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## **The EU Mobility Package: interpretative notes - an Italian perspective**

On 16th March 2021, The Italian Ministry of Interior issued the Circular no. 300/A/2356/21/111/2/2, showing the main innovations introduced by the so-called "Mobility Package".

Among these important changes, we have to note Regulation 2020/1054, which introduces new obligations regarding maximum driving times, minimum breaks and rest periods.

The Regulation, entered into force since 20th August 2020, amends the previous Reg. 561/2006, by introducing greater flexibility of working hours and confirming the ban on weekly rest in the cabin.

Moreover, the Regulation forbids any bonus or increase of salary based on the distances traveled, the speed of delivery and/or the volume of goods transported anytime these are of such a nature as to endanger road safety.

The EU Commission is expected to publish on a dedicated website the list of all parking areas considered suitable for parking, in order to offer adequate and safe services for the drivers.

Other important provisions have been introduced by Regulation 2020/1055. In particular, the European rules on access to road haulage activities now applies to companies with vehicles of mass between 2,5 and 3,5 tons that carry out only international transports, while those who perform their activities exclusively with vehicles with a permissible laden mass of less than 3,5 tons exclusively in their Member State of establishment are excluded from such provision.

The new Regulation also provides clearer rules for cabotage by introducing a waiting period of 4 days before further cabotage operations can be carried out in the same state using the same vehicle.

Further provisions were introduced by Regulation 2020/1056 concerning electronic information on freight transport (eFTI) and by Directive 2020/1057, which establishes specific rules on the posting of drivers in the road transport sector, strengthening controls and cooperation within the EU.



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