

EReg EU Monitor

One of the activities of EReg is to identify and follow European developments. This is the EU monitor of EReg. It provides an overview of the most relevant and recent developments in Europe and the European Union that has an impact on vehicle and driver registration authorities. It includes developments that have recently been published and are still under negotiation or proposals that are expected in the coming months (for example the Work Programme of the European Commission). The most recent developments are listed first.

LIST OF DEVELOPMENTS

Priority	Theme	Development	Description	Process
Low	Work programme European Commission 2019 A sustainable European Future	Reflection Paper "Towards a sustainable Europe by 2030, on the follow-up to the UN Sustainable Development Goals, including on the Paris Agreement on Climate Change"	Reflection paper on the sustainable goals of Europe, possibly relation with sustainable goals for mobility.	Non-legislative, expected Q4 2018
Low	Work programme European Commission 2019 A Connected Digital Single Market	Coordinated Plan on the development of Artificial Intelligence in Europe	Plan on the use of Artificial Intelligence.	Non-legislative, expected Q4 2018
Medium	Work programme European Commission 2019 Implementation of the Paris Agreement	Strategy for long-term EU greenhouse gas emissions reduction in accordance with the Paris Agreement	Strategy on greenhouse gas emissions reduction	Non-legislative, expected Q4 2018
Medium	Europe on the Move Package III	COM/2018/274 Proposal for a DIRECTIVE OF THE EUROPEAN	The general objective of the proposed initiative is to reduce road fatalities and serious injuries on EU road networks by improving	This proposal is currently being

	Road Safety	PARLIAMENT AND OF THE COUNCIL amending Directive 2008/96/EC on road infrastructure safety management	the safety performance of road infrastructure. Objectives of the proposal are: improving the follow-up on the findings of road infrastructure safety management procedures; fostering harmonisation and knowledge sharing between Member States on these procedures and requirements; protecting vulnerable road users; improving the deployment of new technologies; and working towards a consistently high level of road safety across Member States, using the limited financial resources efficiently. The initiative is important in the link between vehicle technology and infrastructure, especially regarding active safety systems in vehicles and driver assistance systems.	negotiated.
Medium	Europe on the Move Package III Heavy-duty vehicles	COM/2018/284 Proposal for a regulation setting CO2 emission performance standards for new heavy-duty vehicles	This proposal contributes to the transition towards a low-carbon, secure and competitive economy and it will help to meet the emission reduction target of at least 40% included in the Energy Union Strategy. It sets CO2 standards. There are four main elements of the proposal. 1) it foresees an overall EU CO2 emission reduction target for new Heavy Duty Vehicles fleet of 15% by 2025 compared to the 2019 emission levels, 2) it provides for cost-effective implementation, 3) it includes incentives for zero- and low-emission vehicles in the form of a “super-credits system”, 4) it provides for an adequate governance.	This proposal is currently being negotiated.
High	Europe on the Move Package III Electronic freight transport information	COM/2018/279 Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on electronic freight transport information	The Commission carried out an impact assessment on the barriers to digitalisation of freight transport documents and options to support wider use of electronic documents and information exchange. The main problem it identified is the authorities’ low and varying degree of acceptance of information or documents made available electronically by businesses, when the authorities require them to provide evidence of compliance with regulatory conditions for the transport of goods on the different EU Member States’ territory. The general objective of the initiative is to enable wider use of digital technologies, by establishing uniform conditions for the further development and deployment of digital technologies for electronic exchange of freight transport information. Impact is on EUCARIS that can be used for the exchange.	The proposal is currently being negotiated.

