



Brussels, 22 December 2020  
(OR. en)

14332/20

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**Interinstitutional File:**  
**2020/0362 (COD)**

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**VOTE 75**  
**INF 231**  
**PUBLIC 92**  
**CODEC 1418**

## NOTE

- Subject:
- Voting result
  - REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on common rules ensuring basic road freight and road passenger connectivity following the end of the transition period provided for in the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community
  - Adoption of the legislative act, and
  - Derogation from the 8-week period provided for in Article 4 of Protocol 1 to the TFEU on the role of national parliaments in the EU
  - Outcome of the written procedure completed on 22 December 2020

The outcome of voting on the above mentioned legislative act can be found in Annex 1 to this note.

Reference document:

PE-CONS 65/20

date of adoption by Coreper 2 of the decision to use the Written Procedure

16.12.2020

The statements and/or explanations of vote are in Annex 2 to this note.



## General Secretariat of the Council

Institution: Council of the European Union  
 Session:  
 Configuration:  
 Item: 2020/0362 (COD) (Document: 65/20)  
 Voting Rule: qualified majority  
 Subject: REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on common rules ensuring basic road freight and road passenger connectivity following the end of the transition period provided for in the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community

| Vote              | Members | Population (%) |
|-------------------|---------|----------------|
| Yes               | 27      | 100%           |
| No                | 0       | 0%             |
| Abstain           | 0       | 0%             |
| Not participating | 0       |                |
| Total             | 27      |                |

Sitting date: 22/12/2020

Final result



| Member State    | Weighting | Vote | Member State  | Weighting | Vote |
|-----------------|-----------|------|---------------|-----------|------|
| BELGIQUE/BELGIË | 2,56      |      | LIETUVA       | 0,62      |      |
| БЪЛГАРИЯ        | 1,56      |      | LUXEMBOURG    | 0,14      |      |
| CESKÁ REPUBLIKA | 2,35      |      | MAGYARORSZÁG  | 2,18      |      |
| DANMARK         | 1,30      |      | MALTA         | 0,11      |      |
| DEUTSCHLAND     | 18,54     |      | NEDERLAND     | 3,89      |      |
| EESTI           | 0,30      |      | ÖSTERREICH    | 1,98      |      |
| ÉIRE/IRELAND    | 1,10      |      | POLSKA        | 8,49      |      |
| ΕΛΛΑΔΑ          | 2,40      |      | PORTUGAL      | 2,30      |      |
| ESPAÑA          | 10,49     |      | ROMÂNIA       | 4,34      |      |
| FRANCE          | 14,98     |      | SLOVENIJA     | 0,47      |      |
| HRVATSKA        | 0,91      |      | SLOVENSKO     | 1,22      |      |
| ITALIA          | 13,65     |      | SUOMI/FINLAND | 1,23      |      |
| ΚΥΠΡΟΣ          | 0,20      |      | SVERIGE       | 2,29      |      |
| LATVIJA         | 0,43      |      |               |           |      |

\* When acting on a proposal from the Commission or the High Representative, qualified majority is reached if at least 55 % of members vote in favour (15 MS) accounting for at least 65% of the population

For information: <http://www.consilium.europa.eu/public-vote>

**Statement by Austria, Denmark, Greece, Italy and Spain**

Austria, Denmark, Greece, Italy and Spain support the objective of ensuring basic connectivity in road transport in the event of the United Kingdom and the European Union failing to conclude a new partnership agreement before the end of the transition period on 31st December 2020. We welcome the proposed temporary measures enabling road haulage, coach, and bus service operators licensed in the UK to carry goods and passengers to and from the EU Member States. As in 2019, these measures are necessary to prevent serious disruptions in the context of such operations immediately after the end of the transition period.

However, the situation as of 1 January 2021 is not comparable with the situation in early spring of 2019. All parties concerned and involved in the process of the UK's withdrawal from the EU have had ample opportunity to prepare for the inevitable changes resulting from the UK's decision to withdraw from the EU. Therefore, Austria, Denmark, Greece, Italy and Spain are concerned, that the scope of the initial proposal has been extended to include a certain number of cabotage operations in road freight. We are of the opinion that this extension of the scope is not in line with the guidelines on contingency measures agreed by the European Council on EU 27 general conduct, as these operations are not strictly necessary to ensure basic connectivity between the UK and the EU 27.

However, mindful of overarching economic concerns, Austria, Denmark, Greece, Italy and Spain understand that the rights granted to UK hauliers under the condition of reciprocity are a way of responding to the unique situation of a Member State leaving the European Union. Austria, Denmark, Greece, Italy and Spain stress that the phasing-out-condition of the rights granted in this Regulation builds an essential part of this Regulation. It is a measure taken to minimize the negative effects of the end of the transition period. However, we would like to point out that the right to perform cabotage operations within the EU is an exclusive right to its Member States and does not seem necessary in this situation.

Austria, Denmark, Greece, Italy and Spain believe that the rights granted to UK hauliers for a limited timespan under the condition of reciprocity are due to the unique situation of a Member State leaving the Union. This Regulation will not preempt further negotiations with the UK or other third countries and will not be considered as a precedent.

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