

E U R O P E A N E C O N O M I C A R E A

J O I N T P A R L I A M E N T A R Y C O M M I T T E E

40th Meeting

29-30 May 2013, Brussels, Belgium

RESOLUTION

Adopted pursuant to Rules 11 and 13 of the Rules of Procedure,

at the 39th meeting of the Joint Parliamentary Committee

in Brussels

on 30 May 2013

on

Resolution on Transport Policy in the EEA

Co-rapporteurs: Ms Anna HEDH (S&D, Sweden)
Ms Irene JOHANSEN (Labour Party, Norway)

adopted unanimously

The Joint Parliamentary Committee of the European Economic Area:

- Having regard to the Agreement on the European Economic Area, and in particular to Annex XIII thereto,
- Having regard to the European Commission White Paper titled "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (COM(2011) 144),
- Having regard to its Resolution on "The White Paper on a Single European Transport Area" adopted at its 38th meeting in Akureyri on 4 May 2012,
- Having regard to the Commission Communication "The Fourth Railway Package" (COM(2013) 25), and the corresponding legislative proposals,
- Having regard to the Commission Communication "The Roadworthiness Package" and the corresponding legislative proposals,
- Having regard to Regulation (EC) No 1072/2009 and Regulation (EC) No 1071/2009, and Commission initiative to revise these regulations,

- Having regard to the Commission Communication “Single Market Act II” (COM(2012) 573), and in particular Key Action II thereof, regarding maritime transport,

I. The Fourth Railway Package

1. Welcomes the main objectives of the Commission’s Fourth Railway Package to deliver better quality and more choice in railway services in Europe;
2. Reiterates its support for the separation of the organisation of infrastructure management and transport operators in order to prevent conflicts of interest and to ensure that infrastructure managers better respond to the needs of the market;
3. Stresses the importance of infrastructure development of railways and improved interoperability in Europe, including to assure smooth transalpine transit, and agrees that a higher level of cooperation is needed at European level to achieve this;
4. Underlines that a single railway area based solely on deregulation and competition does not solve the problems; considers that more investments in infrastructure and a common traveller's perspective are essential;
5. Notes the different opinions among EEA States and among political parties and other stakeholders within the EEA States on whether opening of the market for domestic passenger transport services by rail is an appropriate measure;

II The Roadworthiness Package

6. Fully supports the objectives of the Roadworthiness Package to reduce road accidents and deaths and contribute to reducing emissions of greenhouse gas and air pollutants;
7. Supports the harmonisation of rules on periodic roadworthiness testing of motor vehicles and their trailers;
8. Asks the Commission to undertake further studies regarding the link between accidents and technical failures of two-wheelers in order to better assess the need for periodic roadworthiness testing of these vehicles; and believes that light trailers are better targeted at roadside checks;
9. Highlights that technical requirements and test methods as laid down in the Annexes to the proposal on periodic roadworthiness tests should be considered as EU minimum standards, and that the Member States should be allowed to maintain or introduce higher standards;
10. Supports demands for minimum competence and appropriate training requirements for inspectors; and stresses the need for independence of inspectors to eliminate potential conflicts of interest; however, underlines that rules on independence should not hinder inspectors from performing periodic tests on vehicles that they have previously repaired and/or maintained;

11. Fully supports the proposal on technical roadside inspections, including widening the scope for technical roadside inspections to include light commercial vehicles and light trailers;
12. Supports the introduction of a risk rating system where the selection of vehicles to be subject to a technical roadside inspection is based on the risk profile of the operators, and suggests making it clearer in the proposal that undertakings operating commercial vehicles should always be responsible for maintaining the roadworthiness of their vehicles;
13. Stresses that Members States should ensure that technical roadside inspections are carried out without discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle;
14. Asks the Commission to clarify the basis of the calculation in the obligation to carry out a total number of inspections of 5% of vehicles;
15. Believes that the scope of the regulation should include deficiencies in tyres or lack of required tyre-chains;
16. Welcomes the proposal on registration documents for vehicles; and underlines that a vehicle owner should be able to cancel the registration of a vehicle after it has been sold in order to be exempt from liability before a new registration of the vehicle is made;

III Cabotage

17. Urges the EEA EFTA States to incorporate Regulation (EC) No 1071/2009 establishing common rules on access to the occupation of road transport operator, Regulation (EC) No 1072/2009 on common rules for access to the international road haulage market, and Regulation (EC) No 1073/2009 on common rules for access to the international market for coach and bus services, into the EEA Agreement, and welcomes the recently submitted proposal by the Norwegian Government to the Starting to this end;
18. Agrees that there is a need to improve the economic and environmental efficiency of road freight transport, taking the social aspects of cabotage into account;
19. Underlines the importance to ensure that the EU's road transport is based on a level playing field for all and emphasizes the need to focus more on strengthening and harmonizing enforcement procedures and social and working conditions;

IV Maritime Transport

20. Strongly supports the establishment of a true Single Market for Maritime Transport by no longer subjecting EU goods transported between EU seaports to administrative and customs formalities;
21. Underlines the importance of the ports in the EEA EFTA States in this regard, and that the Blue Belt proposal is developed in consultation with the EEA EFTA States in

order to facilitate simplified procedures for goods transported between EU and EEA EFTA ports;

22. Looks forward to the Commission's proposal on the revision of the ports policy, and supports the objective to increase the efficiency and quality of port services;

V Transport Cooperation in the North

23. Stresses the need to continue improving the Barents infrastructure, especially the east-west connections, in all forms of transport; and underlines the key role of the Northern Dimension Partnership on Transport and Logistics;
24. Believes that new maritime corridors in the Barents Region may offer considerable business opportunities and stimulate sustainable growth in the region, and underlines the importance of collaboration between all stakeholders;
25. Reiterates the undesirability of "border effects" between EU and EEA EFTA States in all transport modes, and urges the Commission and the EEA States to address the accessibility problems facing the outermost regions, islands, and landlocked and peripheral regions, and to ensure good connections between EU Member States and their EEA EFTA neighbouring countries;
26. Draws particular attention to the need for a differentiated transport policy in peripheral and sparsely populated areas and to the specific needs of some EEA EFTA States;
27. Reiterates in this regard the positive contribution of the Northern Dimension Policy, including the EU, Norway, Iceland and Russia, and its partnership on transport and logistics, to the increase in cross-border transport infrastructure projects between the EU and EEA EFTA States;
28. Welcomes the work undertaken to establish a Transport Plan for the Barents Region, and a joint cross-boarder transport plan for the Nordic countries closely linked to the European transport network;
29. Reiterates the need for deep and continuous consultation between the EU institutions and EEA EFTA States in this area during the decision-making process on legislative proposals related to the Common Transport Policy.
30. Instructs its President to forward this Resolution to the EEA institutions, the European Commission, the European Parliament and the EEA EFTA Parliaments.