

COMMITTEE ON  
TRANSPORT AND  
TOURISM

ACTIVITY REPORT  
2009 - 2014



CHAIR  
BRIAN SIMPSON

**7<sup>th</sup> legislature**





ЕВРОПЕЙСКИ ПАРЛАМЕНТ   PARLAMENTO EUROPEO   EVROPSKÝ PARLAMENT   EUROPA-PARLAMENTET  
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# ACTIVITY REPORT 2009 - 2014

## Committee on Transport and Tourism

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This report was assembled for presentation to the European Parliament's Committee on Transport and Tourism following the decision by the Coordinators of this Committee on 9 January 2014.

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## FOREWORD



This booklet looks back on the last five years' work of the Committee on Transport and Tourism: one of the European Parliament's busiest and most significant law-making Committees.

Transport is an established part of everyday life. It is important, not only in delivering goods and services for industry and commerce, but in moving people from home to work, to school or on a well-earned holiday. We all need transport in our daily lives. The Committee has worked to ensure that we realise transport's full potential, both for economic and social sustainability but also, just as importantly, for environmental sustainability. We have paid particular attention to rail and water-borne transport in view of their more limited environmental impact.

If we are to have an integrated, European transport system, we need to make sure that connections do not stop at national borders. Whether it is in reforming the railway system, establishing a Single European Sky or promoting inland waterway transport, the Committee has given priority to enhancing cross-border links. This has been supported with funds through the Connecting Europe Facility and Trans-European Networks for Transport. These measures are intended to establish a single multi-modal transport network that connects Europe's regions in a technologically advanced, sustainable way. It is important to stress that this policy has been pursued despite opposition from Member States on a number of occasions because of their inability to grasp the concept of an integrated European transport policy.

Transport safety is no less important. In addition to supporting the target of halving the 2010 level of road deaths by 2020, the European Parliament has taken legislative steps to improve road safety. It has also promoted measures to enhance aviation, maritime and rail safety. There is a regularly-updated blacklist of air carriers who are banned from operating in Europe. European safety agencies are working to share best practice in terms of technical standards and accident investigations.

We have continued to work to maintain and promote passenger rights so that travellers have someone to turn to in case of extended delays or cancellation. We have also been keen to ensure that the transport professions continue to attract European citizens, including by upholding social standards and strengthening training.

In the field of tourism the Committee has been active in promoting sustainable tourism but has also been successful in prioritising Europe's rich industrial heritage as well as its cultural one. I hope that this prioritisation will continue.

We know that transport adds value for society as a whole, both economically and socially. This is why we have been working over the past five years to make transport accessible for all. The challenge for the future is the delivery of a European transport network that is free of obstacles and restrictions, looking to the future and not rooted in the past.

A handwritten signature in black ink, reading "Brian Simpson" in a cursive style.

Brian Simpson

Chairman



# **TRAN Committee's responsibilities**

## **Annex VII of the Rules of Procedure of the European Parliament**

### **Powers and responsibilities of standing committees**

#### **XI. Committee on Transport and Tourism**

Committee responsible for:

1. matters relating to the development of a common policy for rail, road, inland waterway, maritime and air transport, in particular:
  - (a) common rules applicable to transport within the European Union,
  - (b) the establishment and development of trans-European networks in the area of transport infrastructure,
  - (c) the provision of transport services and relations in the field of transport with third countries,
  - (d) transport safety,
  - (e) relations with international transport bodies and organisations;
2. postal services;
3. tourism.





# ROAD TRANSPORT



# 1. ROAD TRANSPORT

The EU policy objectives for road transport are to promote efficient road freight and passengers transport services, to create fair conditions for competition, to promote and harmonize safer and more environmentally friendly technical standards, to ensure a degree of fiscal and social harmonization, and to guarantee that road transport rules are applied effectively and without discrimination.

During this term a number of legislative texts were adopted to fulfil these objectives.

## 1.1 Legislative Reports

Intelligent Transport Systems in the field of road transport	
 <p><b>Rapporteur:</b></p> <p><b>Anne E. JENSEN</b> (ALDE)</p>	<p>Intelligent Transport Systems (ITS) can significantly contribute to a cleaner, safer and more efficient transport system. A new legal framework was adopted on 7 July 2010 to accelerate the deployment of these innovative transport technologies across Europe.</p> <p>The ITS Directive is an important instrument for the coordinated implementation of ITS in Europe. It aims to establish interoperable and seamless ITS services while leaving Member States the freedom to decide which systems to invest in.</p> <p>Under this Directive the European Commission had to adopt within seven years specifications (i.e. functional, technical, organisational or services provisions) to address the compatibility, interoperability and continuity of ITS solutions across the EU. The first priorities, whose specifications have already been adopted during this term, are: traffic and travel information, the eCall emergency system and intelligent truck parking.</p> <p>The Commission already took a major step towards the deployment and use of ITS in road transport (and interfaces to the other transport modes) on 16 December 2008 by adopting an Action Plan. It suggested a number of targeted measures and included the proposal for this Directive. The goal is to create the momentum necessary to speed up market penetration of rather mature ITS applications and services in Europe.</p>
<p>Shadow Rapporteurs:</p> <p><b>D.L. KOCH</b> (EPP)  <b>S.A. IC U</b> (S&amp;D)  <b>F. BREPOELS</b>          (Greens/EFA)  <b>R. CZARNECKI</b> (ECR)  <b>J. KOHLÍ EK</b>          (GUE/NGL)</p>	
<p><b>Proposal for a Directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes- <a href="#">2008/0263(COD)</a></b></p>	
<p>Adoption of the report in Committee: 31/03/2009</p>	
<p>Text adopted by the Parliament, First reading: 23/04/2009</p>	
<p>Text adopted by the Parliament, Second reading: 06/07/2010</p>	
<p>Final act signed: 07/07/2010</p>	

## EuroVignette III



**Rapporteur:**

**Saïd EL  
KHADRAOUI  
(S&D)**

Shadow Rapporteurs:

**C. WORTMANN-  
KOOL (EPP)**  
**D. STERCKX (ALDE)**  
**E. LICHTENBERGER  
(Greens/EFA)**  
**R. Z LE (ECR)**  
**A. RUBIKS (GUE/NGL)**

The Eurovignette III directive on the charging of heavy good vehicles (HGVs) was adopted in 2011 in second reading, following a standstill of almost two years. It broadens the scope of the 1999 Eurovignette directive, which was limited to the TEN-T network, to cover all motorways across Europe, and apply to all vehicles above 3,5 tonnes, with possible exceptions for lorries between 3.5 and 12 tonnes.

The main point of debate with the Council was the introduction of an external-cost element based on the cost of traffic-based air and noise pollution. Legislators agreed that Member States may charge external costs on lorries, complementing the existing infrastructure charge designed to recover the costs of construction, operation, maintenance and development of road infrastructure. Those charges are established on the basis of common principles and calculation methods. Member States may also modulate the infrastructure charge to take account of road congestion, with a maximum variation rate of 175% during peak periods.

In mountainous regions, a mark-up of maximum 25 % can be added to the infrastructure charge levied on specific road sections subject to acute congestion. The extra revenues will have to be spent on financing TENT-priority projects situated in the same TEN-T corridor.

Parliament and Council decided that revenues generated by the directive should be used to benefit the road transport sector and optimise the entire transport system. In particular, revenues generated from external cost charges should be used to make transport more sustainable.

The most important progress, according to the Rapporteur, has been made on the transparency of revenues and investment, based on the ETS (Emissions Trading Scheme) model.

**Proposal for a Directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures- [2008/0147\(COD\)](#)**

Adoption of the report in Committee: 11/02/2009

Text adopted by the Parliament, First reading: 11/03/2009

Text adopted by the Parliament, Second reading: 07/06/2011

Final act signed: 27/09/2011



## Road safety: Cross-border enforcement of sanctions



**Rapporteur:**

**Inés AYALA  
SENDER  
(S&D)**

The Directive facilitating the cross-border exchange of information in the field of road safety was adopted in second reading, three years after the Commission's proposal. In the debate prior to the vote, Members criticised the Council's lack of willingness to make significant progress on the cross-border enforcement of road safety offences.

The objective of this legislation is to facilitate the enforcement of sanctions against drivers who commit an offence in a Member State different to the one in which their vehicle is registered. The offences covered by the proposal are speeding, driving under the influence of alcohol ("drink-driving"), not using a seat belt, and failing to stop at a red light, as they are the greatest cause of accidents and deaths on the road.

Shadow Rapporteurs:

**G. BACH (EPP)**  
**V. SAVISAAR-  
TOOMAST (ALDE)**  
**E. LICHTENBERGER**  
(Greens/EFA)  
**P. VAN DALEN (ECR)**  
**J. KOHLÍ EK**  
(GUE/NGL)

Member States shall take all necessary measures to ensure that the exchange of information is carried out by interoperable electronic means without exchange of data involving other databases. This exchange of information shall be conducted in a cost efficient and secure manner, guaranteeing the security and protection of the data transmitted. Parliament succeeded in reinforcing data protection. The decision to start proceedings rests with Member States in which the offences have been committed.

Member States shall provide road users with the necessary information about the rules applicable in their territory and the measures implementing this Directive in association with road safety bodies, non-governmental organisations active in the field of road safety, automobile clubs, and other organisations.

Special care shall be taken with regard to the usage and timely deletion of personal data when no longer required.

**Proposal for a Directive of the European Parliament and of the Council facilitating cross-border enforcement in the field of road safety- [2008/0062\(COD\)](#)**

Adoption of the report in Committee: 09/09/2008

Text adopted by the Parliament, First reading: 17/12/2008

Text adopted by the Parliament, Second reading: 06/07/2011

Final act signed: 05/11/2011

## Carriage of goods by road: statistical returns. Recast



**Rapporteur:**

**Brian SIMPSON  
(S&D)**

**Shadow Rapporteurs:**

**M. GROSCH (EPP)**  
**G. MEISSNER (ALDE)**  
**E. LICHTENBERGER**  
(Greens/EFA)  
**R. Z LE (ECR)**  
**A. RUBIKS (GUE/NGL)**

The recast aligns the Regulation with the Lisbon Treaty in terms of delegation of powers to the Commission, whilst combining in a single legal act the amendments made to this Regulation over time.

According to the Regulation, each Member State shall gather statistics on both the carriage of goods and vehicle journeys. The common statistical standards shall further facilitate tasks to be done in shaping the EU transport policy.

The main points of discussion with the Council dealt with: the scope and conditions to exercise powers delegated to the Commission with a view to amend certain non-essential provisions of the Regulation through delegated acts, implementing acts and a review clause.

Parliament and Council agreed that the Regulation shall not apply to Malta, so long as the number of Maltese-registered road transport vehicles licensed to engage in international carriage of goods by roads does not exceed 400 vehicles.

## **Proposal for a Regulation of the European Parliament and the Council on statistical returns in respect of the carriage of goods by road (recast) – [2010/0258\(COD\)](#)**

Adoption of the report in Committee: 24/05/2011

Text adopted by the Parliament, First reading: 01/12/2011

Final act signed: 18/01/2012



## Recording equipment (Tachographs)



**Rapporteur:**

**Silvia-Adriana Ū U  
(S&D)**

Shadow Rapporteurs:

**J. HIGGINS** (EPP)  
**G. MEISSNER** (ALDE)  
**E. LICHTENBERGER**  
 (Greens/EFA)  
**A. ROSBACH** (ECR)  
**A. RUBIKS** (GUE/NGL)  
**M. BIZOTTO** (EFD)

The Commission submitted a proposal for a new recording equipment (tachograph) regulation in July 2011 which sought to replace the 1985 tachograph regulation and thereby ensure better enforcement of social legislation. It would make fraud more difficult, enhance road safety and reduce controls for businesses.

The tachograph is a device that records the activities undertaken by a professional driver during his working hours. It is aimed at helping to enforce the social rules on driving times and rest periods and monitor the driving times of drivers in order to prevent fatigue, guarantee fair competition and ensure road safety. The new generation of tachographs, referred to as the “smart tachographs”, will automatically record the location of vehicles through satellite positioning and allow remote communication with enforcement officers for control purposes, thereby enabling officers to target roadside checks better and avoid unnecessary checks. Other regulatory changes include stricter requirements for workshops responsible for installing and calibrating tachographs.

The new regulation also modifies Regulation 561/2006 widening the exemptions to the use of tachographs for those who are not considered professional drivers, which should help reduce the administrative burden, in particular for small and medium-sized businesses. In January 2014, the European Parliament endorsed the early second reading agreement on the tachograph regulation reached with the Council under the Irish Presidency in 2013.

**Proposal for a Regulation of the European Parliament and of the Council on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and the Council on the harmonisation of certain social legislation relating to road transport - [2011/0196\(COD\)](#)**

Adoption of the report in Committee: 31/05/2012

Text adopted by the Parliament, First reading: 03/07/2012


Text adopted by the Parliament, Second reading: 15/01/2014

Final act signed: 04/02/2014



## Roadworthiness package

On 13 July 2012, the European Commission presented the “Roadworthiness Package”, a set of three legislative proposals aimed at strengthening road safety, environmental protection and fair competition by upgrading current requirements on periodic roadworthiness tests, technical roadside inspections of commercial vehicles as well as vehicle registration. This follows the Commission's policy orientations on road safety, adopted on 20 July 2010.

<b>Periodic roadworthiness tests for motor vehicles and their trailers</b>	
 <p><b>Rapporteur:</b></p> <p><b>Werner KUHN</b> (EPP)</p>	<p>The revised rules, designed to improve road safety, set new EU-level standards for periodic technical inspections of vehicles.</p> <p>Motorcycles with engine displacement of more than 125 cm<sup>3</sup> shall be tested as of 2022. Member States may exempt those motorcycles from testing provided they introduce effective alternative road safety measures in line with the principle of subsidiarity as the testing itself is just one of tools used to fulfil the road safety objectives. The achievement of road safety objectives must be considered in light of statistics of the last five years. The frequency of motorcycles testing shall be set by Member States. The Commission is obliged to report back on the safety development in the motorcycles (including mopeds) and light trailers (O1 and O2 trailers) categories by 2019 and make a new Proposal if appropriate. Tractors with more than 40 km/h shall be tested, if used mainly on public roads.</p> <p>The Directive sets minimum standards and rules aimed at guaranteeing appropriate competences and training requirements for inspectors, ensuring objectivity of testing, and addressing conflict of interests.</p> <p>It will be easier to re-register a vehicle in another EU country under the new rules as Member States will be required to recognise a valid roadworthiness certificate issued by another Member State and to make tampering with odometers punishable.</p>
<p>Shadow Rapporteurs:</p> <p><b>S.A. IC U</b> (S&amp;D)  <b>P. BENNION</b> (ALDE)  <b>I. DURANT</b>          (Greens/EFA)  <b>A. ROSBACH</b> (ECR)  <b>A. RUBIKS</b> (GUE/NGL)</p>	
<p><b>Proposal for a Regulation on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC - <a href="#">2012/0184(COD)</a></b></p>	
<p>Adoption of the report in Committee: 30/05/2013</p>	
<p>Text adopted by the Parliament, First reading: 11/03/2014</p>	
<p>Final act signed: 03/04/2014</p>	

## Roadside checks on commercial vehicles



**Rapporteur:**

**Olga SEHNALOVÁ**  
(S&D)

Shadow Rapporteurs:

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**N. GRIESBECK**  
(ALDE)  
**I. DURANT**  
(Greens/EFA)  
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**A. RUBIKS** (GUE/NGL)

This Directive establishes minimum requirements for a regime of technical roadside inspections of commercial vehicles circulating within the territory of the Member States. Although wheeled tractors of category T5 used for commercial road haulage purposes are now included in the scope of the directive, the Commission's proposal to include light commercial vehicles, supported by Parliament, was not finally retained by the co-legislators.

According to the new directive, technical roadside checks will consist of an initial and, where necessary, a more detailed inspection. The directive now includes a minimum set of items to be checked in a more detailed inspection. This kind of inspection can be carried out using a mobile inspection unit, a designated roadside inspection facility or in a testing centre. In order to achieve harmonisation of more detailed inspections at Union level, recommended test methods and examples of deficiencies and their categorisation according to their severity are introduced for each test item. During a roadside inspection a vehicle may also be subject to an inspection of its cargo securing to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment.

Risk profiling of transport companies will enable inspectors to spot undertakings presenting a higher risk of defects, so that these undertakings can be checked more closely and more often, if deemed appropriate. The deadline for the application of the risk rating system is 60 months after the entry into force of the directive.

Furthermore, each year, at least 5% of the total number of vehicles that are registered in the EU will undergo initial roadside inspections. Having a figure at EU level would ensure fair burden sharing between Member States, which would facilitate efforts to carry out an appropriate number of initial checks proportionate to the total number of such vehicles registered in their territories.

As the rules set out in the directive are minimum requirements, Member States are free to inspect other vehicles and check other aspects of road transport and safety.

**Proposal for a Regulation on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC – [2012/0186\(COD\)](#)**

Adoption of the report in Committee: 30/05/2013

Text adopted by the Parliament, First reading: 11/03/2014

Final act signed: 03/04/2014

## Mutual recognition of registration documents



**Rapporteur:**

**Vilja SAVISAAR-TOOMAST**  
(ALDE)

Shadow Rapporteurs:

**P. SARVAMAA** (EPP)  
**S.A. IC U** (S&D)  
**I. DURANT**  
(Greens/EFA)  
**P. BRADBURN** (ECR)  
**A. RUBIKS** (GUE/NGL)

The goal of the registration is to authorise the use of a vehicle in road traffic by issuing a registration certificate. During a vehicle's lifetime it may be subject to re-registration due to a change of ownership or a transfer to another Member State.

Compared to the existing act<sup>1</sup>, the Commission proposal provides more precise definitions on the place of registration of vehicles, and introduces the withdrawal and cancellation of registration certificates. New requirements concern electronic registration databases, re-registration, destruction of vehicles and the follow-up of roadworthiness test results.

According to the new Directive, in order to simplify vehicle re-registration, Member States are required to recognise a valid roadworthiness certificate issued by another Member State. They shall also recognise, as a matter of principle, the validity of the roadworthiness certificate in the event that the ownership of the vehicle changes.

Data on periodic roadworthiness tests and the validity of the roadworthiness certificate will be recorded electronically and Member States are urged to exchange information by use of their national electronic databases.

The new rules also simplify the suspension of vehicles without a valid roadworthiness certificate (removal from the road on safety grounds until another roadworthiness test has been passed successfully). In order to reduce administrative burden, it will not be necessary to go through a new process of registration when the suspension is lifted.

The new provisions - which should be applied 48 months after the entry into force of the Directive - allow the vehicle owner to cancel the registration of a vehicle so as to be exempted from further liability and limit the period of delegated powers to five years.

## Proposal for a Directive amending Council Directive 1999/37/EC on the registration documents for vehicles – [2012/0185\(COD\)](#)

Adoption of the report in Committee: 30/05/2013

Text adopted by the Parliament, First reading: 11/03/2014

Final act signed: 03/04/2014

\* \* \*

<sup>1</sup> Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, as amended.

## Driving licences with the functionalities of a driver card



**Rapporteur:**

**Silvia-Adriana Ţuculescu**  
(S&D)

Shadow Rapporteurs:

**D. KOCH** (EPP)  
**G. MEISSNER** (ALDE)  
**E. LICHTENBERGER**  
 (Greens/EFA)  
**A. ROSBACH** (ECR)  
**J. KOHLÍ EK**  
 (GUE/NGL)  
**M. BIZOTTO** (EFD)

This proposal seeks to modify Directive 2006/126/EC of the European Parliament and of the Council ("the driving licences directive") and follows the proposal for the tachograph Regulation, adopted by the Commission on 19 July 2011. The two proposals were presented as a legislative package aimed at better enforcing the social rules in road transport and at reducing frauds and administrative burden, by developing the technical aspects and increasing the efficiency of tachographs.

Article 27 of the Commission's proposal to amend the tachograph regulation foresaw that driver cards should be issued in accordance with the provisions of the tachograph regulation until 18 January 2018. It also suggested that with effect from 19 January 2018, driver cards should be incorporated into driving licences and issued, renewed, exchanged and replaced in accordance with the provisions of Directive 2006/126/EC. During the interinstitutional negotiations of the tachograph proposal, Council and Parliament agreed to delete this article.

The TRAN Committee considered that the Commission proposal had been put forward with an impact assessment which did not take into consideration all the implications of the integration of driver cards with driving licences. They would therefore not have had the necessary beneficial impact on the enforcement of social rules in road transport and on reducing fraud and the administrative burden. In light of this, the Rapporteur suggested the rejection of the Commission proposal and asked the Commission to focus its effort on coming up with an impact assessment on the feasibility and merits of merging all of the cards used by professional drivers.

**Proposal for a Directive of the European Parliament and of the Council amending Directive 2006/126/EC as regards driving licences which include the functionalities of a driver card – [2011/0327\(COD\)](#)**

EP called on the Commission to conduct this Impact Assessment before December 2015 and to communicate its findings to the European Parliament before June 2016.

## Weights and dimensions of commercial vehicles



**Rapporteur:**

**Jörg LEICHTFRIED  
(S&D)**

The main objective of this report is to contribute to a reduction in CO<sub>2</sub> emissions and fuel savings in road transport. In line with this, more energy-efficient, aerodynamic vehicles would be allowed in the EU without compromising their commercial load capacity. The report proposes allowing for an extra length of 50 cm for aerodynamic devices at the rear of trucks, more aerodynamic cab designs and extra weight, of maximum 1 tonne, for low carbon engines in trucks and buses. The safety of vulnerable road users and the comfort of drivers is also addressed in this parliamentary report.

The Parliament obliged the Commission to do an impact assessment of cross-border use of longer, heavier and higher trucks by 2016.

Shadow Rapporteurs:

**P. SARVAMAA (EPP)**  
**P. BENNION (ALDE)**  
**E. LICHTENBERGER**  
 (Greens/EFA)  
**P. VAN DALEN (ECR)**  
**J. IMBRASAS (EFD)**

It is made possible for 45-foot containers – which are becoming standard in other modes of transport – to be carried without additional administrative burden.

The report introduces provisions on control and penalties in order to make roadside inspections more targeted and efficient and to establish a common framework for penalties applicable in all Member States.

The use of on-board weighing systems will become mandatory for new vehicles five years from the entry into force.

Negotiations with the Council will start after summer 2014.

**Proposal for a Directive amending Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic – [2013/0105\(COD\)](#)**

Adoption of the report in Committee: 18/03/2014

Text to be adopted by the Parliament, First reading: 15/04/2014

## Calling an emergency call from the car automatically in case of an accident - eCall



**Rapporteur:**

**Philippe DE BACKER**  
(ALDE)

Following Parliament's own initiative report "ecall: new 112 service for citizens", the Commission presented two proposals concerning an EU-wide 112 emergency number based assistance call system (eCall). The proposal on the deployment of the interoperable EU-wide eCall was referred to the TRAN Committee, whereas for the proposal on type-approval requirements for the deployment of the eCall in-vehicle system, TRAN gave an opinion to the IMCO Committee.

With regard to deployment, the proposal sets out to ensure the coordinated and coherent deployment of interoperable EU-wide eCall service and to guarantee interoperability and continuity of the service throughout Europe. It addresses the deployment of the Public Safety Answering Points (PSAPs) that receive eCalls in the Member States.

The report adopted by the TRAN Committee

Shadow Rapporteurs:

**D. KOCH** (EPP)  
**Z. GURMAI** (S&D)  
**K. TAYLOR**  
(Greens/EFA)  
**A. ROSBACH** (ECR)

- differentiates between non-emergency and false calls and makes it possible to outsource 112 eCall services;
- guarantees that the data are used for rescue and traffic management purposes only;
- makes eCall free of charge for users; and
- calls for an awareness raising campaign to explain the benefits and functionalities of eCall.

Whereas these goals were shared by all institutions, the original date of application of October 2015 proved to be relatively short for the Member States.

After negotiations, a first reading agreement was reached that confirmed the above and obliged Member States to put in place the necessary eCall answering infrastructure for the proper receipt and handling of all eCalls no later than 1 October 2017 and at least 6 months before the date of application of the rules on placing eCall devices in cars - the other file in the eCall package of proposals, which is yet to be negotiated with the Council.


