

TRAN NEWS

Newsletter from the European Parliament
Committee on Transport and Tourism
Number 83, 23 June 2011

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TRAN Committee meeting 20-21 June 2011, Brussels

Adoption of draft reports

Towards a European road safety area **Rapporteur: Dieter-Lebrecht Koch (EPP, DE)** **Own-initiative report**

Improving road safety is a pressing challenge. 35,000 people died in road accidents in 2009; 1,500,000 were injured. Against this background, the Committee called for a broad set of measures and better coordination at all political levels to reduce the number of road deaths and injuries significantly.

The Rapporteur's approach was broadly endorsed during the vote on 21 June 2011. All 20 proposed compromises were adopted. Members generally supported the integrated approach and the main objectives of the Commission's "Policy Orientations on Road Safety 2011-2020". However, they deplored the lack of ambition and therefore call for an increased number of more specific measures and targets.

The adopted report supports the following key measures and improvements:

- The adoption of a new Road Safety Action Programme, including detailed measures, ambitious targets and a mid-term review as well as an additional long term 'Vision Zero' strategy at an EU level;
- The creation of the office of a European Coordinator for Road Safety;
- Three complementary EU targets to be reached by 2020 in addition to renewing the target of halving the number of road deaths: a) reducing fatal injuries of children under 14 years by 60%, b) reducing the number of critical injuries by 40%; c) halving the number of pedestrians and cyclists killed in road accidents;

- Significant improvements in the quality and quantity of road safety data, its collection, storage and distribution;
- The preparation and adoption of national targets and road safety action plans to become mandatory – incorporating some common EU minimum criteria but leaving broad flexibility for each Member State to tailor its road safety plan to its national situation;
- Better application of the concept of lifelong learning in road transport as well as the introduction of demerit point systems and accompanied driving from the age of 17;
- Better enforcement of road safety rules through national enforcement targets;
- A European area with harmonised, regular technical inspections of all motorised road vehicles;
- Better protection for vulnerable road users such as pedestrians, cyclists and motorcyclists;
- Encouraging cyclists to wear warning jackets and crash helmets;
- Eye tests for drivers of category A and B every 10 years and for drivers aged over 65 every five years and obligatory medical checks for drivers who reach a specified age;
- Speed limits of 30km/h in residential areas;
- A consistent harmonisation of traffic signs and rules;
- A 0‰ blood alcohol limit for newly qualified drivers in the first two years and for professional drivers at all time.

The report was adopted by 31:6:3.

Timetable foreseen:

- Vote in plenary: September 2011.

Europe, the world's N°1 tourist destination - a new political framework for tourism in Europe **Rapporteur: Carlo Fidanza (EPP, IT)** **Own-initiative report**

The tourism sector plays a key role in creating jobs and fostering economic development and cohesion in the EU. It is thus vital to strengthen its competitiveness as it is facing increased competition from other destinations. This is the primary objective of Mr Fidanza's own-initiative report, which responds to a recent Commission Communication outlining a new framework for EU tourism policy that draws on the new EU competence for tourism introduced by the Lisbon Treaty.

The report calls for a comprehensive and integrated EU strategy with clear and ambitious objectives. However, in line with the principle of subsidiarity, EU action should only be taken where it brings unambiguous added value and is complementary to national or regional tourism policies. The competitiveness of the European tourism industry should be strengthened by measures aimed at fostering innovation and improving the quality of tourist services. The report also calls for a "European quality tourism label" with common criteria and stresses the need gradually to harmonise the accommodation classification systems.

Another section of the report is devoted to sustainable tourism and the scope for diversifying tourism through promoting cultural, historical, religious, health and environmental tourism. Moreover, the report contains a number of suggestions for making tourism accessible to all social groups. On the issue of financing, adequate resources must be made available for tourism policy in the EU budget, including a specific tourism programme for SME's and the continuation of pilot projects after 2011.

