

**Question for written answer E-003234/2013
to the Commission**

Rule 117

Hubert Pirker (PPE) and Georges Bach (PPE)

Subject: Mandatory uniform identification of commercially licensed and operated lorries throughout the EU

Regulation (EC) No 1072/2009 established a legal framework for cabotage transport operations that permits three cabotage transport operations, using the same vehicle, to be carried out within a seven-day period. The regulation aimed to establish a common legal framework for carrying out cabotage transport in the European Union, but not to enable foreign transport companies to be engaged in business operations on a permanent basis, which is clearly impossible because of the current diversity of economic and social framework conditions in relation to the transport network.

However, practice shows that controls over unauthorised cabotage transport are currently inadequate, so that any abuses go largely undetected. Monitoring and control options are still unsatisfactory, so that a major risk of illegal practices remains.

1. Pursuant to Article 17(3) of Regulation (EC) No 1072/2009, the Commission is obliged to produce a report on the state of the Community road transport market by the end of 2013. Among other things, the report is to contain an analysis of the market situation, including an evaluation of the effectiveness of controls. When will the Commission submit this report? Will this report be submitted prior to the possible presentation of a legislative proposal, so that it can also be evaluated in the European Parliament?
2. What is the Commission doing to render controls in relation to unauthorised cabotage transport simpler and more effective? What are these specific strategies and proposals that are to be discussed with the Member States?
3. What is the Commission's view of the proposal that the vehicles to be used for commercial transport should carry a plate or some other form of identification, so that their commercial use is clearly apparent? Is the Commission examining the possibility of such identification? If not, what alternatives exist for more efficient checks on illegal cabotage transport?