**Proposal for a decision of the European Parliament and the Council on the deployment of the interoperable EU-wide eCall - [2013/0166\(COD\)](#)**

Adoption of the report in Committee: 17/12/2013

Text to be adopted by the Parliament, First reading: 16/04/2014



## 1.2 Own Initiative Reports

Road transport: penalties for serious infringements	
 <p><b>Rapporteur:</b></p> <p><b>Hella RANNER</b> (EPP)</p>	<p>In its resolution on penalties for serious infringements against the social rules in road transport, Parliament noted that significant differences remain among national legislations. For instance, the size of fines and the types and categorisation of penalties may widely vary from one Member State to another.</p> <p>As this lack of consistency creates confusion, Parliament called on the Commission and the Member States to issue statistics and national reports for future harmonisation measures. More clarity is also required in order to deliver a uniform and binding interpretation of the legislation on resting hours. A common set of penalties should be laid down.</p> <p>Members insisted that a harmonised and effective approach to checks was essential. This would help to remove obstacles to the European single market and improve road safety. The Commission is asked to improve the collection of statistical information while Member States are called upon to train their enforcement staff and to promote a harmonised approach to checks, thus creating legal certainty.</p> <p>The resolution also suggests initiatives related to the issuing of information brochures intended for enterprises, the use of new technological means or a reinforced cooperation between national authorities. The Commission and the Member States are finally called on to encourage and finance schemes for the construction of secure parking areas.</p>
<p>Shadow Rapporteurs:</p> <p><b>I. ERTUG</b> (EPP)  <b>R. TREMOSA i BALCELLS</b> (ALDE)  <b>E. LICHTENBERGER</b> (Greens/EFA)  <b>P. BRADBURN</b> (ECR)</p>	
<p><b>Report analysing the penalties for serious infringements against the social rules in road transport <a href="#">2009/2154(INI)</a></b></p>	
<p>Adoption of the report in Committee: 28/04/2010</p>	
<p>Text adopted by the Parliament: 18/05/2010</p>	

## Road safety



**Rapporteur:**

**Dieter-Lebrecht  
KOCH (EPP)**

**Shadow Rapporteurs:**

**T. FAJON (S&D)**  
**N. GRIESBECK**  
(ALDE)  
**K. TAYLOR**  
(Greens/EFA)  
**P. BRADBURN (ECR)**  
**S. WILS (GUE/NGL)**

In its own initiative report titled 'Towards a European road safety area', the TRAN Committee generally supported the integrated approach and the main objectives of the Commission's "Policy Orientations on Road Safety 2011-2020 proposal".

However, Members deplored the lack of ambition and therefore called for an increased number of more specific measures and targets, such as

- a long term 'Vision Zero' strategy at EU level;
- better enforcement of road safety rules through national enforcement targets
- better protection for vulnerable road users such as pedestrians, cyclists and motorcyclists;

Members also called on the Commission

- to develop its proposals into a fully-fledged action programme;
- to appoint an EU Road Safety Coordinator, as part of the European Commission, by 2014;
- to set up a cooperation forum where prosecutors, law enforcement authorities, victims' associations and road safety monitoring centres can exchange information on best practices and cooperate more closely on improving implementation of road safety legislation, at both national and transnational levels.

**Towards a European road safety area: policy orientations on road safety 2011-2020 - [2010/2235\(INI\)](#)**

Adoption of the report in Committee: 21/06/2011

Text adopted by the Parliament: 27/09/2011



## eCall: a new 112 service for citizens



**Rapporteur:**

**Dieter-Lebrecht  
KOCH (EPP)**

**Shadow Rapporteurs:**

**Z. GURMAI (S&D)  
P. BENNION (ALDE)  
K. TAYLOR  
(Greens/EFA)  
A. ROSBACH (ECR)**

In the event of a severe road accident, an eCall-equipped vehicle will automatically trigger an emergency call. Even if passengers cannot speak, eCall creates a voice link to the closest Public Safety Answering Point and sends an emergency message, known as the minimum set of data (MSD), including key information about the accident, such as time, accurate location, driving direction (resulting from accurate satellite-based data) and vehicle description. eCall can also be activated manually.

eCall does not prevent accidents, but improves the effectiveness of emergency services. When emergency services are promptly notified and know the accident location, they can arrive quickly and reduce the risk of death and the severity of injuries ('golden hour' principle).

The deployment of a pan-European eCall service available in all vehicles and in all countries has been an EU high priority in the context of Road Safety since 2002.

In line with the 2009 Communication on 'eCall: Time for Deployment', the Commission decided in 2011 to take legislative action to introduce a mandatory eCall since voluntary deployment has been insufficient (The voluntary approach has been the Commission policy since 2003).

Taking into consideration that the eCall new regulatory approach would include legislative and non-legislative measures falling within the competences of both IMCO and the TRAN Committees and also because of the importance of the topic, it was decided that the procedure with joint meetings of committees and a joint vote laid down in Rule 51 of the Rules of Procedure would be applied to this own-initiative report.

The report underlines in particular the importance of eCall as a public service based on the European number 112 and encourages the Commission to put forward the necessary legislative proposals as soon as possible.

See also the legislative report on eCall.

**The Regulatory introduction of eCall – [2012/2056\(INI\)](#)**

Adoption of the report in Committee: 19/06/2012

Text adopted by the Parliament: 03/07/2012

## Toll systems for light private vehicles



**Rapporteur:**

**Jim HIGGINS**  
(EPP)

Shadow Rapporteurs:

**I. AYALA SENDER**  
(S&D)

**W. KLINZ (ALDE)**

**E. LICHTENBERGER**  
(Greens/EFA)

**R. Z LE (ECR)**

**A. RUBIKS (GUE/NGL)**

With this resolution Parliament agrees with the Commission's assertion that the current European Electronic Toll Service (EETS) system has not been working and needs to be overhauled. It considers that the market-driven approach favoured by the Commission has failed to bear fruit. Because of the lack of will on the part of industry stakeholders, political action is needed in order to speed up the implementation of the EETS and translate it into reality in the near future.

Whatever the system chosen, the Commission should take great care to ensure that consumers are made aware at all times of the cost of the toll being levied via an electronic device or toll tag. In addition, Members believe that the introduction of any new charging system which involves the sharing of operating systems and data on clients and their movements must be strictly subject to EU data protection regulations, and that the data should be de-personalised in order to protect individual privacy.

The implementation of charging systems should not, under any circumstances, discriminate against non-residents by creating obstacles to the principle of free movement. Members believe that, while the power to raise revenue rests with the Member States, the EU should favour a system of distance-based tolling over vignette-type systems.

Considering it regrettable that Member States have, on the whole, shown little interest in developing the EETS, Parliament calls on the Commission take more measures to pursue the enforcement of EU legislation. The Commission is invited to present studies on the technical possibilities and financial aspects required to make the EETS a working reality. The Commission is further asked to oblige Member States to simplify the sale of vignettes, make information more accessible and to operate an online payment service.

**A Strategy for an Electronic Toll Service and a vignette system on light private vehicles in Europe [2012/2296\(INI\)](#)**

Adoption of the report in Committee: 23/04/2013

Text adopted by the Parliament: 11/06/2013

## 1.3 Public hearings



## 1.4 Policy Department Studies

### A review of Megatrucks - Major issues and case studies

*Steer Davies Gleave:* James Steer, Francesco Dionori, Lorenzo Casullo, Christoph Vollath, Roberta Frisoni, Fabrizio Carippo, Davide Ranghetti, November 2013.

### Development and Implementation of EU Road Cabotage

*Steer Davies Gleave:* Roberta Frisoni, Francesco Dionori, Christoph Vollath; Karol Tyszka, Lorenzo Casullo, Clemence Routaboul, Andrius Jarzemskis, Katalin Tanczos, March 2013.

### Social and Working Conditions of Road Transport Hauliers

*TRT Trasporti e Territorio Srl:* Alessio Sitran, Enrico Pastori, April 2013

### Overview and Evaluation of Enforcement in the EU Social Legislation for the Professional Road Transport Sector

Enrico Pastori, Alessio Sitran, Caterina Rosa *TRT Trasporti e Territorio Srl*; Manuela Samek, Nicoletta Torchio, Nicola Orlando *IRS Istituto per la Ricerca Sociale*; Remy Rusotto *CORTE*, August 2012

### The road safety performance of commercial light goods vehicles

*TRL Limited:* Iain Knight, Tanja Robinson, Mike Neale and Wesley Hulshof, October 2009



# RAIL TRANSPORT



## 2. RAIL TRANSPORT

The White Paper on Transport adopted by the Commission in 2011 proposed a series of initiatives to develop a true internal market for rail services; amongst which the opening of the domestic rail passengers' market to competition, the reinforcement of the role of the European Railway Agency, the development of an integrated approach to freight corridor management or an effective and non-discriminatory access to rail infrastructure. During the legislative term 2009-2014, railway legislation was revised and extended to fulfill these objectives.

### 2.1 Legislative Reports

Competitive rail freight network	
 <p><b>Rapporteur:</b></p> <p><b>Marian-Jean MARINESCU</b> (EPP)</p>	<p>This Regulation lays down rules for the establishment and organisation of international rail corridors for competitive rail freight with a view to the development of a European Rail Network. A freight corridor is defined as all designated railway lines, including railway ferry lines, on the territory of or between Member States, linking transport terminals along a principal route.</p> <p>In each Member State, one freight corridor will be established (instead of several, as in the Commission's proposal). These corridors will be defined by taking into account not only the TEN-T, but also ERTMS corridors or sections with a high freight traffic volume.</p> <p>A governance body comprised of Member States and infrastructure managers concerned by a freight corridor shall be in charge of the management of each corridor and create a one-stop-shop in order to deal with requests of applicants and provide information on capacity.</p> <p>Members also agreed that the priority rules for traffic disruption should be defined by each national infrastructure manager while reinforcing the role of railway undertakings during the preparative stages of the creation of each corridor. On the allocation of paths to freight trains, Members adopted a compromise allowing more flexibility in addressing market needs in order to answer <i>ad hoc</i> requests made by applicants.</p>
<p>Shadow Rapporteurs:</p> <p><b>B. LIBERADZKI</b> (S&amp;D) <b>I. BILBAO BARANDICA</b> (ALDE) <b>M. CRAMER</b> (Greens/EFA) <b>D. J. EPPINK</b> (ECR) <b>A. RUBIKS</b> (GUE/NGL)</p>	
<p><b>Proposal for a Regulation of the European Parliament and of the Council concerning a European rail network for competitive freight - <a href="#">2008/0247(COD)</a></b></p>	
<p>Adoption of the report in Committee: 31/03/2009</p>	
<p>Text adopted by the Parliament, First reading: 23/04/2009</p>	
<p>Text adopted by the Parliament, Second reading: 15/06/2010</p>	
<p>Final act signed 22/09/2010</p>	



## Recast of the First Railway Package



**Rapporteur:**

**Debora  
SERRACCHIANI  
(S&D)**

**Shadow Rapporteurs:**

**W. KUHN (EPP)  
R. TREMOSA i  
BALCELLS  
(ALDE)  
M. CRAMER  
(Greens/EFA)  
R. Z LE (ECR)  
S. WILS (GUE/NGL)**

In 2010 the Commission made a proposal to recast the First Railway Package, a set of three legal texts merged into one that addresses the governance structure of the railway system, the principles according to which access to rail infrastructure is granted and the conditions on which this access is granted.

The final compromise on the recast maintained the principle of requiring a railway undertaking wanting to operate in the EU to obtain a licence which grants access to the EU's entire network. Also maintained was the principle of access charges for accessing infrastructure and rail-related services.

With regard to the governance structure of the system, two elements were confirmed and even strengthened. Firstly, railway undertakings should be able to act more as private companies, even where they are formally controlled by the state. Secondly, there should be transparency in terms of the financial flows as well as a greater separation between railway undertakings and rail infrastructure managers. The regulatory body should be strengthened to be capable of surveying fair and non-discriminatory competition in rail transport. The TRAN Committee and Parliament persisted and made progress in particular on the last points. The debate with the Council was controversial as in a number of Member States so-called vertically integrated undertakings exist that consist of entities that provide infrastructure management and rail transport operations (such as holding companies) and where financial transparency is considered questionable. The final compromise with the Council was adopted by Parliament in second reading in July 2012.

### **Directive of the European Parliament and of the Council establishing a Single European Railway Area - [2010/0253\(COD\)](#)**

Adoption of the report in Committee: 23/02/2010


Text adopted by the Parliament, First reading: 05/05/2010

Text adopted by the Parliament, Second reading: 03/07/2012

Final act signed 21/11/2012

## Fourth Railway package

In the beginning of 2013 the Commission proposed the Fourth railway package containing six legislative files and covering the entire range of railway policy: two files concern governance and market-opening aspects; three proposals deal with safety, interoperability and the role of European Railway Agency (ERA) - so called “technical pillar”.

<b>Opening of the market for domestic passenger services (PSO regulation)</b>	
 <p><b>Rapporteur:</b></p> <p><b>Mathieu GROSCH</b> (EPP)</p>	<p>This Regulation deals with public service contracts, establishing the rules under which contracts are awarded. In its first reading, Parliament – in contrast to the Commission’s proposal – voted for continuing to allow the direct award of rail passenger transport services under public service obligations. However, this direct award would be subject to certain efficiency requirements and justifications. The regulatory body may oblige the competent authority to award any new public service contract through competitive tendering if these efficiency criteria have not been met.</p> <p>The proposed rules also aim to create opportunities for new operators to provide services and to give all operators equal access to track infrastructure, while safeguarding the important role of public service contracts. Size limits on public service contracts, defined by setting a minimum number of contracts to be awarded in each member state according to traffic volume, should assist smaller operators in competing for public contracts.</p> <p>Parliament supported the Commission proposal obliging authorities to establish multimodal and sustainable urban transport plans, while lowering the requirements for these plans.</p> <p>Furthermore, Parliament strengthened the social standards for employees in particular regarding the transfer of staff in case of a change of operator.</p>
<p>Shadow Rapporteurs:</p> <p><b>B. LIBERADZKI</b> (S&amp;D)  <b>R. TREMOSA i</b>  <b>BALCELLS</b> (ALDE)  <b>K. ZÉRIBI</b>          (Greens/EFA)  <b>R. Z LE</b> (ECR)  <b>S. WILS</b> (GUE/NGL)</p>	
<p><b>Proposal for a Regulation amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail - <a href="#">2013/0028(COD)</a></b></p>	
<p>Adoption of the report in Committee: 17/12/2013</p>	
<p>Text adopted by the Parliament, First reading: 26/02/2014</p>	



<b>Governance and market opening for domestic passenger transport services</b>	
 <p><b>Rapporteur:</b></p> <p><b>Saïd EL KHADRAOUI</b> (S&amp;D)</p>	<p>The Commission proposal builds on the recast of the first railway package adopted in 2012 and modifies the text with the aims of opening the market of domestic rail passenger services and of enhancing the independence of rail infrastructure managers.</p> <p>Parliament followed the Rapporteur's approach and endorsed the opening of the national passenger market for commercial services while safeguarding certain limitations to protect public services. The balance found between commercial and public services modified the Commission proposal which had foreseen a more radical opening for commercial services. Parliament was of the opinion that public services needed to be protected against cherry-picking that would call into question the viability of public services. The Rapporteur introduced criteria that clarified the text in that respect.</p>
<p>Shadow Rapporteurs:</p> <p><b>A. CINCIAN</b> (EPP)  <b>P. DE BACKER</b> (ALDE)  <b>J. BICEP</b> (Greens/EFA)  <b>O. VLASÁK</b> (ECR)  <b>S. WILS</b> (GUE/NGL)</p>	<p>The Committee's report disregarded the Commission's intention of allowing integrated companies – performing both infrastructure management and rail transport services, such as holdings – in the future only where these existed already. It maintained the overall objective of separating financial flows between those two businesses and also of establishing structural requirements for the independence of infrastructure management in order to enhance non-discriminatory access to infrastructure and a level playing field for operators. It confirmed the extended functions which can only be performed by the infrastructure manager, and broadened the various cooperation possibilities between railway undertakings and infrastructure managers. The latter should help to enable the sector to deal with a growing number of operators and cross-border traffic.</p> <p>The subsequent plenary vote in first reading softened the rules on financial and structural separation for integrated companies. Moreover the Parliament, based on the Rapporteur's amendments, voted in favour of requiring the sector to establish interoperable ticketing and timetabling systems which would help the passenger to plan, reserve and buy tickets for journeys that involve more than one operator or that cross borders, strengthening the proposed provisions.</p>
<p><b>Proposal for a Directive amending Directive 2012/34/EU of the EP and of the Council of 21 November 2012 establishing a single European railway area, as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure - <a href="#">2013/0029 (COD)</a></b></p>	
<p>Adoption of the report in Committee: 17/12/2013</p>	
<p>Text adopted by the Parliament, First reading: 26/02/2014</p>	

## Railway safety



**Rapporteur:**

**Michael CRAMER**  
(Greens/EFA)

Shadow Rapporteurs:

**G. BACH** (EPP)  
**I. AYALA SENDER**  
(S&D)  
**P. BENNION** (ALDE)  
**R. Z LE** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

Despite the existence of the European Railway Agency (ERA), Member States had so far developed their safety rules and standards mainly along national lines, based on national technical and operational concepts. The resulting differences in principles, approaches and cultures have made it difficult to break through the technical barriers and to establish international transport operations. Therefore, the Commission considered it appropriate to push for a 'single safety certificate' which authorises railway companies to operate in the EU under the responsibility of the ERA and to revise the roles of the national safety authorities and the Agency. This proposed Directive is closely linked with the ERA Regulation and the Railway Interoperability Directive.

The Parliament broadly supported the introduction of the 'single safety certificate' which allows maintaining and further enhancing railway safety while speeding up certification processes and preventing diverging or discriminatory application of national safety rules. A number of amendments were carried in Parliament's first reading:

- The role of ERA as the exclusive authority issuing 'single safety certificates' was reinforced while a distinct procedure was established for 'isolated networks' which are interlinked with third country networks rather than the European network.
- National rules are to be harmonised without putting safety at risk. Only national rules that have been duly notified to ERA shall be applied. ERA and the Commission could request changes to national rules that are considered arbitrary and discriminatory.
- ERA should become responsible for cross-border infrastructure managers, e.g. when it comes to cross-border railway tunnels and related emergency services.
- A system of 'fair culture' should be established through which any potential safety risk can be easily and anonymously brought to the attention of ERA and National Safety Authorities.

A transition period of a total of four years for implementing those changes was agreed which corresponds to the arrangements found for the ERA regulation and the interoperability directive.

**Proposal for a Directive on railway safety (Recast) - [2013/0016\(COD\)](#)**

Adoption of the report in Committee: 17/12/2013

Text adopted by the Parliament, First reading: 26/02/2014

## Railway interoperability



**Rapporteur:**

**Izaskun BILBAO  
BARANDICA  
(ALDE)**

**Shadow Rapporteurs:**

**L. DE GRANDES  
PASCUAL (EPP)  
I. AYALA SENDER  
(S&D)  
M. CRAMER  
(Greens/EFA)  
R. Z LE (ECR)  
J. KOHLÍ EK  
(GUE/NGL)**

The persistence of technical and administrative barriers is creating long and costly procedures for the rail sector which are affecting its competitiveness. According to the Commission this problem is driven by an inefficient functioning of national institutions, the divergent implementation of EU legislation and the legacy of national systems. ERA estimates that there are currently over 11 000 national rules in the EU which entail excessive administrative costs and market access barriers, especially for new entrants and rail vehicle manufacturers.

The proposed directive introduces a number of changes to the current legislation in order to achieve a real technical harmonization in the European railway sector. Once fully implemented, this interoperability will guarantee that built and certified rolling stock have the technical requirements to run everywhere in Europe, thus enabling the establishment of a single railway market.

Parliament's first reading supports the Commission's proposal of a general centralisation of authorisation procedures through ERA, keeping a dual approach to certification only during a four year transitional period. ERA is called to work in cooperation with national safety authorities in order to ensure a coherent development of the European Rail Traffic Management System (ERTMS) within the Union.

The provisions related to national rules have been strengthened in order to make sure that only justified national rules can be adopted.

Another new feature proposed by the Rapporteur is the creation of a European vehicle registry. National agencies will be required to transmit data to that registry.

The Rapporteur and the Committee also sought to reinforce the accessibility of the rail system in order to enable all Union citizens to benefit fully from the advantages deriving from the establishment of an area without internal frontiers.

**Proposal for a Directive on the interoperability of the rail system within the European Union (Recast) - [2013/0015\(COD\)](#)**

Adoption of the report in Committee: 17/12/2013

Text adopted by the Parliament, First reading: 26/02/2014

## The European Railways Agency (ERA)



**Rapporteur:**

**Roberts Z LE (ECR)**

Shadow Rapporteurs:

**D. RIQUET** (EPP)  
**G. PARGNEAUX**  
 (S&D)  
**P. BENNION** (ALDE)  
**M. CRAMER** (ECR)  
**J. KOHLÍ EK**  
 (GUE/NGL)

The Rapporteur sought to ensure that an improved, more centralised system of authorisations and certifications would bring benefit to all stakeholders. He believed the system should provide better quality, less costly services for end users, whether involving cargo or passengers. This would involve ERA acting as a one-stop-shop, offering efficient and client-friendly authorisation and certification procedures for companies operating throughout Europe.

However, the Rapporteur was concerned that the 4th railway package should take into account the specific situation of the rail networks with track gauge that differs for the standard 1 435 mm Union gauge, and, in particular, the Baltic States and Finland.

Parliament's position, reflected in the three technical files, was that applicants operating in these countries could choose to apply for certification and authorisation from either the Agency or the national safety authority. In addition, it called on ERA to facilitate EU railway undertakings' reciprocal access to the third countries' rail markets.

**Proposal for a Regulation on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 - [2013/0014\(COD\)](#)**

Adoption of the report in Committee: 17/12/2013

Text adopted by the Parliament, First reading: 26/12/2014





## Common rules for the normalisation of the accounts of railway undertakings



**Rapporteur:**

**Jaromír KOHLÍ EK**  
(GUE/NGL)

Shadow Rapporteurs:

**M. FERBER** (EPP)  
**G. PARGNEAUX**  
(S&D)  
**G. UGGIAS** (ALDE)  
**K. ZÉRIBI**  
(Greens/EFA)  
**O. VLASÁK** (ECR)

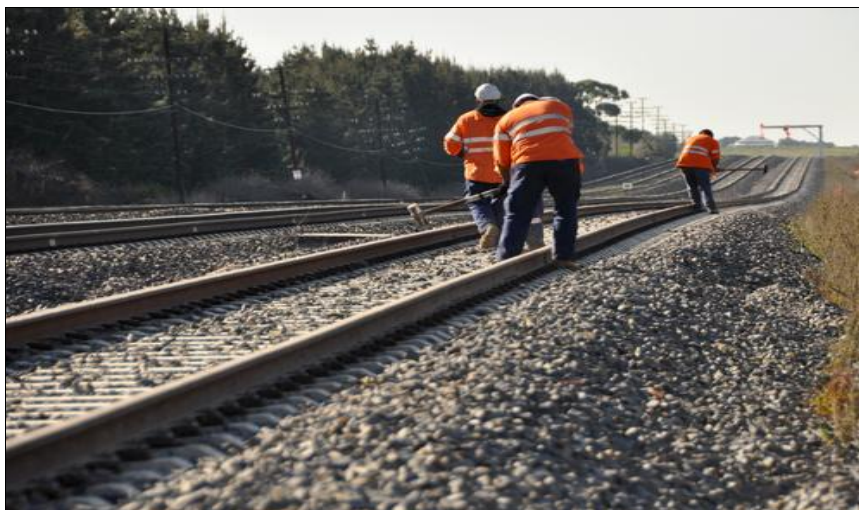
In the framework of the Fourth Railway Package the Commission proposed to repeal Regulation 1192/69 of the Council on common rules for the normalisation of the accounts of railway undertakings. This regulation allows Member States to compensate railway undertakings for the payment of obligations which undertakings of other transport modes do not have to support. These include special payments in case of accidents at work, pensions for railway workers who usually retire earlier from certain arduous jobs or the payments for costs of level crossing facilities. The Regulation was adopted before the rail market was liberalised and when rail transport in Europe was developing primarily within national borders. This was done in order to put railway undertakings and undertakings active in other transport modes on an equal competitive footing. Due to its initial intention the Regulation contains a list of 36 formerly state-owned railway companies.

The Committee and the Rapporteur supported the Commission in its assessment that the Regulation no longer respects the current legal environment and discriminates between those railway undertakings included in the list (and thereby eligible for compensation payments) and those excluded. However, it considered an immediate repeal premature, taking into account the current economic climate and underfinanced railway systems in many Member States. The Committee decided to postpone the repeal for 2 years. This approach was carried by the Plenary in first reading.

**Proposal for a Regulation repealing Regulation (EEC) No 1192/69 of the Council on common rules for the normalisation of the accounts of railway undertakings**  
[2013/0013\(COD\)](#)

Adoption of the report in Committee: 17/12/2013

Text adopted by the Parliament, First reading: 26/02/2014



## Rail transport statistics



**Rapporteur:**

**M. CRAMER**  
(Greens/EFA)

Shadow Rapporteurs:

**P. BORISSOV** (EPP)  
**B. LIBERADZKI** (S&D)  
**G. MEISSNER** (ALDE)  
**R. Z LE** (ECR)

Council Regulation (EC) No 91/2003 establishes common rules for the production of Union rail transport statistics, including the collection of data on goods, passengers and accidents.

The Committee suggested several amendments to the Commission's proposal. Members thought that data collection should be extended to rail infrastructure, for example, the number of kilometres of rail infrastructure, equipped with the European Rail Traffic Management System (ERTMS).

Members proposed adding some categories of data such as distance-based rail freight modal shares, in tonnes by kilometre, the number of locomotives equipped with the ERTMS system or the number of new and retro-fitted silent freight wagons equipped with composite brake blocks.

