

Newsletter

of TRAN Committee meeting of September 2019

Editorial by Karima Delli

Dear colleagues and friends,

At the beginning of the new parliamentary term, the Members of TRAN decided to enter into negotiations with Council and Commission on 14 legislative proposals and resume the work started by the previous Parliament. The Committee thus took an important step to move ahead on key files including the Mobility Package I, rail passengers' rights, rules for combined transport, streamlining measures for the TEN-T, discontinuing seasonal changes of time, and more. The Committee in September also initiated a new cycle of exchanges with the European Coordinators of the TEN-T in which Members monitor and debate the progress on the nine Core Network Corridors, the European Rail Traffic Management System and the Motorways of the Sea which are a strategic focus in the transport infrastructure policy in the EU. These exchanges are important for the Committee not only to scrutinize the implementation of the TEN-T but also to reflect on our overall approach in transport policy when it comes to strengthening economic, social and territorial cohesion and shifting towards a more sustainable, decarbonised mobility system that provides good connections for all citizens and businesses throughout Europe.



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2-3 September

General budget of the European Union for the financial year 2020 - all sections

Presentation of draft opinion and vote on budgetary amendments

- Rapporteur: Daniel Freund (Greens/EFA)
- Ordinary legislative procedure
- Vote on TRAN opinion: 24 September

The Rapporteur presented the key points of the draft opinion. He also called for a complete overhaul of the transport financing in view of the multiple challenges the sector was facing. He criticised the indiscriminate cuts by the Council, particularly concerning sustainable transport, and noted that he would propose to reinstate the draft budget figures or increase them in certain key areas.

The shadow rapporteurs also highlighted the need for an ambitious budget. The importance of CEF was noted and Commission was called on to indicate how the allocated funds for all its budget lines would be used. The need to reflect the importance of the tourism sector in the budget was also discussed. The Commission welcomed the proposals to reinstate the draft budget figures.

Members adopted 33 budget amendments.

European Coordinators of the Trans-European Transport Network (TEN-T)

Exchange of views with Carlo Secchi - Atlantic, Mathieu Grosch - Orient-East Med and Peter Balázs - North Sea-Mediterranean core network corridor

The Committee met with the European Coordinators for the Atlantic, Orient-East Med and North Sea Mediterranean core network corridors to discuss the latest developments and challenges ahead.

Concerning individual corridors, speakers highlighted projects to improve cross-border rail connections on and to the Iberian peninsula in the Atlantic corridor, to complete the Seine-Scheldt inland waterway network in the North Sea – Mediterranean corridor and advance multimodal transport along the Orient – East Med corridor.

As regards horizontal issues affecting different corridors, coordinated cross-border planning by Member States as well as continued and stronger infrastructure funding, remain key issues for the completion of corridors by the 2030 deadline. In addition, corridor wide efforts are needed to improve interoperability and reduce obstacles to multimodal transport such as long waiting times at border crossings.

Members in a lively debate inquired about the role of the European Coordinators and the Commission in advancing cross-border projects and in reducing delays in projects which are critical for the functioning of a corridor as a whole. Speakers underlined the responsibility of Member States to ensure timely and coordinated planning, funding and implementation of network sections on their territories. Furthermore, Members underlined the role of harmonised standards in ensuring interoperability across borders. Regarding the further development of the TEN-T, several speakers pointed out the need to improve connectivity for more peripheral regions in the EU and to neighbouring countries in and beyond South-Eastern Europe.

The Commission reiterated the importance of the Connecting Europe Facility 2021-2027 for continued funding after 2020 and of the ongoing TEN-T streamlining proposal for accelerating cross-border projects. It also outlined the ongoing review of the TEN-T regulation, where it plans to present the results of evaluations in mid-2020 and examines the planning of the network, its features, use and implementation in view of a possible legislative proposal.

Joseph Doppelbauer, Executive Director of ERA European Union Agency for Railways

Exchange of views

Mr Doppelbauer made an exhaustive presentation on the role of the Agency, its new mandate to issue single safety certificates and vehicle type authorisations, as well as the future challenges for rail, meaning connectivity and frequency of services.

The debate was very lively and MEPs focused their attention on the status of transposition of the Technical pillar of the 4th Railway Package, the progress made to reach a higher level of interoperability and harmonisation of safety standards, the lesson learnt from accident investigation, the impact of privatisation on the rail sector and the cost

of the newly recruited personnel in the Agency and the One-Stop Shop entry point. Mr Doppelbauer replied to all questions efficiently and highlighted ERA commitment to promote a safe and environmentally friendly transport system.

