

Newsletter

of TRAN Committee meeting of January 2019

Editorial by Karima Delli

Dear colleagues and friends,

The TRAN Committee is working at full speed to reach an agreement with the Council and to vote major files before the end of the legislature. The coming months will be intense, especially in case of a non-agreement with the UK before its withdrawal from the EU.

The TRAN Committee is going to adopt three Brexit legislative reports on common rules ensuring basic air connectivity, aviation safety and road freight connectivity. Due to time pressure, we are applying the simplified procedure of Rule 50 of Rules of Procedure, which allows the files to advance at a faster pace. The entry into force of these files will provide a temporary legal framework ensuring continuous air and road freight traffic between the EU27 and the UK following the withdrawal of the latter. There is a general consensus amongst MEPs to agree on a text in order to avoid any interruption, uncertainties and negative impacts on citizens.



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Meeting of 10 January

European Maritime Single Window environment

Consideration of amendments and vote

- Rapporteur: Deirdre Clune (EPP)
- Ordinary Legislative procedure
- Vote in Plenary: April 2019

TRAN Members discussed the amendments tabled for the proposal on the European Maritime Single Window environment (EMSWe), after Ms Clune presented the main line agreed among the groups in the compromise amendments.

The Rapporteur stressed that by reducing the administrative burden and harmonising reporting environment for ships, trade and access to European ports would improve. The compromise amendments aim to further clarify and improve the proposal.

The Members confirmed their support to the compromises. They commented on several aspects, such as the need to harmonise various reporting mechanisms, but also maintaining existing system to system reporting channels; and aligning EMSWe with the existing customs systems.

Later during the voting session, TRAN adopted this legislative report with 45 votes in favour, 1 against and 1 abstention, and gave a mandate to the negotiating team to start the inter-institutional negotiations. The aim is to try to find an agreement before the end of this legislative period.

Proposal for a regulation amending Regulation (EU) No 1316/2013 with regard to the withdrawal of the United Kingdom from the Union

Consideration of amendments and vote

- Rapporteur: Karima Delli (Greens)
- Ordinary Legislative procedure
- Vote in Plenary: February 2019

The draft report was very well received by all groups, which supported the views of the rapporteur to go beyond the strict legal framework initially proposed by the Commission.

Members decided that, in case of Brexit without a deal, Ireland should be connected to both the North Sea, the Mediterranean as well as the Atlantic corridors, integrating French ports within the new connections.

In addition, a specific mechanism should be put in place to fund the required adaptation of EU infrastructures directly impacted by the Brexit.

TRAN Committee adopted with a very large majority the draft report and voted to enter immediately in interinstitutional negotiations.

The text was adopted with 45 votes in favour, 0 against and 2 abstentions.

Proposal for a regulation of the EP and of the Council amending Regulation (EC) No 391/2009 with regard to withdrawal of the UK from the Union

Vote

- Rapporteur: Isabella De Monte (S&D)
- Ordinary legislative procedure
- Vote in Plenary: March 2019

The text was adopted with 46 votes in favour, 0 against and 2 abstentions.

Proposal for a regulation of the EP and of the Council streamlining measures for advancing the realisation of the trans-European transport network

Vote

- Rapporteur: Dominique Riquet (ALDE)
- Ordinary legislative procedure
- Vote in Plenary: tbd

The text was adopted with 37 votes in favour, 6 against and 4 abstentions.

Type-approval requirements for motor vehicles as regards their general safety

Vote

- Rapporteur: Matthijs van Miltenburg (ALDE)
- Ordinary Legislative procedure
- Vote in Plenary: tbd

The opinion was adopted with 44 votes in favour, 2 against and no abstention.

Directive of the EP and of the Council amending Directive 2008/96/EC on road infrastructure safety management

Vote

- Rapporteur: Daniela Aiuto (EFDD)
- Ordinary legislative procedure

The text was adopted with 39 votes in favour, 6 against and 0 abstention.

Minimum level of training of seafarers

Vote

- Rapporteur: Dominique Riquet (ALDE)
- Ordinary legislative procedure
- Vote in Plenary: tbc

The text was adopted with 40 votes in favour, 5 against and 2 abstentions.

Safeguarding competition in air transport, repealing Regulation 868/2004

Confirmation vote

- Rapporteur: Martin Pieper(EPP)
- Ordinary legislative procedure

The text was adopted with 43 votes in favour, 2 against and 0 abstention.

Port reception facilities for the delivery of waste from ships

Confirmation vote

- Rapporteur: Gesine Meissner (ALDE)
- Ordinary legislative procedure

The text was adopted with 46 votes in favour, 0 against and 0 abstention.

