing road transport of goods and passengers by national and international operations.



Hereby, we revert to our letter No.1441/04.07.2016, sent to Mr. Alain VIDALIES, Secretaire d'Etat en Charge des Transports, with our urgent request to apply French legislation on reference costings for haulage operations to Romanian/foreign road transport companies operating in France in order to support fair tariff adjustments due to transport cost increase following Loi Macron. **Our association hasn't received any reply from French authorities since one year and therefore, we submit our request again for your kind attention and soonest reply.**



As Romania is an EU Member State, we consider that the regulations applicable to Romanian transport companies should be elaborated by European institutions in Brussels and not by national governments in Paris or Berlin, as in the case of the national laws of minimum wage in France-Macron or Germany –MiLoG.

However, as France decided to impose its national law of minimum wage also to Romanian/foreign road transport companies, we ask French Government to apply all national French legislation package concerning the reference cost for road transport of goods to the Romanian/foreign road transport companies and not only a single French national legislative measure concerning the drivers cost.



UNTRR ASKS FRENCH GOVERNMENT TO APPLY SAME ALL MEASURES ALSO TO ROMANIAN/FOREIGN ROAD TRANSPORT COMPANIES OPERATING IN FRANCE AND TO STOP APPLYING NATIONAL LAWS IN A SELECTIVE WAY TO FOREIGN HAULIERS

In the context of the new French law of minimum wage – Loi Macron being also applicable to Romanian road transport companies since 1st of July 2016, **we ask French Government to also apply the French legislation on reference costings for haulage operations to Romanian/foreign road transport companies operating in France**, to improve fair tariff adjustment practices, according to the mission of the French specialized institution - Comite National Routier (www.cnr.fr).

As the French Government is aware, the application of Loi Macron provisions to Romanian/foreign road transport companies has an important impact on their costs, in particular on their labor and administrative costs which are dramatically increased by the obligation to pay Romanian drivers with French higher wages (increasing long haul driver cost – CNR), obligation to designate and to pay representative of the Romanian haulier in France and also by the reporting obligations to the French authorities (increasing structural charges - CNR).

Consequently, the CNR indexation mechanism is vital for Romanian/foreign companies whose only survival option is to transfer the additional transport costs to the final transport tariff. Unfortunately, at this moment French clients/shippers pay Romanian road transport companies a transport tariff which is far below CNR reference cost for haulage operations!!

SAME PAY FOR SAME WORK IN THE SAME PLACE - VALID ALSO FOR COMPANIES NOT ONLY FOR DRIVERS

As by Loi Macron, the French Government is applying the principle “the same pay for the same job in the same place” for the employees, we ask the French Government to apply the same principle for the companies: “the same pay for the same service/operation in the same place”, as only by obtaining the same (higher) transport tariff for an international transport operation in France, a Romanian haulier may cover the same (higher) French salary cost and the additional administrative costs for complying with French legislation.

In the light of all the above mentioned, may we address you the urgent request to apply the French legislation on reference costings for haulage operations to Romanian/foreign road transport companies operating in France, in order to improve fair tariff adjustments according to transport cost increase due to application of loi Macron.

Looking forward for your soonest reply and hoping for a fair treatment of all road transport companies operating in France, I remain at your disposal for any further information.

Yours faithfully,

Secretary General
Radu DINESCU

