European Commission

Europe on the Move
Safe, connected and clean mobility
- Mobility packages -

ECG Conference 2018
Mainz, 26 October 2018

Europe on the Move

- World of transport is changing fundamentally (technological, economic and social transformation)

- Challenges – decarbonisation, digitalisation, automation…..

- Action for the modernisation of European mobility and transport

- Clean, safe, competitive, smart and connected

- Wider benefits – promoting growth and job creation, strengthening social fairness, widening consumer/user choices, increase safety and putting Europe on the path towards zero emissions

Mobility packages

- 1st Mobility Package 31 May 2017

  - **Road initiatives:** e.g. internal market (cabotage, letterbox companies, LGVs), social rules (weekly rests/tachograph, posting of workers, enforcement)

- 2nd Mobility Package 08 November 2017

  - Clean mobility package: e.g. Clean Vehicles Directive, Combined Transport Directive

- 3rd Mobility Package 17 May 2018

  - Safe, clean, connected, digital: e.g. CO_2 standards, road safety policy, connected and automated mobility, **digital environment for information exchange in transport**

1ˢᵗ Mobility package
- Road initiatives -

Objectives

- **Avoid fragmentation of the internal market (p**romote EU solutions rather than uncoordinated national measures, avoid unnecessary administrative burdens for road hauliers)

- **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)

- **Ensure compliance with EU law** (e.g. digital tachograph, exchange of information between enforcement authorities)

- **Contribute to Paris Agreement and the 2030 goals by reducing CO2 & external costs** (e.g. differentiate tolls based on CO2)

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To recall……. The Commission proposals

Cabotage

- Unlimited cabotage within 5 days of international carriage

- Obligation for Member States to accept electronic documents as proof of legality of cabotage (e.g. eCMR)

- Minimum checks by Member States

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

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To recall……. The Commission proposals

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

Light Commercial Vehicles

- Extension of rules on establishment and financial standing to LCVs

Letterbox companies

- Further criteria on establishment

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Next steps

- Resubmission of TRAN Committee report to EP plenary and vote

- General Approach by Council

- Presentation of the study on safe and secure parking on 6 November

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3rd Mobility package
- Digitalisation of transport -

Digitalisation strategy: EU policy context

- White Paper on Transport, 2011

- Digital Single Market Strategy, 2015

- ICT Standardisation Priorities for the Digital Single Market, 2016

- eGovernment Action plan, 2016-2020

- European Interoperability Framework Strategy, 2017

- Digital Transport and Logistics Forum, 2015-…….

- European Parliament Resolutions, Jan & May 2017

- Tallinn Digital Transport Days, Nov 2017

- Conclusions on the digitalisation of transport, EU Council of Ministers, Dec 2017

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# Electronic Freight Transport Information (EFTI) Regulation Proposal

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The situation today

- >99% of freight transport operations within the EU still use paper documents

- >380 million hours in total spent processing paper-based transport information (total EU, 2108 estimate)

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Impact assessment: problem definition

