



TRANSPORT AND TOURISM

TRAN



# TRAN NEWS

Newsletter from the European Parliament's Committee on Transport and Tourism



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20 September 2012



## ADOPTION OF DRAFT REPORT

### Passenger rights in all transport modes

Rapporteur: Georges Bach (EPP; LU)  
Own-initiative report, first reading

The report addresses the Commission's communication entitled "A European vision for Passengers: Communication on Passenger Rights in all transport modes" which presents the state of play of the current rules aiming at improving them where necessary in the context of future initiatives. The Report considers the ten specific passenger rights listed in the communication as being a step forward to build core rights cutting across modes. The setting up of guidelines on the application and implementation of those rights is one of the key requests in order to improve their enforcement at short term. A single cross-cutting regulation on passenger rights as a whole remains an aim at medium term.



The report puts forward a range of particular requests addressed to the Commission, to the Member States as well as to all stakeholders - transport companies, service providers, industry - on

issues such as clear and timely information of passengers, price-transparency, liability in the case of insolvency, enforcement of legislation by specific bodies at national level as well as monitoring and infringement procedures of the Commission. Special attention is paid to the needs of persons with disabilities or reduced mobility, to new technologies and to the development towards intermodal travelling.

Mr Bach's report was widely supported during the consideration of amendments and the vote. The Rapporteur presented 12 compromise amendments which covered many of the 234 individual amendments and facilitated the overarching political consent.

The Committee adopted the report unanimously by 43 votes, with one abstention.

|                    |     |
|--------------------|-----|
| Timetable foreseen |     |
| Vote in plenary    | tbc |

## ADOPTION OF DRAFT OPINIONS

### Multiannual Financial Framework 2014-2020

Rapporteur: Brian Simpson (S&D; UK)  
Opinion on the interim report of BUDG

In its opinion, the TRAN Committee strongly advocated a substantial increase of the financial amounts for transport research and infrastructure. Sufficient money - in particular for the CEF - would be crucial for the EU's growth strategy and for the implementation of the TEN-T.

The TRAN Committee believes the EU should significantly increase targeted investments for TEN-T infrastructure and transport research rather than reducing them. The Members welcomed the



Commission's proposal on the Connecting Europe Facility and its proposed increase of the centrally managed financial amounts provided for the TEN-T. They considered these amounts to be realistic figures and the bare minimum. For the TRAN Committee, the ideal amount for the CEF to induce a leverage effect expected in the area of transport should however represent at least 10% of the estimated needs of €500 billion for TEN-T until 2020

The TRAN Committee also supported the additional EUR 10 bn from the Cohesion fund to be centrally managed under CEF rules. Nevertheless the Members recognised that special attention should be given to potential difficulties in Cohesion Countries with regards to project preparation.

Furthermore, Members highlighted the crucial importance of transport research for the EU's economy. The need for adequate funding for the Integrated Maritime Policy and for the Tourism sector was also underlined by the Members.

The opinion was adopted by 37 votes in favour, 1 against and 5 abstentions.

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|------------------------|-----------------|
| Timetable foreseen     |                 |
| Vote in BUDG Committee | October 2012    |
| Vote in plenary        | November I 2012 |

### Establishment of Horizon 2020

Rapporteur: Nathalie Griesbeck (ALDE; FR)  
Ordinary legislative procedure, opinion to ITRE

Horizon 2020 brings together and strengthens activities currently funded under the 7th Framework Programme for research, the innovation parts of the Competitiveness and Innovation Framework Programme, and the European Institute of Innovation and Technology.

The opinion focuses on those parts of the framework programme that concern innovation and research in the field of transport and tourism. It aims to make the rather general text of the proposal more specific. The Rapporteur prepared 4 compromise proposals, which were all adopted by large majorities. The Committee had agreed to the approach taken by the Rapporteur to concentrate its work on the framework programme and not to deliver an opinion on the specific programme as this proposal came under the consultation procedure which gives very limited influence to opinion-giving committees.

The Committee adopted the opinion with 39 votes in favour, 4 against and 1 abstention.

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| Timetable foreseen     |               |
| Vote in ITRE Committee | October 2012  |
| Vote in Plenary        | November 2012 |

### Public Procurement (2 opinions)

Rapporteur: Eva Lichtenberger (Greens/EFA; AT)  
Ordinary legislative procedure, opinion to IMCO

The Committee voted in favour of more transparent, flexible and simpler rules in procurement procedures. The provisions on subcontracting were reinforced, in order to enable an improved control system covering all parts of the contractors' chain. Economic operators shall be required to explain in a detailed manner the price or costs charged for their tender. The award of public contracts shall be based on more objective and sustainable criteria to ensure high-quality works, supplies and services. The Committee voted also in favour of the partial exclusion of the postal services sector from the scope of application of the directive.

