

VAŽNO SAOPŠTENJE

Od početka 2026. godine, tačnije prekida protesta prevoznika koji je sproveden zbog diskriminatornog položaja profesionalnih vozača i prevoznika sa Zapadnog Balkana u odnosu na iste iz zemalja Evropske unije, a zbog ograničenog perioda boravka u zemljama Šengena, PU "Međunarodni transport", Beograd je intenzivno radilo sa nadležnim institucijama Republike Srbije ali i sa kolegama iz Bosne i Hercegovine, Crne Gore i Severne Makedonije da se kroz Radne grupe koje je pokrenula Evropska komisija po ovom pitanju, pronađe optimalno rešenje za profesionalne vozače do donošenja pravnih akata kojima će se implementirati Vizna strategija EU. Međutim, šest meseci kasnije nije pronađeno rešenje za profesionalne vozače i prevoznike sa Zapadnog Balkana.

Na poslednjem zajedničkom sastanku udruženja prevoznika iz Bosne i Hercegovine, Crne Gore, Severne Makedonije i Srbije donet je zajednički stav da su prevoznici iz regiona jedinstveni i da će istrajati u borbi za pravo na rad i normalan život vozača. Kao odgovor Direktorata za migracije i unutrašnja pitanja EU – DG HOME na zajedničko pismo udruženja prevoznika, je navedeno da je potrebno da u skladu sa propisima Šengena profesionalni vozači i prevoznici usklade svoje poslovanje. Na osnovu pomenutog odgovora može se zaključiti da Evropska komisija nema rešenje koje će u narednom periodu rešiti ovaj gorući problem te da su prevoznici kao i njihovi zaposleni vozači sa Zapadnog Balkana prepušteni sami sebi.

Kako odgovor DG HOME nije dao nikakve naznake za pozitivne promene, prevoznici ostaju pri dogovoru sa zajedničkog sastanka da će ukoliko do rešenja ne dođe, prevoznici se ponovo sastati nakon 10. avgusta 2026. godine na kome će se usaglasiti oko daljih koraka koje će biti prinuđeni da preduzmu. Jedinstven stav svih je da ne žele da svoje firme sele u zemlje EU, da će po svaku cenu sačuvati svoje radnike i firme sa kojima posluju više decenija i da neće dozvoliti da se vozači svrstavaju u rizične grupe putnika dok su na svojim radnim zadacima uz teretna vozila.

Problem ograničenog boravka profesionalnih vozača u zemljama Šengena nije samo problem vozača niti samo problem prevoznika, ovo je problem svih grana privrede koje se oslanjaju na međunarodni drumski transport. Iz tog razloga ovim putem ponovo pozivamo sve privrednike, čije poslovanje je usko povezano za međunarodnim drumskim transportom, da urgentno informišu svoje poslovne partnere, matične kompanije, ambasade, privredne komore i ostale nadležne institucije i organizacije iz zemalja članica EU, da se već od avgusta meseca očekuju ozbiljni poremećaji u lancu snabdevanja. Prevoznici sa Zapadnog Balkana ne mole za podršku već istu očekuju te je veoma potrebno da se sve pogođene strane aktivno uključe u zahtevima ka Evropskoj komisiji.

Očekujemo od svih privrednika da se u narednim danima angažuju u rešavanju ovog problema jer se očekuje da će od avgusta meseca ove godine većina vozača imati već prekoračen broj dana dozvoljenog boravka u zemljama Šengena (više od 90 dana) i da vozilima koja prevoze robu u međunarodnom drumskom saobraćaju neće imati ko da upravlja.

Ako je profesionalni vozač sa Zapadnog Balkana 90 dana bezbedan po EU, zašto 91. dana postaje pretnja po EU, hapsi se, deportuje i zabranjuje mu se ulaz u Šengen, pitanje je na koje niko nema odgovora pa ni Evropska komisija.

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Odgovor Direktorata za migracije i unutrašnja pitanja EU – DG HOME



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MIGRATION AND HOME AFFAIRS

Director General

Brussels

Mr Neđo Mandić
MT- Serbian Association of
International Road Hauliers
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Dear Mr Mandić,

Thank you for the letters of the Serbian Association of International Road Hauliers and the common letter of transport associations from Bosnia and Herzegovina, Montenegro, North Macedonia, and Serbia addressed to Commissioner Brunner, on whose behalf I am pleased to reply.

You express dissatisfaction both about the Entry/Exit System's (EES) impact on professional drivers and the way the EU handles this matter, which in your view implies the risk of further organised blockades by drivers in August if no solution should be found by then.

For the EU, the full entry into operations of the EES on 10 April 2026 marked a significant milestone, representing an important shift towards a modern and digital external border management, thereby enhancing the effectiveness of security checks, including by systematically detecting overstays.

The Commission is very well aware of the significant impact of the enforcement of the rules on the sector, notably thanks to extensive contacts with the affected parties, including professional drivers' association. We have therefore considered various ideas, including the exception of professional drivers from registration in the EES. These are unfortunately not a viable short-term solution, given not only the time needed for the ordinary EU legislative procedure and the absence of general support from Member States for such an approach, but also the fact that a mere exemption from EES registration would not do away with the maximum duration of stay in the Schengen area of 90 in any 180 days.

As a medium-term option, the Commission is exploring with Member States pragmatic solutions to facilitate the operations of professionals who rely on high mobility within the Schengen area, such as professional drivers, as announced in the Visa Strategy published on 29 January. This requires legislation to be decided by the Council and the European Parliament and therefore will need time. Discussions with Member States have started and we will continue to explore solutions and avenues to address this issue that could take the form of an EU short-stay permit.

For the short-term the Commission has communicated to all stakeholders that the EES is being implemented as planned and there will be no regulatory changes at EU level on that matter in the next months. Therefore, it is important that professional drivers and the companies that employ them comply with the Schengen Borders Code and adapt to the fact of systematic registration in the EES as of 10 April, and to a limited duration of stay in the Schengen area. In the same way, economic operators within and outside the EU should adapt their relevant business processes to this new reality.

A solution that is already available to drivers and their companies, is for Member States to issue long-stay visa or residence permits to drivers. Holders of such permits would not be EES-registered. They have a right to stay in the Member State that issued the permit for its entire duration and may stay in other Schengen Member States for a period of 90 within any 180 days.

I would also like to underline that we are aware of cases of forced removals of drivers who overstayed and were given entry bans. I can inform you that we encourage Member States to carefully consider the specific circumstances of each case and give preference to voluntary compliance over forced return, where possible.

Let me conclude by saying that the Commission is closely following developments on the practical implications for supply chains and keeps the communication lines open to impacted stakeholders. We recognise the critical role of road transport, which accounts for around 80% of trade with the region. For the EU, maintaining stable and uninterrupted supply chains – particularly those operating on just-in-time productions models, such as in the automotive sector – is essential.

Yours sincerely,

Beate GMINDER