It was suggested that the requirement to collect data on accidents should remain with both Eurostat and the European Rail Agency in close cooperation between both institutions. Moreover, a requirement to collect data on incidents is proposed, since this contributes to a higher level of rail safety.

As to the delegation of powers: Members thought that there was a need to streamline the powers delegated to the Commission to safeguard the Parliament's prerogatives.

**Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics, as regards the collection of data on goods, passengers and accidents- [2013/0297 \(COD\)](#)**

Adoption of the report in Committee: 17/12/2013

Text adopted by the Parliament, First reading: 11/03/2014



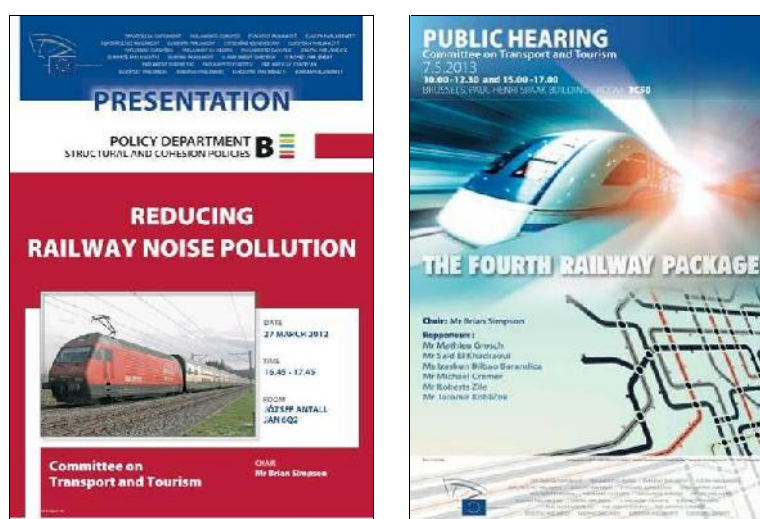
## 2.2 Consent Procedure

In certain legislative areas, the European Parliament is requested to give its consent, as a special legislative procedure under Article 289(2) of the Treaty on the Functioning of the European Union (TFEU). The consent procedure gives Parliament the right of veto. Parliament's role is thus to approve or reject the legislative proposal without further amendments and the Council cannot overrule Parliament's opinion. Consent is also required as a non-legislative procedure when the Council is adopting certain international agreements.

International agreements mostly concern air transport, although the TRAN Committee's consent was required also for an agreement in the rail sector:

**Agreement on the Accession of the EC to the Convention concerning International Carriage by Rail (COTIF), as amended by the Vilnius Protocol- [2009/0121\(CNS\)](#)**  
Rapporteur: Dieter Lebrecht Koch (EPP, DE)  
Voted in plenary: 24/11/2009

## 2.3 Public hearings



## 2.4 Policy Department Studies

### Reducing Railway Noise Pollution

Uwe Clausen, Claus Doll, Francis James Franklin, Gordana Vasic Franklin, Hilmar Heinrichmeyer, Joachim Kochsiek, Werner Rothengatter, Niklas Sieber, April 2012

### Typology and Structure of Regulatory Bodies in the EU railway Sector

Francesco Dionori, Simon Ellis, Pietro Crovato, *Steer Davies Gleave*, May 2011

### The Impact of Separation between Infrastructure Management and Transport Operations on the EU Railway Sector

Francesco Dionori, Dick Dunmore, Simon Ellis, Pietro Crovato, *Steer Davies Gleave*, May 2011






# AIR TRANSPORT



### 3. AIR TRANSPORT

Achieving a truly seamless Single European Sky, developing a comprehensive European aviation safety strategy, building on the European Aviation Safety Agency (EASA), securing the competitive advantage of the aviation sector, while ensuring quality of services, including in airports, as well as quality standards for workers in the whole aviation value chain are amongst the main EU priorities in the aviation sector. Within this framework, the Transport Committee considered a series of legislative proposals.

#### 3.1 *Legislative Reports*

Aviation security charges	
	<p>The adopted rules on aviation security charges shall apply to all airports subject to the provision of the Treaty and open to commercial traffic. By security charges, Members referred to "a levy collected by any entity to recover the costs of security measures intended to protect civil aviation against acts of unlawful interference". The charges shall be transparent in that both the structure and the level of charges have to be communicated, as well as forecast evolution due to investments, traffic growth or increased levels of security threats. In addition, the amount of security charges levied should be publicly accessible.</p>
<p><b>Rapporteur:</b>  <b>Jörg LEICHTFRIED</b> (S&amp;D)</p>	<p>When modifying the system and level of such charges, airport users are to be consulted by the competent airport body. In Member States where no national law provides for any procedure, an independent supervisory authority may intervene in cases of disagreement between the airport authority and users. Members proposed that the funding of more stringent measures, where they involve additional costs, shall be the responsibility of the Member States.</p>
<p>Shadow Rapporteurs:  <b>A. ZASADA</b> (EPP) <b>J. HENNIS-PLASSCHAERT</b> (ALDE) <b>E. LICHTENBERGER</b> (Greens/EFA) <b>J. FOSTER</b> (ECR) <b>J. KOHLÍ EK</b> (GUE/NGL)</p>	<p>When adopting this resolution on aviation security charges, Members paid all necessary attention to its compatibility with the Commission's proposal for a Directive on airport charges (2009/12/EC).</p> <p>The file is currently awaiting Council's first reading position but no progress has been made.</p>
<p><b>Proposal for a Directive of the European Parliament and of the Council on aviation security charges - <a href="#">2009/0063(COD)</a></b></p>	
<p>Adoption of the report in Committee: 01/03/2010</p>	
<p>Text adopted by the Parliament, First reading: 05/05/2010</p>	

## Prevention of accidents and incidents in civil aviation



**Rapporteur:**

**Christine De  
VEYRAC (EPP)**

Shadow Rapporteurs:

**J. ZEMKE (S&D)**  
**J. KACIN (ALDE)**  
**E. LICHTENBERGER**  
 (Greens/EFA)  
**J. FOSTER (ECR)**  
**J. KOHLÍ EK**  
 (GUE/NGL)

This Regulation aims to improve aviation safety by ensuring a high level of efficiency, expediency, and quality of European civil aviation safety investigations within the Treaties Area. The sole objective of it is the prevention of future accidents and incidents without apportioning blame or liability, including through the establishment of a European Network of Civil Aviation Safety Investigation Authorities.

The resolution establishes rules concerning the participation of EASA and national authorities in safety investigations and the timely availability of information relating to all persons and dangerous goods on board an aircraft involved in an accident. It also aims to improve assistance given to the victims of air accidents and their relatives, defines notification obligations, and regulates the preservation of evidence and protection of sensitive information.

Member States shall ensure that safety investigations are conducted or supervised by a permanent national civil aviation safety investigation authority and will publish annual safety reviews to inform the public of the general aviation safety level. Safety investigations shall be independent of any judicial or administrative proceedings.

In order to bring genuine added value compared to the current situation, a series of amendments defines the tasks and missions which the Network should be responsible for, including to:

- advise Union institutions on policies and rules relating to safety investigations and the prevention of accidents and incidents;
- promote the sharing of information and promote structured cooperation between safety investigation authorities;
- organise "peer reviews" and training for investigators;
- promote best safety investigation practices;
- strengthen the investigating capacities of the safety investigation authorities.

**Proposal for a Regulation of the European Parliament and of the Council on investigation and prevention of accidents and incidents in civil aviation - [2009/0170\(COD\)](#)**

Adoption of the report in Committee: 01/06/2010

Text adopted by the Parliament, First reading: 21/09/2010

Final act signed: 20/10/2010

## Occurrence reporting in civil aviation



**Rapporteur:**

**Christine De  
VEYRAC (EPP)**

Shadow Rapporteurs:

**J. LEICHTFRIED**  
(S&D)

**J. KACIN (ALDE)**

**E. LICHTENBERGER**  
(Greens/EFA)

**J. FOSTER (ECR)**

This legislation is of great importance as it seeks to improve air safety. It establishes a clear framework for the collection of occurrences (reporting of incidents), with common rules all across the EU. It seeks also to ensure that safety actions are taken in a timely manner and that relevant civil aviation safety information is reported, collected, stored, protected, exchanged, disseminated and analysed in an effective manner.

The new system is based on an obligatory and a voluntary scheme where aviation professionals declare and describe incidents. To be efficient, they will be legally protected from sanctions, except in cases of gross negligence (notion of "just culture").

Appropriate data reporting and analysing systems will be put in place, taking into consideration the need for data protection. The role of the European Aviation Safety Agency will be reinforced.

This agreement is a good example of the will of the Transport Committee to achieve specific and rapid results for the safety of European citizens. It took only 3 months between the vote of the report in Committee and the conclusion of the inter-institutional agreement, allowing the final vote of the Parliament to take place on 26 February 2014, so that the Regulation can enter into force in summer 2015.

The main points of the outcome of the negotiations were the extension of the notion of "Just culture" and a better definition of it, more flexibility for small organisations when fulfilling their obligations and the preservation of the Parliament's role on Delegated acts and Implementing acts.

**Proposal for a regulation of the European Parliament and of the Council on occurrence reporting in civil aviation - [2012/0361\(COD\)](#)**


Adoption of the report in Committee: 17/09/2013

Text adopted by the Parliament, First reading: 26/02/2014

Final act signed: 03/04/2014

## Airport package

In December 2011 the Commission presented the so-called airports package – a set of three proposals on noise abatement, slots allocation and groundhandling services aimed at addressing increasing problems of exposure to noise pollution, capacity constraints, and competitiveness at European airports.

Noise restrictions at Union airports	
 <p><b>Rapporteur:</b> <b>Jörg LEICHTFRIED</b> (S&amp;D)</p>	<p>The Regulation further harmonises, clarifies and strengthens the common rules on how decisions on noise related operating restrictions at EU airports are to be taken. The rules, which are based on principles agreed by the International Civil Aviation Organisation (ICAO) and known as "Balanced Approach", cover in particular the assessment and management of aircraft noise and are designed to identify the most cost-efficient way of tackling aircraft noise at each individual airport.</p> <p>This piece of legislation, however, does not establish specific noise thresholds, which remain within the competence of national or local authorities. The Regulation only applies to larger airports with more than 50 000 civil aircraft movements per year.</p>
<p>Shadow Rapporteurs:</p> <p><b>M. GAHLER</b> (EPP)  <b>R. TREMOSA i BALCELLS</b> (ALDE)  <b>E. LICHTENBERGER</b> (Greens/EFA)  <b>J. FOSTER</b> (ECR)  <b>J. KOHLÍ EK</b> (GUE/NGL)</p>	<p>At the initiative of the EP, the local authorities would retain their powers to decide on noise related measures at airports such as bans on night flights. Moreover, the Commission has been obliged to address health-related aspects of aviation noise by revising the Environmental Noise Directive 2002/49/EC.</p>
<b>Introduction of noise-related operating restrictions at Union airports within a balanced approach - <a href="#">2011/0398(COD)</a></b>	
Adoption of the report in Committee: 06/11/2012	
Text adopted by the Parliament, First reading: 12/12/2012	
Second reading vote in the Committee: expected on 10/04/2014	
Text adopted by the Parliament, Second reading: expected on 15/04/2014	



## Allocation of slots at EU airports



**Rapporteur:**

**Giommaria UGGIAS**  
(ALDE)

Shadow Rapporteurs:

**C. FIDANZA** (EPP)  
**D. SASSOLI** (S&D)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**J. FOSTER** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

In an attempt to address the problem of the congestion of the European airports, Parliament supported the Commission's intention to render the system of the allocation of slots more efficient.

Landing and take-off slots at busy airports are allocated to air carriers by means of an administrative system by an independent slot coordinator. A minimum set of five slots allocated for the same time on the same day of the week in any give season is defined as a 'series of slots'. Air carriers which have used a series of slots for at least 80% of the time during a season are entitled to the same series of slots in the next season ('grandfather rights'). If air carriers use the slots for less than 80% of the time, the slots are returned to the slot pool for reallocation by the coordinator; 50% of slots in the pool are allocated to new entrants, while the remaining 50% are allocated to the other carriers on the basis of 'first come, first served'. At present, 89 fully coordinated airports are situated in Member States where the regulation on slots is applied. 18 Member States have at least one coordinated airport and are therefore required to appoint a coordinator.

As a result of the Rapporteur's work, a definition of slots as non-material assets of public utility was introduced. The main reason for this is to allow the introduction of secondary trading of slots, i.e. allowing companies to pass on slots to other companies, in a transparent way for monetary compensation. Parliament also strengthened the transparency of the allocation procedure and the independence of slot coordinators. It furthermore endorsed the idea of creating a European coordinator in the future.

Parliament however did not support the Commission's proposal to increase the threshold for grandfather rights to 85%. It agreed on greater flexibility regarding the minimum length of series in winter and summer, leaving the definition of these thresholds to be established by the airport coordination Committee under local rules.

The Commission's idea to introduce a new category of network airports to be used as alternative to congested airports was rejected because it was seen as too bureaucratic and with little practical effect.

**Common rules for the allocation of slots at EU airports (recast) - [2011/0391\(COD\)](#)**

Adoption of the report in Committee: 06/11/2012

Text adopted by the Parliament, First reading: 12/12/2012

Awaits formal position of the Council



## Groundhandling services at Union airports



**Rapporteur:**

**Artur ZASADA  
(EPP)**

Shadow Rapporteurs:

**K. FLECKENSTEIN  
(S&D)**

**W. KLINZ (ALDE)**

**E. LICHTENBERGER  
(Greens/EFA)**

**P. VAN DALEN (ECR)**

**S. WILS (GUE/NGL)**

The proposal focused on further liberalisation of groundhandling services and aimed to increase their quality in terms of resilience, safety, security and impact on environment. The TRAN Committee worked on this proposal together with the EMPL Committee associated under the Rule 50.

The Rapporteur had come a long way to reconcile all the convergent positions from a total and unrestricted market opening at all airports to a much more conservative approach of the workers' unions. The EMPL Committee sought to improve employment and working conditions for the workers, set higher training requirements and called for more job security in the sector.

After long negotiations the report was rejected in the TRAN Committee on 6 November 2012 and, after the European Commission refused to withdraw its proposal, Parliament asked the TRAN Committee to pursue its work to find a consensus supported by the majority. Nevertheless, the EMPL Committee decided not to alter its opinion despite it being one of the main reasons for the first rejection. As a result, the Rapporteur proposed new changes to the compromise amendments based on the old amendments and on new contributions from the political groups.

A new round of internal negotiations proved successful and the Parliament finally agreed to boost competition for restricted, airside services by requiring at least three groundhandling companies (up from two today) in airports handling at least 15 million passengers and/or 200,000 tons of freight per year. Members added minimum standards for service quality, staff training, equipment, information and assistance to passengers, safety, security and compliance with environmental requirements. They also set more flexible rules for self-handling air carriers subject to compliance with minimum quality standards and respect for social and working conditions.

Parliament decided to separate the accounts of groundhandling companies from the accounts of their parent airports.

## Groundhandling services at Union airports and repeal of Council Directive 96/67/EC - [2011/0397\(COD\)](#)

Motion for rejection adopted in Committee: 6/11/2012

Plenary referral back to the Committee: December 2012

Adoption of the report in Committee: 19/03/2013

Text adopted by the Parliament, First reading: 16/04/2013

Awaits formal position of the Council

## Single European Sky 2 + package (SES2+)

This is another aviation-related legislative package presented by the Commission during the 7<sup>th</sup> legislature which, after being adopted by the Parliament in March 2014, awaits the Council's official position after the elections. It consists of the recast of the existing Single European Sky regulations and the amendment to the European Aviation Safety Agency (EASA) Regulation. Both first reading positions adopted by the Parliament create more clarity and efficiency in the SES's architecture and send a strong political message to demonstrate the support of the Parliament to this initiative.

Single European Sky recast	
 <p><b>Rapporteur:</b></p> <p><b>Marian-Jean MARINESCU</b> (EPP)</p>	<p>The TRAN Committee proposed giving more organisational, decision-making and budgetary independence to the national aviation authorities in exchange for them assuming more responsibilities in the supervision of the air navigation services providers.</p> <p>SES2+ would streamline the process of setting service improvement targets in areas such as safety, pollution reduction, capacity and cost-efficiency and would also enhance cooperation among national authorities, air navigation service providers and airlines, so as to reduce today's fragmentation of air traffic management along national lines.</p> <p>Members also designated an impartial performance review body to oversee the implementation of the performance plans and supported transforming the Functional Airspace Blocks into industry-driven partnerships.</p>
<p>Shadow Rapporteurs:</p> <p><b>S. DANELLIS</b> (S&amp;D)  <b>G. MEISSNER</b> (ALDE)  <b>E. LICHTENBERGER</b>          (Greens/EFA)  <b>J. FOSTER</b> (ECR)  <b>J. KOHLÍ EK</b> (GUE/NGL)</p>	<p>Although the Commission proposed separating air navigation support services to stimulate market-based competition, the Committee made unbundling conditional upon a comprehensive study, to be provided by the Commission, which would prove that such separation would be beneficial.</p> <p>Parliament followed the Committee's recommendations and adopted its position in March 2014.</p>
<p><b>Proposal for a regulation on the implementation of the Single European Sky (recast) - <a href="#">2013/0186(COD)</a></b></p>	
<p>Adoption of the report in Committee: 30/01/2014</p>	
<p>Text adopted by the Parliament. First reading: March 2014</p>	
<p>Awaits formal position of the Council</p>	

## European Air Safety Agency



**Rapporteur:**

**David-Maria  
SASSOLI  
(S&D)**

Shadow Rapporteurs:

**M. MARINESCU** (EPP)  
**G. MEISNER** (ALDE)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**J. FOSTER** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

The main goal of the SES2+ proposal was to accelerate implementation of the Single European Sky so as to enhance air traffic safety standards, contribute to the sustainable development of the air transport system and improve the overall performance of the European Air Traffic Management (ATM) system and air navigation services.

Regarding the European Air Safety Agency (the Agency), an adaptation of its structure was needed for better implementation of its new tasks, especially those linked to Air Traffic Management and Air Navigation Services (ATM/ANS).

The rapporteur was in favour of having a firm position from the Parliament adopted before the elections. He suggested adapting the governance of the Agency to the Inter-institutional agreement of July 2012 on the EU agencies, taking into consideration the specificity of the air safety system. The international role of the Agency would have to be reinforced and the new revenues should be connected to its new tasks (ATM/ANS).

Finally, an important compromise was reached regarding a more precise and limited definition of the new governing body ("Executive Board"). The modification of the name of the Agency to the "European Union Agency for Aviation" was adopted to reflect the broadening of its competencies.

The TRAN Committee also decided not to adjust the current balance of roles between the Agency, the Member States and the national aviation authorities.

**Proposal for a regulation amending Regulation (EC) No 216/2008 in the field of aerodromes, air traffic management and air navigation services - [2013/0187\(COD\)](#)**

Adoption of the report in Committee: 30/01/2014

Text adopted by the Parliament. First reading: March 2014

Awaits formal position of the Council

### 3.2 Consent Procedure

There are four broad categories of air agreement where the TRAN Committee's consent is required:

- **horizontal agreements** which seek to align existing bilateral air services agreements between Member States and a given third country with Union law. Such agreements became necessary following the so-called “open skies” judgements the Court of Justice delivered on 5 November 2002. The judgements reaffirmed that nationality clauses in bilateral agreements are illegal under EU law. Member States must allow any "EU carrier" to fly from their country to a third country. Horizontal agreements guarantee the same rights to all Union airlines while simplifying the previous web of individual Member State agreements;
- **a Common Aviation Area with neighbouring countries** which implies the adoption of European aviation rules by neighbouring partners, starting with safety requirements. Market opening and progressive regulatory harmonisation are implemented by successive phases and are accompanied by technical assistance to support these countries in adopting the necessary measures. Ultimately, the wider European Common Aviation Area could encompass up to 58 states with a total population of 1 billion inhabitants;
- **comprehensive agreements with strategic partners** which seek to liberalise the ownership of airlines and to promote regulatory convergence in matters of safety and security, competition, environment and passenger protection when not obtained at the national level. The objective is to produce positive effects not only for the users, the potential beneficiaries of better, more varied and affordable services, but also for operators, who would enjoy new business opportunities, growing markets and a competitive edge. Market opening could also serve as a catalyst to innovation, thereby benefiting the sector as a whole. In addition, these agreements promote convergence of regulatory (competition rules, State aid rules or standards), social, environmental, security and safety standards;
- **safety agreements** which aim to ensure a high level of civil aviation safety worldwide and to minimize economic burdens from redundant regulatory oversight. European States, which, on the basis of international agreements concluded with the EU, agree to apply Union safety rules, can participate in the European safety system and the works of European Aviation Safety Agency. Participation is also open to programs such as Safety Assessment of Foreign Aircraft, which currently has 42 participating States.


There are also international agreements concerning transport modes other than air although these are less common.

AIR AGREEMENTS		
Title	Rapporteur	Voted in plenary
Council decision on the signature and provisional application of the Agreement between the EC and Mongolia on certain aspects of air services - <a href="#">2007/0252(CNS)</a>	Brian Simpson (S&D)	15.09.2009
Signing and conclusion of provisional application of the Agreement between the EC and the West African Economic and Monetary Union on certain aspects of air services - <a href="#">2008/0145(NLE)</a>	Dieter Lebrecht Koch (EPP)	18.01.2011
Council decision on the signature of the Agreement on certain aspects of air services between the European Community and the Federative Republic of Brazil - <a href="#">2009/0115(NLE)</a>	Silvia-Adriana (S&D) ic u	15.02.2011
Agreement between the EC and the Socialist Republic of Vietnam on certain aspects on air services - <a href="#">2007/0082(NLE)</a>	Dominique Riquet (EPP)	24.03.2011
Application and conclusion of the Air Transport Agreement between the EC and its Member States and Canada - <a href="#">2009/0018(NLE)</a>	Silvia-Adriana (S&D) ic u	24.03.2011
Protocol to amend the Air Transport Agreement between the EC and the USA - <a href="#">2010/0112(NLE)</a>	Artur Zasada (EPP)	24.03.2011
Signature and conclusion of an Agreement between the EC and Canada on civil aviation safety - <a href="#">2009/0156(NLE)</a>	Silvia-Adriana (S&D) ic u	23.06.2011
EU/ Brazil Agreement on Civil Aviation Safety - <a href="#">2010/0143(NLE)</a>	Silvia-Adriana (S&D) ic u	13.09.2011
Signing and conclusion of the Agreement on certain aspects of air services between the EC and the United Mexican States - <a href="#">2008/0161(NLE)</a>	Silvia-Adriana (S&D) ic u	27.09.2011
Agreement on certain aspects of air services between the EU and the Republic of Cape Verde - <a href="#">2010/0296(NLE)</a>	Dominique Riquet (EPP)	13.10.2011
Common Aviation Air Agreement with Georgia - <a href="#">2010/0186(NLE)</a>	Thomas Ulmer (EPP)	15.11.2011
Euro-Mediterranean aviation Agreement between the EU and its MS and the Hashemite Kingdom of Jordan - <a href="#">2010/0180(NLE)</a>	Olga Sehnalová (S&D)	15.11.2011
Agreement on certain aspects of air services between the EU and the Republic of Indonesia - <a href="#">2010/0132(NLE)</a>	Brian Simpson (S&D)	19.01.2012
Memorandum of Cooperation between the EU and the International Civil Aviation Organisation - <a href="#">2011/0050(NLE)</a>	Brian Simpson (S&D)	19.01.2012
Agreement on certain aspects of air services between the European Union and the Democratic Socialist Republic of Sri Lanka - <a href="#">2012/0018(NLE)</a>	Petri Sarvamaa (EPP)	21.05.2013
Agreement between EU and EUROCONTROL - <a href="#">2012/0213(NLE)</a>	Jaromír Kohlíček (GUE/NGL)	21.05.2013

AIR AGREEMENTS IN PROGRESS		
Title	Rapporteur	Calendar
Agreement between the EC and Russia on the modernisation of the existing system of utilisation of the Transsiberian routes - <a href="#">2007/0024(NLE)</a>	Peter van Dalen (ECR)	
Signing and provisional application of the Agreement between the EC and Kazakhstan on certain aspects of air services - <a href="#">2008/0040 (NLE)</a>	Peter van Dalen (ECR)	
Signature and conclusion of the Agreement on certain aspects of air services between the EC and the Republic of Korea - <a href="#">2009/0019(NLE)</a>	Dominique Riquet (EPP)	
Agreement on certain aspects of air services between the EU and the Republic of Peru - <a href="#">2010/0142(NLE)</a>	Dieter Lebrecht Koch (EPP)	
Agreement on certain aspects of air services between the EU and the Kingdom of Saudi Arabia - <a href="#">2010/0388(NLE)</a>	Peter van Dalen (ECR)	
Air Transport Agreement and ancillary agreement between the USA and the EU and Iceland and Norway - <a href="#">2011/0102(NLE)</a>	Brian Simpson (S&D)	
Air Transport Agreement EC-Switzerland	Vilja Savisaar-Toomast (ALDE)	
Agreement on air transport between the EU and Brazil - <a href="#">2011/0109(NLE)</a>	Silvia-Adriana Icu (S&D)	
Common Aviation Area with Moldova - <a href="#">2012/0006(NLE)</a>	Roberts Zile (ECR)	
Air services Agreement EU-Turkey - <a href="#">2010/0225(NLE)</a>	Dieter Lebrecht Koch (EPP)	:
Common Aviation Area with the Republic of Azerbaijan - <a href="#">COM(2011)0527</a>	Eva Lichtenberger (GREENS/EFA)	
Agreement on certain aspects of air services between the European Union and the Macao Special Administrative Region of the People's Republic of China - <a href="#">2012/0015(NLE)</a>	Hubert Pirker (EPP)	
Euro-Mediterranean Aviation Agreement between the EU and Israel - <a href="#">2012/0324(NLE)</a>	Petri Sarvamaa (EPP)	



### 3.3 Own Initiative Reports

International Air Agreements	
 <p><b>Rapporteur:</b></p> <p><b>Brian SIMPSON</b> (S&amp;D)</p>	<p>From 1 December 2009, when the Treaty of Lisbon entered into force, Parliament's consent was required for the conclusion of an air agreement. Previously Parliament had only been consulted on such agreements.</p> <p>The Committee therefore decided to draw up an own-initiative report with the aim of setting out some general principles regarding how air agreements should be evaluated. It also considered the procedures the Committee might adopt to ensure that it was well-informed throughout the course of negotiations and had an opportunity to express its priorities well before being confronted with the yes/no choice of consent.</p> <p>The report considered that comprehensive air agreements with neighbouring countries or significant global partners can deliver substantial benefits, by means both of market access and of regulatory convergence to promote fair competition, including with regard to state subsidies and social and environmental standards. It urged the Council to grant the Commission a mandate to negotiate agreements with partners such as India and China.</p> <p>The standards the report proposed applying when considering an agreement included the extent to which restrictions on market access and investment opportunities are relaxed in a balanced manner; incentives are provided to maintain and enhance social and environmental standards; adequate safeguards are provided for data protection and privacy; mutual recognition of safety and security standards are included; and a high level of passenger rights is ensured.</p> <p>In terms of procedure, the report urged the Commission to provide Parliament with information throughout the negotiating process, whilst indicating a readiness to maintain confidentiality of sensitive material.</p>
<p>Shadow Rapporteurs:</p> <p><b>H. RANNER</b> (EPP)  <b>G. MEISSNER</b> (ALDE)  <b>E. LICHTENBERGER</b>  (Greens/EFA)  <b>J. FOSTER</b> (ECR)  <b>J. KOHLÍ EK</b>  (GUE/NGL)</p>	
<b>International Air agreements under the Treaty of Lisbon - <a href="#">2010/2207(INI)</a></b>	
Adoption of the report in Committee: 15/03/2011	
Text adopted by the Parliament: 07/06/2011	

## Security in aviation



**Rapporteur:**

**Luis de GRANDES  
PASCUAL (EPP)**

**Shadow Rapporteurs:**

**J. LEICHTFRIED  
(S&D)**

**G. MEISSNER (ALDE)**

**E. LICHTENBERGER  
(Greens/EFA)**

**P. VAN DALEN (ECR)**

**S. WILS (GUE/NGL)**

Through this own initiative report from the TRAN Committee, the Parliament took the view that an integrated approach to aviation security was needed. It called on the Commission and Member States to develop an integrated risk-analysis system for passengers who may, with good reason, be suspected of being a security threat. The system shall be balanced between the search for effectiveness, EU legislation on data protection and the non-discrimination principle. Members expressed their concern on the use of security scanners with regard to passenger health and privacy.