Patrick Ky, Executive Director of European Aviation Safety Agency (EASA) on Aviation Safety

Exchange of views

Mr Patrick Ky, the executive director of the EASA, introduced himself and the Agency to the new Members of the Committee and presented them with the strategic priorities of the Agency for the next 5 years. Then he briefed the Committee on the current state of the investigation into the fatal accidents of Lion Air and Ethiopian Airlines involving Boeing 737 MAX and laid down EASA's conditions for lifting the ban on the operations of the faulty aircraft.



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He assured the MEPs that both accidents involving 737 MAX were now sufficiently understood by EASA to approve the design changes proposed by Boeing and complete additional and broader independent design reviews. Mr Ky underlined that EASA's evaluation in relation to those accidents took an "unprecedented level of effort" involving many experts, test pilots and engineers. In order to finalise it and bring the 737 MAX back to regular service in European skies, the Agency had still to complete a safety assessment of the new design changes, functional tests of the new software and, last but not least, flight tests performed by EASA pilots on a modified B737 MAX.

While TRAN MEPs were mostly satisfied with the comprehensive presentation, some questioned Mr Ky on the issue of delegating tasks between EASA and FAA in their respective processes of certification. They cited potential pressures from the aircraft manufacturers, such as Boeing, as potential threats to safety.

In reply, Mr Ky dismissed the concerns about the full independence of the safety agencies as unfounded, defended his trust in the FAA's professionalism and confirmed the importance of the mutual recognition in order to avoid duplications in the certification processes on both sides of the Atlantic.

19 September

Resumption of business: vote on use of Rule 61 in relation to the three Mobility Package I files

Vote

With this vote TRAN Committee recommends resuming business on all files pending from the previous legislature.

Vote results: 19 votes in favour, 30 against and 0 abstentions.

24 September

Common rules for the allocation of slots at European Union airports (Recast)

Vote on the decision to enter into interinstitutional negotiations

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

Vote results: 46 votes in favour, 0 against and 0 abstentions.

Amendment of Regulation (EC) No 261/2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights and amendment of Regulation (EC) No 2027/97 on air carrier liability in respect of the carriage of passengers and their baggage by air

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Pablo Arias Echeverría (PPE)
- Ordinary legislative procedure

Vote results: 47 votes in favour, 0 against and 0 abstentions.

Implementation of the Single European Sky (recast)

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Marian-Jean Marinescu (PPE)
- Ordinary legislative procedure

Vote results: 46 votes in favour, 1 against and 0 abstentions.

Use of vehicles hired without drivers for the carriage of goods by road

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Cláudia Monteiro de Aguiar (PPE)
- Ordinary legislative procedure

Vote results: 39 votes in favour, 8 against and 0 abstentions.

Charging of heavy goods vehicles for the use of certain infrastructures

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Christine Revault d'Allonnes Bonnefoy (S&D)
- Ordinary legislative procedure

Vote results: 39 votes in favour, 8 against and 0 abstentions.

Enforcement requirements and specific rules for posting drivers in the road transport sector

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Kateřina Konečná (GUE/NGL)
- Ordinary legislative procedure

Vote results: 28 votes in favour, 16 against and 3 abstentions.

Amending Regulation (EC) No 1071/2009 and Regulation (EC) No 1072/2009 with a view to adapting them to developments in the sector

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Ismail Ertug (S&D)
- Ordinary legislative procedure

Vote results: 30 votes in favour, 14 against and 2 abstentions.

Amending Regulation (EC) No 561/2006 as regards on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) 165/2014 as regards positioning by means of tachographs

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Henna Virkkunen (PPE)
- Ordinary legislative procedure

Vote results: 30 votes in favour, 15 against and 2 abstentions.

Rail passengers' rights and obligations (recast)

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Bogusław Liberadzki (S&D)
- Ordinary legislative procedure

Vote results: 47 votes in favour, 0 against and 0 abstentions.

Common rules for access to the international market for coach and bus services

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Roberts Zile (ECR)
- Ordinary legislative procedure

Vote results: 45 votes in favour, 2 against and 0 abstentions.

Common rules for certain types of combined transport of goods between Member States

Vote on the decision to enter into interinstitutional negotiations

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

Vote results: 43 votes in favour, 4 against and 0 abstentions.

Streamlining measures for advancing the realisation of the trans-European transport network

Vote on the decision to enter into interinstitutional negotiations

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

Vote results: 42 votes in favour, 3 against and 1 abstention.

Electronic freight transport information

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Andor Deli (EPP)
- Ordinary legislative procedure

Vote results: 47 votes in favour, 0 against and 0 abstentions.

Discontinuing seasonal changes of time

Vote on the decision to enter into interinstitutional negotiations

- Rapporteur: Marita Ulvskog (S&D)
- Ordinary legislative procedure

Vote results: 38 votes in favour, 7 against and 2 abstentions.

General budget of the European Union for the financial year 2020 - all sections

Vote

- Rapporteur: Daniel Freund (Verts/ALE)
- Draft opinion

Vote results: 35 votes in favour, 6 against and 3 abstentions.

