

Newsletter

14 and 15 May 2018

Editorial by Karima Delli

Dear friends,

On 7-9 May, a delegation of the TRAN committee visited Greece. We had very fruitful discussions with representatives of national and regional authorities, including four government ministers, and also visited key infrastructure points. It was an opportunity to see the importance of transport and connectivity for the Greek economy, the central and crucial role of the tourism sector and the need to stimulate Greece's less developed regions to strengthen its economic recovery.



This week we had a busy and successful committee meeting in Brussels, during which we continued our work on key legislative files, and in particular on the review of the latest batch of compromise amendments on the first part of the mobility package, which will shape the transport sector for years to come.

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Mobility package: Road charging aspects

Consideration of compromise amendments

Proposal for Eurovignette Directive amending Directive 1999/62/EC on road charging of heavy goods vehicles for the use of certain infrastructure – COM(2017)0275

- Christine Revault d'Allonnes Bonnefoy (S&D)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbd

Members mostly supported the Rapporteur's approach to strengthen the application of polluter-pays and user-pays principles in road transport and in particular the gradual move from time-based to distance-based charging systems, including for light vehicles.

The key compromise amendments were built on the phasing out of time-based charging, external cost charges, congestions charges, variation of charges based on CO2 standards, discounts and reductions and earmarking of revenues to transport. There are some reservations to certain compromises.

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 – COM(2017)0276

- Rapporteur: Deirdre Clune (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbd

The Rapporteur prefers to reduce EU minimum rates of taxation of heavy good vehicles to incentivise in one step in order to reduce the regulatory burden for Member States.

Some Members underlined that revenues from vehicle taxation are an important source of public budgets and therefore their reduction should go hand in hand with the introduction of distance based charging. There was no need to draft compromise amendments.

Proposal for a 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) – COM(2017)0280

- Rapporteur: Massimiliano Salini (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbd

The Rapporteur recalled that he had proposed eight compromise amendments on the most important topics, such as the scope, technologies, data protection, reporting.

There is generally a broad consensus on these proposals, with a few outstanding issues, notably the scope of the directive, the role of Automatic Number-Plate Recognition (ANPR) and the identification of technologies.

Members stressed that the use of ANPR was very important for levying tolls, in particular in urban areas. However, one Member pointed out that fraud could be an issue and therefore controls needed to be in place.

There are some diverging views with regard to the possibility – or not – of modifying the list of technologies through delegated acts; some Members are of the opinion that flexibility should be ensured in order to quickly adapt to new technologies.

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 – COM(2017)0277

- Rapporteur: Wim van de Camp (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 4 June 2018
- Vote in Plenary: tbd

The Rapporteur presented the eleven compromise amendments which he put forward so far, all focusing on key issues such as the applicable rules for returning home, the respective apportionment of driving and rest times, the introduction of dedicated parking areas, as well as rules applying to passenger transport, light commercial vehicles, better enforcement of rules, and the use of smart tachographs.

Members reached common ground on many proposals, with some issues left to be solved at the upcoming meetings between the groups' shadow rapporteurs. There are diverging views on the baseline time periods for driving and rest, the inclusion of light commercial vehicles within the scope of this Regulation, the ban against sleeping in vehicle cabins and the principles involved in home base returns, where it is often the case that peripheral countries hold views much different from those of a more central location.

Members were in agreement that rules must be better enforced, and that the road transport sector must embrace modern technology, leading to both better enforcement and a lessening of administrative burdens.

Members also reiterated that the improvement of drivers' lives should lie at the forefront of this legislation.

Proposal for a Directive of the Posting of drivers in the road transport sector - COM(2017)0278

- Rapporteur: Merja Kyllönen (GUE/NGL)
- Ordinary Legislative procedure, report
- Vote in TRAN: 4 June 2018
- Vote in Plenary: tbd

The Rapporteur invited Members to adopt meaningful legislation which would be possible to enforce. We should avoid new court cases due of lack of clarity.

