

Newsletter

9-10 July 2018

Editorial by Karima Delli

Dear friends,

This week's TRAN meeting was once again a very varied and dense meeting with the presentation of the priorities of the Austrian Presidency by Austrian Federal Minister for Transport, Innovation and Technology, as well as an interesting exchange of views with EIB Vice-President on transport financing. The Commission also presented the next CEF with regard to transport, which is crucial for the development of the sector.



The committee also adopted a report on the combined transport of goods, the EU-Canada air agreement as well as two environment related opinions on the promotion of clean and energy-efficient road transport vehicles and on the Union's integrated approach to reduce CO² emissions from light-duty vehicles. In addition, the committee held a public hearing on airline distribution channel discrimination.

The intensity of this meeting mirrored the high level performance of the TRAN committee and the upcoming summer break is well deserved for all of us. I wish you and your families pleasant summer holidays.

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Combined transport of goods - amending Directive 92/106

Consideration of amendments and vote

- Rapporteur: Daniela Aiuto (EFDD)
- Ordinary Legislative procedure
- Vote in Plenary: September (tbc)

The objective of the Commission proposal is to boost the competitiveness of combined transport compared to long-distance road-only freight transport for goods and accelerate the shift from road freight to other modes of transport (rail, inland waterways and maritime transport).

The Rapporteur thanked the shadow Rapporteurs for the balanced approach found in compromise amendments with a view to setting a 150 km distance limit for the road legs of operations with clear flexibility criteria for exceeding this distance in the areas where no suitable terminals exist. The compromises also focused on developing the incentives for the sector and clarifying Member States' responsibilities with regard to investments in the sector.

Most political groups and Members welcomed the agreement reached, making reference to: the deletion of the crow flies distance reference or to 20% of the total journey for simplification reasons; the clarification of rules relating to cabotage and posting of drivers; increased Member States' responsibilities in terms of investments and reporting; the need to relax rules on state aids for the development of the sector; and the need for accelerating the digitalisation of the sector.

The report was adopted by 34 votes in favour, 4 against and 2 abstentions.

Promotion of clean and energy-efficient road transport vehicles

Consideration of amendments and vote

- Rapporteur: Andor Deli (EPP)
- Ordinary Legislative procedure
- Vote in ENVI: 10 September 2018
- Vote in Plenary: October I 2018

The Commission proposal seeks to revise some key elements of Directive 2009/33/EU to stimulate demand for clean vehicles in public procurement and promote clean mobility solutions.

The Rapporteur welcomed several of the Commission's amendments but he criticised the lack of clarity in

some provisions, in particular the scattering of information, with different definitions, and the complicated counting methods for "clean vehicles" over two distinct time periods (until 2025 and 2025-2030).

Members agreed on several compromises, notably on the definition of Article 2(1) in Directive 2014/94/EU and on establishing Member States' targets, which were set in accordance with each State's economic capacity and urban density. Moreover, the opinion extends the scope of the Directive to all forms of procurement and includes contracts concluded by EU institutions.

The report was adopted with 29 votes in favour, 5 against and 3 abstentions.

Opinion to ENVI on Union's integrated approach to reduce CO² emissions from light-duty vehicles

Vote

- Rapporteur: Christine Revault d'Allonnes Bonnefoy (S&D) (*withdrawn, taken over by TRAN Chairwoman, Karima Delli*)
- Ordinary Legislative procedure
- Vote in Plenary: tbc

The TRAN Committee adopted its opinion on the proposal for a regulation setting emission performance standards for new passenger cars and for new commercial vehicles. The Committee voted in favour of maintaining the specific target emissions of CO₂ as proposed by the Commission both for the new passenger cars and for the new commercial vehicles.

The opinion underlines that the structural transition towards alternative powertrains will be associated with structural changes in the automotive value chain. It will therefore be important to ensure re-skilling and up-skilling of workers in dialogue with social partners.

