



EUROPEAN PARLIAMENT

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Committee on Transport and Tourism

2012/2306(INI)

24.1.2013

OPINION

of the Committee on Transport and Tourism

for the Committee on Economic and Monetary Affairs

on the Annual Report on EU Competition Policy
(2012/2306(INI))

Rapporteur: Syed Kamall

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Economic and Monetary Affairs, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Calls on the Commission and the Member States to continue to make progress towards completing the single market for transport, while ensuring open and fair competition in the transport, postal and tourism sectors, and while respecting other European Union policy objectives such as properly functioning transport and mobility services, policy objectives in the areas of public services, social standards, safety and environmental protection and EU targets on reducing CO₂ emissions and oil dependency; welcomes the announcement of a Single Market Act II aiming at finally establishing the Single European Sky and continuing the opening-up of the rail market and the establishment of a single railway area;
2. Believes that the Commission should further strengthen the links between competition policy and transport policy to improve the competitiveness of the European transport sector;
3. Urges the Commission to be more proactive in promoting convergence of competition rules in international negotiations to ensure a level playing field between the EU and third countries in the transport sector;
4. Stresses the importance of uniformly developing a European transport area and eliminating the development gaps between Member States' transport infrastructures and systems in order genuinely to achieve a single European market and ensure fair competition in the field of transport;
5. Emphasises the impact that tax differences have on competition between the various modes of transport and on intermodal transport and calls on the Commission to provide an overview of taxes and differing VAT systems for the various modes of transport;
6. Understands that EU legislation is sometimes poorly implemented in the Member States; urges the Member States to step up their efforts in this respect and calls on the Commission to identify inadequate implementation and ways to better implement legislation before proposing new legislation; believes that proper implementation of the recast of the first railway package will be essential to increase competition in the rail market;
7. Stresses that, for there to be free and fair competition at European level, physical, technical and regulatory barriers between Member States must be removed, in particular through the development of interoperable, efficient trans-European networks;
8. Recalls that internalisation of the external costs for all forms of transport must be consistent if there is to be fair competition between different modes of transport;
9. Welcomes, in principle, the Commission's Communication on Passenger Rights in all transport modes, but stresses that each mode of transport is inherently different and that any Commission proposal, while guaranteeing existing rights for passengers, must also ensure a proportionate and flexible approach which recognises the differences between modes;

10. Calls for the creation of a multimodal system for the reservation and sale of travel tickets to ensure that passengers no longer encounter problems in planning and effectively making multimodal trips;
11. Urges the relevant authorities, in the light of the EU-US Air Transport Agreement, to intensify cooperation in working to develop compatible regulatory approaches to airline alliance competition issues and actively seek ways to make the major alliances compete more vigorously within the transatlantic market;
12. Acknowledges that the Commission's intention when proposing the Airport Package was to help alleviate the EU's capacity crunch whilst also boosting competition; believes that the EU is still in need of increased capacity and should upgrade its airports in order to remain globally competitive;
13. Believes that the Commission should develop innovative solutions to tackle the localised issue of lack of capacity at European airports and encourage better use of spare capacity at regional airports through, in particular, the development of a European framework for multimodality and through-ticketing;
14. Calls on the Commission and the Member States to speed up implementation of the Single European Sky legislation with a view to making the pricing of services more transparent, thereby facilitating the monitoring of compliance with competition rules and maximising competitiveness and safety in the European hub, and to continue working to foster competitiveness in European airports for the benefit of both the economy and passengers;
15. Invites the Commission to provide an evidence-backed overview of cases where air carriers are at an advantage with regard to other service providers through special conditions or, as alleged, abuse their dominant position at certain airports, in particular through the imposition of a 'one-bag' rule and other restrictions on cabin baggage allowances;
16. Considers that commercial activities are a major source of income for airports and such aggressive practices may constitute an abuse of a carrier's dominant position;
17. Urges the Commission to analyse the wet leasing and code sharing aspects of the airline industry in order to ensure fair competition;
18. Urges the Commission to strengthen monitoring of the trading, use and allocation of slots at European airports to ensure fair competition as well as protection of regional connectivity across Europe;
19. Calls on the Commission to monitor the measures affecting low cost air operators in order to ensure that they are not instruments of unfair competition;
20. Urges the Commission, when dealing with the revision of the EU aviation and airport state aid guidelines, to ensure that there is no distortion of competition and to establish a level playing field for all market participants;
21. Calls for the removal of barriers that prevent the optimisation of the internal market for inland waterway transport, given the enormous opportunities it offers; calls on the Commission to foster more widespread use of up-to-date technologies in the field of

communication and information technology and to take all necessary measures to achieve an efficient unified system of navigation rules at EU level as swiftly as possible;

