



**COUNCIL OF  
THE EUROPEAN UNION**

**Brussels, 26 January 2011**

**15042/10  
ADD 1 REV 1**

**PV/CONS    52  
TRANS    279  
TELECOM 109  
ENER    287**

**REVISED ADDENDUM to DRAFT MINUTES**

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Subject:    **3037th** meeting of the Council of the European Union (**TRANSPORT**,  
**TELECOMMUNICATIONS and ENERGY**), held in Luxembourg on  
15 October 2010

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## **PUBLIC DELIBERATION ITEMS**<sup>1</sup>

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### **"A" ITEMS list (doc. 14747/10 PTS A 82)**

Letter of amendment No 1 to the draft budget for 2011 .....3

### **AGENDA (doc. 14586/10 OJ/CONS 51 TRANS 262 TELECOM 102 ENER 272)**

Item 3.      Proposal for a Directive of the European Parliament and of the Council amending  
Directive 1999/62/EC on the charging of heavy goods vehicles for the use of  
certain infrastructures (Eurovignette) .....3

Item 6.      Transport 2010-2020: strategy and future .....5

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<sup>1</sup>      Deliberations on Union legislative acts (Article 16(8) of the Treaty on European Union), other deliberations open to the public and public debates (Article 8 of the Council's Rules of Procedure).

## **LEGISLATIVE DELIBERATIONS**

*(public deliberation in accordance with Article 16(8) of the Treaty on European Union)*

### **"A" ITEMS**

- Letter of amendment No 1 to the draft budget for 2011  
14595/10 FIN 451

The Council adopted its position on the letter of amendment No 1 to the EU budget for 2011.

### **Declaration on letter of amendment No 1/2011**

"The Council recalls the great importance that the establishment of the EEAS should be guided by the principle of cost-efficiency aiming towards budget neutrality. The concept of budget neutrality should be seen in the context of resources within the EU budget, including when deciding on any new premises. It expects a report on an efficiency savings/redeployment plan early in 2011 outlining concrete steps to be taken in the short- as well as medium-term to progress towards budget neutrality and should be subject to regular review."

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### **AGENDA ITEMS**

#### **3. Proposal for a Directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette) (\*)**

- Political agreement  
11857/1/08 TRANS 249 FISC 95 ENV 456 CODEC 973 REV 1  
+ COR 1  
14170/10 TRANS 250 FISC 109 ENV 618 CODEC 912

The Council reached a political agreement on the text of the draft Directive as reflected in the Annex to the outcome of proceedings (doc. 15147/1/10 REV 1).

The UK, SE and IE entered into these minutes a statement on the legal basis of the proposal, IE entered a separate statement on the principle of internalisation of external costs and AT made a statement on the derogations given to vehicle classes EURO V and VI. These statements are set out hereafter.

### **Statement by the United Kingdom, Sweden and Ireland**

"The UK, Sweden and Ireland note that the proposed adoption of amendments to the Eurovignette Directive on the sole legal base of Article 91(1) of the Treaty of the Functioning of the European Union is inappropriate for a legislative measure which contains substantial fiscal provisions.

In line with observations the UK, Sweden and Ireland have made in similar circumstances previously, the UK, Sweden and Ireland continue to take the view that where EU legislation includes fiscal provisions the legal base should include, either solely or, where appropriate, jointly, one of the Treaty articles dealing with fiscal issues.

In this case, the UK, Sweden and Ireland believe that Article 113 should have been used as a legal base for the Amending Directive.

The support of the UK, Sweden and Ireland for this political agreement is without prejudice to their stance on similar measures in the future."

### **Statement by Ireland**

"Ireland supports the internalisation of external costs on a balanced basis for all transport modes in the interests of sustainable economic development.

However, the application of this principle must be undertaken in a manner that does not result in the targeting of any particular transport mode or transport user.

In the current economic crisis, anything that adds costs to our goods or services is a matter of serious concern to Ireland."

### **Statement by Austria**

"The exemption in respect of external costs for atmospheric pollutants for both euro heavy goods vehicle class VI until 2017 and class V until 2013 goes too far for Austria. Above all on this point and as regards the non-cumulation of cross-financing and external costs, Austria expects improvements in the subsequent procedure with the European Parliament. However, as Austria is convinced that the Directive is a first step in the right direction in that it involves a system change - i.e. the toll is no longer purely a user charge but also tool for guidance, it can accept the present compromise proposal."

**PUBLIC DEBATES** (proposed by the Presidency)

*(Public debate in accordance with Article 8(2) of the Council's Rules of Procedure)*

**6. Transport 2010-2020: strategy and future**

– Exchange of views

14290/10 TRANS 258 MAR 94 AVIATION 150 ENV 631 ENER 267 IND 114

The Council held an exchange of views on the above issue on the basis of the two questions set out in the Report to Council (14290/10).

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