



Slovensko predsedstvo EU 2008
Slovenian Presidency of the EU 2008
La Présidence slovène de l'UE 2008

SLOVENIAN PRESIDENCY PROGRAMME

**FOR THE FIELD OF
TRANSPORT**



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During its Presidency, Slovenia will focus on the matters which are at the forefront of discussions within the EU as well as in Slovenia:

- transport safety,
- railway transport,
- the Western Balkans, and granting of a mandate for a transport treaty,
- the Galileo programme.

1. Transport Safety

Transport safety is a field in which Slovenia and the EU will face numerous challenges. Improving transport safety is one of the objectives of Slovenian transport policy. This objective fits in well with those defined by the European Commission in its White Paper on European Transport Policy for 2010: time to decide. The EU has set itself an ambitious plan to halve the death toll on roads by 2010 (from the current 50 000 to 25 000). In addition to road safety, the EU also pays great attention to safety in all the other modes – air, maritime and rail transport.

1.1. Road Safety

Road safety in the Member States has seen a gradual improvement in the last few years, especially after the adoption of a number of measures at European, national and local level. The ground for achieving highly ambitious transport policy goals was prepared by the adoption of the "European Road Safety Action Programme - Halving the number of road accident victims in the European Union by 2010", the objective of which is to bring the death toll down to below 25 000 by 2010.

Although gradually working towards the demanding objectives of this action programme, in 2007 the European Union had to face the fact that the road safety situation is far from satisfactory, since the majority of Member States still record a death toll increasing at a rate of more than 10%. As for Slovenia, it has to face the fact that it is classified as an EU Member State with one of the poorer road safety records. Together with many other European countries we experienced a downturn in road safety, which started in 2006 and was continuing in 2007.

For all the above reasons, the Slovenian Presidency will be making every effort, at European as well as at national level, to manage the area of road transport safety in such a way as to contribute through the necessary work, activities and legislation towards implementing the ambitious goal which has been set. By respecting the principle of balanced, safe and sustainable development of road transport and especially by focusing on harmonising the legislation of Member States, Slovenia will endeavour to compile a progress report on road safety following the presentation of the proposal for a **Directive on cross-border enforcement of sanctions in the field of road safety**. We will also try to achieve political agreement on improving the management of **transport infrastructure safety**. During our Presidency, Slovenia will participate actively in organising various international and European events on the subject of road safety.



1.2. Maritime Safety

Maritime transport, considering the volume of cargo transported, represents one of the safest modes of transport. Regardless of this, however, the examples of accidents such as those of the Erika and Prestige tankers, as well as the recent accidents in the Black Sea and off the Korean coast, are a constant reminder that there is still room for improvement as far as maritime safety is concerned. A similar disaster in the Adriatic Sea would have devastating consequences for the entire European Community. This is why the Slovenian Presidency will make every effort to develop high levels of maritime safety. To that end, we will actively proceed with the discussions on the **Third Maritime Safety Package**. Our activities will be aimed particularly at:

- making progress at the earliest possible opportunity on the discussion of the legislative acts of the Third Maritime Safety Package for which Council consent has already been obtained (possible agreement with the European Parliament on commencing second readings);
- continuing the discussions on the last two proposals which do not yet have the political consent of the Council, i.e. the proposal for a **Directive on compliance with flag state requirements** and the proposal for a **Directive on the civil liability and financial guarantees of ship owners**.

1.3. Air Safety

In order to ensure better **aviation safety**, regulations and safety controls will be improved and new air transport management technologies introduced.

European legislation in the field of aviation safety is currently being supplemented in respect of the **Single European Sky**, i.e. the implementing regulations for the Single European Sky Regulation are being prepared. These will regulate in more detail certain aspects of the performance of air navigation services, including the establishment of the **SESAR Joint Undertaking**, which should contribute new technical and technological solutions.

During its Presidency, the Republic of Slovenia will also devote attention to the Commission Report on the **Single European Sky**. This report will discuss the necessary reforms of air traffic management.

Slovenia will also place emphasis on the **European air traffic management modernisation programme** (the **SESAR** project), representing the technological component of the regulatory framework for the Single European Sky (the **Master Plan**), which will be prepared by the European Commission and submitted to the Council for approval.



