

Newsletter

of TRAN Committee meeting of 8-9 and 15 October 2018

Editorial by Karima Delli

Dear colleagues and friends,

This month the TRAN Committee voted in favour of improving the rights of rail passengers in Europe, including those travelling on regional journeys. This is a very important step that should encourage more citizens to travel by train and thereby reduce CO2 emissions. TRAN Members have also reinforced the assistance to persons with disabilities and persons with reduced mobility in stations and ensured better compensation of passengers in case of long delays. It should also now be possible to take bicycles on board new or refurbished trains. Again, this is a positive step towards more sustainable mobility!



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Rail passenger rights

Vote

-) Rapporteur: Bogusław Liberadzki (S&D)
-) Ordinary Legislative procedure
-) Vote in Plenary: tbd

TRAN Members are in favour of extending the scope of the regulation to regional trains and ensuring better communication to and compensation for rail

passengers affected by delays (up to 100% compensation in case of more than 2 hours delay). Passengers should also be better protected when buying single and multiple tickets for a journey.

The complaint-handling mechanism has been simplified with a possibility of using English in addition to national languages and introducing standardised complaint forms.

In addition, important steps have been taken in favour of persons with disabilities and with reduced mobility, in terms of accessibility to information, accessibility to trains and other facilities.

Pre-notifications for assistance have been considerably reduced from 48 hours to three hours in big stations.



Members have also supported the possibility of clearly designating space for at least eight bicycles on board new and refurbished trains, including for local services.

The report was adopted with 39 votes in favour, 2 against and 6 abstentions.

Port reception facilities for the delivery of waste from ships

Vote

-) Rapporteur: Gesine Meissner (ALDE)
-) Ordinary Legislative procedure
-) Vote in Plenary: tbc

This report focuses on cost recovery systems and how to best incentivise ships to deliver all waste.

While recognising how difficult it is to apply a 'one size fits all' solution to very differently organised ports, the ultimate aim of this piece of legislation is to reduce the amount of waste discharged in the sea.

TRAN adopted its legislative report on the Port Reception Facilities with 46 votes in favour, 2 against and 0 abstention and gave a mandate to the negotiating team to start the inter-institutional negotiations.

That has to be endorsed by plenary in October, in order to start negotiations in November.

CO2 emission standards for new heavy-duty vehicles

Consideration of amendments and vote

-) Rapporteur: Henna Virkkunen (EPP)
-) Ordinary legislative procedure
-) Vote ENVI: 18 October
-) Vote in Plenary: tbd

The TRAN opinion to the ENVI committee aims to strike a balance between strengthening efforts to reduce CO2 emissions and air pollution, boosting innovation in the Union's automotive industry and enhancing the Union's competitiveness.

The opinion supports the Commission proposal in terms of CO2 emission performance standards for new heavy duty vehicles between 2025 and 2029 (15%) and from 2030 onwards (30%). However, the opinion recommends a different accounting method in order to factor in real-world CO2 emissions, and vehicle fleet renewal time.

The opinion was adopted with 37 votes in favour, 8 against and 2 abstentions.

Interim report on MFF for the years 2021-2027

Consideration of amendments and vote

-) Rapporteur: Dominique Riquet (ALDE)
-) Ordinary legislative procedure
-) Vote in BUDG: 5 November
-) Vote in Plenary: tbd

The TRAN Committee endorsed by a large majority the opinion on the interim report on the Multiannual Financial Framework 2021-2027 (MFF).

While insisting on the strategic importance of the MFF for sectors such as transport, which rely on long-term investments, the Committee recalled that there is a very large oversubscription of projects and therefore insisted on securing € 17,746 billion in constant prices for transport.

Bearing in mind that a centralised governance has been a success, as well as the transfer of part of the Cohesion funding to CEF, Members supported the allocation of € 20 billion from the European Regional Development Fund to CEF with the same management rules.

The committee also supported the incorporation of CEF, as a grant instrument, in the InvestEU programme. In this respect they consider that the share of the CEF transport envelope to be implemented through financial instrument should not exceed 5%.

Members stressed the importance of research and innovation to address the environmental and competitiveness challenges.

The opinion was adopted with 35 votes in favour, 4 against and 8 abstentions.

Establishing a European Labour Authority

Consideration of amendments and vote

-) Rapporteur: Michael Detjen (S&D)
-) Ordinary legislative procedure
-) Vote in EMPL: November
-) Vote in Plenary: tbd

The aim of this opinion is to set up a European Labour Authority entrusted with a number of operational tasks in social and labour matters, including the provision of information, capacity building, mediation and support in joint inspections and information exchange

The opinion has been adopted with 25 votes in favour, 17 against and 2 abstentions. Given the outcome of the vote, the Rapporteur requested a withdrawal of his name as Rapporteur for the opinion.

