

Annex D

Title of Measure	Forward Look at the Commission's Work Programme (from Commission's Work Programme text)	Expected Publication Date
AVIATION		
Proposal for a Commission Regulation laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (Text with EEA relevance) (2003R1702)	The purpose of this project, prepared by the Legal Service in conjunction with the Directorate-General is to undertake a codification of regulation 1702/2003. The new regulation will supersede the various acts incorporated; It fully maintains the substance and merely lumping them together with only such formal amendments as are required by the operation of the codification.	2 nd Quarter 2012
Proposal for a Commission Regulation on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (Text with EEA relevance) (2003R2042)	The purpose of this project, prepared by the Legal Service in conjunction with the Directorate-General is to undertake a codification of regulation 2003/2042. The new regulation will supersede the various acts incorporated; It fully maintains the substance and merely lumping them together with only such formal amendments as are required by the operation of the codification	4 th quarter 2012
Communication on the EU's external aviation policy: progress report and way forward	The main policy objectives of the Communication will be to draw lessons from the implementation of the EU's external aviation policy as defined in 2005, to analyse the achievements made since then, to describe the key challenges today and on this basis assess whether the 2005 policy is still fully appropriate and well suited to meet the challenges facing the EU in international aviation policy. Based on this assessment, recommendations may be made as to how best to design the EU's future external aviation policy.	July 2012
Review of the Community Guidelines on financing of airports and Start-up aid to airlines departing from regional airports	The initiative aims at assessing the application of the 2005 Commission guidelines, which could lead to the modification of guidelines.	July 2012

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Directive 2003/42 of the European Parliament and of the Council on occurrence reporting in civil aviation	<p>Simplification Rolling Programme Recast of Directive 2003/42/EC The Directive aims at preventing aviation accidents by collecting and analysing information on civil aviation occurrences ('accident precursors'). The objective of the revision will be to more efficiently use occurrence data at the EU level, in particular by better integration of occurrence data in a central database and improving and simplifying the flow of quality data between the aviation authorities for accident prevention purposes</p>	Oct 2012
Proposal for a Council Regulation on the harmonization of technical requirements and administrative procedures in the field of civil aviation (1991R3922)	<p>Indicative codification programme The purpose of this project, prepared by the Legal Service in conjunction with the Directorate-General is to undertake a codification of Regulation 3922/91. The new regulation will supersede the various acts incorporated; It fully maintains the substance and merely lumping them together with only such formal amendments as are required by the operation of the codification.</p>	4 th Quarter
Air Passenger Rights: Denied boarding, long delays and cancellations of flights	The revision of Regulation (EC) 261/2004 will protect air passengers' rights by ensuring that passengers are adequately informed, assisted and, if necessary, compensated for all types of flight disruptions and loss/damage of luggage. It will enhance legal certainty and ensure a fair and proportionate economic burden in particular situations for which the air carriers bear no responsibility (force majeure), also via a better sharing of the financial costs. It will be accompanied by the initiative "Air carrier liability in respect of the carriage of passengers and their baggage by air".	November 2012 Roadmap
Technical revision of regulation 2027/97 on air carrier liability in respect of the carriage of passengers and their baggage by air, as amended by Regulation 889/2002 (Air passengers rights package)	To ensure an adequate protection of passengers by keeping liability limits in line with inflation and to ensure coherence between EU law and international agreements.	Nov 2012

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Proposal for a Regulation (EC) of the European Parliament and the Council amending or replacing Regulation (EC) No 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air	Response to evolution of users' needs: collection of data on true origin and destination; air safety data; update of the list of Community airports, reduction on the deadline for data provision In accordance with the recommendations of an ad hoc Task Force	4 th quarter
Communication on Passengers' protection in the event of airline bankruptcy	Airline bankruptcy is a growing concern in the Single European Aviation Market. A central question is whether consumers, in this Internal Market which is European, competitive and liberalized, enjoy sufficient and reasonable protection especially in the case of air carrier bankruptcy. The need for assessment and the will to take action were confirmed by the European Commission to the European Parliament in October 2009. The objective of the impact assessment is to assess whether a new legal instrument, such as a Regulation, is needed to tackle this issue. The Commission will proceed to an evaluation of various scenarios presented in a previous study published in January 2009. A complementary public consultation on air passenger rights (that included airline bankruptcy) has been closed on 28 June 2010.	December 2012
Limiting nitrogen oxide (NOx) from aviation	The Commission will address the nitrogen oxide emissions from aviation after a thorough scientific assessment.	2014
Single European Sky	Better align the two regulatory frameworks on the Single European Sky (SES) (Regulations (EC) No 549-552/2004) and the regulation establishing the European Aviation Safety Agency (EASA) (Regulation (EC) No 216/2008). The 2009 SES2 package did not revise the older SES regulations sufficiently, which caused a lack of clarity on the regulatory approach with regard to technical issues. Stakeholder benefitting from the simplification or administrative reduction: All actors in aviation sector	2014
MARITIME		