1.4. Railway Safety

Rail safety has improved continually over the last decade, both in terms of emergencies and disruption as well as in terms of the damage caused. Unfortunately, this is not true of accidents at level crossings. In future, railway safety will need to be bolstered through increased investment in technical security measures, maintenance of infrastructure and vehicles, modernisation of vehicles and harmonisation of the transport system. The comprehensive nature of railway safety problems, posed by formal and organisational specifics in individual countries, may hinder the effective interoperability of the European rail network. In order to overcome such obstacles, Slovenia will push forward the discussions of the proposal for a **Directive on safety on the Community's railways** and the proposal for a **Regulation amending the Regulation establishing the European Railway Agency (ERA)**. These two proposals, when combined with the Directive on Interoperability, which was successfully concluded by the Portuguese Presidency, should help increase the effectiveness and competitiveness of the European rail network.

2. Railway Transport

The legislative acts which, for the sake of consistency, have already been mentioned in the section on rail safety also represent the basis for developing the competitiveness of the European rail network in future. They are an important step towards the unification and simplification of procedures required for an efficient international railway transport system. The harmonisation of procedures and the introduction of common technical specifications could also enable the all-European recognition of individual certificates, which would significantly diminish the number of obstacles to competitiveness. The Slovenian Presidency will focus on all aspects of development of the railway sector as a means to reduce transport emissions and as an alternative which could help cut the volume of road transport and thus contribute to sustainable mobility and a healthier living environment.

3. The Western Balkans

The Western Balkans are a general priority for the Slovenian Presidency. In the field of transport, this priority could be put into practice by **granting the European Commission a mandate to open negotiations for a Transport Treaty with the region**. Consultations are currently under way between the Commission and the countries of the Western Balkans countries, but the reasonable expectation is that the Commission will submit its request for the mandate later than expected (initially it announced that it would ask for the mandate in November 2007). In terms of content, the Treaty (on the model of the Energy Treaty) should provide a general framework regulating the position of the Western Balkans in Europe in terms of transport and specifically regulating all the modes of transport – apart from air transport, which is already governed by separate agreements.



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4. Galileo

Given the political importance of the **Galileo** project for the whole Community, it will be given every necessary consideration during the Slovenian Presidency. Slovenia is also a serious candidate for the seat of the Galileo Supervisory Authority (GSA), which is another reason to demonstrate full political support for the project. Last but not least, the benefits to be derived from this programme are not only in the field of transport but also in the fields of science, research, education and the economy, which are among our highest priorities.

Establishing the infrastructure for satellite navigation is a project which exceeds the financial and technical capabilities of individual Member States, which is why it is best managed as a European programme. In order to ensure the continuation of the Galileo and EGNOS programmes, a legal framework needs to be established alongside the financial one, which will enable the EU to proceed with the above programmes. As far as the Galileo project is concerned, discussion of the amended proposal for a **Regulation on the further implementation of the European satellite radionavigation programmes** (EGNOS and Galileo) is envisaged, but we also believe that, by bringing forward discussions on the basis of the financial agreement which has been reached, we can succeed in adopting a legal framework which would speed up the implementation phase of the project.

5. Free Movement of Services in the field of transport

The European Union would like to give new impetus to the development of transport services and thereby contribute towards achieving the Lisbon objectives. Our common goal is to create a unified and competitive single market, which will enable the free movement of goods and persons.

5.1. Road Transport

The Slovenian Presidency will endeavour to make progress in the field of forming competitive road freight transport services and establishing common rules for the provision of such services. Furthermore, we will also start the discussions on the proposal concerning common rules for the international carriage of passengers.

The proposal for a **Regulation on access to the market in the carriage of goods by road within the Community to or from the territory of a Member State or passing across the territory of one or more Member States** regulates international road freight transport between EU Member States and non-EU countries, but it will also apply to short sea shipping (cabotage) services within EU Member States which are provided on a temporary basis by non-resident road transport operators. Apart from this, the proposal introduces a unified policy on sanctions for Member State operators, identifies the documents that must be kept in a vehicle and requires Member States to exchange information concerning violations and sanctions with the competent authorities in the other Member States. So far, no consensus has been reached between the Member States on this proposal – the main points of contention are the issues of short sea shipping (cabotage) and sanctions. In 2008, Slovenia will attempt to reconcile the Member States' divergent views and continue with the discussion in the first reading. At the same time, it will try to find a general approach or political agreement to the mentioned proposal.



