

TRANNEWS

Newsletter from the European Parliament
Committee on Transport and Tourism
Number 80, 17 March 2011

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TRAN Committee meeting 14-16 March 2011, Brussels

Adoption of draft reports

Action plan on Global Navigation Satellite System (GNSS) applications

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

Own-initiative report

Galileo and the development of Global Navigation Satellite Systems (GNSS) are not only vital for Europe's commercial and technological competitiveness but, through their transport applications, have potential significantly to speed and make safer the transport of goods and people within the EU. Transport accounts for 44% of GNSS applications by value and 20% by volume. It was for these reasons that the TRAN Committee decided to do an own-initiative report on the Commission's action plan for GNSS.

The Committee considered Mrs Țicău's report and having heard the Rapporteur, the authors of amendments and the Commission voted on 48 amendments and two compromise amendments, and adopted these with the exception of the seven amendments covered by compromises. The amendments dealt with the application of GNSS functions to the various transport modes, adequate research and implementation financing, and the geographical coverage of the system. On this latter point the Committee insisted that all of the European Union was covered as a priority, and coverage be extended to the Middle East and Africa. The Committee also adopted all except one of the amendments proposed by the ITRE Committee which supported the general approach TRAN had taken.

The report was adopted by 34:1:4.

Timetable foreseen:

- Adoption in plenary: May 2011.

International air agreements under the Lisbon Treaty

Rapporteur: Mr Brian SIMPSON (S&D, UK)
Own-initiative report

This report set out a framework that can be used to evaluate individual air agreements. There was a broad consensus, reflected in several amendments, that Parliament needed to follow the negotiations rather than being left with a choice of accepting or rejecting a final text. Relevant criteria included balanced access to markets and investment opportunities as well as fair competition in terms of State subsidies, environmental and social standards.

The Rapporteur said that, in order to preserve the general nature of the report, he advised the Committee not to approve certain, over-detailed amendments. All other amendments were adopted by large majorities.

The report was adopted by 39:0:0.

Timetable foreseen:

- Adoption in plenary: May 2011.

Adoption of draft opinion

Engine provisions for tractors placed on the market under the flexibility scheme

Rapporteur: Ms Olga SEHNALOVÁ (S&D, CZ)

Opinion to ENVI Committee

Safeguarding the economic development of a tractor industry that has been hit by the economic crisis is the main objective of the Commission's proposal. In total, five amendments were tabled ranging from a proposal to reject the proposal on the one side to extending the flexibility scheme for tractor producers, on the other.

In the vote the majority followed the Rapporteur in supporting the Commission's proposal, especially with regard to small and medium sized tractor producers.

The opinion was adopted by 31:4:4.

Timetable foreseen:

- Adoption in ENVI: March 2011
- Adoption in plenary: May 2011.

Presentation of draft recommendation

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

Rapporteur: Mr Saïd EL KHADRAOUI (S&D, BE)

Ordinary legislative procedure, second reading

After the announcement of Council's position in the February II plenary, the Rapporteur presented his draft recommendation reminding Members that

Parliament has until June to complete its second reading.

The Rapporteur's proposed amendments are the outcome of consultations with the political groups. They reinstate, in a pragmatic way, the essential elements of Parliament's first reading position (taking into account the new political situation after the last election) and acknowledge the reasonable new elements introduced by Council. The main elements concern: earmarking, the incentives for fleet renewal, which vehicles come within the Directive's scope and the possibilities for an efficient and revenue neutral infrastructure variation.

The Rapporteur understood that the issue is very controversial not only in Council but also inside Parliament. For some his proposal did not go far enough, for others it was already too ambitious. He invited Members to support his proposed middle way so as to have a strong negotiating position during the ongoing talks with Council. On earmarking, he advocated a reasonable compromise between the quite distant positions of the two institutions and recalled that transparency concerning spending the revenue was equally important. This will foster a national public debate about the use of this revenue and about transport investments in general.

Members, in particular the Shadows, appreciated the Rapporteur's approach and his efforts to create a stable EP majority. Intensive political discussions between Shadows/political groups and within the different groups aimed at a compromise. Nevertheless, the different interventions made it clear that some amendments to the draft recommendation will be introduced.

