



Commissioner Violeta BULC

Exchange of views with TRAN Committee

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Dear Mister/Madam Chair, dear colleagues and friends,

With the European Parliament legislature coming to an end, and before some of you go back to their constituency to campaign for the European elections and others follow another path, it is a real pleasure for me to be with you once more.

When I started my mandate as Transport Commissioner, I took a clear commitment: to maintain a constant dialogue with your committee so that we join forces and move forward the EU transport agenda together. Today it will be my 7th hearing before your committee in this particular format. And I reported back to you after each and every Transport Council and several informal councils – 3 or 4 times per year.

I am particularly proud that this very close relation with you has bear its fruits. We have worked constructively together and our collaboration has led to:

- ➔ The adoption of no less than **30 new legislative acts** since November 2014 – almost 10% of the 327 acts adopted so far by this Parliament!
- ➔ And very significant progress on **16 other new legislative proposals** (out of 173 –again almost 10%!) on which the Parliament will continue to work on after the elections.

These figures speak largely by themselves, I believe. They are a direct reply to those who considered - specifically at the beginning of our mandate - that transport might not be given the priority it deserves. Transport is actually back at the top of the EU political agenda! We managed to place it at the heart of many Juncker priorities:

- ➔ As part of our agenda for growth, jobs and investments;
- ➔ As an essential component of the Digital Single Market;
- ➔ As a main contributor of our decarbonisation strategy under the Energy Union and Climate strategies;
- ➔ Among the actions for a deeper and fairer Internal Market;
- ➔ In the European pillar of social rights;
- ➔ As part of the EU defence strategy;
- ➔ But also as a sector making the EU a stronger global actor

With those 46 legislative files, but also with many other non-legislative initiatives, we have developed a coherent **Transport Union** policy. With concrete actions for people - for instance to improve road safety or to make transport more attractive, in particular for women and the Youth.

So, please, allow me to detail today these achievements but also to point to some of the challenges we will continue to face.

1- First, Decarbonisation

Despite the important steps made during this mandate, decarbonisation remains for me the most pressing challenge we face in transport.

I am very proud of the way in which we have pushed for the decarbonisation of aviation and maritime transport within international fora: within ICAO for **CORSIA**, and within IMO for **shipping emissions**.

Our tenacity - and your very strong push - have led to a historic international agreement for aviation. The challenge will now be to implement this measure in a robust manner, in due time and with the largest number of partners. This is what will be at stake at the next ICAO Council and General Assemblée. Similarly, in the maritime sector, we have for the first time a global target for shipping emissions. Only few people believed this could be achieved. We now need to continue to put in place within IMO the measures to meet our joint level of ambition.

Because road transport is responsible for more than three quarters of all transport emissions and because its potential for modernisation was so high, we have concentrate many efforts on

this mode. Our 2d Mobility Package contained measures to tighten **CO2 standards** for vehicles, to facilitate the public procurement of **clean vehicles**, and to accelerate the deployment of new truck cabins and **alternative fuels infrastructure** which will make a real difference and contribute to achieve our commitments under the Paris agreement.

This same package included proposals in favour of the **buses and coaches**, and in favour of **combined transport** which still need to be agreed. Regretfully, as you know, Member States were unable to find agreement on the Commission's ambitions, let alone yours! For me, the suspension of trilogues on combined transport is disappointing but I do hope that the negotiations can resume in fall. Similarly I do hope that Council will progress well in the on-going examination of our proposal on **road charging** (Eurovignette) which should make mandatory measures to stimulate the CO2 performance of vehicles and facilitate the internalisation of other external costs.

Another obvious way to reduce the negative externality of road transport is to encourage more individuals and freight companies to shift to other modes. This implies to make alternative options more attractive and to continue to promote **multimodality**, for

both urban mobility and long distance services for freight and passengers, with adequate infrastructures and services for that.

This was one of the main aims of the **4th Railway Package**, with which we overhauled completely the EU legal framework for the rail sector in 2016. We have already observed its positive impact, with rail operators getting ready for competition with better services and passengers' satisfaction increasing. But there is still a lot of work to get more passengers and freight companies onto rail: removing, with the help of our Railway Agency, obsolete national rules and remaining administrative and technical barriers, accelerating the deployment of **ERTMS**, or supporting joint innovation efforts as we started to do with **Shift2Rail**, will continue to be a necessity in the future.

Another alternative to road, and probably the most environmentally friendly of all transport modes, is inland waterways. We made important progress to support the sector with the adoption of Directives on **technical requirements for vessels** and on **professional qualifications**. And with the update of the **River Information Services** technical standards. But, as underlined by your recent resolution on a future **Naiades III** programme, more can be done and I'd like to take this opportunity to thank you for its adoption.

2- Turning now to Digitalisation,

It often goes hand-in-hand with decarbonisation. And we have been no less active here! Let me just remind you only few examples showing that we have addressed the different levels of digitalisation (in B2C, B2A and B2B communications).

In aviation, our **SESAR** joint undertaking allows us to remain leaders in the digitalisation of ATM services and to address the more and more pressing congestion issue we face in Europe.

