

## Newsletter

24 May, 4 and 7 June 2018

### Editorial by Karima Delli

Dear friends,

This week the TRAN Committee completed its work on the first Mobility Package. This package of seven legislative proposals is of tremendous importance for the future of the EU's transport sector and deals with wide-ranging topics, such as cabotage, road charging, market access, interoperability of the European Electronic Toll Services, driving time and rest times as well as the social conditions of truck drivers.



There was very big interest in these issues, which were the subject of intense and passionate discussions both in the Parliament and in the Council, since the working conditions of millions of workers of the road sector are at stake.

The TRAN Committee dealt with hundreds of amendments and difficult political negotiations and managed to meet its deadline regardless of the complexity and highly political profile of the files. Now it is up to the Council to deliver. I would like to congratulate and thank all the Rapporteurs and shadow Rapporteurs involved in this package for their great work and effort in the past months.

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#### Committee meeting of 24 May

- *Operation of air services in the Community*
- *Mobility Package votes:*
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  - *Charging of heavy goods vehicles for the use of certain infrastructures*
  - *Interoperability of electronic road toll systems and facilitating cross-border exchange of information*
  - *Use of vehicles hired without drivers for the carriage of goods by road*
- *Promotion of clean and energy-efficient road transport vehicles*

#### Committee meeting of 4 June

- *Mobility Package votes:*
  - *Maximum daily and weekly driving times, rest periods and tachographs*
  - *Posting of drivers in the road transport sector*
  - *Access to occupation and on haulage market*

#### Committee meeting of 7 June

- *Port reception facilities for the delivery of waste from ships*
- *Air Transport Agreement between the European Community and Canada*
- *Air Transport Agreement between Canada and the European Community to take account Croatia accession*
- *Deployment of alternative fuels infrastructure*
- *Single European Sky Performance and Charging Schemes*

24 May 2018

## Mobility package: Road charging aspects

### Votes

#### Proposal for Eurovignette Directive amending Directive 1999/62/EC on road charging of heavy goods vehicles for the use of certain infrastructure – COM(2017)0275

- Christine Revault d'Allonnes Bonnefoy (S&D)
- Ordinary Legislative procedure
- Vote in Plenary: tbc

The Committee strengthened a “user pay” and “polluter pay” principle. In particular, it decided to include buses, vans, passengers’ cars and motorcycles in the scope of the Directive and replace vignettes (time-based charging) for trucks and buses with tolls (distance-based charging) as of 2022.

Vignettes for passenger cars can be used until end of 2025. Member States would have a choice to either replace vignettes with distance-based charging or not to charge for them after that date.

It should be underlined that Member States may provide discounts and reductions for distance-based charging under certain conditions. Furthermore, the Committee is in favour of the mandatory use of external costs charges based on air pollution and noise.

The draft report was adopted with 35 votes in favour, 2 against and 3 abstentions.

#### Proposal for a Directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation – COM(2017)0276

- Deirdre Clune (EPP)
- Ordinary Legislative procedure
- Vote in Plenary: tbc

The Committee voted in favour of the reduction of EU minimum rates to zero in one step from 1 January 2024.

Member States should fully compensate for this reduction with revenues from tolls.

The draft report was adopted with 32 votes in favour, 4 against, 2 abstentions.

#### Proposal for a Directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (recast) – COM(2017)0280

- Massimiliano Salini (EPP)
- Ordinary Legislative procedure
- Vote in Plenary: tbc

The report on the interoperability of the European Electronic Road Toll Systems (EETS) was adopted with a very large majority of Members. TRAN Members supported all the compromises proposed by the Rapporteur, which aim to achieve a harmonisation of the technologies used by the toll services and to facilitate the exchange of information between Member States in case of non-payment of the road fees.

The agreed text should simplify cross-border road transport by limiting the number of equipment needed on board vehicles. It should also lead to bureaucratic simplification, as bilateral agreements between Member States are no longer needed to exchange information on the failure to pay a road fee.



