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EUROPEAN COMMISSION

For the kind attention of Mr. Jean-Claude JUNCKER,
President of the European Commission

Ref.: UNTRR PROTEST AGAINST THE MOBILITY PACKAGE 1 PROPOSALS

Dear Mr. President,

The National Union of Road Hauliers from Romania (UNTRR) would like to express its great concern about the Mobility Package proposals, which restricts the international road transport and the fundamental freedoms of movement in the EU. The international road transport in the EU is at a crossroads, as the EU institutions have not reached yet a compromise on the Mobility Package, while several Western EU Member States are applying national interpretations of the EU rules and abusive controls against Romanian and Eastern EU road hauliers.

UNTRR protests against these proposals as they are discriminatory, raising barriers in road transport with tremendous effects, causing great administrative, organizational and financial burden, and fragmentation of the European market of transport services. Instead of reaching the declared goals they will worsen road transport performance and cause dramatic costs increase, loss of competitiveness and exclusion even from third country markets.

Romanian road hauliers ask respect for their freedom to provide international road transport services in the EU, keeping cabotage within its purpose to improve the efficiency of road freight transport by reducing empty runs and consequently the impact on the environment.

Romanian road hauliers are ready to respect the EU internal market if their Western EU competitors also respect the international road transport in the EU between any two Member States. We welcome the pursuit of EU Mobility Package to clarify the current EU rules in order to ensure their uniform application in all the EU Member States, but we are highly concerned with the current proposals of the EU Mobility Package which endanger international road transport and restrict the activity of Romanian road hauliers in the EU.

UNTRR is against posted workers rules in road transport!

Professional drivers are highly mobile workers, not posted workers!

Posting rules and burdens block international road transport in the EU, imposing hauliers to calculate & pay different national wages for 1 driver in 1 month

Splitting international transport in bilateral and cross-trade with different posting regimes will limit international road transport operations, complicate even more the administrative burden and distort the level playing in road transport sector by applying different payment regimes to the drivers of the same company, but performing different types of international transport operations



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UNTRR is against the ban of the weekly rest in the vehicle!

Regular weekly rest should continue to be allowed in the cabin of the truck across the EU, according to the practice of many years in the European road transport industry. National lists proving there are sufficient safe and secure parking areas across the EU should become a compulsory requirement for each Member State, before introducing the ban on regular weekly rest in the cabin – as a measure guaranteeing that this ban is enforceable, not raising impossible barriers for European road transport industry.

UNTRR is against the obligation of returning home both the driver and the vehicle!

Drivers have the right to free movement in the EU. Choosing how drivers spend their private time is a human right, they are not 2nd class citizens!

Vehicles are hauliers' production tools for the transport services and hauliers have the right to free movement of their services in the EU! Obligatory return home of vehicles will dramatically increase the empty runs and the CO2 emissions, while the cost increases will be much higher for the hauliers from peripheral countries, thus distorting the level playing field in EU road transport market.

UNTRR is against cabotage restriction of 3 days followed by "cooling off" period of 60 hours!

Restricting cabotage and market access is against the EU Common Transport Policy, in direct contradiction with its objectives of decarbonisation and transport network efficiency. The mobility package should not restrict cabotage, but continue to liberalize the goods transport market - similarly to the EC proposals for the liberalization of the road passenger transport market and in line with the objectives of the EU White Paper 2011-2020 - Roadmap to a Single European Transport Area.

UNTRR is against the application of the Rome I Regulation "in a way that labour contracts reflect the habitual place of work of employees" and "the establishment is the place in which or from which workers habitually carry out their work". May we also signalize the dangerous context of the EP position on the revision of the regulations on the coordination of social security systems (883/2004 and 987/2009) - proposing that in the case of persons working in two or more Member States (such as international transport drivers), they should no longer belong to the social security system of the country of residence, but to the social security system of the Member State in which they perform the largest share of their work activities.

UNTRR is against the European Labor Authority to play the important role of monitoring compliance with European road transport specific legislation.

In order to fulfil this role, there should be established an European Road Transport Agency to ensure an uniform enforcement framework of EU rules in all the EU Member States, acting promptly to stop the current national interpretations and abusive controls in certain Member States.

UNTRR cannot stay passive and allow the protectionist measures proposed by some Member States!

Yours sincerely,


**Secretary General
Radu DINESCU**