

Newsletter

29 August and 6 September 2018

Editorial by Karima Delli

Dear friends,

After a well-deserved summer break, the TRAN Committee is back in full swing and continues its work on improving European transport legislation. In the run up to the 2019 European elections, and with a very full agenda in the coming months, we will make it a priority to channel our combined efforts into producing legislation that protects the interests and meets the needs of EU citizens. To that end, I am particularly pleased by the announcement of the European Commission that they will draft a legislative proposal to put an end to the bi-annual time change in Europe. This announcement follows up on a resolution of the European Parliament, led by the TRAN Committee, and a public consultation answered by 4.6 million European citizens. The TRAN Committee will examine the legislative proposal in the coming weeks, it is a great example where one can say that the voice of European citizens has truly been heard. The committee hosted, together with ITRE, a successful debate on Connecting Europe Facility and the future of the funding of transport. The TRAN Committee will do its best to ensure that the legislation will help Europe to make transport more sustainable and efficient.



In the coming months, TRAN Members have their work set out for them. Newly appointed Rapporteurs and shadow Rapporteurs are now ready to start the legislative process on a number of important Commission proposals, while others will continue their work and negotiations on ongoing key files. All information on upcoming events and votes will be published on the TRAN website and committee meetings will be publicly broadcast as usual. Be sure to follow us as we shape the future of transport in Europe.

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29 August 2018

Budget 2019

Vote

-) Rapporteur: Pavel Telička (ALDE)
-) Ordinary Legislative procedure
-) Opinion to BUDG
-) Vote in BUDG: September/October
-) Vote in Plenary: 24 October

There was a very broad majority to support the opinion on the budget 2019, emphasizing the importance of an ambitious budget for mobility and transport policy. This policy is of paramount importance for the overall competitiveness of the Union and for global European integration.

The TRAN Committee underlined once more that the Connecting Europe Facility is a vital instrument for the optimisation of the transport network in the EU, stressing the need to combine CEF with other funds, in particular with EFSI, for revenue-generating projects. The Committee insisted that cuts if the CEF budget are not acceptable.

The opinion also highlights the importance of Galileo and EGNOS for all transport modes and advocates for sufficient staffing of the European GNSS Agency (GSA) to ensure the proper operation of the European satellite navigation system.

The opinion was adopted with 33 votes in favour, 0 against and 3 abstentions.

Euro 5 step to the type-approval of two- or three- wheel vehicles and quadricycles

Vote

-) Rapporteur: Karima Delli (Greens)
-) Ordinary Legislative procedure (simplified)

All amendments were rejected and, following the simplified procedure (article 50.2 and 50.3 of the Rules of Procedures), the TRAN Committee decided to endorse the Commission Proposal without modifications.

Autonomous driving in European transport

Presentation of draft report

-) Rapporteur: Wim van de Camp (EPP)
-) Own initiative report
-) Deadline amendments: 12 September
-) Vote in TRAN: 22 November
-) Vote in Plenary: tbc

Building on the EU strategy for mobility of the future recently put forward by the Commission, the Rapporteur highlighted the need for the EU to intensify its efforts in developing automated mobility. In particular, the Commission should promptly address outstanding regulatory issues related to autonomous driving on roads such as liability, data protection, vehicle and route data use, and cyber security. Also standardisation efforts at international level should be pushed on with to ensure interoperability of vehicles and infrastructure across borders.

The Rapporteur underlined the importance of progress in these areas, along with increased research and development efforts, in order for Europe to compete successfully with the rapid technological developments of self-driving vehicles elsewhere around the world. He also proposed to tackle autonomous transport in air, inland waterway and rail transport.

In the debate, Members welcomed the draft report, pointing out the importance of technological leadership in the field for the competitiveness of the EU as well as the need to ensure societal acceptance of automated mobility. Several speakers underlined the need to ensure the safe operation of vehicles, including a clear designation of responsibilities between drivers and vehicles, and called for the development of ethical guidelines for autonomous vehicles. Members were also concerned about the impact of increasingly automated road transport on employment, its effects on the environment and urban traffic, and the investments in infrastructure needed to support automated transport.

Connecting Europe Facility

Presentation of draft report

-) Rapporteurs: Marian-Jean Marinescu/Henna Virkkunen (EPP), Pavel Telička (ALDE)
-) Joint ITRE-TRAN report
-) Ordinary Legislative procedure
-) Deadline amendments: 13 September
-) Vote in TRAN-ITRE: 25 October (tbc)



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Presenting their draft report to the Members of the joint TRAN-ITRE committee, the three Rapporteurs underlined the importance of European coordination and co-funding of the trans-European transport, energy and digital networks through a strong Connecting Europe Facility, building on the positive outcomes out of the current CEF programme.

