

✘ MYTHS vs FACTS ✔

1. Road transport is polluting and less efficient than other modes



According to the EC, [Heavy-duty vehicles](#) – trucks and buses – are responsible for some 5% of total EU emissions.

Buses and coaches are the cleanest way to travel. Your carbon footprint is the smallest when you travel by bus and coach, compared to any other transport mode. They are champions at reducing congestion, which also means less air pollution on top of fewer road accidents. Commercial road transport services are at the heart of mobility, delivering economic and social prosperity around the world. This essential industry has a sustainable outlook when it comes to economic viability, social responsibility but also to decarbonisation. The International Road Transport Union - IRU has defined the five pillars for decarbonisation:

- **Boosting operational efficiency**, through measures such as load factor optimisation, digitalisation and greater use of collaborative transport platforms, contributing to CO2 savings of up to 10% in the EU. The use of high-capacity vehicles can also lead to significant CO2 savings, with 2 vehicles able to carry the load of 3 regular trucks.
- **Eco-driver training** helps the sector reduce its impact and IRU is playing an active role by providing training for drivers.
- **Increasing the use of alternative fuels** through a range of solutions. Operators are committed to using greater blends of low-carbon fuels in conventional engines, and shifting to new powertrain solutions where the business case exists.
- **Improving fuel efficiency** through further development and uptake of the latest technologies, such as engine efficiency improvements, waste-heat recovery and improved aerodynamics.
- **A strong collective transport system** offers a viable alternative to private car use, reducing both congestion and CO2 emissions.

However, the new legislation to be introduced by **EU Mobility Package 1** will have a significant impact on the environment, which has been seriously ignored by the EU legislators. The legal provision of mandatory return home of the trucks every 8 weeks irrespective of being loaded or empty would mean, for instance an extra 1,000 Romanian trucks daily on European roads and at borders, without any economic justification. This could lead to 1,160 tons of CO2 emissions / day or 418,000 tons / year - the calculations are only for trucks from Romania, but the impact would be even heavier when considering all the trucks from EU peripheral states returning home.

2. Road transport market is deregulated and functions based on free competition



Statements like “transport has been completely liberalized by the end of the 90ies” are at least inaccurate. Road transport is the most regulated mode of transport from the moment the wheel was invented. In the EU, restrictions have applied to new Member States for way too many years after their accession to the EU. The new regulations under the forthcoming “**Mobility Package 1**” will increase the complexity of EU road transport regulation seriously affecting the Road transport market and its functioning based on free competition. Mobility Package 1 contain three hot files for Romanian and Eastern road transport operators:

1. **The Revision of the Regulations on Access to Road Haulage Market and to the occupation of road transport undertaking (Regulation 1071 and 1072/2009)** - this file introduces **the mandatory return home of the trucks every 8 weeks irrespective of being loaded or empty**, without any impact assessment, **restricted cabotage and market access** limiting the free movements of services and of labour, which are fundamental rights of EU. These measures are going against the EU Common Transport Policy, and are in direct contradiction with its objectives of decarbonisation and transport network efficiency.
2. **The Revision of Regulation (EC) No 561/2006 on driving and rest periods and of Regulation (EU) No 165/2014 on tachographs** - this file introduces **the mandatory return home of the drivers every 3 or 4 weeks**, while the impact of the amended regulation would be significantly different between core and peripheral Member States; mainly affecting the transport operators from peripheral countries faced with the additional burden if they were to schedule return trips for their drivers every three (or four) weeks. Moreover, such a measure could be seen as imposing on drivers an obligation to spend their rest period in a designated location, maybe against their will; Another measure is the **ban to spend regular weekly rest in the cabin**, despite the recent study of the European Commission acknowledging a serious shortage of safe and secure parking areas for trucks on EU roads.
3. **The revision of Directive 2006/22/EC on implementation of social legislation and the proposal for a *Lex specialis* concerning the posting of workers including specific enforcement measures:** posting rules will increase the burden on road transport operators, as they have to calculate & pay different national wages for one driver per month, despite the fact that the European Commission launched infringement procedures against the minimum wage laws introduced during the recent years by certain Western EU Members States - like Loi Macron in France and MiloG in Germany (details here: [https://europa.eu/rapid/press-release IP-16-2101 en.htm](https://europa.eu/rapid/press-release_IP-16-2101_en.htm))

