

# TRANNEWS

Newsletter from the European Parliament  
Committee on Transport and Tourism  
Number 70, 23 June 2010

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## TRAN Committee meeting 21-22 June 2010, Brussels

### Adoption of draft recommendation

**Intelligent transport systems**  
**Rapporteur: Ms Anne E. Jensen (ALDE, DK)**  
**Ordinary legislative procedure, second reading**

The Rapporteur reiterated the support for the Council's position as adopted at first reading on the ITS Directive. Ms Jensen explained that the Council's text is the result of the negotiations between Parliament and Council towards an early second reading agreement.

The two amendments on the pan-European in-vehicle emergency call, "eCall", were withdrawn after the negative position expressed by the Rapporteur and the clarifications given by the Commission that the agreed text had covered the coexistence of interoperable systems, including existing systems similar to eCall. The recommendation for second reading was adopted by the Committee without amending the Council's position.

The recommendation was adopted by 28:2:0.

Timetable foreseen:

- Adoption in plenary: July 2010.

### Adoption of draft report

**Statistical returns, carriage of goods and passengers by sea**  
**Rapporteur: Mr Brian Simpson (S&D, UK)**  
**Ordinary legislative procedure, first reading**

The aim of the proposal is to make the collection of data by type of goods mandatory for maritime transport statistics, which is already case for the European road, rail, and inland waterways transport statistics. For the most part, the collection of the relevant data will not impose any additional burden on respondents as the Member States concerned should be able to compile the data by using existing data sources.

During the debate Shadow Rapporteurs supported amendments on delegated acts aimed at adapting the amended Directive to relevant provisions of the Treaty of Lisbon. Members also highlighted the importance of not imposing additional administrative burdens on respondents and stressed the need to speed up collection of data, thus linking the topicality of data with better decision-making. The Commission supported the Rapporteur's approach. In the subsequent vote Members voted in favour of amendments on delegated acts.

The report was adopted by 33:0:0.

Timetable foreseen:

- Adoption in plenary: September 2010.

### Adoption of draft opinion

**Emission performance standards light-commercial vehicles**  
**Rapporteur: Mr Oldřich Vlasak (ECR, CZ)**  
**Opinion to ENVI Committee**

Mr Vlasak introduced the debate on his draft opinion by stressing the importance of the subject and by thanking the Shadow Rapporteurs for their contributions to the complex discussions that allowed him to put forward several compromise amendments. He went on to state that the subject was one that elicited a wide variety of points of view, even within political groups. In view of his position as Rapporteur he had proposed a number of compromises but Mr Vlasak stated that he could not support them all and would abstain on some. Nevertheless, he felt the proposals, on the first and second targets (175g and 135g CO<sub>2</sub>/km) and their implementation dates, on the level and use of penalties and speed limiters, represented a good balance between the groups' different views and called on the Committee to support them.

Intervening Members also underlined the divergence of views within their groups and the complexity of negotiations. They thanked the Rapporteur for his leadership of the negotiations and his tabling of compromise amendments whose goals he did not necessarily share in order to help the Committee reach a coherent final position. Though most Members praised the compromises that have been tabled, some Members could not support them and felt the Committee was not environmental enough in its approach. As well as the targets, penalties and dates contained in the proposal, the discussion also centred on the introduction of speed limiters, the lifetime of LCVs and the impact of the proposal on SMEs.

The close nature of the vote on many amendments was a clear indication of the controversial nature of the subject. The first four compromises, on the first and second targets and the excess emissions premium and its use, were adopted while the fifth, on speed limiters, failed to secure a majority. The Rapporteur's proposals on multi-stage vehicles were adopted as were a number of other amendments to the draft opinion.

The opinion was adopted by 32:4:2.

Timetable foreseen:

- Vote in ENVI Committee: September 2010.
- Adoption in plenary: November 2010.

## **Presentation of draft report and exchange of views with Commissioner Damanaki**

### **Integrated Maritime Policy Rapporteur: Ms Gesine Meissner (ALDE, DE) Own-initiative report**

In her opening speech, Commissioner Damanaki welcomed the draft report as it reaffirms the European Parliament's cross-policy approach in setting out its position.

She pointed out that "today more than ever, the concrete benefits of an integrated approach to maritime affairs, are more than clear. The oil spill in the Gulf of Mexico or the rapid expansion of piracy are just two examples that make the headlines. The pressures that weigh on the marine environment – loss of biodiversity, climate change, increased exploitation of marine resources including overfishing – do not run parallel to one another. They combine to create a challenge that is greater than the sum of its parts. Likewise, our response has to be based on a coherent and balanced vision that cuts across policy lines." The essence of the Integrated Maritime Policy is to develop positive interactions between existing policies, economic and social interests, to combine and coordinate the various sectoral efforts in order to increase their efficiency.

