

Newsletter

of TRAN Committee meeting of March 2019

Editorial by Karima Delli

Dear colleagues and friends,

Following the two tragic deadly accidents involving the new Boeing 737 MAX, the TRAN committee immediately invited the Executive Director of the European Aviation Safety Agency EASA, Patrick Ky, in order to discuss the safety of this aircraft and hear the Agency's interim assessment of the causes of the accidents.

It was important for Members to understand the chain of responsibilities and interconnections between the different actors involved, in particular the manufacturer Boeing and its primary certification authority the US FAA (Federal Aviation Administration).

The TRAN Committee will continue to monitor the situation and will take any necessary political steps to ensure that flying remains a safe mode of transport, in Europe and on the global scale, should it be necessary once the accident investigations are concluded.



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4 March

Tourism task force – achievements & future perspectives

Exchange of views

The TRAN Committee meeting opened with a Tourism Task Force debate, which focused on main achievements in EU Tourism policy over the last five years as well as future perspectives.

Mr Ujhelyi (Chairman of the Tourism Task Force) outlined the most important steps made by the TRAN Committee and all the parliamentary activities related to Tourism.

The European Commission, represented by Ms Anna Athanasopoulou (Head of Tourism, Emerging and Creative Industries - DG GROW), delivered a comprehensive presentation on their actions over the legislative period 2014-2019.



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Furthermore, Mr Eduardo Santander (Executive Director of the European Travel Commission, ETC) focused on the outcome of marketing and promotion actions co-funded by the EU and developed by the ETC in the last five years.

Mr Santander also pointed out the European Tourism Manifesto for Growth and Jobs, and called on the new European Parliament and European Commission to move towards an integrated European tourism policy with strategic funding at EU level.

Members responded positively and noted the good cooperation between the Commission and the stakeholders.

One Member proposed to create an EP Sub-Committee on Tourism within the next term, which could stem directly from the current Tourism Task Force.

Moreover, it was stressed the need to ensure an independent budget line of around 300 million EUR on tourism is secured within the final EU budget.

Finally, Members recalled the importance of maintaining a focus on the SMEs dimension in the Tourism sector.

Proposal for a directive of the EP and of the Council discontinuing seasonal changes of time and repealing Directive 2000/84/EC

Vote

-) Rapporteurs: Marita Ulvskog (S&D)
-) Ordinary legislative procedure
-) Vote in Plenary: March II

The draft legislative act was adopted with 23 in favour, 11 against and 0 abstention.

Protocol amending the Agreement on Maritime Transport with China, to take account of the accession of the Republic of Croatia to the EU

Vote

-) Rapporteur: Francisco Assis (S&D)
-) Non-legislative enactments
-) Vote in Plenary: March I

The draft report was adopted with 33 in favour, 0 against and 0 abstention.

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

Confirmation vote

-) Rapporteur: Karima Delli (Greens)
-) Ordinary legislative procedure

The agreement was adopted with 33 in favour, 0 against and 0 abstention.

Road infrastructure safety management

Confirmation vote

-) Rapporteur: Daniela Aiuto (EFDD)
-) Ordinary legislative procedure

The agreement was adopted with 31 in favour, 1 against and no abstention.

European Maritime Single window

Confirmation vote

-) Rapporteur: Deirdre Clune (EPP)
-) Ordinary legislative procedure

The agreement was adopted with 31 in favour, 0 against and 1 abstention.

CEF 2014-2020: withdrawal of the United Kingdom from the Union

Confirmation vote

-) Rapporteur: Karima Delli (Greens)
-) Ordinary legislative procedure

The agreement was adopted with 33 in favour, 0 against and 0 abstention.

Minimum level of training of seafarers

Confirmation vote

-) Rapporteur: Dominique Riquet (ALDE)
-) Ordinary legislative procedure

The agreement was adopted with 32 in favour, 1 against and no abstention.

Brexit preparedness: common rules ensuring basic air connectivity

Confirmation vote

-) Rapporteur: Pavel Telička (ALDE)
-) Ordinary legislative procedure

The agreement was adopted with 31 in favour, 0 against and 2 abstentions.

Brexit preparedness: common rules ensuring basic road freight and passenger connectivity

Confirmation vote

-) Rapporteur: Isabella De Monte (S&D)
-) Ordinary legislative procedure

The agreement was adopted with 28 in favour, 4 against and 1 abstention.

Draft Delegated Act on specifications for Cooperative Intelligent Transport Systems

Scrutiny - Presentation by the Commission

This delegated Regulation lays down rules to identify some minimum requirements applicable to C-ITS services, to ensure security of C-ITS communications and to ensure coordinated and coherent deployment in the EU.

Following the high interest shown by Members in the TRAN meeting on 29 January, the Commission was invited again to reply to questions and provide further information on the upcoming delegated Regulation.

