

CONCLUSIONS
CONCERNING THE SECOND “MOBILITY PACKAGE”
PRESENTED BY THE EUROPEAN COMMISSION
ON NOVEMBER 8, 2017

The European Affairs Committee of the French National Assembly,

Having regard to article 88-4 of the French Constitution,

Having regard to articles 90, 91, 100, 191 and 192 of the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) n° 443/2009 of the European Parliament and of the Council of April 23, 2009, setting down performance standards for emissions for new private cars in the framework of the Community's integrated approach aimed at reducing the CO2 emissions of light vehicles,

Having regard to Regulation (EC) n° 1073/2009 of the European Parliament and of the Council of October 21, 2009 setting down the common rules for access to the international market for transport services by coaches and buses, modifying Regulation (EC) n° 561/2006,

Having regard to Regulation (EU) n° 510/2011 of the European Parliament and of the Council of May 11, 2011 setting down emission performance standards for new light commercial vehicles cars in the framework of the Union's integrated approach aimed at reducing the CO2 emissions of light vehicles,

Having regard to Regulation (EU) n° 333/2014 of the European Parliament and of the Council of March 11, 2014, modifying Regulation (EC) n° 443/2009, and aiming at setting down the mechanisms in order to reach the 2020 objective in the field of the reduction of CO2 emissions for new private vehicles,

Having regard to Directive 92/106/EEC of the Council of December 7, 1992, concerning the setting up of common rules for certain types of combined transport of goods between member states,

Having regard to Directive 2009/33/EC of the European Parliament and of the Council of April 23, 2009 concerning the promotion of clean and energy-efficient road transport vehicles,

Having regard to Directive 2014/94/EU of the European Parliament and of the Council of October 22, 2014 concerning the development of an infrastructure for alternative fuels,

Having regard to the Draft Regulation of the European Parliament and of the Council, modifying Regulation (EC) n° 1073/2009 setting down the common rules for the access to the international market for coach and bus services (COM[2017] 647 final),

Having regard to the Draft Regulation of the European Parliament and of the Council setting down emission performance standards for new private cars and for new light commercial vehicles in in the framework of the Union's integrated approach aimed at reducing the CO2 emissions of light vehicles and modifying Regulation (EC) n° 715/2007 (revised) (COM[2017] 676 final),

Having regard to the Draft Directive of the European Parliament and of the Council, modifying Directive 92/106/EEC concerning the setting up of common rules for certain types of combined transport of goods between member states (COM[2017] 648 final),

Having regard to the Draft Directive of the European Parliament and of the Council, modifying Directive 2009/33/EC concerning the promotion of clean and energy-efficient road transport vehicles,

Having regard to the Commission's Communication of July 20, 2016 concerning a European strategy for mobility towards a low emission rate (COM[2016] 501),

Having regard to the Resolution on the first "Mobility Package", presented by the European Commission on May 31, 2017 and adopted by the French National Assembly on March 6, 2018, (T.A. n° 94),

- *On the new rules concerning the access to the international market for coach and bus transport services:*
 1. Feels that although the development of links by coach on long distances indeed provides alternative solutions to the use of private cars and thus contributes to the reduction of the emissions generated by transport and by road congestion, the current coach transport

network already makes provision for the opening-up of national markets to competition, as is shown by the French example with the Law n° 2015-990 of August 6, 2015, on the subject of Growth, Activity and the Equality of Economic Opportunities;

2. Thus states its strong opposition to the extension of the field of application of the Regulation, as national markets are a question for the responsibility of each member state, as well as its opposition to the proposal to abolish the temporary nature of cabotage operations which leads, in fact, to the ending of the current conditions necessary for setting up a business in a member state in order to operate on a permanent basis;
 3. Underlines that the draft proposal for a second “Mobility Package”, published on November 8, 2017, is totally in contradiction with the notions put forward in the first “Mobility Package”, tabled on May 31, 2017. The latter, in fact, on the contrary, aims at strengthening the conditions for setting up a business in the area of goods transported by road and thus laying down the basis for fair competition in the European Union. It also, in addition, highlights that it is important to work more efficiently against “PO Box companies” in order to establish a balance within the market;
 4. Is aware of the need to maintain this balance:
 - On the one hand between public service transport contracts and private services. The economic balance should be considered regarding the line and not, as the European Commission proposes, regarding the public service contract.
 - On the other hand, between the operators and the managers as regards access to transport hubs;
 5. Wishes both for the continuation of efficient monitoring measures which would not lead to the proposed suppression of the journey form as the main document to be carried on board vehicles for verification purposes and for a reasonable understanding of the issues of road safety which are very closely linked to the promotion and the development of transport via coach;
- *On the new rules concerning certain combined transport of goods between states:*
6. Feels that, even if, in an attempt to reduce the transport-generated emissions, the combined transport of goods is an alternative to road-only solutions and should be supported and justifies an up-dating of

the Directive, this also implies acting, with priority, on long distance journeys, in order to limit the road-transport part of such exchanges and to allow rail, river and sea means of transport to take on greater importance.

