

# TRANNEWS

Newsletter from the European Parliament  
Committee on Transport and Tourism  
Number 88, 11 November 2011

questions & subscription:  
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A link to the Committee meeting documents can be found [here](#).

The TRAN website can be found [here](#).

Videos of webstreamed Committee meetings can be found [here](#).

## TRAN Committee meeting 10 November 2011, Brussels

### Exchanges of views

**with Jacqueline McGlade, Executive Director of the European Environment Agency**

Ms McGlade presented the latest TERM report ("Laying the foundations for greener transport - TERM 2011: transport indicators tracking progress towards environmental targets in Europe"). The report had been finalised for this Committee meeting which represented its first official presentation and publication. The TERM report has been published annually since 2000.

She noted that, when examining key developments in the transport sector from an environmental perspective, there was some good news as progress was being made. Transport sector emissions of many air pollutants had fallen since 1990. Nevertheless meeting the concentration limits fixed by EU legislation continued to be challenging for many cities and urban areas.

Greenhouse gas emissions from transport had decreased for the second year in a row. However, this could be mainly attributed to the economic recession. The challenge remains that emissions from transport are around 27% above 1990 levels. Transport's annual energy consumption had grown continuously from 1990 to 2007 but decreased between 2007 and 2009. The car remained the predominant mode of passenger transport. Getting incentives right and changing people's behaviour and attitudes should be put on the agenda. The way transport generated noise and fragmented landscapes presented particular challenges.

Ms McGlade also announced that the EEA will deliver an annual assessment on progress towards the targets included in the White Paper on transport, including the target for greenhouse gas emissions in 2050 to be 60% lower than in 1990.

Members' questions focused on a wide range of issues. Several asked about the proposal in the Commission's White Paper to take 300km as a threshold for seeking to shift road freight to other modes such as rail or waterborne transport. Other issues mentioned included sulphur emissions, eMobility, priorities, ideas for quick environmental benefits, urban transport, the impact of intelligent transport systems, EU spending priorities, fiscal policy and earmarking revenue, and the modal split in freight transport. There were also questions regarding the consistency of EU policies and, in general terms, whether the targets can be reached without limiting mobility.

In reply, Ms McGlade said that sulphur emissions still posed many health problems. Fiscal reform involving shifting the tax burden from labour to energy was high on the agenda in many countries and an issue to be examined further. Noise reduction could offer short-term gains. Benchmarking in cities was another area for additional work.

The report can be found here:

<http://www.eea.europa.eu/publications/foundations-for-greener-transport>

**with Connie Hedegaard, Commissioner for Climate Action**

Ms Hedegaard explained the importance of transport in combating climate change, noting that it was the second biggest source of greenhouse gases and accounted for a quarter of all emissions. The maritime sector was particularly significant as the growth in its emissions risked undermining progress in other sectors.

The Commissioner recalled that Parliament had asked for a proposal on maritime emissions if an international agreement, which would be preferable, could not be reached by the end of this year. Work was also underway to renew legislation on car and van emissions as well as to address the issue of Heavy Goods Vehicles. They account for 26% of road transport emissions. It was also essential that the EU budget contributed to decarbonisation, including by promoting rail and cross-border public transport.

Turning to the inclusion of aviation in the Emissions Trading Scheme (ETS), Ms Hedegaard said that, whatever the public rhetoric, airlines were preparing for the 1 January 2012 start date. The European Court of Justice had received a very clear opinion from its Advocate General; ETS was not a tax, nor was it contrary to the EU's international obligations. The International Civil Aviation Organisation had itself said that regional trading schemes could pave the way to a global scheme.

It seemed that political pressure was increasing as the airlines' legal case weakened. Europe needed to stand firm and defend the legislation that had been adopted by large majorities. It was also important to keep things in proportion: airlines would receive 85% of allowances for free in 2012 and 82% thereafter. A flight from London to New York might increase by €1.5 and one from Beijing to Frankfurt

by €2; no one was going to transit by a non-EU country to save such small sums.

