



CLTM/BR8002/MBI

Brussels, 14 February 2022

## CABOTAGE AND COMBINED TRANSPORT

**Overview of the national transpositions of the application of cabotage rules to the domestic first and last road legs of a combined transport operation.**

### I. BACKGROUND

On 21 February 2022, Article 10.7 of [Regulation \(EC\) No 1072/2009](#), amended by [Regulation \(EU\) 1055/2020](#) will enter into force. Article 10.7 gives the Member States (MS) the possibility to apply the cabotage rules (Article 8 of the Regulation) to the domestic first and last road legs of a combined transport operation, to increase the cabotage period and decrease the cooling-off period.

Following several members' request, the IRU Secretariat launched a small survey on 21 January 2022 ([see CLTM/BR7923](#)). The first results can be found below.

### II. TRANSPOSITION IN THE MEMBER STATES

#### 1. Belgium

The decision lies with the Belgian regions and is not to be expected before the end of the year.

#### 2. Czech Republic

The Czech government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

#### 3. Denmark

The Danish government decided to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

#### 4. Estonia

The Estonian government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

#### 5. Finland

The Finnish government decided to apply the cabotage rules to the first and last domestic road legs of a combined transport operation. The new rules have been applied since 1 February 2022.

#### 6. France

Until further notice, the French government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation. However, the matter is being reviewed.

## **7. Germany**

Until further notice, the German government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

## **8. Ireland**

The Irish government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

## **9. Lithuania**

The Lithuanian government decided not to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

## **10. The Netherlands**

The Dutch government decided to apply the cabotage rules to the first and last domestic road legs of a combined transport operation. Implementing acts, including the number of days of the cabotage and cooling-off period are expected mid-2022.

## **11. Sweden**

The Swedish government decided to apply the cabotage rules to the first and last domestic road legs of a combined transport operation.

## **III. ACTION FOR MEMBERS**

Members are invited to actively use this information in their preparedness activities towards the entry into force of the new rules on access to the road haulage market on 21 February 2022 and keep the IRU Secretariat ([marc.billiet@iru.org](mailto:marc.billiet@iru.org)) informed of any new developments.

Members who have not yet done so are kindly invited to send the requested information on cabotage and combined transport (see [CLTM/BR7923](#)) to the IRU Secretariat ([marc.billiet@iru.org](mailto:marc.billiet@iru.org)) in the shortest possible delay.

IRU will publish an update of the survey results as soon as new information becomes available.

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