

## Newsletter

February-March 2018

### Editorial by Karima Delli, chairwoman

#### “Tourism must become a European Policy”

Dear friends,

A new political consensus on tourism is forming in the European Parliament. The TRAN Committee, with its Tourism Task Force, has taken significant steps in the direction of shaping a coherent European tourism policy.

The EP hosted a high-level conference on tourism on 27 September 2017, marking the celebration of International Tourism day. Most recently, the United Nations World Travel Organization (UNWTO) Secretary General was invited to the TRAN Committee meeting to strengthen and reinforce mutual support between the EP and UNWTO with the signing of a Cooperation Memorandum.

Europe is and must stay a single brand destination. We must fully integrate tourism in European policies and maintain our ranking as the world’s number one tourism destination. 2017 has been a year of real success for European tourism with significant growth in the number of travelers hosted and jobs created. But we must also critically analyse the sector’s weaknesses: this year has also been marked by demonstrations against mass, unsustainable tourism.

With the support of most of the political groups, the inclusion of a budget line for tourism at the next MFF (Multiannual Financial Framework 2020) will be requested at plenary level. In addition, during our last Committee meeting we initiated a new political practice: to take stock on tourism at the beginning of each year for developments of the preceding year.

The TRAN Committee, with its Tourism Task Force, is dedicated to establishing a coherent European policy and will continue to work towards ensuring responsible and sustainable growth in the tourism sector. We must fully integrate tourism in European policies in order to maintain our ranking as the world’s number one tourism destination.



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**26-27 February 2018**

## **Regulation No 1008/2008 on common rules for the operation of air services in the Community**

### *Consideration of draft report*

- Rapporteur: Claudia Tapardel (S&D)
- Ordinary legislative procedure, report
- Vote in TRAN: 25 April 2018
- Vote in Plenary: tbd

The Rapporteur underlined her concern that the proposal presented by the Commission, seeking to widen and relax the conditions of wet lease, could have a negative impact on EU standards related to the protection of safety, social and passengers' rights.

The Rapporteur recognised the importance of wet-lease in the air transport sector and considered that relaxing related rules could be acceptable within the framework of international negotiations. However, she strongly felt that some limitations should be in place to constitute a permanent framework for wet-leasing aircraft from third countries, in view of protecting EU standards in future international negotiations.

Members appeared divided on this question. Some supported the Commission proposal and viewed it as a technical issue needed in order to comply with the outcome of negotiations with the US, with no risk for any negative impacts on EU standards; while others considered the concerns of the Rapporteur fully justified.

The Rapporteur assured colleagues that she will make all efforts to bridge the gap between Members and find a good compromise, acceptable by a wide majority.

## **Europe on the Move: an agenda for the future of mobility in the EU**

### *Consideration of draft report*

- Rapporteur: István Ujhelyi (S & D)
- Own initiative procedure, report
- Deadline for amendments: 16 March 2018
- Vote in TRAN: 7 June 2018
- Vote in Plenary: tbd

This strategic own-initiative report builds on the ideas presented in the Commission's communication "Europe on the move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all" and highlights key aspects of

transport policy that have not been covered by legislative proposals in the framework of the Mobility package.



The report focuses on the impact of digitalisation on the mobility sector. There are profound structural changes taking place, which will affect both consumers and providers of mobility services. It will also have an impact on the European industry and on the workers.

In particular, the report highlights the need to adjust to the changes in the skills needed and in the ways of working, to ensure that research and innovation is stimulated and that the transition is used to ensure that all users benefit from it through safer, more accessible, efficient, inter-connected transport services.

Members welcomed the Rapporteur's approach and suggested additions on aspects such as safety, sustainability, mobility as a service, modal shift and inter-modality.

## **State-of-play of the 9 Core Network Corridors, European Rail Traffic Management System and Motorways of the Sea**

### *Exchange of views with European Coordinators for the TEN-T*

The Committee met with the European Coordinators for the TEN-T to discuss the state-of-play of the nine core network corridors and the European Rail Traffic Management System (ERTMS) and Motorways of the Sea horizontal priorities. The European Coordinators presented an update on the implementation and work plans of the different corridors in terms of key transport infrastructure projects and actions to promote a smart and sustainable transport system. They also addressed various horizontal issues affecting the corridors and the wider TEN-T policy, such as facilitating regulatory procedures in project

authorisation and procurement and ensuring smoother border-crossing operations along corridors.