Space programme and Agency

Consideration of amendments and vote

-) Rapporteur: Massimiliano Salini (EPP)
-) Ordinary legislative procedure
-) Vote in ITRE: 21 November
-) Vote in Plenary: tbd

The TRAN opinion to the ITRE Committee stresses the increasing importance of space policy for navigation, positioning and traffic management for all transport modes, notably in terms of safety performance and environmental impact.

In order to ensure a competitive Union space economy and efficient management of the Union space programme, the opinion clearly defines the respective roles of the different EU and non-EU actors, in particular the future EU Agency for the Union space programme.

The opinion also calls for appropriate funding for the programme.

The opinion was adopted with 35 votes in favour, 3 against and 1 abstention.

Action Plan on Military Mobility

Consideration of amendments and vote

-) Rapporteur: Pavel Telička (ALDE)
-) Opinion to AFET own initiative report
-) Vote in AFET: 5 November
-) Vote in Plenary: December

The Rapporteur presented an overview of the 57 tabled amendments and the proposed compromises, which were intended to add further precision to the text. He reiterated that the military mobility envelope within CEF means additional funds for the development of the TEN-T network. The capacity to respond to emergency situations would also be strengthened.

The opinion also indicates that by 31 December 2019, the Commission should adopt the delegated acts which further specify the military parameters, list of the parts of the trans-European transport network suitable for military transport, and list of priority dual-use infrastructure projects. The Rapporteur also stressed the central role of the TRAN committee in respect of this file.

Members generally supported the inclusive approach of the Rapporteur. Some maintained their disapproval of allocation of military mobility envelope under CEF, as the dual-use criterion was subject to interpretation, and expressed concerns for legitimacy of such actions by the EU, as they directly benefit NATO.

The Commission welcomed the amendments and reaffirmed the importance of dual use, multimodality and cross-border aspects in selection of projects.

The opinion was adopted with 27 votes in favour, 8 against and 2 abstentions.

Streamlining measures for advancing the TEN-T

Presentation of draft report

-) Rapporteur: Dominique Riquet (ALDE)
-) Ordinary legislative procedure
-) Vote in TRAN: 3 December
-) Vote in Plenary: tbd

The Rapporteur recalled that there were two main obstacles to the realisation of the Trans-European Transport Network (TEN-T), namely budgetary and regulatory constraints. With regard to the latter, delays are often encountered in particular for cross-border projects.

The Rapporteur therefore supports the Commission's proposal of a one-stop shop and specific deadlines for the permit granting procedure. He underlined that the proposal respected the subsidiarity principles since the national legal framework remained unchanged.

Members generally shared the Rapporteur's view and support of the proposal. They recalled that € 2.7 billion had not been used because of lengthy procedures, despite the fact that proposals were rated as excellent.

Others proposed that checks be put in place with regard to the implementation of projects which have received Member States' commitment.

They were also in favour of reducing excessive bureaucracy. Setting a maximum duration for the permit procedure was also welcomed on the ground that the initial costs of projects usually increase with time.

Proposal for a Directive amending Directive 2008/96/EC on road infrastructure safety management

Presentation of draft report

-) Rapporteur: Daniela Aiuto (EFDD)
-) Ordinary Legislative procedure
-) Deadline for amendments: 25 October
-) Vote in TRAN: 3 December
-) Vote in Plenary: December

The Rapporteur was largely supportive for the Commission proposal, which aims to further reduce road fatalities and serious injuries on EU road networks by improving the safety performance of road infrastructure.

She proposed to further improve transparency and voluntary reporting possibilities for the road users, by improving the monitoring and managing of road infrastructure using new technology and by extending the scope of the proposal beyond the TEN-T network.

According to her report, the scope could also include parts of road tunnels, bridges and intersections not covered by Directive 2004/54/EC as well as urban roads financed from the EU budget.

This report also introduces general performance requirements for road markings, road signs and integrated electronic remote sensors as assessment tools to monitor structural performance of bridges and tunnels.

Members praised the Rapporteur's innovative ideas but warned against putting excessive administrative burden on the Member States.

Some voiced concern over extending the scope to bridges and tunnels as well as the inclusion of pedestrians and cyclists, considering that the most common causes of accidents were human errors and lack of necessary training of drivers.

