

Let's transport Europe into the future.

*Together.*



# Manifesto for the 2019 European Elections

European Road  
Haulers Association



# FOREWORD

**Freight transport is everywhere, transporting the goods that are ever-present in our daily lives: our food, our clothes, our medicines and our devices.**

Road transport Micro, Small and Medium Enterprises (MSMEs) are proud of the role they play and the contribution to the real economy they provide.

But new and complex challenges arise in energy and ecological transition, digitalisation, security, low carbon economy and the workforce. Neither a national nor a unilateral approach offers a feasible and sustainable solution - a balanced European policy on freight transport is the only way to tackle issues ahead.

At the same time, contradictions and inconsistencies exist in the EU road haulage market that are still unresolved: the spread of letterbox companies, non-harmonised enforcement and the gap between transport costs and rates. Significant social security contribution disparities across the EU further exacerbate these structural shortcomings. All of these issues impact the very essence of the European Union and must be effectively addressed.

International freight transport by road was liberalised long ago inside the EU. The market of goods transport by road is a market in which predominantly MSMEs are active. Their vulnerability, as well as business model changes in various EU Member States, should be considered in future actions from EU policy makers.

We need appropriate instruments to make sure that liberalisation goes hand in hand with fair competition all over the Union. All actors throughout the supply chain must be committed to this goal.

UETR's vision is to create a road haulage market where companies operate with fair competition and fair transportation cost, shared liability, respect of payment deadlines in line with EU law, a level playing field, attractiveness and quality jobs.

UETR also supports the protection of the environment. However, if the cost of R & D and green technology is passed on to the cost of vehicles, entrepreneurs will not be able to cope. Thus far, small companies have made huge efforts to go green. They have to be provided with financial and tax incentives to achieve a low emissions mobility. The EU must accompany and support SMEs along this road.

This document presents our proposals for the European Parliament and the European Commission of the next five years, setting out what we believe is necessary to address the new and old challenges, for an integrated road transport Internal Market.

To keep delivering goods to the benefit of all European citizens.



**Julio Villaescusa**  
President, UETR



**Marco Digoia**  
Secretary General, UETR



# ABOUT UETR

UETR primarily represents and promotes the interests of more than 200.000 Micro, Small and Medium enterprises with a total capacity of 430.000 commercial vehicles. UETR is sectoral member of SMEUnited (formally known as UEAPME), the association of crafts and SMEs in Europe with around 70 member organisations from over 30 European countries.

## UETR'S MISSION:

- to have a **regular dialogue** with EU institutions as well as other stakeholders, networks and sectoral organisations;
- to give members an effective chance to give their **input into EU policy-making**;
- to **gather intelligence** on current and future policies and legislation; *and*
- to represent an effective **hub for national associations** to cooperate and engage in joint projects and activities.



Founded in  
**1998**



**200.000**

European road transport undertakings (MSMEs)

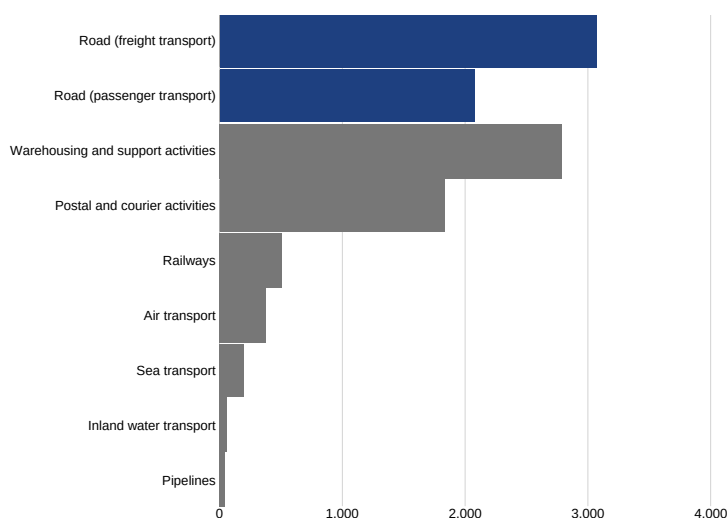


**430.000**

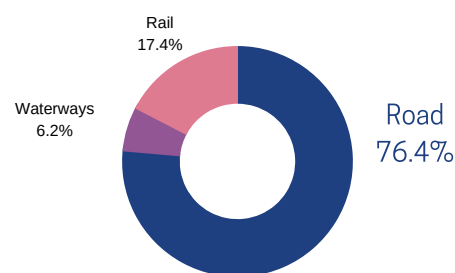
commercial vehicles

## ROAD HAULAGE SECTOR AT A GLANCE

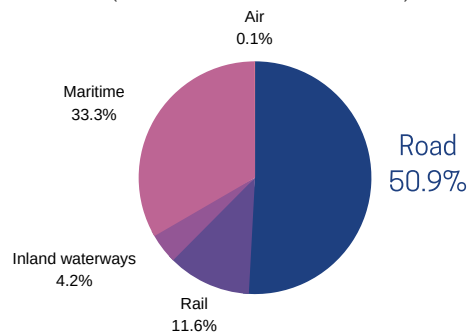
Employment by Mode of Transport in the EU-28, 2015 (in 1.000)



