

# New conflict of laws rule for minimum wages in road transport: UPDATE

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On 10 June conflictolaws.net posted a [piece](#) about ‘new conflict of laws rule for minimum wages in road transport’. At that time it seemed that the EU institutions still needed to overcome severe difficulties. However, fully according to the course of events around this very unpredictable file, on 10 July the institutions officially reached a compromise: the [directive with conflict of law rules for road transport](#) was finally has adopted and it will enter into force 18 months after publication in the EU’s Official Journal.

In short about these conflict of law rules: 1) Transit operations do not fall under the [Posting of Working Directive](#) and the labour conditions, i.a. minimum wages, cannot be applied to this type of transport; 2) Cabotage operations do fall under the Posting of Working Directive and the labour conditions should be guaranteed to this type of transport (‘guaranteed’ because this only needs to be done in case these conditions are more favourable to the lorry driver, see Article 3 section 7 Posting of Working Directive); 3) Bilateral operations do not fall under the Posting of Working Directive, and some correlated crosstrade operations do not either; 4) Crosstrade operations are supposed to fall under the Posting of Working Directive (however, a clear rule about this is lacking and provokes many questions).