

EU Objectives in Road Transport

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Introduction: EU Objectives in Road Transport



Central premise: The European Union's single market for road transport is governed by a comprehensive regulatory framework designed to pursue three overarching objectives:



ensuring fair competition



enhancing road safety



promoting environmental sustainability in line with the objectives of the European Green Deal.

Introduction: EU Objectives in Road Transport



2020

Mobility Package I

Key recent legislative development: The Mobility Package I, adopted in 2020 and implemented progressively thereafter, represents a significant reform of the EU road transport regulatory framework. Its provisions place particular emphasis on improving drivers' working and social conditions, ensuring fair competition, and combating abusive practices, including the establishment of so-called "letterbox companies".

Pillar 1: Social Regulations and Driving and Rest Periods



Driving and rest periods: Strict rules regarding the daily 9 hours of driving limits and mandatory breaks.



Smart Tachograph – Generation 2: The Smart Tachograph Version 2 has become a key instrument for monitoring the border crossings and the driver's activities.

Pillar 1: Social Regulations, Driving Times and Rest Periods



Drivers' duty to return home: The driver's duty to return to the company's operational centre or to their residence every 4 weeks.



The prohibition of taking the regular weekly rest period (45 hours) in the cab: The employer must provide accommodation and cover the cost.

Pillar 2: Market Access and Cabotage



Cabotage operations: Cabotage refers to the performance of domestic road transport operations within another EU Member State by a carrier established in a different Member State. Under the applicable rules, a maximum of three cabotage operations may be carried out within seven days, followed by a mandatory four-day cooling-off period before further cabotage operations may be conducted in the same country.



Deployment of drivers: Drivers engaged in cabotage operations or certain cross-border transport activities, excluding transit operations and bilateral transport must be paid at least the minimum wage of the country where they work.

Pillar 3: Decarbonization and Road Charging – The Eurovignette Framework



The Eurovignette Directive: Directive requires a shift from time-based charging (vignettes) to distance-based charging (kilometres travelled) for heavy-duty vehicles



CO₂-based road charging: Vehicles with higher emissions pay significantly higher road taxes.

Implementation of EU Digitalization and Road-Charging Objectives in Romania



Romania is progressively adapting its national transport regulatory framework to broader European developments concerning road charging, digitalisation, enforcement, and transparency.



TollRo – Romania’s Electronic Road-Charging System. What is TollRo? TollRo represents Romania’s approach to implementing a modern, distance-based road-charging system. The system is designed to use technologies such as GNSS (Global Navigation Satellite System) and/or DSRC (Dedicated Short-Range Communication) to determine road usage.

TollRo – Romania's Electronic Road-Charging System



The system is intended to apply to heavy vehicles, above 3.5 t.



Purpose: It replaces the old fixed road vignette for trucks by charging based on actual road use and CO2 emissions. Through this system, Romania is aligning itself with European road-charging standards, similar to systems such as Toll Collect from Germany or DKV/AS24).

The RO e-Transport System



What is it? It's a national system of **monitoring road transport of goods** within Romania, initially focused mainly on high-tax risk goods and subsequently extended to international transport



How does it operate? Each transport must be reported in the system before the journey begins, in order to obtain an unique tax code, generated by the Romanian National Tax Administration Agency (ANAF).

The RO e-Transport System



Connection with EU digitalization: Although it is a Romanian tax-initiative aimed at combating tax evasion and VAT fraud, it uses modern digital infrastructure, including the mandatory use of GPS systems on trucks for the transmission of the rute in real time, fitting into the EU's broader vision of the full digitalization of transport documents (e-CMR).

4. Conclusions



EU regulations are forcing the transportation industry to become greener, more digital and more socially responsible



Systems such as TollRo and e-Transport show that Romania is no longer merely an external implementer, but is rapidly digitalizing its tax and infrastructure control systems in order to align with Western European standards.

Operational costs for transport companies have increased, but road safety and tax transparency have also improved.