

EUROPEAN ETHICAL TRANSPORT CHARTER

Constitutional Charter v3.0 - Human first. Fair relationships. Strong transport.

Purpose

Transport is performed by people. MOVETHICS exists to make the commercial and operational relationships around them fairer, clearer and more resilient. The Charter is deliberately short: it sets boundaries. The Fair Transport Standard translates them into measurable requirements.

Signing is a public commitment, not a certification. Asymmetry is not misconduct. Mandatory law always prevails. MOVETHICS does not set or coordinate transport prices, margins or minimum rates.

The 10 constitutional rules

1. Law is the floor

No tender, contract, order, platform rule or internal process may displace mandatory law. Where national law is stricter, the stricter rule applies.

2. Transport is human

Operational efficiency must never depend on unsafe schedules, invisible work, degrading conditions or pressure on drivers and operators to absorb failures they did not create.

3. Responsibility follows control

The party that controls a decision, site, schedule, instruction, data flow or commercial consequence should carry a proportionate share of the risk created by that control.

4. Payment follows performance

A performed transport should not become free financing for the buyer. Administrative steps, unnecessary paper originals, portal validation or unrelated disputes must not artificially postpone undisputed payment.

5. Waiting is capacity

Driver time, vehicle time and reserved capacity are real economic resources. Waiting outside the carrier's control must be visible and handled through a simple, predictable mechanism.

6. Penalties require prior knowledge and due process

Material financial consequences must be disclosed before delivery - preferably before load acceptance - and must be specific, attributable, evidenced, proportionate and challengeable. Disputed claims must not freeze undisputed transport revenue.

7. Reserved capacity requires reciprocal commitment

If a carrier must reserve annual, weekly or daily capacity, the ordering party must provide meaningful reciprocal protection: volume commitment, capacity reservation payment, take-or-pay, cancellation protection or equivalent safeguard.

8. The chain must remain visible

The physical carrier must be identifiable. Re-subcontracting may not create an uncontrolled cascade. Further subcontracting must be authorised, traceable and subject to equivalent obligations.

9. The right to say no must be real

A carrier must be able to reject an unsafe, unlawful, materially changed or commercially unacceptable operation without automatic retaliation or hidden loss of future access.

10. Sustainable transport must sustain the people who perform it

Green transition costs and public support should be allocated transparently across the chain. Verified modal shift and real low-emission execution should be rewarded, not achieved by pushing all transition cost downstream.

The Charter protects the relationship by making control, consequence and accountability visible. It is not anti-shipper, anti-carrier or anti-intermediary. It is anti-opacity, anti-uncontrolled risk transfer and anti-unfair pressure.