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Commission staff working document on the establishment of a Programme to support the further development of an Integrated Inland Waterway Policy (NAIADES II)	NAIADES the Commission's Action Programme for the promotion of inland waterway transport (IWT) will run until end of 2013. It has defined the Commission's policy on inland waterway transport but is not endowed with own budgetary means. The present initiative will define Commission's policy after 2013 In addition to addressing new challenges such as integration into co-modal logistic transport changes, environmental performance, deployment of new technologies, it will identify the appropriate budgetary resources since the lack of those has turned out to be the major shortcoming of the current NAIADES programme.	April 2012
Including maritime transport emissions in the EU's greenhouse gas reduction commitment	According to the EU's climate and energy legislation, measures should be taken to include maritime transport emissions in the EU's greenhouse gas reduction commitment if these emissions are not included in an international agreement's reduction targets by 2011.	3 rd quarter 2012 Roadmap
Commission Staff Working Document evaluating the Blue Belt pilot project	This is a report on the outcome of the pilot project that assesses the feasibility of vessel traffic for customs purposes, which are indispensable pre-requisite for implementing the Blue Belt.	June 2012
Social Maritime Agenda Package: Communication regarding a Social Agenda for Maritime Transport	It will discuss various aspects of the "human element" in maritime transport, including : - An adequate maritime labour force for the European shipping and maritime clusters; - Employment of European seafarers; - Safeguard of the European maritime know-how; - Maritime safety and security, protection of the environment.	June 2012

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Include seafaring workers of vessels in the scope of several labour law EU Directives. Proposal for a revision of exclusions concerning seafaring workers contained in Directives 2002/74/EC, 94/45/EC, 2002/14/EC, 98/59/EC, 2001/23/EC and 96/71/EC	The proposal aims to provide seafarers with the same or equivalent level of employment rights as onshore workers. Several Directives in the field of labour law currently exclude seafarers from their scope. The amendments, which cover several Directives, will aim at ensuring an equivalent level of protection while taking into account the particular circumstances and the economic environment of this sector.	2 nd quarter 2012 Roadmap
Actions for the establishment of EU e- Maritime systems and services	The EU e-Maritime aims to promote coherent, transparent, efficient and simplified solutions based on advanced information technologies in support of cooperation, interoperability and consistency between Member States, sectors, business and systems involved in the European Transport System for: Improving the safety and security of maritime transport services and assets and environmental protection; Increasing the competitiveness of the EU maritime transport industry and strengthening the EU presence on the international scene; Integrating sustainable waterborne transport services into efficient door-to-door transport services in Europe and beyond; Reinforcing the human factor supporting competence development and welfare for seafarers.	June 2012
Regulation of the European Parliament and of the Council on multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution at sea	Create multiannual funding for the period 2014-2020 as succession of Regulation 2038/2006 which will expire in late 2013.	June 2012
Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the interpretation of Council Regulation (EEC) N° 3577/92 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage)	This new communication will update the current interpretative communication in line with the experience gained during practical application of Regulation and include recent developments in the EU law and case-law. The communication will provide additional clarifications on the scope of the Regulation and on the derogations to the freedom to provide services laid down in the Regulation. Apart from the clarification the Commission's concern is the transparency. The Commission has addressed several questions of interpretation of the Regulation on a bilateral basis. A new communication will present those positions to all persons interested in application of the Regulation.	July 2012

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Fifth report on the implementation of Council Regulation (EEC) 3577/92 applying the principle of freedom to provide services to maritime cabotage (2001-2008)	To assess the implications of the complete liberalisation of the maritime cabotage over fifteen years after the entry into force of the regulation. The report depicts the legal national measures regarding maritime cabotage, market developments, manning issues and presents the conclusions of the consultation undertaken by the Commission in 2009.	July 2012
Proposal for a Directive of the European Parliament and of the Council on Marine Equipment	Simplification Rolling Programme The revision aims at increasing legal certainty and therefore at increasing the effectiveness of the directive. It will make increased use of European standards.	July 2012
Proposal for a Council directive giving legal effect to a possible agreement between European social partners on the organisation of working time in internal navigation.	Under Article 155 TFEU and conditional upon agreement by social partners	2 nd Quarter 2012
Framework for future EU ports' policy including legislative proposals	This initiative will better enable ports to efficiently handle the increasing freight volumes to enable seamless logistics chains; review the restrictions on provision for port services and enhance the transparency on ports' financing, clarifying the destination of public funding to the different ports activities with a view to avoid any distortion of competition; and establish a mutually recognisable framework on the training of port workers in different fields of port activities.	2013