The report incorporates numerous compromise amendments, agreed between the Rapporteur and Shadow Rapporteurs, replacing the majority of the 262 amendments originally tabled. The compromise amendments concern a variety of issues, most notably the development and promotion of a "Europe Brand", training and mutual recognition of professional qualifications, standards for accommodation safety, accessibility for people with reduced mobility and the simplification of visa procedures for tourists from third countries.

The report was adopted by 36:5:0.

Timetable foreseen:

- Vote in plenary: September 2011.

EU Brazil agreement on Civil Aviation Safety

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

Consent procedure

The agreement provides a basis for shorter, simpler and less costly product-approval procedures and mutual acceptance of certification findings between the EU and Brazil. Currently, only six Member States have bilateral agreements with Brazil covering product certification. The agreement would benefit all EU Member States.

The recommendation for approval was adopted by 33:2:0

Timetable foreseen:

- Vote in plenary: September 2011.

Presentation of draft reports

European Maritime Safety Agency

Rapporteur: Knut Fleckenstein (S&D, DE)

Ordinary legislative procedure, first reading

EMSA's solid track record and sound management meant it was appropriate for it to use its existing knowledge and technical systems to support additional EU policies in the view of the Rapporteur and most Members taking part in the debate. While this would require some increase in resources, it should also lead to savings in national budgets. In particular, broadening EMSA's anti-pollution role to cover offshore oil and gas rigs was supported by a majority although the Commission cautioned that inspection of oil rigs would be difficult so long as there was no European primary legislation on this topic.

Mr Fleckenstein also stressed the need for EMSA to contribute to the training of seafarers, combating maritime pollution in neighbouring countries and the creation of a European sea without internal barriers. Other amendments concerned the European Parliament's role, in particular regarding the multi-annual strategy, and the Agency's governance. The latter seek to ensure that past and future enlargements do not distort the balance of votes on the Administrative Board between Member State representatives and those of the Commission.

He noted that negotiations with the Council would be difficult; this made a strong Parliament position all the more important. Almost all the Shadow Rapporteurs endorsed this approach. The Commission also welcomed the draft report and noted that the Polish Presidency was keen to make progress. While the text the Council had adopted on 16 June presented some problems, it represented substantial progress when compared with its discussions of a few months ago.

Timetable foreseen:

- **Deadline for amendments: 29 June 2011**
- Vote in TRAN Committee: October 2011

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

The agreement seeks to align 13 existing agreements concluded between Member States and Mexico with EU law. It is the 45th air agreement since the Court of Justice ruled on EU competence in certain areas of the external aviation policy.

Mexico is an important trade partner and aviation market for EU carriers with approximately 2.5 million passengers in 2009. The potential for a more comprehensive EU-Mexico air transport agreement, similar to the one negotiated with Canada, should be explored.

The Rapporteur and Shadow Rapporteurs supported the conclusion of the agreement.

Timetable foreseen:

- **Deadline for amendments: 29 June 2011**
- Vote in TRAN Committee: August 2011
- Vote in plenary: September 2011.

Consideration of amendments

Single European Railway area

Rapporteur: Debora Serracchiani (S&D, IT)

Ordinary legislative procedure, first reading

Consideration of the recast of the first railway package entered its next stage with the examination of the 597 amendments that were received in addition to the 127 tabled by the Rapporteur. The high number of amendments demonstrates the importance Members attach to this dossier.

In her presentation, the Rapporteur said it was clear that the majority of amendments concerned a limited number of core issues. These included the regulatory bodies, the monitoring powers of the Commission, the independence of the infrastructure managers, the financing of the rail sector, the further opening of the market, access to rail-related services, track access charging principles, the definition of railway "infrastructure" and how to deal with the delegated acts contained in the Commission proposal.

Ms Serracchiani confirmed that she had started consultations with the Shadow Rapporteurs and that work on compromise texts dealing with three of these subjects (the regulatory body, the financing of the rail sector and delegated acts) had begun.

Most Shadow Rapporteurs hoped that the new timeline would assist in developing compromises. It became clear that there was a great deal of support for strengthening the national regulatory bodies' powers and resources in order to ensure fair access to the railway market. Many highlighted that Member States needed to invest more in the rail sector if it was to increase its share of passenger and goods transport.