Posting of drivers in the road transport sector

Vote on compromise amendments for plenary

- Rapporteur: Merja Kyllönen (GUE/NGL)
- Ordinary legislative procedure

No compromise amendments were adopted.

Regulation on minimum requirements on maximum daily and weekly driving times, rest periods and tachographs

Vote on compromise amendments for plenary

- Rapporteur: Wim van de Camp (EPP)
- Ordinary legislative procedure

No compromise amendments were adopted.

Regulation amending Regulation (EC) 1071/2009 on access to occupation and Regulation (EC) 1072/2009 on haulage market

Vote on compromise amendments for plenary

- Rapporteur: Ismail Ertug (S&D)
- Ordinary legislative procedure

The compromise amendments proposed by the rapporteur were adopted with 27 in favour, 21 against and 0 abstention.

Time limit for the implementation of the special rules regarding maximum length in case of cabs

Consideration of amendments

- Rapporteur: Karima Delli (Green)
- Ordinary legislative procedure
- Vote in TRAN: 22 January 2019
- Vote in Plenary: tbd

The Rapporteur underlined that more aerodynamic cabins of trucks will improve energy efficiency and safety of trucks. This will contribute to reduction of CO2 emissions.

Members largely supported the Rapporteur's approach and proposed some adjustments in the transition period to make it more proportionate to the needs of the industry.

The Rapporteur is willing to compromise and negotiate a final agreement with other Institutions still in this legislative term.

Transport Community Treaty

Presentation of draft recommendation

- Rapporteur: Karima Delli (Greens/EFA)
- Consent procedure
- Vote in Plenary: February 2019

The Rapporteur presented the main points of the proposed treaty, which aims to take a more comprehensive cooperation approach with Western Balkan countries.

Her proposal to approve the draft recommendation for consent received wide support from the shadow rapporteurs.

21-22 January meeting

Discharge 2017:

European Commission and Agencies ERA, EASA, EMSA, SESAR, Shift2Rail

Consideration of amendments and votes

- Rapporteurs: Franck Proust and Innocenzo Leontini (EPP)
- Discharge Procedure
- Vote in CONT Committee: 20-21 February
- Vote in Plenary: March II

The Rapporteurs were in favour of granting discharges to the Commission, the transport agencies (EMSA, ERA and EASA) and joint undertakings SESAR and Shift2Rail.

Members adopted the opinions on discharge for the Commission and other bodies with a large majority.

Proposal for a decision amending Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs

Vote

- Rapporteur: Karima Delli (Greens)
- Ordinary legislative procedure

The draft report was adopted with 39 votes in favour, 1 against and 1 abstention.

Access to international bus and coach market

Vote

- Rapporteur: Roberts Zile (ECR)
- Ordinary legislative procedure

The text was adopted with 26 votes in favour, 14 against and 1 abstention.

Transport Community Treaty

Vote

- Rapporteur: Karima Delli (Greens)
- Draft recommendation

The draft recommendation was adopted with 35 votes in favour, 3 against and 1 abstention.

Proposal on discontinuing seasonal time changes

Presentation of draft report

- Rapporteur: Marita Ulvskog (S&D)
- Ordinary legislative procedure
- Deadline of amendments: 28 January
- Vote in TRAN: 4 March
- Vote in Plenary: March II

In February last year, the Parliament called on the Commission to conduct a thorough assessment of the current Directive on summer-time arrangements and, if necessary, come up with a proposal for its revision.

The Commission analysed available evidence and carried out a public consultation that generated 4.6 million replies. Given the amount of public interest in the topic, President Juncker announced in his State of the Union the Commission's proposal to discontinue the mandatory seasonal changes and to allow each Member State to decide on their standard time.

The Rapporteur, Ms Ulvskog, presented her draft report, in which she supported the Commission's proposal to abolish the bi-annual change of the clock.

However, she called for a longer implementation period in order to create certainty and long term predictability for economic operators. Also, she introduced some changes to the proposal in order to avoid a patchwork of different times in the EU and to have a harmonised approach between the Member States.

Certain aspects of aviation safety with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union

Presentation of draft report

- Rapporteur: Maria Gabriela Zoană (ECR)
- Rule 50 simplified procedure
- Vote in TRAN: 4 February

The Commission proposal on certain aspects of aviation safety concerning the withdrawal of the UK from the EU in case of a non-agreement aims to ensure a smooth and controlled transition of responsibilities from the European Aviation Safety Agency (EASA) to the civil aviation authority of UK, in particular concerning certificates of products and approvals of companies.

In order to avoid the invalidity of these certificates and approvals on the day of the withdrawal, it is suggested to guarantee their validity for a period of 9 months. There was a general consensus amongst MEPs to agree to the Commission proposal in order to avoid any interruption.

