



Road freight industry calls for a Plenary vote on Kyllönen report

Brussels, 4 March 2019 – Undersigned associations call on the European Parliament’s Conference of Presidents to agree to schedule a Plenary vote on the report from MEP Kyllönen on the posting of workers in road freight transport under its current mandate. It will be the European Parliament’s last chance in this legislative term to deliver on what is needed for freight forwarders, logistics service providers, express carriers and their customers: a true internal market for road transport through better enforcement of social rules and increased efficiency in road transport.

Through a Plenary vote on the Kyllönen report, the European Parliament will have the opportunity to re-confirm the legislative framework for truck drivers involved in international operations as it was meant by the founding fathers of the European Union: effective, seamless and reliable road transport operations connecting citizens and businesses alike in the periphery and the centre of Europe with each other. In addition, this vote will give the European Parliament a unique chance to address some of the more recent road transport challenges, such as improving the enforceability of the legislative framework, boosting growth and underpinning the sector’s CO2 reduction efforts.

The undersigned associations urge Members of the European Parliament across all political groups to accept the full exclusion of international transport operations from posting of workers rules as the only meaningful way forward.

As such, the European Parliament will indeed

- **Create a true EU single market** for road transport, recognising that the sector is by definition international and not to be regulated according to Member States national rules;
- **Improve the enforceability of the legislative framework** through clear rules, so enforcement authorities can focus on what really matters: fighting illegal practices in road freight transport such as nomadic driving or letterbox companies;
- **Give a new boost to growth**, by not deterring hauliers, especially SMEs, with additional administrative and disproportionate burden with no clear effect on transport practices, by recognizing international transport as key to the EU’s competitiveness, and by making EU citizens benefit from competitive transport providers, and
- **Underpin the sector’s CO2 reduction efforts**, by enabling every carrier to operate with maximum efficiency and to reduce its environmental impact by avoiding empty runs; in other words: allowing full truck-loads leaving and returning to the Member State of establishment irrespective of whether it is a bilateral transport or a cross-trade operation.

A Plenary vote on the Kyllönen report this March would be this Parliament’s last chance to fully exclude international transport operations from the posting of workers rules and proud itself of having made a meaningful and positive contribution towards the improvement of the EU road transport market.

CLECAT
European Association for
Forwarding, Transport, Logistics and
Customs Services

EEA
European Express Association

FIATA
International Federation of Freight
Forwarders Associations