With a view to the post-2020 EU financial framework, the European Coordinators stressed the crucial role of the CEF-Transport programme to support the further completion of the TEN-T and, in particular, finalise all the major TEN-T cross-border projects that are already underway. They recommended strengthening the European investment plan for transport, using a healthy mix of public funding and private financing, and reinforcing technical assistance to project promoters and investors.

In the debate, Members inquired about the progress of key cross-border links in the various corridors. While speakers acknowledged the advances of projects on major rail, inland waterway and maritime port infrastructure, they took issue with a lack in national efforts by Member States to ensure that access routes feeding into cross-border connections are put in place in good time. Members were particularly concerned about indications that certain cross-border links might be tackled with lower priority than necessary for the completion of the corridors by 2030, hampering the expected modal shifts along corridors as a whole. Speakers also highlighted the importance of ensuring connectivity to all Member States, including more peripheral regions, and inquired about the impact of Brexit as well as cooperation on the TEN-T with the Western Balkans and other neighbouring countries.



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Karima Delli, TRAN Chairwoman, and Dominique Riquet, Vice-president, welcome the European Coordinators for the TEN-T, Mr Péter Balász, Mr Carlo Secchi, Mr Kurt Bodewig, Mrs Catherine Trautmann, Mr Brian Simpson, Mrs Karla Peijs, Mr Pawel Wojciechowski, Mr Karel Vinck and Mr Matthieu Grosch (from left to right).

The debate further focused on railway interoperability. Members underlined the importance of the ERMTS and the wider deployment of track-side and on-board components throughout the TEN-T core network.

Investing in the ERMTS would also help to increase capacities of existing rail lines, avoiding the need to build additional, new infrastructure.

Discussions on the Motorways of the Sea priority focused on the integration of short sea shipping into logistics chains in the TEN-T, clean energy use and digitalisation in freight transport. Members underlined the importance of further implementation of the maritime single window system. They also stressed the need to further support the shift towards clean fuels in the maritime sector, providing alternative fuel infrastructure at ports.

Regarding the future financing of European transport infrastructure projects, Members and European Coordinators discussed ways forward to support the completion of the TEN-T, building on experience under the current CEF programme. Speakers stressed the crucial role of public grant funding for long-term investments as well as the role of financial instruments and blending approaches in order to leverage private financing for the TEN-T. Members underlined the need to focus TEN-T projects on EU added value and further exploit synergies between the CEF and other sectorial programmes of the EU.

Members also called for further reflection both on funding sources and instruments, including the effectiveness of the EFSI for the transport sector as well as a possible earmarking of revenues from infrastructure charges. In addition, aspects of infrastructure maintenance and the role of state aid and deficit rules should be taken into account in the TEN-T programming.

## Health Tourism in the EU

*Presentation by Dr Tomas Mainil (NHTV Breda University of Applied Sciences) of a Policy Department Study*

Mr Mainil defined and explored health tourism and its three main components: medical, wellness, and spa tourism.

Health tourism comprises around 5% of general tourism in the EU28 and contributes approximately 0.3% to the EU economy. Health tourism has a much higher domestic share than general tourism does. Increasing the share of health tourism may reduce tourism seasonality, improve sustainability and labour quality and may help to reduce health costs through prevention measures and decreased pharmaceutical consumption.



Members responded positively to the content of the study, in particular to the recommendations for coordinating National Health Policies with Health tourism.

## Tourism Task Force

### China-EU Tourism Year 2018

The Commission presented an overview of pilot projects and preparatory actions in transport and tourism. The objectives were to promote lesser-known destinations, improve travel and tourism experiences, provide opportunities to increase economic cooperation and create an incentive to make progress on EU-China visa facilitation and air connectivity.

