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Honourable Members,

Thank you for your letter of 13 July 2018 in which you reiterate your concerns about the uncoordinated application of Member States' minimum wage requirements to the road transport sector. I can only welcome your commitment for more legal certainty in this field. I also take note of your reiterated appeal to follow up on the infringement procedures against Germany, France and Austria. Indeed, the suspension of the infringement procedures was linked to progress on the legislative proposal which is part of Mobility Package I, for a *lex specialis* on posting of workers in the road sector.

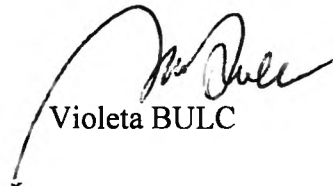
Following the failure to reach a general approach in the Transport Council on 7 June and the vote in the European Parliament's plenary of 4 July rejecting the draft mandate to negotiate three proposals of Mobility package I with the Council, we are currently assessing all options in view of progressing on the matter.

However, I would like to underline that a ruling of the Court of Justice of the European Union would only assess the compatibility of the legislation of Member States with EU law, but it would not guarantee a harmonized approach for the application of the minimum wage to road transport by the Member States. Only EU legislation can contribute to the objective of preserving the good functioning of the internal market while ensuring adequate working conditions for drivers.

I am convinced that an agreement on the proposal for a legislative solution, i.e. the *lex specialis*, can still be reached before the end of the term of the European Parliament in 2019. I count on the rapporteurs and shadow rapporteurs, on the good cooperation between the Members of the TRAN and EMPL committees, and on all of you, to resume discussions immediately after the summer break and reach a common understanding on this file. Our objective should be a vote in a plenary meeting of the Parliament as soon as possible and in any case before the end of the year.

It will be possible to reach this objective only if we work altogether on a balanced solution. As I already emphasized in the debate on Mobility Package I which took place in Strasbourg on 3 July, the solution can be neither the full inclusion nor the full exclusion of international transport operations from posting rules.

Yours faithfully,



Violeta BULC