

Memorandum of Brussels

Political transport priorities for the next European legislature

2024 will not only mark the end of the current European legislative mandate, but also the start of a new one, which promises to be crucial for the European Union's transport policy. In view of this next mandate, it is the ambition of the Belgian Presidency of the Council of the EU to set the agenda for the next legislature in order to make European mobility greener, safer, fairer and more resilient.

This Memorandum includes the Brussels Declaration issued by the Belgian Presidency following the Informal meeting of mobility ministers on 3 and 4 April 2024, as well as the recommendations published following the various events organised by the Belgian Presidency.

18 June 2024, Luxembourg

Informal meeting of Transport Ministers:

The Belgian presidency outlines the future of European mobility in a Brussels Declaration!

The transport sector alone is responsible for a quarter of the EU's greenhouse gas emissions. Europe's objective, confirmed in the Climate Law and the Paris Agreements, is to become the first climate-neutral continent by 2050. That's why it's vital to redirect our mobility towards the most sustainable modes of transport. This objective was at the heart of this informal meeting of European Transport Ministers organised by the Federal Minister of Mobility, who brought together his 26 European colleagues as part of the Belgian presidency of the Council of the European Union. At the end of the meeting devoted to active mobility, rail connections and the resilience of our transport infrastructures, the Belgian presidency presented a Brussels Declaration, setting out clear and ambitious guidelines for the next European legislature.

The Federal Minister of Mobility: "A 90% reduction in transport emissions is needed by 2050. However, transport is the only sector of the economy whose emissions have continued to rise over the last 30 years, despite all the efforts made in recent decades to improve vehicle and fuel performance, right up to today's electrification. While technology can and must play a role in decarbonising mobility, it will not be enough on its own to enable us to achieve our climate objectives. The EU must encourage and support the greenest modes of travel, as they are the essential pillars for reducing transport's carbon footprint. For short journeys, we need to develop active mobility – cycling in particular – and for longer journeys or goods transport, we need to make the railway the backbone of mobility in Europe."

The informal meeting of Transport Ministers on 3 and 4 April, bringing together all European transport ministers, which was preceded by a high-level meeting on rail on 2 April, resulted in the Brussels Declaration on the mobility of tomorrow.

This Declaration calls on the European Union to take the following steps during the next legislature:

Make rail transport the backbone of European mobility

1. Make the modal shift towards rail transport a central objective of European mobility policy. Set binding targets for the modal share of rail along trans-European transport corridors, and report on the achievement of these targets.
2. Propose an EU-wide master plan to increase the supply of rail services for freight and passengers. The Commission must ensure that future EU policies all contribute to increasing supply and to the modal shift towards rail transport.
3. To ensure, through a new legislative proposal, that a passenger can easily compare, book and pay for their door-to-door train journey in a trans-European perspective, while being assured of the continuity of their journey, regardless of whether one or several rail companies are involved.
4. Develop a dedicated strategy for night train passenger services, including reduced fares, to offer a viable alternative to short- and medium-haul flights in Europe.
5. Make the development of rail freight a priority for the EU's internal market, with a trajectory of increasing transport volumes by 2030 and 2050, to double the volume of goods transported by rail.
6. Prepare the necessary regulatory changes, and make every effort to adopt them, in order to improve the competitiveness of rail transport and ensure a level playing field with other modes of transport, particularly with regard to energy and fuel taxation and rules on State aid.
7. Apply the 'polluter-pays' principle to mobility to ensure fair competition: the price of each mode of transport must reflect the external costs incurred, such as pollution, CO2 emissions or congestion.
8. Analyse the needs of intermodal terminals throughout the European Union and help Member States ensure these are adequately met.
9. Increase the amount of European funding on offer for rail transport, using all available financing instruments.
10. Protect the EU's rail industry ecosystem from unfair competition from third-country manufacturers, whether tax-related, social or environmental.

