

### *Conclusion of the Chair*

The Ministerial Summit was held in Budapest on the 6<sup>th</sup> of March 2018 with the participation of representatives from Croatia, Czech Republic, Estonia, Hungary, Ireland, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia, Slovenia and Spain to discuss the “Future competitiveness of the road transport sector in light of the Mobility Package”.

The Summit offered an opportunity to have a high-level discussion on some of the key elements of the Mobility Package inter alia posting of drivers, driving and rest time rules and rules for cabotage and international transport. The discussion enabled the participants to have a shared approach during the negotiations within the Council and with the European Parliament.

As negotiations on the social and market pillar aspects of the mobility package approach a crucial stage, and with the European Parliament having issued its draft reports, the participants reiterated their commitment to work towards a general approach in Council in June, in line with the announced intentions of the Bulgarian Presidency.

To fulfil this goal, concessions are needed from all Member States. Among the participants of the today’s meeting there is readiness to work constructively with all parties involved, towards finding a balanced and reasonable solution, and a similar, constructive, and equally uniting attitude is expected from the side of the European Parliament, when voting their final reports and when negotiating with the Council and the Commission. Indeed, reaching a timely agreement between the Council and the Parliament is key to reducing uncertainties about the set of rules applicable to the activity of transport, to raising the level of well-being of drivers, to re-establishing the proper functioning of the internal market for transport and to guaranteeing an effective fight against situations of abuse of the rules such as letter-box companies. The combat to such abuse must remain focused and non-discriminatory.

In this regard, it should be recalled that the large bulk of transport operators complies with the rules. The outcome of ongoing negotiations should remain targeted on the offenders, without unnecessarily burdening the sector as a whole. Instead, all these goals should be achieved through clarifying and simplifying the rules, ensuring that they are enforceable, and encouraging the use of electronic documentation.

A balanced compromise taking into consideration of the above principles and elements will be beneficial to the EU internal market and to citizens as a whole.