Protocol amending the Euro-Mediterranean Aviation Agreement between the EU and its MS and the Hashemite Kingdom of Jordan

Presentation of draft recommendation

-) Rapporteur: Keith Taylor (Greens)
-) Non-legislative enactment
-) Vote in TRAN: 15 November
-) Vote in Plenary: tbd

The Rapporteur recommended to the Committee to give its consent to the Protocol, which sole purpose is to take into account the accession of Croatia to the EU.

Promoting fairness and transparency for business users of online intermediation services

Presentation of draft opinion

-) Rapporteur: Claudia Țapardel (S&D)
-) Ordinary Legislative procedure
-) Vote in TRAN: 22 November
-) Vote in IMCO: tbd
-) Vote in Plenary: tbd

This proposal aims to address the imbalances that exist between platforms and business users in today's online platform economy.

Members focused their attention on not restricting the freedom of business and on guaranteeing a level playing field between online platforms and businesses, as well as enhancing transparency and fairness in their contractual relations.

While online platforms should establish clear and transparent terms and conditions and fair access to the collected data, businesses should provide correct information to platforms.

Moreover, a precise definition on what is an online platform is needed as well as a harmonisation on the rules as some Member States already regulated the relations between platform and businesses.

Type-approval requirements for motor vehicles as regards their general safety

Presentation of draft opinion

-) Rapporteur: Matthijs van Miltenburg (ALDE)
-) Ordinary Legislative procedure
-) Deadline for amendments: 18 October
-) Vote in TRAN: 3 December
-) Vote in IMCO: 20-21 February
-) Vote in Plenary: tbd

The Rapporteur believes that the EU should take specific measures in order to further reduce the number of road casualties.

Overall, he welcomed the Commission's proposal and agreed that the new vehicle safety features to be introduced have a high potential to save lives and prevent road accidents, in particular to prevent human errors while driving.

He also underlined that the advanced safety features contained in the proposal could certainly prepare the EU automotive industry for connected and automated driving.

However, the Rapporteur believes that it is necessary to introduce some safeguards in the proposal. The new safety features should be mandatory for all motor vehicles, regardless of vehicle segment or level of luxury.

In addition, he believes the Commission is not specific enough when it comes to the protection of personal data, in particular with regard to the use of the event (accident) data recorder. He firmly believes that some safeguards should be provided in connection to the ownership and access to this data.

The Rapporteur also insists that that the cost-effectiveness of the new measures should be ensured so that vehicles remain affordable for end users.

In the debate, Members generally supported the Rapporteur's approach and thanked Mr Koch for his previous work on this topic.

They all stressed that the Commission proposal includes very good elements that could improve vehicle safety but agreed that some preconditions should be taken into account such as the acceptance of the new features by the drivers, a functioning infrastructure and safeguards on data protection.

Proposal for a Directive on representative actions for the protection of the collective interests of consumers

Presentation of draft opinion

-) Rapporteur: Georg Mayer (ENF)
-) Ordinary legislative procedure
-) Vote in TRAN: 22 November
-) Vote in JURI: tbd
-) Vote in Plenary: tbd

The Rapporteur expressed overall support for the proposal, agreeing that there was a real need to update European legislation relating to the rights of consumers. The Rapporteur wishes to strike the right balance between these rights and a need for legal certainty. That is why his draft report will include some clarifications about the definition and financing of the "qualified entities" as well as regarding the legal consequences of the "opt-in" and "opt-out" system.

Several members expressed their concern relating to possible confusion the proposal could create with the current consumer's rights already in force and asked for this issue to be dealt with in a very cautious manner.

Decision establishing Horizon Europe specific programmes and proposal for Regulation establishing Horizon Europe

Consideration of amendments – joint debate

-) Rapporteur: Henna Virkkunen (EPP)
-) Ordinary legislative procedure
-) Vote in TRAN: 15 November
-) Vote in ITRE: tbd
-) Vote in Plenary: tbd

Members generally agreed with the Rapporteur on the increase of the financial envelope allocated to Horizon Europe, and in particular to Pillar II: Global challenges and industrial competitiveness.

Some were also in favour of increasing the budget dedicated to the "Cluster food and natural resources", which encompass research on seas and oceans. They underlined the need to simplify procedures and reduce bureaucracy. Particular attention needed be paid to small and medium industries to facilitate their access to grants.

The protection of data is an important issue, in particular to guarantee the competitiveness of European businesses. A Member supported dedicating a 50% share of the budget to research projects addressing climate change.

Connecting Europe Facility

Consideration of amendments – joint ITRE-TRAN

-) Rapporteurs: Marian-Jean Marinescu/Henna Virkkunen (EPP), Pavel Telička (ALDE)
-) Ordinary legislative procedure
-) Vote in TRAN/ITRE: 22 November
-) Vote in Plenary: tbd

Members of the joint TRAN-ITRE committee tabled more than 1200 amendments to the proposed regulation covering all aspects of the Connecting Europe Facility, such as the level of funding, eligibility criteria, synergies among the transport, energy and digital sectors, cross-border cooperation, the adaptation of TEN-T infrastructure to military mobility needs, the use of blending in co-financing projects and simplification of rules and procedures.

