



Malta-EU Steering & Action Committee

TRANSPORT, TELECOMMUNICATIONS & ENERGY

Sectoral Committee

Weekly Update
30.04.10

Contents



- **COM (2010) 191 - Report from the Commission to the Council and the European Parliament - On the implementation of the European Energy Programme for Recovery.....Pg.2**
- **COM (2010) 186 - Communication from the Commission to the European Parliament, the Council and the European Economic and Social Committee - A European strategy on clean and energy efficient vehicles.....Pg.2**
- **EU updates aviation security rules to simplify and improve procedures.....Pg.3**



Malta-EU Steering & Action Committee

COM (2010) 191 - Report from the Commission to the Council and the European Parliament - On the implementation of the European Energy Programme for Recovery

The origin of the European Energy Programme for Recovery (EPR) lies in the European Economic Recovery Plan, adopted by the Commission on 26 November 2008 as a response to the economic and financial crisis in Europe. The Plan called for coordinated national action, complemented by direct EU action, aimed at injecting purchasing power and boosting demand in the economy through an immediate budgetary impulse amounting to € 200 billion. In this context, investing to modernise Europe's energy infrastructure and production facilities was singled out as one of the main priorities and the mobilisation of additional resources from the EU budget was proposed.

As the financial and economic crisis unfolded, public expenditure interventions were necessary to facilitate investments in energy networks and innovative renewable energy production and to speed up the development of carbon capture and storage technologies. The EU stepped in by proposing a series of well targeted and appropriate measures to help boost investments in the energy sector.

It was against this background that the European Parliament and the Council established the European Energy Programme for Recovery (EPR). The EPR is a financial instrument whose overall objective is to stimulate recovery from the downturn affecting the EU economy while bringing the EU closer to meeting its energy and climate policy objectives, namely the security and diversification of energy supply, the operation of the internal energy market and the reduction of greenhouse gas emissions.

The Report describes how the EPR fits into the EU Energy Policy, the state of play of its implementation and an assessment of results and achievements.

The report can be found here:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:0191:FIN:EN:PDF>

COM (2010) 186 - Communication from the Commission to the European Parliament, the Council and the European Economic and Social Committee - A European strategy on clean and energy efficient vehicles

This Communication sets out a strategy for encouraging the development and uptake of clean and energy efficient ("green") heavy-duty (buses and trucks) and light-duty vehicles (cars and vans) as well as two- and three-wheelers and quadricycles. Currently, transport is responsible



Malta-EU Steering & Action Committee

for about a quarter of EU CO₂ emissions and also contributes significantly to reduced air quality (particulate matter, NO_x, HC and CO) and related health problems, in particular in urban areas.

The internal combustion engine is likely to remain dominant in road vehicles in the short and medium term perspective. However, alternative fuels and propulsion technologies will be increasingly important in the future. Green vehicles have very low environmental impacts throughout their lifecycle: they use low-carbon energy sources, have very low air pollutant and noise emissions and can be easily recycled. The strategy builds on the existing 2007 strategy to reduce CO₂ emissions from passenger cars and light-duty commercial vehicles, and complements ongoing and planned activities to decarbonise transport and to reduce their environmental impacts. While it is limited to road transport, road vehicles and the mid-term perspective, it supports the goal of reducing carbon emissions by 80-95% by 2050. Technological developments in green automotive propulsion technologies can/should have spin-offs to maritime, air, heavy-duty vehicles, urban and light-rail transport modes.

To read the whole Communication and more information go to:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:0186:FIN:EN:PDF>

http://ec.europa.eu/enterprise/sectors/automotive/competitiveness-cars21/energy-efficient/communication_en.htm

EU updates aviation security rules to simplify and improve procedures

New measures to streamline and simplify the EU framework for aviation security, first put in place in 2002 after the September 11 attacks, came into force today. The revision is about better regulation – simplifying and improving procedures to make it easier for industry on a daily basis to implement safety controls, without any reduction in security. For passengers, the package opens the door for the EU to negotiate "one-stop shop" security agreements with third countries by allowing for the possibility to reduce re-screening for transfer passengers. Most importantly, it sets a clear deadline for the lifting of the current restrictions on the carriage of liquids in cabin baggage; in fact new screening equipment for liquids must be used in all airports across Europe by April 2013. Overall, the package aims to improve the passenger experience, shorten transfer times at airports and reduce costs.

Regulation 300/2008 on aviation security and its implementing measures is fully applicable as of 29 April 2010. The new rules put in place a series of measures to improve, streamline and simplify existing procedures. For example by:



Malta-EU Steering & Action Committee

- **Eliminating duplication of security controls** - example reducing costly duplication of checks in strictly controlled areas of EU airports, where there has already been strict screening for access. This is of significant operational benefit for airlines and airports.
- **Simplifying procedures** - example by establishing a **single set of standards** for the documents you need to get access at airports. The new rules clarify which kinds of identification and authorisations are necessary for access to different restricted areas. This clarifies the situation for authorities making it easier for them to operate the system.
- **Harmonising procedures** - example introducing EU-wide procedures for the recognition of hauliers transporting air cargo consignments. These can be recognised and used by hauliers in all Member States. This reduces restrictions for hauliers and the need for costly re-screening of cargo.
- **Introducing common minimum standards** as regards security training for all staff that implement security controls.

The implementation of these security measures at EU airports will continue to be closely monitored through unannounced Commission inspections. Where necessary, the Commission will perform follow-up inspections or start infringement procedures against Member States in order to ensure the overall level of aviation security in the EU.

For further information, including the legislative package, please consult the Commission's website at: http://ec.europa.eu/transport/air/security/security_en.htm