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Revising passenger ship safety	<p>Improve safety and avoid distortion of competition for several passenger ship types engaged in international/domestic voyages. Simplification and clarification of the current legislative framework by removing excessive provisions currently applicable to small ships and small transport companies.</p> <p>Stakeholder benefitting from the simplification or administrative reduction: All actors in the maritime chain: vessels, crews, shipping companies, freight operators, ports' communities, a broad range of Member State authorities (regulators, defence, search and rescue services, antipollution services, etc), coastal regions, fishing vessels, marine environment at large, citizens. The Commission and EU Agencies.</p>	<p>September 2012</p> <p>Roadmap</p>
RAILWAYS		

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Rail package:(1) Rail market access*	Further market opening in the rail sector (for domestic passenger market) implies adaptation of the existing acquis on rail market access (1st railway package and its subsequent amendments) and appropriate changes to the Regulation on public service contracts in the rail sector (EC 1370/2007), including mandatory award of public service contracts under competitive tendering. This initiative will also ensure non-discriminatory access to rail infrastructure, including rail-related services, in particular through structural separation between infrastructure management and service provision (unbundling). It will be accompanied by a Communication on Review rail market organisation and assess non-discriminatory access to rail infrastructure.	September 2012
Rail package: (2) European Railway Agency (ERA)*	This initiative will enhance the role of ERA in the field of rail safety, in particular its supervision of national safety measures taken by national safety authorities and their progressive harmonisation. It will also aim at achieving a single vehicle type authorisation and a single railway undertaking safety certification. Safety and interoperability directives (2004/49 and 2008/57) might be adjusted as necessary. (4th quarter 2012)	September 2012 Roadmap
Proposal for a Council Directive giving legal effect to a possible agreement between European social partners amending the agreement on the organisation of working time in international rail (Directive 2005/47)	Under Article 155 TFEU and conditional upon agreement by social partners	4 th quarter 2012
ROAD/VEHICLES		

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Communication on road infrastructure charges levied on passenger cars	The communication will clarify the rules to ensure that infrastructure charges (vignettes and tolls) levied on foreign cars are proportional and nondiscriminatory. Experience has shown the need to clarify the treaty rules in this area.	April 2012
Regulation of the European Parliament and of the Council on motor vehicles type approval requirements for the implementation of the eCall system and amending Directive 2007/46/EC	This Regulation shall apply to all new passenger cars and light commercial vehicles (categories M1 and N1 as defined in Annexe 2 of Directive 2007/46/EC) which can technically be fitted with an eCall triggering system. The main objective is to contribute to reduction of road fatalities and severity of injuries, thanks i.a. to the reduction of response time by emergency services. This general objective will be achieved through the following specific objectives: Improvement of the operation of the emergency services in the accident scene due to the information received; Improvement of incident/road management and therefore reduction of secondary accidents, road congestion and subsequent pollution; Contribution to the Deployment of Intelligent Transport System (ITS) services applied to road transports	March 2012
Mid-term review of EETS (European Electronic Toll Service) Implementation	The period of three or five years referred to in Directive 2004/52/EC Article 3(4) concerning the availability of EETS respectively for trucks and coaches on one hand, for all the other categories of vehicles on the other hand, runs from Decision 2009/750/EC date of entry into force (8 October 2009). At the latest 18 months after this entry into force, the Commission, assisted by the Toll Committee, shall draw up a report on the state of advancement of EETS deployment.	May 2012
Commission Regulation on the braking systems of agricultural or forestry tractors, their trailers and interchangeable towed machinery, repealing Council Directive 76/432/EEC	The proposal pursues the following general policy objectives: - Ensuring proper functioning of the internal market; and - Reducing the number fatalities and casualties by making the on- and off road use of agricultural vehicles safer. The specific objectives cover: • to minimise the costs of regulatory fragmentation; and • to ensure that braking systems used on motorised agricultural vehicles are effective and perform well even under severe usage conditions; The operational objective is: • To reduce the annual number and severity of accidents involving agricultural vehicles	1 st quarter 2012

