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**MINISTRY OF INFRASTRUCTURE AND TRANSPORT - ITALY
MR. GRAZIANO DELRIO - MINISTER**

Ref.: Fundamental questions about EU Mobility Package & UNTRR manifesto

Dear Minister of Transport,

The National Union of Road Hauliers from Romania (UNTRR) is the employers' professional organization which promotes nationally and internationally the interests of Romanian road transport industry. Since UNTRR's establishment in 1990, we have registered as members more than 14 000 Romanian companies performing national and international road transport of goods and passengers.

As the Mobility Package entered a crucial stage of the decision-making at the EU level, it is the high time for all the EU Member States to reach a balanced compromise on the hottest social and market issues, while continuing the liberalization of road transport market as an objective of the EU and also as a guarantee of its fundamental values, to whom Romania has joined more than 10 years ago. Mainly, **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 Eastern road hauliers in the EU. May we draw your attention on our main concerns and fundamental questions regarding EU Mobility package:

- **Lex specialis:** UNTRR, together with other 28 professional associations from 18 EU Member States, signed a Mutual Declaration against the application of the Posting of Workers Directive (96/71/EC) to international transport operations in the EU(annexed). We encourage your Government to also support it, as the application of posting rules to international transport is unfair for our industry! It increases the costs of Eastern EU hauliers, which have to pay the same costs, while they are paid lower tariffs than their Western EU competitors performing the same transport. Eastern hauliers are paid below 1 euro per km, while Western hauliers receive 1,5 euro per km for the same transport. Same pay for the same work in the same place – this principle must be also valid for companies, not only for employees! Mobility Package should also propose a mechanism to ensure the same reference cost for both Eastern and Western EU hauliers performing road transport across the EU, similarly to Comite National Routier in France (www.cnr.fr). As an example, we can consider that with one driver per truck and complying with all EU rules, an Eastern haulier can operate 12,000 km per month in Western Europe. If in that month, the Eastern haulier is paid similarly as a Western haulier, meaning a tariff increase of 0.5 euro/km – this haulier would get an extra income of EUR 6,000 per month, out of which the Eastern haulier would be able to pay extra for the driver and accommodation.



- **Cabotage restriction to 5 days is a step back from road transport liberalization:** If the EC proposes that all the costs to operate road transport in the EU should be the same, why maintaining quantitative limitations for access to the market and why the road transport market is not completely liberalized? 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.
- **Return home in 3 weeks is a restriction of both drivers' and hauliers' freedoms in the EU,** affecting mainly the ones from peripheral countries and also the ones performing long distance transports to Eurasian destinations. Any obligation to return home is unacceptable to the road transport industry and any compromise should not be less than 8 weeks.
- **Ban of regular weekly rest of 45h in the cabin is another restriction for road hauliers from Eastern and peripheral countries,** as it is well known there are not enough facilities enabling drivers and hauliers to comply with this ban, but a crisis of safe and secure truck parking spaces in all EU Member States. After introducing this ban, UNTRR has never received any answers from France, Belgium and Germany to UNTRR letters asking their national governments to provide Romanian hauliers with the lists of safe and secure parking areas in their countries. Regular weekly rest should continue to be allowed in the cabin of the trucks, according to the industry's common practice of many years in many EU countries. The cabin of modern trucks offers professional drivers proper conditions for a safe and comfortable rest, as highlighted in UNTRR Brochure "Working Conditions for Professional Drivers - A Perspective of Road Transport Companies" (available online here: <https://www.untrr.ro/brosura-soferi/en/mobile/index.html>) - presenting the latest information provided by all the 7 European truck manufacturers.

Aiming to raise the awareness of all the EU decision makers and stakeholders on the fact that Road transport industry is at a crossroads, UNTRR has launched the film in English "**Road transport in EU - where is heading to?**" – presenting the facts and reality of the competition in EU road transport market and expressing UNTRR manifesto: "**Respect for international road transport in EU! Road transport liberalization should remain the objective of EU Mobility Package! Same pay for the same work MUST be valid also for companies not only for employees!**". The movie is available on youtube here: <https://www.youtube.com/watch?v=9unVl6plHrs>.

For a balanced and fair Mobility Package, we ask your Government to support the introduction of an European mechanism, similarly to CNR in France, to guarantee the same reference cost of transport in the EU, both for Eastern and Western hauliers. To the extent that you do not want to undertake this measure, in order to apply the principle "same pay for same service in the same place" for the transport companies, this means you want to legalize the discrimination of Central and Eastern hauliers in the EU transport market.

We kindly ask you to consider our letter and UNTRR urgent requests, when deciding your country's vote on the Mobility Package. Mobility Package should not restrict international road transport in the EU, but continue the liberalization of EU transport market. Passenger transport liberalization means it can be possible, we ask EU institutions to ensure the same liberalization also for goods transport! International road transport is vital for EU economy and we are stronger together. Your vote is essential for the future of international road transport in the EU!

Yours faithfully,

Secretary General
Radu DINESCU