In the debate, Members highlighted the need to increase synergies among the different sectors and underlined CEF's role in supporting climate policy goals.

Members also stressed the importance of the programme's role in ensuring territorial connectivity and cohesion.

Regulation on ERDF and Cohesion Fund

Consideration of amendments

-) Rapporteur: Christine Revault d'Allonnes Bonnefoy (S&D)
-) Ordinary legislative procedure
-) Vote in TRAN: 15 November
-) Vote in REGI: 3 December
-) Vote in Plenary: tbd

There is broad agreement on the need to restructure the allocated funds amongst the different specific objectives and to shift from the national to the regional level in order to give more flexibility to regions. There was also agreement to allocate more means to the less developed and outermost regions.

Members did not agree with the Commission's suggestion to exclude regional airports from the ERDF/CF funds.

The Commission argued that its approach took account of past negative experiences but Members insisted that regional airports played a significant role in the regional development.

World Bank

Exchange of views

Representatives of the World Bank provided a detailed presentation on the Bank's functioning, budget and lending engagements, as well as its specific focus on the transport sector.

The World Bank has invested in Europe since 1947 and today aims to support structural reforms, address investment gaps and reinforce institutions.

The World Bank praised the European Union as an example to be followed in terms of transport. Most of the World Bank's active portfolio in the EU and neighbourhood countries is dedicated to the rural and inter-urban sub-sector.

The Bank stressed that the implementation of reforms has proven to be an increasingly challenging issue and that a better cooperation between the EU and the World Bank would be desirable.



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Members welcomed the World Bank's detailed presentation and supported the idea of enhanced cooperation. They posed a number of questions to the World Bank, in particular concerning its selection criteria for projects, its lending mechanisms and its cooperation with the European Investment Bank (EIB).

In reply, the World Bank explained that it has an envelope for each country and the projects are selected depending on the identified priorities and needs on the country concerned.

In this respect, the World Bank referred to its mobility report covering all modes of transport and built around three components:

-) four global objectives that define "sustainable mobility",
-) quantitative and qualitative targets for those objectives and,
-) indicators to track country-level progress towards those objectives.

The World Bank further explained that it was a non-profit institution, tasked with providing a significant amount of technical assistance and, to a lesser extent, funding. With regard to the World Bank's cooperation with the EIB, speakers stressed that the EIB mainly co-finances projects prepared by other institutions.

High-speed rail by Rapporteur Mr Herics

Presentation of ECA SR 19/2018

Mr Herics presented the Court of Auditors' special report on high-speed rail networks published in June 2018.

This report carries out a performance audit on the long-term strategic planning of high-speed lines in the EU, cost-efficiency, sustainability and EU added value of EU co-funding.

The analysis takes place in six Member States on expenditure for more than 5 000 km of infrastructure on ten high-speed rail lines and four border crossings, covering around 50 % of the high-speed rail lines in Europe.

Mr Herics gave some positive examples of correct cost-benefit analysis but also criticised the fact that there was no realistic planning for a high-speed rail network, there were missing links on cross border connections, insufficient competition and a lower than foreseen number of passengers.

The debate was lively with several Members intervening in favour of a long-term plan supported by credible analysis and solid EU-wide strategic approach.

CEF call for proposals

Presentation by the Commission

The Committee looked into the results of the recent CEF Transport Blending call and the CEF Transport SESAR call of 2017, ahead of the Commission's formal decision on the proposals selected for funding.

Members inquired about the scope of the calls, the geographical distribution of the projects, support for low-emission vehicles, and the financing provided by national promotional and commercial banks.

The Commission also provided an overview on further thematic calls under the present CEF and the use of potential reflows to support further projects until 2023.

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

Monday 5 November (15h00 – 18h30)

-) Proposal for a Decision amending Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs - presentation of draft report
-) Opinion to REGI on Common Provisions Regulation - (CPR-REGI) - consideration of amendments
-) Access to international bus and coach market - consideration of amendments
-) Opinion to JURI on proposal for a Directive on representative actions for the protection of the collective interests of consumers - consideration of amendments
-) European Maritime Single Window environment - presentation of draft report

Meeting room: P1A002 (PHS)

TRAN Committee meetings 2018, Brussels

Thursday 8 November, cancelled

Thursday 15 November, 10h15-12h15 (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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