The first opinion (classic directive) was adopted by 36 votes in favour, 4 against and no abstentions,





and the second one (utilities directive) by 38 votes in favour, 3 against and no abstentions.

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| Timetable foreseen     |                    |
| Vote in IMCO Committee | Nov/Dec 2012       |
| Vote in Plenary        | January 2013 (tbc) |

## PRESENTATION OF DRAFT REPORTS

### Airports Package

Ordinary legislative procedure, first reading

#### Groundhandling:

Rapporteur: Artur Zasada (EPP;PL)

The presentation of Mr Zasada's draft report was received with big interest as no less than 15 speakers, including the representative of the Committee of the Regions, commented on the main changes proposed to the Commission's original text. These included further liberalisation of the groundhandling services by introducing a fourth service provider at the largest airports and offsetting it by an annexed list of minimum quality standards that the airports would have to comply with. The discussion that followed revealed once again how divided the TRAN Members are on this subject.

While a few Members agreed that status quo is not an option and a further liberalisation should not be feared, most of the speakers criticised the idea of imposing more liberalisation on the airports, especially as they were already struggling to reconcile the objective of improving capacity and quality of service with low wages and poor working conditions of the staff. A few Members advocated a free social-market economy approach by stipulating that airports should not be forced to take on more service providers in the same way as the airlines are not being told on which routes they should operate. Some voices argued that a directive would be a

better instrument to address the issues that differ so greatly across the Member States with some speakers going as far as to call for a rejection of the Commission's proposal as a whole.

On the other hand, there was a broad agreement that the Rapporteur and the Shadows should concentrate on the main objective which is to deliver a faster and safer service provision in the groundhandling sector. As a result, most Members supported the Rapporteur's idea to incorporate a list of minimum quality standards into the regulation. Nevertheless, everyone, including the Commission's representative, admitted that the Rapporteur faces a difficult task to find a right balance and to reconcile so many differing views before the Committee votes in November.

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| Timetable foreseen      |                   |
| Deadline for Amendments | 26 September 2012 |
| Vote in TRAN Committee  | November 2012     |
| Vote in plenary         | December 2013     |

### Noise at airports:

Rapporteur: Jörg Leichtfried (S&D; AT)

Operating restrictions must be imposed by regional authorities with due regard to noise impact on citizens' health and to the local situation and specifics. These were key elements of the Rapporteur's presentation. Mr Leichtfried called for respecting the principle of the EU's subsidiarity and proposed substantial rewording of the provision relating to the Commission's right to suspend decisions of local authorities. Moreover, he proposed to limit delegation of powers to the Commission to technical changes only. The Rapporteur also called for a more balanced assessment of competitive and health aspects of noise situation at airports.



The Shadow Rapporteurs supported the Rapporteur's approach. Most Shadows shared the Rapporteur's view on the EU's subsidiarity and limited delegation of powers to the Commission. Some Members underlined that the Rapporteur's amendment on assessing health aspects would require further clarifications. There was strong support for the Rapporteur's amendment on phasing out of elderly aircrafts. In addition, the importance of regional planning and land use around airports for the noise management was underlined.

The opinion of the Committee of the Regions was presented. It calls for deleting the Commission's right of scrutiny. Operating restrictions must be imposed by regional authorities with due regard to the local situation and to local specificities. The link to employment was also been highlighted in the presentation.

The Commission argued that there is a link between the proposed Regulation and Directive 2002/49/EC when it comes to the assessment of noise impacts on citizens' health. It stressed the need to adapt rules to technological development. For that purpose it needs adequate delegation of powers. It also reminded that by setting standards for the phasing out of elderly aircraft the legislator will touch on local authorities' capability to take protective measures against noise.

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| Timetable foreseen      |                   |
| Deadline for Amendments | 26 September 2012 |
| Vote in TRAN Committee  | November 2012     |
| Vote in plenary         | December 2013     |

## Joint TRAN-ITRE Public meeting on the Connecting Europe Facility

Rapporteurs: Dominique Riquet (EPP; FR)  
Inés Ayala Sender (S&D; ES)  
Adina-Ioana Vălean (ALDE; RO)  
Ordinary legislative procedure, first reading

The three Co-Rapporteurs presented their draft report, highlighting its main elements and also the slightly different approaches for the three sectors (Transport, Energy, ICT).