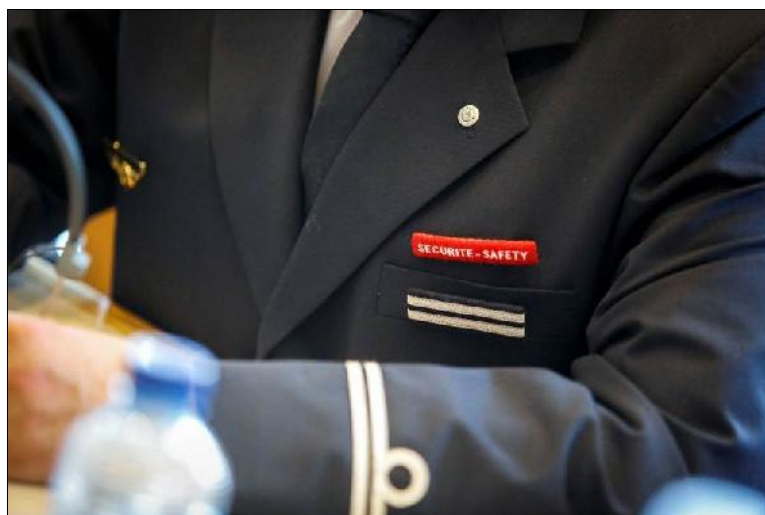
Any form of technology using ionising radiation should be explicitly excluded from use in security screening. Members insist that only stick figures should be used while no body images may be produced. Passengers must not be selected to pass through a security scanner on the basis of discriminatory criteria and should receive all relevant information in advance. Passengers should be given the choice as to whether to use security scanners or an alternative screening method. They also reiterated that the ban on carrying liquids should come to an end by 2013. Security charges should be transparent and only cover security costs.

To the extent possible, the Commission and Member States are asked to both strengthen screening and inspections concerning air cargo and improve the targeting of checks. Cooperation, within the framework of ICAO shall be supported. Members also stressed that the comitology procedure was inappropriate in aviation security.

**Report on aviation security with a special focus on security scanners - [2010/2154\(INI\)](#)**

Adoption of the report in Committee: 24/05/2011

Text adopted by the Parliament: 06/07/2011



## Future of regional airports and air services in the EU



**Rapporteur:**

**Philip BRADBURN**  
(ECR)

### Shadow Rapporteurs:

**H. PIRKER** (EPP)  
**D. SASSOLI** (S&D)  
**G. UGGIAS** (ALDE)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**A. RUBIKS** (GUE/NGL)

This own-initiative report urged the Commission to revise certain aspects of regional aviation in Europe in order to make the regional airports and the services they provide more attractive to passengers.

The text of the resolution stressed that regional airports were vital for territorial cohesion as well as social and economic development, especially in regions where other means of transport are lacking. It also highlights the role they play in attracting new businesses by offering opportunities for regional tourism as well as specialised freight transport. Furthermore, as they have the potential to boost regional development and reduce congestion at major air transport hubs, the text suggests they should be closer integrated into the Trans-European Transport Networks (TEN-T). This, in turn, would create incentives for private financing and encourage Member States to invest in better ground connections, especially high speed trains.

The report also looks into the overall quality of services and suggests that in order to improve them, certain practices of dominant low-cost airlines need to be tackled, namely abusive booking fees and hand-luggage restrictions that discourage travelers from buying goods at airports. The Resolution “applauds Spain’s decision to outlaw these practices” as they harm local retail sales. It also proposes a common upper weight limit to be imposed on airlines and a cap on charges for overweight baggage.

Finally, the report underlines the continuous need for a public service obligation for air services of economic and public interest which are not economically viable, for example those serving outermost regions. However, it advocates a balanced approach to the revision of the aviation guidelines and warns against the “proliferation” of new regional airports which could result in an economic burden for the regions opting to have one without having sufficient traffic to feed it.

**Resolution on the future of regional airports and air services in the EU**  
**[2011/2196\(INI\)](#)**

Adoption of the report in Committee: 27/3/2012

Text adopted by the Parliament: 10/05/2012

## Implementation of the European Single Sky legislation



**Rapporteur:**

**Jacqueline FOSTER  
(ECR)**

This own-initiative report set out to address the Commission's Report on 'The Implementation of the Single Sky Legislation: time to deliver'. Although there had already been many positive steps in the right direction until that point, the year 2012 was expected to be a pivotal year for the implementation of the Single European Sky (SES).

The timing aspects of the implementation of the SES legislation were of particular concern and the urgent need for progress was one of the main issues insisted upon. The need for greater political input was also highlighted in the report, in order to guarantee a successful and timely implementation of the SES legislation. However, it was recognised that there had been constraints in the past and that there were still many challenges ahead, especially with regards to the deployment strategy.

Shadow Rapporteurs:

**J. MARINESCU (EPP)**  
**S. DANELLIS (S&D)**  
**G. MEISSNER (ALDE)**  
**E. LICHTENBERGER**  
(Greens/EFA)  
**J. KOHLÍ EK**  
(GUE/NGL)

The concerns expressed in this own-initiative report were then taken into account during the subsequent legislative procedure on the Single European Sky II package (SESII+) in 2013 and 2014.

## Implementation of the European Single Sky legislation - [2012/2005\(INI\)](#)

Adoption of the report in Committee: 10/07/2012

Text adopted by the Parliament, 23/10/2012



## The EU's External Aviation Policy



**Rapporteur:**

**Marian-Jean  
MARINESCU  
(EPP)**

**Shadow Rapporteurs:**

**J. LEICHTFRIED**  
(S&D)  
**P. BENNION** (ALDE)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**J. FOSTER** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

This report responded to a Commission communication titled 'The EU's External Aviation Policy – Addressing Future Challenges'. It underlined the importance of the aviation sector in terms of growth and jobs. It also welcomed the development of a common aviation area with neighbouring countries and the conclusion of the comprehensive EU-US air transport agreement.

Members thought the Commission should finish negotiations for comprehensive air agreements with Australia and Brazil as soon as possible. The report asked the Council to grant the Commission a mandate to negotiate agreements with fast-growing economies such as China, India and ASEAN and Gulf countries.

However, it considered that non-European carriers had benefited from substantial public investment in aircraft and infrastructure. It therefore called on the Commission to engage in a dialogue with Gulf countries with a view to enhancing transparency and safeguarding fair competition.

It also criticised the Russian Federation's failure to respect the agreement on the phasing-out of Siberian overflight royalties reached in the framework of its WTO accession and called on the Commission and Council to examine measures to ensure reciprocity between Russia and the EU.

There was also concern about delays in implementing the Single European Sky (SES) and the SES Air Traffic Management Research (SESAR). These delays imposed unnecessary costs on airlines and their customers while hampering EU competitiveness. The report therefore supported the Commission taking punitive action against Member States who had failed to progress regarding Functional Airspace Blocks.

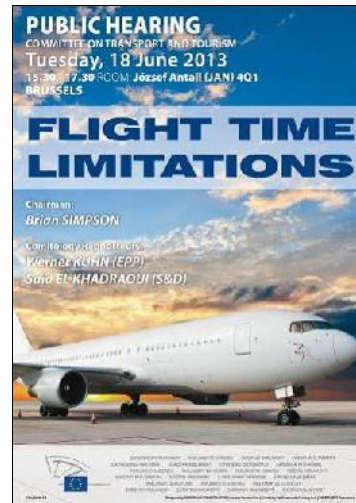
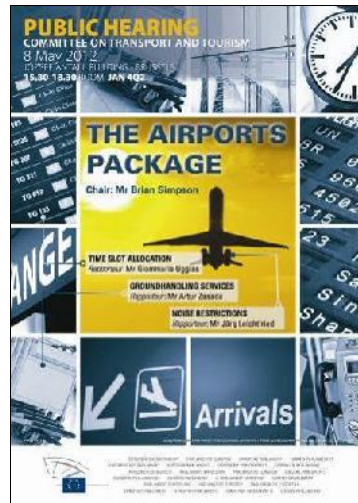
**The EU's External Aviation Policy - Addressing Future Challenges - [2012/2299\(INI\)](#)**

Adoption of the report in Committee: 07/05/2013

Text adopted by the Parliament: 01/07/2013



### 3.4 Public hearings



### 3.5 Policy Department Studies

#### Overview of the air services agreement concluded by the EU

Erwin von den Steinen (Part I); Claude Probst (Part II); The Association of European Airlines (Part III), February 2013

#### The Security of Air Cargo from Third Countries

Rosario Macario, Joao Vieira, Pedro Mano, Sonja van Renssen, *TIS.pt*, Eddy van der Voorde, Tom Pauwels, Sergio Domingues, *Antwerp University*, Ross Dawkins, Jonathan Todd, *Europe Economics*, May 2012

#### Occurrence reporting and accident/incident investigation in EU civil aviation

Suk Rathore and Sue Cox; September 2010










# MARITIME TRANSPORT



## 4. MARITIME TRANSPORT

In view of the economic importance of the maritime transport sector for the European economy, the Union intends to develop waterborne transport to its full potential through the development of the European Maritime Space Transport without Barriers and to ensure a level playing field in this largely globalised sector. Additional strategic goals encompass safety, environmental protection and seafarers' working conditions.

### 4.1 Legislative Reports

Reporting formalities for ships	
 <p><b>Rapporteur:</b></p> <p><b>Dirk STERCKX</b> (ALDE)</p>	<p>The Commission's proposal sought to avoid the same information having to be provided more than once to different port authorities and to ensure consistency with international conventions concerning maritime traffic and other EU legislation. It also aimed to make the concept of a European maritime transport space without barriers a reality.</p> <p>Besides simplifying reporting procedures, Parliament insisted on the need to take an integrated approach covering not only transport but also customs, public health and safety. The adopted Directive therefore makes the electronic transmission of information standard and rationalises reporting formalities.</p> <p>From June 2015, data will be transmitted electronically via a single window, linking SafeSeaNet, e-customs and other electronic systems. Relevant parts of such information would be available to other Member States via the SafeSeaNet system. The text also eliminates duplication between the forms required under Union legislation and those of the International Maritime Organisation.</p> <p>The Directive also requires the Commission to examine the feasibility of avoiding or simplifying formalities for ships that have called at a port in a third country or free zone as well as the extent to which the simplifications for maritime transport could also apply to inland waterway transport.</p>
<p>Shadow Rapporteurs:</p> <p><b>L. DE GRANDES PASCUAL</b> (EPP)  <b>G. MILANA</b> (S&amp;D)  <b>J. BESSET</b> (Greens/EFA)  <b>J. FOSTER</b> (ECR)</p>	
<p><b>Proposal for a Directive of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community and repealing Directive 2002/6/EC - <a href="#">2009/0005(COD)</a></b></p>	
<p>Adoption of the report in Committee: 23/03/2010</p>	
<p>Text adopted by the Parliament, First reading: 06/07/2010</p>	
<p>Final act signed: 20/10/2010</p>	

## Statistics on the carriage of goods and passengers by sea



**Rapporteur:**

**Brian SIMPSON  
(S&D)**

The purpose of the Commission's proposal was to amend Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea to make the collection of data by type of goods mandatory for maritime transport.

Data related to maritime transport were provided on a voluntary basis, while such statistical data returns by type of goods were already mandatory for road, rail, and inland waterways transport statistics.

Parliament supported the Commission's views that European statistics on all modes of transport should be collected according to common concepts and standards, with the aim of achieving the fullest practicable comparability between transport modes.

Shadow Rapporteurs:

**W. KUHN (EPP)**  
**R. TREMOSA i**  
**BALCELLS (ALDE)**  
**K. TAYLOR**  
(Greens/EFA)

In addition, the Regulation aligns the provisions regarding delegation of powers to the Commission to the Lisbon treaty.

**Proposal for a Regulation of the European Parliament and of the Council amending Directive 2009/42/EC of the European Parliament and of the Council on statistical returns in respect of carriage of goods and passengers by sea - [2010/0041\(COD\)](#)**

Adoption of the report in Committee: 22/06/2010

Text adopted by the Parliament, First reading: 19/10/2010

Final act signed: 24/11/2010



## Further development of an Integrated Maritime Policy



**Rapporteur:**

**Georgios  
KOUMOUTSAKOS  
(EPP)**

**Shadow Rapporteurs:**

**G. MILANA (S&D)  
G. MEISSNER (ALDE)  
K. TAYLOR  
(Greens/EFA)  
P. VAN DALEN (ECR)  
G. TOUSSAS  
(GUE/NGL)**

This Regulation establishes a Programme to support the further development of an Integrated Maritime Policy (IMP). Adopted at first reading, this text states that Union's IMP shall foster coordinated and coherent decision making to maximise the sustainable development, economic growth and social cohesion of Member States' coastal regions and hinterlands.

The Programme shall support the sustainable use of the seas and oceans, and the expansion of scientific knowledge. The Commission, assisted by a Committee, shall regularly inform the European Parliament and the Council about IMP developments.

Sustainable use of the marine environment's resources shall be reached through cross-sectorial tools (e.g. in the field of maritime spatial planning). The development of sea-basin strategies can be a relevant instrument. International cooperation is foreseen in the adopted resolution. Synergies and complementarity shall be sought with other instruments and policies of the Union.

For each general objective, operational objectives are set out in details and are reflected by the budget allocations. Priority is given to the development of cross-sectorial tools.

The Programme may provide financial assistance for studies, research, and operational cooperative programmes but also to actions which aim to inform the public, including the provision of databases.

**Proposal for a Regulation of the European Parliament and of the Council establishing a Programme to support the further development of an Integrated Maritime Policy - [2010/0257\(COD\)](#)**

Adoption of the report in Committee: 12/04/2011

Text adopted by the Parliament, First reading: 17/11/2011

Final act signed: 30/11/2011



## Maritime safety: accelerated phasing-in of double-hull oil tankers



**Rapporteur:**

**Dominique RIQUET**  
(EPP)

### Shadow Rapporteurs:

**K. FLECKENSTEIN**  
(S&D)

**G. UGGIAS**  
(ALDE)

**K. TAYLOR**  
(Greens/EFA)

**P. VAN DALEN** (ECR)

**G. TOUSSAS**  
(GUE/NGL)

The accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers is important for maritime safety. Oil slicks resulting from oil tanker accidents such as those involving the Erika in 1999 and the Prestige in 2002 were major environmental disasters with tragic repercussions for the marine fauna and flora.

Reflecting a concern for the environment and a willingness to learn from past mistakes, this Regulation sought to reduce the risks of accidental oil pollution in European waters through an accelerated phasing-in of double-hull requirements. In single-hull vessels the oil in the cargo tanks is separated from the seawater only by the bottom and side plating. If the hull is damaged following a collision or grounding, there is a risk that the cargo tanks will discharge their contents into the sea and cause major pollution. An effective means of avoiding this risk is to surround the cargo tanks with a second inner plate at a sufficient distance from the outer shell. This 'double hull' design protects the cargo tanks from damage and thus reduces the pollution risk.

This Regulation was a technical recast, allowing the incorporation of delegated acts following the entry into force of the Lisbon Treaty. It was also a codification exercise, bringing together various acts into one new Regulation.

## Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (recast) - [2011/0243\(COD\)](#)

Adoption of the report in Committee: 06/02/2012

Text adopted by the Parliament, First reading: 23/05/2012

Final act signed: 13/06/2012



## Minimum level of training of seafarers



**Rapporteur:**

**Brian SIMPSON**  
(S&D)

Shadow Rapporteurs:

**G. KOMOUTSAKOS**  
(EPP)

**G. UGGIAS** (ALDE)

**K. TAYLOR**  
(GREENS/EFA)

**A. ROSBACH** (ECR)

**G. TOUSSAS**  
(GUE/NGL)

At international level, training and certification of seafarers is regulated by the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), concluded by the International Maritime Organisation to which all EU Member States are Parties. The Convention of 1984 has been amended at different stages, more recently in 2010 at a Conference in Manila. The revised STCW Convention entered into force on 1st January 2012.

The so-called Manila amendments needed to be swiftly transposed into relevant EU law (Directive 2008/106/EC) in order to avoid a conflict between Union law and the EU Member States' international commitments. On the basis of a First Reading Agreement negotiated with the Danish Council Presidency, Parliament adopted crucial improvements to minimum levels of training, updated medical fitness requirements, tougher certification standards for seafarers and security-related training. These sought to prevent fraud, piracy and armed robbery.

The transposal of internationally agreed amendments left little scope for introducing substantive changes. However, regarding the STCW provisions on watchkeeping and limits to exceptions to minimum rest hours, Parliament insisted that the revised EU Directive be in line with the EU rules on working time for seafarers (Directive 1999/63/EC as amended by Directive 2009/13/EC) and that the requirements for rest periods need to be maintained also in the case of drill.

Furthermore, in line with the data protection requirements of the Union, Parliament insisted that statistical data on seafarers which Member States shall communicate to the Commission in order to facilitate policy-making in relation to the seafarers' employment situation in Europe shall be used for statistical purposes only.

**Proposal for a directive of the European Parliament and of the Council amending Directive 2008/106/EC of the European Parliament and of the Council on the minimum level of training of seafarers – [2011/0239\(COD\)](#)**

Adoption of the report in Committee: 08/05/2012

Text adopted by the Parliament, First reading: 23/10/2012

Final act signed: 21/11/2012

## European Maritime Safety Agency (EMSA)



**Rapporteur:**

**Knut  
FLECKENSTEIN  
(S&D)**

Shadow Rapporteurs:

**L. DE GRANDES  
PASCUAL (EPP)**  
**I. BILBAO  
BARANDICA (ALDE)**  
**K. TAYLOR  
(Greens/EFA)**  
**P. VAN DALEN (ECR)**  
**G. TOUSSAS  
(GUE/NGL)**

Parliament sought to strengthen the Agency's role to ensure a high and uniform level of maritime safety and security. It gave particular emphasis to the development of Motorways of the Sea, the European maritime space without barriers, e-maritime, the Marine Strategy Framework Directive, climate change and combating pollution. There was also a desire to enhance training for European seafarers, to facilitate the establishment of Erasmus-type exchanges between maritime training institutions and to promote maritime careers, taking account of the demand for highly-qualified labour in the EU maritime cluster.

It also considered that EMSA could assist Member States by using its CleanSeaNet service to monitor the extent and environmental impact of oil spills from offshore oil and gas installations while ensuring independent third party oversight of such installations. It could also be invited to assist Member States during accident investigations involving these installations.

Much of the debate between Parliament and Council turned around budgetary issues. Council was resistant to assigning tasks that might require an increased EMSA budget whereas Parliament pointed out that, particularly where EMSA already had expertise, performing some tasks at European level could produce savings for Member State budgets.

In the final compromise, agreed in April 2012, EMSA received additional tasks to enhance cooperation against piracy, prevent maritime pollution, improve training for seafarers and help establish an EU maritime space without barriers. The compromise also mentioned EMSA's possible future role in combatting pollution from oil platforms. This was the subject of separate legislation coming under the responsibility of the ITRE Committee.

**Regulation amending Regulation (EC) N° 1406/2002 establishing a European Maritime Safety Agency - [2010/0303\(COD\)](#)**

Adoption of the report in Committee, First reading: 11/10/2011

Text adopted by the Parliament, First reading: 15/12/2011

Adoption of the report in Committee, Second reading: 27/11/2012

Text adopted by the Parliament, Second reading: 11/12/2012

Final act signed: 15/01/2013

## Port State Control



**Rapporteur:**

**Brian SIMPSON  
(S&D)**

Shadow Rapporteurs:

**G. KOMOUTSAKOS  
(EPP)**

**G. MEISSNER (ALDE)**

**K. TAYLOR**

**(Greens/EFA)**

**A. ROSBACH (ECR)**

**S. WILS (GUE/NGL)**

This proposal seeks to align the text of the Port State Control Directive more closely with that of the Maritime Labour Convention (MLC) adopted in 2006 by the International Labour Organisation (ILO). The MLC represents the first comprehensive maritime labour code for more than 1.2 million seafarers worldwide.

An agreement between the European social partners, implemented through Council Directive 2009/13/EC had already aligned European legislation with much of the MLC. However, social partners lacked the power to include MLC enforcement provisions in this agreement, so the Port State Control Directive needed amendment. This proposal aiming to ensure proper enforcement of the MLC was closely associated with the proposal for a Directive on flag State responsibilities for enforcing the MLC (Directive 2013/54) where the Employment Committee took the lead.

Members considered MLC compliance measures to be particularly important. Substandard ships were seen as unacceptable, both in view of workers' rights and for the sake of ship safety, security and environmental protection. There was also concern to limit social dumping, which undermines working conditions and penalises shipowners offering decent working conditions in compliance with ILO rules.

The TRAN Committee also emphasised the need to enhance the attractiveness of maritime professions, including by improving working and living conditions on board ships. It therefore wanted to ensure that compliance with minimum international standards would not provide any excuse to reduce existing levels of protection under European social legislation.

The agreement with Council included: a closer alignment of Directive and MLC; a provision that measures adopted to give effect to the Directive shall not lead to a reduction in the general level of protection of seafarers in areas to which this Directive applies; strengthened clauses regarding the confidentiality of complaints, and a requirement that, if a port State competent authority becomes aware of a clear violation of Union law on board ships flying a Member State flag, it shall inform any other relevant authority for further action to be taken as appropriate.

