

Newsletter

12 and 25 April 2018

Editorial by Karima Delli

Dear friends,

The TRAN Committee had a busy meetings on 12 and 25 April 2018. We adopted the legislative INI report on odometer manipulation in motor vehicles with an overwhelmingly clear majority. Once this report passes through plenary, the European Commission will be obliged by the EU Treaty to submit a legislative proposal to the EP aimed at preventing fraud in the second hand car market. Thanks to the TRAN Committee, European citizens and enterprises will soon benefit from more consumer protection and road safety.

The TRAN Committee also held a hearing on the Impact of Brexit on Tourism. Several experts again raised concerns about the economic and social consequences of a badly prepared (hard) Brexit, should that occur.

Finally, I am happy to report to you from the 2018 TEN-T days in Ljubljana, where TRAN Members and I met with Commissioners, Ministers and stakeholders to discuss how to shape our future mobility system by investing in the TEN-T and innovations. The progress achieved needs to be taken further now: investing in sustainable, inclusive and digital mobility must be a top priority in the next multi-annual financial framework.



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Committee meeting of 12 and 25 April

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

Consideration of amendments and vote

- Rapporteur: Claudia Tapardel (S&D)
- Ordinary Legislative procedure, report
- Vote in Plenary: May (tbc)

The Rapporteur and the Shadows Rapporteurs expressed their common understanding for solving the technical issue related to the EU-US agreement on wet-lease that was the primary purpose of the Commission's proposal.

In addition, the Rapporteur underlined her wish to see social issues and consumer protection mentioned in the future text as being a constant concerns of the European Parliament.

Prior to the vote, the Rapporteur had organised the necessary exchanges of views in an attempt to find the widest possible compromise.

The Report was adopted by a slim majority, with few modifications to the original proposal.

INI Report on Odometer manipulation in motor vehicles

Vote

- Rapporteur: Ismael Ertug (S&D)
- INI, non-legislative report
- Vote in Plenary: tbc

TRAN Members adopted the report with 46 votes in favour, 1 against and 1 abstention.

Combined transport of goods - amending Directive 92/106

Consideration of draft report

- Rapporteur: Daniela Aiuto (EFDD)
- Ordinary Legislative procedure, report
- Consideration of amendments: 16 May
- Vote in TRAN: 10 July
- Vote in Plenary: tbc

The Rapporteur sought to better define combined transport and suggested that additional support measures were needed to develop the sector. She has proposed amendments to clarify the type of vehicles concerned and the conditions to be considered when defining the maximum distance limits (150 km or 20% of whole transport operation in the Commission proposal) for the road legs necessary to reach the nearest suitable terminals.

She insisted on the need for further incentives to stimulate combined transport (via tax exemptions, state aids, etc.) so that it becomes a viable alternative to road transport. These would include investments in the capacity of terminals, infrastructure to access terminals and new terminals where needed, as well as on the need to stimulate more sustainable modes of transport. Digitalisation should also be promoted as soon as possible in order to ease controls and monitoring.

Furthermore, she believed that special attention should be paid to cabotage and posting of drivers rules in order to avoid abuses during the road legs.

In the discussion that followed, Members generally welcomed the Rapporteur's proposals. Some insisted on the need to ease the rules and reduce bureaucracy, some felt that the 150 km or 20% limit for the road legs was confusing and called for simpler rules while others were against exemptions. Members also said that more emphasis should be put on developing the use of rail in combined transport.

With regard to cabotage and posting rules, some pointed to the need for consistency with other transport legislation while others warned that unrealistic demands could hamper the development of the sector. Members generally agreed on the need to develop transparency in the sector and to accelerate digitalisation.

Union's integrated approach to reduce CO² emissions from light-duty vehicles

Consideration of draft opinion to ENVI

- Rapporteur: Christine Revault D'Allonnes (S&D)
- Ordinary Legislative procedure, report
- Consideration of amendments: 16 May
- Vote in TRAN: 10 July
- Vote in Plenary: tbc

The Rapporteur believed that in order to achieve the objectives of the Paris Accord with regard to climate change, the EU should be more ambitious with regard to the reduction of CO₂ emissions from the transport sector. She insisted that more ambitious targets need to be set to force the industry to put zero-emission vehicles on the market. Consumers should be encouraged to buy cleaner cars. She proposed to take into account real emissions.



