



Council of the
European Union

Brussels, 30 January 2019
(OR. en)

5426/19

LIMITE

TRANS 29
CODEC 118

**Interinstitutional File:
2017/0113(COD)**

NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 5085/1/19 REV 1
No. Cion doc.:	ST 9669/17 + ADD 1-4
Subject:	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 – Mandate for negotiations with the European Parliament

1. INTRODUCTION

The Commission's proposal to amend Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road (the 'Hired Vehicles Directive'), was presented by the Commission in May 2017. The proposal is part of the "Europe on the move" mobility package and is linked to the new rules on access to the profession and access to the haulage market.

Directive 2006/1/EC codified earlier rules and provided for a minimum level of market opening for the use of vehicles hired without drivers for the carriage of goods by road. In the context of that Directive, Member States must allow their undertakings to use, for the purpose of carriage of goods by road between Member States, hired vehicles under the same conditions as vehicles owned by them provided that the hired vehicles are registered or put into circulation in compliance with the laws in their countries.

However, the Directive:

- allows Member States to restrict the use of hired goods vehicles with a gross vehicle weight above six tonnes for own-account operations;
- restricts the use of vehicles hired in a Member State different from that in which the undertaking hiring the vehicle is established.

The Commission proposes to amend Directive 2006/1/EC mainly to remove the existing restrictions and establish a clear and uniform regulatory framework, giving transport operators across the EU equal access to the market for hired vehicles.

The European Parliament's Committee on Transport and Tourism (TRAN) appointed Ms Cláudia Monteiro de Aguiar (EPP, PT) as rapporteur. The TRAN Committee discussed the draft report on 23 January 2018 and it voted on it on 24 May 2018. Moreover, the European Parliament adopted its first reading agreement on 15 January 2019.

The European Economic and Social Committee adopted its opinion on 6 December 2017 and the European Committee of the Regions on 1 February 2018.

2. WORK WITHIN THE COUNCIL

The proposal to amend Directive 2006/1/EC, and its accompanying impact assessment, were presented by the Commission to the Working Party on Land Transport in June 2017. After an initial exchange of views on the proposal and the examination of its impact assessment, the Working Party on Land Transport began examining the proposal article by article.

The Working Party on Land Transport met several times to discuss this proposal, namely on 7 July, 11 October and 6 November 2017; 26 February, 20 March and 24 April 2018. The proposal was discussed once more in the TTE Council meeting on 7 June 2018 and was voted down.

The Working Party on Land Transport returned to this proposal in January 2019, namely on 14 January and 21 January. The Presidency compromise proposal is reflected in the Annex to this note.

3. OUTSTANDING ISSUES

The Presidency addressed the concerns of the Member States by introducing a few changes, namely new articles (Article 3a and 5b) which, by means of an implementing act, will require competent authorities to record registration numbers of hired vehicles in their national electronic registers and to enable the respective competent authorities to access this information. This is meant to improve enforcement and control illegal cabotage.

4. CONCLUSION

The Permanent Representatives Committee is invited to endorse the compromise text presented by the Presidency in the Annex to this document and agree on a mandate for the Presidency for the first trilogue on the basis of the mentioned text. In addition, and to the extent possible, delegations may wish to provide general political guidance on their positions as regards the substance of the EP amendments.

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

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Directive 2006/1/EC of the European Parliament and of the Council³ provides for a minimum level of the market opening for the use of vehicles hired without drivers for the carriage of goods by road.

¹ OJ C , , p. .

² OJ C , , p. .

³ Directive 2006/1/EC of the European Parliament and of the Council of 18 January 2006 on the use of vehicles hired without drivers for the carriage of goods by road (codified version) (OJ L 33, 4.2.2006, p. 82).

- (2) The use of hired vehicles can reduce the costs of undertakings carrying goods on their own account or for hire and reward and at the same time increase their operational flexibility. It can therefore contribute to an increase in the productivity and competitiveness of the undertakings concerned. Moreover, as hired vehicles tend to be younger than the average fleet, they are also safer and less polluting.
- (3) Directive 2006/1/EC does not enable undertakings to fully benefit from the advantages of using hired vehicles. That Directive allows Member States to restrict the use by undertakings established on their respective territories of hired vehicles with a maximum permissible laden weight of more than six tonnes for own account operations. Moreover, Member States are not required to allow the use of a hired vehicle on their respective territories if the vehicle has been registered or put into circulation in compliance with the laws in a Member State other than the one of establishment of the undertaking hiring it.
- (4) In order to enable undertakings to benefit to a greater extent from the advantages of using hired vehicles, it should be possible for them to use vehicles hired in any Member State, not only the one of their establishment. That would make it easier for them to meet in particular short-term, seasonal or temporary demand peaks or to replace defective or damaged vehicles.
- (4a) Member States should not be allowed to restrict the use on their respective territories of a vehicle hired by an undertaking established on the territory of another Member State, provided that the vehicle is registered or put into circulation in compliance with the laws of any Member State and, if it is a vehicle requiring a certified true copy of the Community licence in accordance with Regulation (EC) No 1072/2009, authorised to be used by the Member State of establishment of the undertaking by means of this certified true copy.

