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INFORMATION NOTE

From: General Secretariat of the Council

To: Council

Subject: **ANY OTHER BUSINESS**

Current legislative proposals

- i) Directive amending Directive 2008/96/EC on road infrastructure safety management
- ii) Regulation on establishing a European Maritime Single Window environment (EMSWe)
- iii) Directive on the minimum training of seafarers
- iv) Directive on the promotion of clean and energy-efficient road transport vehicles
- v) Decision amending Directive 96/53/EC on weights and dimensions for aerodynamic cabs
- vi) Regulation on the Connecting Europe Facility (CEF)
- vii) Directive on discontinuing seasonal changes of time

– Information from the Presidency

Agreements reached in trilogue negotiations

During the first three months of this year, under immense time pressure, intensive work was done on a number of legislative proposals, in order to reach agreements with the European Parliament before the elections. In total, 24 Transport trilogue meetings were held in a period of 9 weeks.

In the field of maritime transport, agreements were reached with the European Parliament on the training of seafarers and on the European Maritime Single Window environment. The two legislative proposals will be instrumental in achieving EU priority objectives, such as: professional mobility of seafarers by streamlining the recognition of certification systems on one hand and digitisation and reduction of administrative burden in the transport sector on the other hand.

In intermodal and land transport, the files on the promotion of clean and efficient road transport vehicles (through public procurement), and on aerodynamic truck cabins were agreed with the European Parliament.

It should be highlighted that these two legislative acts deliver important contributions towards the achievement of the European Union's 2030 climate-related targets in line with the Paris Agreement objectives, as well as benefits for public health. The first act stimulates the uptake of low- and zero-emission vehicles in public procurement, thereby accelerating the market uptake of such vehicles and fulfilling the good example that public authorities should set. The second act ensures that soon, new trucks on Europe's roads will no longer have to be brick-shaped but are allowed to have a much more aerodynamic and therefore fuel-efficient design, a design that is also safer for other road users.

In addition, a Directive on road infrastructure management was also agreed with the European Parliament. By this, the types of roads falling within the scope of safety procedures were extended from those belonging to the TEN T network to all motorways and roads of national importance where serious accidents occur. Furthermore, a framework was established that enables the gradual implementation of road signs and markings that are recognizable by Advanced Driving Assistance Systems (ADAS).

On the Connecting Europe Facility ('CEF'), a file related to the ongoing negotiations on the 2021-2027 Multiannual Financial Framework ('MFF'), a "partial common understanding" was reached with the European Parliament. This common understanding excludes only those parts of the text of the proposed Regulation that refer to funding, because the MFF-negotiations are still ongoing. A final agreement with the European Parliament can be reached once the MFF-negotiations are concluded and the agreed funding amounts can be 'filled in'.

The procedures for the formal adoption and publication in the Official Journal of the abovementioned agreed legislative acts are ongoing. The acts are scheduled to be published from June 2019 onwards. A list is provided in Annex I.

On the proposal for a Directive on the combined transport of goods, two trilogue meetings were held, but it proved impossible to conclude this file at this stage.

Seasonal time changes

In December 2018, Council took note of a progress report prepared by the Austrian Presidency ¹. The Romanian Presidency has dedicated two discussions at Working Party level to the proposal, and has invited Member States to send their national position, if available. However, only a small number of positions were submitted so far. During the discussions, delegations stated that a harmonised and well-coordinated approach across the EU is crucial in order to avoid fragmentation, 'time zone patchworks' and to safeguard the proper functioning of the EU's Internal Market.

At the request of several delegations, the Council Legal Service is preparing a written opinion on certain legal provisions of the proposal.

It appears that most Member States need more time to conclude relevant national inter-ministerial and stakeholder/citizen consultations, as well as consultations with neighbouring countries before finalising their position.

Brexit-related work

During the first three months of this year, intensive work was done to prepare for the eventuality of a 'hard Brexit' at the end of March. In the area of transport, agreements on six legislative proposals were reached between the European Parliament and the Council, covering road, rail, shipping, aviation and intermodal transport, and relating to different aspects including passengers and freight, safety and continuity of service. Under great time pressure, the corresponding legislation was published in the Official Journal on 27 March². A list is provided in Annex II.

¹ doc. 14838/18

² OJ L 85 I, 27.3.2019

Full titles of the legislative proposals listed under the AOB item

- i) Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2008/96/EC on road infrastructure safety management
- ii) Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU
- iii) Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2008/106/EC on the minimum level of training of seafarers and repealing Directive 2005/45/EC
- iv) Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2009/33/EU on the promotion of clean and energy-efficient road transport vehicles
- v) Proposal for a DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance
- vi) Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014
- vii) Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL discontinuing seasonal changes of time and repealing Directive 2000/84/EC

Brexit-related legislative proposals published in the Official Journal

- i) REGULATION (EU) 2019/503 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 on certain aspects of railway safety and connectivity with regard to the withdrawal of the United Kingdom from the Union
- ii) REGULATION (EU) 2019/502 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 on common rules ensuring basic air connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union
- iii) REGULATION (EU) 2019/501 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 on common rules ensuring basic road freight and road passenger connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union
- iv) REGULATION (EU) 2019/494 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 on certain aspects of aviation safety with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union
- v) REGULATION (EU) 2019/495 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 amending Regulation (EU) No 1316/2013 with regard to the withdrawal of the United Kingdom from the Union
- vi) REGULATION (EU) 2019/492 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 March 2019 amending Regulation (EC) No 391/2009 with regard to the withdrawal of the United Kingdom from the Union