European tourism - latest developments and future challenges

Presentation of a study by the Policy Department

During the morning session, the draft study "European Tourism — latest developments and future challenges" was presented. The Study was carried out by the Policy Department in collaboration with the University of Lancashire, the University of Gerona and the University of Ljubljana.

The Members welcomed this study and emphasised the importance of the new challenges in front of us in the coming years, such as sustainable development, biodiversity, new technologies, more effective governance in the Tourism sector.

Many Members of the committee called to put into practice initiatives to be taken in the committee on Transport and Tourism, establishing a genuine 'road map' focusing on the Tourism component in order to promote this sector, which now accounts for 7 % of the earnings in the European Union.

Special report on: "The EU's regulation for the modernisation of air traffic management has added value, but the funding was largely unnecessary"

Presentation by the European Court of Auditors

The auditors explained that with 30.000 flights per day in the EU, there is an obvious need to harmonise air traffic management systems. They explained that SESAR was the technological pillar of the Single European Sky, with EUR 3,8 billion of EU funding dedicated to development and deployment of the system. While the EU Regulation has added-value, the auditors have concluded that the financing presented shortcomings.

They were of the opinion that funding was largely unnecessary as air services were paid by customers and there was no negative business case that would justify EU funding. In addition, auditors pointed at the lack of transparency and at the risk of conflict of interest when EU funding was allocated.

Members stressed that it was very important to finalise the deployment of the system and that it was important to provide funding to modernise air traffic management in order to keep pace with the US.

They also point at the need to reflect on the priorities in the near future concerning the deployment and reflect on the role of the deployment manager. Other members questioned the effect of better air traffic management, in particular with regard to potential increase of traffic, when there is a need to cut emissions from aviation. Others were raising concern over the relevance of funding such programmes.

European Coordinators of the Trans-European Transport Network (TEN-T)

Exchange of views with Anne Elisabet Jensen - Baltic-Adriatic, Pawel Wojciechowski - Rhine-Alpine, Iveta Radičová - Mediterranean, Pat Cox - Scandinavian-Mediterranean

The European Coordinators presented the progress in the implementation of their corridors. They highlighted the key cross-border projects to better connect cities and regions across the Fehmarn-Belt, strengthen access to maritime ports at the Baltic and Adriatic seas

for land-locked Member States, improve port hinterland connections, and enhance rail transport links across the Alps. The Coordinators underlined the importance of ensuring a coherent development of the corridors in order to enable multimodal transport and achieve a modal shift towards more sustainable modes. Streamlining governance and procedures in cross-border projects, due involvement of local stakeholders and continued commitment and coordination by Member States were cited as critical issues for the timely completion of projects.

Members in the debate stressed the need to ensure close dialogue with regional governments and civil society and reduce administrative obstacles in the preparation of projects. In relation to climate change, speakers inquired about measures to maintain good navigability of rivers and asked about the role of airports in the corridors. Members acknowledged the role of the core network corridors in connecting cities and regions across Europe, but also recalled that corridors should reach out more to peripheral regions. Some speakers underlined that infrastructure investments should also target rail transport beyond the core network corridors, including for travel by international night trains.

Air transport Agreements

Presentation by the Commission

The Commission provided an extensive overview concerning the different types of aviation agreements, the state of play of the ongoing negotiations as well as the verified benefits (more destinations, lower fares, capacity growth, etc.).

The Commission presentation received a mixed return. Indeed, several Members questioned the benefits of these aviation agreements given that ultimately these agreements led to more air traffic and therefore to an increase of (CO₂) emissions. The Commission reassured Members that the Commission fully shared the CO₂ emissions reduction objective and underlined the importance of, and leading role of the EU, the current negotiations on CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) in the framework of ICAO (International Civil Aviation Organization).

In addition to this EU action at multilateral level, the agreements with third countries concluded by the EU always contained a specific article on environment, tackling issues like direct routing, technical specifications as well as alternative fuels that also contributed to a (CO₂) emission reduction.

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

Wednesday, 6 November 2019, 09h00-12h30 and 15h00-18h30

- Exchange of views with the Commission (and stakeholders) on Thomas Cook (IM)
- Brexit contingency state of play
- International road passenger transport services coach and bus: cabotage between Germany and Switzerland and cabotage between Italy and Switzerland
- Global data collection system for ship fuel oil consumption data
- 2019 CEF calls for proposals – presentation by the European Commission
- PolDep study ‘Overtourism - impact and possible policy responses’

Meeting room: tbd

TRAN Committee meetings 2019 - To be confirmed

Monday, 2 December, 15h00-18h30

Tuesday, 3 December, 09h00-12h30

Tuesday, 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: <https://www.sesarju.eu/news>

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

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

Finnish Presidency of the Council: <https://eu2019.fi/en/frontpage>



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