The first block of compromises is linked to checks on driving time and working time. It was underlined that there are difficulties in carrying out roadside checks of working time with existing technological tools due to the long reference period for the calculation of working time.

Most Members supported amendments aimed at reducing the administrative burden for transport operators and drivers, including having a one-stop-shop. There is also a broad consensus on facilitating cooperation between competent authorities and shortening deadlines for the exchange of information.

The second block of compromises focuses on the application of posting rules to road transport. Some Members expressed their support for full exclusion on international road transport from rules on posting, while others defended the opinion of EMPL Committee asking for full inclusion of on international road transport in posting rules from day 1.

The third block of amendments deals with better and smarter enforcement to address the weak enforcement of current legislation.

There will be another Shadows' meeting to finalise the file.

Proposal for a Regulation amending Regulation (EC) 1071/2009 on access to occupation and Regulation (EC) 1072/2009 on haulage market COM(2017)0281

- Rapporteur: Ismail Ertug (S&D)
- Ordinary Legislative procedure, report
- Vote in TRAN: 4 June 2018
- Vote in Plenary: tbd

The Rapporteur informed the Committee about the state of play of the negotiations ahead of the vote. Several shadow meetings have already taken place, in which a good deal of agreement has been found on the topics of enforcement, the fight against letterbox companies and the (partial) inclusion of light commercial vehicles in the scope. Discussion is still ongoing on the issue of cabotage. On this topic, the Rapporteur indicated his strong wish to limit cabotage to its original aim, namely to avoid empty runs.

During the debate, several Members took the floor to thank the rapporteur for the constructive work and the compromises achieved so far and stressed the importance of finding a good and balanced compromise, also on the issue of cabotage on which there are many different points of views.

Proposal for a Directive on the use of vehicles hired without drivers for the carriage of goods by road

- Rapporteur: Cláudia Monteiro de Aguiar (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbd

The Rapporteur touched upon the key points in the compromise amendments prepared so far, which aim to gradually open up the market for hired vehicles without a driver. However, some allowance may be made for the Member States to impose certain limitations on the use of a hired vehicle registered or put into circulation in another Member State.

Several groups expressed their support for the Rapporteur's approach and endorsed the proposals. However, a different approach was put forward by the shadow Rapporteurs, and therefore consultations are still ongoing.



Strategic INI Report on Europe on the move

Consideration of amendments

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

Members discussed the 141 amendments submitted to the report, the majority of which are supported by the Rapporteur. Among important additions are amendments regarding multimodality, new business models, automated driving and data protection.

The Shadow rapporteurs expressed appreciation for the constructive approach of the Rapporteur ahead of the final discussions in preparation for the vote.

General Rapporteur for Budget 2019, Mr Viotti

Exchange of views

The committee had an exchange of views with Mr Daniele Viotti, the General Rapporteur for the 2019 Budget. Mr Viotti explained that the draft budget for 2019 should be presented by the Commission on 23 May. In the meantime, he could already mention three main issues as far as transport and tourism are concerned: 1) the need to increase the budget for Competitiveness for Growth and Jobs, including the Connecting Europe Facility (CEF); (2) the need to recover the amounts transferred to EFSI; and (3) prioritisation of pilot projects and preparatory actions due to limited resources.

The Rapporteur for TRAN, Mr Telicka, reiterated the importance of CEF, not only for the Budget 2019 but first and foremost for the future MFF. He insisted that the European-added value of projects should be taken into consideration when it comes to decisions on funding. He stressed that the priorities for transport should not be changed at this stage and that focus should be on transport rather than on the environment. He also insisted on adequate funding of the transport agencies, which play an essential role for the safety of transport. Concerning the selection of pilot projects and preparatory actions, the Rapporteur called for more communication between the TRAN and the BUDG Committees, as he thought TRAN would be better suited to set priorities.



Members generally agreed with the Rapporteur's approach and stressed the importance of transport infrastructure for regional development and for growth in the EU. They underlined the need for clear rules for the allocation of EU funds and on the central role of innovation beyond the challenges of the decarbonisation of transport. One Member also pointed to the importance of tourism for the economic growth of the EU and expressed regret that this

economic sector was not sufficiently recognised in EU policies.

