

#BasketOfPriorities – Transport and Mobility 2022

Rapid and time-limited support measures for the transport sector to alleviate the energy price crisis, including the rise in oil prices

- Clear EU-level criteria and guidelines for Member States to allocate state aid for road transport sector are urgently needed covering both goods and passenger transport.
- Similar guidance from the Commission to Member States on state aid as in the COVID crisis
- In Finland, the general cost support model has been a quick, cost-effective and efficient means of dealing with the COVID crisis, thanks specifically to the Commission's guidelines.
- PSO regulation and procurement legislation to be taken into account in public transport to safeguard level playing field between the operators.

The competition law aspect of regulation on Multimodal Digital Mobility Services

- Sector-specific and concrete rules and/or regulatory procedures are needed on how and to what extent cooperation between market players is allowed, including on pricing.
- General competition law does not provide sufficient legal certainty for competitor cooperation and hub operations in the digital market, especially when implemented through direct cooperation or artificial intelligence.
- The transport sector therefore needs to create its own sector-specific limits on the permissible and prohibited conduct of a hub-and-spoke cartel model.

EU legislation changes: Fundamental implications for the automotive sector - The perspective of independent dealers and repairers

- Data act –sector-specific legislation needed on “access to in-vehicle data and resources” - The automotive industry wants sector-specific rules at EU level on the emissions of vehicles data market.
- The just published Data Act An important step in the right direction to safeguard the rights of independent businesses but needs to be accompanied by more precise sector-specific rules.
- Several groups, including representatives of car dealers, garages, car parts distributors, insurance companies and consumer organisations are calling on the European Commission to propose sectoral legislation on access to vehicle data before the end of this term in 2024.

Review of the regulation on CO₂ -standards for heavy vehicles

- The CO₂- standard regulation should not be extended to the largest and heaviest vehicle combinations in the future. In Finland, one third of the freight transport volume is already driven by combinations of vehicles over 68 tonnes.
- Simulations of average European conditions do not accurately reflect the heavy combinations in Finland. If the standard regulation also applies to the heaviest combinations, there is a risk that manufacturers will stop producing these vehicles altogether.
- As a result, transport efficiency would be reduced, traffic volumes would increase and energy consumption and emissions would rise. This is an undesirable effect for Finland and the EU as a whole.
- It would lead to a reduction in the efficiency of Finnish transport, an increase in traffic volumes and an increase in energy consumption and emissions. The effect is undesirable for Finland and the EU as a whole.

Review of the directive on Weights and Dimensions of Commercial Vehicles

- In the Nordic countries, the prevailing circumstances and needs have made it appropriate to allow longer and heavier combinations of vehicles for both national and cross-border transport
- Member States may authorise vehicles or vehicle combinations with deviating weights and/or dimensions listed in the directive on weights and dimensions on their territories.
- Such vehicles or vehicle combinations should also be allowed to circulate in cross-border operations between Member States. It follows from the economic and internal market objectives that such a transport operation across the border should not be prohibited between two Member States if both authorise it.
- The current situation concerning cross-border operations should be safeguarded also in the future. Without legal certainty in this matter, the result may be non-proportional internal market barriers for vehicles circulating between Member States.

Review of the directive on Driving Licences

- Lowering the general minimum age for lorry driving licences to 18 years.
- Tractor driving rights in the Directive as a separate category and an adequate level of requirements for the part of tractors used exclusively on the road, taking into account the speed categories of tractors (up to and above 40 km/h).
- A reduction of the minimum age to 21 years in the EU Driving licence directive for categories D(DE) without any km/line limit.
- Member State should also be able authorize to drive within its territory as from the age of 18 also without any km/line limit - in other words: the limit of 50 km line should be removed.
- Introducing into the EU Driving licence directive the possibility for workshop employees holding a C driving licence to move buses without passengers (for transfer or test drives for example).



FinMobility is the leading joint EU representative of Finnish employers' and business organisations in the mobility sector. Its' member organisations in Finland are Employers' Federation of Road Transport (ALT), Finnish Transport and Logistics (SKAL), The Finnish Bus and Coach Association (LAL), The Finnish Taxi Owners' Federation, The Finnish Central Organisation for Motor Trades and Repairs (AKL), The Infra Contractors Association (INFRA), The Finnish Driving Schools Association, The Association of Logistics Enterprises (LL) and Finnish Road Association.

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