

Newsletter

of TRAN Committee meeting of 24 September 2018

Editorial by Karima Delli

Dear colleagues and friends,

This week the TRAN Committee stated clearly that it was *time to act* on the deployment of alternative fuels infrastructure in the European Union. The Committee stressed that it was time to take action to meet the commitments made by the European Union at the COP 21 on climate change. With competitive and sustainable transport being a top priority for the TRAN Committee, the own initiative report adopted in committee this week underlines that it is of paramount importance to replace the existing vehicle fleet with zero- or low-emission tailpipe vehicles. In order to achieve this goal, however, the necessary infrastructure needs to be put in place as soon as possible. It is now up to public authorities and the private sector to secure the necessary funds and for the Commission to come up with a legislative proposal in order to set up binding targets for Member States, while respecting technology neutrality. Even though we may still have a long way to go, the vote this week confirmed the TRAN Committee's commitment to reducing our carbon footprint and meeting our climate change targets. Join us in the coming months, as we continue to work towards improving the lives of our citizens through open, honest discussions and ultimately better legislation.



In this edition...

- *Deployment of infrastructure for alternative fuels*
- *Digital Europe programme*
- *Regulation establishing the InvestEU Programme*
- *Common provisions on ERDF, ESF +, Cohesion Fund, EMFF, Asylum and Migration Fund, Internal Security Fund, Border Management and Visa Instrument*
- *Protection of animals during transport*
- *European Regional Development Fund (ERDF) and Cohesion Fund*
- *Port reception facilities for the delivery of waste from ships*

Deployment of infrastructure for alternative fuels in the European Union: time to act

Vote

- Rapporteur: Ismail Ertug (S&D)
- Own initiative report
- Vote in Plenary: tbd

With this report, the TRAN Committee underlines the importance of coordinating efforts between Member States to decarbonise transport and call on the Commission to bring forward a proposal to revise Directive 2014/94/EU on the deployment of alternative fuels infrastructure. The majority are in favour of replacing the current system of National Framework

Plans with more efficient instruments, using specific binding and enforceable targets and formulating sustainability criteria. Members ask for an extension of the scope of the Directive to the TEN-T comprehensive network and an increase in its funding.

In this respect, the committee welcomes the Commission's effort to provide an additional € 800 million as start-up financing to support the uptake of alternative fuels. In addition, Members suggest that the necessary investment could be funded with the European Union contributing around 10% and around 90% coming from industry, notably manufacturers, suppliers, energy and fuel producers and other interested parties. Member States are also invited to review their energy taxation frameworks, which will have a significant impact on low-carbon and carbon-free alternative fuels.

The Committee also calls on the Commission to assess the feasibility of life-cycle assessments for all alternative fuels, batteries and powertrain solutions in order to ensure that transport's decarbonisation is sustainable. Members also underline that flexibility would be needed in the decarbonisation of transport in order to address the needs of the different transport sectors.

The report was adopted with 29 votes in favour, 0 against and 6 abstentions.

Digital Europe programme for 2021-2027

Presentation of draft opinion

- Rapporteur: Deirdre Clune (EPP)
- Ordinary Legislative procedure
- Opinion to ITRE
- Deadline of amendments: 27 September
- Vote in TRAN: 25 October
- Vote in ITRE: 21 November
- Vote in Plenary: tbd

While broadly welcoming the Commission proposal that would help to further improve the digitalisation of the EU economy, the Rapporteur seeks clarification on safety and liability rules for the fast and effective integration of autonomous vehicles into the market. The programme should also ensure adequate tools and support for start-ups and SME's to swiftly integrate viable innovations into the market. Furthermore, it should improve barrier free accessibility, particularly for older people and for those with reduced mobility. Finally, the programme should ensure that there is

synergy and complementarity with other Union programmes such as CEF-2.

Members welcomed both the Commission proposal and the draft opinion and underlined the importance of issues such as cybersecurity, artificial intelligence, data protection and privacy, and support to SMEs. They sought clarification on the concept of digital hubs, on participation rules for third countries and highlighted the importance of synergies between transport and telecom programmes for networks financing.



Proposal for a Regulation establishing the InvestEU Programme

Presentation of draft opinion

- Rapporteur: Wim van de Camp (EPP)
- Ordinary legislative procedure
- Opinion to BUDG
- Deadline amendments: 27 September
- Vote in TRAN: 8 November
- Vote in Plenary: tbd

The Rapporteur welcomed the InvestEU proposal as a tool to promote investments in the transport sector, in particular under its sustainable infrastructure window. He underlined the programme's role in advancing sustainable transport in line with the EU's climate goals. The programme should serve to develop the TEN-T, improve cross-border connectivity, exploit synergies between the transport, energy and digital sectors, further the use of alternative fuels, develop autonomous mobility, and promote sustainable tourism.