22. Urges the Commission, when coming forward with a new legislative package on ports, to learn from the privatisation experience of some Member States and to adopt a market-oriented approach that focuses on creating an open competitive environment between ports and on guaranteeing workers' social conditions; calls on the Commission to consider the possibility of creating financial incentives and EU programmes, such as the NAIADES Programme, in order to help local and regional port authorities modernise port infrastructure and maritime transport operators to modernise and renew the fleet;
23. Points out that limited progress has been made in liberalising Europe's railway sector and that this state of affairs puts railway transport at a disadvantage with regard to other means of travel, especially considering the issues related to the competitiveness of the railway sector across Europe;
24. Urges the Commission to complete the implementation of the Single European Railway Area by ensuring that the right conditions are in place in order to open the sector to free and fair competition including allowing efficient and innovative rail companies to operate fully, a clear separation between infrastructure managers and railway undertakings, strong national regulatory bodies and the harmonisation of staff regulations; calls on the Commission to take the different operational models of national rail companies into account when preparing to open domestic passenger rail markets and to make specific proposals in order to put an end to indirect restrictions on competition resulting from inconsistent provisions on safety, interoperability and authorisation;
25. Calls on the Commission and the Members States to guarantee the opening of the railway transport sector to fair competition, as well as a better quality of services, without compromising public service provisions;
26. Deplores the fact that some Member States have introduced flat-rate taxes for all businesses using their national networks while abolishing business tax for domestic companies; considers these practices to be in breach of the principles of free competition and non-discrimination; calls on the Commission to fulfil its obligations as the guardian of the Treaties and to take the necessary measures to ensure that all businesses may use networks under the same terms;
27. Believes that increased competition brought about by the gradual opening-up of the EU road haulage market can bring benefits to consumers but is concerned that existing legislation is not always effectively applied, while other laws have an impact on some small and medium-sized haulier companies; calls, in addition, for greater consideration of how the further opening of national road haulage markets would affect haulier companies of all sizes, and in particular, the consequences of cabotage on road haulage companies and workers;
28. Underlines that further opening of the EU road haulage market can only be acceptable when a level playing field between transport undertakings is guaranteed and the protection of social legislation and working conditions of mobile workers is safeguarded in all Member States;
29. Stresses the need to avoid unfair competition within the liberalised road transport sector by guaranteeing that social, safety and environmental rules are properly applied - paying special

attention to the opening of this market for cabotage and to dumping practices;

30. Calls on the Commission to make specific proposals, in cooperation with the Member States, in order to eliminate the considerable differences which exist between Member States in terms of penalties for serious violations of the social provisions in road transport and thus put an end to these distortions of competition;
31. Calls on the Member States to implement the third Postal Directive; encourages the Commission to examine closely and report on the social consequences of the liberalisation of the postal market and the universal service obligation in this field, including the financing of the universal service;
32. Calls on the Commission, having regard to the Lisbon Treaty, the new consolidated competencies and the economic potential of tourism for the EU, to facilitate pro-active co-operation among tourism enterprises and to take the necessary measures to ensure the worldwide competitiveness of EU tourism excellence destinations; calls on the Commission to speed up the procedures of the legislative proposal on travel packages in order to ensure adequate competition and to guarantee a clear free market in the European tourism sector;

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	22.1.2013
Result of final vote	+: 36 -: 4 0: 0
Members present for the final vote	Georges Bach, Izaskun Bilbao Barandica, Philip Bradbourn, Antonio Cancian, Michael Cramer, Joseph Cuschieri, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Jacqueline Foster, Mathieu Grosch, Jim Higgins, Juozas Imbrasas, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Bogusław Liberadzki, Marian-Jean Marinescu, Gesine Meissner, Hubert Pirker, Petri Sarvamaa, David-Maria Sassoli, Vilja Savisaar-Toomast, Brian Simpson, Keith Taylor, Silvia-Adriana Țicău, Gionnmaria Uggias, Peter van Dalen, Dominique Vlasto, Artur Zasada, Roberts Zīle
Substitute(s) present for the final vote	Spyros Danellis, Michel Dantin, Isabelle Durant, Eider Gardiazábal Rubial, Ádám Kósa, Dominique Riquet, Alfreds Rubiks, Ramon Tremosa i Balcells
Substitute(s) under Rule 187(2) present for the final vote	Karin Kadenbach