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Transport issues

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President

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P R E S S

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- Where declarations, conclusions or resolutions have been formally adopted by the Council, this is indicated in the heading for the item concerned and the text is placed between quotation marks.
- Documents for which references are given in the text are available on the Council's internet site (<http://www.consilium.europa.eu>).
- Acts adopted with statements for the Council minutes which may be released to the public are indicated by an asterisk; these statements are available on the Council's internet site or may be obtained from the Press Office.

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ITEMS DEBATED

A Clean Planet for all – transport aspects

The Council held a policy debate on how to **decarbonise transport**, with a view to ensuring that the EU will meet its **climate** commitments under the Paris Agreement.

The debate followed the [European Council meeting in June 2019](#), at which the Council and the Commission were invited to "advance work on the conditions, the incentives and the enabling framework to be put in place so as to ensure a transition to a climate-neutral EU in line with the Paris Agreement". At the same meeting, leaders agreed on a new [strategic agenda for 2019 to 2024](#), which sets out four main priorities for the EU, including "building a climate-neutral, green, fair and social Europe".

The debate built on the [Commission communication](#) 'A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy', published in November 2018.

Ministers discussed the overarching topic in three separate rounds: land transport, aviation and shipping. The presidency had prepared a detailed [background paper](#) with questions to structure the discussion.

The discussion was streamed live on the Council's website:

- watch the [debate on land transport and aviation](#)
- watch the [debate on shipping](#).

At the end of the debate, the **presidency concluded** that the transition to a climate-neutral society is a big challenge, but that at the same time it provides opportunities for Europe to improve competitiveness and create new jobs.

According to the presidency, the discussion had shown that a fair and socially just transition is crucial when agreeing on emissions reductions for transport. There was a general consensus that a holistic, long-term strategy was necessary and that more efforts were needed to reach the goals.

Land transport debate

Based on the interventions, towns and cities will play an important role in sustainable transport as a result of efforts to increase walking and cycling, public transport and car-sharing.

Most member states underlined the need to develop alternative fuels and stimulate the electrification of transport with hybrid and electric vehicles, including by rolling out the required infrastructure. Funding should be provided through dedicated EU funds such as the Connecting Europe Facility (CEF) and other sources.

A modal shift away from road use, combined with a seamless rail network, can make a substantial contribution to decarbonisation. An important role is also played by digitalisation and automation in general.

Some delegations mentioned the need to bear social aspects in mind.

A number of delegations highlighted some recently adopted legislation that would contribute to decarbonisation, such as clean vehicles in public procurement. Some delegations pointed to ongoing legislative proposals such as the Eurovignette proposal on road use charging and stressed the importance of the polluter pays principle. Other delegations mentioned the mobility package negotiations on road haulage and argued that trucks going back would be detrimental to the climate as it would lead to even more emissions.

Aviation debate

Member states agreed that, given the global nature of aviation, a global response was needed. They supported the International Civil Aviation Organisation's (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as an important first step in tackling aviation emissions at an international level.

A substantial number of ministers also mentioned the EU's Emissions Trading System (ETS) as being complementary to CORSIA.

Ministers agreed on the importance of technological advances both on the ground — in airports and among air service providers — and in the air, through more efficient aircraft and an improved air traffic management system.

A large number of delegations called for further research and development regarding alternative sustainable aviation fuels and more investment in this area.

While some member states supported the idea of taxing aviation, others said that it could hamper connectivity and jeopardise the competitiveness of European airlines vis-à-vis non-European operators.

A large number of ministers spoke in favour of a modal shift, which would see people switch from air travel to trains for short and medium distances. Some thought this would require further development of the EU high-speed rail system.

Shipping debate

Most member states stressed the need to address the decarbonisation of this global sector through the International Maritime Organisation (IMO).

Views varied on the suggestion that shipping be included in the EU's ETS scheme.

The development, production and use of alternative fuels, including the necessary onshore infrastructure, received broad support, but several delegations considered that sufficient funds should be made available and that common standards were needed.

