

# Update from the EU and current developments

Leipzig 29/30 April 2009



# The Lisbon Treaty

- Signature in Lisbon on 13 December 2007
- Ratification by national parliaments & organisation of referenda

**The Treaty entered into force on 1  
December 2009**



# Lisbon Treaty – what changes?

- **Institutional changes**

- A **strengthened role for the EP** with the increase of co-decision procedure in policy-making
- Creation of the function of **President of the European Council** for a more stable and streamlined institutional framework
- A new High Representative for the Union to increase the impact and the visibility of the EU's external action
- New arrangements for the future composition of the European Parliament (750 seats + 1)
- A **greater involvement of national parliaments** in the work of the EU



# Lisbon Treaty – what changes?

- **More efficient functioning**

- Effective and efficient decision-making: **qualified majority voting in the Council is extended to new policy areas,**
- From 2014 on, the calculation of qualified majority will be based on the double majority of Member States and people,
- Improvement of the EU's ability to act in several policy areas such as security and justice, **energy policy, public health, climate change, services of general interest, research, territorial cohesion, commercial policy, tourism, etc..**



# Lisbon Treaty – what changes?

- **Other changes**

- A stronger voice for citizens: thanks to the Citizens' Initiative
- For the first time Member State have the possibility to withdraw from the Union



# Conclusions 1

What does it mean for us?

- European parliament is placed on an **equal footing with the Council**
- **Energy policy** gets an own legal basis
- The Treaty recognises **climate change as a common policy**



# New Commission

**“The driving force behind Community policy”**

- Primary powers to initiate legislation
- ‘Guardian of the Community treaties,’ monitors implementation of legislation, institutes infringement proceedings
- Represents no interests other than those of the Community
- Acts as a normal administrative authority



# New Commission

- **Transport policy**

- Siim **Kallas** (Estonia)

- **Energy policy**

- Günther **Öttinger** (Germany)

- **Environmental policy**

- Janez **Potocnik** (Slovenia)

- **Climate change policy**

- Connie **Hedegaard** (Denmark)





# Conclusions 2

- In the balance of power between the institutions, **the EP is the winner, the Commission lost power and seems weak**
- DG TREN has been split and state aid procedures in the transport sector will be dealt with by DG Competition
- In the European Commission, transport policy loses importance, **raising priority policies are energy and climate change**



# Commission adopts strategic priorities for 2010

- List of **34 strategic priorities** to be implemented before end 2010
- 280 major proposals under consideration during 2010 and beyond.
- Work programme sets the scene for commitments
- Amongst others the following activities of the Work program are related to sustainability in Public transport:
  - Communication on public procurement with focus on how to underpin '**Europe 2020**' priorities: **innovation, low carbon investment, social affairs, energy efficiency**, etc. – Non-legislative
  - **Sustainable transport package**: Strategic Transport Technology Plan – Non-legislative
  - **Communication on consumer rights**



# Commission adopts strategic priorities for 2010

- Other topics on the agenda
  - Bus and coach passenger rights
  - Domestic passenger railway market opening
  - PPP changes
  - Concessions directive
  - Railway legislation
  - Economic Crisis measures



# Preparation of COM communication on climate change and transport

- Initiative of DG Environment (ENVI)
- Current study to collect information and data:  
“EU Transport GHG: routes to 2050”
- Involvement of stakeholders in various workshops
- Participation of UITP–EuroTeam
- <http://www.eustransportghg2050.eu/cms/>
- The Final Stakeholder Conference took place 15th March 2010.