Brexit preparedness

Exchange of views on proposals (rule 50 simplified procedure):

In a joint debate, the TRAN committee discussed three important "no-agreement Brexit" files:

Proposal for a Regulation of the European Parliament and of the Council on common rules ensuring basic air connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union

Presentation of draft report

- Rapporteur: Pavel Telička (ALDE)
- Rule 50 simplified procedure
- Vote in TRAN: 4 February

The Commission proposal on common rules ensuring basic air connectivity with regard to the withdrawal of the United Kingdom from the EU in case of a non-agreement aims to provide for a legal framework needed to ensure continuous albeit slightly reduced air traffic between the EU27 and the UK following the withdrawal of the latter.

Provisions address politically difficult questions such as traffic rights and operating licences, including criteria of ownership and control, as well as number of frequencies to be granted to the UK by the Member States on a unilateral basis with legal safeguards to ensure reciprocity.

During the debate MEPs agreed on the principle of granting the UK carriers continuous access to the European sky in order to avoid chaos and disruptions following possible hard Brexit, however, their views differed on how to handle the post-Brexit relations in mid to long term.

The Rapporteur expressed his willingness to listen to all views and to incorporate as many as possible in his report, which still needs to be negotiated with the Council before the Brexit date.

Proposal for a Regulation of the European Parliament and of the Council on certain aspects of aviation safety with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union

Presentation of draft report

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- Rule 50 simplified procedure
- Vote in TRAN: 4 February

The Commission proposal on certain aspects of aviation safety concerning the withdrawal of the UK from the EU in case of a non-agreement aims to ensure a smooth and controlled transition of responsibilities from the European Aviation Safety Agency (EASA) to the civil aviation authority of UK, in particular concerning certificates of products and approvals of companies.

In order to avoid the invalidity of these certificates and approvals on the day of the withdrawal, it is suggested to guarantee their validity for a period of 9 months. There was a general consensus amongst MEPs to agree to the Commission proposal in order to avoid any interruption.

Proposal for a Regulation of the European Parliament and of the Council on common rules ensuring basic road freight connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union

Presentation of draft report

- Rapporteur: Isabella De Monte (S&D)
- Rule 50 simplified procedure)
- Vote in TRAN: 4 February

The proposal on road freight connectivity has the objective to lay down temporary measures to govern the carriage of goods by road between the Union and the United Kingdom, following the United Kingdom's withdrawal. These measures are necessary in the absence of an agreement and they are intended to maintain basic connectivity for a strictly time-limited period.

The debate ran smoothly although MEPs reminded the Commission that the proposal was issued late and there is a high time pressure. MEPs had several questions on delegation of power to the Commission to issue delegated acts and the possibility to extend the scope of the Regulation.

Romanian Interim - Minister of Transport, Ms Rovana Plumb, on Romanian Presidency priorities

Exchange of views

The minister outlined the detailed objectives of the Romanian Presidency for the transport sector: for road transport, Ms Rovana Plumb believed that file on hired vehicles could be closed.

The directive on road infrastructure safety management constituted a priority file for the Romanian presidency and aimed to reach an agreement by the end of February 2019.



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Concerning the special rules in the case of vehicles equipped with aerodynamic cabs, the closure of this dossier was a priority for the Presidency.

In the second part of its mandate, the presidency would consider advancing the negotiations on the legislative proposals on Eurovignette and passenger rights in rail transport, with a view to achieving progress at Council level.

In intermodal transport, the Romanian Presidency would continue the negotiations with a view to reaching an agreement on the revision of the Combined Transport Directive.

As regards the promotion of clean vehicles, the Presidency endeavoured to adopt the Council's position as soon as possible. With the support of the Parliament, the Presidency proposed to reach a political agreement by mid-February.

Concerning digitalisation, the Presidency aimed to achieve a general approach in the Council in June on the Regulation on the acceptance of the information in electronic format.

For the maritime sector, the Romanian Presidency was already engaged in negotiations on the European Maritime Single Window while it relied on the Parliament's support for a political agreement on the Directive on the training and certification of seafarers.

Finally, Minister Plumb stressed that transport Infrastructure was a priority objective. She hoped to reach a partial political agreement for the proposal for the Regulation establishing the Connecting Europe Facility. She stressed that discussions on TEN-T Regulation had to advance and wished to achieve a general approach on this dossier.

As regards the seasonal time change, the Minister Plumb explained that Member States still needed time to consult with the citizens and the different economic sectors before taking a decision on the choice of timetable. Therefore, the Presidency did expect to advance the discussions on this file in the second part of the mandate.