The Commissioner highlighted the importance of the different maritime sectors for sustainable and inclusive economic growth, employment and innovation and advocated a cross-sectoral strategy for sustainable growth in coastal regions and maritime sectors. She sees the need for connecting the protection of the marine environment to the development of the seas and coastal regions by defining the limits of sustainability of all human activities with an impact on the marine environment through the implementation of the Marine Strategy Framework Directive and of the EU Climate change and Energy package.

Furthermore she announced different initiatives on the cross sectoral tools of IMP (in particular on maritime spatial planning, on the integration of maritime surveillance systems, on the European maritime Atlas and on Marine knowledge). Finally

she informed Members that after the summer, the Commission will propose a draft Regulation on financing the IMP for the coming two years.

In her intervention, the Rapporteur, Ms Meissner confirmed the fundamentally positive assessment of the IMP in Parliament's previous resolutions and she called for ambition to be shown in further developing integrated maritime governance structures and cross-sectoral tools such as Maritime Spatial Planning, integrated maritime surveillance or marine research. She agreed with the Commissioner that their successful implementation is the precondition for ensuring that sector-specific EU policies and measures which are geared towards the seas and coasts, such as fisheries, transport, environment, energy, company and research policy, are formulated more coherently and effectively in relation to one another.

According to the Rapporteur, the IMP approach should be based on excellence in marine research, technology and innovation and should lead to a one-stop-shop approach in decision-making and therefore to a reduction of duplication of regulatory powers. These integrated maritime governance structures should enhance the coordinated planning of competing maritime activities, the strategic management of maritime areas, the quality of surveillance activities and the enforcement of laws.

She reminded her fellow Members that the INI report is under Rule 50 with the Fisheries Committee (Procedure with associated committees) and that therefore Recital A until Paragraph 25 of her draft report was agreed with the Rapporteur for opinion Mr Antinoro (EPP, IT).

The debate following the two presentations was guided by a strong awareness on the need for an ambitious integrated approach on maritime affairs and Members welcomed therefore the position taken by the Rapporteur. Several interventions mentioned the oil spill disaster in the Gulf of Mexico and asked for a coordinated and coherent EU approach and response to this problematic point.

Timetable foreseen:

- **Deadline for amendments: 9 July 2010.**
- Adoption in TRAN: September 2010.
- Adoption in plenary: October 2010.

## **State of play**

### **Reporting formalities for ships Rapporteur: Mr Dirk Sterckx (ALDE, BE) Ordinary legislative procedure, first reading**

The Rapporteur welcomed the agreement that had been reached with the Council, enabling the Directive to be adopted at first reading. In particular, he noted the importance of a single electronic window which would avoid the need for data to be submitted more than once as ships move from port to port. A compromise had also been found on language while other points, such as the treatment of ships remaining within Union waters and the possible extension to inland waterways, will be addressed in a Commission report. Other

Members supported the compromise although some regretted that it had not been possible to agree on an earlier date than 1 June 2015 for the single window. The Commission representative also welcomed the agreement and indicated that a proposal would be made next year regarding the e-Maritime initiative, which would further simplify administrative arrangements for maritime transport.

Timetable foreseen:

- Adoption in plenary: July 2010.

## Exchange of views

### on body scanners

Mr Matthias Ruete, Director-General of DG MOVE, outlined the Commission Communication on the Use of Security Scanners at EU airports (COM(2010)0311, which represents a report after Parliament's 2008 resolution on the issue.

Mr Ruete explained the situation: Regulation (EC) No. 300/2008 on aviation security and its various daughter Regulations adopted under "comitology", and the fact that several Member States already legally deploy body scanners despite the absence of a specific European legal framework.

The report concludes that body scanners present benefits in terms of effectiveness, and that technology and rules are available to satisfy the human rights and health concerns. The Commission is in favour of rules at European level. Member States should however not be obliged to introduce body scanners. In line with the existing structure, these should be one among several possibilities to satisfy aviation security requirements.

Many Members welcomed the approach to introduce minimum standards at European level. Most speakers voiced concerns about health and human rights aspects. Several speakers expressed a need for further assessment of various health issues and for clarification of technology aspects such as the capacity to store and transmit images. Several Members suggested that individual passengers should have the right to refuse a body scan. Others suggested linking the introduction of body scanners with the blocked file on aviation security financing, and with liquid scanners. Other issues discussed were implications at international level and whether Member States should be obliged to introduce scanners.

Members asked about the Commission's intentions as to procedure (comitology or legislative procedure), the announced impact assessment and Member States' long term possibilities to deploy body scanners in the absence of a European legal framework.

Mr Ruete said that the Commission was about to launch an impact assessment. After that, possibly at the end of 2010, the Commission intends to present a "package" of comitology measures: introducing body scanners under the regulatory procedure with scrutiny and laying down implementing rules under the regulatory procedure. Under the existing legal framework, Member States could introduce body

scanners on a long term basis as "more stringent measures".

