



# European Road Transport Policy

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# Challenges in transport

- **Brexit**
- **Economic perspectives** : Growth or recession?
- **Continuous increase of the demand for (road) transport** : impact on infrastructure (need for investments, increased congestion), environment and climate change
- **Sustainable social policy – rights of workers**
- **Technology innovation (automation)**



## Political context

- **New European Parliament & New Commission = new priorities ?**
- **Review of the 2011 White paper on transport “Roadmap to a single transport area”**
- **Core objectives of EU transport policy :**  
Internal market + Environment/climate change + social conditions of workers (Cfr Mobility Package I)



# Mobility Package I

## Internal market & social rules

- **Objective : Ensure smooth functioning of the internal market + adequate working conditions for drivers**
- **Some measures :**
  - Fight against letter box companies
  - New rules for cabotage
  - Prohibition to take the “long” rest in the vehicle & development of parkings
  - Application of posting rules (minimum wage)
- **Timing : adoption in 2020 – application in 2022**



# Mobility Package I

## Internal market & social rules - Parkings

- **Commission study of 2019** : need for 400,000 safe & secure parkings (300,000 available)
- **Lack of parkings** : negative impact on rest conditions of workers & security of load
- **Objective of the EU** :
  - Set up a public list of safe and secure parkings : common standards + certification procedure
  - Promote EU funding (CEF programme)



# Mobility Package I

## Road charging (*Eurovignette*)

- **A more coherent tolling policy** : all vehicles in the scope of the directive (trucks, vans, cars)
- **Incentivise investments in new and more environmentally friendly vehicles** : tolls based on CO2 emissions + external costs of pollution
- **A tool to better manage the infrastructure** : congestion charges
- **Additional source of financing of infrastructure** : mark-ups on tolls
- **Timing** : Agreement in Council expected in Dec. 2019 and adoption in 2020



## Weights & dimensions

- **Revision of the directive adopted in 2015 :**
  - flexibility for more aerodynamic vehicles, for vehicles using alternative fuels
  - No change to the rules on “modular concept” and to general rules on length and weight
- **Discrepancy between rules on weights and dimensions for national transport and international transport = patchwork of rules**
- **Commission must report on the implementation of the directive** (a study will be launched in 2020)
- **Study of International Transport Forum (ITF) on high capacity transport (2019)**

## Co-modality /Intermodality/Modal shift ??

- Road transport cannot absorb alone the expected increase of demand for transport
- Solutions ?
  - Better management of the infrastructure through digitalisation
  - Alternative modes of transport must offer better services (e.g. reliability and speed)
  - Incentive road pricing policy
  - .....



## Medium/Long term priorities – Automation

- **Which technology will emerge ?** (platooning, full automation)
- **Is there a business case ?** (cost savings on fuel, salaries, insurance, etc.)
- **Digital transport days in Helsinki on 8 October** – discussion on the legislative changes needed to support the technical transition :
  - Social and market legislation (rules on driving and rest time, professional qualification, etc.)
  - Liability issues
  - .....



# International dimension of road transport

- **Relations with the United Kingdom**
- **Relations with third countries currently managed by the Member States** : Should the EU take a more active role ?



***Thank you for your attention !***