Freight transport in the EU-28 modal split of inland transport modes, 2016  
(% of total tonne-kilometres)



Freight transport in the EU-28 modal split based on five transport modes, 2016  
(% of total tonne-kilometres)



# PRIORITIES



## Competitiveness

- **Ensure level playing field and fair competition for all operators throughout the European Union**, to continue contributing to the real economy in a sustainable way
- Reduce administrative and fiscal burden for small transport businesses
- Set clear, workable and uniform EU legislation and ensure harmonised and effective enforcement, factoring the “Think Small First” principle into EU policies and legislation
- Ensure equal treatment of all modes of transport
- Foster access to credit and public financial support and provide robust scrappage schemes tailored on micro and small companies’ needs for investment in green/smart technologies
- Sectoral EU policies and legislation to take into account the specificities of each actor in the supply chain and the key role played by road transport SMEs



## Workforce

- **Address the increasing shortage of drivers**, raising the attractiveness of the profession through specific EU programmes
- Address the impact of future technologies (e.g. connected and automated vehicles) on the profession
- Ensure a proper and effective functioning of the European Labour Authority to ensure current social legislation is properly implemented
- Support financial support for vocation training and lifelong learning schemes for entrepreneurs and professionals in the sector
- Provide EU level action to close the gap of social and fiscal disparities across the EU, preventing further fragmentation



## Digitalisation

- **Achieve full deployment of digital technologies in the area of paperless transport** for more effective transport operations, EU law enforcement and level playing field
- Develop EU financial support to help companies in the transition and use of new tools
- Support full deployment of eCMR and ensure the neutrality of management services and the protection of transport operators’ commercial data, a competitive market where no single provider dominates, the introduction of EU standard requirements and public authority supervision/role in the management of the eCMR platform
- Address cybersecurity proactively and effectively

*"Keeping the road haulage market fair, competitive and sustainable is fundamental to us."*





## Environment

- **Ensure EU's energy mix takes into account both users and flows**
- Support EURO VI standard through financial and tax incentives as EURO VI still plays and will play a crucial part in the emission reduction
- Provide support and accompanying measures to encourage the development of CNG, LNG/NGV and bio NGV, which proved to be quality and reliable fuels that are compatible with road transport sector
- Develop refuelling station network following a pragmatic approach. There is a threshold to reach for the meshing to be dense enough to meet businesses' expectations, needs and investment.
- Follow a global approach to carbon footprint, from production to consumption. Common benchmarks are to be put in place to avoid unbalanced competition between EU Member States on energy products.



## Infrastructure capacity

- **Improve connectivity and remove existing bottlenecks in current road transport network**
- Address the lack of adequate, safe and secure parking areas for trucks in the EU at an affordable cost for small haulers, balancing national and international needs
- Monitor implementation of safe and smart road infrastructure policies and legislation

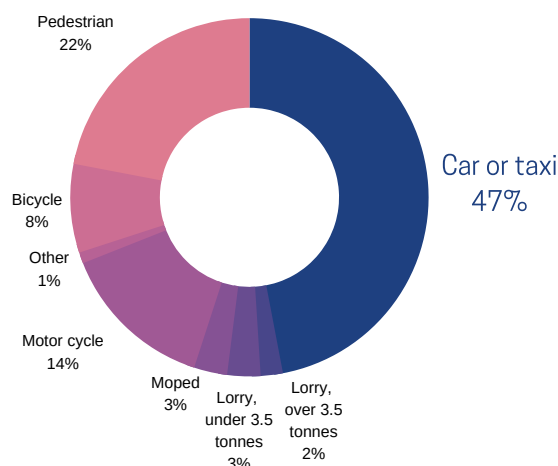


## Brexit

- **Ensure long term and sustainable solutions for road transport connectivity between UK and the EU** and conditions allowing companies to keep operating in the UK haulage market

## Fatalities by mode of transport in the EU, 2016

Source: CARE EU road accidents database (updated April 2018)



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