Unlock the full potential of active mobility and cycling at European and national level

11. Every citizen is a pedestrian. Cycling and pedestrian mobility must be treated as modes of transport in their own right by the EU.
12. The signing of the European Declaration on Cycling by the Commission, the Council and the European Parliament is a decisive step in this direction, making cycling a policy in its own right at European level.
13. We want to make sure that this declaration is translated into a real political strategy at EU level, supporting the policies developed at national level by the Member States.
14. The EU and its Member States need to significantly increase their cycling infrastructure to enable citizens to get around safely and efficiently to their places of work and study or for leisure purposes.

15. Funding for cycling infrastructure should be covered by existing EU funding programmes.
16. The EU needs to develop and protect its industrial sector for the production, maintenance and repair of bicycles from unfair competition from third-country manufacturers. For instance, a 'Made in Europe' label should swiftly be developed.
17. In order to improve sustainability, quality of life and road safety in urban areas, the EU will contribute to developing cycle logistics that can ensure the last mile and, as a result, help to create jobs that cannot be relocated.
18. To support cycling policy in Europe, a specific unit within the Commission should be dedicated to this area.
19. Member States should encourage the sharing of knowledge, best practices and data, and forward their national active mobility strategies and plans to the Commission. Data in this area must be collected annually in the same way across the EU.
20. Citizens need to play an active role in the shift towards active mobility. To raise awareness and get them involved, let's dedicate the next legislature to a European Year of Cycling!

With this Declaration, the Belgian presidency of the Council of the EU highlights the need for decisive action during the next EU legislature and invites the Commission to present concrete measures, including legislative proposals, to implement the recommendations made in this Declaration.

High-Level EU Cycling Conference

Taking the European Declaration on Cycling to the next level

29 - 30 January
Hasselt



CONTEXT

The Flemish Government, as part of the Belgian EU presidency, hosted a Ministerial Conference on cycling. Building on the powerful momentum of the European Declaration of Cycling, the conference brought together European Ministers of Transport, policymakers and experts to discuss the **next steps to elevate cycling to a full-fledged mode of transport at European level.**

TAKEAWAYS

At ministerial level, 15 Member States, together with the European Commission and European Parliament, exchanged views on the **implementation of the European Declaration on Cycling** for the first time. There was a **high level of support among the Member States** to unleash the full potential for cycling at EU level.

The debate demonstrated that there is great diversity in the EU in the development of (national) cycling policy frameworks and that the EU cycling policy should encompass the different regional specificities across the Member States. There is no such thing as a one size fits all solution.

Cycling proves to be a promising solution in facing the climate challenges. It deserves **more attention and appreciation**, as every sustainable transport mode will be needed in the mix. This applies not only for urban mobility, but in a rural environment as well.

The following priorities of the Declaration were considered to be addressed first and foremost: knowledge sharing on cycling policy planning, data(monitoring), traffic safety en education and awareness raising. There is a clear demand to **boost the EU financing possibilities** for cycling and cluster and combine them better (e.g. through a dedicated fund).

In the next term the EU Commission should set out an **action plan or road map** in follow up of the Declaration. A **stocktaking exercise** in 2025 or 2026 was deemed useful to monitor its implementation. The set up of a dedicated EU cycling expert group or EU focal point network would have big potential.

NEXT STEPS

Flanders will continue to be a strategic partner for the Commission, Member States and other stakeholders to keep cycling high on the EU agenda and foster the momentum towards an effective implementation of the Declaration in the next term. Belgium will continue to liaise with incoming EU presidencies in order to **spur the Commission to make cycling an integral part of future EU transport policy.**

www.vlaanderen.be/mobiliteit-en-openbare-werken/flanders-together-in-motion/high-level-eu-cycling-conference-taking-the-european-declaration-on-cycling-to-the-next-level



road transport

High Level Conference on Road Control

23 February 2024

Policy recommendations of the Belgian Presidency for the next legislature to improve safety, work conditions and fair competition in

The Belgian Presidency of the European Union organized on the 23rd of February a high-level meeting on Road haulage Control 4 years after the adoption of the Mobility Package. Presentations and discussions took place on new tools for better road enforcement, the remaining challenges regarding social protection and fair competition and vision towards the future for the next European legislature. Around 115 participants attended the event, representing a large amount of Member States, the social partners and the relevant international organizations and institutions in charge of Road Control.

