

Question for written answer E-004035/2016
to the Commission
Rule 130
Adam Szejnfeld (PPE)

Subject: Application of French provisions on the posting of workers in the international transport services sector

The French Council of Ministers adopted decree No 2016-418 applying the provisions of the French law on growth, economic activity and equality of economic opportunities (the 'Macron' law) to the international transport service sector.

According to this document, the French provisions on the posting of workers are also supposed to be applicable to international transport workers. However, the scope of the Posted Workers Directive does not cover drivers involved in international transport or carrying out cabotage services. The application of these provisions would therefore represent the imposition on hauliers of disproportionately large burdens and would significantly restrict their operations on the EU market.

The new provisions also introduce a requirement to appoint a company representative in France (who must operate for a period of 18 months after the transport service has been completed) and a requirement to submit all documentation in French. Failure to fulfil these requirements on the part of hauliers will result in a fine of up to EUR 500 000, or even in the mandatory suspension of operations.

These are bad provisions that will cause harm to all, but in effect they will mainly lead to the liquidation of small and medium-sized enterprises or to such enterprises being pushed towards operating in the informal economy. This sort of idea harms people rather than helping them. It also undermines the ideas behind the European Union and gives ammunition to its opponents.

In this connection, could the Commission say what steps it plans to take to evaluate the compliance of French decree No 2016-418 with EU law and when?