

Summary on the findings of:
**Quantitative analysis of cabotage
in Austria**

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Current studies from the Scandinavian countries as well as the EUROSTAT statistics prove that cabotage has been on the increase in recent years. On behalf of the working group of international road transport operators of Austria, the trade union vida, as well as the Transport and Logistics Division within the Austrian Federal Economic Chamber, the Institute for Transport and Logistics Management conducted a neutral quantitative assessment of the extent of cabotage journeys in Austria.

With the help of dynamic data from the high-level road network, a method of analysis was undertaken to determine the number and the proportion of cabotage journeys in Austria. Based on 14,908,913 individual journeys of **foreign vehicles** in Austria liable for toll over 3.5t between January and July 2016, a quantitative evaluation logic was used within a simulation model to obtain one realistic, one maximum and one minimum scenario of cabotage activities in Austria, considering manifold interdependencies, such as the number of empty runs, partial loads, fuel stops and resting times (Table 1).

The proportion of cabotage in national traffic is **between 18.52% and 23.68%**. In the realistic scenario, this is 21.73%.

	Assumptions			Proportion of cabotage	
	Empty runs	Partial loads (2x)	Partial loads (3x)	In relation to all transports (incl. bilateral and transit)	In relation to national transports with Austrian trucks
Maximum scenario	10%	3%	1%	11.22%	23.68%
Realistic scenario	20%	7.50%	3%	10.67%	21.73%
Minimum scenario	30%	10%	5%	9.4%	18.52%

Table 1: Proportion of cabotage in Austria – results of the quantitative simulation

From the equivalent vehicles required for domestic transports, the proportions of cabotage, as well as the damages per vehicle substituted due to cabotage, the total damages of cabotage can be calculated for each of the scenarios. Furthermore, the negative effects of cabotage on employment can be shown (Table 2).

	Cabotage	Vehicle equivalents (Austria)	Vehicle equivalents (Austria cabotage)	Damages per vehicle	Total damages of cabotage	Employees per truck	Lost jobs due to cabotage
Maximum scenario	23.68%	45,264	10,718	€ 50,547	€ 541,791,014	1.44	15,435
Realistic scenario	21.73%	45,264	9,836	€ 50,547	€ 497,175,622	1.44	14,164
Minimum scenario	18.52%	45,264	8,383	€ 50,547	€ 423,731,824	1.44	12,071

Table 2: Calculation of the total damage of cabotage and effects on employment

The proportion of **illegal cabotage** of trucks over 3.5t within the realistic scenario is assumed to be 1.07% of all transports in Austria (incl. bilateral transports and transit), 2.13% of national transports with Austrian trucks, or 3.28% of national transports in Austrian commercial freight traffic. The fact that illegal cabotage is done systematically is shown by foreign vehicles which have made more than 300 journeys within one month.

The fundamental results of the study are as follows:

- The EUROSTAT statistics considerably underestimate cabotage in Austria.
- The proportion of cabotage in national traffic is **between 18.52% and 23.68%**.
- There is a noteworthy incidence of illegal cabotage. Based on individual journeys, we estimate this at least to be 3.28% of national transports in the Austrian commercial freight traffic with trucks over 3.5t.
- Cabotage provisions are unclear or lack precision:
 - How to treat several unloading and loading operations?
 - Application of rules on posting of workers?
 - Lack in precision regarding inspections and inspection documents
- Controls on cabotage are inadequate and rules not enforceable

To improve the situation regarding the number of illegal cabotage as well as to hamper the negative economic effects of uncontrolled and underestimated cabotage activities in general, we therefore propose to introduce on EU-level:

- A clearly defined, uniform and binding set of rules for cabotage activities that is applied in all Member States in the same way. The idea of further liberalisation of cabotage is opposed as long as social and economic framework conditions differ throughout the EU.
- In this regard, we also oppose considerations to remove the maximum number of cabotage operations (currently 3), while reducing the maximum period for cabotage operations (currently 7 days). This measure would lead to a complete liberalisation of cabotage operations.
- Effective monitoring and controlling mechanisms have to be put in place to support the enforcement of cabotage rules. Advocate methods of inspection should be created for cabotage on the EU level, e.g. using technical facilities such as digital tachographs equipped with a Global Navigation Satellite System and a compulsory cabotage control form with consecutive numbering. Units specialised in cabotage could carry out focused checks in order to at least create a certain deterrent effect for illegal cabotage. To improve cabotage statistics, the toll data of motorway operators should be consulted.
- Harmonized sanctions should be imposed in case of infringements of these rules in a way that they also guarantee effectiveness in infringement prevention.