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**NOTE**

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From: General Secretariat of the Council  
To: Delegations

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Subject: The Mobility Package in the context of European Green Deal ambitions  
- Information from the Lithuanian delegation, supported by Bulgaria,  
Estonia, Cyprus, Latvia, Hungary, Malta, Poland and Romania

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Delegations will find in the Annex an information note from the Lithuanian delegation on the above subject, to be dealt with under "Any other business" at the Council (Environment) meeting on 20 December 2021.

**The Mobility Package in the context of European Green Deal ambitions**

**- Information from the Lithuanian delegation, supported by Bulgaria, Estonia, Cyprus, Latvia, Hungary, Malta, Poland and Romania -**

Lithuania, Bulgaria, Estonia, Cyprus, Latvia, Hungary, Malta, Poland and Romania would like to draw attention to the Declaration by the Commission 2020/C 252/01<sup>1</sup> regarding the Mobility Package I on road transport and the findings of the Commission's published Assessment<sup>2</sup>, which require further measures aiming to avoid contradiction and incompatibility with the ambitions of the European Green Deal and the EU 'Fit for 55' legislative package objectives.

The Declaration clearly states that, in the Commission's opinion, the Mobility Package I obligations of return of the vehicle to the Member State of establishment will lead to inefficiencies in the transport system and an increase in unnecessary emissions, pollution and congestion, while the restrictions on combined transport diminish its effectiveness to support multimodal freight operations.

Ahead of the date of application of the Mobility Package I provisions in February 2022, this year the Commission published an Assessment of the impacts of the obligation of regular return of the vehicle to the Member State of establishment (as established in the revised Regulation (EC) No 1071/2009 on access to the occupation of road transport operator).

The Assessment concludes that the obligation of return of the vehicle to the Member State of establishment would lead to up to 1.9 million new journeys in 2023. This would generate up to 2.9 million tonnes of additional CO<sub>2</sub> emissions (*note that these CO<sub>2</sub> emissions will incur additional costs for Member States if the road transport sector is included in the EU ETS*), up to 619 tonnes of NO<sub>x</sub> and 221 tonnes of PM<sub>2.5</sub> emissions in 2023. The related cost of air pollution due to negative health effects and other damages associated with an increase in NO<sub>x</sub> and PM<sub>2.5</sub> emissions would amount to up to EUR 25.9 million in 2023.

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<sup>1</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020C0731%2801%29>

<sup>2</sup> <https://op.europa.eu/en/publication-detail/-/publication/b35587b8-72a1-11eb-9ac9-01aa75ed71a1/language-en/format-PDF/source-244366994>

In this regard, the findings of the Assessment confirm the Commission's opinion that such Mobility Package elements are not in line with the ambitions of the European Green Deal of achieving a climate-neutral EU by 2050.

Securing the delivery of the EU 'Fit for 55' targets and recalling what was stated in the Commission's Declaration, we urge the Commission to provide information about the planned next steps and a possible way forward in order to amend the provisions of Mobility Package I, which contradict the ambitions of the European Green Deal and the objectives of the EU 'Fit for 55' legislative package.

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