Members supported the objective of limiting transport's greenhouse gas emissions, raising issues such as earmarking tax revenue for reinvestment in sustainable transport, the cost and climate benefits from an integrated European air traffic control system and the potential for electronic communications between vehicles ("Intelligent Transport Systems") to reduce congestion and environmental impacts. Other options, such as using liquefied natural gas for maritime transport would require ports to build the required infrastructure.

On aviation and the ETS opinions differed widely. Some Members shared the Commissioner's view that any last minute change would undermine the credibility of EU legislation. Members from one Group described ETS as a tax and considered that there was a risk of a trade war which would be particularly damaging in view of the current economic crisis. By contrast, the Members of another Group believed that, even with ETS, aviation would remain undertaxed.

In reply, Commissioner Hedegaard urged Members to consider the impact of giving in to third country pressure. Doing so would risk the same experience being repeated with future legislation. Instead Europe should engage in outreach and dialogue with international partners. ETS was not a tax; that would have been much easier. It was providing incentives for airlines to use more fuel-efficient planes. No one should think that there would be a clash on the first day of next year as airlines already had their allocations of free permits.

### **TRAN Committee meeting 21-23 November, Brussels**

Provisional agenda:

#### **Monday, 21 November, afternoon**

- White Paper on future of transport/ Grosch
- Passenger Name Records/ Lichtenberger
- Taxation of energy products and electricity/ Wils
- Air services agreement EU - Indonesia/ Simpson

#### **Tuesday, 22 November, morning**

- Regulation on statistical returns of goods carried by road/ Simpson
- Memorandum of Cooperation EU-ICAO/ Simpson **(vote)**
- White Paper on future of transport/ Grosch **(vote)**
- Passenger Name Records/ Lichtenberger **(vote)**
- Taxation of energy products and electricity/ Wils **(vote)**
- Sulphur content of marine fuels/ Savisaar
- Presentation of study: economic aspects on sustainable mobility

#### **Tuesday, 22 November, afternoon**

- Exchange of views with Commissioner Kallas on TEN-T

- Exchange of views with TEN-T Coordinator Balazs
- Exchange of views with TEN-T Coordinator Telicka
- Exchange of views with TEN-T Coordinator Brinkhorst
- Exchange of views with TEN-T Coordinator Secchi

#### **Wednesday, 23 November, morning**

- Exchange of views with TEN-T Coordinator De Oliveira
- Exchange of views with TEN-T Coordinator Peijs
- Exchange of views with TEN-T Coordinator Cox
- Exchange of views with TEN-T Coordinator Savary
- Exchange of views with TEN-T Coordinator Vinck
- AOB

### **TRAN Committee meetings 2011, Brussels**

Monday, 19 December, 15.00-18.30

Tuesday, 20 December, 9.00-12.30

Tuesday, 20 December, 15.00-18.30

### **TRAN Committee meetings 2012, Brussels**

Monday, 23 January, 15.00-18.30

Tuesday, 24 January, 09.00-12.30

Tuesday, 24 January, 15.00-18.30

Wednesday, 25 January, 09.00-12.30

Monday, 6 February, 15.00-18.30

Monday, 27 February, 15.00-18.30

Tuesday, 28 February, 09.00-12.30

Tuesday, 28 February, 15.00-18.30

Wednesday, 29 February, 09.00-12.30

Wednesday, 29 February, 15.00-18.30

Monday, 26 March, 15.00-18.30

Tuesday, 27 March, 09.00-12.30

Tuesday, 27 March, 15.00-18.30

Monday, 23 April, 15.00-18.30

Tuesday, 24 April, 09.00-12.30

Tuesday, 24 April, 15.00-18.30

Wednesday, 25 April, 09.00-12.30

Monday, 7 May, 15.00-18.30

Tuesday, 8 May, 09.00-12.30

Tuesday, 29 May, 15.00-18.30

Wednesday, 30 May, 09.00-12.00

Wednesday, 30 May, 15.00-18.30

Thursday, 31 May, 09.00-12.30

Full list of 2012 meetings available at <http://www.europarl.europa.eu/document/activities/cont/201109/20110919ATT26938/20110919ATT26938EN.pdf>