



# UNION EUROPÉENNE DES TRANSPORTEURS ROUTIERS

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## Final Declaration by UETR General Assembly

**Budapest, 18 February 2011**

UETR *Union européenne des transporteurs routiers* represents and defends the interests of more than 200.000 road haulers in Europe, mostly Micro, Small and Medium Enterprises.

UETR calls for a sound EU policy for the next decade reflecting the effectiveness of the role played by road goods transport and improving levels of service, road safety and competitiveness at an equitable cost in a fashion which supports EU strategies for economic and social development.

UETR is not contrary to liberalization and market opening but at the same time avoiding risks of social dumping in transport sector for a really fair competition in Europe.

Regarding the internalization of external costs, the principle of "polluter pays" is not questioned, but UETR refuses that EU policy presents the "CO<sub>2</sub> emission- bill" only to the road haulage industry and calls the EU to tackle the mandatory earmarking of revenues to road transport sector.

UETR fully supports new technologies in road transport to make it both sustainable and competitive.

Financial resources must be mobilised to meet all these goals: a view of a transport sector increasingly relying on self-financing is not acceptable.

UETR underlines the need to have an active EU policy to strengthen the capacity of professional associations to play a key role in the SME support services and information dissemination.

UETR vision for EU transport policy is of a system that will provide a well maintained and fully integrated transport network and better security of supply chain.

Road and co-modality capacity in many EU member states is no longer sufficient and needs expanding in order to cope with the future economic and transport growth and tackle congestion.



The context of increasing use of European roads makes somehow important that drivers using the Trans-European Road Network can rest on safe parking areas, both to respect general public laws for road safety and enhance security of drivers and carried goods.

In the past decade EU social provisions strongly influenced the activity of road hauliers, certainly with many merits. Anyway, for both companies and drivers this has led to some strict and undesired consequences.

Smaller road hauliers traditionally find it hard to comply with legislation (environmental, technical, etc): they will face even more stringent rules and controls in the future, plus a very serious problem of falling of transportation tariffs.

More flexibility in EU social provisions is consequently needed according to companies' experience, not hampering road safety but allowing companies to work more effectively and efficiently.

At the same time, enforcement of legislation is to be harmonized at EU level and better ensured at national level.

If transport market integration with EU's neighbouring countries will be tackled by the EU, it is of paramount importance to guarantee fair competition and road safety. A number of EU's road policy concepts must be extended to partner countries (harmonization of standards and social rules, vocational training, controls, emissions, etc).

UETR strongly supports the adoption of a Directive to harmonise rules for driving bans for heavy goods vehicles in international transport and also the establishment of a notification system of times and periods all year round.

The serious risk of current political crisis in the Middle East and North Africa turning into an oil crisis, with uncontrolled rise of oil prices, makes the use of alternative fuels in road transport even more strategic, with EU providing companies with financial support for innovation.

For fossil energy sources, the current EU directive on minimum levels of accise for diesel is to be reviewed, with Member states to maintain a lower level of diesel accise for commercial vehicles and professional users than for passenger cars.

UETR calls for the adoption of a regulation on the access to market and profession of intermediaries in the transport sector, streamlining the highly fragmented business, which escapes minimum regulatory requirements.

The reduction of existing administrative burdens is a key factor in improving the regulatory framework for European businesses.

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