

**Question for written answer E-005485/2014
to the Commission**
Rule 117
Franco Bonanini (NI)

Subject: Minimum European safety criteria for road haulage

On 7 April 2014 the first hearing took place before the European Court of Justice on whether the provisions of Decree-Law 112/2008 of the Republic of Italy on minimum road haulage safety costs complies with Community law.

The European Court of Justice has to rule on whether the protection of the freedoms of competition, movement of companies, establishment and provision of services (Article 4 TEU and Articles 56, 96 and 101 TFEU) is compatible with national provisions setting minimum operating costs for road haulage, with a view to protecting the public interest and the safety of road traffic.

The Court of Justice has already found national regulations setting minimum and/or maximum tariffs in the public interest to be fully compatible with the EU regulations (cases C-94/04 and C-202/04 on minimum fees for Italian lawyers and cases C-96/94 and 38/97 on road haulage on behalf of third parties).

Decree-Law 112/2008 sets minimum costs for road haulage contracts, guaranteeing compliance with minimum safety criteria and standards. It not only highlights a rather critical lack of uniformity in this field at EU level, but also *de facto* encourages obvious cases of unfair competition between hauliers of different nationalities who incur very different costs for the same work.

1. Does the Commission think it necessary and appropriate to propose the adoption of uniform EU regulations to harmonise the entire road haulage industry?
2. What measures does it intend to adopt to ensure the full compatibility of national regulations setting minimum operating costs in the road haulage industry with the EU rules?
3. What urgent measures does it intend to adopt to ensure compliance with uniform Europe-wide minimum safety measures and standards for all heavy goods vehicle traffic in line with Regulation (EC) No 1072/2009 on common rules for access to the international road haulage market?
4. Does it intend to prioritise the road safety problems deriving from the lack of uniformity of national laws on HGV traffic, as part of the EU political agenda?