# Future EU Transport Policy

- Communication of the Commission COM(2009) 279/4 from 17 June 2009  
→ Basis for discussion
- Announcement for a new White Paper on Future Transport Policy (time horizon: 2030/2050) in 2010
- UITP input: recommendations on future EU Transport Policy



# EU Action Plan urban mobility

- Follow-up action on Green Paper on urban mobility from 2007
- Subsidiarity + selected actions with added value at EU level
- Concrete proposals for 20 actions at EU level
- Time frame 2009 – 2012
- Great importance for public transport sector



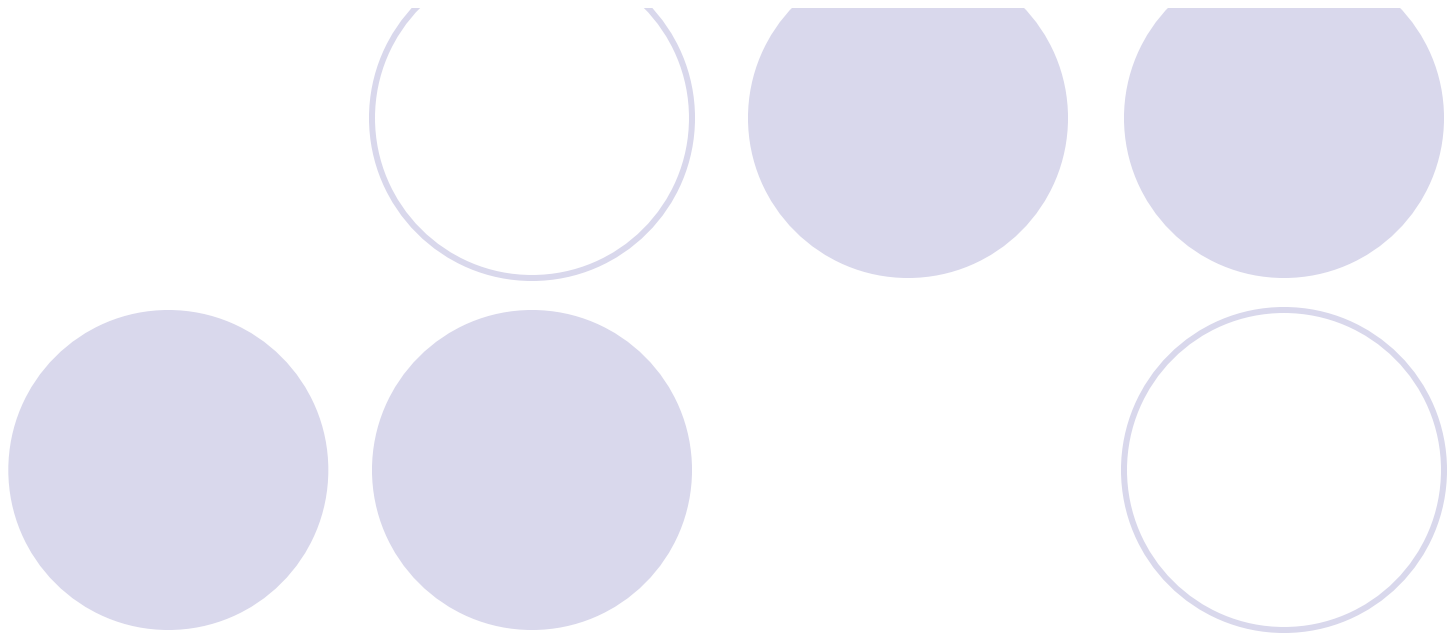
# EU Action Plan urban mobility

## Selected actions:

- Environmental zones: access conditions
- Information on clean + energy efficient vehicles
- Intelligent Transport Systems (ITS) for urban areas
- Dialogue passenger rights in local/regional public transport
- Recommendations on sustainable urban mobility + regional development
- Sustainable urban transport plans
- Internalisation of external costs in urban transport



# Backup





# News Ticker

## **Climate Commissioner envisages tougher emission cuts from transport**

- Connie Hedegaard, the new Commissioner for climate policy, pledged to tackle transport emissions during her hearing in the European Parliament, saying she would table an integrated legislative package on climate and transport during her mandate.