With regard to transport, the Rapporteurs criticised the decrease in funding proposed for transport compared to the current CEF. For the next CEF, they suggested strengthening the proposal to achieve higher synergies among the transport, energy and digital sectors, encouraging cross-border cooperation, clarifying the use of blending in co-financing projects, and further simplifying rules and procedures of the programme.

Regarding the newly introduced objective of adapting TEN-T infrastructure to military mobility needs, the Rapporteurs emphasized the strictly dual civilian-military purpose of any such projects on the TEN-T and proposed amendments to ensure parliamentary oversight over requirements and lay down specific eligibility criteria.

In the subsequent debate, Members welcomed the draft report. Speakers underlined that the new CEF should keep the earmarking of funds to support projects in cohesion Member States in the same manner as the current CEF. They also stressed the need for CEF to ensure enough support for developing

railway and inland waterway infrastructure and to support the decarbonisation of transport.

A number of Members criticised the use of the CEF programme for improving military mobility and the lack of clear aims and rules in the proposal. Finally, Members also pointed out that CEF should play a bigger role in closing gaps in cross-border links and ensuring well maintained infrastructures.

Establishing Horizon Europe

Presentation of draft opinions

-) Rapporteur: Henna Virkkunen (EPP)
-) Ordinary Legislative procedure
-) Opinion to ITRE
-) Deadline amendments: 11 September
-) Vote in TRAN: 25 October

The Rapporteur was generally satisfied with the Commission's proposal to support research and innovation, in particular with the clustering of mobility, climate and energy. She supported this cross-disciplinary approach and possible synergies with the cluster "Digital and Industry". The Rapporteur thought that the budgets should not be tightly earmarked. However, she proposes an increase of the budget from € 94 billion in current prices to € 131,8 billion.

Members pointed out that publicly-funded research should follow the political priorities. They also stressed that only projects with EU-added value should be funded and that the use of public funding should be controlled. Some Members expressed concern about the strategic planning and called for a transparent and balanced approach. They thought more emphasis should be put on energy-efficiency. Other Members stressed that the alarming state of our oceans calls for more marine and maritime research.

Interim report on MFF for the years 2021-2027

Presentation of draft opinion

-) Rapporteur: Dominique Riquet (ALDE)
-) Ordinary Legislative procedure
-) Opinion to BUDG
-) Interim report
-) Deadline amendments: 11 September
-) Vote in TRAN: 9 October

The Rapporteur recalled that Parliament had adopted two resolutions concerning the multi-annual financial

framework (MFF) 2021-2027 calling for the increase of the budget for ERASMUS and for HORIZON Europe but without expressing its position regarding CEF.

His proposal would allocate € 20 billion from the European Regional Development Fund to the CEF, with the same management rules to be laid down as for the transfer of management responsibility for Cohesion Fund funding for the CEF. He said that this transfer would not affect the global MFF budget, as the transfer comes from the funds affected to direct management.

The Rapporteur called for the creation of a budget line for tourism. He stressed that tourism, despite its importance, was the only EU policy without a budget line.

Finally he stressed that agencies, such as the European Aviation Safety Agency and the European Railway Agency need to be properly funded, in particular as they were allocated new tasks.

Some Members pointed at the need to fund not only new infrastructures, but also ensure their maintenance. Others asked to maintain joint undertakings, such as SESAR or Shift2Rail, within the next MFF. They also called for a cautious approach with regard to the funding of military mobility.

Deployment of alternative fuels infrastructure

Consideration of amendments

-) Rapporteur: Ismail Ertug (S&D)
-) Own initiative report
-) Vote in TRAN: 24 September

The Rapporteur recalled the ambitious targets for CO₂ agreed by the EU within the framework of the COP 21. He highlighted that, on the basis of the amendments tabled, there seems to be a consensus that more money and more private funds are needed to set an adequate alternative fuels network in the EU, which goes beyond the core TEN-T network.

Members generally supported the Rapporteur's balanced approach. Most insisted on the importance of technology neutrality and sustainability based on life-cycle assessments. There is a need to be careful in order not to make environmental problems worse.



Some Members recalled that the vehicle market usually develops before the fuel market, and that there was a need to develop a network of multi-fuels stations. In any case, the market should be fair and open. In addition, industrial capacity and geopolitical equilibrium will need to be taken into account when addressing the mobility challenges.

Besides electricity, hydrogen and other sustainable fuels, Compressed natural gas (CNG) and liquefied natural gas (LNG) have an important role to play, in particular in the trucking and maritime sectors.

