



European
Commission

2017 Road initiatives

2nd RU dialogue
27 October 2016

Eddy Liégeois– EU Commission
Head of the Road transport unit

Why road initiatives now ?

- Tensions in road transport between West and East-Europe : impact on competition and working conditions
- Reactions of Member States through national rules (e.g. minimum wage) : risk of fragmentation of the internal market
- EU strategy on low-emission mobility : need for actions to "decarbonise" transport

Scope of possible initiatives

- Access to the profession (occupation of road transport operator)
- Access to the market (freight & passengers)
- Hired vehicles
- Driving/rest and working time
- Posting of workers in road transport
- Charging of road infrastructure (Eurovignette)
- Interoperability of tolls (EETS)

Timing

- Ex-post evaluations of existing legislation :
Most are done
- Public consultations : ongoing
- Legal proposals: 1st semester 2017
- Discussions with EP and Council from mid-2017

General approach

- Need for stability of the existing EU legal framework
- Targeted and limited revision of the current rules
- Priority will be :
 - revision of existing rules which are unclear and hardly applicable
 - improvement of enforcement
 - "Greening" of road transport

Access to profession & freight market

- Fight against letter box companies : clear definition of "operating centre"
- Improvement of cooperation between national enforcement authorities
- Extension of rules to "white vans" ?
- Cabotage : clarification of the current rule
- Combined transport : legal proposal for end 2017 – statu quo ?

Driving/rest & working time Posting of workers

- Common interpretation/application of driving/rest time rules
- Some flexibility to take into account the needs of the road transport sector
- Posting of workers (minimum wage) applicable when the activity in the host Member State has "a certain significance"

Fair & efficient road pricing

- Shall road charging be compulsory ?
- How best can we incentivize Member States to abandon vignettes and implement tolls :
development of EU-wide interoperability of tolls
- Market barriers to the development of a market for toll service providers

Fair & efficient road pricing

- External costs : Member States can internalise (part of) the costs of noise and pollution. What about congestion and accident costs ?
- Mark-up to finance alternative infrastructures in mountainous regions. Should this mechanism be extended to other sensitive zones ?
- CO₂ is not reflected in the level of the tolls. Could CO₂ become a new component of tolls calculation ?

Access to the bus market

- Major developments in Member States (e.g. Germany, France)
- Remaining market segment which is not liberalised : regular domestic services
- Shall we implement an EU (harmonised) approach for the liberalisation of those services ?
- Access to terminals : non-discriminatory access to terminals
- Net CO2 effects : Impact on rail, air and passenger cars? New traffic generation?

**Thank you for your
attention**

**(you can follow the preparation of the
road initiatives on our website !)**