

**Question for written answer E-002490/2024
to the Commission**
Rule 144
Elena Kountoura (The Left)

Subject: Violations of EU law in the import and trade of used goods vehicles in Greece

Further to my previous question on violations of EU law in the trade and import of used goods vehicles from Member States¹, it should again be noted that Greek legislation imposes less favourable rules on and discriminates against the import and registration of these commercial goods, creating significant obstacles and quantitative restrictions for intra-Community trade².

In particular, new public use licences can only be issued for goods vehicles in the Euro 6d category³, ruling out a significant portion of the used vehicle fleet available in the EU. At the same time, the high price of the few used vehicles that are available on the EU market leads to the less favourable and unequal treatment of importers of such vehicles compared to traders of new or domestic used good vehicles.

What is more, the unjustified amount of red tape created by the new digital register (MEMO)⁴, together with the requirement for an additional roadworthiness certificate in the vehicle's country of origin – in addition to the domestic inspection required at registration in Greece – as well as the obligation to issue and submit a certificate of conformity at disproportionately high costs, result in additional unjustified obstacles and delays for importers. This discrimination is harmful to the environment and intra-Community trade. It also shrinks the sector and promotes the recycling of the old fleet rather than its renewal⁵.

In view of the above:

1. Has the Commission assessed whether these rules violate EU legislation and discriminate against importers of used goods vehicles?
2. What action will it take to ensure Greece's compliance with EU law?

Submitted: 11.11.2024

¹ See: E-001076/2024 https://www.europarl.europa.eu/doceo/document/E-9-2024-001076_EN.html

² Specifically, the implementation of this legislation violates Article 34 et seq. TFEU. See CJEU judgments C-112/00 - Schmidberger, EU:C:2003:333, paragraph 56, C-110/05 - Commission v Italy (2009), ECLI:EU:C:2009:66, paragraph 56, C-297/05 - Commission v Netherlands (2007), ECLI:EU:C:2007:531, paragraph 63 and 4/75 and ECLI:EU:C:1975:98.

³ Essentially, vehicles manufactured from 2020 onwards. Categories N1, N2 and N3, O1, O2 and O3. The harmful rules concern all heavy duty vehicles (public and private).

⁴ The obligation to register data on new imported used goods vehicles in MEMO is imposed only on importers of used goods vehicles and not on traders of already registered used goods vehicles in Greece. They must upload a number of supporting documents within 20 days of registering a vehicle in Greece, which they had already provided at the time of the vehicle's registration.

⁵ According to ACEA, Greece's fleet of goods vehicles and buses is the oldest in the EU.