Measures relating to workers needed to be set up, as the conversion of the car fleet to e-fleet is likely to have social consequences. However, the Rapporteur also indicated that she is in favour technological neutrality.

Some Members explained why they could not support the approach chosen by the Rapporteur, in particular as the drastic revision of targets would cause a distortion of industrial production and could be counter-productive in terms of environmental benefits. They stressed that the approach should be realistic and consistent, i.e. this Directive should be better linked to other legislative texts.

Members agreed with the Rapporteur on the need to maintain an approach which is neutral from a technological point of view. Others pointed to the need to consider the overall life-cycle of electric vehicles, including waste management. They also recalled that part of the electricity is generated with black coal. There were diverging views as to the opportunity to establish a road agency. It was also pointed out that the Commission was pursuing several aims at the same time: combatting climate change and boosting the competitiveness of the car industry. In this respect, a Member recalled that setting production quotas and sales quotas is a very different issue.

Regulation on rail passenger rights and obligations (recast)

Consideration of amendments

- Rapporteur: Bogusław Liberadzki (S&D)
- Vote in TRAN: 21 June
- Vote in Plenary: tbc

In response to the 600 amendments tabled to this report, the Rapporteur sought balanced compromises that increase consumers' rights without harming the competitiveness of the rail sector. He stressed that it was important to attract more passengers to rail with better services, at affordable prices.

Some Members fully supported the approach of the Rapporteur, while others indicated that the level of ambition should be reinforced. However, there was overall consensus that the rights of persons with disabilities and persons with reduced mobility (PRMs) should be reinforced.

In particular, Members were committed to ensuring that PRMs would be able to move as freely as possible on the rail network and that pre-notifications for assistance would need to be reduced drastically. Members also expressed similar views regarding the fact that bicycles should be allowed on board trains. New and retrofitted trains should be equipped with dedicated areas for assembled bicycles.

There were diverging views regarding the scope (should the Regulation apply to regional, suburban or urban rail?), as well as exemptions (should they be maintained until 2024?), and the concept of 'force majeure'. Through-tickets will need careful consideration, in particular regarding information, liability for compensation and information to consumers. Some Members were in favour of a pan-European rail platform that would enable consumers to compare schedules and prices.

The Rapporteur concluded that accessibility and attractiveness should be the baseline when considering compromises, while at the same time enabling the railway sector to be on equal footing, in terms of passenger rights, with other modes of transport.

Tourism Task Force on the Impact of BREXIT on Tourism

Public Hearing

Mr Ujhelyi, Vice-President in charge of the Tourism Task Force, opened the event by highlighting several important events in the sector, including the recent signing of the UNWTO Protocol, the EU-China Tourism ceremony on



held on 28 February 2018, recent negotiations for a budgetary line for tourism in the next Multiannual Financial Framework and a new legislative initiative to modify EU visas.

Thomas Jenkins (CEO of the European Tourism Association) outlined some major problems faced by the tourism sector, with particular focus on the negative impact for people working in tourism both in the UK and in EU and the uncertainty for businesses since investment in UK has decreased as a result of Brexit.

Mark Tanzer (CEO of ABTA Travel Association) described the potentially enormous impact of Brexit on tourism, including a loss of jobs, a significant impact on the current 53 million trips made annually to the EU from UK (and 25 million from the EU to the UK), as well as the possibility of 440.000 EU businesses supported by UK travellers being negatively affected.

Gustavo Martinié (representative of NECSTOUR and Valencia region) considered the first Brexit negotiation phase as a positive agreement for regions. However, with Spain being the number one outbound tourist destination for the UK, the consequences of Brexit could be very negative. In fact, Mr Martinié reported that since the end of 2016 there had been 31% decrease demand in real estate from the British market in his region. He insisted therefore that the regions call for a citizen-friendly Brexit, one that guarantees health assistance of EU citizens in the UK and vice versa.

Malcom Roughead (CEO of Visit Scotland), focused on the importance of EU employees to the Scottish tourism industry (a total of 20% of the workforce) and the potential impact of Brexit on Scotland's reputation as a desirable destination.

Professor Nigel Morgan (Head of the business department of Swansea University) underlined that the UK and EU tourism industries were highly interdependent, in that visitors from the EU contribute around £10 billion to the UK economy each year and £19 billion come from UK to the EU. In 2016 alone, UK residents took over 56 million European trips. The tourism industry, he noted, was worth more to the UK economy than the agriculture or automotive industries. As a result of Brexit, he noted that UK travellers expected less favourable exchange rates and more expensive air travel.