**Proposal for a Directive of the European Parliament and of the Council amending Directive 2009/16/EC on port State control - [2012/0062\(COD\)](#)**

Adoption of the report in Committee: 27/11/2012

Text adopted by the Parliament, First reading: 01/07/2013

Final act signed: 12/08/2013

## EMSA funding for marine pollution response activities



**Rapporteur:**

**Keith TAYLOR**  
(Greens/EFA)

Shadow Rapporteurs:

**L. DE GRANDES**  
**PASCUAL** (EPP)  
**K. FLECKENSTEIN**  
(S&D)  
**I. BILBAO**  
**BARANDICA** (ALDE)  
**P. BRADBOURN** (ECR)  
**A. RUBIKS** (GUE/NGL)  
**J. IMBRASAS** (EFD)

Since 2006, separate legislation governs the multi-annual financing of European Maritime Safety Agency (EMSA) in the field of its marine pollution response activities, as the efficient and thorough completion of the tasks involved requires appropriate financial security on the basis of a multiannual commitment.

The purpose of this Regulation is to renew the multiannual funding for the period from 2014 to 2020, laying down the detailed arrangements for the financial contribution of the Union to EMSA's budget for the implementation of the relevant tasks.

The TRAN Committee took the view that the amounts proposed by the Commission fall short, given the Agency's new responsibilities not only in the field of response to marine pollution caused by ships, but also by oil and gas installations, as recently decided by the legislators. By contrast, the Council was unwilling to provide any increase on top of the €160.5 million proposed by the Commission for the seven years' period from 2014 - 2020.

A compromise agreement was found between the Parliament and the Council in March 2014, setting out a regulatory requirement on possible adjustment of the financial envelope up to a maximum of 8%. This would be based on the Commission's mid-term evaluation, to take place at the latest by end of 2017, of the Agency's ability to fulfil its responsibilities in responding to marine pollution caused by ships and oil and gas installations.

**Proposal for a Regulation on multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations – [2013/0092\(COD\)](#)**

Adoption of the report in Committee: 17/09/2013

Text adopted by the Parliament, First reading: expected on 15/04/2014



## Maritime Spatial Planning



**Rapporteur:**

**Gesine MEISSNER  
(ALDE)**

The EU's maritime economy is crucial to reach the Europe 2020 goals of becoming a smart, sustainable and inclusive economy and has huge potential to ensure Europe's competitiveness in a globalised world. The increasing use of seas and coasts for economic activities, the 'blue economy' leads to growing and competing demands for maritime space.

Maritime spatial planning (MSP) is a relatively new approach to most of the Member States for an overall planning of the use of seas and coastal areas. Allocation of space at sea, however, helps to avoid conflicts between different uses (e.g. wind and wave energy, fishing, oil and gas exploitation, cables and pipelines, shipping, tourism, environmental protection), which also often cross national borders.

Shadow Rapporteurs:

**W. KUHN (EPP)**  
**S. DANELLIS (S&D)**  
**K. TAYLOR**  
 (Greens/EFA)  
**P. VAN DALEN (ECR)**  
**A. RUBIKS (GUE/NGL)**  
**J. IMBRASAS (EFD)**

The main purpose of the Directive is to promote the sustainable growth of maritime and coastal activities and the sustainable use of resources by establishing a framework, minimum requirements and competent authorities for the effective implementation of maritime spatial planning in EU waters and integrated coastal management.

The TRAN Committee worked closely together with the ENVI Committee in the framework of a "Rule 49 plus" cooperation. For some parts of the Directive, ENVI had exclusive competence and their Rapporteur was invited to all of the interinstitutional negotiations.

Negotiations with the Council started in January 2014 and a first-reading agreement was reached on 6 March. According to this, the plans should be in place in Member States as soon as possible and at the latest by April 2021. Whereas the regulation of integrated coastal management was left out of the Directive, Member States will have to apply the ecosystem-based approach and take account of land-sea interactions, as well as economic, social and safety aspects, while promoting effective cross-border cooperation. The Directive leaves Member States more flexibility to address their particular interests at the institutional and governance levels decided by them.

**Commission's proposal for a Directive of the European Parliament and of the Council establishing a framework for maritime spatial planning and integrated coastal management - [2013/0074 \(COD\)](#)**

Adoption of the report in Committee: 05/11/2013

Text to be adopted by the Parliament, First reading: April 2014



## Marine equipment



**Rapporteur:**

**Dominique RIQUET**  
(EPP)

Shadow Rapporteurs:

**K. FLECKENSTEIN**  
(S&D)

**G. MEISSNER** (ALDE)

**K. TAYLOR**  
(Greens/EFA)

**R. Z LE** (ECR)

**G. TOUSSAS**  
(GUE/NGL)

This new Directive, which replaced the previous one dating from 1996, aims at ensuring the safety of ships and their crew and also of preventing maritime accidents and pollution of the marine environment. This is done through harmonising the way that design, construction and performance standards of marine equipment are applied by the Member States.

In order to make it more difficult to counterfeit marine equipment in the future, the use of electronic tagging was accepted as a possibility to supplement or replace the wheel mark, with a phased-in progressive approach (based on a Commission impact assessment and a transitional period). The use of delegated act versus implementing acts was agreed in several areas throughout the text. The list of international conventions can only be updated by the Parliament and the Council through a new ordinary legislative procedure.

In general, the main objective of this Directive was to reduce the administrative burden, to ensure the free movement of marine equipment within the EU and to make sure that the requirements set by the International Maritime Organisation are uniformly applied.

**Proposal for a Directive on marine equipment and repealing Directive 96/98/EC-  
[2012/0358\(COD\)](#)**

Adoption of the report in Committee: 9/07/2013

Text adopted by the Parliament, First reading expected in April 2014



## Port Services



**Rapporteur:**

**Knut  
FLECKENSTEIN  
(S&D)**

The TRAN Committee started its work on the Commission's proposal for a regulation establishing a framework on market access to port services and financial transparency of ports towards the end of the 7<sup>th</sup> legislature. The regulation seeks to contribute to a more efficient, interconnected and sustainable functioning of the Trans-European Transport Network (TEN-T) by creating a framework that improves the performance of ports and helps them to cope with changes in transport and logistics requirements.

The main objectives of the Commission's proposal include modernising port services, creating framework conditions to attract investments in ports, reducing administrative burden and increasing the financial transparency of ports.

Shadow Rapporteurs:

**G. KOMOUTSAKOS**  
(EPP)  
**P. DE BACKER** (ALDE)  
**K. ZERIBI**  
(Greens/EFA)  
**P. BRADBURN** (ECR)  
**S. WILS** (GUE/NGL)  
**J. IMBRASAS** (EFD)

The Regulation would apply to all the seaports identified in the TEN-T Guidelines, although Member States could also decide to make it applicable to other ports.

Some of the most controversial questions related to the Commission's proposal include:

- Which services should be within the scope of the regulation, which should be excluded?
- What is the right balance between transparency requirements and commercial freedom for the port authority?
- Would there be a distortion of competition if private ports are excluded from the scope of the proposal?
- How should services under Public Service Obligations be handled?

The TRAN Committee will continue its progress on this file at the beginning of the next legislative term (2014-2019).

**Proposal for a regulation establishing a framework on market access to port services and financial transparency of ports - [2013/0157\(COD\)](#)**

Adoption of the report in Committee: During the 8th legislature

## 4.2 Consent Procedure

The TRAN Committee's consent was required for two agreements in the maritime sector:

**Athens Convention - Accession of the EU to the Protocol of 2002 to the Athens Convention relating to the carriage of passengers and their luggage by sea - [2003/0132\(NLE\)](#)**

Rapporteur: Brian Simpson (S&D, UK)

Voted in plenary: 15/11/2011

**Proposal for a Council Decision authorising Member States to sign, ratify or accede to the Cape Town Agreement of 2012 on the Implementation of the provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 - [2013/0020\(NLE\)](#)**

Rapporteur: Werner Kuhn (EPP, DE)

Voted in Plenary: 04/02/2014



### 4.3 Own Initiative Reports

Maritime transport policy	
	<p>This own-initiative report provides goals and recommendations for the maritime transport policy, including market, social, environmental and safety aspects. The report stresses the importance of the maritime transport sector for the European economy and calls on the Commission to develop a European maritime transport policy as part of a common maritime area.</p>
<p><b>Rapporteur:</b></p> <p><b>Peter VAN DALEN</b> (ECR)</p>	<p>With regard to market aspects, the report calls on the Commission to combat abuses of flag of convenience. It also considers that the maritime sector must be governed by the rules on State aid, and that Union guidelines, which expired in 2011 should be maintained and extended.</p>
<p>Shadow Rapporteurs:</p> <p><b>G. KOUMOUTSAKOS</b> (EPP)</p> <p><b>K. FLECKENSTEIN</b> (S&amp;D)</p> <p><b>V. SAVISAAR-TOOMAST</b> (ALDE)</p> <p><b>J. BESSET</b> (Greens/EFA)</p> <p><b>G. TOUSSAS</b> (GUE/NGL)</p>	<p>With regard to social aspects, the report stresses the need to provide lifelong learning and retraining for seafarers, with a view to strengthening the professional qualifications and skills of the workforce. It also underlines that the social dimension and the working conditions of EU seafarers are closely linked to the competitiveness of the European fleet and encourages the exchange of good practices.</p>
	<p>With regard to environmental protection, the report recognises that considerable progress must be made on reducing emissions of sulphur oxides and nitrogen oxides, particulate matters and CO<sub>2</sub>. It underlines that emissions reductions must be agreed rapidly and implemented with binding force via the International Maritime Organisation. The report also supports measures that encourage modal shifts towards maritime transport with a view to easing congestion on major roads. It considers that all modes of transport, including maritime transport, must gradually internalise their external costs.</p>
	<p>With regard to safety, the report welcomes the Third Maritime Safety Package and calls on Member States to quickly implement the package. It also urges national inspectors to cooperate more closely in exchanging data, in particular through SafeSeaNet.</p>
<p><b>Strategic goals and recommendations for the EU's maritime transport policy until 2018 - <a href="#">2009/2095(INI)</a></b></p>	
<p>Adoption of the report in Committee: 23/03/2010</p>	
<p>Text adopted by the Parliament: 05/05/2010</p>	

## Progress of Integrated Maritime Policy



**Rapporteur:**

**Gesine MEISSNER**  
(ALDE)

Shadow Rapporteurs:

**G. KOUMOUSTAKOS**  
(EPP)

**K. FLECKENSTEIN**  
(S&D)

**K. TAYLOR**  
(Greens/EFA)

**R. Z LE** (ECR)

The TRAN Committee adopted this own-initiative report in response to several Commission communications on the subject. Members confirmed the validity of the integrated approach to maritime affairs. The Integrated Maritime Policy (IMP) must harmoniously incorporate efforts to attain economic development, a high level of employment and environmental protection, in relation with the EU 2020 Strategy. Members called upon the Commission to propose several initiatives, including an overarching, cross-sectoral strategy for sustainable growth in coastal regions and maritime sectors and the extension of the European Maritime Safety Agency (EMSA) mandate on safety inspections of offshore installation and the cleaning of oil spills.

Members called on Member States to establish unified and integrated maritime governance structures. A better administrative cooperation between the Commission, the Member States and coastal regions through adequate maritime governance structures is identified as a way to take decisions on the basis of the best available information. The development of sea-basin initiatives and strategies is identified as a relevant scale and way of action, including for cooperation with third countries.

The report acknowledges the essential importance of European maritime spatial planning, in particular for coastal and outermost regions. In the field of maritime surveillance, the development of such an integrated cross-sectorial and coordinated approach shall lead to a better protection against marine pollution and illegal actions.

The report calls for a feasibility study into the prospect of creating a European Coastguard Service. Members also asked for a better consideration of potential synergies between IMP and inland waterways policies. The Commission is also requested on to present a strategy for sustainable coastal, island and marine tourism.

**Report on Integrated Maritime Policy (IMP) - Evaluation of progress made and new challenges - [2010/2040\(INI\)](#)**

Adoption of the report in Committee: 28/09/2010

Text adopted by the Parliament: 21/10/2010



## Blue Growth



**Rapporteur:**

**Spyros DANELLIS  
(S&D)**

The TRAN Committee adopted the first parliamentary report dedicated to Blue Growth. The report calls for a new political approach to the maritime economy focusing on two basic challenges. The first is the need to ensure that the workforce has the necessary skills for the emerging maritime sectors, so that blue growth is synonymous with high-employment growth. The second is to ensure the integrated sustainability of blue growth, so that it will not damage the fragile marine environment.

This landmark report contains strategic recommendations for all the economic activities associated with blue growth, in particular Shipping and Shipbuilding, Maritime and Coastal Tourism, Blue Energy, Fisheries and Aquaculture, Marine Mineral Extraction and Blue Biotechnology.

**Shadow Rapporteurs:**

**D. VLASTO (EPP)**  
**G. MEISSNER (ALDE)**  
**K. TAYLOR**  
 (Greens/EFA)  
**P. VAN DALEN (ECR)**  
**A. RUBIKS (GUE/NGL)**

The report stresses that in order to ensure that the blue growth sectors develop and fully realise their potential to contribute to Europe's economy, strategic planning at EU level is needed to ensure coordination and synergies between existing policies and the development of new initiatives and instruments.

**Blue Growth: Enhancing sustainable growth in the EU's marine, maritime transport and tourism sectors - [2012/2297\(INI\)](#)**

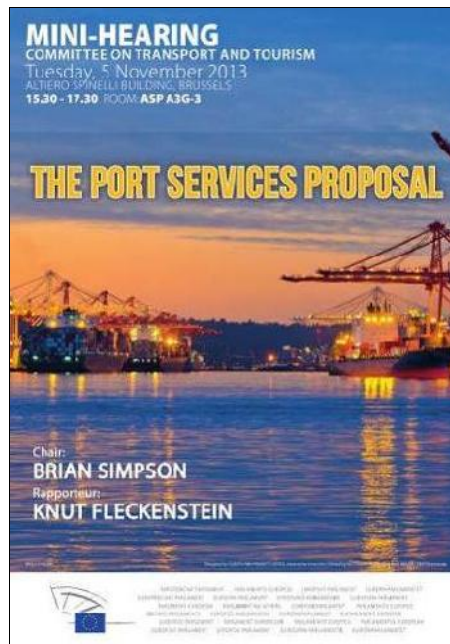
Adoption of the report in Committee: 30/05/2013

Text adopted by the Parliament: 02/07/2013





#### 4.4 Public hearings



#### 4.5 Policy Department Studies

##### **State aids to EU seaports**

Dr. Karel Vanroye, Kees Verweij, Rikkert de Kork, Maja Koster, Dr. Holger Kramer, Gilbert Meyer, Delphine Dubreuil, Gery Deffointanes, December 2011

##### **The evolving role of EU seaports in global maritime logistics - capacities, challenges and strategies**

Karel Vanroye and Bart van Mol, *Buck Consultants International*, with the support of *Catram Consultants and Institute of Shipping Economics and Logistics - ISL*, October 2009

##### **The Shortage of Qualified Personnel in Maritime and Inland Waterway Transport**

Karel Vanroye and Bart Van Mol, *Buck Consultants International*, June 2009



# INLAND WATERWAYS TRANSPORT



## 5. INLAND WATERWAY TRANSPORT

At more than 37 000 kilometres, the EU has one of the longest networks of inland waterways in the world, spanning 20 Member States and connecting hundreds of cities and industrial sites. Considered a quiet and energy-efficient means of transport, it is also seen as a way to alleviate congestion, notably from roads. However, the inland waterway transport is affected by the economic slowdown and confronted by specific difficulties such as the lack of integration and fragmentation of infrastructure, over-capacity in some segments, skill shortages and fragmentation of its labour force.

With its Communication NAIADES II – Towards quality inland waterway transport, the Commission set a series of specific actions to strengthen the inland navigation's contribution to the EU's transport policy.

### 5.1 Legislative Reports

Statistics of goods transport by inland waterways	
 <p><b>Rapporteur:</b></p> <p><b>Eva LICHTENBERGER</b> (Greens/EFA)</p>	<p>Council Regulation (EC) No 1365/2006 establishes common rules for the production of Union statistics concerning inland waterway transport. In the context of the alignment of this Regulation to the new rules of the Treaty on the Functioning of the European Union, implementing powers currently conferred upon the Commission by that Regulation should be provided for by powers to adopt delegated and/or implementing acts.</p>
	<p>Members were of the opinion that the Commission - by restricting its proposal to an alignment exercise - missed the opportunity to optimise and reinforce the collection of statistics relating to inland waterway transport. Furthermore Members noted that the Commission seemed to have an incoherent approach with regard the scope of statistics returns in the transport sector.</p>
<p>Shadow Rapporteurs:</p> <p><b>M. DANTIN</b> (EPP) <b>S. EL KHADRAOUI</b> (S&amp;D) <b>G. MEISSNER</b> (ALDE) <b>P. VAN DALEN</b> (ECR)</p>	<p>With this background, the TRAN Committee decided to broaden the scope of the current Regulation to passenger ships. Members also decided to improve the definitions of the delegated and implementing powers conferred upon the Commission and to set reporting obligations.</p>
<p><b>Proposal for a regulation of the European Parliament and of the Council amending Council Regulation (EC) No 1365/2006 on statistics of goods transport by inland waterways as regards conferring of delegated and implementing powers upon the Commission for the adoption of certain measures - <a href="#">2013/0226(COD)</a></b></p>	
<p>Adoption of the report in Committee: 17/12/2013</p>	
<p>Text adopted by the Parliament, First reading: 11 March 2014</p>	

## Technical requirements for inland waterway vessels



**Rapporteur:**

**Corien  
WORTMANN-KOOL  
(EPP)**

**Shadow Rapporteurs:**

**I. ERTUG (S&D)  
G. MEISSNER  
(ALDE)  
E.  
LICHTENBERGER  
(Greens/EFA)  
P. VAN DALEN  
(ECR)  
J. KOHLI EK  
(GUE/NGL)**

Directive 2006/87/EC establishes harmonised conditions for issuing technical certificates for inland waterway vessels throughout the Union's inland waterway network based for most part on the provisions laid down in the Rhine Inspections Regulations in the version approved in 2004 by the Central Commission for the Navigation of the Rhine (CCNR). The conditions and technical requirements for vessels navigating on the Rhine river are established by the CCNR under Article 22 of the Revised Convention on the Navigation of the Rhine and are updated regularly.

It is, however, difficult to maintain two different sets of rules, those for the certificates issued pursuant to Article 22 of the Revised Convention on the Navigation of the Rhine and those for the Union inland navigation certificates and therefore to ensure legal certainty and safety.

Members welcomed the Commission's proposal to further harmonise the technical requirements for inland waterway vessels and to intensify the cooperation between the CCNR and other river commissions, such as the Danube Commission, in order to increase efficiency and legal clarity in the inland navigation sector. Members were also in favour of leaving the task of defining technical standards to issue navigation certificates to technical experts.

The report requires the Commission to adopt technical standards for vessels powered by liquefied natural gas (LNG) through delegated acts. It also introduces periodic reporting on cooperation mechanisms with international organisations on the development of standards for inland navigation.

**Proposal for a directive of the European Parliament and of the Council laying down technical requirements for inland waterway vessels and repealing Directive 2006/87/EC of the European Parliament and of the Council - [2013/0302\(COD\)](#)**

Adoption of the report in Committee: 20/02/2014

Text to be adopted by the Parliament, First reading: 16/04/2014



## Community-fleet capacity policy



**Rapporteur:**

**Corien  
WORTMANN-KOOL  
(EPP)**

Shadow Rapporteurs:

**I. ERTUG (S&D)**  
**G. MEISSNER**  
 (ALDE)  
**E.**  
**LICHTENBERGER**  
 (Greens/EFA)  
**P. VAN DALEN**  
 (ECR)  
**J. KOHLI EK**  
 (GUE/NGL)

Council Regulation (EC) No 718/1999 establishes the Union fleet capacity policy for vessels used to carry goods on inland waterways in the Member States. In line with their fleet capacity policies, Member States with inland waterways linked to those of another Member State and whose fleet tonnage is above 100 000 tonnes shall set up a Reserve Fund using their own resources.

The Reserve Funds are financed from the surplus funding from structural improvement schemes conducted up to 1999 and the special contributions received under the 'old-for-new' rule. Their cumulative value currently amount to €35 million. The Reserve Funds may be used in only two situations: (1) to support measures designed to prevent any new increase in the transport capacity in the event of serious market disturbance, and (2) to support social measures and promote the adaptation of vessels to technical progress with regard to safety aspects, under the condition that these measures have unanimous support of the organisations representing inland waterway transport.

Due to the limited scope of the Regulation, the Reserve Funds, consisting solely of financial contributions from the industry, have never been used.

Members welcomed the Commission's proposal to extend the scope of the Regulation, in particular to broaden the training schemes, to strengthen the organisation of the sector and to encourage adaptation of vessels to technical progress as regards safety and the environment. They also agreed that it would be important to keep the conditions for using the reserve funds as simple as possible. They were in favour of mechanisms for leveraging the reserve fund with other sources of EU funding, such as Connecting Europe Facility (CEF) or Horizon 2020 or with the financing instruments of the European Investment Bank.

A first-reading agreement with the Council was reached at the beginning of March.

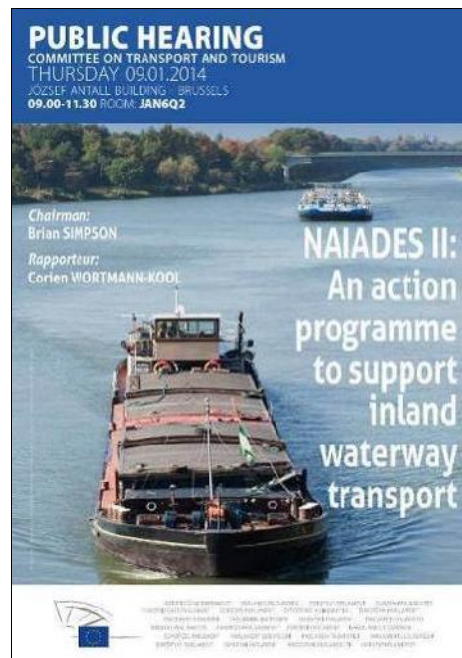
**Proposal for a regulation of the European Parliament and of the Council amending Council Regulation (EC) No 718/1999 on a Community-fleet capacity policy to promote inland waterway transport - [2013/0303\(COD\)](#)**

Adoption of the report in Committee: 20/02/2014

Text to be adopted by Parliament, First reading: 16/04/2014

Final act to be signed on: 14/05/2014

## 5.2 Public hearings






# TRANSPORT INFRASTRUCTURES



## 6. TRANSPORT INFRASTRUCTURES

One of the main priorities of the EU transport policy is to create a ‘core network’ of corridors, carrying large and consolidated volumes of freight and passengers traffic. The network should operate with high efficiency and low emissions through a more efficient use of multimodality, advanced technologies and supply infrastructure for clean fuels.

### 6.1 Legislative Reports

TEN-T guidelines (recast)	
 <p><b>Rapporteur:</b></p> <p><b>Brian SIMPSON</b> (S&amp;D)</p>	<p>The European Parliament broadly adopted, at first reading, a legislative resolution revising the Union guidelines for the development of the trans-European transport network (TEN-T). As the previous TEN-T guidelines had been adopted in 1996, they needed a recast in order to take into account the 2004 and 2007 enlargement.</p> <p>The necessary amendments consist of adding the maps relating to the 10 Member States listed in the 2003 Act of Accession in Annex I of Decision 1692/96/EC to the existing maps relating to the 15 countries that were Members of the European Union before the enlargement of 1 May 2004. The decision calls for the empowerment of a Committee which will assist the Commission when it examines the implementation of these guidelines.</p>
<p>Shadow Rapporteurs:</p> <p><b>A. CINCIAN</b> (EPP)  <b>G. UGGIAS</b> (ALDE)  <b>E. LICHTENBERGER</b>          (Greens/EFA)  <b>R. Z LE</b> (ECR)  <b>J. KOHLÍ EK</b>          (GUE/NGL)</p>	<p>The global target date for the plan is 2020 for all of the Member States.</p>
<p><b>Proposal for a Decision of the European Parliament and of the Council on Community guidelines for the development of the trans-European transport network (recast) - <a href="#">2009/0110(COD)</a></b></p>	
<p>Adoption of the report in Committee: 23/02/2010</p>	
<p>Text adopted by the Parliament, First reading: 05/05/2010</p>	
<p>Final act signed: 07/07/2010</p>	



## Guidelines for the transeuropean transport network (TEN-T)

### Co-Rapporteurs:



**Georgios  
KOUMOUTSAKOS**  
(EPP)



**Ismail ERTUG**  
(S&D)

### Shadow Rapporteurs:

**I. BILBAO  
BARANDICA**  
(ALDE)

**M. CRAMER**  
(Greens/EFA)

**R. Z LE** (ECR)

**J. KOHLÍ EK**  
(GUE/NGL)

With regard to transport infrastructure, the Parliament adopted in 2013 the agreement between Parliament and Council on the guidelines for the transeuropean transport network (TEN-T) and for its financing until 2020 through the Connecting Europe Facility (CEF).

The agreement establishes a core transport network to be established by 2030, which will become the backbone for transportation within the Single Market. The new core TEN-T network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level to be completed by 2050. The new regulation also sets standards and technical requirements to be met by the respective modes of transport.

