



Malta-EU Steering & Action Committee

TRANSPORT, TELECOMMUNICATIONS & ENERGY

Sectoral Committee

Weekly Update
26.02.10

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Informal meeting with EU ministers on the economic situation in the Car Sector

European Commission Vice-President Antonio Tajani, in charge of Industry and Entrepreneurship, had a meeting with ministers in charge of the automotive industry. They discussed the economic challenges facing the European car industry, what short-term measures could be made available, as well as a medium term strategy which will ensure a sustainable recovery from the crisis.

The main objective of the meeting was for the Commission and Ministers to have an understanding of the current situation of the car sector from a European perspective. The meeting also aimed at agreeing on a common vision that ensures the long-term viability of the car industry in Europe. The meeting confirmed that although supportive measures have been effective in eliminating some of the immediate impacts of the crisis, the economic situation of the European car sector remains difficult. To help the industry overcome the short term challenges, the participants supported the continuation of discussions at the European level to find common solutions. Coordination of support measures taken at Member State level should continue to ensure the functioning of the internal market; nevertheless, the coordination at European level is necessary to achieve a sustainable recovery from the crisis with a minimal social impact.



At the meeting it was also agreed that a European strategy on Clean and Energy Efficient Cars should be developed and implemented. The strategy should set out the necessary actions to encourage market introduction of green vehicles, including electric cars.



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Council Conclusions related to Transport at the Agriculture and Fisheries Council

At the Agriculture and Fisheries Council meeting which was held on the 22nd of February, the first-reading position on a draft regulation aimed at the creation of a European rail network for competitive freight made up of international corridors was adopted. The network is designed to provide operators with an efficient freight transport infrastructure which should enable them to offer a high-quality service and to be more competitive on the goods transport market. The regulation sets out the rules for the establishment and the modification of freight corridors, their organisation and governance, and measures for implementing freight corridors, investment planning as well as capacity and traffic management.

Member states are to establish at the latest three years, or exceptionally five years, after the entry into force of the regulation initial freight corridors according to the list of principal routes set out in the annex to the draft regulation. At a later stage, member states not mentioned in the list will have to participate in the establishment of at least one corridor; moreover, upon request from a member state, member states will have to participate in the establishment of a corridor or prolongation of an existing corridor, if this is necessary to allow a neighbouring member state to fulfil the obligation to establish at least one corridor. Derogations from those obligations are possible under certain conditions.

Operators requesting infrastructure capacity for freight trains crossing at least one border along the freight corridor will be able to submit their application at a "one-stop shop", that is, in a single place and a single operation for each corridor.