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Regulation of the European Parliament and the Council on roadworthiness testing for motor vehicle and their trailer	The regulation aims at increasing the level of road safety in EU and reducing both the environmental impact of road transport and the administrative burden for the industry and citizens	May 2012
Review of the impact of indirect land use change related to biofuels and bioliquids on greenhouse gas emissions and addressing ways to minimize it	Following the adoption of a report on indirect land use change GHG impacts from biofuels and bioliquids in December last year, the Commission agreed to carry out an impact assessment on potential policy options for addressing these by July 2011. If appropriate, legislative proposals for amending the Renewable Energy and Fuel Quality Directives will also be put forward.	May 2012
Proposal on complementary provisions to Euro 5/6 and Euro VI	The proposal pursues the following general policy objectives: • Ensuring proper functioning of the internal market; and • Providing for a high level of environmental protection in the European Union. The specific objectives cover: • to have emissions legislation and type approval requirements that reflect technical progress and that address regulatory failures that have been identified; and • to make use of simplification potential in the legal framework for the type approval of motor vehicles; and • to improve the efficiency of driving patterns in order to reduce air pollutants and GHG emissions.	2 nd quarter 2012
CO2 from cars and vans 2020 targets*	The Regulations (EC No 443/2009 and EU No 510/2011) need to be reviewed to look at the 2020 targets with the aim of assessing the feasibility of the 2020 target for vans and how to reach the 2020 targets for cars and vans.	Q3 2012 Roadmap
Report on the progress of the Intelligent Transport Systems Action plan	Indicative codification programme To assess the progress achieved in the implementation of the ITS Action Plan with a review, and if necessary, an extension of the priority areas as well as the scope of the actions, as announced in the ITS Action Plan.	Oct 2012

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Commission Directive on ITS Specifications related to road safety - Minimum universal traffic information free of charge to users	As part of the Implementation of the ITS Directive several specifications need to be adopted between 2012 and 2014. The ITS Directive defines the priority actions for which the Commission shall adopt specifications, as well as a target timeline for their adoption. In addition, the Commission, in a Statement to Council and EP, has provided a detailed indicative timetable for the adoption of these specifications. - data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users (by the end of 2012)	December 2012
Commission Directive on ITS Specifications related to road safety - Harmonised provisions for an interoperable EU-wide eCall	As part of the Implementation of the ITS Directive several specifications need to be adopted between 2012 and 2014. The ITS Directive defines the priority actions for which the Commission shall adopt specifications, as well as a target timeline for their adoption. In addition, the Commission, in a Statement to Council and EP, has provided a detailed indicative timetable for the adoption of these specifications. - harmonised provisions for an interoperable EU-wide eCall (by the end of 2012)	December 2012
Commission Directive on ITS Specifications related to road safety - Safe and secure parking places for trucks and commercial vehicles	As part of the Implementation of the ITS Directive several specifications need to be adopted between 2012 and 2014. The ITS Directive defines the priority actions for which the Commission shall adopt specifications, as well as a target timeline for their adoption. In addition, the Commission, in a Statement to Council and EP, has provided a detailed indicative timetable for the adoption of these specifications. - the provision of information services for safe and secure parking places for trucks and commercial vehicles (by the end of 2012)	December 2012
Commission Staff Working Document on road traffic injuries	Develop a common approach on road traffic injuries and emergency services (common definitions, injuries reduction target). This could possibly include an EU injuries reduction target.	December 2012

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Revision of Directive on weights and dimensions	This proposal will adapt the legislation on weights and dimension to new circumstances, technologies and needs, facilitating intermodal transport and overall energy consumption and emissions.	December 2012
Strategy for reducing Heavy Duty Vehicles' CO2 emission	The initiative will address the problem of the growing CO2 emissions from heavy duty vehicles. The general objective is to reduce these emissions in a cost-effective way. This will follow up on the European Strategy on Clean and Efficient Vehicles and the Transport White Paper COM (2011)144.	2013
Internal Road Market Package: (1) Report on the road freight market situation	The report analyses the road freight market situation and evaluates the effectiveness of controls and the evolution of employment conditions in the profession. It will also assess the extent to which harmonisation of the rules in the fields, inter alia, of enforcement and road user charges, as well as social and safety legislation, has progressed and what remains to be done. It will determine how and with which calendar the further opening of cabotage can be pursued.	2013
Internal Road Market Package:(2) Access to the road haulage market and access to the occupation of road transport operator	The package will further open the cabotage market. Such an opening could achieve important efficiency improvements by reducing unnecessary empty running of the vehicles. It may include rules on the mobile workers engaged in cabotage in order to ensure fair competition. It may also extend the existing rules on the admission to the occupation (e.g. extension to freight forwarders) and further harmonise them (e.g. on establishment and financial capacity). The proposal will modify Regulation 1072/2009 on the access to the market and Regulation 1071/2009 on the admission to the occupation.	2013
Internal Road Market Package: (3) Minimal rules on sanctions and their enforcement in commercial road transport	The Directive will establish common minimal rules with regard to the definition of offences and sanctions, including criminal offences, in the field of commercial road transport. Such a harmonisation will contribute to reduce distortions of competition and the unequal treatments when committing infringements.	2013