'European tourism labelling'

Presentation of a Policy Department study by Dr Richard Weston from the University of Central Lancashire and Mr Herbert Hamele from ECOTRANS

The study analyses the possibility of the introduction of an EU standard for tourism services through the initiation of a harmonised EU certification system. It explores the potential for the establishment of a single European tourism label.

This study focuses on the current situation in the European Union regarding quality and sustainability labelling in tourism. There is concern that the large volume and variety of labels have become a barrier to consumer choice, which in consequence may lead to lost opportunities of increasing the competitiveness of the European tourism industry.

Members responded positively to the content of the study, and posed a number of question to Dr Weston and Mr Hamele in the subsequent debate. Particular interest was shown in the study's recommendations of coordinating the harmonisation of a single European Tourism label.

6 September 2018

Establishing a European Labour Authority

Consideration of draft opinion

-) Rapporteur: Michael Detjen (S&D)
-) Ordinary Legislative procedure
-) Opinion to EMPL
-) Deadline amendments: 12 September
-) Vote in TRAN: 9 October
-) Vote in EMPL: 18 October

The Rapporteur warmly welcomed the proposal to set up a European Labour Authority that would be entrusted with a number of operational tasks in social and labour matters, such as the provision of information, capacity building, mediation and support in joint inspections and information exchange.

He saw a clear added value for the Authority in supporting the cooperation between Member States in enforcing relevant transport legislation, such as the posting of drivers, driving time and cabotage.

In the following debate many points were raised, such as the exact scope and competences of the proposed Authority, its link with existing databases and information exchange systems in the transport field, the role peer-reviews should play and the information flow from Member States to the Authority.

Proposal for a Regulation amending Regulation (EC) N° 810/2009 establishing a Community Code of Visas (Visa Code)

Consideration of draft opinion

-) Rapporteur: István Ujhelyi (S&D)
-) Ordinary Legislative procedure
-) Opinion to LIBE
-) Deadline amendments: 11 September
-) Vote in TRAN: 9 October
-) Vote in LIBE: 5 November

The Commission proposal seeks to simplify the current procedures for issuing short-stay-visas for the Schengen Agreement area. It shortens and simplifies the procedures for those wanting to come to the EU for short stays, proposing cost savings and less bureaucracy, whilst striking the right balance between economic and security needs. It contains many of the

conclusions reached in past discussions on the Commission's previous Visa package.

The Rapporteur expressed his overall support for simplifying and facilitating visa applications. Some amendments were introduced in order to enhance further the user-friendly side of the Commission proposal.

The draft opinion was welcomed by a large majority of Members. Several Members underlined the need to increase the use of electronic means to facilitate the application process. Others stressed the need to strike the right balance between flexibility and fighting fraudulent behaviours, specifically in the current context of migration pressure.

Action Plan on Military Mobility

Consideration of draft opinion

-) Rapporteur: Pavel Telička (ALDE)
-) Opinion to AFET own initiative report
-) Non Legislative procedure
-) Deadline amendments: 12 September
-) Vote in TRAN: 9 October
-) Vote in AFET: 5 November

The Rapporteur welcomed the allocation of € 6,5 billion for military needs within CEF. These are additional funds, which will be managed within the framework of CEF.

The Rapporteur stressed the importance of the dual use of the selected infrastructure projects, with the civilian purposes having priority and the modifications for military purposes bringing added value. The military aspects of infrastructure projects should be taken into account at the earliest possible stage in order to avoid costly modifications later.

Members generally welcomed the opinion, with some scepticism regarding the need to fund military mobility when civilian needs are also significant. The importance of military mobility for non-military purposes, such as during natural disasters was also mentioned. The funds need to be allocated responsibly in order to achieve infrastructure improvement, with priority given to cross-border cooperation.

The Commission stressed that the proposal represents a synergy between transport and defence policies. The funds for military mobility would come in addition to CEF funds and further contribute to the development

of TEN-T network, with decisions to be taken in a transparent manner.

CO₂ emission standards for new heavy-duty vehicles

Consideration of draft opinion

-) Rapporteur: Henna Virkkunen (EPP)
-) Ordinary Legislative procedure
-) Opinion to ENVI
-) Deadline amendments: 13 September
-) Vote in TRAN: 9 October

The rapporteur considered that although ambitious, the suggested CO₂ reduction targets for new Heavy Duty Vehicles (HDV) were realistic. However, in order to reach these reduction targets, a number of possible solutions should be envisaged ranging from drivers aids through infrastructure management, platooning, load optimisation, etc. Furthermore, all available technologies should be allowed and technology neutrality guaranteed in order to reduce to a maximum HDVs emissions.

Members welcomed the Commission proposal and stressed its importance, given that several third countries have already adopted HDVs CO₂ emission standards and targets. In general, speakers agreed that all technologies and alternative fuels should be taken into account in the accounting of HDVs CO₂ emissions as well as the different uses of HDVs.