Medium	Europe on the Move Package III Labelling of Tyres	COM/2018/296 Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the labelling of tyres with respect to fuel efficiency and other essential parameters and repealing Regulation (EC) No 1222/2009	Improving the labelling of tyres will give consumers more information on fuel efficiency, safety and noise, allowing them to obtain accurate, relevant and comparable information on those aspects when purchasing tyres. This proposal repeals and replaces Regulation (EC) No 1222/2009 on the labelling of tyres with respect to fuel efficiency and other essential parameters (the Tyre Labelling Regulation). This initiative is updates and improves the effectiveness of the existing acquis on tyre labelling.	The proposal is currently being negotiated.
Medium	Europe on the Move Package III Weight & dimensions	COM/2018/275 Proposal for a DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance	The present decision concerns granting the length derogations for the front of the vehicles, the cabs as contemplated in Article 9a of Directive 96/53/EC as amended by Directive (EU) 2015/719. This provision establishes a number of conditions, among which compliance of the vehicle with the turning radius requirements. There are significant benefits of granting the length derogations for the front of the vehicles, such as aerodynamic improvements and better visibility for drivers. The Commission is proposing to shorten the time limit for the transposition of Article 9a(1) of Directive 95/53/EC.	The proposed decision is currently being negotiated.
Medium	Europe on the Move Package III TEN-T	COM/2018/277 Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on streamlining measures for advancing the realisation of the trans-European transport network	The present initiative aims at reducing delays encountered in the implementation of TEN-T infrastructure projects. It puts a maximum limit of three years for the entire permitting process. It also aims to bring greater clarity to the processes which project promoters need to follow, in particular as regards permit granting, public procurement and other procedures.	The proposal is currently being negotiated.
High	Europe on the Move Package III Vehicle Safety, Type Approval	COM/2018/286 Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical	A revised framework better adapted to the changes in mobility resulting from societal trends (e.g. more cyclists and pedestrians, an aging society) and technological developments. The current proposal addresses the main problem of persistent high number of road accidents that in turn leads to a high number of fatalities and severe injuries and provides measures to increase safety at vehicle level.	The proposal is currently being negotiated.

		units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/... and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009	<p>This Regulation establishes requirements:</p> <ol style="list-style-type: none"> 1. for the type-approval of vehicles, and systems, components and separate technical units designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection of vehicle occupants and vulnerable road users; 2. for the type-approval of vehicles, in respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO2 emissions; 3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance. 	
High	Europe on the Move Package III Connected and Automated Mobility	COM/2018/283 COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE, THE COMMITTEE OF THE REGIONS On the road to automated mobility: An EU strategy for mobility of the future	With this Communication, the Commission proposes a comprehensive EU approach towards connected and automated mobility setting out a clear, forward looking and ambitious European agenda.	
Medium	Europe on the Move Package III	COM/2018/293 COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS EUROPE ON THE MOVE Sustainable Mobility for Europe: safe, connected, and clean	The third and last "Europe on the Move" package delivers on the new industrial policy strategy of September 2017, and is designed to complete the process of enabling Europe to reap the full benefits of the modernisation of mobility. To do so, it is essential that tomorrow's mobility system is safe, clean and efficient for all EU citizens. It is important to take advantage of the possibilities of new technology to pursue several goals at the same time – to make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and to be cleaner and better adapted to the imperative of tackling climate change.	
Medium	Uninsured driving	COM(2018)336 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE	This proposal amends the Motor Insurance Directive (2009/103/EC) to enhance the protection of traffic accident victims where the insurer is insolvent, and to improve the	The proposal is currently being negotiated.

		COUNCIL amending Directive 2009/103/EC of the European Parliament and the Council of 16 September 2009 relating to insurance against civil liability in respect of the use of motor vehicles, and the enforcement of the obligation to ensure against such liability	recognition of claims history statements, especially in a cross-border context. The present proposal addresses those two issues, together with three others identified in the evaluation of the Directive 2009/103/EC: insurance checks to combat uninsured driving, harmonisation of minimum amounts of cover, and the scope of the directive. EReg is mentioned in the first part of the Directive, reference is made to the work and the final report that has been done in EReg Topic Group XI on tackling uninsured driving.	
Medium	Data	COMMUNICATION Towards a Common European Dataspace	The European Commission is putting forward a set of measures to increase the availability of data in the EU. One of the measures is a Communication on a Common European Dataspace. Focus of this Communication is on private sector data sharing in business-to-business and business-to-governments contexts. The Commission also continues to facilitate tests and demonstrations in selected areas, for example for the large-scale deployment of connected and automated mobility on digital cross-border corridors. The experiences will test the technical and legal means of access to and reuse of in-vehicle data and other commercial relevant data in the connected and automated mobility eco-system.	
Medium	Open Data	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the re-use of public sector information (recast) COM(2018)234	Directive 2003/98/EC, amended by Directive 2013/37/EU, aimed to facilitate the re-use of PSI throughout the Union by harmonising the basic conditions for re-use and removing major barriers to re-use in the internal market. The European Commission reviewed this Directive and found several issues that need to be addressed to fully exploit the potential of public sector information. This proposal for a directive aims to address the issues, including provision of real-time access to dynamic data via adequate technical means, increasing the supply of high-value public data for re-use, preventing the emergence of new forms of exclusive arrangements, limiting the use of exceptions to the principle of charging the marginal cost and clarifying the relationship between the PSI Directive and certain related legal instruments.	This Directive is currently being negotiated.

