

Newsletter

19-20 March 2018

Editorial by Karima Delli

Dear friends,

It was with great sadness that we learned of our dear colleague Jens NILSSON's death. Jens had been a Member of Parliament since 2011 and joined the TRAN committee in 2014.

On behalf of the TRAN Committee and myself, I would like to pay tribute to our Jens and thank him for his dedication and continuous efforts, most notably in seeking gender equality, improving the lives of people with disabilities, and his struggle against harassment. In our Committee, Jens fought tirelessly to improve the working conditions of truck drivers. The dignity of men and women on the road remained at the heart of his concerns.

He was one of those attentive personalities, he demonstrated that one can be open to discussion and compromise while remaining firm in his principles. He was true European and proud of his commitment to the European project. He will truly be missed and never forgotten.



In Memoriam

It is with regret that we inform of the death of MEP **Mr Jens NILSSON** on 12 March 2018, at 69 years of age.

Jens NILSSON served as a Swedish Member of the European Parliament from 2011 to 2018.

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- *CEF midterm evaluation*
- *The new silk route, a Policy department study*

Proposal for a Regulation on competition in air transport, repealing Regulation (EC) No 868/2004

Consideration of amendments and vote

- Rapporteur: Markus Pieper (EPP)
- Ordinary Legislative procedure, report
- Vote in Plenary: tbc

TRAN Members adopted Mr Pieper's report with 28 votes in favour, 9 against and 2 abstentions.

The report recognises the need to create an effective mechanism of defence against unfair competition practices of some third country carriers and underlines the importance of connectivity as one of the factors in determining whether the redressive measures should be taken.

It also defines key notions for this mechanism such as threat of injury or Union interest. It introduces the obligation for the Commission to report to the Parliament on a regular basis and a possibility of adopting provisional redressive measures for a limited time and under certain limited circumstances.

Members called for a shortening of the investigation itself, however, they extended the time for the complainant to provide additional evidence if needed.

The Rapporteur received a mandate to negotiate this position with the Council by a large majority but a trilogue can start only when the Council delivers its general approach, not expected before the Summer.

Implementation report on Cohesion Policy and thematic objective promoting sustainable transport and removing bottlenecks in key network infrastructure

Consideration of amendments and vote

- Rapporteur: Kosma Złotowski (ECR)
- Opinion to REGI implementation report
- Vote in Plenary: tbc

The TRAN opinion to the REGI implementation report underlines the importance of the transport sector and transport infrastructure for strengthening the territorial, social and economic cohesion between Member States and regions.

In the debate, Members called for an acceleration of investments in the TEN-T supported under the Cohesion Funds and the European Regional Development Fund. Members stressed the need for adequate budgetary resources and instruments, in

particular grants, for the post-2020 transport and cohesion policies.

Regarding implementation, the opinion calls for more complete and up-to-date information on funded projects at all stages from proposal to completion, and asks the Commission to provide an evaluation of projects proposed under national transport strategies and the TEN-T.

The opinion was adopted with a very broad majority. The REGI Committee plans to vote on its report on 27 March 2018.



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Rail passengers' rights and obligations (recast)

Consideration of draft report

- Rapporteurs: Bogusław Liberadzki (S&D)
- Ordinary Legislative procedure, report
- Vote in TRAN: 21 June 2018
- Vote in Plenary: tbc

The Rapporteur explained that his priority was to guarantee the rights of passengers, in particular those with reduced mobility or disabilities (PRMs), taking into account the diversity of the situations of the rail sector in the Union. He stressed that beyond the protection of the passengers' rights, the aim of the Regulation should be to attract more people to the rail sector, with affordable tickets and very good travel conditions.

The Rapporteur underlined that rail should operate under conditions comparable to other modes of transport. Overlaps and/or inconsistencies with the 4th Railway Package should be avoided and deadlines should be aligned. More specifically, the Rapporteur asks for an increase in protection and services to PRMs, by reducing pre-notifications for PRMs to 24 hours as a maximum rather than 48 hours as proposed by the Commission, by improving assistance or securing adequate reimbursement of damages or lost mobility

equipment. Appropriate training of staff in relation to PMRs needs to be provided.

The Rapporteur acknowledged the importance of through tickets, but is of the opinion that mandatory business cooperation should not be imposed by this Regulation. The Rapporteur also supported the prolongation of exemptions until the deadline set in the current Regulation (end 2024), except for PRMs, in order to avoid that some countries, in particular, Eastern countries risk being penalised by the lack of legal stability. With regard to "force majeure", the Rapporteur underlined that the proposal neglects the reason of complete shutdown of services, due for example to acts of terrorism.

Members were generally of the opinion that Parliament should be more ambitious to protect the rights of rail passengers. In particular, they insisted that regional and sub-regional rail networks should be converted, that no exceptions should be granted after 2019, and that easy procedures should be implemented in order to get the compensations due in case of delay or disruption of services. Finally, they stressed that through-tickets should be available and clear rights attached to these tickets. It should also be easy to board with bicycles.