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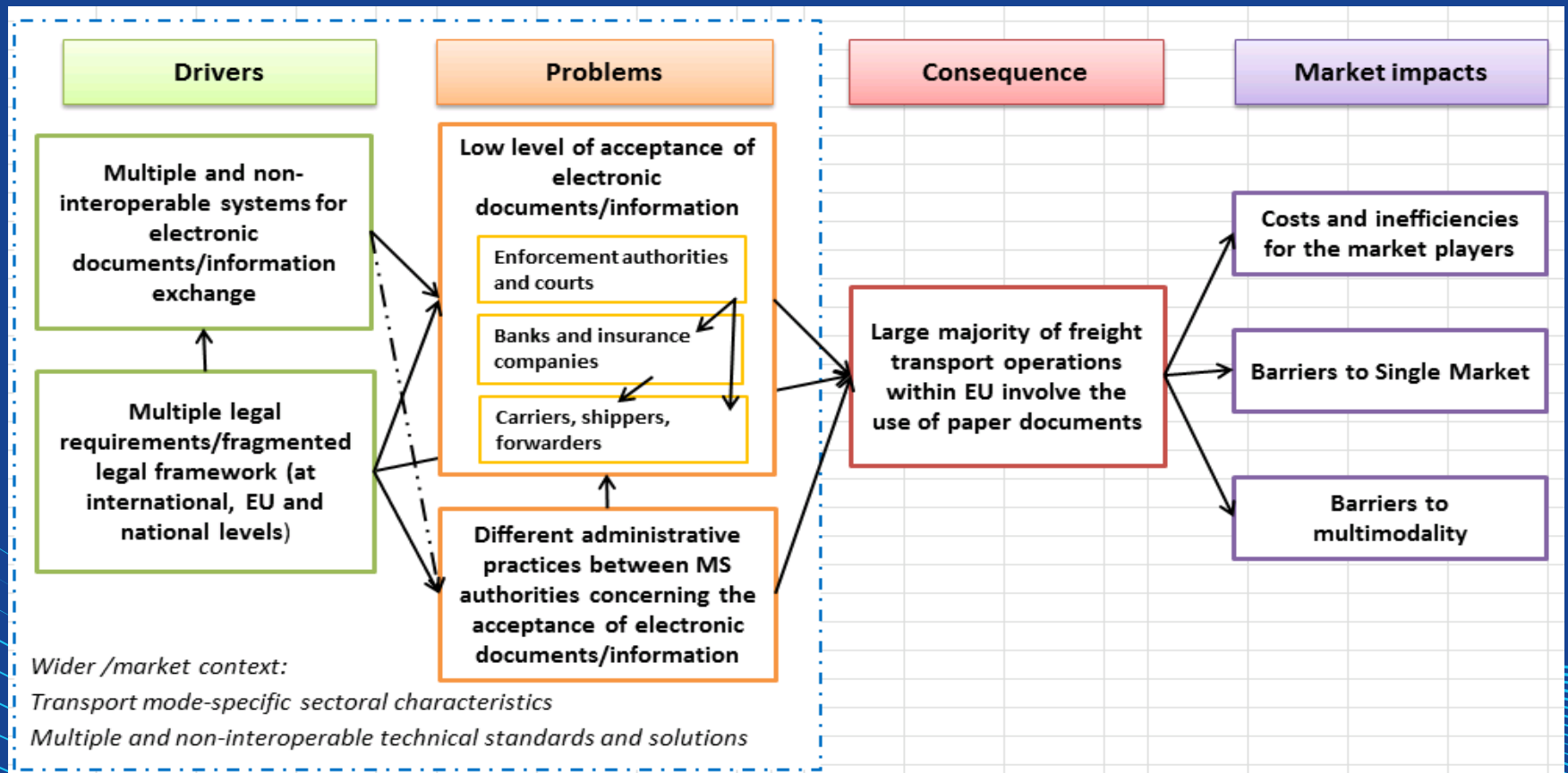
Impact assessment: main findings

Benefits

- **EUR 20-27 billion** in administrative cost savings for operators (total, over 2018-2040**)**
- **EUR 75-102 million** equivalent of work hours saved on administration (yearly)
- **>1,300 tones** CO_2 emissions savings (total, over 2018-2040)
- **180 – 900 thousand trees** saved (equivalent of paper sheets saved)
- **Better rule enforcement** (risk analysis-based checks) and **policy making** (better statistics)

Costs

- **EUR 268 million** for public authorities (total, over 2018-2040)
- **EUR 4.4 billion** for the economic operators (over 2018-2040)

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EFTI Regulation Proposal – Objectives

General: promote use of digital technologies for fulfilling regulatory requirements related to the transport of goods within the EU

→ greater efficiency of the transport sector

→ better functioning of the internal market

→ modernisation of the economy

Specific objectives:

- acceptance by public authorities of freight transport information made available electronically

- uniform implementation of the obligation of acceptance by authorities

- interoperability of the IT systems and solutions used

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EFTI Regulation Proposal – Scope

Scope (Art.1 + Annex I)**: information requirements** in EU and MS legislation setting out conditions for the transport of goods in Union territory

- ➤ **EU legislation**: transport legislation pursuant Title VI Transport TFEU + environment legislation on waste shipments

- ➤ **MS legislation**: only when the same requirements (in whole or in part) as under EU legislation

! NB: No new information requirements. Rather, facilitation of electronic communication of information required under current legislation, through establishment of uniform requirements for acceptance and on the electronic form.

