

ECO on-going priorities

Title	Content	FIEC objective(s)	Timing
Mutli-Financial Framework 2021-2027 Connecting Europe Facility [COM (2018)/0438]	<p>The proposal aims for the renewal of the Connecting Europe Facility (CEF) for the next period. Announced the 6th June 2018. Since 2014, the CEF has supported investments in the trans-European infrastructure (TEN) in transport, energy and the digital sector. The Commission proposes to enhance the environmental dimension of the CEF, by setting the target of 60% of its envelope to climate objectives. The overall budget is 42 billion EUR, 30.6 billion EUR dedicated in transport (current prices).</p>	<ul style="list-style-type: none"> • Obtain an equivalent, earmarked and dedicated budget to transport as the past period • FIEC voting recommendation on the tabled amendments at the European Parliament • Have a close follow-up on the legislative procedure considering the upcoming European elections. 	<ul style="list-style-type: none"> • Legislative proposal presented in June 2018 • FIEC position paper of 21/09/2018 • Series of contacts with MEPs. • In COUNCIL: procedure in stand-by (unanimity vote, long negotiations) • In European Parliament: vote in Committees on the 22/11/2018
Single Market Review – VAT Action Plan [COM (2016)148] – incl. proposal on reduced VAT rates & proposal on reducing VAT costs for SMEs	<p>The European Commission proposes to revise Directive 2006/112/EC as regards VAT rates to achieve a more decentralised system: the list of goods and services possibly benefitting from reduced VAT rates is deleted, leaving Member States free to decide at their national level, under certain conditions. The European Commission proposes to revise Directive 2006/112/EC as regards the special scheme for SMEs to simplify and reduce VAT costs for them, especially those operating cross-border.</p>	<ul style="list-style-type: none"> • “Reduced rates”: ensure that reduced VAT rates are secured for the construction sector (i.e. renovation of private dwellings) • “Reduced rates”: ensure that VAT is charged at the place where the works are taking place • “VAT and SMEs”: ensure that there is no negative impact for construction SMEs (in particular regarding cross-border aspects) 	<ul style="list-style-type: none"> • Action Plan on VAT presented in April 2016 • 2017: series of legislative proposals • FIEC contribution to public consultation on the reform of VAT rates dated 15/03/2017 • EC proposal on reduced VAT rates and EC proposal on reducing VAT costs for SMEs presented in January 2018 • FIEC analysis on-going. • Procedure concerning SMEs might be quick, while procedure concerning reduced rates is expected to take time.

<p>Road initiatives – incl. revision of the “Eurovignette” Directive & revision of the “driving times” and “tachograph” Directives</p>	<p>The European Commission presented a new framework, making it possible to pass on to transport users the cost of the negative effects they cause (air pollution, CO2 emissions and road congestion).</p> <p>The European Commission proposed to revise these two Regulations in order to increase lorry drivers’ protection in terms of social rights and increase road safety. However, these rules are not adapted at all to construction drivers who only drive short distances.</p>	<ul style="list-style-type: none">• “Eurovignette”: ensure that road pricing (i.e. “user/polluter pays” principle) is enforced in a more coherent way all over Europe.• “Eurovignette”: ensure that the revenues from road pricing are earmarked to sustainable transport infrastructure (incl. road infrastructure) for maintenance and new construction.• “Tachograph”: ensure that the exemptions and derogations available to the construction sector are extended.	<ul style="list-style-type: none">• FIEC contribution to public consultation on road pricing dated 29/09/2016• “Mobility Package” presented on 31/05/2017• FIEC position paper on “driving times and tachograph” dated 20/11/2017 (+ addendum dated 09/02/2018)• FIEC position paper on “Eurovignette” dated 27/11/2017• In European Parliament: FIEC proposed amendments introduced in both procedures (Eurovignette approved in Plenary in October / “tachograph” rejected twice in June and July 2018)• In COUNCIL: no progress on “driving times and tachograph” procedure, no progress on “Eurovignette” procedure
<p>“International Procurement Instrument” (amended “market access / reciprocity” proposal) [COM (2016)34] (joint FIEC-EIC topic)</p>	<p>This amended proposal aims at giving the Commission a tool to convince EU’s economic partners to open up their public procurements to EU companies. It is based on a centralised investigation procedure which can lead to the application of price adjustment measures.</p>	<ul style="list-style-type: none">• Reject this amended proposal which is even weaker than the previous one and does not serve the needs of EU construction companies at all considering unfair competition from third-country companies.	<ul style="list-style-type: none">• Amended legislative proposal presented in January 2016• FIEC/EIC position of 29/02/2016• Legislative procedure in stand-by for more than a year• In European Parliament: tabled amendments in March 2018• In COUNCIL: no progress• Procedure “in limbo”
<p>Mutli-Financial Framework 2021-2027 InvestEU Programme [COM (2018)/0439]</p>	<p>The proposal aims to capitalize on the success of the Juncker Plan between 2014-2020. Announced the 6th June 2018. The Programme aims to create a single financial instrument in order to simplify financial supports from EU funds. The Programme would consider a financial guarantee of 38 billion EUR in order to generate 650 billion EUR of private investments by training effects on several sectors.</p>	<ul style="list-style-type: none">• Foster the amended proposal which includes the maintenance of the existing infrastructure and favours social infrastructures directly inside the proposal.	<ul style="list-style-type: none">• In European Parliament: Amended legislative proposal presented in October 2018• Vote in Committee at the beginning of December 2018• In COUNCIL: procedure in stand-by (unanimity vote, long negotiations)