Members underlined the necessity to respect the principle of technology neutrality. They also called for better designed car labelling for CO₂ emissions and fuel consumption. They stressed that swift and adequate deployment of recharging and refuelling infrastructure for alternative fuels was essential for the development of the market for zero and low-emission vehicles.

The Committee rejected the proposals of the Rapporteur to establish a European road Transport Monitoring Agency that would coordinate the work of national market surveillance authorities, to set a not-to-exceed (NTE) limit for each manufacturer to apply as

from 2025 onwards and to give the possibility to use the averaged CO₂ emission data from fuel consumption meters to assess the real world representativeness of CO₂ emission and energy consumption.

The report was adopted by 23 votes in favour, 18 against and 2 abstentions. Given the results of the vote the Rapporteur decided to withdraw her name from the opinion. It was, by default, referred back to the Chairwoman, Karima Delli.

Air Transport Agreement between the European Community and Canada

Vote

- Rapporteur: Francisco Assis (S&D)
- Non-legislative enactments
- Vote in Plenary: September 2018

The recommendation was adopted almost unanimously with 39 votes in favour, 1 against and 0 abstentions.

Agreement on Air Transport between Canada and the European Community to take account of the accession of Croatia

Vote

- Rapporteur: István Ujhelyi (S&D)
- Non-legislative enactments
- Vote in Plenary: September 2018

The recommendations was adopted unanimously with 40 votes in favour, 0 against and 0 abstentions.

Access to international bus and coach market

Presentation of draft report

- Rapporteur: Roberts Zīle (ECR)
- Ordinary Legislative procedure
- Deadline amendments: 6 September
- Vote in TRAN: 8 November
- Vote in Plenary: tbc

Mr Zīle presented his report, which included 36 amendments to the Commission proposal. The Commission proposal aims to open the national markets for bus and coach services to non-resident carriers. The Rapporteur pays particular attention to the impact of the proposed market liberalisation on transport services operated under public service contracts, which is a major concern for some Member States.

The draft report introduces additional conditions under which access to the national market can be limited, the suspension or withdrawal of authorisation to operate a national regular service if it compromises the economic equilibrium of a public service contract, but also clarifies which types of contracts should be protected. The draft report also addresses possible issues of market abuse, access to terminals and the requirement of the establishment of carriers.

The rapporteur acknowledged that the report was challenging, but expressed his wish to make progress with it. The shadow Rapporteurs welcomed the work of Mr Zīle, but voiced significant reservations regarding the Commission proposal, starting from its methodology and logic. The situation in Member States varies significantly, therefore it is difficult to apply one approach to market liberalisation and regulation.

A high number of amendments are to be expected and a possibility of postponing the vote in connection with the social files of the first Mobility Package was also raised.

Port reception facilities

Presentation of draft report

- Rapporteur: Gesine Meissner (ALDE)
- Ordinary Legislative procedure
- Deadline amendments: 18 July
- Vote in TRAN: 9 October
- Vote in Plenary: October II

The Rapporteur presented her draft report on the proposal on the port reception facilities for the delivery of waste from ships. She welcomes the Commission's proposal as part of a strategy towards a circular economy and aligning the EU legislation with the MARPOL definitions. However, she thinks the Union could work on stricter measures in some areas.

Ms Meissner drew attention to passively fished waste and the need to encourage projects to collect marine litter. She stressed the importance of taking into account the situation in small ports, the ships engaged in short sea shipping trade, the role of the ports outside the Union with modern facilities, as well as waste separation.

Members expressed their support for most of the amendments put forward by the Rapporteur. They commented on several aspects, such as providing proper incentives for ships to deliver waste and reduce discharges at sea, highlighting the "polluter pays" principle, suggesting obligatory training for all port

staff involved, including random checks during inspections and ensuring proper enforcement of the existing and future legislation.

The Commission reminded Members that this proposal focuses on sea-generated waste. Other pieces of legislation tackle reducing discharges of land-generated waste into the sea.

