

Newsletter of TRAN Committee meeting of 19-20 February 2018

Editorial by Karima Delli

Dear friends,

This week saw the achievement of the first prize for new enterprises of the European Parliament, the European Startup Prize, awarded to the four best European new business ventures of sustainable mobility. The prize was aimed at new enterprises who are in a moment of their development where they wish to scale up to all the European territory. 500 Startupers have applied between the months of November 2017 and January 2018. 10 have been selected to participate in the pitch competition organized on 22 February 2018 in front of the European Parliament, with the participation of Commissioners Bulc and Bienkowska, and personalities as inspiring as Jean Todt, Frédéric Mazzella and Bertrand Piccard. Congratulations to all these startups and a special mention to Cocolis, Maas Global Solution, Klaxit and Cargonexx, who were selected by the jury to be accompanied in their deployment to a new European country. See you next year!



In this edition...

- *Regulation on competition in aviation (868/2004)*
- *Opinion to REGI Implementation report on Cohesion policy and thematic objective promoting sustainable transport and removing bottlenecks in key network infrastructure*
- *INI Report on A European Strategy on Cooperative Intelligent Transport Systems*
- *Discharges 2016: European Commission and Agencies ERA, EASA, EMSA, SESAR, Shift2Rail*
- *Mini Hearing on 'Rail passenger rights in the EU'*
- *Public Hearing: 'Impact of BREXIT on Maritime transport'*
- *Exchange of views with the Commission on Report on 2016 annual Report on the implementation of Regulation (EC) N° 300/2008 on common rules in the field of civil aviation security – COM(2017)0768*
- *Exchange of views with Peter Füglistaler, Director of Swiss Federal Office of Transport, on modal shift in Switzerland*

Regulation on competition in aviation (868/2004)

Consideration of amendments

- Rapporteur: Markus Pieper (EPP)
- Ordinary Legislative procedure, report
- Vote in TRAN: 5 March 2017
- Vote in Plenary: tbd

Members had a lively debate on the 288 amendments tabled to Mr Pieper's report. Whilst they continued to agree on the principle of building an effective mechanism to shield European carriers from unfair competition from third countries, first disagreements started to appear as to the details of a procedure that should be put in place. The main differences involved

the definition of Union Interest, the question of a thread of injury, a timeline for the Commission's proceedings, and the way it should be triggered, including the way of observing bilateral agreements which already have a fair competition clause. The Rapporteur promised a constructive approach, and was confident the compromises will be found in time for a vote due on 20 March.

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

Consideration of draft opinion

- Rapporteur: Kosma Złotowski (ECR)
- Opinion to REGI implementation report
- Vote in TRAN: 20 March 2018
- Vote in Plenary: tbd

The REGI Committee is drawing up an implementation report on Cohesion Policy and the thematic objective 'promoting sustainable transport and removing bottlenecks in key network infrastructures', under which transport projects can benefit from support by European Structural and Investment Funds (ESIF).

Presenting his draft opinion, the TRAN Rapporteur underlined the important role of the ESI Funds for the development of both the transeuropean and the local and regional transport infrastructure. Regarding the TEN-T, he noted that the contribution from projects under the ESIF is still limited, requiring reflection on ways to overcome present barriers in the use of the funds. Members in the debate supported the draft opinion. Many Members stressed the importance of using ESIF efficiently, and pointed out the need to put more focus on improving cross-border connections and extending transport networks to neighbouring countries. Some Members argued that efforts under the cohesion policy should put more emphasis on strengthening local economies. Members also pointed out that the post-2020 MFF needs to provide sufficient resources in order to further support the necessary transport infrastructure investments in the EU.

The Commission noted that the pace of project selection under ESIF has significantly accelerated in 2017, including the TEN-T, reaching above 60%.

As the next step, Members will discuss amendments and vote on the opinion in the TRAN meeting of 19-20 March 2018.