Mr Ujhelyi (chair of the Tourism Task Force) and Members from different groups supported the programme, considering China important to EU tourism and maintaining Europe as a brand. Some Members asked for reciprocity for EU enterprises working in China and for facilities for touristic exchanges.

### 2017 European Union Tourism Results

2017 has been a successful year for EU Tourism with an increase of 8% of new arrivals (of 428 million of international touristic arrivals - 35 million were new).

Mr Pierre Bischoff of Eurostat presented statistics on EU tourism. Mr Peltomaki (EC) and Mr Santander (European Travel Commission) evaluated this positive evolution and agreed that the new challenge for the EU would be to not lose the prime spot, currently being ranked as the world's number one tourism destination. Members were concerned about the influence of terrorism on European tourism, as well as accessibility of tourist infrastructures and the impact of Brexit.

Mr Pololikashvili, Secretary General of UNWTO, confirmed the importance of tourism as a sector in Europe. As one of Europe's main industries, there was a need to request new business models, develop and maintain a European brand and facilitate cooperation with new emergent countries, including China and India. He also announced the signing of a Memorandum for cooperation between the European Parliament and UNWTO had taken place. Members insisted on reinforcing tourism as a real European policy with its own budget line at the next MFF.

**5 March 2018**

## Odometer manipulation in motor vehicles

### Consideration of amendments

- Rapporteur: Ismail Ertug (S&D)
- Own initiative procedure, report
- Vote in TRAN: 25 April 2018
- Vote in Plenary: May II (tbd)

Members supported the idea of creating a legal framework for setting up comparable mileage recording databases in the Member States, with a view to ensuring international exchange and access to the data by buyers of the second-hand cars. Such databases should be based on existing best practices that provide frequent and reliable mileage data recording.

There was a broad consensus for the Commission to propose the legislative framework within one year of the adoption of the EP report. It was also mentioned that blockchain is a promising technology for the future, however, short-term solutions should be based on the above-mentioned database.



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## Psychological assessment and medical fitness of flight crew

### Regulatory procedure with scrutiny of the Commission

This RPS measure addresses the safety issues identified by the European Air Safety Agency (EASA) on the accident of the Germanwings Flight 9525. There was a lively debate, with Members asking many questions related to the implementation of the new rules.

The required regulatory changes concern the psychological assessment of the flight crew before commencing line flying, the implementation of a support programme for flight crew, the carrying-out of

random alcohol testing on flight and cabin crew by Member States, and systematic testing of psychoactive substances of flight and cabin crew members by commercial air transport operators. A crew member who refuses to cooperate during tests or who has been identified to be under the influence of psychoactive substances after a confirmed positive test is to be removed from duty. Non-European airlines' crew staff are also to be tested.

These measures shall apply two years after the entry into force of the implementing regulation.

## Single European Sky

### *Presentation*

Mr Pufan of the European Court of Auditors presented a special report on the state of implementation of the Single European Sky (SES).

SES is one of the EU flagship initiatives launched to address the defragmentation of Europe's air traffic navigation system which continues to be a patchwork of national flight information regions and only has a limited level of cooperation between national air navigation service providers.

The audit team concluded that the initiative has led to a better culture of efficiency in Air traffic management but it made clear that it was no longer possible to achieve its high level objectives, i.e. tripling the capacity of the European airspace and more direct routes, within the set deadlines.

Mr Pufan underlined that many elements of the system did not perform as foreseen in the performance plans, that Functional Airspace Blocks were largely ineffective and that the timetable, scope and financial resources of SESAR had to be extended to deliver on its promises.

Members praised the report for its comprehensive nature and used the opportunity to highlight that the political reasons for which inter-institutional negotiations on SES2+ legislation are blocked (status of Gibraltar airport) would soon not be valid. They also agreed that performance plans needed to be rationalised and the Commission needed to do a better job to justify the financing of the project beyond 2024.



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## Overview of pilot projects and preparatory actions in transport and tourism

### *Presentation by the Commission*

The Commission provided an overview of the pilot projects and preparatory actions in the domain of transport and tourism that had been requested by the TRAN Committee within the framework of the annual budgetary procedure. It needs to be recalled that "pilot projects" are initiatives of experimental nature designed to test the feasibility and its usefulness at EU level, while "preparatory actions" are designed to prepare proposals with a view of a possible adoption of EU policies or EU legislation.