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EFTI Regulation Proposal - Requirements (1/3)

Requirements for authorities (Art. 5)**:**

- accept cargo transport information made available electronically by the operators in accordance with certain defined requirements

- apply harmonised rules for access to, and verification of, the information made available electronically by the operators

- use a common data set and subsets, corresponding to the information requirements in the respective EU and MS legislation, for the electronic processing of the information

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EFTI Regulation Proposal - Requirements (2/3)

Requirements for operators (Art. 4):

- *if* choosing to present the information electronically, the information should be made available to the authorities by means of certified EFTI platforms

  ✓ in machine-readable format,

  ✓ in human-readable format, at the request of the respective authority

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EFTI Regulation Proposal - Requirements (3/3)

Requirements for EFTI platforms and EFTI (platform) service providers:

- EFTI platforms need to comply with certain functional requirements to ensure, among others, data authenticity, integrity, cybersecurity (Art. 8)

- service providers interested in operating an EFTI platform and in offering operators information processing services, including access to authorities, will also need to comply with a number of set requirements and receive certification (Art. 9)

Certification of EFTI platforms (Art.11) **and service providers** (Art.12)**:**

- on the basis of the requirements set out in the regulation

- performed by competent bodies accredited in the different MS

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EFTI Regulation Proposal - Implementation

Implementing acts:

- update Annex I (scope): if any changes in EU legislation + MS law requirements (Art. 2)

- provide detailed rules for the implementation of the requirements (ref. authorities access, common data set and subsets, EFTI platforms, EFTI services providers) (Art. 7, 8, 9) set out in the proposal

Delegated acts:

- detailed rules for certification of EFTI platforms and EFTI services providers (Art. 11, 12)

# EFTI Regulation Proposal - Implementation

Application (Art. 17)**:**

- 4 years – allow adoption of the implementing and delegated acts

Review and monitoring (Art. 15 and 16):

- within 5 years of the start date of application, to evaluate performance against set objectives

- MS are required to provide the Commission with necessary information

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EFTI Regulation Proposal – a direct result of the Digital Transport and Logistics Forum (DTLF)

- Expert Group of the Commission established by Commission Decision COM(2015)2259 and extended by Commission Decision (2018)5921
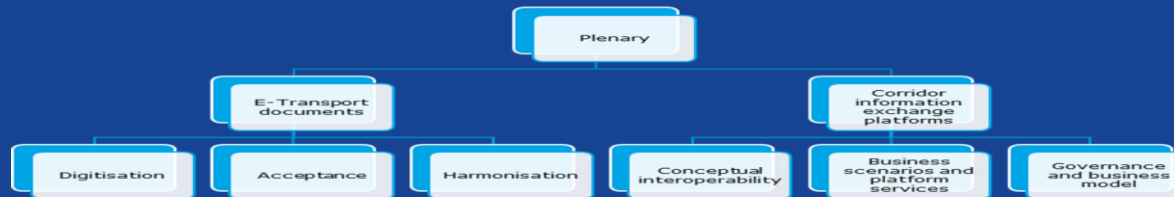
- **Recommendations and preparatory work for the Proposal on electronic Freight Transport Information (EFTI) adopted on 17 May 2018 as part of the 3rd Mobility Package**

- Endorsement of a generic concept for "digital corridor information systems" – to facilitate data sharing between stakeholders in the supply chain and with authorities

- **DTLF renewal: Support for the implementation of EFTI initiative**

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EFTI Regulation Proposal – next steps

- EP draft report, vote in TRAN committee, vote in Plenary

- General Approach by Council

European Maritime Single Window environment (EMSWe) Regulation Proposal

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Scope of the Proposal

- Establishment of a European Maritime Single Window environment for the facilitation of electronic transmission of information required by authorities during a port call

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Evaluation of the Directive 2010/65/EU

- Problem: inefficient port call reporting environment for maritime transport operators:

  ➢ Diverse interfaces: All National Single Windows have different interfaces, data formats and procedures

  ➢ Diverse reporting requirements: RFD covers only 14 international and EU formalities

  ➢ Data requirements not harmonised: data not efficiently re-used = reporting duplication

- **Shipping operators today spend on average 1-3 hours per port call on reporting**

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Aim of the new proposal

- Overall objectives:

  - Reduction of administrative burden

  - Facilitation of transport and trade

  - Facilitation of digital communication, better information flows

  - Improved competitiveness and efficiency of the sector

  - Improving work conditions for ship masters

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European Maritime Single Window environment

A decentralised network of <u>National Single Windows</u> with:

- A harmonised common data set

- Comprehensive reporting – all reporting formalities, including customs and national and local reporting

- A harmonised user interface for system-to-system communication

- A common user and access management system

- Common databases for ship identification, locations codes and information on dangerous and polluting goods

Harmonised EMSWe data set

- A complete and comprehensive list of data elements on the basis of the reporting obligations set out in:

  - International acts (FAL Convention, MDH)

  - EU legislation (border control, customs, safety, waste management, etc.)