Medium	Europe on the Move Package II Alternative Fuels	COM/2017/652 COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS Towards the broadest use of alternative fuels - an Action Plan on Alternative Fuels Infrastructure under Article 10(6) of Directive 2014/94/EU, including the assessment of national policy frameworks under Article 10(2) of Directive 2014/94/EU	This action plan highlights actions to complement and better implement national policy frameworks (NPFs) under Directive 2014/94/EU on alternative fuels infrastructure to help create an interoperable EU backbone infrastructure by 2025, particularly for the trans-European transport network (TEN-T) Core Network corridors so that vehicles and vessels can be easily used across borders and for long distances.	
Medium	Europe on the Move Package II Energy-efficient road transport vehicles	COM/2017/653 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2009/33/EU on the promotion of clean and energy-efficient road transport vehicles	The general objective of this initiative is to increase the market uptake of clean, i.e. low- and zero-emission vehicles, in public procurement and hence to contribute to reducing overall transport emissions, and to competitiveness and growth in the transport sector. Public procurement remains relevant as a demand-side stimulus, including in the field of heavy-duty transport vehicles where no legislative requirement for reducing CO2 emissions exists yet, though such legislation is under preparation. It helps further support market momentum in cars and van markets in Member States with a very low uptake of clean vehicles	The proposal is currently being negotiated.
Medium	Europe on the Move Package II Combined transport of goods	COM/2017/648 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States	The objective of the initiative is to further increase the competitiveness of combined transport compared to long-distance road freight and therefore strengthen the shift from road freight to other modes of transport. This should reduce the share of transport externalities from freight transport.	The proposal is currently being negotiated.

High	Europe on the Move Package I Road charging	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures	Directive 1999/62/EC provides the legal framework for charging heavy goods vehicles (HGVs) for the use of certain roads. The current legislation only applies to HGVs, all other vehicles are left unaddressed. The objective of the initiative is to make progress in the application of the 'polluter pays' and 'user pays' principles, thereby promoting financially and environmentally sustainable and socially equitable road transport. The proposed directive would simplify certain provisions of the current legislation, by removing the variation of tolls based on Euro emission class and by eliminating cumbersome notification requirements.	The proposed directive is currently being negotiated.
High	Europe on the Move Package I Road charging	Proposal for a COUNCIL DIRECTIVE amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation	Directive 1999/62/EC 1 (the "Eurovignette Directive") provides a detailed legal framework for charging heavy goods vehicles (HGVs) for the use of certain roads. It vehicle taxes and establishes fair mechanisms for infrastructure charging. This proposal, amending Directive 1999/62/EC, calls for more scope to lower vehicle taxes, namely by way of a reduction of the minima set out. In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual.	The proposed directive is currently being negotiated.
High	Europe on the Move Package I Road charging	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (recast)	This initiative is a recast of an existing legal act (Directive 2004/52/EC) that aimed at interoperability of electronic road toll systems. This recast intends to address the shortcomings of the existing legislation to make it more effective in achieving its objectives. It also proposes that the Directive should more precisely reflect the roles of different categories of EETS market players, which are currently defined only in Decision 2009/750/EC. The new Directive will, besides allowing a more easy collection of tolls, establish a system for Member States to exchange information on the identity of those who failed to pay a road fee, which will contribute to the completion of the internal market and the digital single market	Agreement in third triologue has been reached between European Commission, European Parliament and the Council.
Medium	Europe on the Move Package I	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT	Regulation 1071/2009/EC lays down the provisions that undertakings must comply with, in order to access the	The proposed regulation is