As you know, the **European Electronic Tolling Service** proposal was the first from Mobility Package I on which the Parliament and the Council reached agreement in trilogues. This will facilitate identification of toll offenders (who currently cost €300 million per year) but also cross-border mobility, allowing drivers to pay tolls across the Union with one on-board piece of equipment, one contract and one invoice. This should pave the way to the adoption of the other digitalisation measures of the 1st mobility package (with **smart tachographs**, the use of **e-consignment notes**, **e-notification** for posting, **ERRU**, etc.)

The adoption of our proposal on **Electronic Freight Transport Information** will also have a huge impact, guaranteeing that

authorities accept documents accompanying intra-EU freight electronically. By 2040, the industry can save €20-27 billion in administrative costs. This is why its adoption should become a priority for the end of the year. Another important file is the **European Maritime Single Window environment**, a priority for the short-sea shipping sector. By harmonising reporting processes in the EU, increasing efficiency, the new rules are expected to reduce administrative burden by up to €725 million by 2030, and cut reporting times by half!

For cooperative, intelligent transport systems, 2019 should be – finally – the year of mass deployment. For this to happen - let me please insist on this - we do need the **Delegated Regulation on C-ITS**. Your vote in plenary next week will be crucial in this respect. We need it urgently to give legal certainty to investors and early adopters, to ensure security and trust, and – most importantly – to ensure maximum road safety and traffic efficiency. I hope we can all be inspired by the success of our Japanese friends who introduced C-ITS at the busiest and most dangerous cross-roads and managed to reduce accidents by 30%. So, please resist to the lobbyists, I count on you here!

Now, looking ahead, we can expect many challenges stemming from digitalisation. We seek to fully exploit the opportunities open

to us, developing **Mobility as a Service** (MAAS), with integrated ticketing and logistic services. But we also have to deal with the social implications that digitalisation may provoke. Data will continue to drive changes in the way EU citizens want to travel, forcing change. We know that digital technologies evolve at the speed of light – industry but also regulators will need to embrace change proactively to stay ahead.

3- For a Deeper Single market

With every one of our proposals over the last 4 years, we sought to strengthen the single market and creating fairer conditions.

Perhaps one of our first achievements in this respect has been the adoption – following two failed attempts! – of the **Port Services Regulation**. With more market opening and increased transparency, this regulation creates a level playing field between EU ports, helping them become more efficient and competitive.

Looking now at the aviation sector, I cannot tell you how much the lack of progress on updating the **Single European Sky package** has frustrated me during my entire mandate! The economic impact of this blockage is huge, and increasing every single day. The need for such package will not go away and I do

expect the new legislators to address this as a matter of urgency. Similarly, **social issues in aviation** will continue to require careful monitoring and possibly legislative measures.

We are doing so for road transport. This sector continues to face an unprecedented shortage of staff; unacceptable practices are reported in the press on a daily basis and inadequate measures by Member States make business more and more complicated. This is why I am convinced that our **first Mobility Package** tackled the right issues: proper rest conditions for drivers, fight against letterbox companies, fair pay for postings abroad, as well as cooperation between national authorities cannot be a matter of East-West divide. So thank you for your positive vote last week!

4- The EU global leadership

A strong internal market allows us to promote our European technical standards but also fair market access abroad. In these last years we have worked to keep the EU as a global leader in transport, a sector still representing a huge share of our international trade. For these reasons, we have increased our presence in and technical cooperation with third countries, with the support of our regulatory Agencies, EASA, ERA and EMSA.

You have just adopted new rules allowing **EU airlines to compete fairly with third country** carriers. And we have strengthened our aviation links with our international partners. We have concluded **air agreements** with Qatar, Tunisia and Armenia and made very good progress with the ASEAN region; and our companies and citizens have continued to reap the fruits of agreements with the US, Canada, Israel, Jordan, Georgia, Morocco and Moldova.

I am very proud that, after more than 10 years of negotiations, we have finally integrated Western Balkans in our transport policy through the **Transport Community Treaty** (TCT). We have also made important steps for the **extension of TEN-T corridors** toward the South and the Eastern partnership as well as for the development of our **connectivity with China** and more broadly Asia.

5- Investments

Later this morning you will hear about the outcome of our last CEF call. To date, the **Connecting Europe Facility** has supported 760 projects with €23.4 billion, attracting additional investment that takes total up to €49.6 billion. As we approach the end of the programme, we are as focused on projects

implementation. Many projects have been already completed, but others are not fully on track. In such cases, we will apply the ‘use-it-or-lose-it’ principle. Reflow funds will be re-injected into the programme for new calls later this year and next.

To simplify access to EU grants and financial instruments, we have promoted **blending**. And we made available additional €12bn per year in **loans** from the EIB for sustainable infrastructure, including loans backed by Union Budget guarantees through the **EFSI** – to be replaced by **InvestEU** from 2021. We have promoted a streamlined investment approach. I consider the successful **transfer of the Cohesion Fund** and military mobility funds to CEF as very significant. This is the only way to ensure efficient delivery on EU priorities.

