

**Meeting between VP Kallas and the TRAN committee of the EP
Brussels, 9 November 2010**

Work Programme 2011

SPEAKING POINTS

Dear Chairman,
Honourable members,

- The Commission has adopted its Work Programme for the next years on 27 October. I am grateful for the opportunity to have this dialogue with you today.
- The most important document for the next years is of course the upcoming White Paper on the future of transport that I intend to present early next year. To ensure a consistency with other policy areas under the EU 2020 resource efficiency flagship initiative, the White Paper will be presented together with other major policy papers on future energy and climate. We try to merge some ideas together and not just tackle specific sectors separately. The White Paper on transport will be based on the following three pillars: Internal market, Innovation and Infrastructure.
- An exchange of views with Transport Ministers was organised at last Transport Council on 15 October 2010 focusing on main challenges for transport in the future and the role of new technologies. Member States supported a sustainable, efficient and innovative transport policy. However, there were divergent views on the actions to take at EU level. In particular, opinions differed on financing additional infrastructure needs from the EU budget.
- The year 2011 will be marked by the beginning of discussion on the funding and programmes for the next Financial Framework, and this will be key for Transport too. Our proposals are planned to be presented before the summer

break. I hope that we will cooperate and collaborate together to find the necessary funding.

- The Commission Work Programme on transport is very much in line with the Parliament's priorities. I will present the Work Programme around the five priorities as expressed by the Conference of Committee Chairs in their letter sent in July¹.
- We will start with the **internal market**, for me a key tool to create a **Single European Transport Area**.

First, towards completion of the internal market in all transport modes

- This is a main priority of the Commission. Very recently you have received the recast of the first railway package. I also hope that the ongoing discussions on bus and coach passenger rights as well as on cross border enforcement of traffic offences will come to successful conclusions. This is of course still foreseen for this year and I hope that this important decision can be reached at the December Council.
- I will present next year a **Communication on passenger rights** that will assess current rules in place in all transport modes. This could be followed in 2012 by a **legislative proposal revising the Air Passenger Rights Regulation**, in particular in view of the effects of the volcanic ash cloud, provided that the Impact Assessment finds a revision necessary. We are also studying the need for strengthening **passenger rights in case of airline bankruptcy**.
- But the main legislative package for internal market next year will concern **airports**. It will contain three legislative proposals: (1) assessing airport capacity, (2) revising the slot regulation, and (3) revising the ground handling directive.

¹ In their letter dated 6 July 2010 the following priorities were identified: revision of TEN-T guidelines, internalisation of external costs, strengthening the social dialogue, security and safety, and the internal market

- While the EU market for intra-EU road transport services is fully liberalised since 1993, **road cabotage** operations are still restricted - national road haulage by non-resident hauliers. I will do all that is necessary to liberalize the internal road goods market.
- Similarly for the rail sector, a **Communication on rail market access** in 2012 will review the organisation of the rail market organisation, including the opening of market for domestic passenger transport. This will build upon the outcome of the recast of the first railway package. We are also going to examine the reinforcement of **the European Railway Agency** in 2012 so that it becomes a one-stop-shop for certification of rolling stock.
- Last but not least, I will present in 2011 a **package on "e-mobility"** that will concern the use of technology in different transport modes for a better functioning internal market and increased safety and consumer choice. This will contain several parts: (1) a proposal on e-maritime, (2) the recast of the digital tachograph legislation to better protect it from fraud, and (3) a review of the situation of electronic tolls in the EU. Later today you will discuss our new rail interoperability requirements ("TAP TSI") that will allow, amongst others, the setting up of EU-wide passenger information systems.

Second, on infrastructure development and innovation

- Together with the internal market, I fully agree with the EP that adequate transport infrastructure has to be one of the main priorities. We are currently preparing a **revision of current TEN-T guidelines** for the first semester of year. It will be accompanied by a report on the implementation of the TEN-T.
- To further promote research and innovation in transport, we are preparing a **Strategic Transport Technology Plan**. It will set out a strategic framework for research, innovation and technological deployment to make transport more sustainable in the 2050 horizon. The biggest challenge is to reduce all types of emissions.
- Policy priorities and financing needs will be reflected in the proposals that will be issued to support the completion of infrastructure and increase the market

uptake of new technologies to reduce carbon emissions and enhance transport safety. Currently the architecture is still very much open, but we will certainly propose some innovative financing to cover the vast needs.

- I am working together with other Commissioners to prepare a **Communication on international transport policy with regard to neighbouring countries.**

Third, on protecting the environment (internalisation of external costs)

- To better protect the environment it is important that the transport sector internalises its external costs. The Commission has already proposed the revision of the Eurovignette directive that the Council and the Parliament currently are discussing. I am delighted that the Council now supports the main elements of this revision. Once adopted, this will firmly introduce the principle of internalisation of external costs in EU law.
- The White Paper will also examine other environmental aspects in detail, notably the key question of decarbonisation and breaking transport's dependency on fossil fuels. This obviously goes well beyond 2011. It could take the form of a **Communication on clean transport systems** and related legislative proposals in 2012.

Fourth, strengthening the social dialogue

- The Commission is engaged in social dialogues for the different transport modes to facilitate the discussions between the social partners (workers and employers).
- The White Paper also discusses social aspects of transport policy. And to better understand the impact on transport workers, I intend to ask the Economic and Social Committee for its opinion on this topic.

Fifth, safety and security guidelines and measurable targets for all transport modes

- This is of course a very important area and there are continuous efforts, such as the maritime and aviation security inspections.
- On **safety**, we have adopted a few days ago a **revision of the EMSA Regulation**. The objective is to adapt its functioning to the third maritime safety package, and to address research, assistance to neighbouring countries and the development of an EU maritime surveillance system.
- Next year, in addition to the social maritime package, we will also modernise and complete **EU legislation on passenger ship safety** so as to guarantee a high safety level. This is also very important and has not been discussed too much.
- On **security**, I intend to assess the current situation, including current and future threats, and propose by the end of next year a strategic approach for all transport modes in the form of a Communication on a **Comprehensive Transport Security Policy**.
- In aviation as a follow-up to our June 2010 report on airport security scanners, the Commission will present **new legislation to establish a regulatory framework for the use of security scanners**. Even if it is an implementing measure, it is a politically sensitive issue that will attract a lot of attention.

To conclude

- I tried here to cover my main priorities. As you can see the priorities expressed by the EP are very close
- I just want to add one more thing. In 2012 we need to implement the first steps in the Dingle European Sky project. We need to discuss here what must be done. Also for the next steps for the railway package, we need a discussion in 2012 for what needs to be done in 2012.
- Thank you for your attention.