Some Members supported the position of the Rapporteur regarding exemptions and were also of the opinion that the definition of "force majeure" should be the same for all modes of transport. They also pointed at the need to consider passengers as clients and therefore improve services offered. Digitalisation should play a role in this respect.

Mobility package: Road charging aspects

Consideration of amendments

Proposal for Eurovignette Directive amending Directive 1999/62/EC on road charging of heavy goods vehicles for the use of certain infrastructure – COM(2017)0275

- Rapporteur: Christine Revault d'Allonnes Bonnefoy (S&D)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

Members mostly supported the Rapporteur's approach to strengthen the application of polluter-pays and user-pays principles in road transport and in particular the gradual move from time-based to distance-based charging systems, including for light vehicles.

The Rapporteur would like to focus the debate on the dates for implementation of that move which should strike the right balance in the Committees. As far as air pollution and CO₂ emissions are concerned, the Rapporteur would like to first consider an opinion of the ENVI Committee on these issues.



The Rapporteur will also pay special attention to socio-economic aspects of charging, its impact on peripheral or mountainous regions and on concessioners contracts in the forthcoming discussion on compromises.

Members thought that issues related to earmarking or congestions charges needed further discussion. Some Members were critical about the congestion charge, which, in their view, penalises users de facto twice, once for being stuck in a traffic jam and a second time by paying an extra charge.

Some Members are against the extension of the scope of the Directive to buses as they contribute to reducing air pollution, CO₂ emissions and congestions.

Proposal for a Directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation – COM(2017)0276

- Deirdre Clune (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

The Rapporteur reiterated her support for the Commission's proposal to reduce EU minimum rates of taxation of heavy good vehicles to incentivise the introduction of distance based charging. However, the she would prefer to do it in one step in order to reduce the regulatory burden for Member States.

Many Members supported the Rapporteur's approach. Some thought that taxation was a national competence or called for having taxation in addition to the distance based charging. It was also underlined that revenues

form vehicle taxation are an important source of public budgets and therefore their reduction should go hand in hand with the introduction of distance based charging.

Proposal for a Directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (recast) – COM(2017)0280

- Massimiliano Salini (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

The Rapporteur reaffirmed his priorities regarding the Directive, i.e. to ensure stability with regard to the choice of technologies, to retain the 5,8 GHz technology rather than the 5,9 GHz, as this latter is too costly, to use the ANPR technology (automatic number-plate recognition) for enforcement purposes and not for collecting.

He also welcomed the extension of the scope of the Directive to the exchange of information on the failure to pay.

He finally mentioned that he had proposed a substantial number of additional amendments to transfer provisions from a Commission Decision, currently under discussion, to the Directive, in order to ensure coherent legislation. These amendments concern, for example, the rights and obligations of European Electronic Toll Service (EETS) providers, the remuneration of providers and the setting up of a conciliation body in case of dispute.

Members mostly supported the position of the Rapporteur. There were only a few issues that would deserve more discussion, such as the possibility of amending technologies through a delegated act, the use of ANPR to collect fees and the extension of the scope to urban areas.

Mobility package: Market and social aspects

Consideration of draft reports

Proposal for a Regulation on minimum requirements on maximum daily and weekly driving times, rest periods and tachographs – COM(2017)0277

- Rapporteurs: Wim van de Camp (EPP),
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

Mr van de Camp highlighted the main issues on the table such as the proposed ban on taking weekly rest in the cabin and the dedicated parking areas, distribution of driving and rest times, rules applying to the passenger transport, light commercial vehicles, rules on return home, data exchange platforms for better enforcement purposes, as well as the use of the smart tachographs.

Members elaborated on their positions, which are rather divergent on most of these issues, especially on the ban to sleep in the cabin and on the definition of “home” and return home, where the peripheral countries have a different position from those more centrally located.

The consensus was that the rules, as well as the exceptions of the rules, need to be clear and enforceable. Many Members called for flexibility and underlined the need to work across files within the Mobility Package.

The Rapporteur will continue his work on reaching compromises on this wide range of issues.

Proposal for a Directive of the Posting of drivers in the road transport sector - COM(2017)0278

- Rapporteurs: Merja Kyllönen (GUE/NGL),
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

The Rapporteur summarised the main topics on which she would like to build compromise amendments.

The first block of compromises would be devoted to checks of driving time and working time. It was underlined that there are difficulties in carrying out roadside checks of working time with existing technological tools due to the long reference period for the calculation of working time. Most Members supported amendments aiming to reduce the administrative burden for transport operators and drivers, including having a one-stop-shop. There is also a broad consensus to facilitate cooperation between competent authorities and shorten deadlines for exchange of information.