The Belgian Presidency, represented by Deputy Prime Minister Georges Gilkinet, with the support of Deputy Prime Minister Pierre-Yves Dermagne, in conclusion of the event, recommends the following points of action for the next few years to its fellow Member States and the EU Institutions:

Improving the working conditions of the truck drivers

1. Truck drivers play a pivotal role in EU logistics and in the Green Transition, which must be reflected in high standards for working conditions and wages. We call for a fair road transport sector, with good social and working conditions.
2. The race to the bottom of the last 2 decades in terms of poor working conditions and low wages to boost financial gains for some economic players in the sector led to a systematic driver shortage all across Europe, and prevents the attraction of young drivers to the profession, including women. We call for actions to make the profession of truck drivers more attractive, especially for women.
3. The judgments of the Court of Justice of the European Union “Koelzsch” (case C-29/10) and “Voogsgeerd” (case C 384/10) need to be uniformly applied. Those judgments clarified that the country in which or from which the worker fulfills the essential part of his obligations towards his employer – taking into account all the elements which characterize the activity of the worker – should be regarded as the country in which or from which the worker habitually carries out his work.

Implementing the Mobility Package at EU and National level

4. The new rules of the Mobility Package are not fully applied, and are sometimes interpreted differently amongst the different Member States. We call for action to ensure the full application of the social and environmental legislation on Road Transport.
5. A uniform interpretation of the Posted Workers Directive (PWD) should be made more binding, notably on the definition of minimum wages.
6. New tools like remote detection of infringements (DSRC) should be used to the full extent of their potential, allowing better targeted and more efficient controls.
7. We must ensure that the European Register of Road Transport Undertakings (ERRU) is updated with the findings and condemnations collected by all countries and accessible to all relevant inspectorates all over the EU.

Strengthening European Institutions in charge of road enforcement

8. Member States should invest in their enforcement capacities, mainly through appropriate levels of adequately skilled and trained staff.
9. Cooperation and concertation between Member States should be encouraged in order to harmonize and optimize control methods and application of the rules as much as possible.
10. The overall work of the European Labour Authority (ELA) is effective, relevant, useful and coherent. More powers should be given to ELA, providing specific EU funding for horizontal issues, and strengthening the role of National Liaison Officers (NLOs).
11. In order to share good practices, further update the enforcement tools and methods and fight social dumping, the EU should establish a specific Agency in charge of road enforcement as already exists for each other mode of transport.
This could be done by providing ELA with a stronger mandate and fundings, or by creating a brand new institution dedicated to road haulage enforcement.
12. The first role of this institution should be to develop a multiannual action plan against fraud, unfair competition and social dumping. This institution should also assess annually the state of implementation of the Mobility Package rules in each Member State.

Strengthening the legislation to improve social and environmental conditions in the road transport sector

13. Light freight vehicles have been partially included in the scope of Regulations only since the entry into force of the Mobility Package. Before that, only the largest vehicles used in international transport had been covered. The rise of e-commerce and urban deliveries are raising new questions and challenges for road safety, social standards and fair competition. The Commission should reflect on including all light freight vehicles in the scope of road transport regulations, such as access to the profession, driving and resting times.
14. Drivers need to return home at regular intervals. The current rules are hard to enforce, and do not guarantee drivers get to enjoy a proper family life in their rest periods. The Commission should revise the rules in order to propose a minimum mandatory return that is more easily enforceable.

15. The specific case of third country drivers needs to be addressed. While those drivers can be part of a short term answer for driver shortage problems on the short term, they need to receive the same level of social rights, health protection and wages. The Commission should in particular assess the situation of third country drivers and verify the compliance of all transport companies and Member States with the provisions of Regulation 1072/2009 (notably on driver attestations). ELA's mandate should be broadened to take into account third country drivers, reflecting a desire for inclusiveness. If necessary, the EU should take appropriate legislative measures to fix the problem.

