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From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
On:	8 July 2025
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Subject:	Council Decision on the conclusion of the Agreement amending the Agreement between the European Union and Ukraine on the carriage of freight by road of 29 June 2022 - Statement by Poland

Delegations will find attached a statement by Poland to be included in the minutes of the Permanent Representatives Committee and of the Council upon adoption of the abovementioned proposal.

ANNEX

Statement by Poland concerning the Council Decision on the conclusion of the Agreement amending the
Agreement between the European Union and Ukraine on the carriage of freight by road of 29 June 2022

Poland consistently provides comprehensive support for Ukraine in its struggle against the aggressor. However, it would expressly point out that the functioning of the *Agreement between the European Union and Ukraine on the carriage of freight by road* has hitherto had adverse consequences for the Polish road transport industry and has exacerbated the disparate conditions for the international carriage of goods by road.

Poland appreciates the fact that the content of the *Agreement* has been amended, improving the monitoring of its functioning and the enforcement of the existing rules. Nevertheless, the changes introduced more than a year ago have proven insufficient in practice to prevent the occurrence and persistence of serious competitive imbalances in the EU transport market.

The share of Ukrainian hauliers in traffic across the Polish-Ukrainian border currently exceeds 92%, which unequivocally confirms that the *Agreement*, in its current form, is also perpetuating inequality between the parties in terms of their access to the road haulage market; moreover, the increase in trade is leading to uneven growth in the share accounted for by the hauliers of only one of the parties. Furthermore, it is notable that the share of unladen transport entering the European Union via Poland amounts to almost 45% of Ukrainian hauliers, contrary to the initial intentions of the *Agreement*, which aimed to facilitate the export of goods from the territory of war-torn Ukraine.

In terms of costs, EU hauliers are unable to compete on an equal footing with Ukrainian hauliers, which are not fully covered by the EU legislation affecting, among other things, the costs of running a transport undertaking, but which – as a result of the *Agreement* – have been accorded identical rights for bilateral and transit operations, which constitute a significant part of the EU-Ukraine haulage market.

In the light of the above, despite the positive response to the amendments introduced to the *Agreement*, Poland opposes the conclusion of the *Agreement amending the Agreement between the European Union and Ukraine on the carriage of freight by road of 29 June 2022*.