Nine Core network corridors will be created as a way to promote the coordinated development of infrastructure and resource-efficient ways of using it. The new policy focuses on the most critical elements: cross-border projects, interoperability and inter-modality between different means of transport.

Apart from a strong backing of the Commission's proposal against the Council's ambition to water down some key provisions, Parliament achieved many of its amendments to be taken into account in the final text. In particular, the Parliament strengthened the involvement of local and regional authorities and of the civil society in the planning and implementation phase of a project of common interest. It also ensured a stronger focus on the EU added value and the socio-economic cost benefit of a project as well as the right balance between environmental protection and development for inland waterways with better safeguards for sensitive sites and habitats, particularly free-flowing waterway sections.

The completion of the TEN-T will require about €500 billion by 2020.

## Development of the Trans-European Transport Network (TEN-T guidelines) [2011/0294\(COD\)](#)

Adoption of the report in Committee: 18/12/2012

Text adopted by the Parliament, First reading: 18/11/2013

Final act signed: 11/12/2013

## Connecting Europe Facility (CEF)

### Co-Rapporteurs:



**Dominique RIQUET**  
(EPP)



**Inés AYALA  
SENDER**  
(S&D)

The key EU financing instrument for the transeuropean transport network (TEN-T) is the centrally managed *Connecting Europe Facility (CEF)*. This new financing instrument is common for three Union's infrastructure networks: Transport, Energy and Telecommunications. The procedure for this file included joint committee meetings (Rule 51) with the Industry, Research and Energy Committee. The ITRE Rapporteur was Ms Adina-Ioana Vlean (ALDE).

Transport financing under the Connecting Europe Facility focuses on the core transport network, particularly on cross-border missing links, removing bottlenecks, interoperability and making the network smarter. Even though the bulk of the infrastructure investment will be delivered by Member States and markets, sufficient CEF money is crucial to address the heavy delays in the implementation of EU strategic projects, in particular cross-border infrastructure. In total, the CEF will provide about €26 billion for the TEN-T by 2020.

During the negotiations of the CEF, the Members strongly defended the Commission's approach against the Council, e.g. regarding a broad and flexible use of financial instruments. In addition, Members managed to achieve substantial improvements of the text, such as a higher co-financing rate for interoperability (up to 40%) and Motorways of the Sea (up to 30%), or a stronger focus on the principle of sustainability for TEN-T infrastructure.

The Members also ensured a better involvement of the Parliament through a delegated act regarding the details of the funding priorities.

### Shadow Rapporteurs:

**P. DE BACKER**  
(ALDE)

**M. CRAMER**  
(Greens/EFA)

**R. Z LE** (ECR)

**S. WILS** (GUE/NGL)

## Connecting Europe Facility - [2011/0302\(COD\)](#)

Adoption of the report in Committee: 18/12/2012

Text adopted by the Parliament, First reading: 18/11/2013

Final act signed: 11/12/2013

## Deployment of alternative fuels infrastructure



**Rapporteur:**

**Carlo FIDANZA**  
(EPP)

Shadow Rapporteurs:

**I. ERTUG** (S&D)  
**G. MEISSNER** (ALDE)  
**K. TAYLOR**  
(Greens/EFA)  
**P. VAN DALEN** (ECR)

The report by the TRAN Committee enlarged the objectives and level of ambition of this proposal by the Commission aimed at the development of a minimum infrastructure for the supply of alternative fuels in all Member States. TRAN's strong position was maintained during the negotiations with the Council, where the Parliament supported the need to introduce ambitious targets for the deployment of alternative fuels infrastructure. According to the agreement reached, which is the result of a balanced compromise which holds together both the ambition and the realistic approach, Member States must set national targets as follows:

- Electricity for cars: By the end of 2020, Member States must put in place an appropriate number of recharging points to ensure that electric vehicles can circulate at least in cities and suburban areas.
- Hydrogen: Member States that decide to include hydrogen refuelling points in their national policy frameworks must ensure that there are enough refuelling stations to allow circulation of hydrogen powered motor vehicles by 2025 within the networks determined by those Member States.
- Liquefied natural gas for trucks: LNG refuelling points must be installed at least along the TEN-T Core Network by 2025 to enable heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits.
- Compressed natural gas: CNG motor vehicles should be able to circulate in urban/suburban agglomerations and other densely populated areas by 2020 and at least along the TEN-T Core Network by 2025.
- Liquefied natural gas for ships: LNG-powered ships should be able to circulate between the maritime ports of the TEN-T Core Network by 2025 and between the inland ports of the TEN-T Core Network by 2030.
- Electricity for ships: Shore-side electricity supply is to be installed as a priority in ports of the TEN-T Core Network, and in other maritime and inland ports, by the end of 2025, unless there is no demand and the costs are disproportionate to the benefits, including environmental benefits.

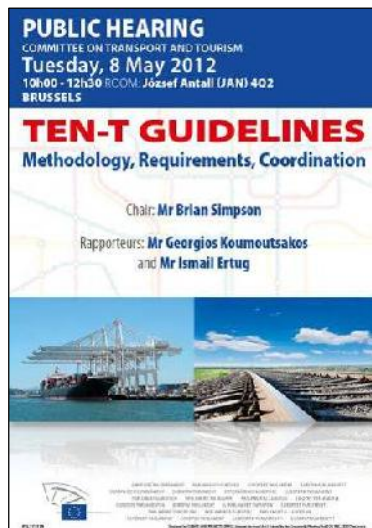
Thereby, this Directive should put an end to the present vicious circle, where the penetration of vehicles and vessels running on alternative fuels is too low due to the lack of a sufficient fuel supply infrastructure, and vice-versa. Ultimately, the Directive will contribute to the reduction of Union's oil dependence, and to the target of a 60% reduction of greenhouse gas emissions from transport by 2050.

**Proposal for a Directive of the European Parliament and of the Council on the deployment of alternative fuels infrastructure - [2013/0012\(COD\)](#)**

Adoption of the report in Committee: 26/11/2013

Text to be adopted by the Parliament, First reading: 15/04/2014

## 6.2 Public hearings



## 6.3 Policy Department Studies

### TEN-T Large Projects - Investments and Costs

Wolfgang Schade, Florian Senger, Fraunhofer-ISI, Germany; Werner Rothengatter, KIT, Germany; Olaf Meyer-Ruhle, Ian Sean Brouwer, ProgTrans, Switzerland, January 2013

### Financing Instruments for the EU's Transport Infrastructure

Huib van Essen, Linda Brinke, *CE Delft*; Robert Bain, Nigel Smith, *ITS Leeds*, Ian Skinner *TEPR*, June 2012

### The Future of the EU's Transport Infrastructure

Professor Mihaela Popa, January 2010










# MULTIMODAL TRANSPORT




## 7. MULTIMODAL TRANSPORT

### 7.1 *Legislative Reports*

Transportable pressure equipment	
 <p><b>Rapporteur:</b></p> <p><b>Brian SIMPSON</b> (S&amp;D)</p>	<p>This Directive updates the provisions of a 1999 directive on transportable pressure equipment, aimed at enhancing transport safety for such equipment and ensuring its free movement within the single transport market. It brings EU legislation on transportable pressure equipment in line with international rules on the transport of dangerous goods.</p> <p>Conflicting rules are eliminated while the regulatory framework is simplified. These new rules only apply for transportable pressure equipment exclusively used for the transport of dangerous goods between the territory of the Union and that of third countries, i.e. gas cartridges, open cryogenic receptacles, gas cylinders for breathing apparatus, fire extinguishers.</p> <p>Economic operators will be responsible for the compliance of transportable pressure equipment in relation with their respective roles in the supply chain. The targeted equipment shall bear a mark indicating their compliance with safety rules. The mark shall be followed by the identification number of the notified body involved in the inspection. This directive includes the rules governing the requirements of these notified bodies and sets a principle of mutual recognition. Appointed by Member States, notifying authorities should retain responsibility for monitoring the notified body regardless of where the notified body performs its activities in order to ensure clear responsibility for on-going monitoring.</p>
<p>Shadow Rapporteurs:</p> <p><b>G. MEISSNER</b> (ALDE)  <b>E. LICHTENBERGER</b>          (Greens/EFA)  <b>J. KOHLÍ EK</b>          (GUE/NGL)</p>	
<b>Proposal for a Directive of the European Parliament and of the Council on transportable pressure equipment - <a href="#">2009/0131(COD)</a></b>	
Adoption of the report in Committee: 23/03/2010	
Text adopted by the Parliament, First reading: 05/05/2010	
Final act signed: 16/06/2010	

## 7.2 Own Initiative Reports

A sustainable future for transport	
 <p><b>Rapporteur:</b></p> <p><b>Mathieu GROSCH</b> (EPP)</p>	<p>This report underlines that the current crisis should be taken as an opportunity to promote transport sustainability through investments all along the mobility chain. Concepts of decarbonisation, city congestion, and infrastructure-capacity related challenges are mentioned as elements advocating for more sustainability. To that extent, the resolution introduces the concept of efficient co-modality, measured by criteria of environmental protection, social and employment conditions, and safety and territorial cohesion.</p> <p>Parliament considers that transport plays an essential role in completing the European single market and that regulated market opening should be achieved, primarily in the rail transport sector. It calls on the Commission and on Member State authorities to facilitate the completion of the liberalisation of cabotage transport, to reduce the prevalence of empty mileage and to provide for a more sustainable road and rail network in the form of more freight transport hubs. Members believe it essential, in order to achieve an efficient maritime transport system that complements other modes, to focus once again on a clear liberalisation process enabling it to be truly competitive. The resolution underlines the importance of genuinely European management of transport infrastructure with a view to eliminating the ‘border effect’.</p> <p>Through this resolution, Members consider it vital for measurable targets to be set for the transport sector, a key sector to implement the EU 2020 strategy. The Commission is called upon to monitor progress and to report progress annually to the European Parliament. Since 75% of transport is road-based, Parliament asks for consideration to be given to the need for an agency for road transport. Through their budgetary considerations, Members asked for important investments in both transport infrastructure and research and development in the field of transport.</p>
<p>Shadow Rapporteurs:</p> <p><b>M. ALVAREZ</b> (S&amp;D) <b>N. GRIESBECK</b> (ALDE) <b>E. LICHTENBERGER</b> (Greens/EFA) <b>P. VAN DALEN</b> (ECR) <b>J. KOHLÍ EK</b> (GUE/NGL)</p>	
<p><b>Report on a sustainable future for transport - <a href="#">2009/2096(INI)</a></b></p>	
<p>Adoption of the report in Committee: 01/06/2010</p>	
<p>Text adopted by the Parliament: 06/07/2010</p>	

## GNSS applications



**Rapporteur:**

**Silvia-Adriana Ūstun**  
(S&D)

Shadow Rapporteurs:

**W. KUHN** (EPP)  
**A. JENSEN** (ALDE)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**J. FOSTER** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

The European Parliament adopted a resolution on transport applications of Global Navigation Satellite Systems (GNSS) in response to the Commission communication on an Action Plan on Global Navigation Satellite System Applications (EGNOS and Galileo). Satellite navigation systems shall ensure interoperability between different systems and allow intermodal use in both passenger and freight transport services.

The resolution insists that the Commission should propose steps to ensure adequate levels of funding for GNSS research and development. It renews its call for the Commission to submit a budgetary proposal going beyond the period of the Multiannual Financial Framework, in order to provide a stable and reliable financial framework for more ambitious European projects in this specific program but also for similar projects, such as the TEN-Ts.

An awareness campaign in road traffic management is required in order to increase the potential use of EGNOS and Galileo. Members call for EGNOS system coverage to be extended to southern, eastern and south-eastern Europe as a matter of priority, so as to enable the system to be used throughout Europe in every transport sector before a potential extension to neighbouring countries. The Commission is invited to come forward with a comprehensive funding strategy, especially on the coverage of the future maintenance costs of Galileo. Lastly, the resolution urges the Commission to introduce arrangements enabling small and medium-sized enterprises to gain access to funding more readily.

**Report on transport applications of Global Navigation Satellite System (GNSS) - [2010/2208\(INI\)](#)**

Adoption of the report in Committee: 15/03/2011

Text adopted by the Parliament: 07/06/2011





## Single European Transport Area



**Rapporteur:**

**Mathieu GROSCH**  
(EPP)

Shadow Rapporteurs:

**O. SEHNALOVÁ** (S&D)

**G. MEISSNER** (ALDE)

**M. CRAMER**

(Greens/EFA)

**P. BRADBURN** (ECR)

**J. KOHLÍ EK**

(GUE/NGL)

In its own initiative report the TRAN Committee welcomes the 2001 Commission White Paper of the same title, but notes that the document's goals were only achieved partially or not at all. Parliament calls on the Commission to:

- make specific proposals by 2013 to reduce the number of deaths and severe injuries on the roads by 50% by 2020
- submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport by 2014. The resulting revenue is to be used to fund investments in safety, research, new technologies, climate protection, and noise reduction in the context of sustainable mobility and in infrastructure
- submit a proposal on social and working conditions by 2013, in order to facilitate the creation of a genuinely integrated European transport market
- submit a quantitative analysis by 2013 highlighting inequalities in the development of transport infrastructure between the Member States and their regions, current funding mechanisms, and future investment priorities.

Parliament approves the goals for a competitive and resource-efficient transport system and the targets set in the White Paper but considers that more specific provisions are required to reduce CO2 emissions. Members also highlight the as yet insufficiently explored potential of transport in many areas, and insist on the importance of a single European transport area, with interconnection and interoperability, based on genuinely European management of transport infrastructure and systems. Member States and the Commission are further asked to eliminate bottlenecks in the TEN-T networks and to develop initiatives promoting environmentally friendly public transport to facilitate the transition to alternative and renewable energies for transport.

**Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system - [2011/2096\(INI\)](#)**

Adoption of the report in Committee: 22/11/2011

Text adopted by the Parliament: 15/12/2011

## Research and innovation in EU transport policy



**Rapporteur:**

**Michael CRAMER**  
(Greens/EFA)

Shadow Rapporteurs:

**H. PIRKER** (EPP)  
**B. LIBERADZKI**  
(S&D)  
**I. BILBAO**  
**BARANDICA** (ALDE)  
**R. Z LE** (ECR)  
**A. RUBIKS** (GUE/NGL)

This initiative report highlighted the need to better align research and innovation (R&I) to EU transport policy. Among other issues, it specifically called for noise reduction, seamless door-to-door mobility and increased support to small and medium size enterprises.

The importance of optimising transport flows and logistic chains throughout the EU was underlined in the report, as well as the need to encourage end-user behaviour-change when it comes to the use of public transport. Fair prices and integrated ticketing were identified as key factors relating to the transport sector's competitiveness.

Growth and job-creation were also highlighted as important issues that needed to be given priority at EU-level, with emphasis being given to the social dimension.

The report called for new technologies to focus on multimodality, passenger comfort and real-time information, whilst promoting technology-neutrality.

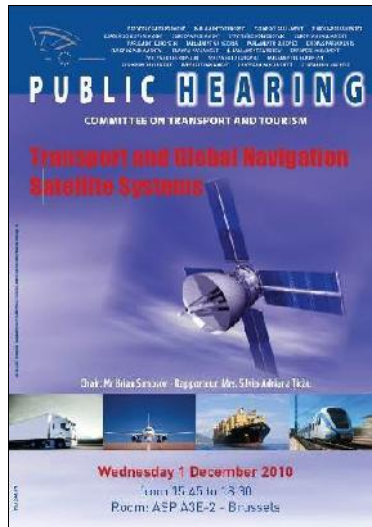
**Promoting a European transport-technology strategy for Europe's future sustainable mobility - [2012/2298\(INI\)](#)**

Adoption of the report in Committee: 18/06/2013

Text adopted by the Parliament: 10/09/2013



## 7.3 Public hearings



## 7.4 Policy Department Studies

### **The Orientations and Policies of Interurban Transport in the Outermost Regions**

*Fraunhofer Institute Systems and Innovation Research: Wolfgang Schade, Lucia Mejia-Dorantes; Karlsruhe Institute of Technology: Werner Rothengatter; ProgTrans AG: Olaf Meyer-Rühle, Markus Drewitz, Alex Auf der Maur, June 2013.*

### **Integrated Ticketing in Long-distance Passenger Transport Services**

Silvia MAFFII, Alessio SITRAN, Marco BRAMBILLA, Angelo MARTINO, *TRT Trasporti e Territorio*; Dr. Benedikt MANDEL, Oliver SCHNELL, *MKmetric*, August 2012

### **Economic Aspects of Sustainable Mobility**

Wolfgang Schade, Werner Rothengatter, October 2011

### **Logistics as an instrument for tackling climate change**

Silvia Maffii, Enrico Pastori, Giuseppe Galli and Alessandra Moizo, *Trasporti e Territorio-TRT*, January 2010

### **Social and Working Conditions in the Transport Sector of the European Union**

Giorgia Aresu, Diego Artuso, Elisabetta Martone, Micaela Celio, Claudio Ricciolio, Prof. Patrizia Ordine, October 2009

### **Sustainable Urban Transport Plans**

Silvia Maffii, Angelo Martino, Alessio Sitran and Paola Raganato, *Trasporti e Territorio-TRT*, April 2010



# PASSENGER AND CONSUMER RIGHTS





## 8. PASSENGERS' and CONSUMERS' RIGHTS

In 2001, the EU set the objective of becoming the unique area where passenger rights in all transport modes are protected.

### 8.1 Legislative Reports

Passenger rights: sea and inland waterways	
 <p><b>Rapporteur:</b></p> <p><b>Inés AYALA SENDER</b> (S&amp;D)</p>	<p>Parliament adopted a resolution in first reading to strengthen passenger rights when travelling by sea or inland waterways, with additional amendments and clarifications being adopted in second reading reflecting a compromise between Parliament and the Council.</p> <p>The position adopted in second reading reflects the disagreement between Parliament and Council on the scope and strength of rights provided. The passenger rights stipulated do not apply in case of delays or cancellation due to bad weather, for ships not propelled by mechanical means or certified to carry up to 12 passengers; or historical passenger ships certified to carry up to 36 passengers. Member States may exempt passenger services covered by public service obligations.</p>
<p>Shadow Rapporteurs:</p> <p><b>C. WORTMANN-KOOL</b> (EPP)  <b>I. BILBAO BARANDICA</b> (ALDE)  <b>E. LICHTENBERGER</b> (Greens/EFA)  <b>D. J. EPPINK</b> (ECR)  <b>G. TOUSSAS</b> (GUE/NGL)</p>	<p>The following clarifications on passenger rights are included in the amendments:</p> <ul style="list-style-type: none"> <li>- Carriers and terminal operators shall have in place and make public non-discriminatory access conditions for transport. They may refuse transport to disabled passengers or passengers with reduced mobility only on grounds of safety. Carriers and operators shall within their competence provide additional assistance on the level of international standards to disabled passengers free of charge if notified in advance.</li> <li>- Passengers' are entitled to compensation and appropriate assistance if the journey is cancelled or delayed by more than 90 minutes. The assistance may vary from the provision of snacks and/or accommodation, to (upon request) full compensation or re-routing without additional cost in cases of long delay or cancellation. An accessible complaint handling mechanism shall be set up.</li> </ul>
<p><b>Proposal for a Regulation of the European Parliament and of the Council concerning the rights of passengers when travelling by sea and inland waterways and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws- <a href="#">2008/0246(COD)</a></b></p>	
<p>Adoption of the report in Committee: 31/03/2009</p>	
<p>Text adopted by the Parliament, First reading: 23/04/2009</p>	
<p>Text adopted by the Parliament, Second reading: 06/07/2010</p>	

## Passenger Rights: bus and coaches



**Rapporteur:**

**Antonio CANCIAN**  
(EPP)

Shadow Rapporteurs:

**D. SERRACCHIANI**  
(S&D)  
**G. MEISSNER** (ALDE)  
**E. LICHTENBERGER**  
(Greens/EFA)  
**R. CZARNECKI** (ECR)  
**A. RUBIKS** (GUE/NGL)

Following intense negotiations with the Council, the Parliament adopted in third reading the Regulation applying to all regular services, national and cross-border, where the scheduled distance is 250 km or over ('long distance'). Passengers travelling only a part of such a long-distance service are also covered. It should be noted that the Council's initial negotiating position was that only 500 km or over should count as 'long distance'. Certain basic rights under the Regulation also apply to passengers travelling over shorter scheduled distances and focus on the needs of disabled persons and those with reduced mobility. Exemptions concern regional journeys and extreme weather.

The overall aim was to achieve a level playing field between carriers from different Member States and between the various modes of transport.

Some amendments tended to align the proposed Regulation with the wording of existing legislation on passenger rights in other transport modes. An exception was set concerning urban, suburban and regional transport. After substantial modifications by the Council, Members reiterated their position but agreed to distinguish between "carriers" and "tour operators". The broad political support gave a higher bargaining power for the European Parliament's negotiators with the Council.

This Regulation sets a complaint handling mechanism and for maritime and inland waterway transport, it ensures non-discriminatory treatment to disabled passengers and passengers with reduced mobility at no additional cost.

Finally, a set of amendments clarifies the conditions under which bus and coach undertakings should not be held liable for unavoidable accidents and delays.

**Proposal for a Regulation of the European Parliament and of the Council on rights of passengers in bus and coach transport and amending Regulation No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws - [2008/0237\(COD\)](#)**

Adoption of the report in Committee: 31/03/2009

Text adopted by the Parliament, First reading: 23/04/2009

Text adopted by the Parliament, Second reading: 06/07/2010

Text adopted by the Parliament, Third reading: 15/02/2011

Final act signed: 16/02/2011

## Air passenger rights



**Rapporteur:**

**Georges BACH**  
(EPP)

Shadow Rapporteurs:

**B. VERGNAUD** (S&D)  
**V. SAVISAAR-TOOMAST** (ALDE)  
**K. TAYLOR**  
(Greens/EFA)  
**J. FOSTER** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

The first reading of the revision of the Regulation was a success in terms of protection of passenger rights. Important compromises led to a modified Commission proposal with adequate consideration of the interests of the industry. Parliament's position improves clarity and eliminates ambiguous interpretations. New or modified definitions have been introduced on major issues, such as:

- Extraordinary circumstances, which exempt airlines from the obligation to compensate passengers, are reduced to an exhaustive list which includes technical problems of the aircraft only if recognized by the manufacturer.
- Parliament calls for the creation of help desks at airports, and supports the Commission's proposals to introduce a general right to care for passengers after a delay of 2 hours, and to ensure that information is passed on to passengers 30 minutes after a scheduled departure.
- Parliament sets a clear time frame for the complaint handling by airlines. Passengers shall receive an acknowledgment of the complaint within a week and a response within 2 months.
- The ticket price and additional costs need to be transparent, including rules for hand luggage and airport shopping. The no-show-policy, often applied by airlines, shall be prohibited.
- Assistance for persons with reduced mobility/disabled persons shall not bear additional costs, and loss/damage of medical equipment shall be reimbursed 100%.
- Parliament proposes to impose on airlines an obligation to take insurance or create funds in order to cover the repatriation of passengers in case of insolvency of airlines.
- With regard to the right to compensation for delays, Parliament fixes the trigger points and thresholds at a lower level than the Commission. In addition, Parliament exempts, to a certain degree, short flights from the general rule that the right to assistance and compensation shall also apply if a passenger misses a connecting flight due to a delay of the previous flight.

**Proposal for a regulation of the European Parliament and of the Council amending Regulation (EC) No 261/2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights and Regulation (EC) No 2027/97 on air carrier liability in respect of the carriage of passengers and their baggage by air – [2013/0072\(COD\)](#)**

Adoption of the report in Committee: 05/11/2013

Text adopted by the Parliament, First reading: 05/02/2014

## 8.2 Own Initiative Reports

Air passenger's rights	
 <p><b>Rapporteur:</b></p> <p><b>K.TAYLOR</b> (Greens/EFA)</p>	<p>The Parliament calls for clarification of passengers rights in case of delays and cancellation of flights. Proper application of the existing rules by Member States and air carriers, enforcement of sufficient and simple means of redress and providing passengers with accurate information concerning their rights, including rights of people with reduced mobility, should be the cornerstones of regaining passengers' trust.</p>
	<p>The Parliament regrets that the enforcement bodies set up by the Member States do not always ensure effective protection of passenger rights, to the detriment of air passengers. It calls therefore on Member States to devise working methods for the enforcement bodies, particularly with regard to the handling of complaints and sanctions that allow enforcement of passenger rights from the viewpoint of legal certainty.</p>
<p>Shadow Rapporteurs:</p> <p><b>A. ZASADA</b> (EPP)  <b>D. SASSOLI</b> (S&amp;D)  <b>N. GRIESBECK</b> (ALDE)  <b>J. FOSTER</b> (ECR)  <b>J. KOHLÍ EK</b> (GUE/NGL)</p>	
<p>This non legislative report aimed to give the Parliament's view on the subject before the Commission came up with the Proposal to revise Regulation 261/2004 on air passenger's rights and Regulation 2027/97 (see Bach report above).</p>	
<p><b>European Parliament resolution of 29 March 2012 on the functioning and application of established rights of people travelling by air - <a href="#">2011/2150(INI)</a></b></p>	
<p>Adoption of the report in Committee: 27/02/2012</p>	
<p>Text adopted by the Parliament: 29/03/2012</p>	



## Passenger Rights in all transport modes



**Rapporteur:**

**Georges BACH**  
(EPP)

Shadow Rapporteurs:

**O. SEHNALOVÁ** (S&D)  
**V. SAVISAAR-TOOMAST** (ALDE)  
**K. TAYLOR**  
(Greens/EFA)  
**P. BRADBURN** (ECR)  
**J. KOHLÍ EK**  
(GUE/NGL)

The Commission's Communication presented a state of play of the current rules on passenger rights in all transport modes, aiming at improving them where necessary in the context of future initiatives. Parliament's resolution considers the ten specific passenger rights listed in the Communication as being a step forward in order to build on a core of rights cutting across transport modes. The setting up of guidelines on the application and implementation of those rights is one key request in order to improve their enforcement at short term. Parliament took the view that a single cross-cutting regulation on passenger rights as a whole remains a medium term goal.