### on STOA Panel decisions

Ms Ticau, the TRAN representative in the STOA Panel, informed Members of STOA activities and decisions. It was stressed that the STOA (Science and Technology Options Assessment) provides parliamentary committees and other parliamentary bodies with independent scientific advice for the purpose of assessing the impact of new technologies. Unlike the policy departments, STOA commissions medium- and long-term, complex interdisciplinary studies carried out by an external, international scientific network. The results of STOA projects are then an input to the political debate on issues related to science and technology. They do not have the status of parliamentary reports and do not represent Parliament's views. Apart from studies, the STOA organises forums and workshops.

Members were informed that the STOA Panel approved a project on *eco-efficient global mobility* eligible for funding from the 2010 STOA budget. This project covers, to a large extent, topics proposed by the TRAN Committee to the STOA earlier this year and could address some issues mentioned in a recently discussed report on sustainable future of transport. A proposal for a project on *security of airports* was selected as a small scale project.

During the debate some Members raised a question of coordination of various studies commissioned at EU level whereby parallel studies carried out on the same topic should be avoided. They also said that contracts are awarded in public tenders so that any university or research institution from any Member State can participate.

## Adoptions in plenary 14-17 June 2010, Strasbourg

### A European rail network for competitive freight

**Rapporteur: Mr Marian-Jean Marinescu (EPP, RO)**

**Ordinary legislative procedure, second reading**

In its meeting in plenary on 15 June 2010, the European Parliament adopted at second reading a compromise text negotiated with the Council on the regulation on the European rail network for competitive freight. A split vote was requested on this compromise amendment: the first part was adopted by 603 votes in favour and 43 votes against, and the second part by 454 in favour and 163 against.

This Regulation will establish freight corridors linking strategic terminals in several Member States, with a first list of nine initial corridors in the annex to the text to be established from three to five years after the entry into force of the Regulation. The future Regulation also provides that infrastructure managers will establish priority rules for the different types of traffic in the corridors, with the

aim of minimising the overall network recovery time. The management board, which is composed of representatives of all infrastructure managers of the corridors, shall put in place procedures to coordinate the traffic management along the corridor and shall adopt common target and/or guidelines for the traffic management in case of disturbance. Last but not least, an article is inserted which allows authorised applicants other than railway undertakings to request international pre-arranged train paths.

The most sensitive point, reflected in the request for a split vote, was the creation of one-stop-shops for the coordination of the infrastructure capacity and for the allocation of certain international pre-arranged train paths along these corridors. They could be new bodies or an existing infrastructure manager, according to a decision by the management board of each freight corridor.

The resolution was adopted by show of hands.

### **Implementation of the first railway package Resolution**

The Parliament strongly supported the TRAN Resolution which criticises the lack of implementation of the first railway package and asks for a rapid and ambitious review of this package. The TRAN Committee strengthened its demand for the liberalisation of the rail market to be conditioned by the full implementation of the first railway package, by the quality of rail services and by public service obligations.

However the Directives of the "first rail package" had to be transposed in national law by 2003, in order to enable rail companies to compete through a fair access to infrastructure capacity and a guaranteed independence of infrastructure managers, they were not yet adequately implemented by Member States.

In this Resolution, MEPs criticise Member States for their slowness in implementing the EU legislation and call on the Commission to take legal action without delay. The 22 States that have still not implemented EU rules are Austria, Belgium, Bulgaria, the Czech Republic, Germany, Denmark, Estonia, Greece, Spain, France, Hungary, Ireland, Italy, Lithuania, Luxembourg, Latvia, Poland, Portugal, Romania, Sweden, Slovenia and Slovakia. Finally, the Resolution asks for an initiative of the Commission by the end of the year.

The Resolution was adopted by show of hands.

### **New reports and opinions**

Protocol to amend the Air Transport Agreement between the EC and the USA - COM(2010)0208  
EPP

EU/Brazil agreement on civil aviation safety - COM(2010)0266  
S&D

Air agreement with Georgia

EPP

Air Agreement with Jordan  
S&D

Agreement on certain aspects of air services between the European Union and the Republic of Indonesia - COM(2010)0247  
Rapporteur: Mr Brian Simpson (S&D, UK)

Communication from the Commission: Developing an EU civil aviation policy towards Brazil - COM(2010)0210  
S&D

Communication from the Commission: A European strategy on clean and energy-efficient vehicles - COM(2010)0186  
Greens/EFA

### **TRAN Committee meeting 12-13 July 2010, Brussels**

Provisional agenda:

#### **Monday, 12 July 2010, afternoon**

- Exchange of views with Commission: social dimension of the internal market for aviation;
- Budget 2011/ Riquet.

#### **Tuesday, 13 July 2010, morning**

- Exchange of views with the Spanish Presidency;
- Exchange of views with Commission: air safety agreement Canada/ Ticau;
- Accidents and incidents in civil aviation/ de Veyrac;
- Exchange of views with the Belgian Presidency: Transport minister;
- Exchange of views with the Belgian Presidency: Tourism minister.

### **TRAN Committee meetings 2010, Brussels**

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