Various Members referred to the general approach the Council adopted last week and said it was a sign of Member States' unwillingness to reform the sector and to create a truly European railway area which could overcome its current stagnation. There was some support for including the liberalisation of national passenger markets in the report.

A number of Members were concerned that the respect of working conditions should receive sufficient attention. The separation of infrastructure management and rail transport operations remained controversial and generated many supportive as well as critical remarks.

The Commission regretted the postponement of the vote which would further delay the entire procedure.

The Chairman said that he was hoping that the Committee and later Parliament would come forward with a strong text for a European approach to rail policy in order to prepare for the negotiations with the Council which would undoubtedly be intense.

Ms Serracchiani concluded by stressing her readiness to continue working on compromises together with the Shadow Rapporteurs.

Timetable foreseen:

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

State of play

Cross-border exchange of information on road safety related traffic offences

Rapporteur: Inés Ayala Sender (S&D, ES)
Ordinary legislative procedure, second reading

The Committee held its final debate on the proposal for the cross-border exchange of information on road safety related traffic offences, during which Ms Ayala Sender announced that an agreement had been reached with the Council on its content.

The concluding trilogue, which was organised before the Committee meeting, finalised an agreement on issues including:

- Data protection, on which the Parliament obtained some substantial reinforcement of the guarantees for citizens in terms of relevant rights and obligations to ensure the confidentiality of the data used;
- The scope for delegated acts to modify the new technical annex inserted in the text;
- The information letter to be sent to the person concerned when the Member State where an offence had been committed decides on any follow-up for sanctions. Council finally accepted Parliament's wish to ensure legal certainty about the information to be provided to a citizen who is being prosecuted.

The last outstanding issue during the trilogue concerned the insertion of correlation tables, which the Council refused to insert.

Members supported the agreement reached with the Council, considering that it was a further step towards improved road safety. However, some regrets were expressed about data protection and the absence of correlation tables, but all agreed to conclude this dossier in second reading as negotiations had been difficult and lasted for three years.

Timetable foreseen:

- Vote in plenary: July 2011.

Exchange of views

White Paper on the Future of Transport **Rapporteur: Mathieu Grosch (EPP, BE)** **Own-initiative report**

Nothing less than the shift of the transport system to another paradigm is envisaged by the Commission's recently adopted White Paper. This contains the Commission's vision for transport in 2050 as well as a list of 40 initiatives, envisaged for the next decade, to contribute to this long-term goal. Its general policy objective is to transform the EU transport system into a sustainable system by 2050. Further specific objectives are to reduce Europe's dependence on imported oil, cut carbon emissions in transport by 60% by 2050 and limit the growth of congestion.

During this first exchange of views the Commission representative presented the main lines of the White Paper and considered that, in general, it had been well received by Member States and stakeholders. In comparison to previous White Papers it is based on the concept of full modal integration.

The Rapporteur welcomed the White Paper but urged the Committee to support a pragmatic approach to it. Although setting long term objectives is positive, tangible measures are needed in the next ten years, as well as an assessment to what extent targets set in the past have been achieved so far.

Mr Grosch emphasized that the EP should be strong in its support of the opening up of markets and improving efficiency but not at any cost. Social, environmental and other core values should not be questioned. He proposed analysing efficiency, safety and environmental aspects of each transport mode in order to identify gaps and make suggestions in relation to specific measures to be implemented in the next ten years. The Rapporteur also stressed the importance of complete and correct implementation of EU transport legislation by Member States.

During the debate several Members qualified the objectives of the White Paper as ambitious. They questioned the means to achieve the objectives, in light of recent inter-institutional negotiations on key legislative files. Several Members proposed interim objectives to improve the monitoring of progress towards the objectives. Numerous questions were raised during the debate including the availability of financing given the present budgetary constraints, the differences between Eastern and Western Member States regarding infrastructure, the important role of technology and innovation and the application of the subsidiarity principle.