INI Report on A European Strategy on Cooperative Intelligent Transport Systems

Consideration of amendments and vote

- Rapporteur: István Ujhelyi (S&D)
- Own initiative procedure, report
- Vote in TRAN: 20 February 2018
- Vote in Plenary: March 2018 (tbc)

Mr Ujhelyi, the Rapporteur, welcomes the Commission Communication and highlights the potential of digital technologies and related business models in road transport. This INI report focuses on four areas: privacy and data protection, cybersecurity, communication technologies and interoperability of systems. The key message is to encourage industrial sectors to join forces – telecommunication, car manufacturing and energy operators – so that the results of digital advances can be properly put in place and applied. All political parties agreed on the text and it was voted with a large majority in favour.

Discharges 2016: European Commission and Agencies ERA, EASA, EMSA, SESAR, Shift2Rail

Consideration of amendments and vote

- Rapporteurs: Isabella De Monte (S&D, IT), Markus Ferber (EPP,DE), Gesine Meissner (ALDE,DE), Jakop Dalunde (Greens/EFA, SE)
- Discharge Procedure
- Deadline for tabling amendments: 25 January 2018
- Vote in TRAN Committee: 20 February 2018
- Vote in CONT Committee: 19-20 March 2018
- Vote in Plenary: April 2018

The Rapporteurs were in favour of granting discharges to the Commission, the transport Agencies (EMSA, ERA and EASA), SESAR, the European air traffic management system Joint Undertaking and Shift2Rail Joint Undertaking. Members also supported granting discharge for the Commission and other bodies.



Mini Hearing on 'Rail passenger rights in the EU'

The Rapporteur, Vice-President Liberadzki, kicked-off the public hearing. He recalled that billions of passengers are using rail services every year. Therefore, services needed to be of high quality at an affordable price. The Rapporteur also underlined that there should be a balance between the expectations of passengers and the costs those expectations might entail for the railway undertakings. His aim is to find the right balance in his draft report given these constraints.

Experts representing a variety of stakeholders (passengers, passengers with reduced mobility, railway operators and regulators) presented their views on the Commission proposal. Passengers' associations usually welcomed the proposal. They stressed that passengers' rights needed to be harmonised within the EU and across modes of transports.

However, they underlined that some aspects needed to be improved, such as the inclusion of regional and local trains, which carry 90% of passengers, within the scope of the Regulation, consolidation of the rules linked to through-tickets, the definition of "force majeure", an improved system for compensation in case of delay, improved information, and better access for persons with reduced mobility.

In this respect the representative of the European Disability Forum praised the efforts that had already been made by the Rail sector with regard to accessibility. But she also insisted that persons with reduced mobility should have the same freedom as any other citizens to access public transport without any assistance. She mentioned that in case assistance was needed, this should be available at rather short notice.

Representatives from the railway sector recalled that companies were operating in a competitive environment and that there was a need to find the right balance between passenger rights and service obligations. They explained that there were already commercial agreements in place to ensure the protection of passengers, in particular regarding through-tickets. With liberalisation introduced by the 4th Railway Package, operators were of the opinion that services offered should be market-driven. They underlined that they need some flexibility with contingency planning. An overall crisis management could be set in place. They also insisted on the fact that some requirements in the proposal were excessive, like assistance in all stations, and training on PRM assistance provided to all staff members.

The presentations were followed by a lively debate with Members. Questions to experts concerned mainly accessibility for PRMs, through-tickets, definition of "force majeure", how "delays" were measured, the need to ensure safety and security in stations, etc. Some Members indicated that the Commission should make a proposal on passengers' rights for multimodal journeys. Others were in favour of tools that would provide comparative information on timetables and prices.

Finally, they pointed out that the railway sector is usually subsidised, and therefore more efforts should be done to provide a good service to passengers.