The resolution puts forward a range of particular requests, addressed to the Commission, to the Member States as well as to all stakeholders - companies and service providers - on a number of issues. These include giving clear and timely information to passengers, price-transparency, liability in the case of insolvency, a clear definition of extraordinary circumstances, and enforcement of legislation by specific bodies at national level as well as monitoring and infringement procedures of the Commission, liability in case of loss or damage of luggage and common standards for the carriage of hand luggage. Special attention is paid to: the needs of persons with disabilities or reduced mobility; the use of new technologies for the passengers' convenience and; to the development towards intermodal travelling. Parliament recommends furthermore that the list of core passenger rights be completed by the right to a minimum quality standard which carriers in all transport modes should respect.

The adoption of the resolution was well-timed in view of the preparation of forthcoming legislative initiatives, in particular the revision of the air passenger rights regulation which was presented by the Commission in March 2013.

**Passenger rights in all transport modes - [2012/2067\(INI\)](#)**

Adoption of the report in Committee: 18/09/2012

Text adopted by the Parliament: 23/10/2012



### 8.3 Public hearings



## 8.4 Policy Department Studies

## Consumer Rights in Civil Aviation

Giorgia Aresu, Diego Artuso, Pietro Crovato, *PricewaterhouseCoopers Advisory SpA*,  
November 2010





# TOURISM



## 9. TOURISM

Since the Lisbon Treaty grants a specific competence to the EU in the tourism sector, tourism policy in Europe has received even more attention within the Committee on Transport and Tourism. The Committee considers that it is fundamental for the EU to have a coherent and integrated strategy for tourism with clear and ambitious goals. In full compliance with the principle of subsidiarity, EU action should be taken where it brings clear added value and is complementary to national or regional tourism policies.

### 9.1 *Legislative Reports*

Tourism Statistics	
 <p><b>Rapporteur:</b></p> <p><b>Brian SIMPSON</b> (S&amp;D)</p>	<p>At first reading, the European Parliament adopted this Regulation which establishes a common framework for the systematic development, production and dissemination of European statistics on tourism. For this purpose, from January 2012, Member States shall collect, compile, process and transmit harmonised statistics on tourism supply and demand.</p> <p>Under the Regulation, the term ‘tourism’ means the activity of visitors taking a trip to a main destination outside their usual environment, for less than a year, for any main purpose other than to be employed by a resident entity in the visited place.</p> <p>The Commission (Eurostat) shall make sure that the collected statistics are accessible and develop a system for the compilation of data showing the effects of tourism on the environment. A methodological manual, containing guidelines on the statistics produced pursuant to this Regulation, will be edited by Eurostat.</p>
<p>Shadow Rapporteurs:</p> <p><b>C. FIDANZA</b> (EPP)  <b>G. UGGIAS</b> (ALDE)  <b>I. DURANT</b>  (Greens/EFA)  <b>A. VLASÁK</b> (ECR)  <b>J. KOHLÍ EK</b>  (GUE/NGL)</p>	
<b>Proposal for a Regulation of the European Parliament and of the Council concerning European statistics on Tourism - <a href="#">2010/0063(COD)</a></b>	
Adoption of the report in Committee: 09/11/2010	
Text adopted by the Parliament, First reading: 06/04/2010	



## 9.2 Own Initiative Reports

Europe, the world's No 1 tourist destination	
 <p><b>Rapporteur:</b></p> <p><b>Carlo FIDANZA</b> (EPP)</p>	<p>The Parliament's resolution supports the proposed coordinated approach of the Commission's Communication. It acknowledges the importance of the tourism sector as a contributor to GDP, job creation and social inclusion in the EU, as well as to the consolidation of European citizenship. The resolution is appreciative of the set of actions proposed in order to promote competitiveness and ensure the highest contribution to sustainable growth within the EU. It identifies priority areas of actions for the actual implementation of the Communication. Furthermore, it urges the Commission and the Member States to step up efforts and propose solutions on several issues which are considered fundamental to Europe maintaining its role as the world's No 1 tourist destination. Such issues include : culture, visa policy, consumer policy, internal market, accessibility, taxation and transport.</p>
<p>Shadow Rapporteurs:</p> <p><b>S. DANELLIS</b> (S&amp;D)  <b>G. UGGIAS</b> (ALDE)  <b>F. BREPOELS</b>  (Greens/EFA)  <b>D. VLASAK</b> (ECR)  <b>J. KOHLÍ EK</b>  (GUE/NGL)</p>	<p>The priorities outlined in the resolution are in line with the actions proposed by the Commission, such as, investing in innovation and ICT, in skills and professional development and in the quality of tourist services, vital factors in increasing the competitiveness of tourism enterprises; facilitating the extension of the tourist season; supporting an extensive diversification of the tourist offer, by tapping on Europe's diverse tourist potential (natural, cultural, religious, industrial, health, gastronomic, historic, etc.); and enhancing Europe's visibility as a collection of sustainable, high-quality and inclusive destinations (development of a "European Brand"). The resolution calls for a 'European quality tourism label', gradually harmonised accommodation classification systems, standards for accommodation safety, accessibility of tourist services for all groups of society, the mutual recognition of professional qualifications, and the simplification of visa procedures for tourists from third countries.</p> <p>In addition, under the Multiannual Financial Framework, the resolution urges the Commission and Member States to ensure adequate financial resources for tourism in the short as well as in the long term.</p>
Europe, the world's No 1 tourist destination – a new political framework for tourism in Europe - <a href="#">2010/2206(INI)</a>	
Adoption of the report in Committee: 21/06/2011	
Text to be adopted by the Parliament: 27/09/2011	



### 9.3 Policy Department Studies

#### Industrial Heritage and Agri/Rural Tourism in Europe

Bernard Lane, *Institute of Transport and Tourism, UK*, Richard Weston, Nick Davies, Elisabeth Kastenholz, Joana Lima, Janusz Majewski, January 2013

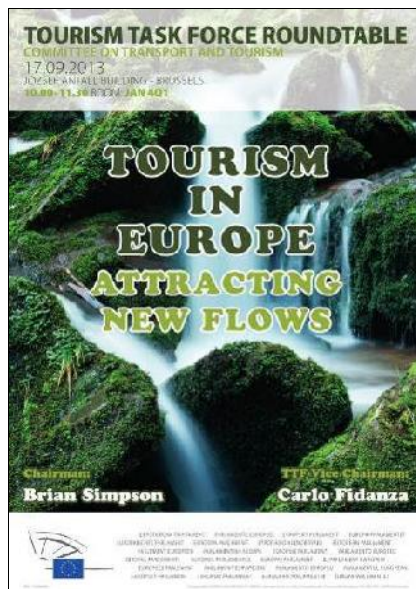
#### The European Cycle Route Network - EuroVelo

Richard Weston, Nick Davies, Les Lumsdon, Peter McGrath, *Institute of Transport and Tourism, University of Central Lancashire, UK*; Paul Peeters, Eke Eijgelaar, Peter Piket, August 2012

### 9.4 Tourism Task Force

In 2012 the European Parliament set up a Task Force on tourism in the Committee on Transport and Tourism in order to closely follow the implementation of actions proposed by the Commission in its Communication on *Europe, the world's No 1 tourist destination – a new political framework for tourism in Europe* and of Parliament's specific proposals. On several occasions, the Chair **Brian Simpson** and Vice-Chair of Task Force **Carlo Fidanza** contributed to the exchange of views during various conferences, for example, the annual EU Forum on Tourism and the EU Presidency Heritage Tourism Conference in April 2013.

Two Roundtables with experts from the field took place under the Tourism Task Force of the Committee in September 2013. One was on Improving Accessibility in Tourism and the other on Overcoming Seasonality of Tourist Destinations and on how to attract new flows of tourist to Europe.









## 10. POSTAL SERVICES

The objective of the EU postal policy is to establish the Single Market for postal services and ensure a high quality universal postal service. Directive 2008/6/EC of the European Parliament and the Council was adopted on 20 February 2008 with regard to the full accomplishment of the internal market of Community postal services foreseeing the full market opening by 2012.

The Committee on Transport and Tourism is responsible for postal services in the European Parliament. There were no new legislative initiatives proposed by the European Commission in this sector of activity during the 7th legislative term.



## 11. OPINIONS

The Committee on Transport and Tourism contributed to the work of other parliamentary committees. Members sought to ensure that specific transport or tourism issues were taken into account in the development of broader policies, in particular, promoting interoperability, market access, cleaner transport, consumer protection and sustainability in policies affecting transport.

The TRAN Committee paid particular attention to the annual and multi-annual financial cycles, seeking to influence the allocation of EU funds and closely scrutinizing the Union's agencies falling within its responsibilities. It also exercised financial control through opinions as part of the discharge procedure.

The opinions adopted by the TRAN Committee are listed in the table in chronological order.

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
2010 Budget: Section III - Commission - <a href="#">2009/2002 (BUD)</a>	Jaromír Kohlíček (GUE/NGL)	02.09.2009	<i>Budgets</i> László Surján
White Paper: adapting to climate change: towards a European framework for action - <a href="#">2009/2152(INI)</a>	Dominique Vlasto (EPP)	27.01.2010	<i>Environment, Public Health and Food Safety</i> Vittorio Prodi
Discharge 2008: general EU budget, Commission Section III - SEC(2009)1089 - <a href="#">2009/2068(DEC)</a>	Inés Ayala Sender (S&D)	23.02.2010	<i>Budgetary Control</i> Bogusław Liberadzki
Amending Directive 2002/15/EC on the organisation of working time of persons performing mobile road transport activities <a href="#">2008/0195(COD)</a>	Saïd El Khadraoui (S&D)	23.02.2010	<i>Employment and Social Affairs</i> Edit Bauer
2008 discharge European maritime safety agency 2009/2121(DEC)	Anne E. Jensen (ALDE)	23.02.2010	<i>Budgetary Control</i> Véronique Mathieu Houillon
2008 discharge European aviation safety agency <a href="#">2009/2122(DEC)</a>	Anne E. Jensen (ALDE)	23.02.2010	<i>Budgetary Control</i> Véronique Mathieu Houillon
2008 discharge European railway safety agency <a href="#">2009/2126(DEC)</a>	Anne E. Jensen (ALDE)	23.02.2010	<i>Budgetary Control</i> Véronique Mathieu Houillon
2008 discharge SESAR <a href="#">2009/2188(DEC)</a>	Anne E. Jensen (ALDE)	23.02.2010	<i>Budgetary Control</i> Véronique Mathieu Houillon
Budget 2011 - Section III - Commission: orientations for the budget 2011- <a href="#">2010/2002(BUD)</a>	Dominique Riquet (EPP)	25.2.2010	<i>Budgets</i> Sidonia El bieta Jedrzejewska
Communication concerning the European Union Strategy for the Baltic Sea Region <a href="#">2009/2230(INI)</a>	Werner Kuhn (EPP)	23.03.2010	<i>Regional Development</i> Wojciech Michał Olejniczak
Setting emission performance standards for new light commercial	Oldrich Vlasák (ECR)	22.06.2010	<i>Environment, Public Health and</i>

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
vehicles as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles - <a href="#">2009/0173(COD)</a>			<i>Food Safety</i> Martin Callanan <i>Industry, Research and Energy</i> Werner Langen
Regulation laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers <a href="#">2010/0051(COD)</a>	Saïd El Khadraoui (S&D)	01.06.2010	<i>Legal Affairs</i> József Szajer
Budget 2011 <a href="#">2010/2001(BUD)</a>	Dominique Riquet (EPP)	02.09.2010	<i>Budgets</i> Sidonia El bieta Jedrzejska
Report on competition policy 2009 - <a href="#">2010/2137(INI)</a>	Michael Cramer (Greens/EFA)	09.11.2010	<i>Economic and Monetary Affairs</i> Derk Jan Eppink
European Urban Agenda and its future in Cohesion Policy - <a href="#">2010/2158(INI)</a>	Anna Rosbach (EFD)	01.12.2010	<i>Regional Development</i> Oldrich Vlasak
Report on the implementation of the Cohesion Policy programmes 2007-2013 - <a href="#">2010/2139(INI)</a>	Jaromír Kohlíček (GUE/NGL)	25.01.2011	<i>Regional Development</i> Miroslav Mikolasik
Amendment of Directive 97/68/EC as regards the provisions for engines placed on the market under the flexibility scheme - <a href="#">2010/0195(COD)</a>	Olga Sehnalová (S&D)	25.01.2011	<i>Environment, Public Health and Food Safety</i> Sirpa Pietikäinen
Policy challenges and budgetary resources for a sustainable EU after 2013 <a href="#">2010/2211(INI)</a>	Brian Simpson (S&D)	25.01.2011	<i>Policy Changes Committee</i> Salvador Garriga Polledo
Communication: towards a Single Market Act for a highly competitive social market economy - <a href="#">2010/2277(INI)</a>	Opinion in form of letter		<i>Internal Market and Consumer Protection</i> Cristian Silviu Buoi
2009 discharge: EU general budget, Section III - Commission - <a href="#">2010/2142(DEC)</a>	Mathieu Grosch (EPP)	28.02.2011	<i>Budgetary Control</i> Jorgo Chatzimarkakis
2009 discharge: European Maritime Safety Agency - <a href="#">2010/2176(DEC)</a>	Giommaria Uggias (ALDE)	28.02.2011	<i>Budgetary Control</i> Georgios Stavrakakis
2009 discharge: European Aviation Safety Agency - <a href="#">2010/2177(DEC)</a>	Giommaria Uggias (ALDE)	28.02.2011	<i>Budgetary Control</i> Georgios Stavrakakis
2009 discharge: European Railway Agency - <a href="#">2010/2180(DEC)</a>	Giommaria Uggias (ALDE)	28.02.2011	<i>Budgetary Control</i> Georgios Stavrakakis
2009 discharge: SESAR -	Giommaria Uggias	28.02.2011	<i>Budgetary Control</i>



Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
<a href="#">2010/2188(DEC)</a>	(ALDE)		Georgios Stavrakakis
Directive amending Directive 2000/25/EC as regards the provisions for tractors placed on the market under the flexibility scheme - <a href="#">2010/0301(COD)</a>	Olga Sehnalová (S&D)	15.03.2011	<i>Environment, Public Health and Food Safety</i> Salvatore Tatarella
Regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles - <a href="#">2010/0271(COD)</a>	Roberts Z le (ECR)	24.05.2011	<i>Internal Market and Consumer Protection</i> Wim Van de Camp
Future of VAT - <a href="#">2011/2082(INI)</a>	Markus Ferber (EPP)	08.09.2011	<i>Economic and Monetary Affairs</i> David Casa
2012 Budget - <a href="#">2011/2020(BUD)</a>	Bogusław Liberadzki (S&D)	31.08.2011	<i>Budgets</i> Francesca Balzani
Space Strategy for the EU - <a href="#">2011/2148(INI)</a>	Artur Zasada (EPP)	11.10.2011	<i>Industry, Research and Energy</i> Aldo Patriciello
Competition Policy - <a href="#">2011/2094(INI)</a>	Marian-Jean Marinescu (EPP)	11.10.2011	<i>Economic and Monetary Affairs</i> Andreas Schwab
Directive on the use of Passenger Name Record data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime - <a href="#">2011/0023(COD)</a>	Eva Lichtenberger (GREENS/EFA)	22.11.2011	<i>Civil Liberties, Justice and Home Affairs</i> Timothy Kirkhope
Amending Directive 2003/96/EC restructuring Community framework for taxation of energy products and electricity - <a href="#">2011/0092(CNS)</a>	Sabine Wils (GUE/NGL)	22.11.2011	<i>Economic and Monetary Affairs</i> Astrid Lülling
Directive amending Directive 1999/32/EC as regards the sulphur content of marine fuels - <a href="#">2011/0190(COD)</a>	Vilja Savisaar-Toomast (ALDE)	20.12.2011	<i>Environment, Public Health and Food Safety</i> Satu Hassi
Recreational craft and personal watercraft - <a href="#">2011/0197(COD)</a>	Roberts Z le (ECR)	24.04.2012	<i>Internal Market and Consumer Protection</i> Malcolm Harbour
Discharge for 2010 : EU general budget, Section III, Commission - <a href="#">2011/2201(DEC)</a>	Inés Ayala Sender (S&D)	06.02.2012	<i>Budgetary Control</i> Christofer Fjellner
Discharge for 2010: European Maritime Safety Agency - <a href="#">2011/2223(DEC)</a>	Knut Fleckenstein (S&D)	06.02.2012	<i>Budgetary Control</i> Monica Luisa Macovei
Discharge for 2010: European Aviation Safety Agency - <a href="#">2011/2224(DEC)</a>	Knut Fleckenstein (S&D)	06.02.2012	<i>Budgetary Control</i> Monica Luisa Macovei

<b>Title</b>	<b>Draftsperson</b>	<b>Voted in Committee</b>	<b>Main Committee Rapporteur</b>
Discharge for 2010: European Railway Safety Agency - <a href="#">2011/2229(DEC)</a>	Knut Fleckenstein (S&D)	06.02.2012	<i>Budgetary Control</i> Monica Luisa Macovei
Discharge for 2010: SESAR Joint Undertaking - <a href="#">2011/2238(DEC)</a>	Knut Fleckenstein (S&D)	06.02.2012	<i>Budgetary Control</i> Monica Luisa Macovei
Support from the European Regional and Development Fund to the European territorial cooperation goal - <a href="#">2011/0273(COD)</a>	Jaromír Kohlíček (GUE/NGL)	31.05.2012	<i>Regional Development</i> Riikka Pakarinen
Trans-European energy infrastructure and repeal of Decision no 164/2006/EC - <a href="#">2011/0300(COD)</a>	Bogdan Kazimierz Marcinkiewicz (EPP)	08.05.2012	<i>Industry, Research and Energy</i> António Fernando Correia de Campos
20 main concerns of European citizens and businesses with the Single Market - cross-border registration of cars passengers' rights <a href="#">2012/2044(INI)</a>	Brian Simpson (S&D)	08.05.2012	<i>Internal Market and Consumer Protection</i> Regina Bastos
Amendment of Decision No 1639/2006/EC establishing a competitiveness and innovation framework programme (2007-2013) and of Regulation (EC) No 680/2007 laying down general rules for the granting of Cyprus financial aid in the field of the trans-European transport and energy networks - <a href="#">2011/0301(COD)</a>	Antonio Cancian (EPP)	27.03.2012	<i>Budgets</i> Göran Färm
Protection of animals during transport <a href="#">2012/2031(INI)</a>	Luis de Grandes Pascual (EPP)	08.05.2012	<i>Agriculture and Rural Development</i> Janusz Wojciechowski
EU Cohesion Policy Strategy for the Atlantic Area - <a href="#">2011/2310(INI)</a>	Silvia-Adriana Iucă (S&D)	31.05.2012	<i>Regional Development</i>
Regulation on Structural Policy 2014-2020 - EU structural instruments - <a href="#">2011/0276(COD)</a>	Michael Cramer (GREENS/EFA)	19.06.2012	<i>Regional Development</i> Lambert Van Nistelrooij & Constanze Angela Krehl
Regulation on European Regional Development Fund 2014-2020 - <a href="#">2011/0275(COD)</a>	Michael Cramer (GREENS/EFA)	19.06.2012	<i>Regional Development</i> Jan Olbrycht
Regulation on Cohesion Fund 2014-2020 - <a href="#">2011/0274(COD)</a>	Michael Cramer (GREENS/EFA)	19.06.2012	<i>Regional Development</i> Victor Boştinaru
Implementation and exploitation of European satellite navigation systems <a href="#">2011/0392(COD)</a>	Jacqueline Foster (ECR)	10.07.2012	<i>Industry, Research and Energy</i> Marian-Jean

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
			Marinescu
Multiannual financial framework for 2014-2020 - <a href="#">2011/0177(APP)</a>	Brian Simpson (S&D)	18.09.2012	<i>Budgets</i> Reimer Böge
Establishment of Horizon 2020 - The framework programme for research and innovation (2014-2020) - <a href="#">2011/0401(COD)</a>  Specific programme implementing Horizon 2020 - The framework programme for research and innovation (2014-2020) - <a href="#">2011/0402(CNS)</a>	Nathalie Griesbeck (ALDE)	18.09.2012	<i>Industry, Research and Energy</i> Teresa Riera Madurell
Sound level of motor vehicles - <a href="#">2011/0409(COD)</a>	Gilles Pargneaux (S&D)	19.06.2012	<i>Environment, Public Health and Food Safety</i> Miroslav Ouský
Procurement by entities operating in the water, energy, transport and postal services sectors - 2011/0439(COD) and public procurement - <a href="#">2011/0438(COD)</a>	Eva Lichtenberger (GREENS/ EFA)	18.09.2012	<i>Internal Market and Consumer Protection</i> Marc Tarabella
General Budget of the EU 2013 - all sections <a href="#">2012/2092(BUD)</a>	Gesine Meissner (ALDE)	06.09.2012	<i>Budgetary Conciliation Committee</i>
Award of concession contracts - <a href="#">2011/0437(COD)</a>	Sabine Wils (GUE/NGL)	06.11.2012	<i>Internal Market and Consumer Protection</i> Philippe Juvin
Flag States responsibilities for the enforcement of Council Directive 2009/13/EC implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC - <a href="#">2012/0065(COD)</a>	Georges Bach (EPP)	27.11.2012	<i>Employment and Social Affairs</i> Pervenche Berès
2011 Discharge: EU general budget, Section III - Commission	Isabelle Durant (Greens/EFA)	22.01.2013	<i>Budgetary Control</i> Jens Geier
2011 Discharge Agencies: European Maritime Safety Agency	Gesine Meissner (ALDE)	22.01.2013	<i>Budgetary Control</i> Gerben-Jan Gerbrandy
2011 Discharge Agencies: European Aviation Safety Agency	Gesine Meissner (ALDE)	22.01.2013	<i>Budgetary Control</i> Gerben-Jan Gerbrandy
2011 Discharge Agencies: European Railway Agency	Gesine Meissner (ALDE)	22.01.2013	<i>Budgetary Control</i> Gerben-Jan

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
			Gerbrandy
2011 Discharge Agencies: SESAR Joint Undertaking	Gesine Meissner (ALDE)	22.01.2013	<i>Budgetary Control</i> Gerben-Jan Gerbrandy
Report on Competition Policy 2011 - <a href="#">COM(2012)0253</a>	Syed Kamall (ECR)	22.01.2013	<i>Economic and Monetary Affairs</i> Antolín Sánchez Presedo
Directive amending Directive 98/70/EC relating to the quality of petrol and diesel fuels and amending Directive 2009/28/EC on the promotion of the use of energy from renewable sources 'Fuels and energy from renewable sources: transition to biofuels to deliver greenhouse gas savings' - <a href="#">2012/0288(COD)</a>	Sabine Wils (GUE/NGL)	18.06.2013	<i>Environment, Public Health and Food Safety</i> Corinne Lepage
Temporary derogation from Directive 2003/87/EC of the EP and of the Council establishing a scheme for greenhouse gas emission allowance trading within the Community (Aviation ETS - stop the clock) - <a href="#">2012/0328(COD)</a>	Mathieu Grosch (EPP)	19.02.2013	<i>Environment, Public Health and Food Safety</i> Peter Liese
Council Regulation amending Council Regulation (EC) No 994/98 of 7 May 1998 on the application of Articles 92 and 93 of the Treaty establishing the European Community to certain categories of horizontal State aid and Regulation (EC) No 1370/2007 European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road - <a href="#">2012/0344(NLE)</a>	Brian Simpson (S&D)	07.05.2013	<i>Economic and Monetary Affairs</i> Herbert Dorfmann
Proposal for a Regulation amending Regulation (EC) No443/2009 to define the modalities for reaching the 2020 target to reduce CO2 emissions from new passenger cars - <a href="#">2012/0190(COD)</a>  and  Proposal for a Regulation amending Regulation (EU) No510/2011 to define the modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles - <a href="#">2012/0191(COD)</a>	Eider Gardiazábal Rubial (S&D)	26.03.2013	<i>Environment, Public Health and Food Safety</i> Thomas Ulmer