Timetable foreseen:

- **Deadline for amendments: 18 March 2011**
- Adoption in TRAN: April 2011
- Adoption in plenary: June 2011.

Presentation of draft reports

Programme to support further development of an Integrated Maritime Policy

Rapporteur: Mr Georgios KOUMOUTSAKOS (EPP, EL)

Ordinary legislative procedure, first reading

The Rapporteur presented the IMP in general, as a new policy supporting cross-sectoral and cross-policy actions in relation to the sea, coastal and island regions. The report concerns a Regulation enhancing the financing of the IMP, which, until now, has relied on preparatory actions and pilot projects. The proposed amount of €50 million is considered modest compared to the aims.

The Rapporteur suggested amending the programme's objectives, in order to define more clearly what will be financed, and to improve follow-up and reporting. For flexibility and Parliament's participation in the future decision-making, delegated acts are foreseen for a number of issues. Members mostly shared the view that the suggested funding constituted a modest amount and a first

step in developing an IMP. Members generally agreed with the Rapporteur's views on Parliament's implication in programming and resource allocation. Some proposed stricter controls, such as a more detailed framework within the legal text, while others underlined the importance of flexibility.

There was broad support for the aim of sustainable growth, in relation to which Members suggested additional actions to be financed including emission reductions and green ports. The realisation of an IMP in specific sea basins was discussed, as well as the balance between spending in different regions, in particular the Mediterranean. Other issues raised concerned implementation, subsidiarity, building upon existing activities, implications for the common market and cooperation between Member States and with third countries.

The Commission said that IMP was a nascent instrument to build bridges between existing policies, not to replace them. The Rapporteur underlined that his report dealt with a financial Regulation, not with a political framework for maritime policy.

Timetable foreseen:

- **Deadline for amendments: 17 March 2011**
- Adoption in TRAN: April 2011
- Adoption in plenary: June 2011.

Statistical returns in respect of the carriage of goods by road

Rapporteur: Mr Brian SIMPSON (S&D, UK)
Ordinary legislative procedure, first reading

Setting out new provisions on delegated acts is the objective of the Commission's proposal. In order to safeguard Parliament's prerogatives, the Rapporteur proposed fixing additional conditions before powers were delegated to the Commission. Moreover, he believed that the application of delegated powers should not cause any additional substantial financial burden on respondents.

Members supported the Rapporteur's approach. Some stressed the need to have accurate and up to date figures, which are crucial for taking responsible political decisions, and criticised Member States for not delivering this data.

The Commission highlighted the non-controversial nature of the proposal and supported, in principle, the Rapporteur's approach and amendments.

Timetable foreseen:

- **Deadline for amendments: 13 April 2011**
- Adoption in TRAN: May 2011
- Adoption in plenary: July 2011.

Aviation security with a special focus on security scanners

Rapporteur: Mr Luis de GRANDES PASCUAL (EPP, ES)

Own-initiative report

The Rapporteur presented his draft report on measures against aviation terrorism in general and security scanners, air cargo and mail, and liquids in

hand luggage in particular. He stressed that the EU must take measures that are commensurate with the risks. He pleaded for a comprehensive approach in the wider context of European security, and recalled that not every risk can be prevented.

On the more detailed issues, he considered that security scanners now fulfil all the requirements (including privacy, data and health protection) Parliament had requested when it rejected the Commission proposal in 2008. As far as x-ray radiation from such scanners is concerned, the Rapporteur suggested applying the existing Euratom legislation which foresees limit-values and risk assessment. Security scanners provide added value in terms of detection performance. The Rapporteur suggested that passengers should be entitled to choose to undergo alternative controls rather than being scanned.

On the issue of liquids, he pointed to the phase-out of the ban foreseen in the current rules, and called on Member States to comply. On cargo, Mr De Grandes pointed to the high proportion of air cargo transported in passenger planes and the action plan. He called for appropriate controls combining security and cost efficiency.