Members welcomed the realistic approach of the Council Presidency given the particular time constraints due the European elections.

Yet, more progress would be welcomed for instance on passengers rights in rail transport or Eurovignette. A number of members also underlined the importance of the TEN-T network.

Seasonal changes of time

Policy Department workshop

In order to better assess the Commission's proposal to discontinue the mandatory bi-annual change of the clock ("summer time") and to receive the latest scientific evidence regarding the possible effects that this might have on different sectors, a workshop organised by the Policy Department took place with four experts during the 21 January 2019 committee meeting.

The experts presented the possible consequences and potential impacts of discontinuing seasonal changes of time on long distance travel (road haulage, rail and air), road safety, energy savings and health and well-being.

The presentations and the following debate showed that while the consequences and potential impacts are rather limited or inconclusive on the first three topics, the estimated health effects can be substantial.

The video recording of the workshop and the presentations are available on the following link: <https://research4committees.blog/2019/01/24/proceedings-of-the-workshop-on-discontinuing-seasonal-changes-of-time-in-the-eu/>



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29 January

Proposal for a Regulation on electronic freight transport

Consideration of draft amendments and vote

- Rapporteur: Claudia Schmidt (EPP)
- Ordinary legislative procedure
- Vote in Plenary: March 2019

The transport sector is lagging behind in the use of digital means in comparison to other sectors.

The slow uptake of digitization leads to inefficiencies for market players in the transport and logistic chains, in particular in multimodal and cross-border transport, and to an unnecessary environmental burden.

Furthermore, it complicates the enforcement of the rules by national authorities. In order to speed up the uptake of electronic transport documentation, the Commission proposal requires competent authorities to accept regulatory information in electronic form, and sets up of framework of certified electronic freight transport information platforms and service providers (by conformity assessment bodies).

The Committee's amendments were discussed, most of them aiming to strengthen the proposal and to make it more ambitious, for example by obliging all regulatory information to be provided in electronic form.

The draft report was adopted with 34 in favour, 2 against and 0 abstention.

Proposal for a regulation of the EP and of the Council amending Regulation (EC) No 391/2009 with regard to withdrawal of the UK from the Union

Confirmation vote

- Rapporteur: Isabella De Monte (S&D)
- Ordinary legislative procedure
- Vote in Plenary: March 2019

The agreement was vote with 35 in favour, 0 against and 0 abstention.

Protocol amending the Agreement on Maritime Transport with China, to take account of the accession of the Republic of Croatia to the EU

Presentation of draft recommendation

- Rapporteur: Francisco Assis (S&D)
- Non-legislative enactments
- Deadline of amendments: 6 February
- Vote in TRAN: 21 February
- Vote in Plenary: March I

The Members supported the Rapporteur's recommendation to give a consent with the conclusion of the Protocol.

Draft Delegated Act on specifications for Cooperative Intelligent Transport Systems - scrutiny

Presentation by the Commission

This delegated Regulation lays down rules to identify some minimum requirements applicable to C-ITS services, to ensure security of C-ITS communications and to ensure coordinated and coherent deployment in the EU. It also sets up rules on interoperability, on the compliance assessment processes and shall ensure that the General Data Protection Regulation is respected.

There was a high interest from Members and many questions were asked.

Members inquired on the legal basis, on the compliance with GDPR and they focused their attention on the choice of technology, since the act seems to give priority for deployment of ITS-G5 technology to the detriment of 5G.

The delegated Regulation should be officially transmitted to the EP and the Council for scrutiny in February.

Delegated act on drones for use in the open category - scrutiny

Presentation by the Commission

This delegated Regulation applies to all UAS intended to be operated in the 'open' category, considered low risk.

Its scope is to provide a set of obligations corresponding to the role of each economic operator in the supply and distribution chain. Economic operators should be responsible for the compliance of UAS intended to be operated in the open category in order to ensure a high level of protection of public interests, such as health safety.

The act has been heavily criticised by several Members and received the support from others. The critical remarks included the limitation in the scope to the

open category, the lack of provisions referring to certification, which have been included in a related implementing act and the fact that the open category included drones reaching a maximum weight of 25 kg.

The delegated Regulation should be officially transmitted to the EP and the Council for scrutiny in February.

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

Monday 4 February, 15h00-18h30

Meeting room: JAN 6Q2

TRAN Committee meetings 2019

Wednesday, 20 February, 9h00-12h30
Wednesday, 20 February, 14h30-18h30
Thursday, 21 February, 9h00-12h30

Monday, 4 March, 15h00-18h30
Monday, 18 March, 15h00-18h30

Monday, 8 April, 15h00-18h30

Thursday, 11 April, 09h00-12h30
Thursday, 11 April, 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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