Energy efficiency measures, digitalisation, electrification and speed adaptation were among other solutions mentioned by ministers.

A number of delegations underlined the distinction between short-sea shipping / inland navigation and long-haul shipping, given that the former will be the testing ground for many new technologies.

Specific measures in ports were mentioned as a way of promoting the reduction of fuel consumption, air pollution and greenhouse gas emissions, as were measures such as clean shore-side fuels, including renewable electricity and liquefied natural gas (LNG).

Follow-up to the ministers' debate

The presidency will sum up the ministers' debate as input for the European Council, which is expected to finalise its guidance before the end of the year so that the EU can adopt its long-term climate strategy and present it to the United Nations Framework Convention on Climate Change (UNFCCC) by 2020, as required by the Paris Agreement.

The Council discussion — as well as the instruction from the European Council — will also guide the Commission in the preparation of new legislative proposals and other initiatives in this area.

[Paris Agreement on climate change](#) (background information)

[Tackling climate change in the EU](#) (background information)

OTHER ITEMS APPROVED

TRANSPORT

International Civil Aviation Organisation (ICAO) Assembly – audit programmes

The Council confirmed the co-sponsorship of a working paper relating to the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) as part of the preparation for the 40th session of the International Civil Aviation Organisation (ICAO) Assembly [11883/19](#)), which will take place from 24 September to 4 October in Montréal, Canada. The Council also authorised the presidency to co-sponsor the working paper on behalf of the EU and its member states at the 40th session of the ICAO Assembly.

International Civil Aviation Organisation (ICAO) Assembly – environmental protection

The Council approved the text of an information note and endorsed the recommended EU position contained in it, so that that position can be used at the 40th session of the ICAO Assembly.

FOREIGN AFFAIRS

EU-Japan relations

The Council authorised the signature of the EU-Japan Partnership on Sustainable Connectivity and Quality Infrastructure. The Partnership sets out the principles, thematic areas and methods for strengthening cooperation with Japan on connectivity issues, both bilaterally and in third countries.

It is expected that the Commission will sign the Partnership on behalf of the EU at the EU-Asia Connectivity Forum on 27 September 2019.

[EU-Japan relations](#)

Sanctions against the Central African Republic

The Council adopted legal texts to reflect an update made by the United Nations on the information relating to one person subject to restrictive measures.

[Restrictive measures against the Central African Republic](#)

TRADE**EU-South Korea free trade agreement – trade and sustainable development**

The Council adopted a decision on the position to be adopted on behalf of the EU within the committee on trade and sustainable development established by the free trade agreement (FTA) between the EU and South Korea.

The position concerns in particular the list of experts willing and able to serve as panellists referred to in article 13.15 of the EU-South Korea agreement.

The EU-South Korea free trade agreement has been provisionally applied since July 2011 and was formally ratified in December 2015. It goes further than any previous agreements in lifting trade barriers and was also the EU's first trade deal with an Asian country ([11774/19](#), 11773/1/19).

JUSTICE AND HOME AFFAIRS**Schengen evaluation**

The Council adopted an implementing decision setting out a recommendation on addressing the deficiencies identified in the 2018 evaluation of Czechia on the application of the Schengen acquis in the field of the common visa policy ([12466/09](#)).

The Council adopted an implementing decision setting out a recommendation on addressing the deficiencies identified in the 2018 evaluation of Germany on the application of the Schengen acquis in the field of the Schengen Information System ([12467/19](#)).

The Council adopted an implementing decision setting out a recommendation on addressing the deficiencies identified in the 2018 evaluation of Lithuania on the application of the Schengen acquis in the field of data protection ([12468/19](#)).

The Council adopted an implementing decision setting out a recommendation on addressing the deficiencies identified in the 2018 evaluation of Latvia on the application of the Schengen acquis in the field of data protection ([12469/19](#)).