Details were given concerning some specific projects, such as those on secure parking areas for trucks, global navigation satellite system (GNSS) monitoring for heavy vehicles, Single European Sky (SES) airspace architecture, Promoting Europe in the tourism sector or World bridge tourism.

Members were generally concerned about the timing for the implementation of these projects, in particular with regard to the possibility of integrating some of the findings within the debates of the mobility package and the inter-institutional negotiations. Others were in favour of stricter control and involvement of Parliament in the allocation of funds for specific projects and in the definition of the terms of the contracts.

## Next TRAN Committee meeting: planned draft agenda - To be confirmed

Monday 19 March 2018 (15h-17h30)

- Regulation on rail passenger rights and obligations (recast) - presentation of draft report
- Presentation by the Commission of CEF midterm evaluation
- Cohesion policy and thematic objective promoting sustainable transport and removing bottlenecks in key network infrastructure - consideration of amendments

Tuesday 20 March 2018 (9h-12h30)

- Cohesion policy and thematic objective promoting sustainable transport and removing bottlenecks in key network infrastructure - vote
- Regulation on competition in aviation (868/2004) - vote
- Mobility package - Road charging aspects - consideration of amendments
- Presentation by Policy Department study on 'Silk Route'

Tuesday 20 March 2018 (14h30-18h30)

- Mobility package - Market and social aspects - consideration of amendments

Meeting room: JAN 4Q1

## TRAN Committee meetings 2018, Brussels

Thursday, 12 April, 9h00-12h30

Wednesday, 25 April, 9h00-12h30  
Wednesday, 25 April, 15h00-18h30

Thursday, 26 April, 9h00-12h30

Monday 14 May, 15h00-18h30  
Tuesday, 15 May, 9h00-12h30  
Tuesday 15 May, 15h00-18h30

Thursday 24 May, 9h00-12h30  
Thursday, 24 May, 15h00-18h30

Thursday, 7 June, 9h00-12h30  
Thursday 7 June, 15h00-18h30

Thursday, 8 November, 9h00-12h30  
Thursday, 8 November, 15h00-18h30

Wednesday 20 June, 9h00-12h30  
Wednesday 20 June, 15h00-18h30  
Thursday 21 June, 09h00-12h30

Monday, 9 July, 15h00-18h30  
Tuesday, 10 July, 09h00-12h30  
Tuesday, 10 July, 15h00-18h30

Wednesday, 29 August, 9h00-12h30  
Wednesday, 29 August, 15h00- 18h30  
Thursday, 30 August, 9h00-12h30  
Thursday, 6 September, 09h00-12h30  
Thursday, 6 September, 15h00-18h30

Monday, 24 September, 15h00-18h30

Monday, 8 October, 15h00-18h30  
Tuesday, 9 October, 9h00-12h30  
Tuesday, 9 October, 15h00-18h30

Wednesday, 21 November, 9h00-12h30  
Wednesday, 21 November, 15h00-18h30  
Thursday, 22 November, 9h00-12h30

Monday, 3 December, 15h00-18h30

## Useful links

TRAN website: <http://www.europarl.europa.eu/TRAN>

Policy Department Publication in the European Parliament:

<http://www.europarl.europa.eu/committees/en/supporting-analyses.html>

European Aviation Safety Agency newsletters: <http://easa.europa.eu/communications/general-publications.php>

European Railway Agency newsletters: <http://www.era.europa.eu/Communication/Newsletter>

European Maritime Safety Agency newsletters: <http://www.emsa.europa.eu/news-a-press-centre/newsletters.html>

SESAR Joint Undertaking news: <http://www.sesarju.eu/newsroom/all-news>

Innovation & Networks Executive Agency: <http://ec.europa.eu/inea/en>

DG MOVE newsletter: <http://ec.europa.eu/transport/newsletter>

Bulgarian Presidency of the Council: <https://eu2018bg.bg/>



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