The second block of compromises would focus on the application of posting rules to road transport. The Rapporteur underlined that transit does not seem to constitute a posting situation. By contrast, cabotage would be an example of a posting situation due to its close links to a Member State of cabotage. The most difficult challenge would be international transport

where more options should be considered. The Rapporteur called on Members to be proactive in finding solutions to these issues.



Proposal for a Regulation amending Reg (EC) 1071/2009 on access to occupation and Reg (EC) 1072/2009 on haulage market COM(2017)0281

- Rapporteurs: Jens Nilsson (S&D)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

The consideration of amendments was deferred to a next meeting.

Proposal for a Directive on the use of vehicles hired without drivers for the carriage of goods by road

- Rapporteurs: Cláudia Monteiro de Aguiar (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 24 May 2018
- Vote in Plenary: tbc

Ms Monteiro de Aguiar stressed that the aim of this Directive was to gradually open up the hired vehicles market in the EU Member States. She urged Members to seek to reduce unnecessary administrative burden and adopt legislation that is implementable in the Member States. Members agreed about the importance of ensuring proper legal framework and enforcement of rules.

Some Members supported the Commission proposal to lift restrictions currently in place on the use of hired vehicles with a gross vehicle weight above six tons while the Rapporteur would prefer to maintain these restrictions.

Connecting Europe Facilities midterm evaluation

Presentation by the Commission - DG Move

The CEF for transport is the key funding instrument to support the realisation of the trans-european transport

network (TEN-T) in the context of the EU transport policy objectives on connectivity, sustainability and digitalisation.

According to the Commission, about 95% of the total €24 billion CEF budget for transport available in the period 2014-2020 has already been allocated to co-funding projects in all transport modes and rail in particular.

Members acknowledged the successful performance of the CEF programme for transport but also called for a deeper evaluation of the impact of the supported projects in terms of connectivity, digitalisation and decarbonisation.

Members inquired about further calls for projects under the current CEF, the programme's complementarity with other instruments, in particular the EFSI and structural funds, the role of unused resources, and the leverage of private investments. Some speakers pointed out the need to increase transparency on certain projects supported under the CEF.

With a view to the funding period post-2020, under the next MFF, Members underlined the need to maintain a funding approach firmly based on grant support and with a focus on projects with high EU added value and cross-border impact.

The new Silk Route - Opportunities and challenges for EU transport

Study presented by the Policy Department

The study analyses in detail the Chinese 'One Belt, One Road' initiative and investigates its possible impacts and prospects for the EU transport system.

In a lively debate, Members stressed the geopolitical relevance of the land and maritime transport links and freight transport flows between Europe and China.

Members underlined the initiative's impact on the EU's transport policy in terms of links to the TEN-T networks and its criteria, infrastructure investments and their financing, technical standards, logistics, economic development and competitiveness. Speakers stressed the need to develop a coherent EU approach in response to the strategic initiative pursued by China and to hold a broader debate on the Silk Route Initiative in the context of overall relations between the EU and China.

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

Thursday 12 April 2018, 9h00-12h30

- Regulation No 1008/2008 on common rules for the operation of air services in the Community - consideration of amendments
- Exchange of views with the Commission on Deployment of alternative fuels infrastructure
- Gear 2030 - Presentation by the Commission

Meeting room: P4B001 (Paul-Henri Spaak building)

TRAN Committee meetings 2018, Brussels

Wednesday, 25 April, 9h00-12h30
Wednesday, 25 April, 15h00-18h30
Thursday, 26 April, 9h00-12h30

Monday 14 May, 15h00-18h30
Tuesday, 15 May, 9h00-12h30
Tuesday 15 May, 15h00-18h30

Thursday 24 May, 9h00-12h30
Thursday, 24 May, 15h00-18h30

Thursday, 7 June, 9h00-12h30
Thursday 7 June, 15h00-18h30

Thursday, 8 November, 9h00-12h30
Thursday, 8 November, 15h00-18h30

Wednesday 20 June, 9h00-12h30
Wednesday 20 June, 15h00-18h30
Thursday 21 June, 09h00-12h30

Monday, 9 July, 15h00-18h30
Tuesday, 10 July, 09h00-12h30
Tuesday, 10 July, 15h00-18h30

Wednesday, 29 August, 9h00-12h30
Wednesday, 29 August, 15h00- 18h30
Thursday, 30 August, 9h00-12h30
Thursday, 6 September, 09h00-12h30
Thursday, 6 September, 15h00-18h30

Monday, 24 September, 15h00-18h30

Monday, 8 October, 15h00-18h30
Tuesday, 9 October, 9h00-12h30
Tuesday, 9 October, 15h00-18h30

Wednesday, 21 November, 9h00-12h30
Wednesday, 21 November, 15h00-18h30
Thursday, 22 November, 9h00-12h30

Monday, 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: <http://www.sesarju.eu/newsroom/all-news>

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

DG MOVE newsletter: <http://ec.europa.eu/transport/newsletter>

Bulgarian Presidency of the Council: <https://eu2018bg.bg/>



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