

(English version)

Question for written answer E-001655/22
to the Commission
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(3 May 2022)

Subject: Implementation and enforcement of Mobility Package I

The growing demand for transport services in the EU and the entry into force of the Mobility Package I provisions require affected businesses, especially small and medium-sized enterprises, to adapt swiftly, despite the continuing lack of professional drivers and the fact that the sector is still very much affected by the pandemic, and is now facing difficulties arising from the war in Ukraine.

We welcome the objectives of Mobility Package I, however, since its coming into effect, we have observed some inconsistencies and difficulties deriving from its current implementation and enforcement, such as the lack of flexibility during the pandemic and the war in Ukraine related to the resting and driving times of hauliers, the restrictions imposed on cabotage operations and mandatory returns of vehicles.

In this regard, we would like to ask the Commission the following questions:

1. What are its preliminary observations on the implementation and enforcement of Mobility Package I?
2. What is the feedback provided by the Member States, the relevant stakeholders and businesses?
3. How does it plan to ensure consistency between Mobility Package I and the Fit for 55 Package?

Answer given by Ms Vălean on behalf of the European Commission
(4 July 2022)

The Mobility Package I (MPI) is fully applicable only since 21 February 2022 and it is too early to assess its implementation and enforcement or to provide any overview of feedback received as to its application.

MPI provides for a number of reporting obligations from Member States. Based on this reporting, the Commission submits several reports on a periodic basis ⁽¹⁾.

Until now, in order to facilitate enforcement and implementation of MPI, the Commission has concentrated on providing guidance, developing a multilingual electronic online tool for administrative cooperation and mutual assistance between competent authorities, organising training in cooperation with the European Labour Agency and adopting the necessary secondary legislation ⁽²⁾.

As part of the Fit for 55 package, the Commission proposed to extend the scope of emission trading (ETS) to road transport. The Mobility Package I is fully compatible with this extension.

The amended Eurovignette Directive was adopted on 17 February 2022 ⁽³⁾ and entered into force on 24 March 2022. In order to ensure coherence and avoid any duplication with the forthcoming Emissions Trading System (ETS), the Eurovignette Directive has safeguards in the form of review clauses.

The Commission will have to assess this coherence within 5 years and, where appropriate, propose to amend the provisions of the Eurovignette Directive.

If the Eurovignette Directive is not amended by 2027 and an ETS for road is in place, the Commission will update the values that can be charged for CO₂, taking into account the effective carbon price applied to road transport fuels in the EU. Thus, it will not be allowed to charge twice for the same CO₂ emissions.

⁽¹⁾ For instance, under Article 26 of Regulation (EC) No 1071/2009, the Commission submits every two years a report on the pursuit of the occupation of road transport operator.

⁽²⁾ Commission Implementing Regulation (EU) 2022/694 of 2 May 2022 amending Regulation (EU) 2016/403 as regards new serious infringements of the Union rules which may lead to the loss of good repute by the road transport operator (OJ L 129, 3.5.2022, p.22); Commission Implementing Regulation (EU) No 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regard the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p.33).

⁽³⁾ Directive (EU) 2022/738 of the European Parliament and of the Council of 6 April 2022 amending Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road (OJ L 137, 16.5.2022, p.1). This directive is part of the Mobility Package I.