

TRANNEWS

Newsletter from the European Parliament
Committee on Transport and Tourism
Number 66, 26 March 2010

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TRAN Committee meeting 22-23 March 2010, Brussels

Adoption of draft reports

Ship reporting formalities **Rapporteur: Mr Dirk Sterckx (ALDE, BE)** **Ordinary legislative procedure, first reading**

The Committee followed the Rapporteur's recommendations, with one exception, and adopted a series of amendments intended to promote simplification and harmonisation of these formalities. In particular, it maintained the 2013 date for entry into force and adopted various amendments to encourage compatibility between different IT systems and to ensure that data were transmitted in one language.

During the discussion on Monday afternoon, Mr Sterckx explained the informal contacts he had had with Council and Commission. He emphasised the importance of introducing a simpler, harmonised regime rapidly so that environmentally-friendlier short sea shipping did not face additional administrative costs as compared to road freight. Part of this involved avoiding shippers having to repeatedly input the same data when calling at a series of EU ports. Other Members supported the Rapporteur's general approach and the compromise amendments on data protection.

The report was adopted by 36: 1: 1.

Timetable foreseen:

- Adoption in plenary: May/June 2010.

Transportable pressure equipment **Rapporteur: Mr Brian Simpson (S&D, UK)** **Ordinary legislative procedure, first reading**

The Committee adopted Mr Simpson's draft report and adopted all amendments tabled by the Rapporteur, including oral amendments on delegated acts which modify the text in accordance with a wording the institutions have agreed to use in all pending files that have to be concluded before a new standard wording on comitology is laid down. The draft report as adopted reflects an agreement reached with Council at first reading which is expected to be confirmed in plenary.

Once in force, the new Directive will bring EU legislation on transportable pressure equipment, such as cylinders and receptacles, in line with international rules on the transport of dangerous goods, simplify the provisions on the use of such equipment in the single market and streamline procedures for conformity assessment.

The adopted amendments concern, among other things, the definitions, provisions on intermediate inspections, the reassessment of conformity and the use of transportable pressure equipment by private individuals. In addition, a provision was introduced requiring the Commission to draw up guidelines aimed at facilitating the implementation of the Directive.

The adoption of the agreed text in plenary would pave the way for an early entry into force of the new Directive.

The report was adopted by 35:0:2.

Timetable foreseen:

- Adoption in plenary: April 2010.

Maritime policy until 2018 **Rapporteur: Mr Peter Van Dalen (ECR, NL)** **Own-initiative report**

During the debate, Members highlighted the importance of the competitiveness of the EU maritime transport sector and the need for well-trained seafarers. Members said the sector should contribute to the fight against climate change but a right balance must be found in order to ensure the competitiveness of the sector. In this respect, the Commission pointed out that it is seeking a global agreement on maritime emissions trading scheme in the framework of the International Maritime Organisation. If this is not possible, the Commission will propose a European solution after 2011.

In the vote, the Committee agreed on compromise amendments in the field of state aid, training and education, the implementation of international conventions and the fight against piracy. In particular, the adopted report invites the Commission to come up with new rules on state aid for maritime transport in 2010, urges Member States to ratify the 2006 ILO Maritime Labour Convention (so far only Spain has ratified the Convention) and stresses the need for the implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STWC Convention). In the field of piracy, the Committee calls on ship

owners to cooperate with government initiatives, such as Atalanta, and invites the Commission and Member States to strengthen their cooperation within the EU and within the context of the United Nations.

The report was adopted by 34: 1:3.

Timetable foreseen:

- Adoption in plenary: April/May 2010.

Adoption of draft opinion

Baltic Sea Region **Rapporteur: Mr Werner Kuhn (EPP, DE)** **Opinion to REGI Committee**

The Committee adopted a large majority of the 19 amendments that had been tabled, producing an opinion for the Committee on Regional Development that emphasised the importance of strengthening the region's integration into the European transport network. The opinion paid particular attention to rail links to the Baltic States, increased use of maritime transport and problems with freight transport at the border with the Russian Federation. It also noted the economic importance of tourism and the scope for further development of themes including cultural heritage, water sports and rural tourism.

The opinion was adopted by 36: 1: 1.

Timetable foreseen:

- Adoption in REGI: April 2010.