In the debate, Members stressed that the InvestEU programme must strongly contribute towards climate goals, in particular regarding the transport sector. Some Members also underlined the need to also aim for an inclusive approach and strengthen the social

dimension of InvestEU. With a view to road transport, speakers pointed out that security, upgrading and maintenance issues should be addressed within the programme. Members further stressed the importance of the tourism sector and the programme's role in strengthening its potential.

Regarding the financing of projects, speakers acknowledged the use of blending in order to leverage public and private investments. Members underlined the importance of ensuring a proper geographical balance in the InvestEU projects. Some were sceptical about the proposed governance approach, seeing it as too Commission centred, while others supported a more direct role for the Commission on investment decisions than in EFSI. The Commission pointed out that the governance model reflects the more policy driven approach of InvestEU compared to EFSI. Regarding transport projects, the Commission stated that detailed eligibility criteria could also be included in the upcoming investment guidelines.

Common provisions on European Regional Development Fund, European Social Fund Plus, Cohesion Fund, and European Maritime and Fisheries Fund and financial rules for those and for Asylum and Migration Fund, Internal Security Fund and Border Management and Visa Instrument 2021–2027 - MFF

Presentation of draft opinion

- Rapporteur: Kosma Złotowski (ECR)
- Ordinary legislative procedure
- Opinion to REGI
- Deadline amendments: 5 October
- Vote in TRAN: 8 November
- Vote in REGI: 21/22 November
- Vote in Plenary: tbd

In his presentation, the Rapporteur expressed an overall agreement with the key objective that led to the preparation of the draft Framework Regulation, i.e. the need to significantly reduce unnecessary administrative burdens while ensuring a high level of certainty as to the legality and regularity of the expenditure. The Rapporteur thought it necessary to make the procedures more flexible in order to adapt the rules for using existing programmes to changing needs and economic conditions, as well as to better match these programmes to EU priorities.

However, the Rapporteur believes that there are still opportunities to simplify and rationalise implementation, which the Commission has not yet made use of and that all the solutions proposed by the Commission will not serve to simplify and rationalise implementation.

More specifically, the Rapporteur did not support the proposal to immediately transfer 30% of the resources from the Cohesion Fund (CF) allocation to the Connecting Europe Facility for all Member States eligible for CF support, and believes that the transfer of € 10 billion from the Cohesion Fund to the Connecting Europe Facility should be divided into national envelopes proportionate to the contribution of individual Member States. The Rapporteur was also concerned about the planned reduction in Cohesion Fund resources, as well as abandoning of the principle of the CF providing one-third of the total allocation.

Objections were also raised relating to the list of basic conditions proposed in the Annex to the Regulation, in particular with regard to the transport sector. The need to include information on budgetary resources necessary to cover operation and maintenance costs of existing and planned infrastructure in the Comprehensive Transport Planning Document was questioned. Finally, the Rapporteur expressed doubts about creating a link between the spending of EU funds and the assessment of the rule of law. This last point triggered an intense debate among some Members on whether or not introducing such criteria in the regulation. Members were invited to introduce their amendments by 5 October.

Protection of animals during transport within and outside the EU

Presentation of draft opinion

- Rapporteur: Keith Taylor (Greens)
- Own initiative opinion
- Opinion to AGRI
- Deadline amendments: 27 September
- Vote in TRAN: 22 November
- Vote in AGRI: 21 January 2019
- Vote in Plenary: February 2019

In response to the poor implementation of Regulation 1/2005 and persistent animal welfare problems during their transportation, the Rapporteur called for a ban on all journeys over eight hours and reducing slaughter

journeys to four hours. He wishes to give priority to the transport of meat over live animals and recalled that the regulation also applies to exports to third countries. He called on Member States to be more rigorous in certification, controls and approval and asked the Commission to draw up a blacklist of operators guilty of repetitive and serious breaches of the Regulation.

While Members broadly voiced concerns over serious welfare issues related to the transport of animals, some insisted on the need to focus primarily on the implementation of existing rules and strengthening controls while others called for stricter EU rules on animal transport.

Regulation on European Regional Development Fund (ERDF) and Cohesion Fund 2021–2027

Presentation of draft opinion

- Rapporteur: Christine Revault d'Allonnes Bonnefoy (S&D)
- Ordinary legislative procedure
- Deadline amendments: 1 October
- Vote in TRAN: 8 November
- Vote in Plenary: tbc

In her draft opinion, the Rapporteur proposes that the implementation of the ERDF and Cohesion Fund should build on a regional, rather than national, thematic concentration. She underlined the need to allow for greater flexibility in the use of ERDF funding to regions. Particularly in the area of transport, policy objectives should be extended to explicitly promote sustainable and smart mobility, high-quality public transport, mobility to improve territorial connectivity such as between urban and rural areas, and sustainable tourism.

