



EUROPEAN SHIPPERS' COUNCIL

PRESS RELEASE

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Is the European Commission following the right road for the Mobility Package?

The European Commission issued the first part of their proposals on the road transport. The Mobility package contains proposals on cabotage, international transport operations and road charge. The next part of the Package is foreseen for November 2017.

ESC is satisfied that the European Commission enhances the level playing field in Europe. National legislation on the application of minimum wages, for instance, will be replaced by a European framework. The liberalization of cabotage is a small but meaningful step in the direction of further liberalization of the transport markets. So far so good.

However, ESC is concerned with the EC proposal that international drivers should be paid the wage of the countries if they spend there more than three days. This will create an enormous administrative burden on hauliers calculating the applied wages of several Member States. The cost will be passed on to shippers, companies selling goods. ESC proposes to have the measure implemented only if digital tools to easily enforce the legislation are in place.

ESC questions whether the posting of workers directive is an appropriate instrument to protect markets. From the perspective of the receiving country, it may sound logical that drivers are paid an equivalent wage as the national drivers. For these drivers from Central and Eastern European countries it just means a raise of salary which they will spend in their home country where the price index is at a lower level. For protecting the worker and guaranteeing him/her better working conditions, this measure is disproportionate.

The proposals also introduce co-liability. Although the present wording is rather balanced, for shippers, it is important that co-liability is handled in a proportionate and pragmatic way. Otherwise, co-liability can be a big burden for shippers. However, ESC fully support the Commission's efforts to battle letterbox companies which create unfair competition for the companies compliant with law.

For the total of measures, it is very important that the Commission introduces an impact analysis on the consequences for the availability of personnel in the haulage industry. Driver shortage is already considered as a major challenge for shippers and hauliers under the present legislation.

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European Shippers' Council was founded in 1963 to represent the logistic interests of manufacturers, retailers and wholesalers, collectively referred to as shippers, in all modes of transport. For more information, please visit: www.europeanshippers.eu

