The future of cabotage in road transport – the industry perspective

Exchange of views
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- Upholds the interests of bus, coach, taxi and truck operators worldwide; including in the 27 Member States of the EU and Members of EEA
Cabotage today

- Inadequate enforcement of existing rules leading to increasing unfair international competition.
- Statistics misleading, not showing the correct figures of cabotage and do not take into account illegal cabotage.
- Law abiding hauliers face unfair competition from black sheep exploiting loopholes in the system to carry out illegal cabotage.
- State-owned multimodal integrators increase pressure on prices - stemming also from using illegal caboteurs with no consequences for shippers and/or freight forwarders.
- Need to preserve competitive environment with level playing field.
Road transport industry questions the current approach of the EC to the potential revision

- Currently, all proposed Commission policy options introduce opening of the market, including cabotage;
- Justification of this approach highly questionable:
  - efficiency increase non existing or at best marginal if access to market further opened
  - data on empty runs questionable as no in depth analysis exist
  - weak evidence for capacity issues and peak variations in road transport
- Most importantly – lack of arguments that sufficient levels of social, fiscal and enforcement harmonisation have been reached in the EU to allow for further opening of the market including cabotage.
The IRU together with ETF propose an alternative policy scenario based on 3 pillars:

1. Status quo (no further opening of the market)
2. Increase the efficiency of the enforcement of current rules
3. Define roadmap towards more harmonisation of current legislation relating to taxation, social and road safety related aspects followed by a step wise opening

Policy scenario also checked for enforceability by Euro Côntrole Route (ECR)
Conclusions

- The EC should include the Road Transport Social Partners - IRU/EFT policy package in the impact assessment procedure.
- The EC should base their proposal on the IRU/EFT proposed policy package instead of in reality proposing a full opening of the markets by removing the number of operations during 7 days without guarantees of efficient enforcement also in relation to joint liability for freight forwarders and relevant shippers!

- The current state of the EU road transport market does not allow for market opening
- Huge danger of further market distortions, including lowering of transport prices and social dumping