



JOINT STATEMENT

Undersigned road transport associations from Eastern and Western Europe, following up on previous discussions and information exchanges with representatives of EU leadership and national governments, reiterate that protection of EU internal market should be considered as priority and institutional responsibility of European and national authorities.

Support to Ukraine is a commitment, which we strive to comply with. Nevertheless, we consider measures taken by EU particularly in area of road freight transport as suboptimal and threatening to EU internal market and its resiliency. Similarly, as in agricultural sphere, measures adopted by EU went beyond its original intentions and aside of benefits are causing significant harms internally.

We would like to remind that facts clearly show that the set liberal conditions for market access for Ukrainian carriers need to be revised. 46% of empty entering trucks, their 40-day stay on

EU territory and an increase in the number of Ukrainian carriers with access to the EU market by 8,000 are clear signs of overuse of the set rules. In addition, we must not overlook the importance for Ukrainian carriers of access to the ECMT multilateral license quota (475 ECMT basic licenses, equivalent to 5,550 annual licenses), which enables legally established carriers to provide transport services that are different from and complementary to those covered by bilateral quotas.

Therefore, we urge EU Council to accept voice of its corporate citizens and adjust EU-Ukraine Agreement on Road Transport in a way, that EU single internal market remains protected, and rules are properly enforced. We truly believe, this can be done without compromising our help to Ukraine. System of quotas is well known and implemented among countries, tested over decades, understood widely, and fine-tuned over time. Ukraine necessities for increased volume of road transport for their export and import can be achieved by increasing volumes of bilateral quotas, to any reasonable and justified levels.

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