



Cost crisis in automotive logistics

The CETM Carriers Association warns of an 11% increase in operating costs and demands urgent measures from the Government

NEWSROOM

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The CETM Transportevehículos (Spanish Confederation of Freight Transport Companies) denounces that the 30% increase in fuel prices following the conflict in the Middle East jeopardizes the sector's viability. The employers' association demands direct aid from the Spanish government and the immediate application of price revision clauses to shippers.

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La CETM Portavehículos y Logística de la Automoción has issued an urgent alert about the critical situation facing vehicle transport due to the rise in fuel prices following the outbreak of the conflict in Oriente Próximo. The sector demands Gobierno. The shippers have already taken immediate measures to avoid operational collapse and ensure fleet distribution.

Economic impact: Fuel prices rise 30% in just a few weeks

The cost structure of vehicle transport companies has been severely impacted. In just a few weeks, fuel prices have risen by more than... **30 cents per liter**, which represents an increase of close to **30%**. This scenario is especially serious considering that fuel already accounts for approximately 1% **40% of operating costs** totals of the companies in the sector.

As a direct consequence, overall operating costs have increased by **11%**. According to the employers' association, many companies are absorbing this impact without immediate compensation, which is creating unsustainable pressure on their liquidity. Frank Schnelle, executive director of the European vehicle logistics association ECG, stresses that *"When adjustment mechanisms are applied months later, logistics companies are forced to absorb those costs, jeopardizing their viability."*

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Cost Indicator	Impact / Value
Fuel price increase	+30 cents/liter (~30%)
Fuel cost in operating costs	40%
Total increase in operating costs	11%

Risk of supply shortages and fleet paralysis

La CETM Portavehículos It warns that the lack of profitability is forcing some carriers to park their trucks due to their inability to cover daily refueling costs. This reduction in transport capacity comes at a time of high demand for vehicle distribution, jeopardizing contractual commitments with **manufacturers and importers**.

Pedro Ruiz, President of the CETM Portavehículos y Logística de la AutomociónHe has been emphatic: *"If urgent measures are not taken, the reduction in the sector's capacity could prevent manufacturers and importers from positioning their vehicles in the market in a timely manner."*The association emphasizes that transport is an essential and irreplaceable link in the automotive value chain.

Demands on the Government and the shippers

To halt this trend, the employers' association has put forward a series of urgent demands addressed to both the public administration and its direct clients:

- Application of Royal Decree-Law 3/2022:** They request that shippers effectively apply the fuel-linked transport price review clause, adjusting the calculation to the actual time of service.
- More frequent check-ups:** They request the elimination of quarterly mechanisms and their replacement with

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more frequent updates that reflect market volatility.

- **Direct aid:** They ask the Gobierno Subsidies in the form of cents per liter, retroactive, similar to those implemented in 2022.
- **Operating efficiency:** It is urgent to put an end to unproductive waiting and stoppages in logistics yards and ports, which deteriorate the profitability of the carrier.



Key points and frequently asked questions about the car carrier crisis

Why have operating costs increased by 11%?

Because fuel prices have risen 30% in just a few weeks following the conflict in Oriente Próximo, affecting a structure where fuel represents 40% of total expenses.

What measures are they requesting from the Spanish Government?

The adoption of direct aid per liter of fuel retroactively, replicating the support model that was used during the 2022 energy crisis.

How does this situation affect car manufacturers?

There is an imminent risk of a shortage of trucks available to move fleets, which would prevent new vehicles from reaching dealerships and end markets within the planned timeframes.

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