Budget 2019

Presentation of draft opinion

- Rapporteur: Pavel Telička (ALDE)
- Ordinary Legislative procedure
- Vote in TRAN: 29 August
- Vote in BUDG: September/October
- Vote in Plenary: 24 October

Members supported the Rapporteur's priorities for the budget 2019, recalling that it is of utmost importance that the budget for transport remains stable, in particular for the transport agencies (such as EMSA and EASA), given the additional tasks they have to perform. Funds allocated to EGNOS and Galileo could not be reduced as eight satellites still needed to be launched.

Regarding pilot projects and preparatory actions, the Rapporteur stressed that the Commission needed to provide timely feedback on their implementation. He also underlined that the budget proposed by the Commission was the minimum on which an agreement could be found.

Members underlined that the budget allocated to transport was very important for the competitiveness and the cohesion of the Union. They also stressed that cuts to the budget for the Connecting Europe Facility to incentivise EFSI should be avoided.

Austrian Presidency priorities by Austrian Federal Minister for Transport, Innovation and Technology, Mr Norbert Hofer

Presentation

Mr Hofer, Minister of Transport, Innovation and Technology, presented the Austrian Presidency's priorities in the area of transport. According to the Minister, the main motto of the Presidency "a Europe that protects" should translate to safer roads and fewer accidents. The Presidency's efforts will be focused on seeking competitiveness, a high level of social conditions and sustainable mobility.

The Presidency will continue work on legislative proposals, prioritising those where an interinstitutional

agreement is realistically feasible. With regard to the first Mobility Package, the Presidency has been in bilateral talks with Member States on the posting of drivers, driving time and market access files with a view to identifying possible compromises for the Council's meeting in December 2018. He regretted however, that it would be difficult to achieve major progress on the revision of Directive 1999/62/EC on road infrastructure charging. Further progress is expected in the area of combined transport and road safety.

As far as transport infrastructure is concerned, a priority would be to achieve sufficient financial allocation for Trans European Transport Networks via the Connected Europe Facility and appropriate rates of co-financing.

In the area of aviation, the Presidency will focus on interinstitutional negotiations on the Regulation safeguarding competition and will encourage the EU's negotiations with third countries for the conclusion of air transport agreements. Regarding maritime transport, action will focus on inland waterways navigation and interinstitutional negotiations on the new Directive on port reception facilities.



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Mr Hofer also underlined that tourism is a driving force for many economic areas. Although tourism falls primarily in the competence of Member States and their regions, it also touches upon many areas affecting Internal market, such as innovations, digitalisation, regional development or sustainable transport. The Presidency will organise a European Tourism Forum in Vienna in October.

Members underlined the importance of the Connected Europe Facility, decent working conditions, transit through the Brenner pass and touched upon the Danube Strategy. Finally, the TRAN Committee reaffirmed its will to develop an efficient and fruitful cooperation with the Austrian Presidency.

Transport funding

Exchange of views with Mr Hudák, EIB Vice-President

The Committee debated with European Investment Bank's Vice-President Vazil Hudák on issues of financing investments in the transport sector.



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According to Mr Hudák, transport projects form a major part of the EIB's activities, responding to the high investment needs in the EU's transport system, including transport infrastructure, where over 100 billion Euro per year are needed for instance just in the TEN-T core network corridors, as well as for more sustainable and smarter forms of mobility.

Within its own portfolio and in conjunction with the ESFI, the EIB offers financing in the form of lending and blending with means from other public and private sources as well as administrative and project management advise.

In the debate, Members inquired about the synergies of the EU and national support with public and private financing in addressing investment challenges across the different transport modes and the added value of the engagement of the EIB vis-à-vis national promotional and commercial banks.

Members were particularly interested in issues relating to projects financed under ESFI regarding their alignment with the EU's climate policy and their attractiveness for private investors in terms of the risk-structuring applied in financing provided by the bank.

Speakers also inquired about the EIB's approach to the emerging field of dual-use transport projects which also respond to defence policy objectives. A recurrent issue of the exchange of views was the need to ensure that projects in transport, which mostly have long and limited returns on investments, are structured in a bankable way in order to attract more private investors, and to encourage project promoters to use advisory capacities offered by the EIB.