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In addition, Members have ensured the protection of personal data and clearly limited the type of data exchanged. They have also clearly stated that data exchanged cannot be used for purposes other than failure to pay and stressed the citizens' rights to request access to, rectify or erase personal data.

The agreed text provides legal certainty to the EETS providers and toll chargers, by defining their rights and obligations. It also lays out a Conciliation body in case of disagreement between EETS providers and toll chargers.

TRAN Members adopted the report with 40 votes in favour, 1 against and 0 abstentions.

## Proposal for a Directive on the use of vehicles hired without drivers for the carriage of goods by road

- Cláudia Monteiro de Aguiar (EPP)
- Ordinary Legislative procedure
- Vote in Plenary: tbc

The report supports the aim to gradually open up the market for hired vehicles without drivers, with the right for the Member States to impose certain limitations on the use of a hired vehicle registered or put into circulation in another Member State.

TRAN Members adopted the report with 24 votes in favour, 15 against and 1 abstention.

The Rapporteur was short by a vote to receive a mandate to negotiate this position with the Council. The report was tabled to the June plenary for the first reading. After the vote on amendments, the Rapporteur intends to ask to refer the matter back to the Committee for inter-institutional negotiations.

## Amending Regulation (EC) 1008/2008 on common rules for the operation of air services in the Community

### *Vote on mandate to enter negotiations*

- Claudia Tapardel (S&D)
- Ordinary legislative procedure
- Vote in Plenary: tbc

The Committee voted to enter into inter-institutional negotiations with 35 votes in favour, 1 against and 0 abstentions.

## Promotion of clean and energy-efficient road transport vehicles

### *Presentation of draft opinion*

- Andor Deli (EPP)
- Ordinary legislative procedure, opinion
- Vote in TRAN: 10 July
- Vote in ENVI: 10 September
- Plenary: October I

This proposal amends Directive 2009/33/EU on the promotion of clean and energy efficient road transport vehicles ("Clean Vehicle Directive"). Its aim is to promote clean mobility solutions in public procurement and raise the demand for clean vehicles. It applies to vehicles purchased by contracting authorities and contracting entities. The key elements of the revision of the Directive are the extension of the scope to all forms of procurement, the definition of

minimum procurement targets at Member State level differentiated by Member State, the abrogation of the methodology for monetisation of external effects and the introduction of a reporting framework for Member States on the implementation of the Directive every three years.

The discussion focused on the definition of clean vehicles and in particular the reference to the definition of Article 2 paragraph 1 in Directive 2014/94/EU and whether to consider vehicles using biofuels and biodiesel as "clean vehicles". Members also discussed the need to be ambitious by possibly raising the targets for each Member State in accordance with economic capacity (Gross Domestic Product per capita) and exposure to pollution. Finally, Members also acknowledge the need to increase infrastructure and financing to deploy more low and zero emission vehicles.

## 4 June 2018

## Mobility package: market & social aspects

### *Votes*

## Proposal for a Regulation on minimum requirements on maximum daily and weekly driving times, rest periods and tachographs – COM(2017)0277

- Wim van de Camp (EPP)
- Ordinary Legislative procedure
- Vote in Plenary: tbd

The report endorses the distribution of driving and rest times in a way that makes it easier for drivers both to carry out transport operations in compliance with the rules, and to get back home for their regular weekly rest, whilst being fully compensated for all reduced weekly rest periods.



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The ban on weekly rest in a cabin has been expanded to include the reduced weekly rest, but a derogation from the rule has been proposed, provided the rest is taken in certified Dedicated Parking Areas.

The introduction of smart tachographs has been brought significantly forward, in order to ensure proper enforcement of the rules.

TRAN Members adopted the report with 33 votes in favour, 14 against and 1 abstention.

The Rapporteur received a mandate to negotiate this TRAN position with the Council. The mandate still has to be endorsed by full plenary in June.

