CABOTAGE IN FREIGHT ROAD TRANSPORT IN EUROPEAN UNION

Summary

Transport system of the European Union is at present highly integrated technically, however forwarding markets do not realize well the regulatory function on account supports of artificial barriers. The introduction of rules of the give-and-take of goods, persons, services and the capital had a fundamental meaning at the drift of the restriction of the economic exchange in the transport. Liberalization of forwarding services had to serve to the radical introduction of the access to international markets.

In December the year 1989 one accepted regulations in the matter of the freedom of the road-cabotage. In the period from 1.07.1990 to 31.12.1992 the year one introduced experimentally the contingent of community permissions on cabotage-transports accepting the limit of 15000 bimonthly permissions. This limit had to be what a year increased depending on the dynamics of transports in every member country.

In the period of being obligatory of contingents on cabotage-transports i.e. from the second half the year 1990 to the second half the year 1998 the transport-work performed in national transports grown up considerably, from 176 millions tkm to 10 517 tkm. In 1997 the transport-work performed in national transports was 300 times greater and the transport-work in the international transport 70 times greater than the transport-work performed in cabotage-transports.

After the entry of new states to the European Union from 1st May 2004 one began to differentiate so called the cabotage great, marking transports among each Union countries, and the small coasting trade which marked transports of the inside foreign member state EU.

In the accessional treaty, one foresaw transition periods for each states ascending to community structures, bearings upon exercises of the cabotage. As result of the negotiation one fixed that in this period the polish market of the road service would be inaccessible for union transport agents as well as for transport agents of other states new countries to the european union.

Only from 1st May 2009 Polish transport agents will obtain the full accessibility to internal markets of forwarding remaining Union states, when this will elapse the five-year-old transition period. Poland reporting behind full of liberalization of the market of the road service, promoted the compromising proposal which prepared by the leader-ship of Slovenia. Advocates as full cabotage on the ground UE, besides new member countries of the European Union are also Holland, Belgium, Luxemburg, Portugal, Ireland and Denmark.