

Dear President of the European Parliament,  
Dear President of the European Commission,  
Dear President-elect of the European Commission,  
Dear President of the European Council,  
Dear President-elect of the European Council,  
Dear Presidency of the Council of the European Union,

The creation of the European Union was followed by a long-term vision to achieve a well-functioning EU Single Market allowing our businesses to grow internally and to become globally competitive. The leaders of the EU Member States have ever since reiterated the importance of improving the smooth functioning of the Single Market in all of its dimensions.

Taking into consideration the global economic trends, the fierce international competition and the importance of creating preconditions for more sustainable growth of the EU economy as well as for the implementation of the ambitious EU climate policy targets, we believe that EU decision-makers should diligently consider every possible legislative initiative with a view to creating better economic and social conditions for our businesses and citizens – this also applies to road transport.

The European road transport sector is the backbone as well as a significant driver of European trade and economic growth and it has an unquestionable impact on our economy, society and environment. It directly employs around 5 million people and accounts for about 2% of the EU's GDP.

Since 2017, the European Commission, the Council of the European Union and the European Parliament have been working to fundamentally modernize the European mobility and road transport sector with the aim to improve drivers' social and working conditions and ensure the smooth functioning of the Single Market.

We are deeply concerned as to how certain new provisions in the proposals, which were put forward under severe time pressure and were not supported by a proper and extensive impact assessments, have critically changed the substance of the proposed MP I and run counter to the above-mentioned objectives of the MP I. On this highly sensitive file, we need an inclusive discussion that takes into account the national specificities of all Member States, including those located at the external borders of the EU. We should not adopt measures creating unnecessary division in the EU.

We are firmly convinced that the new legislative measures should be realistic, proportionate and non-discriminatory. They have to preserve the competitiveness of the EU road transport sector by not putting our companies in worse position than companies originating from third countries.

Our society and decision-makers are deeply involved in the debate on even more ambitious plans to tackle climate change. At the same time, the proposed legislative provisions of the MP I are clearly in contradiction with our efforts aimed at mitigating climate change and will make our businesses and people to pay more but achieve less.

The most evident and contradictory provisions in the proposals are the obligation for trucks to return regularly to the Member State of establishment, as well as the restriction on cabotage operations. According to initial calculations, these proposals will result in increased number of empty runs of trucks, which could generate additional hundred thousands of tons of CO<sub>2</sub> emissions per year. This clearly goes against the efforts to implement the ambitious EU climate policy.

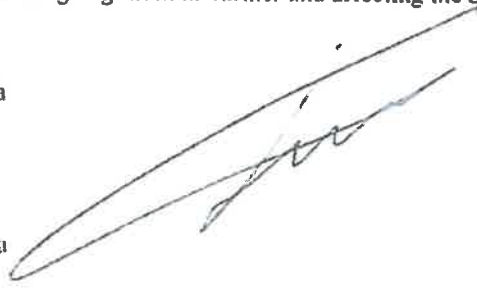
Other proposals lacking proper assessment are related to Rome I regulation and classifying transport operations into those covered and not covered by posting of workers provisions. They are contradictory to the EU basic freedoms and will have negative impact on the Single Market. Moreover, they fail to adhere to the EU Strategic Agenda 2019- 2024, which points out the need for the EU to properly utilize the potential of a half a billion people's market, particularly in the area of services.

While the legislative process is entering into the final stage, unfortunately, the initial goals of the MP I have been lost.

We expect that during negotiation process it will be possible to find better, well-assessed and acceptable solutions for all Member States to effectively and adequately modernize the European road transport sector, increase competitiveness, preserve the Single Market and reach ambitious climate change goals.

The Prime Ministers of Bulgaria, Hungary, Latvia, Lithuania, Poland and Romania call on the co-legislators and the European Commission to carefully re-assess the proposals related to the MP I and conduct impact assessments of all critical legislative amendments before advancing negotiations further and affecting the Single Market.

Mr. Boyko Borissov, Prime Minister of Bulgaria



Ms. Viorica Dăncilă, Prime Minister of Romania



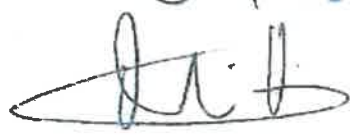
Mr. Krišjānis Kariņš, Prime Minister of the Republic of Latvia



Mr. Mateusz Morawiecki, President of the Council of Ministers of the Republic of Poland



Mr. Viktor Orbán, Prime Minister of Hungary



Mr. Saulius Skvernelis, Prime Minister of the Republic of Lithuania