Battery-powered electric vehicles – resources, energy and lifecycle greenhouse gas emissions aspects

Study presented by the Policy Department

This study discussed the production and recycling of lithium-ion batteries and lifecycle greenhouse gas emissions of fully battery-powered electric vehicles. It looked in particular at the material and energy use in battery production, and the climate change impacts of electric vehicles compared to conventional fossil-fuel powered vehicles.

In the debate, Members questioned the authors about the technological aspects of battery materials and lifetime, the CO₂ emissions in the production of the electric power used for charging batteries, and prospects for electric buses and heavy duty vehicles. Some also expressed concern about ethical aspects of the production of raw materials and the security of supply for critical materials.

Members underlined the need for a comprehensive assessment of the benefits of different vehicle technologies, including battery powered electric vehicles and (alternative) fuel powered vehicles.

H.E. Akbar al Baker, CEO of Qatar Airways

Exchange of views

In the context of the ongoing negotiations for a comprehensive air agreement between the EU and Qatar, H.E. Al Baker, CEO of the Qatar Airways group was invited by the TRAN committee to report on the negotiations and to present the consequences of the regional blockade of Qatar and the social conditions of female flight attendants of Qatar Airways.

In a frank and open exchange of views, Members from different groups expressed concerns about the pressure put on European airlines by competitors from the Gulf region that supposedly benefit from public subsidies, resulting in significant economic advantages. Members unequivocally plead for fair competition and reciprocity in order to ensure a level playing field. Members also asked what role the new Regulation 868 concerning protection against subsidisation and unfair pricing would play. H.E. Al Baker replied that there was no unfair competition since his company did not receive per se subsidies by the Qatari government but the public funding consisted of equity.

The public investment was an advance payment for shares in the company for when it will be privatised. He noted that European airlines benefited from such public funding in the past. Furthermore, he underlined that Qatar Airways paid a significant amount of fees and charges to the state.

H.E. Al Baker considered that the negotiations of the EU-Qatar air agreement progressed well and given that the agreement would include a fair competition clause, Regulation 868 would be redundant in the case of Qatar.

Another issue raised by many Members was the social and labour conditions of the staff of Qatar Airways, especially the female flight attendants. In particular, Members asked about living conditions, the rules on strikes, labour conditions for pregnant flight attendants and sick leave requirements. H.E. Al Baker reassured Members that Qatar had made major progress in improving social conditions and was working closely with the International Labour Organisation (ILO). Qatar protected labour notably by

providing legal labour proceedings and using labour inspectors. He did not address the questions on strike rules, as this was for the Qatari government to regulate. He assured Members that equality between women and men was enshrined in the Qatari constitution and that there were unlimited allowances in cases of certified and authorised sick leave. Pregnant flight attendants were offered special working arrangements and were offered different kind of leaves.

Asked about how Qatar Airways reacted to the regional blockade, H.E. Al Baker replied that it would pursue its strategic investments and the expansion of its destinations, in particular in Europe. He guaranteed that their recent investment in Air Italy was not a backdoor entry into Europe since ultimately the company is set to become the national carrier of Italy.

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

Thursday 24 May 2018, 09h00-12h30

- Amending Regulation (EC) 1008/2008 on common rules for the operation of air services in the Community - vote on mandate to enter negotiations
- Mobility Package - votes on the proposals on:
 - Eurovignette Directive amending Directive 1999/62/EC on road charging of heavy good vehicles for the use of certain infrastructure
 - 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
 - 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)
 - Directive on the use of vehicles hired without drivers for the carriage of goods by road
- Promotion of clean and energy-efficient road transport vehicles - presentation of draft opinion

Meeting room: A5G-3 Altiero Spinelli building (ASP)

TRAN Committee meetings 2018, Brussels

Monday 4 June, 16h00-18h30
(extraordinary meeting)

Thursday 7 June, 9h00-12h30

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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