They also underlined their intention to foster synergies between the three sectors, as well as the need for ensuring for sufficient financial amounts for the CEF in the next MFF. Furthermore, the need for an agreement with REGI on the €10bn transfer from the Cohesion fund to the CEF was highlighted. The Rapporteurs advocated the application of the CEF rules for this amount while acknowledging the need for additional safeguards and administrative support for the Cohesion fund countries.

In the subsequent discussion, these issues were raised by many Members. The multiplier effect of the financial instruments was highlighted, which will maximise the leverage effect of the investments. Several Members also mentioned the need for modifications of funding priorities (in particular for transport infrastructure) and the importance of growth as the key objective of any EU-added value investment.

In general, most of the Members endorsed the general approach of the 6 Rapporteurs. However, several issues were also criticised, for example:

- the proposed exclusion of funding for reducing rail freight noise,
- the lack of coherence between the TEN-E guidelines and the CEF
- the focus on big and highly expensive projects at



the expense of smaller cross-border projects that could be realised faster and in a much more cost-efficient way.

The Commission was mostly satisfied with the report. With regards to the energy sector, the strong focus on innovative financial instruments was however criticised.

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| Timetable foreseen          |                |
| Deadline for Amendments     | 5 October 2012 |
| Vote in TRAN/ITRE Committee | November 2012  |

## **PRESENTATION OF DRAFT OPINION**

### **Award of concession contracts**

Rapporteur: Sabine Wils (GUE/NGL; DE)  
Ordinary legislative procedure, opinion to IMCO

The Rapporteur presented her draft opinion which consists of proposing the rejection of the Commission proposal. She emphasised that the EU legislation governing the award of concession contracts is unnecessary and would have negative effects on the provision of services of general economic interest and social security. Ms Wils also referred to negative examples of public-private partnerships (PPPs) which have resulted in services that are overpriced and of lower quality. The Rapporteur also mentioned that the proposed directive will apply to the award of concession contracts in the transport sector.

Although Members agreed that the Commission proposal should be improved, they did not favour its rejection as a whole. All Members stressed the need for legal certainty and equal treatment of economic operators which this proposal aims to ensure, although some Members did refer to negative

experiences with concession contracts. The Commission's representative stressed that the proposed directive does not aim to encourage public authorities to use concessions as this remains entirely at their discretion.

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|-------------------------|-------------------|
| Timetable foreseen      |                   |
| Deadline for Amendments | 27 September 2012 |
| Vote in TRAN Committee  | 6 November 2012   |

## **MINI-HEARING**

### **Mobility Week**

As this year marks the 10th anniversary of the Mobility Week initiative, the TRAN Committee took the opportunity to discuss advantages and challenges of sustainable urban mobility with three high-level city representatives from different parts of Europe. The debate was opened by Ms Isabelle Durant, acting as Vice-President of the European Parliament. Mr Cleto Carlini from Bologna, Mr Peter Vansevenant from Ghent and Mr Romas Adomavicius from Vilnius presented the projects, initiatives and solutions that their respective cities use to address problems such as traffic congestion, scarce parking capacity, air quality and financial sustainability.

Bologna and Ghent, both partners within the Eurocities network and local leaders in implementing European projects called respectively Mimosa and Elan, have different initiatives aiming at the renewal of the public transport fleet, better education and involvement of young passengers in the public transport system and in decongesting their historic city centres from private transport traffic. While the vice-mayor of Vilnius admitted that his city does not have such extensive experience in European





projects, he also presented various initiatives taken in Lithuania's capital to improve urban mobility. These include building park'n'ride parkings, renewing the public transport fleet or introducing technology based solutions such as the implementation of the passenger information system or electronic ticketing.

which could serve as lessons for the fast developing cities from the new Member States such as Vilnius. Speakers agreed that city planning, involving the citizens and cooperating with the police are crucial for mid- and long-term improvement in urban mobility. They also admitted that the EU's role is important in the process, both as a platform for the exchange of experiences and as a source of funding for mobility projects that often lack financial sustainability.

**HEARING**  
**COMMITTEE ON TRANSPORT AND TOURISM**  
 18 September 2012  
 JOZSEF ANTALL BUILDING, BRUSSELS  
 15.00-16.30 ROOM: 2Q2

**SUSTAINABLE URBAN MOBILITY**

**Chaired by:**  
**Mr. Brian SIMPSON**  
 Chair of the Committee on Transport and Tourism

**Guest speakers:**  
**Mr. Andrea Colombo**  
 Councillor for Mobility and Transport (City of Bologna)

**Mr. Peter Vasevenant**  
 Head of the Ghent Mobility Company (City of Ghent)

**Mr. Romas Adomavičius**  
 Deputy Mayor (City of Vilnius)

*The hearing will be followed by the exhibition of the sustainable two-wheel vehicles*

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## EXCHANGE OF VIEWS

with Commissioner Kallas on 'Road Worthiness Package'

More than five lives could be saved on Europe's roads every day with the implementation of this new legislative package - Commissioner Kallas said on Monday at the TRAN Committee meeting.