### Proposal for a Directive of the Posting of drivers in the road transport sector - COM(2017)0278

- Merja Kyllönen (GUE/NGL)
- Ordinary Legislative procedure
- Vote in Plenary: tbd

The majority of the Committee supported full exclusion of international transport and transit operations from rules on the posting of workers. Cabotage and road leg of combined transport carried out in the same host Member State would be covered by those rules.

Furthermore, the Committee defined a list of enforcement measures which Member States can use for the implementation of posting rules in cabotage and road leg of combined transport.

The Committee also seeks to reduce the administrative burden of transport companies, which are often SMEs, by allowing them to use standardised forms in their own languages via Internal Market Information System (one stop shop).

The draft report was adopted with 27 votes in favour, 21 against and 0 abstentions.

### Proposal for a Regulation amending Regulation (EC) 1071/2009 on access to occupation and Regulation (EC) 1072/2009 on haulage market COM(2017)0281

- Ismail Ertug (S&D)
- Ordinary Legislative procedure
- Vote in Plenary: tbd

The report clarifies the rules on establishment for road hauliers in order to better fight "letterbox companies", includes certain light commercial vehicles (vans) under the rules and significantly strengthens the enforcement provisions in order to ensure fair competition and a level playing field. Regarding cabotage, the report adapts and clarifies the rules on national transport performed by non-national hauliers in such a way that its temporary nature is stressed and return home is further encouraged.

The report was adopted with 30 votes in favour, 15 against and 3 abstentions. The Rapporteur received a mandate to enter into inter-institutional negotiations with 33 in favour, 12 against and 2 abstentions.

**7 June 2018**

### Air Transport Agreement between the European Community and Canada and the Agreement on Air Transport between Canada and the European Community to take account of the accession of Croatia

#### *Presentation of draft reports*

- Francisco Assis (S&D)
- Non legislative, consent procedures
- Deadline of amendments: 13 June
- Vote: 10 July
- PL: Sept (tbc)

All groups supported the recommendation of the Rapporteur to give consent to the two international agreements.



### Deployment of infrastructure for alternative fuels in the European Union: Time to act!

#### *Presentation of draft report*

- Ismail Ertug (S&D)
- Own initiative procedure
- Deadline of amendments: 14 June
- Vote in TRAN: 24 September
- Vote in Plenary: tbd

The Rapporteur recalled that the transport sector is responsible for almost 25% of the Greenhouse Gas (GHG) emissions.

In order to fulfil the Paris Agreement to keep global temperature rise well below 2° Celsius, action to decarbonise transport therefore needs to be taken without delay.

The Rapporteur recalled that there is no one-fits-all solution to achieve this goal, such as the electrification of road transport, but other solutions need to be implemented such as a modal shift to rail or inland waterways. He also stressed that the principle of technology neutrality needed to be respected EU transport policy.

In 2014 the Commission proposed to set ambitious targets for the deployment of alternative fuel infrastructure. Unfortunately, despite the support of Parliament, the Council ultimately watered down this ambition.

The Rapporteur pointed to the unfortunate consequence of this lack of ambition: the EU is behind schedule to deploy its alternative fuels infrastructure, limiting the possibility of increasing the share of vehicles using these fuels. He therefore advocates for a revision of the Directive, including binding targets and setting up a European Clean Mobility Fund to incentivise investments in this sector.

A broad majority of TRAN Members shared the views of the Rapporteur, in particular with regard to technological neutrality. They also stressed that decarbonisation should be undertaken with a realistic approach, which allows the industry to adapt and which takes into account the social dimension of this change. Consumers also need certainty with regard to the vehicle they purchase.

Members also underlined that the energy mix is a very important factor to be taken into account. Some stressed the importance of spatial planning, in particular in urban areas, while others mentioned that the specificities of rural areas needed to be taken into account. Most supported the need to foresee adequate funding at EU level.

## Port reception facilities for the delivery of waste from ships

### *Presentation by the Commission*

TRAN invited the Commission to present their proposal on the port reception facilities for the delivery of waste from ships. The proposed Directive has a two-fold objective: to reduce discharges of waste from ships into the marine environment and to facilitate maritime transport operations by reducing the administrative burden. It will contribute to the Circular Economy goals by cutting the marine litter from sea-based sources.

