






# Procedure file

Basic information		
NLE - Non-legislative enactments	<a href="#">2022/0201(NLE)</a>	Procedure completed
EU/Moldova Agreement on the carriage of freight by road		
Subject 3.20.05 Road transport: passengers and freight 3.20.15.04 Road transport agreements and cooperation		
Geographical area Moldova		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 <a href="#">Transport and Tourism</a>	 <a href="#">MARINESCU</a> <a href="#">Marian-Jean</a>	17/05/2022
		Shadow rapporteur	
		 <a href="#">GHEORGHE Vlad</a>	
		 <a href="#">ZILE Roberts</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
	 <a href="#">International Trade</a>	The committee decided not to give an opinion.	
Council of the European Union European Commission	Commission DG <a href="#">Eurostat</a> <a href="#">Mobility and Transport</a>	Commissioner	

Key events			
17/06/2022	Preparatory document	<a href="#">COM(2022)0309</a>	Summary
15/07/2022	Legislative proposal published	11052/2022	
26/07/2022	Act adopted by Council after consultation of Parliament		
12/09/2022	Committee referral announced in Parliament		
26/10/2022	Vote in committee		
27/10/2022	Committee report tabled for plenary, 1st	<a href="#">A9-0262/2022</a>	

	reading/single reading		
10/11/2022	Results of vote in Parliament		
10/11/2022	Decision by Parliament	<a href="#">T9-0377/2022</a>	Summary
12/12/2022	Final act published in Official Journal		

### Technical information

Procedure reference	2022/0201(NLE)
Procedure type	NLE - Non-legislative enactments
Procedure subtype	Consent by Parliament
Legal basis	Treaty on the Functioning of the EU TFEU 218-p6a; Treaty on the Functioning of the EU TFEU 091
Other legal basis	Rules of Procedure EP 159
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/9/09375

### Documentation gateway

Document attached to the procedure	<a href="#">COM(2022)0310</a>	17/06/2022	EC	
Preparatory document	<a href="#">COM(2022)0309</a>	17/06/2022	EC	Summary
Legislative proposal	11052/2022	15/07/2022	CSL	
Committee draft report	<a href="#">PE735.774</a>	05/09/2022	EP	
Committee report tabled for plenary, 1st reading/single reading	<a href="#">A9-0262/2022</a>	27/10/2022	EP	
Text adopted by Parliament, 1st reading/single reading	<a href="#">T9-0377/2022</a>	10/11/2022	EP	Summary

### Final act

[Decision 2022/2417](#)  
[OJ L 318 12.12.2022, p. 0001](#)

[Corrigendum to final act 32022D2417R\(01\)](#)  
[OJ L 335 29.12.2022, p. 0113](#)

## EU/Moldova Agreement on the carriage of freight by road

**PURPOSE:** to approve the conclusion, on behalf of the European Union, of the Agreement between the European Union and Moldova on the carriage of freight by road.

**PROPOSED ACT:** Council Decision.

**ROLE OF THE EUROPEAN PARLIAMENT:** Council may adopt the act only if Parliament has given its consent to the act.

**BACKGROUND:** due to the war of aggression waged by Russia against Ukraine, the transport of goods from Moldova has become very difficult. Due to the severe disruption of the transport sector in Moldova, Moldovan operators have to find alternative road transit routes through the EU and new markets for their exports.

Given that permits granted in the framework of the European Conference of Ministers of Transport (ECMT) multilateral quota system within the International Transport Forum and existing bilateral agreements with the Republic of Moldova do not allow for the necessary flexibility for Moldovan road haulage operators to increase and plan ahead their operations through and with the European Union, it is crucial to liberalise the transport of freight by road for bilateral operations as well as for transit.

**CONTENT:** the purpose of this proposal is to approve the conclusion on behalf of the European Union of the Agreement between the European Union and Moldova on the carriage of freight by road.

The agreement aims at temporarily facilitating the road transport of goods between and through the territories of the European Union and Moldova by granting additional transit and haulage rights between the Parties to carriers established in one of the Parties, taking into account the repercussions of the war of aggression waged by Russia against Ukraine and the significant disruption it is causing to the transport sector in the Republic of Moldova.

This EU-Moldova road transport agreement would therefore replace the existing bilateral transport agreements between the Member States and Ukraine and would facilitate the use of alternative road routes for transport operators, as bilateral operations and transit would be liberalised between the two parties.

The agreement is the most effective instrument to strengthen road transport relations between the EU and Moldova, as it removes the need for quotas and permits in the bilateral agreements between the Member States and Moldova.

## EU/Moldova Agreement on the carriage of freight by road

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The European Parliament adopted by 596 votes to 2, with 7 abstentions, a legislative resolution on the draft Council decision on the conclusion, on behalf of the European Union, of the Agreement between the European Union and the Republic of Moldova on the carriage of goods by road.

Parliament gave its consent to the conclusion of the agreement.

Road freight transport between the European Union and Moldova is currently governed by two main mechanisms, namely the bilateral transport agreements between EU Member States and Moldova and the permits granted in the framework the ECMT multilateral quota system within the International Transport Forum. Both these mechanisms impose quotas on hauliers from both sides, regarding transit and bilateral trade.

Since the increased use of the number of transport operations by road compared to normal times would exceed the quotas set out in the bilateral agreements between Member States and Moldova and given via the ECMT within the International Transport Forum, this Agreement on road transport between the European Union and Moldova would therefore replace existing bilateral transport agreements between Member States and Moldova and facilitate the use of alternative transport by road for operators, as bilateral operations and transit would be liberalised between the two Parties.