Next CEF

Presentation of the Commission

The Commission presented to the Committee the transport pillar of its proposal for the Connecting Europe Facility 2021-2027.

Members underlined the importance of ensuring the budgetary resources necessary to support the completion of ongoing projects on the TEN-T and the further development of the network, including synergies with the energy and digital sectors.

Members took particular interest in the proposed new objective to adapt the TEN-T to military mobility needs and on the rules for the distribution of the budgetary resources. Speakers highlighted the need for a balanced approach to the further development and modernisation of the TEN-T and regarding the use of the envelope earmarked for cohesion countries.

While acknowledging the proposed focus on cross-border connections, some speakers were concerned about leaving sufficient scope in the CEF for re-establishing previous rail links and ensuring connectivity to more peripheral regions.

Airline distribution channel discrimination

Public hearing

The TRAN committee hosted a public hearing on the issue of "Airline distribution channel discrimination".

Representatives of Airlines, Global Distribution Systems and digital applications, Travel agents and Passengers were invited to inform Committee Members on the current situation and future developments of this industry in the air transport sector.



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Members wanted also to tackle the issues of neutrality and transparency in the provision of air transport services and to examine cases of possible discrimination against passengers. Experts explained that significant changes were taking place in the world

of air service distribution and that the industry was at a turning point. New consumer behaviours and new technologies, along with strong expectations for more personalised, mobile and transparent services, are forcing stakeholders to find innovative solutions. To this end, airline representatives explained that a new standard, referred to as "New Distribution Capabilities" was being put in place and would allow for more flexibility.

Representatives of distribution systems considered their role as key to bringing more competition and lower prices to the final buyer. However, it appeared that newcomers in the market of distribution faced

great difficulties in securing financing to further develop their products. This situation has led to less competition, to the detriment of consumers.

Representatives of passengers and of travel agents underlined the need for more transparent offers to compare costs. Members insisted on the respect of the core principles of non-discrimination and transparency of prices and called the Commission to act swiftly to revise the current "CRS code of conduct", now considered obsolete, and to take effective action against any breach.

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

Wednesday 29 August

- Budget 2019 (opinion to BUDG) - vote
- INI report on Autonomous driving in European transport - presentation of draft report
- INI report on the deployment of alternative fuels infrastructure - consideration of amendments
- Joint ITRE-TRAN report on Connecting Europe Facility - consideration of draft report
- Presentation of a Pol Dep study on "European tourism labelling" by Dr Richard Weston from the University of Central Lancashire and Mr Herbert Hamele from ECOTRANS
- Horizon Europe joint debate:
 - Opinion to ITRE report on proposal for Regulation establishing Horizon Europe - presentation of draft opinion
 - Opinion to ITRE report on Decision establishing Horizon Europe specific programme - presentation of draft opinion
 - Opinion to BUDG interim report on MFF for the years 2021-2027

Meeting room: JAN 6Q2

TRAN Committee meetings 2018, Brussels

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

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

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

Monday 3 December, 15h00-18h30

TRAN Committee meetings 2019, Brussels

Monday, 21 January, 15h00-18h30
Tuesday, 22 January, 9h00-12h30
Tuesday, 22 January, 14h30-18h30

Tuesday, 29 January, 14h30-18h30

Monday, 18 March, 15h00-18h30

Monday, 1 April, 15h00-18h30
Tuesday, 2 April, 9h00-12h30
Tuesday, 2 April, 14h30-18h30

Monday, 04 February, 15h00-18h30

Wednesday, 20 February, 9h00-12h30

Wednesday, 20 February, 14h30-18h30

Thursday, 21 February, 9h00-12h30

Monday, 4 March, 15h00-18h30

Monday, 8 April, 15h00-18h30

Thursday, 11 April, 09h00-12h30

Thursday, 11 April, 15h00-18h30

Friday, 12 April, 09h00-12h30

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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