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.

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.

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 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.