Brussels Conference on the Wellbeing of Seafarers

8 March, Brussels

CONTEXT

On International Women's Day (8 March), the high-level Brussels Conference on the Wellbeing of Seafarers was held in Belgium to bring this topic to the top of the international maritime agenda.

CONCLUSIONS AND FINAL REMARKS

The main takeaways of the Conference were:

1. Listen to seafarers, especially the youth and underrepresented groups and invite everyone to the table to look for solutions to improve the wellbeing of seafarers.
2. Use new technologies, shift to greening, automation and digitalization as an opportunity to attract new people to the maritime sector, in particular young people. Keep young people informed about the maritime sector via their communication channels, namely social media.
3. Build a career for maritime colleagues instead of just a job for seafarers. Work on career paths that better match family situations at each point in a seafarer's career. Work on a career that seafarers can be proud of and inform about career opportunities after work at sea.
4. Ensure continuous training, re-skilling and upskilling to match the challenges of new technologies.
5. Highlight the importance of giving seafarers the right training and enough time so they can safely perform their duties and avoid "techno-stress".
6. Show role models and more representation within the maritime sector. More inclusivity (women and other underrepresented groups) is also good for business as diverse teams perform better.
7. Create a safe place for people on board, just like on shore, and prevent discrimination, violence and harassment.
8. Highlight the importance of internet on board, for connectivity with family and friends, but also for onboard training.
9. Exchange best practices that already exist around the world and give them more visibility.
10. Designate seafarers as key workers.

EU Dialogue on End-Of-Life Pleasure Crafts, 18th of March 2024: Way Forward

18 March, Brussels

SUMMARY

Under the Belgian presidency of the Council of the European Union, a European dialogue was organised at Egmont Palace on the challenges posed when recreational craft become end of life. The event was organized by the FPS Mobility and Transport, the European Commission represented by DG MARE and the European Boating Industry (EBI).

Participants to the event included Belgian stakeholders, as well as representatives from Italy, Greece, Finland, France, Sweden and the Netherlands. Policymakers, composite sector representatives and federations of the recreational boating industry were present, as well as waste management companies, waterway authorities and wind industry representatives.

The program included opening speeches by Minister Gilkinet, the Director for Maritime Policy and Blue Economy of DG MARE, Delilah Al-Khudhairy and president of EBI, Robert Marx. Afterwards the Belgian legal study and roadmap were presented as well as EBI's roadmap on the implementation of the circular economy for end-of-life recreational boats. Interesting discussions were held in the dedicated break-out sessions and a panel discussion with various stakeholders concluded the day. Throughout the day, it became clear that there is still a lot of work to be done to achieve a circular economy for pleasure boats, not only on national, but also on European level.

Message to European Commission:

The Belgian event demonstrated the large support and interest to design and implement solutions towards a circular economy for pleasure crafts.

A clear momentum could be witnessed with all stakeholders involved to move forward and to keep the topic high on the agenda for the years to come.

Various initiatives have been taken by different stakeholders, including Member State administrations, European Commission and industry (boating sector and wind energy sector).

More work is needed to ensure an appropriate regulatory framework on pleasure crafts and align waste management processes, recycling solutions and monitoring legislation so as to steer the management of end-of-life pleasure crafts towards a circular economy.

Considering market structure and free EU circulation of pleasure crafts, cooperation and coordination between the EU Member States and EU institutions are needed to avoid regulatory shopping and free riding.

Achieving significant progress will require the topic of circular economy for pleasure crafts to remain tabled on both the individual Member States' and EU agendas for the coming years, including close collaboration with the boating industry.

Networking Cocktail: Impulse to Clean Power for Transport

2 April
Brussels

CONTEXT

As part of the Belgian Presidency and the Connecting Europe Days, the Flemish Government organized a networking cocktail on 2 April 2024. This event featured a panel debate on **clean power for transport**, focusing on the greening of freight transport for road, attracting participants from the public and private sector, followed by a network cocktail, facilitating informal engagements among stakeholders.