Members noted that the act should be technology neutral and the development of new technologies should not be hindered.

In this context, the review clause foreseen in Article 33 should leave sufficient margin of manoeuvre to allow the Commission to quickly amend the delegated act when stakeholders intend to deploy a new or updated communication method or service in the C-ITS network.

Moreover, Members criticised the Commission for submitting the act too late as the Parliament will not have two full months available for scrutiny.

18 March

Inland waterways in the intermodal transport system

Hearing

When introducing the debate, experts welcomed Parliament's support for the inland waterway sector, in particular as expressed in its last resolution (2018/2882(RPS)).



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They recalled that the sector is confronted to various challenges, in particular as regards innovation, digitalisation, greening and decarbonisation and climate change, as well as with the aging of infrastructure.

They highlighted progress made with the river information services (RIS) or towards automated and autonomous vessels. With regard to freight transport, they underlined that inland ports needs to play an essential role with adequate digitalisation and multi-modal interfaces.

Members deplored that modal shift toward inland waterway transport has not become a reality yet. They underlined that, with the goals set in the Paris agreement to curb climate change, inland waterway transport needs to get a higher share of freight transport. They also stressed that ships are usually more than 20 to 30 years old and that it was urgent that, at least, old diesel engines are replaced.

There was, however, a question of financial means: who should pay for the modernisation of the fleet? A potential social problem with the automation of the fleet will also need to be addressed.

Finally Members underlined that the inland waterway sector was suffering of an image deficit: too many organisations were representing a sector, which remains rather small.

Other Members pointed at the need for more investments in the inland waterway sector, in particular with regard to the infrastructure, to address missing links or bottlenecks on the TEN-T network. TEN-T network may need to be extended so that ports are linked to inland waterways. A Member also asked what were the economic benefits of transport by inland waterways.

Boeing 737 Max

Exchange of views

The Executive Director of the European Union Aviation Safety Agency (EASA), Mr Patrick Ky, provided an in-depth chronologic overview of the two deadly accidents involving the new Boeing 737 MAX and the follow-up actions of Boeing, the US FAA (Federal Aviation Administration) and the EASA leading to the ultimate grounding of the aircraft.

He recalled that in accordance with international aviation law, the FAA is the primary responsible certification authority for the aircraft and that the EASA's overall involvement was confined by the existing EU-US bilateral aviation safety agreement.

Mr Ky then presented the functioning of the Manoeuvring Characteristics Augmentation System (MCAS), the software that is specific to the Boeing 737 MAX, designed to prevent a high-speed stall and that is due to the modified design of the aircraft with its new engines. Mr Ky regretted that the EASA was not involved in the accident investigation and called upon the Parliament to support the Agency's attempt towards this end.

Members welcomed very much the presentation by EASA's Executive Director and fully backed his request to participate in the accident investigation. There was strong criticism of Boeing and/or the FAA, Members considered that both were responsible of committing major errors. Some felt that the aircraft should have been grounded after the first fatal accident.

Members also questioned whether flight crews were appropriately trained and informed about the MCAS functioning. Several Members also asked if EASA did receive reports by pilots about the MCAS as mentioned in the press and Mr Ky replied that in the EASA database, there was no such report.

Mr Ky assured Members that regardless of the future FAA decision concerning the Boeing 737 MAX, the EASA will only allow this aircraft to fly in Europe if there were no more doubts about its safety. To this end, there would be an in-depth analysis by EASA of the MCAS software update, its inter-connexion with other parts of the aircraft as well as of the Boeing 737 MAX specific training.

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

Thursday 11 April, 09h00-12h30

-) Exchange of views with Commissioner Bulc on policy achievements and future prospects for transport
-) Conclusion of the agreement between the EU and the Philippines on certain aspects of air services - vote
-) TRAN Results of CEF call 2018

Meeting room: P3C50 (PHS)

TRAN Committee meetings 2019

Wednesday, 24 July, 09h00-12h30
Wednesday, 24 July, 15h00-18h30
Thursday, 25 July, 09h00-12h30

Monday, 02 September, 15h00-18h30
Tuesday, 03 September, 09h00-12h30
Tuesday, 03 September, 15h00-18h30

Monday, 23 September, 15h00-18h30
Tuesday, 24 September, 09h00-12h30
Tuesday, 24 September, 15h00-18h30

Wednesday, 02 October, 09h00-12h30
Wednesday, 02 October, 15h00-18h30
Thursday, 03 October, 09h00-12h30

Wednesday, 06 November, 09h00-12h30
Wednesday, 06 November, 15h00-18h30
Monday, 02 December, 15h00-18h30
Tuesday, 03 December, 09h00-12h30
Tuesday, 03 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: <https://www.sesarju.eu/news>

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

DG MOVE: https://ec.europa.eu/transport/home_en

Romanian Presidency of the Council: <https://www.romania2019.eu/home/>



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