According to the Commission, there are too many vehicles with technical defects on the road. Moreover, many technical defects with serious implications for safety (such as ABS and Electronic Stability Control) are not even checked under current rules.

The role of Periodic Technical Inspections (PTI) is to ensure that vehicles in operation are properly maintained and tested, so that their performance remains in accordance with the type-approval throughout their lifetime. Vehicle checks are therefore fundamental to road safety.

Commissioner Kallas explained the main points of this legislative package:

- compulsory testing for scooters and motorbikes;
- increasing the frequency of periodic tests;

Members questioned their guests about their expectations towards the EU institutions, the importance of spatial planning in improving mobility and the cooperation between their respective departments and law-enforcing agents. Some speakers gave examples of successful and unsuccessful projects from their own constituencies



- improving the quality of checks by setting common minimum standards for deficiencies, equipment and inspectors;
- mandatory testing of electronic safety components and measures clamping down on mileage fraud.
- setting up a risk-rating system aimed at focusing inspections on vehicles operated by undertakings with poor safety records, thus rewarding vehicles operated by undertakings that are focused on safety and the environment.



Members showed their support to any legislative measure aimed at improving road safety, stressing that quality of tests was as important as their frequency. Some expressed concern regarding the current differences among Member States in relation to technical inspections and the lack of the mutual recognition of tests.

Not all groups welcomed the inclusion of motorbikes and tractors in the proposal, fearing that this could lead to increased administrative burden.

In relation to the controversial issue of historic vehicles, the Commissioner explained that the proposal is not a threat to these kinds of vehicles as long as they use reproductions of their historic components.

## **NEXT TRAN COMMITTEE MEETING, BRUSSELS**

### **Provisional agenda:**

#### **Monday, 8 October 2012, afternoon**

- Port State control - presentation of draft report / Simpson
- Flag State responsibilities - presentation of draft opinion / Bach
- Slots regulation - consideration of amendments / Uggias

#### **Tuesday, 9 October 2012, morning**

- Tourism Task Force - (tbc) / Fidanza
- Simplifying transfer of motor vehicles- presentation of draft opinion / Pirker
- Dr Jarzembowski - FAB presentation of report
- TEN-T: multiannual Work Programme 2012- presentation by the Commission

#### **Tuesday, 9 October 2012, afternoon**

- To be cancelled

## **TRAN COMMITTEE MEETINGS 2012, BRUSSELS**

Monday, 5 November, 15.00-18.30

Tuesday, 6 November, 09.00-12.30

Tuesday, 6 November, 15.00-18.30

Monday, 26 November, 15.00-18.30

Tuesday, 27 November, 09.00-12.30

Tuesday, 27 November, 15.00-18.30

Monday, 3 December, 15.00-18.30

Monday, 17 December, 15.00-18.30

Tuesday, 18 December, 09.00-12.30

Tuesday, 18 December, 15.00-18.30





## USEFUL LINKS

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### TRAN website

<http://www.europarl.europa.eu/activities/committees/homeCom.do?language=EN&body=TRAN>

### Policy Department Studies in the European Parliament:

<http://www.europarl.europa.eu/activities/committees/studies/searchPerform.do>

### European Aviation Safety Agency newsletters:

<http://easa.europa.eu/communications/general-publications.php>

### European Railway Agency newsletters:

<http://www.era.europa.eu/Communication/Newsletter/Pages/home.aspx>

### European Maritime Safety Agency newsletters:

<http://emsa.europa.eu/emsa-documents/emsa-publications.html>

### Trans-European Transport Network Executive Agency newsletters:

[http://tentea.ec.europa.eu/en/news\\_events/newsletter/](http://tentea.ec.europa.eu/en/news_events/newsletter/)

### DG MOVE newsletter:

[http://ec.europa.eu/transport/newsletter/index\\_en.htm](http://ec.europa.eu/transport/newsletter/index_en.htm)

### Cyprus Presidency:

[http://www.cy2012eu.gov.cy/cyppresidency/cyppresidency.nsf/index\\_en/index\\_en?OpenDocument](http://www.cy2012eu.gov.cy/cyppresidency/cyppresidency.nsf/index_en/index_en?OpenDocument)

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