

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
Medium	Workprogramme 2021 Fit for 55 Package	Revision of the Regulation setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles	Part of the Green Deal package from the European Commission. The Commission proposed the “Fit for 55 Package” which will cover everything from renewables to energy efficiency first, buildings, as well as land use, energy taxation, effort sharing and emissions trading and a wide range of other pieces of legislation.	Legislative, incl. impact assessment, Q2 2021
Medium	Work programme 2021 Sustainable and smart mobility	Revision of the Directive on Intelligent Transport Systems, including a multimodal ticketing initiative	The Commission brings forward a series of measures on smart and sustainable transport, including a revision of the Regulation on the trans-European transport network and of the Directive on intelligent transport systems.	Legislative, incl. impact assessment, Q3 2021
Medium	Work programme 2021 Sustainable and smart mobility	Development of post-Euro 6/VI emission standards for cars, vans, lorries and buses	The Commission brings forward a series of measures on smart and sustainable transport.	Legislative, incl. impact assessment, Q4 2021
Low	Work programme 2021 Europe's digital decade	Europe's digital decade: 2030 digital targets	To ensure that this is Europe's digital decade, the Commission will propose a roadmap with clearly defined goals for 2030, such as for connectivity, skills and digital public services. The approach will follow clear principles: the right to privacy and connectivity, freedom of speech, free flow of data and cybersecurity	Non-legislative, Q1 2021

Medium	Work programme 2021 Europe fit for the digital age	A trusted and secure European e-ID	The Commission will propose a new European digital identity to make it easier to do tasks and access services online across Europe and ensure people have greater control and peace of mind over what data they share and how it is used	Legislative, incl. impact assessment, Q1 2021
High	Sustainable and smart mobility	Strategy for Sustainable and smart mobility	This strategy lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. All transport modes need to become more sustainable, with green alternatives widely available and the right incentives put in place to drive the transition. Concrete milestones will keep the European transport system's journey towards a smart and sustainable future on track. The strategy identifies a total of 82 initiatives in 10 key areas for action, each with concrete measures, such as: Boosting the uptake of zero-emission vehicles; making connected and automated multimodal mobility a reality and boosting innovation and the use of data and artificial intelligence (AI) for smarter mobility. The Strategy confirms the targets and plans of the EU Road Safety Policy Framework 2021-2030 and sets a timeframe for major upcoming initiatives, including the revision of the Driving Licence Directive, of the Cross-Border Enforcement Directive and of the roadworthiness framework. The Action Plan also refers to an assessment of the need for a road transport agency, to guidance on safe micromobility and on maximum blood alcohol levels, to an assessment whether rules on safety management of bridges and other sensitive infrastructure is needed, to access to car data and to a possible extension of eCall.	Non-legislative
Medium	Data Protection	Guidelines 1/2020 on processing personal data in the context of connected vehicles and mobility related applications	The European Data Protection Board of the European Commission has adopted guidelines on data protection in the context of connected vehicles and mobility related applications.	Consultation closed 4 May 2020
High	European Commission	The European Green Deal	New growth strategy that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of	Strategy for Sustainable and smart mobility

	Work programme 2020	European Commission website on the Green Deal	greenhouse gases in 2050 and where economic growth is decoupled from resource use.	was published in Q4 2020
Medium	Digital Work programme 2020	Strategy: Europe fit for the digital age	Three key objectives to ensure that digital solutions help Europe to pursue its own way towards a digital transformation that works for the benefit of people through respecting our values. <ul style="list-style-type: none"> - Technology that works for people; - A fair and competitive economy; - An open, democratic and sustainable society. 	Adopted
High	Data Work programme 2020	European Strategy for Data European Commission website on Data	A strategy for policy measures and investments to enable the data economy for the coming five years. Common European rules and efficient enforcement mechanisms should ensure that: <ul style="list-style-type: none"> - data can flow within the EU and across sectors; - European rules and values, in particular personal data protection, consumer protection legislation and competition law, are fully respected; - the rules for access to and use of data are fair, practical and clear, and there are clear and trustworthy data governance mechanisms in place; there is an open, but assertive approach to international data flows, based on European values. <p>Important elements:</p> <ul style="list-style-type: none"> - European Mobility Data Space (Such data space will facilitate access, pooling and sharing of data from existing and future transport and mobility databases) 	Adopted
Medium	Artificial Intelligence Work programme 2020	A European approach to Artificial Intelligence – White Paper European Commission website on AI	The European Commission puts forward a European approach to Artificial Intelligence and Robotics. It deals with technological, ethical, legal and socio-economic aspects to boost EU's research and industrial capacity and to put AI at the service of European citizens and economy.	Following the outcomes of the consultation on the white paper, the Commission will propose a horizontal regulatory proposal within Q1 of 2021

Low	Cyber security	Proposal for a directive on measures for a high common level of cybersecurity across the Union, repealing Directive (EU) 2016/1148	This proposal is part of a package of measures to improve further the resilience and incident response capacities of public and private entities, competent authorities and the Union as a whole in the field of cybersecurity and critical infrastructure protection. The proposal modernises the existing legal framework taking account of the increased digitisation of the internal market in recent years and an evolving cybersecurity threat landscape.	Currently being negotiated
Medium	Industrial strategy Work programme 2020	A new industrial strategy for Europe European Commission website on industrial strategy	With its new industrial strategy, the European Commission aims to ensure that European businesses remain fit to achieve their ambitions, while coping with global competition. Europe needs industry to become greener, more circular and more digital while remaining competitive on the global stage. These three drivers will transform our industry, support our SMEs and keep Europe sustainable and competitive.	Adopted
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 regulation has been adopted in July 2020
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	The proposal is adopted in June 2020

			updates and improves the effectiveness of the existing acquis on tyre labelling.	
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	Emissions light vehicles	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information	In response to a ruling by the General Court, the Commission proposes to reinsert certain aspects of Real Driving Emissions testing (RDE) into legislation to be adopted by the European Parliament and Council.	This proposal is under negotiation
Medium	Uninsured driving	COM(2018)336 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE 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	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 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.	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.
Medium	Europe on the Move Package I Transport domain	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EC) No 1071/2009 and Regulation (EC) No 1072/2009 with a view to	Regulation 1071/2009/EC lays down the provisions that undertakings must comply with, in order to access the 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	The proposed regulation has been adopted in July 2020.

		adapting them to developments in the sector	(cabotage) must comply with. This proposal, which is a REFIT initiative intends to correct the shortcomings.	
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 has been adopted in July 2020.
Low	Europe on the Move Package I Social provisions	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 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	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 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.	The proposed directive has been adopted in July 2020.