

From: MOVE ASSISTANTS
Sent: mardi 14 juin 2016 14:12
To: MOVE ASSISTANTS
Subject: Meeting minutes HH-IRU, 17 May 2016

Categories: AÆ

From: (MOVE)
Sent: Tuesday, May 17, 2016 4:47 PM
To: (MOVE); KARAMITSOS Fotis (MOVE); (MOVE); (MOVE); (MOVE); (MOVE); MOVE LIST D3
Subject: Meeting minutes HH-IRU, 17 May 2016

Participants:

IRU: Christian Labrot - IRU President, Umberto de Pretto - IRU Secretary General and

MOVE: Henrik Hololei and

Road initiatives: The IRU requested clarifying rules on access to the profession and to the market. In particular, rules on cabotage and also minimum salaries should be clarified. The IRU referred to different national rules as mushrooms, which are threatening the Internal market as well as jobs. On road charging, the IRU is in favour but would like to see revenues earmarked. Congestion charging would not be welcome as trucks already pay with the time they lose due to mainly passenger cars. HH, confirming that the road initiative will clarify and simplify current rules in those particular areas, mentioned that the road initiatives probably would be adopted early 2017. HH also referred to the forthcoming communication on decarbonisation and recommended IRU to set-up a meeting with

Digitalisation: The IRU highlighted that digitalisation could optimise efficiency of transport and at the same time improve enforcement by introducing and combining the e-CMR and the smart tachograph. The IRU is preparing a proposal on e-CMRs. HH very much welcomed this development and mentioned that MOVE is working on these matters, and would like to be informed of the proposal of IRU.

Mobility as a Service (MaaS): The IRU reported on ongoing works in the MaaS alliance and described the developments in different Member States. One vision is to combine all transport related app's in a platform and allowing users with one subscription to access all these. The IRU described this a potential game changer, which would contribute to getting cars off the roads. HH agreed that MOVE should take part in this work.

Taxis: The IRU stated that taxi-like services, including Uber Pop, should be subject to the same rules as traditional taxis. The IRU acknowledged that some national rules are overly protective and the reason why service levels of traditional taxis are failing. The IRU added that we have to stop our silo thinking and to think more in terms of a system, where taxis play an important role in combination with other modes of transport.

Immigration: The IRU mentioned that problems related to immigration is adding complexity and time to international transport operations already suffering from a patchwork of different national rules. At Calais, hauliers are being fined heavily for carrying stowaways. HH mentioned that he had been to Calais and that some hauliers are accepting to carry immigrants, which was acknowledged by the IRU. It was suggested that controls should be based on information in ERRU to avoid checking all hauliers systematically.

TIR: The IRU informed that China will join the TIR system and that India also is interested. This could pave the way for road transport between Asia and Europe, which would have a transit time of 12-14 days. HH asked why shippers would not rather use the existing rail line, to which the IRU answered that time-sensitive goods, for which air transport would be too costly – e.g. the fashion industry - may use road transport. HH closed by suggesting that we should compare notes on this point and that COM could discuss such possibilities in bi-laterals with relevant countries.

Contact:  (MOVE D3)