The Rapporteur and shadow Rapporteurs expressed their support for the objectives of this proposal and praised the Commission's good work on preparing it.

They commented on several aspects, such as providing proper incentives for ships to deliver waste and reduce discharges at sea, ensuring adequate port reception facilities; involving outside of the EU ports with modern facilities; advanced waste notification system, better use of existing satellite systems, and ensuring proper enforcement of the existing and future legislation.

## Scrutiny: Ex-post evaluation of the Single European Sky Performance and Charging Schemes

### *Presentation of working document by the Commission*

The Commission presented the detailed results of the Single European Sky performance and charging schemes assessment. It highlighted the following essential results:

- An improvement of the safety indicators from 2012 to 2015;
- an increase in capacity efficiency and a decrease in air traffic management related delays;
- a steady improvement in the environment indicators on flight extension;
- a notable cost efficiency enhancement and the reduction of the costs of air traffic management

Despite these positive results, the Commission also voiced some concerns, in particular with regard to the low investments by Member States in the air traffic management infrastructure, and the shortage of air traffic controllers.

Though welcoming the overall positive results, in particular concerning aviation safety, some Members expressed their dissatisfaction with regular delays and wondered if the Commission also consulted consumer associations. The Commission replied negatively and explained that only air traffic management users were asked to provide feedback. Furthermore, to some extent, strikes in Member States had also contributed to the delays.

Members were concerned about the lack of investment and called upon the Commission to keep pushing Member States to invest in the air traffic management infrastructure.

## Next TRAN Committee meeting: planned draft agenda - To be confirmed

Wednesday 20 and Thursday 21 June 2018

- Union's integrated approach to reduce CO<sup>2</sup> emissions from light-duty vehicles - consideration of amendments
- Regulation on rail passenger rights and obligations (recast) - consideration of compromise amendments
- Public hearing on Digitalisation in transport
- Interparliamentary Committee Meeting on "EU Investing in its Transport Networks beyond 2020"
- Regulation on rail passenger rights and obligations (recast) - vote
- Strategic INI Report on Europe on the move - vote
- Presentation by the Commission of the proposal for establishing a European Labour Authority

Meeting room: JAN 4Q1 (József Antall building)

## TRAN Committee meetings 2018, Brussels

Monday 9 July, 15h00-18h30

Monday 8 October, 15h00-18h30

Tuesday 10 July, 09h00-12h30

Tuesday 9 October, 9h00-12h30

Tuesday 10 July, 15h00-18h30

Tuesday 9 October, 15h00-18h30

Wednesday 29 August, 9h00-12h30

Thursday 8 November, 9h00-12h30

Wednesday 29 August, 15h00- 18h30

Thursday 8 November, 15h00-18h30

Thursday 30 August, 9h00-12h30

Wednesday 21 November, 9h00-12h30

Thursday 6 September, 09h00-12h30

Wednesday 21 November, 15h00-18h30

Thursday 6 September, 15h00-18h30

Thursday 22 November, 9h00-12h30

Monday 24 September, 15h00-18h30

Monday 3 December, 15h00-18h30

## Useful links

TRAN website: <http://www.europarl.europa.eu/TRAN>

Policy Department Publication in the European Parliament:

<http://www.europarl.europa.eu/committees/en/supporting-analyses.html>

European Aviation Safety Agency newsletters: <http://easa.europa.eu/communications/general-publications.php>

European Railway Agency newsletters: <http://www.era.europa.eu/Communication/Newsletter>

European Maritime Safety Agency newsletters: <http://www.emsa.europa.eu/news-a-press-centre/newsletters.html>

SESAR Joint Undertaking news: <http://www.sesarju.eu/newsroom/all-news>

Innovation& Networks Executive Agency: <http://ec.europa.eu/inea/en>

DG MOVE newsletter: <http://ec.europa.eu/transport/newsletter>

Bulgarian Presidency of the Council: <https://eu2018bg.bg/>



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