TAKEAWAYS

The freight sector offers significant potential for transitioning both fleets and infrastructure to clean power. To reach the objectives as set out in the Green Deal (CO2 targets for heavy-duty vehicles and the Alternative Fuels Infrastructure Regulation) **collaboration and an integrated approach across the entire value chain** and involvement of logistics actors are crucial, especially for the energy needs of urban logistics nodes. Horizontal and harmonised policies on **energy efficiency and taxation** are necessary with clear European legislation guiding industry. National policies such as tax incentives and zero-emission zones remain indispensable as well. Data sharing and a pan-European booking system for charging could enhance private infrastructure deployment. These measures would contribute to creating a genuine level playing field for zero-emission transport throughout the EU.

Creating a viable business case for private players and **derisking investments** is critical, where both the European Commission and the European Investment Bank (EIB) have a role to play. Both infrastructure investments and the renewal of zero-emission truck fleets require substantial financing. While the Connecting Europe Facility plays a key role in cofinancing the infrastructure, the instrument by itself is insufficient to tackle the sheer volume needed for the transition to decarbonised transport. **Financing instruments are needed for zero-emission fleets**, as well as additional funds above what is now allocated for infrastructure. These must be accessible to both public and private players, including blended financing, collaboration with local banks and engagement from other investors.

NEXT STEPS

Public-Private alliances: The Commission and national authorities should continue engaging in public-private alliances, such as the Sustainable Transport Forum. The heavy-duty vehicles sub-group remains key to exchange ideas with logistic frontrunners.

Derisk investments: The Commission and the EIB should introduce clear policies and align sectors (energy, digital, ...) to derisk investments. They should complement existing financial frameworks with new instruments accessible to public and private players, increasing the attractiveness of transport assets.

Integrated approach: All stakeholders should work towards an integrated approach to address the (energy) needs of the logistic chain and ensure coherent policies.

www.vlaanderen.be/en/mobility/flanders-together-in-motion/networking-cocktail-impulse-to-clean-power-for-transport



Aviation Conference: Europe's Flight Plan to a Sustainable Future

09 April 2024

Policy recommendations of the Belgian Presidency for the next legislature to promote sustainable air transport

In the coming years, the aviation sector will be facing major challenges to become sustainable from an environmental, social, and economic point of view. The entire aviation industry must be able to carry out its operations without compromising the well-being of current and future generations. This entails significant changes for both the industry and regulators.

Several actions have already been taken at the European level to move forward. An example is the ReFuelEU Aviation Regulation, which provides a harmonised framework for the uptake and supply of sustainable aviation fuels or the recent agreement on the revision of the Single European sky (SES2+). With the new EU legislative term in sight, it is imperative to consider the actions already in place and their follow-up while also thinking of new actions that need to be taken.

Following the Aviation Conference held in Brussels on the 9th of April 2024, the Belgian Presidency, represented by the Belgian Deputy Prime Minister Georges Gilkinet, calls on the European Union to take the following steps during the next legislature:

Make aviation environmentally friendly

1. Integrate air traffic management (ATM) measures, as a short-term means to decarbonization, as part of a broader strategy for decarbonization within the European Union (EU) and more particularly in the perspective of the revision of the ATM Master Plan.
2. Promote the introduction of climate criteria in the modulation of charges for aviation services, such as air navigation charges and airport fees.
3. Prioritize measures that directly contribute to reducing both CO₂ and non-CO₂ emissions, such as optimizing flight routes, enhancing air traffic flow management, and promote more environmentally efficient operational procedures such as green approaches and CDO/CCO.
4. Explicitly recognize non-CO₂ effects of aviation at the EU level and their importance in the context of environmental impact assessments.
5. Support the development of comprehensive monitoring mechanisms to accurately measure and assess the non-CO₂ effects of aviation activities, including research initiatives and data collection efforts.
6. Reflect and research within the new Single European Sky (SES2+) framework on how to further defragment airspace and integrate environmental criteria without compromising safety.