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Internal Road Market Package: (4) Charging systems for road vehicles	The initiative will promote a more systematic use of distance related road charging reflecting infrastructure and external costs based on the polluter pays and user-pays principles. It will explore phasing in a harmonised charging system for lorries which could replace across the EU existing timebased charges (Eurovignette and national vignettes) and possibly other charges (such as vehicle taxes). The initiative may include a legal framework on charging passenger. It may also include provisions on electronic tolls if their full interoperability has not been achieved on time under Directive 2004/52/EC.	2013
Non-road mobile machinery engines	As from 1 January 2014 a new exhaust emission standard Stage IV becomes mandatory for engines used in non-road machinery; one year before type approvals can only be granted for Stage IV compliant engines. New specifications for testing these engines to be introduced in Directive 97/68/EC through this initiative. Stakeholder benefitting from the simplification or administrative reduction: Member State authorities (technical services) and businesses (manufacturers)	4 th quarter 2012
CROSS-MODAL		
Communication on a Comprehensive Transport Security Policy	This Communication will assess the current situation, including current and future threats, and propose a strategic approach for the next five years for all transport modes. The objective is to have a properly functioning, transparent transport system which is secure and well-protected. Terrorism is multimodal and often international. A harmonised general approach, covering all transport modes, is the basis for sectoral security effectiveness.	April 2012

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Cableway installations designed to carry persons	Review and align Directive 2000/9/EC with the new legal framework for the marketing of products. Simplifying the text of the Directive clarifying major concepts, definitions and scope to make the text more coherent and facilitate its application by manufacturers, national authorities and all stakeholders. Stakeholder benefitting from the simplification or administrative reduction: Businesses (manufacturers)	4 th quarter 2012 Roadmap
Communication on the results achieved by the Marco Polo programmes for the period 2003-2010	Evaluation of the results achieved by Marco Polo I and II with a view to support the drawing up of a possible third Marco Polo programme.	June 2012
Legislative proposal on Mobility Continuity Plan	If no further progress by MS, this proposal will render mandatory the existence of mobility continuity plans.	June 2012
Clean power for transport: An alternative fuel strategy	The White Paper on transport emphasises the need to break the transport system's dependency on oil. This initiative intends to accelerate the EU market uptake of alternative transport including necessary standards for equipment and storage systems. It will identify possible EU actions to stimulate the use of EU alternative fuels and provide the industry, public sector and consumers with a clear and coherent vision on the market developments of alternative fuel transport systems.	October 2012
Communication on the application of Regulation 1370/2007 on public passenger transport service by rail and road	The initiative should identify the key provisions of the Regulation where diverging implementation in Member States/regions could jeopardise the achievements of the objectives of the Regulation and attempt to propose guidance to stakeholders and authorities on its correct interpretation. The initiative should also identify best regulatory and contractual practices.	September 2012

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Guidelines on the application of Regulation 1107/2006	A European for Passengers: Communication on Passenger rights in all transport modes" , and as studies and consultations of the public and of all interested parties (air operators, national authorities, etc.) revealed, some provisions of Regulation 1107/2006 lack of clarity and are not properly enforced for this reason or applied by air carriers and airports in divergent ways. This situation can be detrimental to the public concerned by the protection given by the text. (Persons with reduced mobility and /or disabled passengers). The guidelines will clarify and unify the application of the most problematic provisions of text both by interested parties and national authorities, in order to reinforce legal certainty and allow a better harmonised enforcement of the Regulation.	May 2012
Communication on Inventory of measures for internalising external costs in all modes of transport	This Communication will present an inventory of past and future measures for internalising external costs in all modes of transport. Follow-up to the 2011 White Paper and 2008 Greening transport package.	Nov 2012
E-freight	The aim of the initiative is to create the appropriate framework to streamline the electronic flow of information associated with the physical flow of goods, in support of planning, execution, monitoring and reporting on multimodal freight transport, to ensure liability for intermodal transport and to promote safe, secure and clean freight transport.	2013