	Transport domain	AND OF THE COUNCIL amending Regulation (EC) No 1071/2009 and Regulation (EC) No 1072/2009 with a view to adapting them to developments in the sector	occupation of road transport operator (passenger and freight). Regulation 1072/2009/EC lays down the provisions that undertakings intending to operate on the international road haulage market and on national markets other than their own (cabotage) must comply with. This proposal, which is a REFIT initiative intends to correct the shortcomings.	currently being negotiated.
Medium	Europe on the Move Package I Transport domain	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road	This Directive allows the use of vehicles hired by undertakings established on the territory of another Member State. Among other requirements, such vehicles must comply with the laws of the Member State of origin and be driven by the personnel of the undertaking using them. The Directive does not affect the Member States' obligations concerning the time-limits for transposition into national law.	The proposed directive is currently being negotiated.
Medium	Europe on the Move Package I Transport domain Tachographs Social provisions	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EC) No 561/2006 as regards on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) 165/2014 as regards positioning by means of tachographs	Both the Driving Time and the Tachograph Regulations are part of a wider effort to improve the working conditions of drivers, ensure fair competition between operators and improve the road safety of European roads. Tighter requirements for tachograph use have gradually contributed to more efficient and consistent enforcement throughout the EU. The objective of this proposal is to rectify the previous identified shortcomings and to help improve the working and business conditions in the sector. This will be achieved by clarifying and updating certain provisions and by further upgrading the use of current and future tachographs to ensure more cost-effective enforcement.	The proposed regulation is currently being negotiated.
Medium	Europe on the Move Package I Emissions	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles	This proposal is to monitor and report CO2 emissions from new HDVs subject to the certification procedure, in order to close the knowledge gap and create full market transparency. Public authorities would have access to comprehensive data for designing and implementing policies to promote more fuel-efficient lorries, for instance through taxation and road user charging.	The proposed regulation is currently being negotiated.
Low	Europe on the Move Package I	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive	This proposal addresses the risks of inadequate working conditions for drivers, including terms and conditions of employment, and at the same time mitigating the excessive	The proposed directive is currently being

	Social provisions	2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector	regulatory burdens on operators and preventing distortions of competition. The overarching goal is to ensure a balance between adequate working conditions for drivers and freedom to provide cross-border services for operators.	negotiated.
Medium	Taxation	Automatic exchange of information in the field of taxation. Proposal for a COUNCIL DIRECTIVE amending Directive 2011/16/EU as regards mandatory automatic exchange of information in the field of taxation in relation to reportable cross-border arrangements	Tackling tax avoidance and evasion is one of the political priorities in the EU. The aim of this proposal is to increase transparency and access to the right information at an early stage, as this should allow the authorities to improve the speed and accuracy of their risk assessment and make timely and informed decisions on how to protect their tax revenues. For this purpose, information should ideally be obtained in advance.	The proposed directive is adopted in June 2018
High	Taxation	COM (2017) 567: Proposal for a COUNCIL REGULATION amending Regulation (EU) No 904/2010 as regards the certified taxable person	The regulation establishes common rules and procedures for administrative cooperation and information exchanges between national competent authorities to properly apply value added tax (VAT) and to combat fraud. Each EU country must designate a single central liaison office as a contact point for cooperation with the other EU countries and the Commission. EUCARIS is involved for the part of owner/holder information.	This proposal is adopted in October 2018.
Medium	eGovernment	Single Digital Gateway	The Single Digital Gateway offers citizens and businesses easy access to information, procedures and assistance and problem solving services they need for the exercise of their rights in the internal market. A single digital gateway shall be established by the Commission and the competent authorities. It shall consist of a common user interface integrated in a single portal managed by the Commission and shall link to relevant national and Union websites. Authorities will have to make available their online procedures for users from other Member States. 13 key administrative procedures will have to be made available online, under which registration of a motor vehicle. According to the "once-only" principle, important data already collected by national authorities will only need to be submitted once and should then be made	This proposal is adopted in October 2018.

			available to be reused in the most important cross-border procedures at the request of the user.	
Low	Security	Implementation of the Security Union agenda and advancing the fight against terrorism: proposals to allow interoperability between EU information systems for security, border and migration management	The European Commission proposed a regulation on establishing a framework for interoperability between EU information systems (police and judicial cooperation, asylum and migration). The measures will enable information exchange and data sharing between the different systems and ensure that border guards and police officers have access to the right information exactly when and where they need it to perform their duties.	This proposal is currently being negotiated.