

# TRAN NEWS

Newsletter from the European Parliament  
Committee on Transport and Tourism  
Number 85, 1 September 2011

questions & subscription:  
[tran-secretariat@europarl.europa.eu](mailto:tran-secretariat@europarl.europa.eu)

Link to the Committee meeting documents can be found [here](#).

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

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

## TRAN Committee meeting 30-31 August 2011, Brussels

### Adoption of draft report

**Air transport agreement on certain aspects of air services between the EC and the United Mexican States**

**Rapporteur: Silvia-Adriana Țicău (S&D, RO)**

**Consent procedure**

Mexico is an important trade partner and aviation market for EU carriers with approximately 2.5 million passengers per year. Following the debate of 21 June 2011 the Committee unanimously recommended concluding the Agreement.

The report was adopted by 40:0:0.

Timetable foreseen:

- Vote in plenary: September II 2011.

### Adoption of draft opinion

**Budget 2012**

**Rapporteur: Boguslaw Liberadzki (S&D, PL)**

**Opinion to BUDG Committee**

EU political priorities must be adequately reflected in the budget. The Committee followed the Rapporteur's recommendations and adopted a series of amendments designed to ensure adequate funding for transport priorities. The Council had reduced the draft budget by around €140 million in payments for transport policy. The Committee sought to restore many of those cuts and to ensure that agencies will have sufficient staff to carry out their new responsibilities. Moreover, a pilot project on a single travel information and booking system was broadly supported.

The Committee favoured a budget line on tourism, as this is a new EU competence under the Lisbon Treaty. In addition, it approved two pilot projects for tourism.

The debate prior to the vote stressed that transport investments stimulate economic growth. They should not be considered as consumption spending. It was underlined that the budgetary talks mirror the political debate on whether we want more or less Europe.

The report was adopted by 33:3:3.

Timetable foreseen:

- Vote in BUDG Committee: October 2011
- Vote in plenary: October 2011.

### Comitology

Draft Commission Regulation amending Regulation (EC) No 272/2009 supplementing the common basic standards on civil aviation security as regards the use of security scanners at EU airports. **The motion for a resolution objecting to this implementing measure was rejected.**

Draft Commission Regulation (EU) D011541/03 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (pilot licences). **The motion for a resolution objecting to this implementing measure was rejected.**

### Presentation of draft opinion

**Space Strategy for the EU**

**Rapporteur: Artur Zasada (EPP, PL)**

**Opinion to ITRE Committee**

The Rapporteur sought to ensure that the EU Space Strategy favoured technological development to make traffic control more efficient and safer across all transport modes. He stressed that well functioning transport was a prerequisite for the success of the "Europe 2020 Strategy". To benefit transport, space policy should respond to three main challenges:

- social: as far as citizens' well-being is concerned;
- economic: because space activities stimulate knowledge and new technology, improving transport and
- strategic: Europe's own satellite navigation system would make the EU's transport sector independent of similar systems implemented and managed by third countries.

He considered that the transport sector should be given greater recognition in the Space Council's deliberations and suggested that the Committee should draft a letter urging it to focus more on transport. This was welcomed by the Chair.

Mr Zasada also recommended setting an ambitious and firm timetable, along with stable financing, for implementing Galileo and EGNOS. Both were

essential for a timely launch of the Single European Sky and the efficient implementation of other initiatives, including road traffic management, eCall, future digital tachographs, toll collecting systems and maritime transport safety. Protecting space infrastructure was also necessary to avoid unnecessary extra costs from space accidents. Finally, the Rapporteur would consider tabling an amendment to address the fact that financing of the Global Monitoring for Environment and Security programme was not foreseen in the next Financial Perspective.

Members responded positively to these points and reminded the Rapporteur of opportunities linked to job creation in the space research sector. They agreed this was the right time to give the European Space Policy a real push. However, some Members were concerned that Galileo risked being used for military purposes.

The Commission representative said the Space Council dealt indirectly with transport by referring to Galileo, although he agreed that transport *per se* could receive more attention from that body in the future.

Timetable foreseen:

- Deadline for amendments: 8 September 2011
- Vote in TRAN Committee: October 2011
- Vote in ITRE Committee: November 2011
- Vote in plenary: December 2011.

## Consideration of amendments

### **Single European Railway area** **Rapporteur: Debora Serracchiani (S&D, IT)** **Ordinary legislative procedure, first reading**

The Rapporteur gave an overview of progress since the last meeting before the summer break. She announced that she and the Shadow Rapporteurs were close to agreement on the regulatory bodies, access to rail related services, financing of rail infrastructure, the major part of track access charging and the place of delegated acts in this piece of legislation. Further discussion was planned later the same day on charging principles, the monitoring tasks of the Commission and the list of railway infrastructure.

Ms Serracchiani also intended to continue working on the controversial issues of the separation of infrastructure management from transport services operations and the opening of the domestic passenger market.

A significant number of Members favoured removing controversial elements on which agreement might not be reached at this stage so as to build a strong Parliamentary position for negotiations with the Council on the remaining issues. At the same time they stated that the Commission should be pressed to keep its promise to propose legislation on the separation of infrastructure management and the opening of the domestic market.

Most Groups considered a strong regulatory body to be crucial for ensuring fair access to infrastructure and services and non-discrimination for operators. On the other hand, a number of Members warned against leaving liberalisation and unbundling outside the recast negotiations. They considered that an important opportunity was about to be missed and that a strong regulator alone would be insufficient to open the market and to create a single European railway area.