- (5) The level of road transport taxation still differs considerably within the Union. Therefore, certain restrictions, which also indirectly affect the freedom to provide vehicle hiring services, remain justified in order to avoid fiscal distortions. Consequently, Member States should have the option to limit the length of time undertakings established on their respective territories may use a hired vehicle registered or put into circulation in another Member State. They should also be allowed to limit the number of such vehicles being hired by an undertaking established on their respective territories.
- (5a) In order to improve the enforcement of a restriction on the use of a hired vehicle that is registered or put into circulation in compliance with the laws of a Member State other than the one where the undertaking hiring it is established, a Member State should be allowed to require that the length of the contract of hire does not exceed the length of the time allowed for using the vehicle concerned. In addition, the validity of certified **true** copies of the Community licence issued in accordance with Regulation (EC) No 1072/2009 may be limited to the period corresponding to the length of the contract of hire. Moreover, the registration number of the hired vehicle may be indicated on these certified **true** copies.
- (5b) The circulation of hired vehicles should not hamper the monitoring and control of the legality of operations carried out by operators in Member States other than their Member State of establishment. In accordance with Regulation (EC) No 1071/2009, operators should inform the authorities of the Member State in which they are established of the registration **number** of each **motor** vehicle at their disposal, so that this information can be inserted in the national electronic register. That Regulation provides for the accessibility of data contained in national electronic registers by authorities of other Member States; the national electronic registers should allow for targeted search in respect of vehicles with a registration number other than those issued by the Member State of establishment.

- (5b) **In order to ensure that the obligation to provide information on a hired vehicle's registration number in the national electronic register is fulfilled in a uniform manner, implementing powers should be conferred on the Commission relating to the minimum requirements for the data to be entered in the national electronic register. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁴.**
- (6) In order to allow own account transport operations to be conducted more efficiently, Member States should no longer be allowed to restrict the possibility to use hired vehicles for such operations.
- (7) The implementation and effects of this Directive should be monitored by the Commission and be documented by it in a report. The report should pay special attention to whether this Directive has resulted in the usage of older or certain types of vehicles and thereby has had an effect on road safety and whether it has entailed difficulties in relation to enforcement, including the enforcement of cabotage rules. Any future action in this area should be considered in light of that report.
- (8) Since the objectives of this Directive cannot be sufficiently achieved by the Member States alone but can rather, by reason of the cross-border nature of road transport and of the issues this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in line with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In line with the principle of proportionality, this Directive does not go beyond what is necessary in order to achieve those objectives.
- (9) Directive 2006/1/EC should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

⁴ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers, OJ L 55, 28.2.2011, p. 13.

Article 1

Directive 2006/1/EC is amended as follows:

(1) Article 2 is amended as follows:

(a) paragraph 1 is amended as follows:

(i) the introductory sentence is replaced by the following:

"Each Member State shall allow the use within its territory of vehicles hired by undertakings established on the territory of another Member State provided that:";

(ii) point (a) is replaced by the following:

"(a) the vehicle is registered or put into circulation in compliance with the laws of any Member State and, for vehicles requiring a certified true copy of the Community licence in accordance with Regulation (EC) No 1072/2009, authorised to be used by the Member State of establishment of the undertaking.".

(2) Article 3 is replaced by the following:

"Article 3

1. Member States shall take the necessary measures to ensure that undertakings established on their respective territories may use hired vehicles for the carriage of goods by road under the same conditions as vehicles owned by them, provided that the conditions laid down in Article 2 are satisfied.
2. Where the hired vehicle is registered or put into circulation in compliance with the laws of another Member State, the Member State of establishment of the undertaking may:
 - a) limit the time of use of the hired vehicle on its respective territory provided that it allows the use of the hired vehicle by the same undertaking for a period of 30 consecutive days in any given calendar year; in this case the contract of hire may be required not to last longer than the time limit set by the Member State;
 - b) limit the number of hired vehicles that can be used by an undertaking provided that it allows the use of a minimum number of vehicles. This minimum number is at least 25% of the goods vehicle fleet owned by the undertaking on 31 December of the year preceding the request for authorisation to use the hired vehicle. In case of an undertaking having an overall fleet of more than one and less than four vehicles, it shall be allowed to use at least one such hired vehicle."

(2a) the following Article 3a is inserted:

"Article 3a

1. **Member States shall take the necessary measures to ensure that the information on a hired vehicle's registration number is entered in the national electronic register referred to in Article 16 of Regulation (EC) No 1071/2009.**
 2. **The Commission shall adopt, by means of an implementing act, the minimum requirements for the data to be entered in the national electronic register. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 5b(2)."**
- (3) the following Articles 5a **and 5b** are inserted:

"Article 5a

By [OP: please insert the date calculated 5 years after the deadline for transposition of the Directive], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive. The report shall include information on the use of vehicles hired in a Member State other than the Member State of establishment of the undertaking hiring the vehicle. **The report shall also look into the impacts on road safety and on the enforcement of the cabotage rules in accordance with Regulation (EC) No 1072/2009.** On the basis of this report, the Commission shall assess whether it is necessary to propose additional measures.

Article 5b

1. **The Commission shall be assisted by the Committee set up by Article 42(1) of Regulation (EU) No 165/2014 of 4 February 2014 on tachographs in road transport.**
2. **Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply."**

Article 2

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the date calculated 18 months following the entry into force] at the latest. They shall communicate to the Commission the text of those provisions without delay.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 3

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 4

This Directive is addressed to the Member States.

Done at Brussels,

For the European Parliament
The President

For the Council
The President