Promote high social standards

7. Guarantee and promote high social standards among aircrew and for all workers of the aviation sector.
8. Legally define the operational base and make their existence known by the relevant authorities to strengthen their capacity to enforce of social rights.
9. Call on the European Labour Authority to reinforce its action in order to support national Labour Authorities and Social System Authorities in enforcing social rules as well as raising awareness among employees and employers in the aviation sector about their rights and their duties.
10. Harmonize rules related to topics such as the posting of workers, self-employment and pay-to-fly practices.
11. Give Civil Aviation Authorities the role of providing their expertise of the aviation sector to relevant stakeholders (Labour and Social System Authorities, European Labour Authority, social partners...) and of actively collaborating with Labour and Social System Authorities (for instance, access to airports for Labour law inspections purposes,...) in order to better enforce social rights.

Ensure an economic level-playing field

12. Enhance the effectiveness and strengthen the external aviation policy through agreements between the EU and third countries to ensure a sustainable level playing field.
13. Promote upward regulatory convergence with third countries concerning economic conditions governing the sector as well as social, environmental, human rights, security and safety standards .
14. Uphold the economic sovereignty of EU aviation companies to ensure the correct connectivity level with the rest of the world.

Other concrete policy recommendations

15. Make the modal shift towards rail transport a central objective of European mobility policy to offer a viable alternative to short- and medium-haul flights in Europe.
16. Revise the Regulation (EU) 1008/2008, with a particular focus on environmental issues and more particularly its article 20, but on social standards as well.
17. Explore how true cost pricing mechanisms can be implemented to accurately reflect the environmental and societal impacts of aviation.
18. Study the possibilities to regulate private jets activity at the European level, with the aim of reducing its environmental impact and putting forward social responsibilities.
19. Initiate a holistic revision of Regulation 95/93 to introduce provisions that allow for more agile responses to unforeseen events, such as public health emergencies or natural disasters, without compromising safety or environmental standards, in order to avoid empty flights.

20. Conclude the revision of the Energy Taxation Directive with the aim of no longer exempting fuels used for intra-EU air transport from taxation, and therefore apply the Polluter-Pays principle.

Senior Policy Meeting on Sustainable Freight Transport

How to make freight transport Fit for 55 and beyond

23 - 24 April

Antwerp

CONTEXT

The Flemish Government, as part of the Belgian EU presidency, organised a Senior Policy Meeting, gathering high-level officials with a holistic view on freight transport from 15 Member States. Through this initiative, specific emphasis is drawn to **freight transport as an important piece of the puzzle in decarbonizing the transport sector**. The conclusions of this meeting



underscore the decarbonization commitments, in pursuit of the objectives at an EU level. The outcomes serve as a source of inspiration for the new European Commission.

TAKEAWAYS

The Senior Policy Meeting identified ways forward linked to the following thematic areas:

- **Policy coordination and harmonization:** Enhance partnerships and coordination mechanisms among various policy domains and stakeholders at European and Member State levels to streamline and align policies and foster synergies across sectors and supply/value chains.
- **Regulatory framework and standards:** The existing EU legislative framework provides a solid basis but requires monitoring and flexibility. Where needed, certain elements should be amended, replaced or dropped in order to continue creating a favourable environment for decarbonization.
- **Infrastructure and capacity:** Keep investing in resilient infrastructure and low carbon multimodal transport, to enhance geopolitical capacity and climate resilience.
- **Financial support and investment:** Establish clear funding mechanisms and incentives to boost investment in sustainable freight initiatives and leverage public-private partnerships.
- **Innovation and technology adoption:** Support innovation projects and technology transfer to accelerate the implementation of sustainable transport solutions and digitalization.
- **Social acceptance and skills development:** Promote sustainable practices and integrate sustainability education into formal and informal learning programs to foster environmental consciousness among stakeholders.