The Commission reiterated its promise to present a proposal on unbundling and opening of the domestic market before the end of next year. It also insisted on creating strong national regulatory bodies with sufficient coordination at European level and without increasing the administrative burden. Moreover, the Commission underlined the need for a sufficient level of separation and independence of bodies providing rail-related services - such as maintenance and services provided inside train stations - that belong to the incumbent operator in order to ensure non-discriminatory access to such services

Timetable foreseen:

- Vote in TRAN Committee: October 2011
- Vote in plenary: November 2011.

## State of play

### **Statistical returns in respect of the carriage of goods by road** **Rapporteur: Brian Simpson (S&D, UK)** **Ordinary legislative procedure, first reading**

Although many issues had been resolved, it was not yet possible to conclude the talks. This was the message the Rapporteur passed to the full Committee about the outcome of the trilogue held on 13 July 2011.

The main remaining problem was the scope of the Commission's delegated powers to amend some provisions. Regarding amendments on Euro class emissions limits and tachographs, it was agreed to work on a review clause. Malta's request for a derogation from the application of the Regulation was accepted. This derogation would be limited and justified by Malta's geographical situation and other specificities. Once the number of vehicles registered in Malta had reached 400, the Regulation would apply.

Timetable foreseen:

- Vote in plenary: November 2011.

## Exchanges of views

### **with the Commission on the Consumer Markets Scoreboard**

The Commission presented the Fourth Edition of its Consumer Markets Scoreboard. This Scoreboard is intended to act as an early warning system to inform policymakers and stakeholders of potentially

malfunctioning markets. It can also help policymakers develop a more sophisticated understanding of consumer behaviour so as to devise better regulations.

The Scoreboard looks at five top-level indicators - complaints, prices, satisfaction, switching and safety - to identify malfunctioning consumer markets that need further analysis. In sectors identified as not working for consumers, in-depth market specific analyses will be carried out to address the reasons behind failure and suggest appropriate policy measures.

The autumn 2010 edition of the Scoreboard covers 50 different markets for the first time. Eleven of them are of interest to the Committee including new cars, railways, airlines, tram, bus, metro and holiday accommodation.

The Commission representative explained the methodology followed to carry out the markets' screening and analysis, as well as the national market performance indicators of particular interest to the Committee: package travel, railways and airlines. The 2010 Scoreboard revealed that the "second-hand car" and "railway" markets appear are the 4th and 5th lowest of the 50 consumer markets.

Although one Member criticised the methodology used by the Commission, most considered the Scoreboard's results to be of interest. With regard to cross-border complaints, the Commission announced that a new proposal on alternative dispute resolution, dealing with complaints and on-line purchasing, would be put forward. This was of particular interest for transport tickets bought on the Internet.

### **with the Central Commission for Navigation on the Rhine**

In January 2011 a vessel loaded with sulphuric acid, the TMS Waldhof, had an accident on the Rhine where two crew members lost their lives and navigation was blocked for about a month with a considerable number of vessels being obliged to drop anchor.

TRAN decided to invite the Secretary General of the CCNR and his Deputy, Mr Woehrling and Mr van der Werf, to discuss what lessons could be drawn in terms of preventing accidents and of improving the response to such accidents on one of the busiest inland waterways.

Even if incidents on the Rhine are infrequent, any accident may have a huge social, ecological and economical impact. There is a lack of salvage equipment in the hinterland which had to be supplied by the maritime sector; in this case from the sea port Rotterdam for an accident occurred in the proximity of the Loreley.

Both CCNR representatives underlined the need:

- to develop strategies and scenarios which could serve as a model script to be followed in case of accidents by taking into account the possible social, ecological, and economic impacts;

- to rely on best practices from other modes of transport, in particular maritime and rail transport;
- to improve and enforce the rules for the transport of dangerous goods;
- to define what equipment must be available along the river;
- to set up a clear decision-making structure and process at the highest possible level in the Member States concerned;
- to improve the legal framework and to establish risk assessment, evaluation and management systems.

On a more technical level the question of adequate vessel loading according to stability criteria was addressed.

Members touched upon the questions of inspections, the level of training of seafarers working on inland vessels, of liability and the verification mechanisms regarding the appropriate loading of vessels with dangerous goods.

The CCNR representatives stressed that most of the vessels are double-hull vessels, that the availability of crisis and risk management systems falls under the responsibility of the Member State concerned, that existing rules must be applied and that communication on board and with the landside must function properly. Transport on inland waterways is undergoing a transformation similar to that previously experienced by maritime transport. This entails adapting the decision-making and management procedures which may need to be reviewed with political level backing in the Member States.

### **TRAN Committee meeting 8 September, Brussels**

Provisional agenda:

#### **Thursday, 8 September, morning**

- eCall exchange of views with Commissioner Kroes
- Air agreement EU-Cape Verde / Riquet **(vote)**
- Future of VAT / Ferber **(vote)**
- White paper on future of transport / Grosch
- Common Aviation air agreement Georgia / Ulmer
- Euro-Mediterranean aviation agreement between EU and Jordan / Sehnalová
- Competition policy / Marinescu

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

Monday, 10 October, 15.00-18.30  
Tuesday, 11 October, 9.00-12.30  
Tuesday, 11 October, 15.00-18.30

Monday, 21 November, 15.00-18.30  
Tuesday, 22 November, 9.00-12.30  
Tuesday, 22 November, 15.00-18.30  
Wednesday, 23 November, 9.00-12.30

Wednesday, 23 November, 15.00-18.30

Monday, 19 December, 15.00-18.30

Tuesday, 20 December, 9.00-12.30

Tuesday, 20 December, 15.00-18.30

Wednesday, 21 December, 9.00-12.30

Wednesday, 21 December, 15.00-18.30