



Press Release

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Mobility Package I: European Commission publishes study results

European Enterprise Alliance welcomes the European Commission's initiative to assess the expected impacts of the vehicle's compulsory return to the Member State and the application of cabotage quotas in Mobility Package I that were not part of the Commission's proposal.

The two requirements – the compulsory return of the vehicle to the Member State of establishment every eight weeks and the application of cabotage quotas on international combined transport operations – were tabled by the European Parliament and the Council and adopted on July 15, 2020.

The Union of Entrepreneurs and Employers, an EEA member, raised concerns about the proposals' negative impact three years ago during a co-organized event by the European Parliament and the Permanent Representation of the Republic of Poland to the European Union.

'The aims of the Mobility Package was creating better social conditions and better enforceable market rules. Further cabotage restrictions beyond the Commission's proposal does not fulfil either purpose and is not justifiable' – concluded Marcin Nowacki, ZPP Vice President.

The new Commission's study shows that the mandatory return home of a truck combined with other measures will have a negative impact on climate. There should be no room for compromising the European Green Deal by the Social Pillar, especially when such a compromise results in an extra 3,3 million tonnes of CO2 emissions annually.

'There is no justification for the requirement of the vehicle's return. It's a physical tool that does not require social protection. When used as a market protection mechanism, it substantially counteracts EU's climate goals making the provision self-contradictory and hypocritical,' stated Agata Boutanos, ZPP Brussels Office Head.

'The figures are quite impressive,' Transport Commissioner Adina Vălean told POLITICO's Hanne Cokelaere in an interview, arguing the measures work against the Commission's climate priorities. The Commission's studies' conclusions largely undermine so-called compromise on drivers' rights and social standards of the legislators from the last year.

Commissioner Vălean wrote in letters to transport ministers and Members of the European Parliament calling on the Member States and the European Parliament to reflect on the projected negative impacts of the Mobility Package.

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