On security scanners, Members mostly supported the concept of Union rules on their use. Many favoured the possibility for passengers to refuse screening. Others commented on the use of x-ray technology, and several called for a prohibition of all x-ray security scanners at the Union or national level. Many Members addressed the issue of body images and suggested that scanners using such images should either not be used at all or that body images should be destroyed immediately after viewing. A few Members were generally sceptical of the use of security scanners or disapproved of it.

Some Members underlined the importance of information and intelligence, including profiling, in aviation security. Others stressed the significance of air cargo security and a secure supply chain. On the issue of aviation security financing, several Members pointed to the Leichtfried report on aviation security charges on which Council still has not taken a position.

The Commission called for common rules on security scanners in order to remedy the current varied situation. On cargo, they pointed out that there was an overall robust system in place but incoming cargo was currently subject to security controls only at the point of origin.

Timetable foreseen:

- **Deadline for amendments: 21 March 2011**
- Consideration of amendments: April 2011
- Adoption in TRAN: May 2011
- Adoption in plenary: June 2011.

Presentation of draft opinion

Approval and market surveillance of two- or three-wheel vehicles and quadricycles Rapporteur: Mr Roberts ZILE (ECR, LV) Opinion to IMCO Committee

The Rapporteur focused mainly on issues relevant to road safety. He stressed that mopeds and motorcycles riders belong to a very vulnerable road user group and represent around 16% of the total number of road deaths in the EU but account for only 2% of the total kilometres driven.

The Rapporteur highlighted the three main topics of his opinion. Firstly, he fully supported the Commission's approach in regards to the mandatory fitting of anti-lock brakes but proposed to partially extend it also to the sub-category L3e-A1 (low-performance motorcycles - below 125 cc). For this category, the Commission proposal leaves it up to the manufacturers to equip them with either an anti-lock or a less performing combined brake system.

The Rapporteur proposed to require that the fastest motorcycles of this subcategory (with a maximum designed vehicle speed $\geq 80\text{km/h}$) have anti-lock brakes. He argued that this measure was even more necessary as many young drivers start with motorcycles of this category. The Rapporteur also referred to the potential additional costs for manufacturers and stressed that, in his view, they are proportional and acceptable as compared to the safety benefits that ABS might produce.

Secondly, the Rapporteur explained his proposal in regards to the creation of new subcategories for off-road vehicles so that they come within the scope of this Regulation. He explained that off-road vehicles are frequently also used on public roads and should therefore fulfil the minimum functional safety requirements for on-road use. Finally, the Rapporteur proposed to introduce the Euro 4 emission level for mopeds three years earlier (by 2014) than proposed by the Commission. He explained that mopeds are the most problematic L-vehicle sub-category in terms of emissions.

The draft opinion received very broad support from other Members, some of whom advocated extending the mandatory fitting of ABS to the whole category of low-performance motorcycles.

Some debate revolved around the Commission proposal that all L-category vehicles shall be equipped with an "Automatic headlights on" feature by 2013 at the latest, in order to improve their visibility to other traffic participants. While the Rapporteur fully supported the Commission's proposal, one Member criticized it as superfluous. This Member also advocated the exclusion of several electrical bicycles from the scope of this Regulation.

Timetable foreseen:

- **Deadline for amendments: 25 March 2011**
- Adoption in TRAN: May 2011
- Adoption in IMCO: June 2011

Exchange of views

with Mr Jarzembowski on Functional Airspace Blocks

A central feature of the Single Sky legislation adopted in 2009 was the creation of Functional Airspace Blocks (FABs) for the management of air traffic and the coordination of related services. This is a stage in the rationalisation of airspace use which will result in efficiencies without compromising safety. The same legislation also provided for the appointment of a coordinator to encourage progress and cooperation between Member States whose airspace forms part of the eight designated FABs. Mr Jarzembowski, the FAB coordinator, gave an overview of progress within each block and an appreciation of progress made thus far.

In general terms progress had been slow, even disappointing. He distinguished between formal agreements between States and actual implementation. The latter was especially slow. In terms of how to speed progress Mr Jarzembowski drew particular attention to the holding company model used between Denmark and Sweden. He saw this as a possible template for other FABs as it did not depend on comprehensive problem resolution before the FAB could begin to function.