Looking ahead, the next generation of CEF will build on the successes of the current programme. Here again the support of the incoming Parliament will remain decisive to ensure that we pick up the pace with decarbonisation and digitalisation. The sooner the MFF negotiations are over, the sooner we can start delivering.

For **TEN-T**, we wanted to simplify regulatory and administrative procedures, and therefore proposed **streamlining measures**

within the 3rd Mobility Package. I am very grateful to the Parliament for dealing with this file so quickly and efficiently.

The 2013 TEN-T Regulation has served us well. It has helped focus our attention on key missing links. But times are changing, and I want to make sure we ask all the right questions. Which innovations could benefit TEN-T infrastructure? How can TEN-T best contribute to a safe, smart, sustainable and de-carbonised transport system? Does the core network need adjusting? What impact will Brexit on the one hand, and further EU enlargement on the other, have on the TEN-T? With these questions in mind, I have decided to launch already now the **review of our TEN-T policy**. Depending on the results, the next Commission may propose to revise the Regulation.

6- Innovation everywhere

To embrace changes in the transport sector and even drive them, we need innovation and we need to ensure that innovation can benefit to all citizens – in small villages like in large cities.

Over the last five years, the Commission has allocated around €4.5bn to research addressing mobility challenges through **Horizon 2020**. This figure will exceed €6bn by 2020.

Today we are in the negotiation phase for the next EU Framework Programme, **Horizon Europe**. The Commission proposed a budget of €100 billion, of which €15bn would go to climate, energy and mobility research and innovation. I very much welcome the Parliament's support for this integrated approach and for a larger budget. The MFF negotiation will continue in fall and the new Parliament should be equally mobilised!

We are already seeing exciting results and solutions, such as low-emission, connected and automated vehicles, as well as intelligent systems and infrastructures. As already mentioned, Shift2Rail and the SESAR joint undertaking contributed to ground-breaking innovations.

But innovation isn't only about technology. I see our proposal on **military mobility** – a means to make the most of existing infrastructure – as extremely innovative. I am very pleased that our proposed funding of €6.5 billion for dual-use civilian-military infrastructure projects under CEF II was so well received and we already have agreement on the principle. But, here as well, the exact budget will have to be decided later.

7- People at the heart of transport policy

Ultimately, people are at the heart of everything we do. And above everything else, we want to keep them safe and secure.

The annual figures on road accident fatalities remain heart-breaking. Road safety has been one of my top priorities and we addressed it from various angles: through a package of measures introducing tougher **technical inspections for vehicles** and reinforcing roadside checks, modernising rules for the **training of professional drivers**. But also through a review of **vehicle safety** and **infrastructure safety** requirement. I would in particular like to thank you for closing this last file so swiftly.

In aviation we revised the **EASA Basic Regulation**, making sure the safety rules and processes are fit for the future, including when it comes to new vehicles, such as drones, or new concepts, such as U-Space. In **maritime**, we revamped **passenger ship safety legislation**, rules on **training for seafarers**, and the **certification of marine equipment**. At **IMO** level, we have sponsored numerous advances, notably on passenger ship safety. We also developed guidelines on places of refuge for ships in distress.

When we think about people, we should also be proud of the rights that passengers enjoy in Europe. I am pleased that we

worked together to reinforce these rights in **rail**. I don't need to tell you that I am disappointed by the lack of progress on the **air passenger rights** file, for which more legal clarity is needed. The Council must resume the discussions it abandoned in 2015. Passenger rights can be further strengthened. As the Court of Auditors recently warned, the regulatory framework must be modernised, notably in the context of multimodality.

Another subject that has received a lot of interest among citizens is our proposal to end **seasonal clock changes**. Considering your strong support to this initiative within the Parliament and among citizens, I am confident that Council will also do its part.

One topic you have heard a lot about recently is **Brexit!** I would simply like to mention that we too in transport have been very active here, working hard to prepare for an orderly withdrawal of the UK from the EU, and to adopt contingency measures for a no-deal Brexit. Contingency plans are now in place for air and rail transport, for road freight and passenger connectivity. However this cannot and will not replace the benefit of EU membership, nor the need for stakeholders to be prepared.

Finally, allow me to end on specific initiatives that are particularly dear to me. Upon taking up this position, I was shocked to hear

that only 22% of all transport workers are women. I am proud of the **Platform for Change** that we have created, and even more so of the results that we are starting to see. I am also pleased to have contributed to put in place a new program – now called **DiscoverEU** - to offer a possibility for young people to explore Europe through sustainable modes of transport.

Thank you for listening to me today. I have talked at length, but that is because I am as enthusiastic today about transport and its potential as I was when I first spoke to you in October 2014! And, I confess, when I look back, I am enormously proud of what we achieved – but also how we achieved this - involving directly stakeholders in the preparation of all our initiatives, through public consultations and the creation of new dedicated platforms. I am also very conscious of the fact that none of this would have been possible without your strong support.

This is the last time we will all be together, so I'd like to thank you, from the bottom of my heart, for your commitment, your hard work, your encouragement, and your drive to improve transport for the people of Europe.