

WEEK IN BRUSSELS

Week ending Friday 11 April

Commission publishes first EU Transport Scoreboard

The European Commission has published for the first time a scoreboard on transport in the EU. It compares member state performance in 22 transport-related categories and highlights for most of these categories the five top and bottom performers. The Netherlands and Germany top the scoreboard with high scores in 11 categories, followed by Sweden, the UK and Denmark. The aim of this first EU Transport Scoreboard is to give a snapshot of the diversity of member state performance in transport matters across Europe and to help member states identify shortcomings and define priorities for investment and policies. It brings together data from a variety of sources (such as Eurostat, the European Environment Agency, the World Bank and the OECD). The Commission's intention is to refine the indicators in the years to come, in dialogue with member states, industry and other stakeholders, and to track member state progress over time. Commenting on the scoreboard, Commission Vice-President Siim Kallas, responsible for mobility and transport, said: "The new scoreboard is a fantastic tool that shows visually where we stand in making our transport systems more efficient, more customer-friendly, safer and cleaner. It can of course only offer a snapshot, but it gives us and member states a point of reference and a source of inspiration for our work together."

(Source: European Commission)

http://europa.eu/rapid/press-release_IP-14-414_en.htm?locale=en

New rules on public support for environmental protection and energy adopted

The European Commission has adopted new rules on public support for projects in the field of environmental protection and energy. The guidelines will support member states in reaching their 2020 climate targets, while addressing the market distortions that may result from subsidies granted to renewable energy

sources. To this end, the guidelines promote a gradual move to market-based support for renewable energy. They also provide criteria on how member states can relieve energy intensive companies that are particularly exposed to international competition from charges levied for the support of renewables. Furthermore, the guidelines include new provisions on aid to energy infrastructure and generation capacity to strengthen the internal energy market and ensure security of supply. Commenting on the announcement Commission Vice President in charge of competition policy Joaquín Almunia said: "It is time for renewables to join the market. The new guidelines provide a framework for designing more efficient public support measures that reflect market conditions, in a gradual and pragmatic way. Europe should meet its ambitious energy and climate targets at the least possible cost for taxpayers and without undue distortions of competition in the Single Market. This will contribute to making energy more affordable for European citizens and companies."

(Source: European Commission)

http://europa.eu/rapid/press-release_IP-14-400_en.htm?locale=en



ACEA welcomes WLTP but calls for care to be taken in the transition period

ACEA, The European Automobile Manufacturers Association, have issued a release welcoming the development of the new World Light [Vehicle] Test

Procedure (WLTP), which includes a new test cycle and test procedures, under UN-ECE as a global technical regulation. ACEA note that the automotive industry is actively contributing to the ongoing development of the WLTP, which is designed to better represent real-world driving and states its hopes that other major world regions participating in UN-ECE on WLTP, such as China, India, South Korea, Japan and the USA, will adopt the WLTP when ready. This will also help industry reduce testing and approval complexity and costs. ACEA further note that industry certainly welcomes the WLTP as it will provide more robust figures for comparing one vehicle against another in terms of their CO₂ emissions and fuel economy. However, ACEA underlines that the new WLTP needs to be completed properly without rushing to meet unrealistic deadlines - so that it is robust and can apply to all vehicle technologies in a manufacturers' portfolio. In addition, managing the change to the WLTP must also be addressed. This includes the labelling of vehicles (i.e. how to deal with old test cycle and WLTP CO₂ and fuel consumption test figures without confusing customers), how to apply the WLTP for the purpose of the legal monitoring against a future CO₂ fleet average figure, and how governments will ensure that any CO₂-based taxation scheme fairly addresses vehicles between the periods when the old test cycle is phased-out and WLTP is brought in.

(Source: ACEA)

<http://www.acea.be/news/article/new-un-ece-test-procedure-to-better-reflect-real-world-driving>



European Parliament plenary set to vote on range of key transport files

The European Parliament will gather in plenary session from 14 to 17 April in Strasbourg to vote on a number of important legislative proposals in the area

of transport, among other issues. In particular, the following items are scheduled for a vote: alternative fuels infrastructure, eCall infrastructure and weight and dimensions of road vehicles.

Alternative fuels infrastructure

The measures will ensure the build-up of alternative refuelling points across Europe with common standards for their design and use, including a single plug for recharging electric vehicles. The directive provides the political signal and the regulatory framework for the deployment of a minimum infrastructure for alternative fuels such as electricity, hydrogen and natural gas, as well as common EU-wide standards for equipment and user information.

112 eCall infrastructure

Parliament is expected to vote on establishing emergency call response centres for the handling of 112 eCalls. An agreement on this was reached in trilogue negotiations in March. The eCall system automatically dials 112 — Europe's single emergency number — in the event of a serious accident.

Weights and dimensions of road vehicles

The European Commission proposed in April 2013 new rules to revise the current legislation on weights and dimensions of certain road vehicles, to allow manufacturers to develop more aerodynamic lorries in a bid to reduce fuel consumption, cut emissions and also enhance safety of road users.

(Source: European Commission)

http://europa.eu/rapid/press-release_MEMO-14-282_en.htm

Week ahead

European Commission

No relevant activity

Council of Ministers

No relevant activity

European Parliament (Plenary session, Strasbourg)

Tuesday 15 April

- Deployment of the interoperable EU-wide eCall-Vote
- Transfer of motor vehicles – Vote
- Alternative fuels infrastructure – Vote
- Weights and dimensions of road vehicles - Vote