3. Road transport industry is a major employer



Road transport industry is counting over 600,000 road freight companies in the EU, generating over 3% of EU's GDP and employing 3.2 million people as truck drivers. Consolidated, the logistics sector in EU is estimated at 14% of EU GDP and employing more than 11 million people in all EU member states. However, within a shifting and increasingly challenging global framework, the European road transport sector is facing its most acute professional driver shortage in decades.

In this context, for peripheral EU countries like Romania, the new Mobility Package will worsen the driver shortage. On medium- and long-term, Romania could lose around 200,000 professional drivers, plus their families. MP1 measures may contribute to Romania's depopulation by increasing the migration of Romanian qualified workers including professional drivers to the Western EU.

4. Eastern EU/Romanian drivers steal the jobs of their Western mates



Easterners don't take the Westerners' jobs, but rather do their jobs. According to [IRU report - 2019](#), the key cause of the worsening driver shortage is the public perception that working in the road transport industry is not attractive and this is particularly valid in Western countries like France, where 44% of the French respondents had a negative image of the sector. While Westerners are not attracted to work in road transport as it requires spending long periods of time alone and away from home, Easterners do their job and consider the cabin of the truck as their second home - but Mobility Package 1 aims to stop this.

Unlike for road transport, the agriculture sector admitted quite a long time ago the need for seasonal workers and there was no debate about working conditions and wages. It is difficult to believe that nowadays, in agriculture, more nationals of developed EU countries would be attracted to harvest strawberries or asparagus, even if the workers were paid 5,000 euro/month and the accommodation was insured. Not to mention the advantage of employers from those developed countries, who very often pay workers from Eastern Europe significantly less compared to their Western colleagues, despite working for the same company and doing the same job.

5. Eastern EU/Romanian drivers are underpaid and treated like modern slaves



Calling truck driving “modern slavery” and “human trafficking” is a means to emotionally impress and manipulate the public and cannot do any good. May we remind that trafficked human beings are unlawfully taken against their will somewhere they don’t want to be, obliged to do what they do not want to do and kept without IDs and other documents so they cannot evade? Indeed, Eastern EU/Romanian drivers are willing to do unwanted hard jobs in developed Europe, including cross-trade road drivers. However, the truth is that a Bulgarian truck driver earns 1,500-1,800 euros (salary plus per-diem allowance), a Romanian earns 2,400-2,660 euros (460 euros salary + 1,950-2,200 euros daily allowance) while an Italian earns 2400 euros salary + min. 900 per-diem allowance. Moreover, converting to purchasing power parity as calculated by Eurostat, living with 2,000 euros in Romania is equivalent of living with 4,130 euros in Germany; Eastern EU/Romanian drivers they do not work under their cost of living, by contrary they make better money than at home. *Romanian driver earning 2000 euro/month will be able to build nice house at 30km outside Bucharest in 5 years, while a Dutch driver will just pay the rent for the house.*

6. Eastern EU/Romanian companies have significantly lower operating costs compared with Western ones



Eastern EU road transport companies - SMEs in majority - have similar operation costs like their West SMEs competitors, but they are paid significantly lower tariffs. There are 7 brands of trucks manufactured in West EU: DAF, Mercedes, Iveco, Volvo, Renault, Man, Scania. These trucks are used both by East and West companies. When it comes to Tolls, Diesel fuel, Tyres, Insurance, Maintenance, there are similar costs for both Eastern and Western transport companies, no discrimination. But there are 3 chapters where there is a difference:

- ONE. Cost of money: 0.5%-1% interests rates for Western countries versus 4,5%-5% for Eastern countries – are we talking about FINANCIAL DUMPING? This is a market advantage for Western EU hauliers and the situation remained unchanged since the EU Eastern enlargement.
- Two. Labor cost: East EU drivers have lower total cost of the jobs, but similar income with other drivers – are we talking about SOCIAL DUMPING? This situation used to be an advantage for Eastern hauliers, but it will not be anymore, since France, Germany, Austria etc impose the same minimum wage for everybody and the Mobility Package 1 imposes the principle of the same pay for the same work in the same place
- Three. Transport tariffs where we have an unwritten rule. For Eastern hauliers, the Western customers are paying bellow 1 euro per km, while Western hauliers receive 1,5 euro per km for the same transport, while the transport cost of reference is the same for East and West hauliers operating on the Western routes. Same pay for the same work in the

same place – this principle is also valid for companies, not only for employees! Western clients ask Eastern hauliers to respect minimum wage laws, but they should be ready to pay the cost increase, so that the Eastern hauliers can cover the cost of reference for a transport in West EU!

If you want to learn more on East-West Competition on Western routes in the EU, please see the film "Road transport in EU - where is heading to?" <https://www.youtube.com/watch?v=9unVl6pIHrs>

7. In the EU road transport services are paid the same amount for the same quality, irrespective of provider's nationality



Today, for the same transport operation performed in the Western EU, the Eastern hauliers are paid below 1 euro per km, while Western ones are paid 1.5 euro per km i.e. 50% more. Despite repeated requests addressed by UNTRR to the European Commission to investigate and analyse the significant differences between the tariffs for services provided on the same markets, at the same standards of quality, professionalism, reliability and predictability, nothing has happened. The solution for a level playing field in the EU road transport market, particularly considering the negative impact of Mobility Package 1 on Eastern hauliers, should be to introduce an European impartial mechanism, based on measurable criteria and data, like the reference transport cost calculated by CNR in France (www.cnr.fr) in order to guarantee equal conditions for the provision of transport services. In European road transport the total cost of transport for clients should be composed of the reference cost plus a margin of each road transport company.

The "Long haul articulated lorry" observes the behaviour of the costs for long haul professional road carriage of general cargo in heavy trucks, in an exclusive or principal capacity. Long haul is understood to be domestic or international carriage whose operating constraints make it impossible or uncertain for the driver to return home daily.

	10 2019	11 2019	12 2019	01 2020	02 2020	03 2020	04 2020	05 2020
Professional driver	180,00	180,00	180,00	180,00	180,00	180,00	180,00	180,00
Maintenance	124,26	124,26	124,26	124,26	124,26	124,26	124,26	124,26
Infrastructure	174,18	174,18	174,18	174,18	174,18	174,18	174,18	174,18
Equipment	136,47	136,47	136,47	136,47	136,47	136,47	136,47	136,47
Long haul driver	127,19	127,19	127,19	127,19	127,19	127,19	127,19	127,19
Long haul travel expenses	134,76	134,76	134,76	134,76	134,76	134,76	134,76	134,76
Long haul artic overheads	174,18	174,18	174,18	174,18	174,18	174,18	174,18	174,18
Long haul articulated cost	136,47	136,47	136,47	136,47	136,47	136,47	136,47	136,47
Long haul artic cost	174,18	174,18	174,18	174,18	174,18	174,18	174,18	174,18

Period: Last 5 years. Date: 100 December 2020. From the last 100 December 2020.

Cost breakdown (2019):

- Long haul overheads: 13,2%
- Long haul travel expenses: 12,5%
- Long haul driver: 27,7%
- Professional driver: 24,5%
- Maintenance: 8,2%
- Infrastructure: 7,6%
- Equipment: 12,3%

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