Presentation of draft report

Social rules in road transport **Rapporteur: Ms Hella Ranner (EPP, AT)** **Own-initiative report**

Ms Ranner presented her draft report on the penalties for serious infringements against the social rules in road transport, as provided for in the legislation of the Member States. She underlined the great divergences between all national legislations on the level of fines and the type of sanctions. She said that a European system of sanctions should provide fair, comparable and transparent implementation conditions between Member States. For Ms Ranner, existing divergences are causing significant cross-border problems impacting on the fair functioning of the internal market and on road safety. In her report, the Rapporteur proposes to remedy to these problems by acting in different areas especially through:

- The harmonisation of the sanctions and of the category of infringements, especially as Article 83.2 of the new European Treaty allows for the harmonisation of national legislation on penalties for infringements defined at the European level;
- The system of control, which should be reinforced at the European level by the creation of a European Agency for Road Transport. This Agency should improve the coordination and the cooperation of the implementation of social rules between Member

States and the training of officers in charge of the enforcement of the legislation.

Members broadly agreed with Ms Ranner's criticisms about the divergences between national legislations. Most also agreed on the need for research into further harmonisation of the sanctions based on the Article 83.2 of the Treaty; though certain Members expressed their preferences for a solution more in line with the principle of subsidiarity. The proposed Agency for Road Transport was also debated, as not all Members were fully convinced of the need for a new administrative structure.

Timetable foreseen:

- **Deadline for amendments: 6 April 2010**
- Adoption in TRAN: April 2010
- Adoption in plenary: May 2010.

Presentation of draft recommendation

European rail network for competitive freight **Rapporteur: Mr Marian-Jean Marinescu (EPP, RO)** **Ordinary legislative procedure, second reading**

Mr Marinescu presented his draft recommendation and informed the Committee that two meetings with the Spanish Presidency had been organised to discuss the list of corridors proposed in the annex of the Council position as well as the content of the legislative proposal itself. The Rapporteur underlined the four major points of disagreement that were still under discussion, on which he hopes to make progress at the second meeting in April:

- The one-stop-shop, which should receive and decide on the demands for train paths in the view of the Rapporteur. The Council prefers to keep this one-stop-shop as an information tool, with infrastructure managers continuing to take decisions on the allocation of paths.
- Authorised applicants: the Rapporteur insisted that undertakings other than railway undertakings should be allowed to apply for train paths along the corridors, in order to have a market as open as it should be.
- Traffic management in case of traffic disruption and the allocation of capacity: the Council does not accept the insertion of rules guaranteeing a better treatment for freight trains on the network.
- The governance of the corridor through the management board: the Rapporteur proposes to extend the competences of the management board while the Council wishes to maintain current arrangements.

Mr Marinescu received a broad support for his approach, although certain Members were not convinced by the proposal giving a more important role to the one-stop-shop, considering this one-stop-shop to be overly bureaucratic. Other Members were still critical of the Council's insertion of an annex containing a list of pre-selected corridors without knowing the criteria having guided this pre-selection, as the Council has still not provided a

consistent justification for this selection. Overall, the European Commission shared the views of the Rapporteur on the major points of discussion.

Timetable foreseen:

- **Deadline for amendments: 12 April 2010**
- Adoption in TRAN: May 2010
- Adoption in plenary: June 2010.

Exchange of views

Spanish presidency

The Spanish Minister for Transport, Mr José Blanco López, provided an interim assessment of the Presidency's work in the field of transport and identified the remaining priorities: aviation security and safety, the development of a sustainable transport system and work on the TEN-T strategic guidelines.

The Minister reiterated the need to maintain a high level of safety and security in the aviation sector. On body scanners, effective protection should be considered under EU common rules combining possible options and the protection of privacy and fundamental rights. This should be dealt with in cooperation with the US and at multilateral level (ICAO).

The Minister was positive about the conclusion of the second-stage air services agreement with US, covering environmental and competitive and social aspects. Mr Blanco Lopez announced the opening of the third-round of negotiations in Brussels on the 23 March. He also stressed the progress made on the Single European Sky with the declaration of Madrid and the adopted road map for implementing strategic goals and a list of actions up to 2014.

On the recent Transport Council (11-12 March) and the future work with the Parliament, the Minister spoke of:

- the adoption of a general approach on the investigation and prevention of accidents and incidents in civil aviation and the possibility of an early first reading agreement;
- the ongoing examination of the aviation security charges dossier after the Parliament's first reading;
- the possibility of reaching a first reading agreement on the transportable pressure equipment, including provisions on delegated acts;
- the adoption of Council's first readings on rights of ship passengers and on rights of bus and coach passengers;
- setting up methodology and criteria for future TEN-T planning and implementation framework that will be presented in Saragossa 8-9 June;
- the early second reading agreement on Intelligent Transport Systems with the inclusion of delegated acts and implementing acts.