NEXT STEPS

The next European Commission should **prioritize** these **thematic areas** to pave the way for a **low-carbon freight transport sector** and to foster economic growth, while enabling continued investments in necessary infrastructure and increasing transport resilience. This should be done in parallel with climate change mitigation.

www.vlaanderen.be/mobiliteit-en-openbare-werken/flanders-together-in-motion/senior-policy-meeting-on-sustainable-freight-transport-how-to-make-freight-transport-fit-for-55-and-beyond

Smart Shipping Conference

Towards a single market for Smart Shipping

15 - 16 May
Antwerp

CONTEXT

As stated in the European Green Deal and the Sustainable and Smart Mobility Strategy, **Inland Waterway Transport** is an important player in realizing the policy objectives towards a **zero-emission society by 2050**, through shifting a substantial part of freight transport to **inland waterways**.



However, the inland shipping sector faces challenges such as the diminishing use of smaller vessels and waterways, the aging workforce, the demand for qualified personnel, and the need to green the fleet.

TAKEAWAYS

Digitalisation and automation of Inland Waterway Transport plays an important part in delivering solutions and achieving European Green Deal goals and objectives.

Smart shipping will create **new, attractive jobs and career opportunities** in both the shipping sector and logistics in general. It will also open up options for **using smaller class waterways** and **facilitating last mile connections**, creating new business cases and consolidating inland shipping within the logistical chain.

Automation and sustainability go hand in hand. Smart shipping can contribute to the development of newer, greener vessels and more cost-effective journeys through software assistance.

NEXT STEPS

The European Commission should develop a **harmonised framework** for the pilots, test areas, safety procedures, ... based on existing best practices following a **single window principle**, in order to be able to set up cross-border pilots in the European Union and strengthen the viability of projects. This framework should be flexible and should safeguard safety on inland waterways without hampering innovation in smart shipping. Lastly, the Commission should organise a forum to share best practices in order to learn from each other, and create a funding facility for the roll-out of innovative digital Inland Waterway Transport and multimodal initiatives on an EU-scale.

The conclusion is that the envisioned **legislative framework** should be designed to be **comprehensive, flexible and adaptable**, always ensuring safety on inland waterways while simultaneously nurturing innovation.

www.vlaanderen.be/en/mobility/flanders-together-in-motion/smart-shipping-conference-towards-a-single-market-for-smart-shipping

High-Level Dialogue on Connected and Automated Driving

18 - 19 June
Ghent

CONTEXT

The Declaration of Amsterdam (2016) laid down principles for European cooperation in the development of connected and automated driving and established cooperation between Member States in the form of high-level meetings.



Since then significant work has been carried out, but various challenges linked to the development and deployment of connected and automated vehicles remain. In order to ensure a smooth, safe and sustainable integration in passenger and freight transport, legal clarity for the sector and a harmonised legal framework are essential. Therefore, as part of the Belgian EU presidency, the Flemish Government is organising the next edition of the High-Level Dialogue at the level of Heads of Administration to focus on the **further alignment of the policy and regulatory framework for the introduction of connected and automated driving within the mobility system** and to zoom in on **shared automated transport**.

TAKEAWAYS

During the high-level meeting, the participating Member States agree to a common framework in order to take connected and automated driving further in the next legislative term. The “**Joint Commitments and Call for Action**” underline the need to intensify the exchange of views and to **foster skills and knowledge** on the proper use and implementation of automated transport. The Member States invite the Commission to come forward with ambitious and coherent policies **boosting multimodality, accelerate the innovation pace and foster the implementation of automated transport in Europe**. The Member States ask industry to bring use cases to the market that convincingly **contribute to the societal challenges**, in particular regarding road safety and sustainable, inclusive and affordable transport, and to exchange data for **collective learning and building trust** in automated transport solutions.

Given the timing of the event, the document and key take aways from the high-level meeting will be published on the event webpage and shared with Member States, Commission and other interested stakeholders.

NEXT STEPS

The Member States, Commission and Industry are called upon to take the necessary follow-up measures, based on the actions in the “Joint Commitments and Call for Action”, to **jointly foster a stable regulatory environment providing trust, societal acceptance, inclusiveness and affordability of future mobility solutions**.

An initiative to further jointly discuss policy and regulatory issues related to the deployment of automated transport by The Netherlands is welcomed and will take off in the coming months.

www.vlaanderen.be/en/mobility/flanders-together-in-motion/high-level-dialogue-on-connected-and-automated-driving