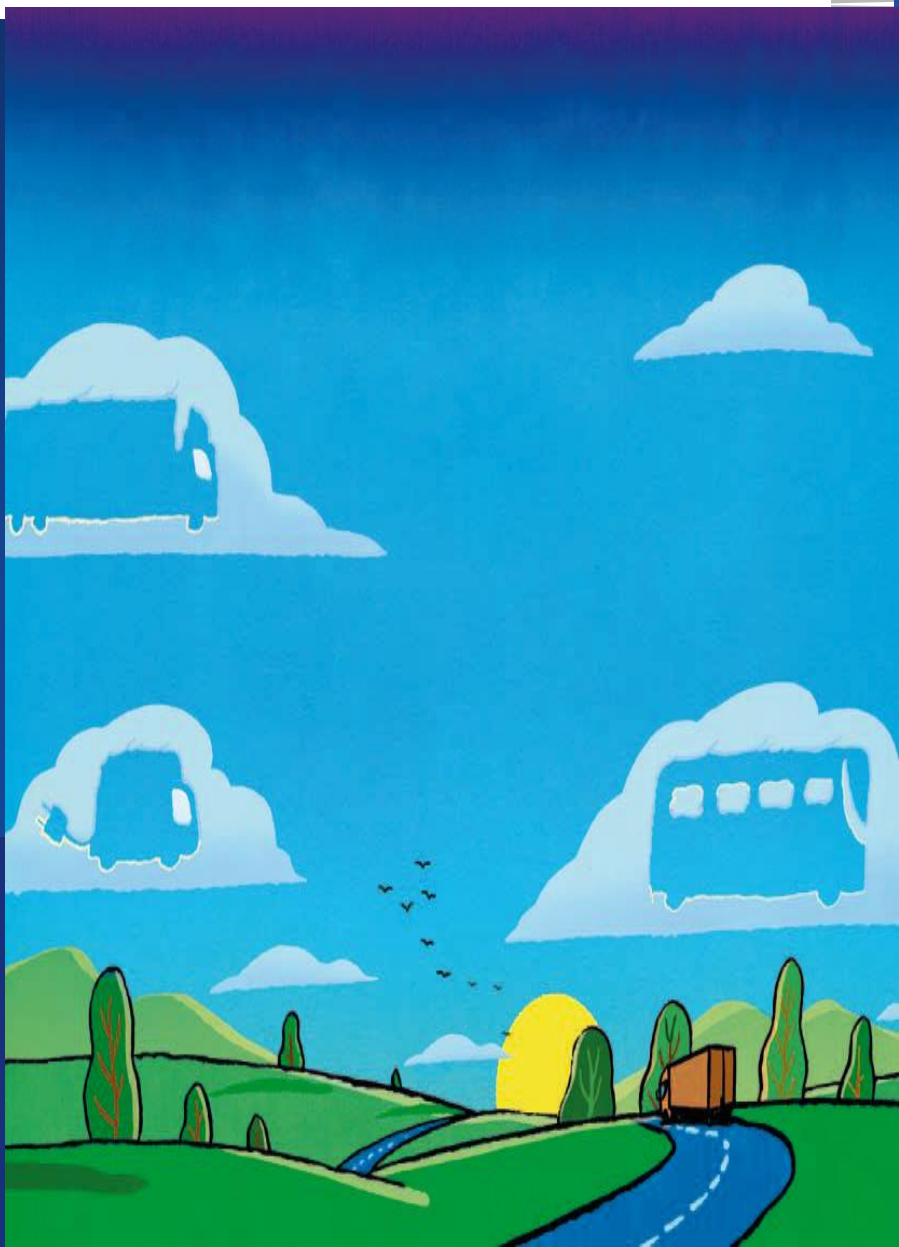




European
Commission

EU Road Transport Strategy

ECG Conference
Brussels – 20 Oct. 2017



Mobility and
Transport

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Main challenges

- **Impact on the environment and climate**
 - Road sector responsible for almost a quarter of Europe's greenhouse gas emissions
 - A source of high external costs (pollution, noise, congestion)
- **Protection of rights of workers and Fair competition**
- **Avoid fragmentation of the internal market**
 - Promote EU solutions rather than uncoordinated national measures
 - Avoid unnecessary administrative burdens for road hauliers

Main objectives of the road initiatives

- **Simplify/clarify existing rules** (e.g. rules on cabotage)
- **Ensure rights of workers and fair competition, while preserving the internal market** (e.g. specific rules on posting of workers)
- **Contribute to Paris Agreement and the 2030 goals by reducing CO2 & external costs** (e.g. differentiate tolls based on CO2)
- **Ensure compliance with EU law** (e.g. digital tachograph, exchange of information between enforcement authorities)
- **Promote digital solutions for tolling** and adapt to emerging possibilities provided by ITS





From preparation to adoption...