## **EU CO2 emissions fell by 11% in 2009**

- Emissions from industrial installations covered by the EU's carbon trading scheme fell by 11% in 2009 on the back of the global downturn, according to new data published by the European Commission yesterday.

## **Website on Low emission Zones (LEZ)**

- A website has been launched that provides all necessary information on Low Emission Zones in one place – and in all languages, site is [www.lowemissionzones.eu](http://www.lowemissionzones.eu) .



# News Ticker

## The European Economic and Social Committee ( EESC) calls for a green and competitive transport sector

- The EESC is a body of the European Union (EU) established in 1958. It is a consultative assembly composed of employers (Employers' organisations), employees (trade unions) and representatives of various other interests.
- According to the EESC a future European transport policy must pursue four goals: **the promotion of low-carbon transport modes, energy efficiency, security and independence of supply and the reduction of traffic congestion.**
- The EESC opinion suggests a number of simple steps which would have a rapid, direct and tangible effect on costs (e.g. **choosing the greenest option, redeveloping abandoned railways, improving intermodal transport facilities** where they exist), alongside a set of bolder political decisions involving greater financial outlay.



# News Ticker

## **Climate change: European Union notifies EU emission reduction targets following Copenhagen Accord**

- The European Union has formalised its support for the Copenhagen Accord on climate change and presented its commitments for emission reduction targets.
- In a joint letter with the Spanish Presidency of the Council, the European Commission has formally notified the EU's willingness to be associated with the Accord and submitted for information the EU's established greenhouse gas emissions reduction targets for 2020.
- These consist of a unilateral commitment to reduce the EU's overall emissions by 20% of 1990 levels and a conditional offer to increase this cut to 30% provided that other major emitters agree to take on their fair share of a global reduction effort.



# News Ticker

## **EU states unhappy with emissions proposal**

- Four large states (Germany, Italy, Poland and the UK) want slower pace of emissions reductions for vans.
- Environment ministers from some of the EU's largest member states told the European Commission that the auto industry needs more time to produce less-polluting vans and called for a delay in the introduction of emission-reduction targets.

## **EU State requests for more time to comply with EU air quality legislation**

- The European Commission adopted three decisions concerning requests from Bulgaria, Poland and the United Kingdom for additional time to comply with EU legislation on air quality.
- The decisions relate to requests for temporary exemptions in 97 zones or agglomerations from the EU's air quality standards for PM 10.
- The vast majority of air quality zones in the EU did not satisfy the conditions for a time extension, or were already found to be in compliance with the limit values.



# News Ticker

## **Study highlights need to increase EU emissions reduction target**

- The Greens/EFA group has launched a new study by independent research organisation CE Delft outlining why the EU needs to increase its current emissions reduction target of 20% by 2020.
- The launch coincides with today's council of EU environment ministers, who are discussing the conditions under which the EU would be willing to increase to its promised 30% emissions reduction target.



# News Ticker

## **EU report favours trading for air pollutants**

- The European Commission is considering an EU-wide trading scheme for sulphur dioxide (SO<sub>2</sub>) and nitrogen oxides (NO<sub>x</sub>) to improve air quality.
- A draft study assessing the environmental and economic impacts of such a system was recently made public.

## **EU plans centralised CO<sub>2</sub> auctioning from 2011**

- The European Commission is considering auctioning emissions permits over centralised platforms from 2011 and might cancel auctions if carbon prices are "abnormally low," according to two leaked documents.

## **New commission set to present draft legislation on carbon tax**

- The new European commissioner for taxation is planning to propose a minimum rate of tax on carbon across the whole European Union.



# News Ticker

## **NGOs take Commission to court over biofuels reports**

- Four environmental groups have sued the European Union's executive for withholding documents they say will add to a growing dossier of evidence that biofuels harm the environment and push up food prices.
- In December 2008, EU leaders reached agreement on a new Renewable Energy Directive, which requires each member state to satisfy 10% of its transport fuel needs from renewable sources, including biofuels, hydrogen and green electricity.
- However, concerns have been raised that increased biofuel production would result in massive deforestation and have severe implications for food security, as energy crops replace other land uses (so-called 'indirect land-use change').