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
Fluorinated greenhouse gases - <a href="#">2012/0305(COD)</a>	Gilles Pargneaux (S&D)	30.05.2013	<i>Environment, Public Health and Food Safety</i> Bas Eickhout
Follow-up on the Delegation of Legislative Powers and the Control by Member States of the Commission's exercise of Implementing Powers - <a href="#">2012/2323(INI)</a>	Werner Kuhn (EPP, DE) + Saïd El Khadraoui (S&D)	06.09.2013	<i>Legal Affairs</i> József Szájer
Green Paper on an integrated parcel delivery market for the growth of e-commerce in the EU - <a href="#">INI 2013/2043</a>	Michel Dantin (EPP)	05.11.2013	<i>Internal Market and Consumer Protection</i> Pablo Arias Echeverría
Cars 2020: Action Plan for a competitive and sustainable automotive industry in Europe - <a href="#">2013/2062(INI)</a>	Oldrich Vlasák (ECR)	17.09.2013	<i>Industry, Research and Energy</i> Franck Proust
Priorities for Budget 2014 - all sections	Isabelle Durant (Greens/EFA)	05.09.2013	<i>Budgets</i>
Proposal for a Directive amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment - <a href="#">2012/0297(COD)</a>	Cuschieri (S&D)	18.06.2013	<i>Environment, Public Health and Food Safety</i> Andrea Zannoni
Regional quality branding: towards best practice in rural economies - <a href="#">2013/2098(INI)</a>	Alfreds Rubiks (GUE/NGL)	05.11.2013	<i>Agriculture and Rural Development</i> Eric Andrieu
Proposal for a regulation concerning type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC - <a href="#">2013/0165(COD)</a>	Philippe De Backer (ALDE)	17.12.2013	<i>Internal Market and Consumer Protection</i> Olga Sehnalová
Proposal for a regulation adapting to Article 290 of the Treaty on the Functioning of the European Union a number of legal acts providing for the use of the regulatory procedure with scrutiny - <a href="#">2013/0218(COD)</a>	Werner Kuhn (EPP) + Saïd El Khadraoui (S&D)	Nov 2013 In form of a letter	<i>Legal Affairs</i> József Szájer
Proposal for a Regulation adapting to Article 290 and 291 of the Treaty on the Functioning of the EU a number of legal acts providing for the use of the regulatory procedure with scrutiny - <a href="#">2013/0365(COD)</a>	Werner Kuhn (EPP) + Saïd El Khadraoui (S&D)	Nov 2013 In form of a letter	<i>Legal Affairs</i> József Szájer
Proposal for a Directive on package travel and assisted travel arrangements - <a href="#">2013/0246(COD)</a>	Bogusław Liberadzki (S&D)	21.01.2014	<i>Internal Market and Consumer Protection</i> Hans-Peter Mayer





## Opinions to be adopted in plenary in April 2014

Title	Draftsperson	Voted in Committee	Main Committee Rapporteur
Proposal for a Regulation of the European Parliament and of the Council simplifying the transfer of motor vehicles registered in another MS within the Single Market - <a href="#">2012/0082(COD)</a>	Hubert Pirker (EPP)	27.11.2012	<i>Internal Market and Consumer Protection</i> Toine Manders
Proposal for a regulation of the EP and of the Council establishing rules for the surveillance of the external sea borders in the context of the operational cooperation coordinated by the European Agency for the Management of Operational Cooperation at the External Borders of the MS of the EU - <a href="#">2013/0106(COD)</a>	Nathalie Griesbeck (ALDE)	17.09.2013	<i>Civil Liberties, Justice and Home Affairs</i> Carlos Coelho
Proposal for a regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amending Regulation (EU) No 525/2013 - 2013/0224(COD)	Brian Simpson (S&D)	21.01.2014	<i>Environment, Public Health and Food Safety</i> Theodoros Skylakakis

<b>Title</b>	<b>Draftsperson</b>	<b>Voted in Committee</b>	<b>Main Committee Rapporteur</b>
Proposal for a Council regulation amending Regulation (EC) No 219/2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2014 - <a href="#">2013/0237(NLE)</a>	Antonio Cancian (EPP)	17.12.2013	<i>Industry, Research and Energy</i> Britta Thomsen
European Commission: Final annual accounts of the European Union - Financial year 2012 - SESAR Joint Undertaking - COM(2013)0570[46]	Michel Dantin (EPP)	20.02.2014.	<i>Budgetary Control</i> C t lin Sorin Ivan
European Commission: Final annual accounts of the European Union - Financial year 2012 - European Aviation Safety Agency - COM(2013)0570[22]	Michel Dantin (EPP)	20.02.2014.	<i>Budgetary Control</i> C t lin Sorin Ivan
European Commission: Final annual accounts of the European Union - Financial year 2012 - European Railway Agency - COM(2013)0570[26]	Michel Dantin (EPP)	20.02.2014.	<i>Budgetary Control</i> C t lin Sorin Ivan
European Commission: Final annual accounts of the European Union - Financial year 2012 - European Maritime Safety Agency - COM(2013)0570[21]	Michel Dantin (EPP)	20.02.2014.	<i>Budgetary Control</i> C t lin Sorin Ivan
European Commission: Annual accounts of the European Union - financial year 2012 - European Commission - COM(2013)0570[01]	Old ich Vlasák (ECR)	20.02.2014.	<i>Budgetary Control</i> C t lin Sorin Ivan
Proposal for a Directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Community, in view of the implementation by 2020 of an international agreement applying a single global market-based measure to international aviation emissions - <a href="#">2013/0344(COD)</a>	Mathieu Grosch (EPP)	21.01.2014	<i>Environment, Public Health and Food Safety</i> Peter Liese

## 12. COMITOLOGY

Legislative texts adopted by Parliament and the Council may contain provisions enabling the Commission to adopt secondary measures to further develop the basic legal text. Furthermore, although Member States are responsible for the implementation of EU legislation, when uniform conditions for implementation of legally binding EU acts are needed, the power to adopt implementing acts can be conferred to the Commission.

These two types of measures are forwarded to Parliament in the form of **delegated acts** or **implementing acts** if they result from legislative acts adopted after the entry into force of the Lisbon Treaty, or in the form of comitology measures under the **regulatory procedure with scrutiny** (RPS) if they result from acts adopted before the entry into force of the Lisbon Treaty<sup>2</sup>

Parliament usually has two or three months, depending on the type of measure, to scrutinise a delegated act or RPS measure<sup>3</sup>, having a veto right. It has also the right to scrutinise draft implementing acts and to object where it is of the view that the draft implementing act exceeds the implementing powers provided for in the basic act. The Commission then has the obligation to review the act, taking account of the positions expressed, and shall inform the Parliament whether it intends to maintain, amend or withdraw the draft implementing act. Exceptionally, the Commission may make a request to Parliament to shorten the scrutiny period applicable to a delegated act or RPS measure<sup>4</sup>.

Committee members are informed about RPS measures, delegated and implementing acts in the field of transport by way of a **newsletter** circulated by the Committee secretariat every week. Such newsletters include a brief description of the measures forwarded by the Commission, together with a deadline set by the Chair up to which members may raise objections to a measure.

Furthermore, at the beginning of the parliamentary term, the Committee decided to appoint two standing rapporteurs for comitology: **Werner Kuhn** (EPP) and **Said El Khadraoui** (S&D), who have been closely following the subject.

During this term several delegated acts were adopted by the Commission in the field of transport. The Committee Coordinators took the decision to invite the Commission to explain the state of play of the preparation of some of these delegated acts on several occasions as well as during the scrutiny period. No formal objection to any delegated act was adopted at Committee level. In the case of the CEF delegated act<sup>5</sup> the Committee finally took the decision not to reject the act after the Commission's commitment to take the necessary steps to address the Committee's concerns.

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<sup>2</sup> For more details on delegated and implementing acts and comitology, see the booklet 'Legislating and Decision-Making in the European Parliament'.

<sup>3</sup> In the case of delegated acts the scrutiny period is specified in the basic act – usually two months, extendable by a further two months. For RPS measures the scrutiny period is usually three months.

<sup>4</sup> See Parliament's Rules of Procedure, Rules 87a(6) and 88(4)(d).

<sup>5</sup> Commission Delegated Regulation (EU) No .../... of 7.1.2014 amending Annex I to Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility, C(2013) 9690 final

The Committee had also the opportunity to discuss several important and controversial topics in the context of comitology measures (RPS), many of them in relation to **civil aviation security**.

According to the EU legal framework in aviation security, the common rules and basic standards are adopted by the Parliament and the Council<sup>6</sup>. The general measures, aiming at supplementing these common standards by specifying the methods/processes/criteria to be implemented, are adopted by the Commission through the regulatory procedure with scrutiny. The detailed measures needed for the implementation of the common basic standards and of these general measures supplementing them are adopted by the Commission through implementing acts.



Rules in the field of aviation security scrutinised by the Committee during this term include, amongst other topics, air cargo screening, explosive trace detection systems, the use of body scanners in EU airports and the ban on liquids and gels.

In relation to body scanners, the Commission proposed new rules adding their use to the list of EU-authorized methods for screening passengers at EU airports<sup>7</sup>. According to these rules, the use of security scanners at EU airports is optional for Member States' airports, but if they decide to use them, EU minimum operational conditions and performance requirements are applicable. The TRAN Committee decided on 31 August 2011 to back up the Commission in the introduction of body scanners in EU airports. The new rules broadly respected Parliament's demands (report by P. De Grandes), as they exclude x-ray technology and give passengers the right to refuse body scans and opt for a traditional body search instead.

Additional rules on aviation security restricting the carriage in passengers' hand luggage of liquids, aerosols and gels (LAGs) were adopted by the Commission following the terrorist attempts to use homemade explosives at London-Heathrow Airport in 2006. This ban was

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<sup>6</sup> Regulation 300/2008

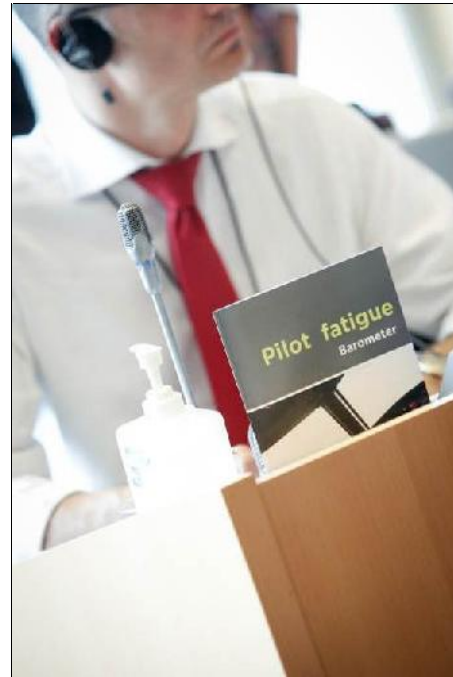
<sup>7</sup> [http://ec.europa.eu/transport/modes/air/security/legislation\\_en.htm](http://ec.europa.eu/transport/modes/air/security/legislation_en.htm)



envisaged as a temporary restriction to be lifted when suitable technology to screen liquids for explosives became readily available.

Following successful operational trials, and in close cooperation with the international partners, the Commission decided to develop a road map leading to a gradual approach for replacing the restriction on the carriage of LAGs with technological screening. With the support of the TRAN Committee, on 19 March 2013 the Commission adopted the necessary legal changes to implement the first step of this phased approach. The goal is to come to a complete lifting of the ban by screening all LAGs as of January 2016<sup>8</sup>.

One of the most controversial measures proposed by the Commission in the field of aviation refers to the new rules on flight and duty time limitations. In June 2013 the Committee took the decision to organise a hearing on the topic to help Members assess the content of the measures which were to be proposed by the Commission. A motion for a rejection to the proposed set of rules was initially supported in TRAN but, following the commitment made by the Commission in plenary to take into consideration TRAN's concerns, Parliament finally decided to support the Commission's proposed rules<sup>9</sup>.



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<sup>8</sup> [http://ec.europa.eu/transport/modes/air/security/aviation-security-policy/lags\\_en.htm](http://ec.europa.eu/transport/modes/air/security/aviation-security-policy/lags_en.htm) )

<sup>9</sup> Commission Regulation (EU) N°83/2014 of 29 January amending Regulation (EU) N°965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) N°216/2008 of the European Parliament and of the Council. OJ L 28, 31.1.2014, p. 17-29



### 13. COMMITTEE DELEGATION VISITS

Year	Place	Date
2009	London – Farnborough, United Kingdom	02–04 December
2010	Andalucía, Spain	15–17 March
	Washington , USA	15–17 March
	Visit to EMSA – Lisbon, Portugal	29–30 March
	Latvia – Estonia	02–04 June
	Austria, Czech Republic, Slovakia, Hungary	23–25 June
	Austria, Slovenia, Croatia	29 September–01 October
2011	Barcelona, Spain – Perpignan, France	16–18 March
	Morocco	13–15 April
	Germany – Netherlands – Belgium	15–17 June
2012	Italy	19–21 March
	Germany	25–27 April
	Crete, Greece	20–22 June
2013	Washington – New York, USA	11–14 February 2013
	Manchester – Liverpool, United Kingdom	30 April–02 May
	Poland – Germany	15–17 July
	Sardinia, Italy	28–30 October
2014	Madeira, Portugal	26–28 March

## 14. MEMBERS OF THE TRAN COMMITTEE

### BUREAU



SIMPSON Brian  
(PRESIDENT, S&D,  
UK)



RIQUET Dominique  
(1VP, EPP, FR)



VAN DALEN Peter  
(2VP, ECR, NL)



IC Ū Silvia-Adriana  
(3VP, SD,RO)



KOCH Dieter Lebrecht  
(4VP, EPP, DE)

### MEMBERS

Each political group's Coordinator is shown first and in bold type, followed by the other Members. Deputy coordinators are shown after the Coordinator in bold italics type.

#### EPP

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**GROSCH Mathieu**  
(EPP, BE)



**KUHN Werner**  
(EPP, DE)



BACH Georges  
(EPP, LU)



BNKI Erik  
(EPP, HU)



CANCIAN Antonio  
(EPP, IT)



DE VEYRAC Christine  
(EPP, FR)



FIDANZA Carlo  
(EPP, IT)



DE GRANDES  
PASCUAL Luis  
(EPP, ES)



HIGGINS Jim  
(EPP, HU)



KOUMOUTSAKOS  
Georgios  
(EPP, GR)



MARINESCU Marian-Jean  
(EPP, RO)



PIRKER Hubert  
(EPP, AT)



SARVAMAA Petri  
(EPP, FI)



VLASTO Dominique  
(EPP, FR)

## S&D

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EL KHADRAOUI  
Saïd  
(S-D, BE)



AYALA SENDER Inés  
(S-D, ES)



CUSCHIERI Joseph  
(S-D, MT)



ERTUG Ismail  
(S-D, DE)



FLECKENSTEIN Knut  
(S-D, DE)



FRIGO Franco  
(S-D, IT)



LEICHTFRIED Jörg  
(S-D, AT)



LIBERADZKI  
Bogusław  
(S-D, PL)



SASSOLI David-Maria  
(S-D, IT)



SEHNALOVÁ Olga  
(S-D, CZ)

## ALDE

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**MEISSNER Gesine**

(ALDE, DE)



**BILBAO  
BARANDICA Izaskun**

(ALDE, ES)



**DE BACKER Philippe**

(ALDE, BE)



**SAVISAAR-  
TOOMAST Vilja**

(ALDE, ET)



**UGGIAS Giommaria**

(ALDE, IT)

## GREENS/EFA

---



**CRAMER Michael**

(GREENS/EFA, DE)



**LICHTENBERGER  
Eva**

( GREENS/EFA, AT)



**TAYLOR Keith**

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## ECR

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**Z LE Roberts**  
(ECR, LV)



**FOSTER Jacqueline**  
(ECR, UK)



**BRADBOURN Philip**  
(ECR, UK)



**ZASADA Artur**  
(ECR, PL)

## GUE/NGL

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**KOHLÍ EK Jaromir**  
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**TOUSSAS Georgios**  
(GUE/NGL, EL)

## EFD

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**IMBRASAS Juozas**  
(EFD, LT)



**ALLAM Magdi Cristiano**  
(EFD, IT)

## NA

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**GOLLNISCH Bruno**  
(NI, FR)



**VAN DER KAMMEN**  
Patricia  
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**NATTRASS Mike**  
(NI, UK)



# SUBSTITUTES

## EPP

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BORISSOV Preslav

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DANTIN Michel

(EPP, FR)



ESTARÁS  
FERRAGUT Rosa

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FERBER Markus

(EPP, DE)



FLORENZ Karl-Heinz

(EPP, DE)



GAHLER Michael

(EPP, DE)



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(EPP, SE)



KÓSA Ádám

(EPP, HU)



MARCINKIEWICZ  
Bogdan

(EPP, PL)



ŠUICA Dubravka

(EPP, HR)



TATARELLA Salvatore

(EPP, IT)



TEIXEIRA Nuno

(EPP, PT)



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BAL YTIS Zigmantas

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DANELLIS Spyros

(S-D, GR)



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GARDIAZÁBAL  
RUBIAL Eider

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GURMAI Zita

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KAMMEREVERT  
Petra

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MILANA Guido

(S-D, IT)



PARGNEAUX Gilles

(S-D, FR)



PA CU Ioan Mircea

(S-D, RO)



VERGNAUD Bernadette

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ZEMKE Janusz

Władysław  
(S-D, PL)

## ALDE

---



BENNION Phil

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KACIN Jelko

(ALDE, SI)



KLINZ Wolf

(ALDE, DE)



TREMOSA I  
BALCELLS Ramon

(ALDE, ES)

## GREENS/EFA

---



BICEP Jean-Jacob  
( GREENS/EFA, FR)



DURANT Isabelle  
( GREENS/EFA, BE)



ZÉRIBI Karim  
( GREENS/EFA, FR)

## ECR

---



LEGUTKO Ryszard Antoni  
(ECR, PL)



ROSBACH Anna  
(ECR, DK)



VAN ORDEN Geoffrey  
(ECR, UK)



VLASÁK Old ich  
(ECR, CZ)

## GUE/NGL

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RUBIKS Alfreds  
(GUE/NGL, LV)



WILS Sabine  
(GUE/NGL, DE)

## EFD

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BIZZOTTO Mara  
(EFD, IT)



KURSKI Jacek Olgierd  
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TZAVELA Niki  
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## NA

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BONANINI Franco  
(NI, IT)



ZAMFIRESCU Dan  
Dumitru  
(NI, RO)



## FORMER MEMBERS

### EPP

---



ITÄLÄ, Ville (FI)  
Member between  
16.07.2009-29.02.2012



RANNER, Hella (AT)  
Member between  
16.07.2009-31.03.2011



ULMER, Thomas (DE)  
Member between  
16.07.2009-13.06.2012



ALBERTINI, Gabriele  
(IT)  
Substitute between  
16.07.2009-14.03.2013



ANTONIOZZI, Alfredo  
(IT)  
Substitute between  
19.01.2012-03.09.2012



BALZ, Burkhard (DE)  
Substitute between  
16.07.2009-25.03.2012



IVANOVA, Iliana (BG)  
Substitute between  
10.12.2012-31.12.2012



MAZZONI, Erminia  
(IT)  
Substitute between  
16.07.2009-18.01.2012



PÖTTERING, Hans-  
Gert (DE)  
Substitute between  
09.02.2012-22.01.2014



STOYANOV, Emil  
(BG)  
Substitute between  
16.07.2009-15.11.2012



ZELLER, Joachim  
(DE)  
Substitute between  
16.07.2009-08.02.2012



## S&D

---



ALVAREZ, Magdalena  
(ES)

Member between  
16.07.2009-15.07.2010



IOVINE, Vincenzo (IT)  
Member between

15.09.2011-28.09.2011



SERRACCHIANI,  
Debora (IT)

Member between  
16.07.2009-06.05.2013



COZZOLINO,  
Andrea (IT)

Substitute between  
22.03.2012-  
28.04.2013



FAJON, Tanja (SI)  
Substitute between

16.07.2009-04.07.2011



HAVEL, Jiri (CZ)

Substitute between  
19.01.2012-21.03.2012



KOPPA, Maria (GR)

Substitute between  
16.07.2009-17.01.2010



POC, Pavel (CZ)

Substitute between  
16.07.2009-18.01.2012

## ALDE

---



STERCKX, Dirk (BE)

Member between  
16.07.2009-06.09.2011



ZANONI, Andrea  
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Member between  
12.09.2011-  
14.09.2011



BEARDER,  
Catherine (GB)

Substitute between  
19.01.2012-  
20.01.2013



HENNIS-  
PLASSCHAERT,  
Jeanine (NL)

Substitute between  
16.07.2009-16.06.2010



JENSEN, Anne (DK)

Substitute between  
16.07.2009-12.05.2011



KOZLÍK, Sergej (SK)  
Member between  
13.05.2011-25.10.2011



LAMBSDORFF,  
Alexander (DE)  
Substitute between  
26.10.2011-  
06.11.2011



LYNNE, Elizabeth  
(GB)  
Substitute between  
19.01.2012-  
03.02.2012



MULDER, Jan (NL)  
Substitute between  
01.07.2010-21.11.2010

## GREENS/EFA

---



AUKEN, Margrete  
(DK)  
Member between  
16.07.2009-13.06.2010



BESSET, Jean-Paul  
(FR)  
Substitute between  
16.07.2009-26.06.2012



BREPOELS, Frieda  
(BE)  
Substitute between  
16.07.2009-18.01.2012



ŽDANOKA, Tatjana  
(LV)  
Substitute between  
19.01.2012-  
26.06.2012

## ECR

---



CZARNECKI, Ryszard  
(PL)  
Member between  
16.07.2009-01.02.2012,  
Substitute between  
02.02.2012-10.04.2012



KAMALL, Syed (GB)  
Substitute between  
09.05.2012-  
31.01.2013



EPPINK, Derk JAN  
(BE)  
Substitute between  
21.07.2009-  
08.03.2011



STREJ EK, Ivo (CZ)  
Substitute between  
21.07.2009-  
08.09.2009



MADLENER, Barry  
(NL)

Member between  
10.09.2012-19.09.2012



STASSEN, Laurence  
(NL)

Member between  
16.07.2009-09.09.2012



BORZAN, Biljana  
(HR)

Observer between  
11.04.2012-  
30.06.2013



## 15. TRAN SECRETARIAT STAFF

<p><i>Head of Unit:</i></p> <p>Walter GÖTZ Ute KASSNITZ*</p>	<p><i>Assistance:</i></p> <p>Sonia COLLAÇO Anita CSIKAR Barbara HOSTENS* Valérie ILTIS*</p>
<p><i>Administrators:</i></p> <p>Ursula BAUSCH Levente BORZSÁK Jürgen DITTHARD Christopher FORD Inese KRISKANE Radek PILAR Dominique RAMAEKERS-JØRGENSEN Elvira RAMIREZ PINEDA Christina RATCLIFF Marc SKREIKES Michal WOJCIECHOWSKI Costis YERARIS Vanessa AULEHLA* Nils DANKLEFSEN* Mario DAMEN* Ioannis GEROCHRISTOS* Katrín HUBER* Hannes KUGI* Monika MAKAY* Gerard MEEHAN* Thomas WEBER*</p>	<p><i>Secretaries:</i></p> <p>Bénédicte DUBOIS Samantha FARAEFF Vera GEORGIEVA Tiina JUDÉN Niina VÄÄNÄNEN Kerstin WANGESTEN Frédérique ALBERT* Cristina CHIOREAN* Cristina DEGUELDRE* Andrés MONTOYA LOZANO* Florescia SORIA SANZ* Zivile URBONAVICIUTE* Nathalie VERLINDE* Aurora VASILE*</p> <p style="text-align: right;">* former colleagues</p>



Photo taken at TRAN away day 2013



## 16. ADDITIONAL INFORMATION

### **TRAN website:**

More information on the work of the TRAN Committee

<http://www.europarl.europa.eu/committees/en/TRAN/home.html>

### **Legislative Observatory:**

<http://www.europarl.europa.eu/oeil/>

### **Public hearings:**

Presentations from the public hearings:

<http://www.europarl.europa.eu/committees/en/tran/events.html>

### **Studies:**

Full texts, as well as further reading such as notes and briefing papers are available in the database produced by the European Parliament's different research services.

<http://www.europarl.europa.eu/committees/en/tran/studies.html>

### **More information on transport and tourism related issues:**

European Commission, DG Mobility &Transport:

<http://ec.europa.eu/transport/>

European Commission, DG Enterprise &Industry:

<http://ec.europa.eu/enterprise/sectors/tourism/>

Council of the European Union:

<http://www.consilium.europa.eu/policies/council-configurations/transport,-telecommunications-and-energy>

European Aviation Safety Agency:

<http://easa.europa.eu/>

European Railway Agency:

<http://www.era.europa.eu/>

European Maritime Safety Agency:

<http://emsa.europa.eu/>

SESAR Joint Undertaking

<http://www.sesarju.eu/>

Trans-European Transport Network Executive Agency:

<http://tentea.ec.europa.eu/>