The Council adopted an implementing decision setting out a recommendation on addressing the deficiencies identified in the evaluation of Ireland in view of fulfilling the conditions necessary for the application of the Schengen acquis in the field of data ([12470/19](#)).

INTERNAL MARKET AND INDUSTRY**Amendment of Regulation (EU) No 1230/2012 on certain motor vehicles and equipment for motor vehicles and their trailers**

The Council decided not to oppose the adoption of a Commission regulation amending Regulation (EU) No 1230/2012 regarding type-approval requirements for certain motor vehicles fitted with elongated cabs and for aerodynamic devices and equipment for motor vehicles and their trailers.

The regulation lays down the procedure leading to the type-approval of aerodynamic devices and equipment such as retractable or foldable flaps attached to the rear of trucks and their trailers, as well as of aerodynamic devices and equipment for cabs.

The Commission regulation is subject to the regulatory procedure with scrutiny. This means that now that the Council has given its consent, the Commission may adopt the regulation, unless the European Parliament objects ([11184/19](#), [11184/19 ADD 1](#)).

Amendment of type-approval rules for heavy duty vehicles

The Council decided not to oppose a Commission regulation amending Regulation (EU) No 582/2011 as regards Auxiliary Emission Strategies (AES), access to vehicle on-board diagnostics (OBD) information and vehicle repair and maintenance information, measurement of emissions during cold engine start periods and use of portable emissions measurement systems (PEMS) to measure particle numbers, with respect to heavy duty vehicles.

The Commission regulation aligns rules relating to the type-approval of heavy duty vehicles with those applicable to light passenger vehicles and commercial vehicles.

The Commission regulation is subject to the regulatory procedure with scrutiny. This means that now that the Council has given its consent, the Commission may adopt the regulation, unless the European Parliament objects ([11248/19](#), [11248/19 ADD 1](#)).

Amendment of Annex VI to Regulation (EC) No 1223/2009 on cosmetic products

The Council decided not to oppose the adoption of a Commission regulation amending Annex VI to Regulation (EC) No 1223/2009 on cosmetic products.

The regulation stipulates that titanium dioxide, as a UV-filter in cosmetic products, can be considered safe in cosmetic products intended for application on healthy, intact or sunburnt skin, when coated with:

- either silica and cetyl phosphate (up to 16% and 6%, respectively);
- alumina and manganese dioxide (up to 7% and 0.7%, respectively);
- alumina and triethoxycaprylsilane (up to 3% and 9%, respectively).

The Commission regulation is subject to the regulatory procedure with scrutiny. This means that now that the Council has given its consent, the Commission may adopt the regulation, unless the European Parliament objects.

Amendment of Annexes I and V to Regulation (EU) No 649/2012 concerning the export and import of hazardous chemicals

The Council decided not to object to a Commission regulation amending Annexes I and V to Regulation (EU) No 649/2012 concerning the export and import of hazardous chemicals.

The regulation updates the list of chemical substances included in the abovementioned annexes. It applies retroactively with effect from 1 March 2014.

The regulation is a delegated act pursuant to article 290 of the Treaty on the Functioning of the EU. It can now enter into force, unless the European Parliament objects ([11474/19](#), [11474/19 ADD 1](#)).

Amendment of Annexes II, III and V to Regulation (EC) No 1223/2009 on cosmetic products

The Council decided not to oppose a Commission regulation amending Annexes II, III and V to Regulation (EC) No 1223/2009 on cosmetic products.

The Commission regulation regulates the use of a number of substances found to be carcinogenic, mutagenic or toxic for reproduction (CMR) in cosmetic products.

The Commission regulation is subject to the regulatory procedure with scrutiny. This means that now that the Council has given its consent, the Commission may adopt the regulation, unless the European Parliament objects ([11584/19](#), [11584/19 ADD 1](#)).

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On 20 September 2019 the Council approved the reply to confirmatory applications No 21/c/01/19 ([11334/19](#)) and No 23/c/01/19 ([11430/19](#)).