Many Members mentioned specific initiatives of the White Paper as particularly positive or negative. Among the issues raised were: road safety, the internalisation of external costs, charges and taxes, labour conditions and the overall quality of the transport sector, inland waterways, urban mobility, the completion of the internal market, the need to get prices right, railways, the potential economic benefits of the proposed changes in the transport sector and passenger rights.

Timetable foreseen:

- Draft report: September 2011
- Vote in TRAN Committee: November 2011
- Vote in plenary: January 2012.

Votes in plenary 6-9 June 2011, Strasbourg

Charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette)

**Rapporteur: Saïd El Khadraoui (S&D, BE)
Ordinary legislative procedure, second reading**

Following a decade of discussions, three years after the Commission proposal, a two-year standstill in Council and several difficult informal trilogues,

plenary approved the compromise with Council on 7 June.

The Eurovignette III Directive enables Member States to charge hauliers for air and noise pollution costs, in addition to the infrastructure motorway tolls. On average, 3 to 4 Euro cents per vehicle/km may therefore be added to charges for using transport infrastructure (which currently average 20 cents per vehicle/km).

In the debate, the Rapporteur said that the compromise marked a cornerstone for the next decade of European transport policy as it "offers for the first time the possibility to Member States to charge external costs (...) and to make best use of a wide range of toll variations to improve mobility".

Earmarking revenue for transport infrastructure was one of the key points of the negotiation and the compromise builds on the provisions of the Emissions Trading Scheme Directive. It combines the strongest possible commitment from the Member States to reinvest the revenues in sustainable transport and to spend at least 15% of this on TEN-T projects, with a reporting back obligation on the use of revenues in order to promote transparency and public debate.

The compromise on the revenue-neutral infrastructure variation in congested areas will allow better traffic management tools. Toll variations of up to 175% will be allowed in congested areas. For the benefit of users, Parliament's negotiating team successfully pushed for a simpler, clearer and interoperable system and insisted that a tariff user guide be issued.

Lorries with the least-polluting engines will be gradually subject to air pollution charges. In return, Parliament obtained that, in sensitive and mountainous regions, the existing "mark-up" to the external costs applying to lorries in the heaviest pollution classes can be added to the external costs charge.

The report was adopted by 505:141:17.

Action plan on Global Navigation Satellite System (GNSS) applications Rapporteur: Silvia-Adriana Țicău (S&D, RO) Own-initiative report

The Committee's draft resolution on the transport applications of the Global Navigation Satellite Systems (GNSS) was adopted by plenary. The Commission's Action Plan for GNSS has nine sectoral actions which relate directly to transport such as civil aviation navigation and road transport efficiency. The Committee's report also addressed questions of funding, the interoperability of systems, especially with Galileo, and the fact that coverage has yet to be extended to all parts of the EU.

The resolution was adopted by a show of hands.

International air agreements under the Lisbon Treaty Rapporteur: Mr Brian Simpson (S&D, UK)

Own-initiative report

Plenary endorsed this report, which seeks to set out a framework that can be used to evaluate individual air agreements. It emphasises that Parliament needs to follow the negotiations rather than being left with a choice of accepting or rejecting a final text. Relevant criteria set out in the report include balanced access to markets and investment opportunities as well as fair competition in terms of State subsidies, environmental and social standards.

The resolution was adopted by a show of hands.

TRAN Committee meeting 11-13 July, Brussels

Provisional agenda:

Monday, 11 July 2011, afternoon

- Single European Railway area / Serracchiani
- Budget 2012 / Liberadzki
- Passenger Name Records / Lichtenberger
- Athens Convention/ Simpson

Tuesday, 12 July, morning

- Athens Convention/ Simpson (vote)
- Air services agreement EU-Cape Verde / Riquet
- European Civil Aviation Conference: exchange of views (tbc)
- Hungarian Presidency: exchange of views

Tuesday, 12 July, afternoon

- Polish Presidency (transport): exchange of views
- Polish Presidency (tourism): exchange of views

TRAN Committee meetings 2011, Brussels

Tuesday, 30 August, 15.00-18.30
Wednesday, 31 August, 9.00-12.30
Wednesday, 31 August, 15.00-18.30

Thursday, 8 September, 9.00-12.30

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