# News Ticker

## Electric cars 'no greener than diesel', study claims

- Switching from diesel to electric cars will not dent transport's carbon footprint over the next 15 years as long as Europe's electricity supply remains based on fossil fuels, according to Danish analysis.
- The study, prepared for the Danish Petroleum Industry Association by consultancy Ea Energy Analyses, compared the CO2 emissions of cars using different engine technologies from petrol and diesel to hybrid, plug-in hybrid and electric cars.
- It found that carbon emissions per kilometre barely differed between the different cars when considering the full 'well-to-wheel' energy production cycle.





# News Ticker

## **Euro V trucks more polluting than Euro III**

- The Dutch government has started to point to problems with Euro norms.
- A recent research project showed that, in urban driving conditions, actual NOx emissions from Euro V trucks are three times higher than previously estimated and only marginally better than those from Euro III trucks, even though the type-approval limit value is 60% lower.
- The automotive industry does not consider this a problem because the vehicles and engines concerned comply with the official type-approval standards.



# News Ticker

## **Regulation on setting emission performance standards for new light commercial vehicles**

- EU has proposed a regulation on setting emission performance standards for new light commercial vehicles as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles.

## **New Directive Regulation Diesel Exhaust Emissions**

- EU is in the drafting process of a non-Road Mobile Machinery directive (NRMM).
- The directive would affect diesel-powered rail rolling stock and is likely to create additional cost burdens, especially if the new law should be applied by 1st Jan 2012.



# News Ticker

## **European Commission, EIB support EUR 1 bn investment by cities, regions in energy efficiency, renewables**

- The European Commission and European Investment Bank (EIB) expect the European Local Energy Assistance (ELENA) facility launched in December to support more than EUR 1 billion of energy efficiency and renewable energy projects in 2010.
- A first agreement with the province of Barcelona will be signed in April, it was announced at the launch of the EU's Sustainable Energy Week in Brussels.
- The EIB is currently in detailed discussions with 16 other cities or regions about their investment plans to increase energy efficiency and develop renewable energy.



# News Ticker

## **EU research body favours 'green' road charging**

- A new report from the European Commission's in-house Joint Research Centre (JRC) concludes that the overall benefit of charging trucks for the pollution they cause outweighs the limited negative price impact on consumers.
- The study was requested by EU ministers, who are currently seeking ways to break the deadlock over the Commission's proposal to recast the EU Eurovignette Directive.
- Next expected steps are the inclusion of all other transport modes.



# News Ticker

## **Governments agree to extend parental leave**

- EU employment ministers have agreed to extend minimum parental leave to four months per parent.
- The plan applies to all workers, regardless of what kind of contract they have, and will require changes to national laws in the UK, Belgium, Ireland, Portugal, Romania and Malta.
- The Council of Ministers adopted a directive designed to improve work–life balance and encourage fathers to take leave after the birth of a child.
- Parents will be allowed take four months each and transfer months between them to allow one parent to take up to seven months off. At least one month cannot be transferred to the other parent, a move seen as a boost to gender equality.
- Other new elements include the clarification that people with fixed–term contracts, part–time workers and temporary agency contractors are also covered.
- Parental leave comes on top of paid maternity leave which is currently granted for a minimum of 14 weeks.



# News Ticker

## Law on tyre labelling

- The European Parliament finally voted for a new EU regulation that will introduce fuel efficiency labels for all new tyres from November 2012.
- The new label will follow the 'A to G' classification system of the European energy label, so the best-performing tyres will be awarded an 'A'. In addition to its impact on fuel use, the label will provide information about the product's performance in wet conditions and rolling noise in decibels.
- In order to promote higher-performance tyres, member states will no longer be allowed to provide incentives for tyres below class 'C' on fuel efficiency and wet grip.