During the debate several Members raised the unbalanced market access under the EU-US air agreement, body scanners, TEN-T projects, rail corridors, and the lack of with Eurovignette. On body scanners, the Council's intention is to take a decision after the presentation of the Commission's report

and on the use of new technologies. As regards the air services negotiations with US, the Minister stated there had been progress in the environmental aspects of the agreement. On Eurovignette, the Minister explained that the situation remained as before.

Other issues raised by Members were rail corridors, night flights, aviation security charges and financing, the FRONTEX mission, social rights in transport sector, passengers rights, Single European Sky, on-line ticketing and the electrification of busses and bicycles. On aviation security and charges, the Minister preferred to focus on transparency of taxes and less on the financing, while on the Single Sky package, he informed the Committee about the progress made for flights above Atlantic in the context of SESAR.

TEN-T financing

EIB Head of Division for Structured Finance/TEN-T Jukka Luukkanen gave a presentation of the EIB's contribution to the construction of the Trans European transport network. He illustrated the different means at the EIB's disposal, in particular:

- EIB loans and guarantees;
- Loan Guarantee Instrument for Trans-European Transport Network (LGTT);
- The Structured Finance Facility (SFF);
- The 2020 European Fund for Energy, Climate Change and Infrastructure – the Marguerite Fund.

He also presented further options that might be envisaged in order to address more efficiently the problem of under-financing. He stressed the need for improvements of the coordination of EU Funds and the continued effort to develop private sector participation in TEN-T funding and mentioned the following measures:

- facilitating investment by capital market institutions in infrastructure through guarantees and subordinated debt instruments;
- establishing equity funds to finance TEN-T infrastructure such as the Marguerite Fund;
- improvement of the coordination of EU Funds;
- expanding the development of knowledge sharing/expertise such as EPEC and JASPERS;
- broadening the scope of the LGTT.

In the debate, Members asked about the creation of new financing instruments, how to increase guarantees for the start up phase, how to avoid that PPPs concentrate too much on road projects, how to assure that the distribution amongst different transport modes of EIB intervention better respects the sustainable transport goals and how to increase long term planning in investment decisions.

TRAN Committee meeting 27-28 April, Brussels

Provisional agenda:

Tuesday, 27 April 2010, afternoon

- Social rules in road transport/ Ranner

- Emission performance standards light duty vehicles/ Vlasak
- Exchange of views with EEA

Wednesday, 28 April 2010, morning

- Social rules in road transport/ Ranner
- Investigation and prevention of accidents in civil aviation/ de Veyrac
- Implementation first railway package

Wednesday, 28 April, afternoon

- In camera

TRAN Committee meetings 2010, Brussels

Monday, 3 May, 15.00-18.30

Tuesday, 4 May, 9.00-12.30

Tuesday, 4 May, 15.00-18.30

Monday, 31 May, 15.00-18.30

Tuesday, 1 June, 9.00-12.30

Tuesday, 1 June, 15.00-18.30

Wednesday 2 June, 9.00-12.30

Monday, 21 June, 15.00-18.30

Tuesday, 22 June, 9.00-12.30

Tuesday, 22 June, 15.00-18.30

Wednesday, 22 June, 9.00-12.30

Monday, 12 July, 15.00-18.30

Tuesday, 13 July, 9.00-12.30

Tuesday, 13 July, 15.00-18.30

Wednesday, 14 July, 9.00-12.30

Thursday, 2 September, 9.00-12.30

Monday, 27 September, 15.00-18.30

Tuesday, 28 September, 9.00-12.30

Tuesday, 28 September, 15.00-18.30

Wednesday, 29 September, 9.00-12.30

Tuesday, 26 October, 9.00-12.30

Tuesday, 26 October, 15.00-18.30

Wednesday, 27 October, 9.00-12.30

Wednesday, 27 October, 15.00-18.30

Monday, 8 November, 15.00-18.30

Tuesday, 9 November, 9.00-12.30

Tuesday, 9 November, 15.00-18.30

Tuesday, 30 November, 15.00-18.30

Wednesday, 1 December, 9.00-12.30

Wednesday, 1 December, 15.00-18.30

Thursday, 2 December, 9.00-12.30