The proposal for a **Regulation establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator** establishes the conditions to be met by companies in order to gain an authorisation to pursue the occupation of road transport operator and requires Member States to establish adequate control. It introduces the concept of the responsibility of transport manager who lends his or her professional competence certificate to a company to enable it to obtain an authorisation, and stricter rules governing his or her links with the company. Furthermore, it introduces stricter criteria vis-à-vis establishing whether a company is actually established in a Member State and whether the company can be properly monitored by the national authority issuing the authorisation. Last but not least, comparable financial indicators to measure a company's financial standing are included in the proposal as well. During the debate so far, we have discussed the following aspects which regulate access to the international freight transport market: national electronic registers, procedures for the issue of authorisations, the criteria establishing good repute and the establishment of a list of most serious infringements. Slovenia will continue the work on this dossier and will to find a general approach or political agreement.

The proposal for a **Regulation on common rules for the international carriage of passengers by coach and bus** introduces a simpler and faster procedure for the issue of authorisations for regular international services, simplifies and standardises the Community licence, thereby reducing administrative obstacles and backlogs. Apart from that, the proposal strengthens the provisions which require a Member State to act upon a request made by another Member State in cases when an operator which it awarded a Community licence breaks the law in another country. Slovenia will start the discussions on the proposal for a Regulation and will endeavour to achieve progress in this area.

5.2. Aviation

In the field of aviation, the EU's internal transport services market is already highly developed and competitive. The proposal for a **Directive on airport charges** is currently under discussion. It will define a number of basic principles to be respected by airport operators when they determine their airport charges. The application of a common set of basic rules with regard to airport charges throughout the territory of the EU will ensure fair play between the aviation partners when defining the parameters for the use of airport infrastructure. The objective of the Slovenian Presidency will be to steer this debate towards a consensus.

The EU strives to strengthen its **international relations** in the field of aviation in order to achieve uniform conditions for the performance of airline transport activities even outside its borders. During its Council Presidency, Slovenia intends to ensure that the **European Commission is given a mandate to open negotiations with Israel**.

The modern development of information technologies in air services has already made it possible for us to buy airline tickets from home. However, the rapid development of new services needs to be accompanied by an adequate legislative framework. The proposal for a **Regulation on computerised reservation systems**



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was drawn up on the basis of earlier market conditions when most computerised reservation systems were owned and controlled by the airlines. With the sale of airlines and the development of online ticketing, the market situation has changed, and the prevailing assessment is that the current regulation hinders the efficient operation of the market. From January 2008, during the Slovenian Presidency, the proposal will be thoroughly re-examined and harmonised.

6. Cutting Transport Emissions

The 2008 integrated energy and climate change package is a general priority of the Slovenian Presidency. In the area of transport, our contribution will include taking part in the discussion of **Directive 2003/87/EC** with a view to **including aviation activities in the Community emission trading scheme**. As far as motor vehicles are concerned, we will start discussions on the measure on the **exhaust emissions of commercial vehicles (Euro VI)** and the proposal for a legislative measure on **CO₂ emissions and exhaust gases of private vehicles**. The main focus of these dossiers is to cut emissions and curb the harmful effects of CO₂ on the environment.

7. Motor vehicles

As far as the technical harmonisation of motor vehicles is concerned, the Slovenian Presidency will start the discussion of the new proposal for a **Regulation on the protection of pedestrians** and the proposal for a **Regulation on type-approval of hydrogen-powered motor vehicles**. The proposal for a text on the protection of pedestrians will constitute a new technical instrument, which will improve the safety of pedestrians and other vulnerable road users in the event of injury due to collision with a motor vehicle. The new legislative proposal for the type-approval of hydrogen-powered motor vehicles will lay down harmonised rules for the construction of hydrogen-powered vehicles as well as guarantee a high level of safety and environmental protection. The Slovenian Presidency expects substantial progress to be made in discussing the two proposals and assesses that the first measure will contribute to improving road safety while the second will contribute to reducing environmental pollution due to motor vehicle exhaust gases.



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8. Events Planned for the Slovenian EU Council Presidency

Transport, Telecommunications and Energy (TTE) Council – Transport	7 - 8 April 2008 12 June 2008	Luxembourg Luxembourg
Informal Meeting of Transport Ministers	5 - 7 May 2008	Slovenia
Aviation: 2nd phase of EU-USA negotiations	15 - 16 May 2008	Slovenia
European Road Transport Research Arena Conference – TRA 2008	21 (opening) - 24 April 2008	Slovenia
TEN-T (Trans-European Transport Networks) Western Balkans	expected in March 2008	Belgrade
Conference on the Future of Aviation	22 January 2008	Brussels
European Maritime Day	19 May 2008	Brussels