



Jean – Claude Juncker
President
European Commission

Joint RESOLUTION of

**ANTRAM (Portugal), ASTIC (Spain), AEBTRI (Bulgaria),
CESMAD BOHEMIA (Czech Republic), CESMAD Slovakia (Slovakia),
ERAA (Estonia), LATVIJAS AUTO (Latvia), LINAVA (Lithuania),
MKFE (Hungary), UNTRR (Romania) and ZMPD (Poland)**

Associations of international road transport carriers in Europe for more than one year now observe with great concern activities of some Member States which for the sake of their own benefits injure basics pillars of the European Union – the free movement of goods and services.

In our opinion the introduction by Germany on 1st January 2015 the minimum wage in transport with all its additional, administrative requirements is the evident violation of fundamental rules of the common European market. Now we face serious problems in France where on 1st July 2016 the Loi Macron becomes applicable. The impact of this new protectionist measure on our sector is tremendous, brings us only great administrative, organizational and financial burden and will finally cause dramatic costs increase, loss of our competitiveness and finally exclusion from other markets.

Inclusion of drivers employed by foreign enterprises in other EU Member States into MILOG or Loi Macron rules violates our sense of sovereignty. When our countries joined the European Union we welcomed its fundamental freedoms. With great understanding and favor we accepted French or German investments in our countries and made great efforts, took the risk to compete on the common European market. The European Union was created to be a community of common economic interests, a community where each country sacrificed a part of their own benefits to create a common wealth. The German and French legislation in transport is a step backwards, an attempt to impose their own particular interests on others. We cannot stay passive and allow for this dictate of some Member States over others.

We believe these internal rules in transport under slogans of workers' rights or fights against abuses bring only restrictions in economic activities performed by foreign operators and are in fact the state aid for French and German carriers. Governments of these countries effectively support their own entrepreneurs regardless consequences this activity actually brings to other countries. We are deeply disappointed by this clear protectionism. We otherwise imagined and understood the EU freedom of economic activity.

We really do appreciate and welcome with great satisfaction the decision of the European Commission to initiate the infringement procedure against Germany. We expect the same procedure will follow as regards the French legislation. However, it's already one year and nothing happens. This time is crucial for our business and this uncertain situation cannot last forever. Honestly speaking your lack of actions in fact encouraged others to follow Germany. This simply divides Europe and you let it happen.

We are confirmed the European Commission will take an objective decision which comes only from the law. In our European family this law concerns us all the same way, with no exemption for small or big countries, for these with strong economies or those who are trying to catch up other better developed Member States. We hope you understand what responsibility is now on your shoulders, how important your opinion on the legality and conformity the German or French with the EU law is.

Once again we call on the European Commission to withdraw the MILOG and the Loi Macron rules in transport. This law is inadequate, unfair, limits the European freedoms and will bring us all only negative consequences. No country in Europe restrains the economic activity the way Germany and France did. Do not stay passive, your active involvement is what transport business needs nowadays.



NON EU Associations supporting the Resolution



TOBB (Turkey), ASMAP (Ukraine), AITA (Moldova) support the arguments about the negative consequences on both international trade and road transport sector of this Resolution which may arise from the implementation of Loi Macron.