



**Mr. François Hollande**  
**President of France**

**Joint RESOLUTION**  
**adopted by**

**ANTRAM (Portugal), ASTIC (Spain), AEBTRI (Bulgaria),  
CESMAD BOHEMIA (Czech Republic), CESMAD Slovakia (Slovakia),  
ERAA (Estonia), LATVIJAS AUTO (Latvia), LINAVA (Lithuania),  
MKFE (Hungary), UNTRR (Romania) and ZMPD (Poland)**

The road transport operators appeal to the French Authorities to withdraw the Loi Macron provisions in relation to the minimum wage and new administrative requirements applicable to foreign drivers who transport goods to/from France and perform cabotage operations there. New French legislation in international transport creates huge administrative burden and financial costs, mainly for road transport operators established outside France.

Inclusion of drivers employed by foreign enterprises in other EU Member States into the Loi Macron rules violates our sense of sovereignty. When our countries joined the European Union we welcomed its fundamental freedoms like the free movement of goods and services. With great understanding and favor we accepted French investments in our countries and made great efforts, took the risk to compete on the common European market.

The Loi Macron rules are in our opinion against basic European rules, may destroy our bilateral cooperation, badly influence our trade exchange. The European Union was created to be a community of common economic interests, a community where each country sacrificed a part of their own benefits to create a common wealth. The Loi Macron is a step backwards, an attempt to impose your own particular interests on others. We cannot stay passive and allow for this dictate of some Member States over others.

One cannot forget that the highly mobile nature of work in international road transport raises particular legal questions and difficulties when it comes to the application of rules for posting of workers which were in fact implemented by the Loi Macron. Therefore the issue will be addressed through sector specific EU legislation aimed at improving the functioning of the internal road transport market.

We believe the French internal rules in transport under slogans on workers' rights or fights against abuses bring only restrictions in economic activities performed by foreign operators and are in fact the state aid for French carriers. Your government effectively supports your own entrepre-

neurs regardless consequences this activity actually brings to other countries. We are deeply disappointed by the protectionist measures of the French government. We otherwise imagined and understood the freedom of economic activity.

The Loi Macron simply undermines the confidence of workers to employers, suggests that in other countries drivers are economically discriminated. This is extremely harmful assessment. We also suffer from a shortage of qualified drivers, therefore if we want to keep them in our countries they have to be paid better than in other sectors. Due to German and French protectionist measures we are now under pressure of our trade unions. In no way we deserve such a reaction.

Foreign operators constantly improve and invest in their fleet. These investments are also for social purposes, to upgrade the driver's standard of work and life. Generating this social conflict between our employers and employees is perceived by us as a great mistake of your legislators. Once the French law is legally binding our operators will need to prepare documentation in three languages – national, German (as MiLoG is already in force) and French. This concerns drivers' working time in each country and adequate payment lists. We have to establish a representative in France, translate required documentation and keep it there. Rules are still unclear, there is very little help from your administration. This is great administrative, organizational and financial burden, incomparable to the costs of the minimum wage as such.

We do respect our French partners. We would never suggest how much they should pay their employees, for example, in Warsaw, Budapest, Vilnius or in Paris. The time will come and salaries of our employees will align. This is our common goal. However, this alignment must come from our real possibilities and our own decisions, not from other governments' expectations.

Once again we call on you to withdraw the Loi Macron rules in transport. This law is inadequate, unfair, limits the European freedoms and will bring us all only negative consequences. No country in Europe restrains the economic activity the way France did with its Loi Macron.

