



Council of the  
European Union

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(OR. en)

11474/24  
PV CONS 37  
TRANS 321  
TELECOM 221  
ENER 326

## DRAFT MINUTES

COUNCIL OF THE EUROPEAN UNION  
(Transport, Telecommunications and Energy)

18 June 2024

## 1. Adoption of the agenda

The Council adopted the agenda set out in document 10810/24.

## 2. Approval of 'A' items

### a) Non-legislative list

10908/24

The Council adopted all "A" items listed in the document above including all linguistic COR and REV documents presented for adoption.

### b) Legislative list (public deliberation in accordance with Article 16(8) of the Treaty on European Union)

11216/24

## Transport, Telecommunications and Energy

### 1. Regulation on passenger rights in the context of multimodal journeys



10924/24 + COR 1

*Progress report*

approved by Coreper, Part 1, on 12 June 2024

The Council took note of the Presidency progress report as set out in the document above.

### 2. Directive on the Union-wide effect of certain driving disqualifications



11006/24 + COR 1

*Progress report*

approved by Coreper, Part 1, on 12 June 2024

The Council took note of the Presidency progress report as set out in the document above.

## Legislative deliberations

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

### Maritime transport

### 3. Regulation on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002



10828/24

*General approach*

The Council reached a general approach as set out in the document above.

4. **Directive on river information services (RIS)**  10824/24  
*General approach*

The Council reached a general approach as set out in the document above.

Land transport

5. **Regulation on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010**  10938/24 + COR 1 + ADD 1-2  
*General approach*

The Council reached a general approach as set out in the documents above.

Sweden and the Netherlands presented statements, as set out in the Annex.

### **Non-legislative activities**

Land transport


6. **Conclusions on European Court of Auditors' Special Report No 04/2024 on EU road safety objectives**  10842/24  
*Approval*

The Council approved the conclusions as set out in the document above.

### **Legislative deliberations**

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

Land transport

7. **Directive amending Council Directive 96/53/EC laying down for certain road vehicles the maximum authorised dimensions and the maximum authorised weights**  10214/24  
*Progress report*

The Council took note of the progress report as set out in the document above.

Horizontal issues

8. **Directive amending Council Directive 92/106/EEC on combined transport**  10275/24  
*Progress report*

The Council took note of the progress report as set out in the document above.

## Any other business

9. a) **Call to action to adequately monitor the extension of EU ETS to maritime transport**  
*Information from the Spanish delegation, supported by Cyprus, Greece, Croatia, Italy, Lithuania, Malta, Poland, Portugal and Romania*



11036/1/24 REV 1

The Council took note of the information provided by the Spanish delegation, supported by Cyprus, Greece, Croatia, Italy, Lithuania, Malta, Poland, Portugal and Romania.

- b) **Current legislative proposals** (public deliberation in accordance with Article 16(8) of the Treaty on European Union)



- (i) **Regulation on Single European Sky 2+ (SES2+ package)** 10840/20 + ADD 1  
10841/20 + COR 1
- (ii) **Directive amending Directive 2009/18/EC on the investigation of accidents in the maritime transport sector** 10115/23
- (iii) **Directive amending Directive 2009/16/EC on port State control** 10126/23 + ADD 1
- (iv) **Directive amending Directive 2009/21/EC on compliance with flag State requirements** 10103/23 + ADD 1
- (v) **Directive amending Directive 2005/35/EC on ship-source pollution** 10119/23 + ADD 1
- (vi) **Regulation amending Regulation (EC) No 561/2006 as regards breaks and rest periods in the occasional passenger transport sector** 9734/23
- (vii) **Directive amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences** 6792/23 + COR 1  
+ ADD 1  
+ ADD 1 COR 1  
*Information from the Presidency*

The Council took note of the information provided by the Presidency.

c) **Presentation of the fourth Progress Report of the Platform on International Rail Passenger Transport (IRP)**

 10492/24

*Information from the Austrian and Netherlands delegations*

The Council took note of the information provided by Austrian and Netherlands delegations.

d) **Prague Declaration on strategic transport infrastructure development and financing**

 11271/24

*Information from the Czech delegation*

The Council took note of the information provided by the Czech delegation.

e) **Work programme of the incoming Presidency**

*Information from Hungary*



First reading



Public debate proposed by the Presidency (Article 8(2) of the Council's Rules of Procedure)



Item based on a Commission proposal

**Statements to the legislative "B" items set out in doc. 10810/24****Ad "B" item 5:****Regulation on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010***General approach***STATEMENT BY SWEDEN**

“Sweden supports the objectives of the Rail Capacity Proposal and recognises the great efforts made by the Presidency to make progress during the negotiations.

During the negotiations in the Council, the text has deviated from the original Commission proposal in several important aspects, and Sweden considers that the General Approach puts the overarching objectives of the Regulation at risk, in particular the objective to enable seamless rail traffic across more than one network. Sweden is first and foremost concerned about the potentially negative consequences for international rail freight traffic, especially when also considering the proposed repeal of the Regulation on Rail Freight Corridors.

In order to strengthen the European Union’s competitiveness and its ability to meet the targets set out in the Green Deal, a well-functioning network for international rail freight services is essential and fragmentation of the European railway market should be avoided.

Rail traffic within the Single European railway area need to be managed in a way that optimises the use of the railway network, thereby improving the quality of services and accommodating larger amounts of traffic. A developed planning and allocation process as well as improved cross-border coordination should lead to a more efficient management of infrastructure capacity.

Sweden believes that the application of detailed national strategic guidance throughout the Regulation could pose a hurdle to the development of international rail traffic due to diverging policies and priorities. In contrast to the objective of harmonisation, there is a clear risk that we will end up with a more fragmented network, which could jeopardise efficient and smooth cross-border rail services in the European Union. Sweden also believes that leaving a two-year gap between the repeal of the Regulation on Rail Freight Corridors and the first working timetable in the new Rail Capacity Regulation creates serious concerns for cross-border freight traffic.

For these reasons, Sweden abstains from supporting the General Approach, and looks forward to continuing the discussions during the inter-institutional negotiations in order to reach the full potential of the Rail Capacity Regulation.”

## STATEMENT BY THE NETHERLANDS

“In general, the Netherlands support the ambition of the European Commission to promote rail transport for passengers and goods. Therefore, the Netherlands fully acknowledge the importance of the proposal from the Commission on the use of railway infrastructure capacity in the single European railway area. We support the application of TimeTable Redesign principles as well as the digitalization and automation of processes to improve railway capacity allocation.

At the same time, it is of utmost importance that a member state has sufficient instruments to promote legitimate policy goals, especially for domestic rail transport. Accordingly, the Netherlands emphasize the importance of the instrument of ‘strategic guidance’ by Member States. In case of scarcity, which is often the case in the Netherlands, public service obligations are critical to guarantee continuity of rail services to the passengers. The Netherlands maintain that ensuring sufficient capacity for such rail services is an important condition for maximizing their value for society.”

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