

**Question for written answer E-002459/2019  
to the Commission**

Rule 138

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Subject: Situation in Brenner

On 5 July 2019, Austrian Tyrol introduced a transit ban on the A12 motorway, between Kufstein and Zirl, for industrial vehicles weighing more than 7.5 tonnes; the ban will apply from October 2019 for vehicles with engines with outputs lower than the Euro V standard and from 2021 for vehicles with engines with outputs lower than the Euro VI standard<sup>1</sup>.

That measure comes on top of the weekend restrictions already in force and the general night ban.

The slowing of the transit of Italian goods to Germany and the rest of northern Europe is expected to get worse in the near future because of further commodity bans that will come into force progressively from August 2019. It is estimated that for the directly affected sectors alone – in 2018 alone – the value of transported goods came to EUR 137 billion.

1. In the light of these facts, does the Commission consider that Tyrol has taken a unilateral position, violating freedom of movement within the EU and severely disrupting the functioning of the internal market?
2. Should such restrictions not be limited to being applicable only in exceptional circumstances? Should transport in Brenner, the main axis for trade between northern and southern Europe, not be managed jointly, involving all the regions concerned?

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<sup>1</sup> <http://www.trasportoeuropa.it/index.php/infrastrutture/tutte-infrastrutture/20392-austria-fermera-camion-sotto-euro-vi-al-brennero>