  - National and local legislation of the Member States

- The Commission shall establish common data requirements, format and codes

National Single Windows – with harmonised front-end

- Existing Maritime National Single Windows will remain in place

- Member States shall be responsible for the development, availability, maintenance, security and operation of their National Single Windows

- A *Harmonised Reporting Interface Module* for the system-to-system communication will be developed and updated centrally and distributed to the NSW

- Member States shall develop a *Graphical User Interface* for manual reporting and uploading of spreadsheets

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The new architecture of the EMSWe
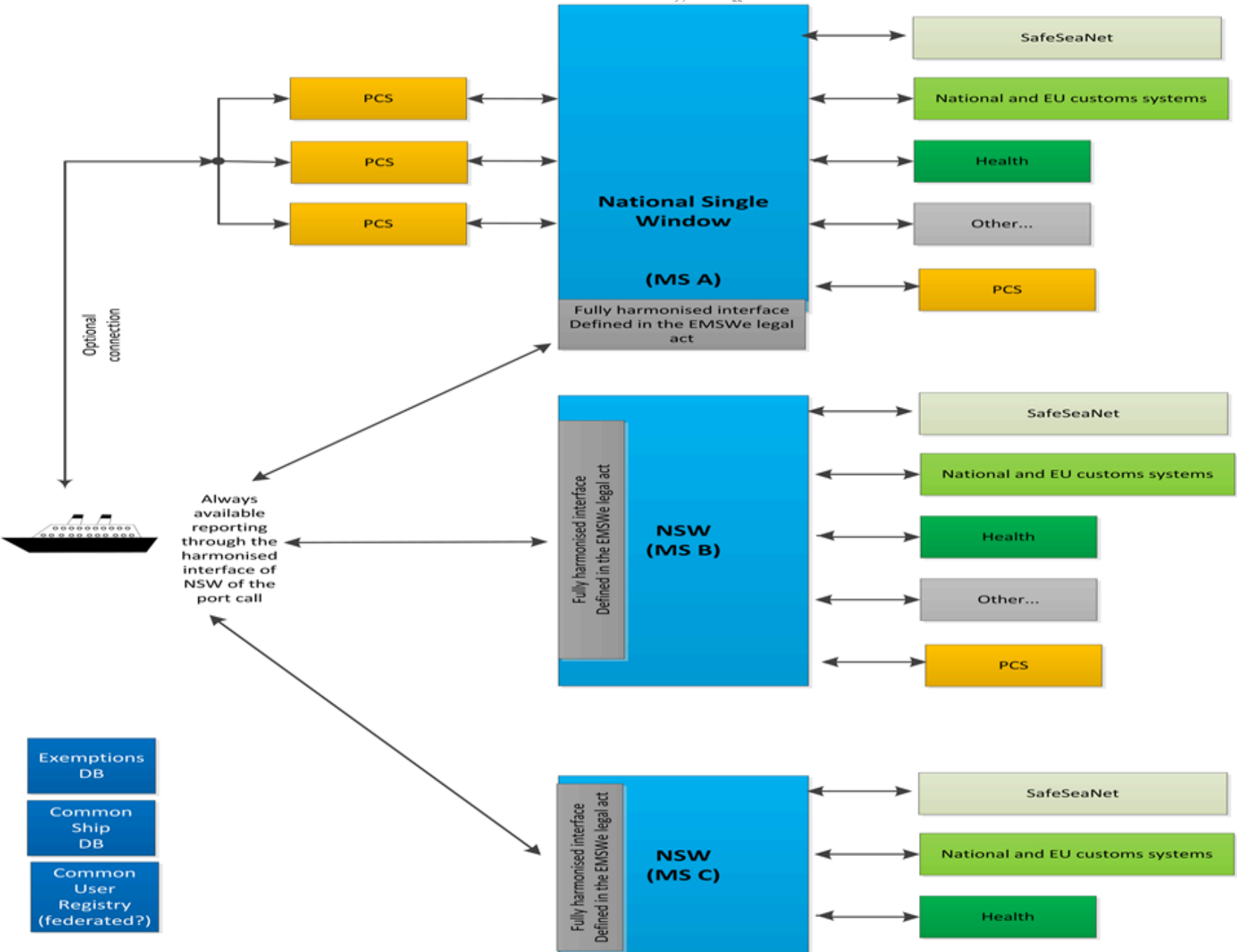
EMSWe Regulation Proposal – next steps

- General Approach by Council

- EP draft report, vote in TRAN Committee, vote in Plenary

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Thank you!

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