Public Hearing: 'Impact of BREXIT on Maritime transport'

Representatives of shipping companies and ports, both from the UK and mainland Europe, spoke before the TRAN Committee during the hearing on the impact of Brexit on maritime transport. Perhaps a little bit surprisingly, they all seemed to agree that Brexit, whatever its outcome, should not harm their activities to the same degree as road hauliers or air carriers and airports. All speakers were adamant their business would continue or even grow, with little or no disruption because "the customers will still buy products overseas and the passengers will still want to travel abroad". They told MEPs that the maritime sector, largely under the auspices of IMO and WTO rules, would be affected only indirectly by customs and immigration border checks, which could indeed slow the traffic and possibly harm smaller exporters or

importers, but should not hit the maritime industry as a whole.



They called, however, for a free movement of seafarers, continued access to market, and a transitional period long enough for them to adjust to a new regulatory landscape in order to ensure frictionless traffic by the sea. When questioned by the MEPs about their preparation strategy for Brexit, they admitted they prepared for the worst but hoped for the best and did not want to speculate too much about the outcome of the negotiations. In this context they mentioned technology as a solution to many challenges that may arise because of stricter border controls and checks.

Modal shift in Switzerland

Exchange of views with Peter Füglistaler, Director of Swiss Federal Office of Transport

Mr Füglistaler explained objectives and tools for achieving modal shift in Switzerland. The main objective is to transport the largest possible volume of goods through the Alps by rail. One of the tools to achieve that is a heavy vehicle fee of, on average, 0.83 € / km. Members praised the Swiss policy on modal shift, and were interested in earmarking of revenues from heavy vehicle fees, which is invested from 2/3 to rail infrastructure, and 1/3 is paid to the

regions. The issue of earmarking of revenues from infrastructure changes is also high on the agenda of the on-going debate on the revision of Directive 1999/62/EC on Eurocharging.

Presentation of 2016 annual Report on the implementation of Regulation (EC) N° 300/2008 on common rules in the field of civil aviation security – COM(2017)0768

Exchange of views with the Commission

Introducing the report, the Commission explained that it had a team of eight full time aviation security inspectors to conduct inspections.

Since 2010, the compliance rate established during Commission inspections is around 80% (79% in 2016). This relatively stable figure does not mean that Member States have not intensified their efforts. On the contrary, Member States' efforts have significantly increased, because over the years the requirements are greater too, in particular in such areas as cargo security, liquid and gel screening or the use of explosive trace detection. The report shows also that some Member States have still difficulties in implementing regular monitoring of air carriers and entities.

Members confirmed they consider security to be of paramount importance, recalling the suicide bombings in Brussels airport in March 2016. The question of the possibility of widening the competencies of the European Aviation Safety Agency (EASA) to security issues was raised. However, the Commission expressed some doubts that EASA would be in the right position to handle and share some sensitive data linked to the Intelligence Community, which are necessary to fight criminal/terrorist threats. Members insisted also on the need to always preserve, in our fight against terrorism, an adequate balance between the need for security and the protection of citizens' individual rights.

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

Monday 26 February 2018, 15h00-18h30

- European Coordinators for the TEN-T core network corridors: ERTMS and Motorways of the Seas

Tuesday 27 February 2018, 09h00-12h30

- Strategic INI report Europe on the Move: an agenda for the future of mobility in the EU? – consideration of draft report
- Presentation by Policy Department of study on Health tourism in the EU
- Regulation No 1008/2008 on common rules for the operation of air services in the Community - consideration of draft report

Tuesday 27 February 2018, 14h30-17h00

- Tourism Task Force
2017 European Union Tourism Results
Exchange of views with UNWTO Secretary General, Mr Zurab Pololikashvili
Presentation by Eurostat of statistics in tourism in 2017 in EU
Presentation by DG GROW of tourism in EU and perspectives

Meeting room: A1G-3

TRAN Committee meetings 2018, Brussels

Monday, 5 March, 15h00-18h30

Monday, 19 March, 15h00-18h30

Tuesday, 20 March, 9h00-12h30

Tuesday, 20 March, 15h00-18h30

Thursday, 12 April, 9h00-12h30

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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