A lively debate took place following the presentations, with TRAN Members addressing the challenges and overall impact of Brexit on tourism. The discussion focused mainly on the effects of Brexit on workers, possible difficulties for enterprises, health rights, flight costs, and the impact on non-urban areas.

Deployment of alternative fuels infrastructure

Exchange of views with the Commission

A lively debate took place on the Commission Action Plan on Alternative Fuels infrastructure.

The Rapporteur underlined that Member States had so far not focused on the deployment of infrastructure. He insisted that the Commission should be accountable for the lack of substantial progress achieved so far and should take ambitious actions so that cars using alternative fuels could be put on the market in sufficient number to meet CO₂ reduction targets.

The costs for this infrastructure throughout the European Union have been estimated around EUR 28 billion; this money will need to be provided by the industry as well as from EU funds.

Members generally agreed with the Rapporteur, acknowledging that Member States were far from their respective targets. Some were concerned about how consumers could have confidence in a vehicle running with alternative fuel if there was no adequate network to refuel this new type of vehicle.

Conversely, there is little incentive to invest in infrastructure if there are not enough vehicles running with alternative fuels on the market. Members were therefore in favour of further measures to accelerate the uptake of low- and zero-emission vehicles, but they insisted that the principle of technological neutrality should be respected.



Some Members pointed to the high costs of purchasing electric vehicles, which many people simply could not afford. They asked whether measures, such as the reduction of VAT or a specific pillar under the Connecting Europe Facility could be envisaged. Other aspects, such as social and environmental consequences of replacing the actual fleet by e-vehicles needed to be carefully assessed.

Practical consequences linked to electric vehicles were also mentioned, such as the difficulty in finding enough charging stations in densely populated areas, or financial charges linked to roaming. Members also agreed that technologies were evolving rapidly, in particular regarding batteries; therefore the whole strategy may need to be re-assessed.

Finally, Members stressed that in order to achieve the EU environmental targets, alternative fuels needed to be produced from renewable sources and that waste and mining aspects needed to be taken into account.

Gear 2030

Presentation by the Commission - DG Grow

The Transport Committee held a debate on the report of the High Level Expert Group on the Competitiveness and Sustainable Growth of the Automotive Industry in the European Union (GEAR 2030).

DG Grow of the European Commission presented this report and an expert specialised in the cybersecurity of vehicles provided additional views.

Members were particularly interested in the impacts of increasingly connected mobility on road safety,

employment in the transport and automotive sectors and the impact on the environment.

Speakers acknowledged the manifold challenges in the ongoing transition towards connected and automated driving and low to zero emission vehicles, ranging from issues in battery production for electric vehicles, the deployment of 5G networks to rules for drivers and liability. The Commission explained that it will put forward specific initiatives on batteries and automated vehicles within the upcoming Third Mobility Package, and plans to further study the social implications of digitalisation.

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

Thursday 14-15 May 2018

- Mobility package - road charges aspects - consideration of compromise amendments
 - Proposal for Eurovignette Directive amending Directive 1999/62/EC on road charging of heavy good vehicles for the use of certain infrastructure
 - Proposal for a Directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation
 - Proposal for Directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (recast)
- Mobility package - market and social aspects - consideration of compromise amendments
 - Proposal for a Regulation on minimum requirements on maximum daily and weekly driving times, rest periods and tachographs
 - Proposal for a Directive of the Posting of drivers in the road transport sector
 - Proposal for Regulation amending Regulation (EC) 1071/2009 on access to occupation and Regulation (EC) 1072/2009 on haulage market
 - Proposal for a Directive on the use of vehicles hired without drivers for the carriage of goods by road
- Strategic INI Report on Europe on the move - consideration of amendments
- Exchange of views with the General Rapporteur for Budget 2019, Mr Viotti
- Presentation of a Policy Department study on 'Resources, energy and lifecycle greenhouse gas emission aspects of electric vehicles'
- Exchange of views with H.E. Mr. Akbar al Baker, CEO of Qatar Airways

Meeting room: P3C050 (PHS) (Paul-Henri Spaak building)

TRAN Committee meetings 2018, Brussels

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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