- **The preparation – an inclusive process :**
 - Detailed studies – 5 impact assessments - 7 legislative proposals
 - Intense consultative process to define the problems and test solutions: Member States, associations, road hauliers, drivers
- **Adoption of the proposals on 31 May – and then ?**
 - Council : Objectives of the Estonian Presidency
 - European Parliament
 - Objective: try to conclude before EP elections June 2019



Fair and competitive mobility

Internal market



1. Letterbox companies

- **Certain hauliers open "fake subsidiaries" in low wage Member States:** to exploit wage differentials, while operating in some cases exclusively in high wage Member States.
- **Further criteria on establishment:** to ensure that haulier has real activity in Member State of establishment.
- **Cooperation between Member States:** Member States are obliged to cooperate with each other to uncover letterbox companies

2. Cabotage

- **Restrictions to cabotage (max. 3 operation in 7 days) are very difficult to enforce:** paper documents are required by control authorities. Number of cabotage operations cannot be checked.
- **New rule:** Unlimited cabotage within 5 days of international carriage.
- **Electronic documents:** obligation for Member States to accept electronic documents as proof of legality of cabotage (e.g. eCMR).

3. Light goods vehicles (LCVs)

- **Presence of LCVs is growing:** Operators using LCVs subject to different (less stringent) rules when competing with operators using heavy goods vehicles
- **Access to profession:** LCV operators subject to 2 criteria – establishment and financial standing.

4. Hired vehicles

- **Prohibition to use vehicles hired (and registered) in another Member State** : About half of the Member States apply such a restriction / require immediate re-registration of the vehicle in their country.
- **Consequences** : Patchwork of rules, legal uncertainty for operators, operators cannot benefit from advantages of using hired vehicles.
- **New rule for the use of vehicles hired (and registered) in another Member State** : Member States obliged to allow the use for at least 4 months in a calendar year.



Fair and competitive mobility

Social rules

1. Weekly rest

- **Place where the weekly rest should be taken** : national measures prohibiting regular weekly rest in the vehicle (France, Belgium and Germany).
- **We propose :**
 - **Flexibility in distribution of weekly rest** : 2 regular (45h) and 2 reduced (24h) weekly rest periods a month; drivers should be able to return home 1x / three weeks.
 - **Regular weekly rest in adequate accommodation** : provided by employer or taken at home.
 - **Return to "home" every 3 weeks**

2. Posting of workers

- **Provisions on posting of workers not adapted for highly mobile road transport sector** : drivers are present in Member States for sometimes very short periods of time.
- **National measures on the application of the minimum wage**: France, Germany, Austria, and Italy adopted national rules on a minimum wage.
- **Different administrative and control requirements imposed on non-resident operators**



2. Posting of workers

- **International transport operations** : time threshold of 3 cumulated days per month in host Member State for the application of the minimum wage and annual paid leave rights of the host State.
- **Cabotage** : no threshold. Application of the minimum wage and annual paid leave rights from the 1st operation.
- **Lighter administrative and control requirements**: Member States cannot require representative in host State, simpler and fewer notifications, no pay slips needed on board vehicle.



Clean and sustainable mobility

Road charging

1. Vehicles

- **Current EU rules apply only HGVs above 3,5t** and possibility to exempt HGVs below 12t.
- **Extension of the scope** to all HGVs, bus/coach, van, minibus, passenger car.
- **Compensation with reduction of taxes:** only in case of introducing distance-based charges.

2. Vignettes/tolls

- **Time based charges to be phased out – only distance-based charges allowed:**
 - For HGVs and bus/coach: by 2023
 - For LDVs (van, minibus, passenger car): by 2027



3. Variation of charges – environmental performance

- **EURO class differentiation:** to be phased out by 2021
- **New revenue neutral variation based on CO2:** as soon as CO2 emission certification data become available (~ 2020).
- **Zero-emission vehicles:** 75% lower than highest rate.
- **External cost charges pollution and noise :**
 - Pollution and noise : Member States are already allowed to charge them
 - Possibility to impose a congestion charge if applied on all vehicles.



Connected Mobility

European Electronic Toll Service (EETS)



Interoperability of electronic tolls

- **Objective set in 2004 : One OBU (On-Board Unit), One contract, One invoice**
- **2004 objective has not been achieved : only regional interoperability**
- **Remove market barriers for the development of a truly EETS market in the EU**



Thank you



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