In the debate, Members underlined the importance of cohesion policy for developing transport infrastructure and connecting regions. Some acknowledged that the ERDF focuses on regional development and stressed the importance of a regional approach. Others argued that funds could better meet transport needs under a more coordinated approach such as in the CEF. Several speakers questioned the financial support provided to regional airports. There were also questions about the funding of the most remote regions.

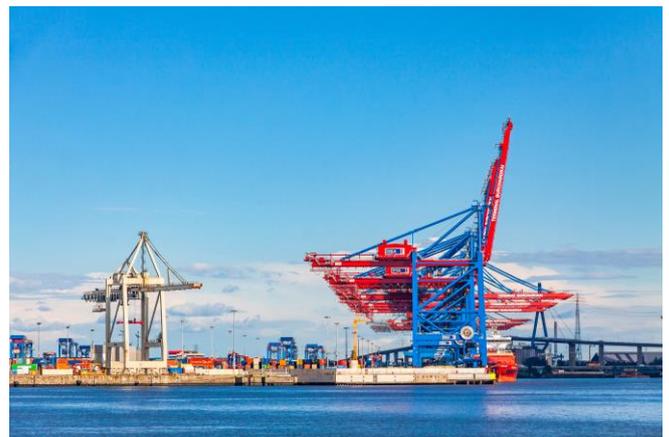
In its reply, the Commission explained that the proposal focuses more on main priorities and leaves more flexibility at regional level. Furthermore, it intended to draw from lessons of the past concerning regional airports and sought to ensure more consistency with the main priorities such as the equal treatment of companies. The Rapporteur wrapped up the discussion by stressing the importance of the ERDF and Cohesion Fund for European citizens. She felt that the regional approach was essential.

Port reception facilities for the delivery of waste from ships

Consideration of amendments

- Rapporteur: Gesine Meissner (ALDE)
- Ordinary legislative procedure
- Vote in TRAN: 9 October
- Vote in Plenary: tbc

Members discussed the amendments tabled to the proposal after the Rapporteur presented the key points covered by the compromise amendments.



Some of the main points under discussion were on cost recovery systems and how to best incentivise the ships to deliver all waste. Members also considered giving some flexibility to very small ports but also sought clarification on how to define those ports. In addition, there was discussion on defining 'Green Ships', as well as on delivering waste to ports outside the Union.

The Rapporteur underlined how difficult it is to apply a 'one size fits all' solution to very differently organised ports within the Union. Nevertheless, the ultimate aim of this piece of legislation continues to be reducing the amount of waste discharged at the sea.

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

Monday 8 October (15h00 – 18h30)

- Interim report on MFF for the years 2021-2027 - consideration of amendments
- Establishing a European Labour Authority - consideration of amendments
- Proposal for a Regulation amending Reg (EC) N°810/2009 establishing a Community Code of Visas (Visa Code) - consideration of amendments
- CO₂ emission standards for new heavy-duty vehicles - consideration of amendments
- Report on the Action Plan on Military Mobility- consideration of amendments
- Space programme and Agency - consideration of amendments
- Protocol amending the Euro-Mediterranean Aviation Agreement between the EU and its MS and the Hashemite Kingdom of Jordan - presentation of draft recommendation

Tuesday 9 October (09h00 – 12h30)

- Port reception facilities for the delivery of waste from ships - vote
- Rail passenger rights - vote
- Regulation amending Reg (EC) N°810/2009 establishing a Community Code of Visas (Visa Code) - vote
- CO₂ emission standards for new heavy-duty vehicles - vote
- Interim report on MFF for the years 2021-2027 - vote
- Establishing a European Labour Authority - vote
- Space programme and Agency - vote
- Report on the Action Plan on Military Mobility - vote
- Streamlining measures for advancing the TEN-T - presentation of draft report
- Promoting fairness and transparency for business users of online intermediation services - presentation of draft opinion
- Regulation on ERDF and Cohesion Fund - consideration of amendments

Tuesday 9 October (15h00 – 18h30)

- Decision establishing Horizon Europe specific programmes - consideration of amendments - Joint debate
- Proposal for Regulation establishing Horizon Europe - consideration of amendments - Joint debate
- Type-approval requirements for motor vehicles as regards their general safety - presentation of draft opinion
- Representative actions for the protection of the collective interests of consumers - presentation of draft opinion
- Exchange of views with World Bank
- Joint ITRE-TRAN report on Connecting Europe Facility - consideration of amendments

Meeting room: A3G3 (ASP)

TRAN Committee meetings 2018, Brussels

Monday 15 October, 15h00-18h30

Monday 5 November, 15h00-18h00 (new)

~~Thursday 8 November, cancelled~~

Thursday 15 November, 9h00-11h00 (new)

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>

Austrian Presidency of the Council: <https://www.eu2018.at/>



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