In the question and answer session which followed Members expressed doubts about the target date of December 2012 for having all the designated blocks up and running and called for action now from the Commission to avoid further delay. They also queried the "bottom up" approach which left the initiative for FAB creation with the Member States and asked about civil/military cooperation.

Mr Jarzembowski agreed that slippage beyond December 2012 was probable and was of the view that formal action, in the form of communications to Member States by the Commission might be appropriate from Autumn/Winter 2011. In general civil/military cooperation, whose form varied depending on air traffic management arrangements within any given FAB, was not proving a serious brake on progress. One could envisage fewer FABs at a future point. Air Traffic Control perceptions of the Single Sky project varied but, in the coordinator's view, would be less negative if the opportunities for general traffic expansion and controllers' mobility were explained.

with Ms Balzani, Rapporteur Budget Committee on 2012 budget

Establishing closer cooperation for defining budgetary priorities was the main objective of Ms Balzani's visit to the TRAN Committee. Ms Balzani, who is the general Rapporteur for the 2012 budget, underlined the key role specialised Committees play in the budgetary procedure. The Rapporteur's main priority would be the successful implementation of the Europe 2020 Strategy with a focus on synergies between EU budget and national budgets.

In the debate, most Members supported Ms Balzani's approach touching on the following subjects:

Infrastructure funding (TEN-T): for many Members the focus on real EU added value is the most important budgetary task. In this regard, they called for EU funding to be concentrated on interconnections and interoperability rather than financing national transport projects. Some Members favoured using alternative sources of funding such as public private partnerships and project bonds. The Rapporteur mentioned that, while these were interesting ideas, they could only be developed in the mid or long-term. Members also stressed that the private and public sectors should assume an equal share of the risks arising from such projects. This had not always been the case in some Member State projects.

The Chair sent a clear message that he would insist on applying the "use it or lose it" rule. This would mean that, instead of paying unspent money back to national budgets, it should be reallocated within the EU budget for other transport projects.

Agencies: in order to develop a single transport area, the EU needs bodies to implement its policies and carry out the necessary tasks. This was the prevailing view on agencies' activities ranging from ensuring interoperability in the railway sector and fighting against maritime pollution to common certification of aeronautical products.

Pilot projects and preparatory actions: despite limited funds, these instruments are important for developing new activities. Members hinted they would propose new projects or actions (e.g. integrated ticketing, sustainable tourism, industrial cultural heritage, TEN-T extension to the Balkans).

Research and development: the importance of R&D for developing sustainable transport and ensuring security in different transport modes was highlighted.

Tourism: It was underlined that tourism is the third biggest industry in the EU and should not be forgotten. It is likely that some projects or actions would be proposed to support this sector.

TRAN Committee meeting 11-12 April, Brussels

Provisional agenda:

Monday, 11 April 2011, afternoon

- Eurovignette / El Khadraoui
- Integrated Maritime Policy / Koumoutsakos
- A new political framework for tourism in Europe / Fidanza

Tuesday, 12 April, morning

- Eurovignette / El Khadraoui **(vote)**
- Integrated Maritime Policy / Koumoutsakos **(vote)**
- Working time directive / Simpson
- Regulation on EMSA / Fleckenstein
- Road safety / Koch

Tuesday, 12 April, afternoon

- Cross-border enforcement road safety / Ayala Sender
- Security scanners / De Grandes
- Recast of first railway package / Serracchiani

TRAN Committee meetings 2011, Brussels

Monday, 23 May, 15.00-18.30
Tuesday, 24 May, 9.00-12.30
Tuesday, 24 May, 15.00-18.30
Wednesday, 25 May, 9.00-12.30
Wednesday, 25 May, 15.00-18.30

Monday, 20 June, 15.00-18.30
Tuesday, 21 June, 9.00-12.30
Tuesday, 21 June, 15.00-18.30

Monday, 11 July, 15.00-18.30
Tuesday, 12 July, 9.00-12.30
Tuesday, 12 July, 15.00-18.30
Wednesday, 13 July, 9.00-12.30
Wednesday, 13 July, 15.00-18.30

Tuesday, 30 August, 9.00-12.30
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