Although Members acknowledged the importance of 2022, when the Commission will assess the effectiveness of HDVs CO₂ emissions standards, some felt it could be too early for such an assessment. A crucial point for the Rapporteur was that the accounting of HDVs to be based upon a "well-to-wheel" approach by 2022. The Commission replied that by 2022, all the necessary data would be available for making such an assessment but expressed reservations about a change to a "well-to-wheel" approach by 2022, which would have significant consequences for the current accounting system.

Space programme and Agency

Consideration of draft opinion

-) Rapporteur: Massimiliano Salini (EPP)
-) Ordinary Legislative procedure
-) Opinion to ITRE
-) Deadline amendments: 13 September
-) Vote in TRAN: 9 October

The draft opinion stresses the increasing importance of space policy for navigation, positioning and traffic management for all transport modes. The Commission proposal is therefore of utmost importance for the future development of the transport sector and technologies. The Rapporteur, supported by all speakers, underlined the need to ensure the appropriate funding of the EU space programme and the EU space agency the coming years ahead.

Of particular importance for the Rapporteur was the issue of satellite waste/accumulation, which should be addressed appropriately by the future EU space agency.



Some Members considered that space policy was more than a sole transport matter since it related to a variety of issues such as environment, security, safety and many others. There was also a very political component linked to sovereignty, another reason to ensure sufficient funding.

There was an overall agreement to further value the European satellites services; some explicitly asked for services to be free of charge, while others strongly supported the European preference.

Another issue raised in discussion was the satellites launch policy. The Commission agreed that it was a crucial and sensitive political issue, and recommended adopting a European policy for satellites launches.

Director General of DG MOVE, Mr Hololei

Exchange of views

TRAN hosted an exchange of views with Director General of DG MOVE, Mr Henrik Hololei, who was invited to discuss the general state of play of EU transport policies. The debate provoked much interest and the Director-General replied extensively to the many questions posed by TRAN Members.



Mr Hololei not only informed the Committee on achievements in the transport sector, but equally important, discussed what can still be done until the end of the legislative term. He particularly stressed the EU long-term budget, mobility packages 1, 2 and 3, aviation files and Brexit. The Commission wishes to continue work on the three road transport proposals which were referred back to TRAN in plenary.

During the wide-ranging debate, Members welcomed consultations on summer time arrangements, highlighted the importance of invited infrastructure funding via CEF and decarbonisation of transport, including alternative fuel infrastructure. They also invited the Commission to take a firm position against

the accusation that EU contributed to the tragic fall of a bridge in Genoa. Furthermore, Members raised issues with air traffic disruptions during summer. They also called for doing more in integrated ticketing.

Draft Delegated Act on specifications for Cooperative Intelligent Transport Systems

Scrutiny: presentation by the Commission

Cooperative Intelligent Transport Systems (C-ITS) use technologies that enable road vehicles to communicate with each other and with roadside infrastructure (e.g. traffic signals). Following the European strategy on C-ITS, the Commission identified some minimum requirements applicable to C-ITS services to avoid fragmentation and to ensure coordinated and coherent deployment such services.

Therefore, within the framework of the ITS Directive, the Commission will adopt a delegated act laying down rules to ensure security of C-ITS communications.

The debate in TRAN Committee was focused on three main axes: the relationship between the General Data Protection Regulation and the General Safety Regulation in order to find a right balanced approach, the inclusion of new technologies such as 5G and the implementation of C-ITS to the entire road transport network of the Union.

Next TRAN Committee meeting: planned draft agenda

Monday 24 September, 15h00-18h30

- J INI report on the deployment of alternative fuels infrastructure - vote
- J Opinion to ITRE on Digital Europe programme for 2021-2027 - consideration of draft opinion
- J Opinion to BUDG on Proposal for a Regulation establishing the InvestEU Programme - presentation of draft opinion
- J Port reception facilities for the delivery of waste from ships - consideration of amendments
- J Opinion to REGI on Common Provisions Regulation -(CPR-REGI) - presentation of draft opinion
- J Opinion to AGRI Implementation report as regards protection of animals during transport within and outside the EU - presentation of draft opinion
- J Opinion to REGI on Regulation on ERDF and Cohesion fund - presentation of draft opinion

Meeting room: P1A002 (Paul-Henry Spaak building)

TRAN Committee meetings 2018, Brussels

Monday 8 October, 15h00-18h30

Tuesday 9 October, 9h00-12h30

Tuesday 9 October, 15h00-18h30

Monday 15 October, 15h00-18h30 (new)

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

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>

Austrian Presidency of the Council: <https://www.eu2018.at/>



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