7. Thus considers, in this respect, that the various proposals of the European Commission to calculate the share of the route segments would, on the contrary, lead to a significant increase in the distances travelled on the road networks, and thus calls for a more stringent framework concerning the maximum length of such road journeys;
8. Reiterates that on these issues it is necessary to be coherent with the provisions contained in the first “Mobility Package” to guarantee workers in the road transport sector the same social rights within the European Union and thus deems it essential to align the specific rules concerning companies and cabotage on the road segments of national and international operations with the general rules which are applied to road transport, in particular, in the field of cabotage;
9. Underlines that although reinforced action by the member states is necessary to optimize combined transport services, the very conditions for its efficacy rely upon an assessment and the taking of decisions at the local level of needs – thus by the member states themselves;
10. Emphasizes the necessity for a strong mobilization of European financial resources for the investments dealing, in particular, with terminals, and notably through the European Interconnection Mechanism (EIM)
 - *On the new rules aimed at promoting clean and energy-efficient road transport vehicles*
11. Feels that the improvement of the energy efficiency of road transport should be placed in the top rank of the priorities of the European Union and that public procurement can provide a powerful impetus for action;
12. Welcomes thus the desire shown by the European Commission to strengthen this impetus for action by greatly broadening the field of public procurement, by introducing a definition of clean vehicles, and by setting objectives which clearly aim at a huge limitation for all public actors in the purchasing of combustion engine vehicles and at a specific goal for zero-emission vehicles: deems it useful to adopt a pragmatic approach for the categories of heavy vehicles in

the field of alternative methods of propulsion to the combustion models;

13. Recognizes that whilst the targets setting down a minimum proportion of public procurements by 2025 and by 2030 are indeed a minimum, as member states are free to fix higher targets, nonetheless considers that these targets should be more ambitious if the sought-after knock-on effect can in fact fully occur, and thus, proposes a long-term threshold for the public procurement of 75% of zero-emission vehicles in the light vehicles category to be harmonized at a European level by 2035;

14. Regrets also that the European Commission proposes to remove the obligation to take into account environmental and energy issues for vehicles acquired outside of the obligatory percentage for the procurement of clean vehicles, and requests the European Parliament and the Council to reintroduce this obligation, as well as, in addition, elements relating to the life-cycle approach which have also, very surprisingly, been removed when one takes into account the ambitions expressed elsewhere by the European Commission concerning the circular economy;

- *On the new rules concerning carbon dioxide (CO₂) emissions for light vehicles:*

15. Is concerned by the fact that, for the first time in ten years, carbon dioxide (CO₂) emissions for new cars sold in Europe has increased, according to the data published by the European Environment Agency (EEA); thus underlines the importance of determined action in order to allow us to reach the national and European objectives concerning the reduction of greenhouse gas emissions, but also to guarantee the competitiveness and innovation of the European automobile industry, given the current developments in other regions of the world;

16. In order to very clearly position the European Union as an entity seeking a clear break with the past which is compatible with the Paris Climate Agreement, considers it necessary to raise the level of ambition of the European Union by:

- Making provision for a binding intermediary stage by 2025,
- Increasing the objective imagined for 2030 for private cars, by up to 40% of that target emission level in 2020,

- Adding a long-term target, with the objective aiming at reaching zero greenhouse gas emission for private vehicles by 2040;
17. Deems it essential to definitively remove every ‘utility parameter’, whether it be based on the mass or the area;
18. Approves the incitement to build low or zero-emission vehicles proposed by the European Commission, but calls upon the European Commission and the Council to improve them, notably through the setting-up of a *malus*, penalty scheme, and recalls the necessity of giving their rightful place to alternative transitional fuels (natural gas for vehicles-NGV, liquified petroleum gas-LPG, etc.);
19. Suggests providing a mandate to the European Commission to draw up a test procedure so as to determine the carbon dioxide (CO₂) emissions in real-life driving conditions, in addition, on the one hand, to the follow-up measures taken concerning fuel consumption, and, on the other hand, in addition to the in-service conformity procedure.