

## Newsletter

of TRAN Committee meeting of December 2019

### Editorial by Karima Delli

Dear colleagues and friends,

As we just had our last committee meeting of 2019, I would like to thank you for your commitment and good cooperation over the first few months of this legislature.

The last weeks of the Finnish presidency have seen significant progress towards the conclusion of the Mobility package and the introduction of a sustainable tourism line to the EU budget. The pace of our work will increase significantly in 2020 following confirmation of the new Commission. I look forward to establishing the same relation of trust and shared ambition with Commissioner Vălean as we had with Commissioner Bulc.

Our committee will take an active part in the important discussions regarding the key initiatives proposed by the Commission, such as the Green Deal and the Digital Agenda. As the committee responsible for transport and tourism, we intend to fully exert our competences in these important debates. We also need to maintain a high level of ambition and continue our search for creative solutions to the pressing challenges of our time.

I wish you and your families a joyful and rewarding Christmas break and look forward to resuming our activities with new energy and inspiration!



### In this edition...

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- *EU funding of transport projects*

### Discharges 2018 – Agencies and joint undertakings and the Commission

#### Presentation of the opinions

- **Rapporteurs:**
  - Maria Grapini (S&D) - Agencies
  - Monteiro de Aguiar (EPP) - Commission
- Discharge procedures
- Deadline amendments: 12/12/19
- Vote in TRAN: 21/01/20
- Vote in CONT: 19-20/02/20
- Vote in plenary: March II 2020

The Rapporteurs presented the draft opinions on the discharge of the Commission and transport-related agencies and joint undertakings. They noted the

overall positive results in implementing their respective tasks and sound financial and administrative management, while making suggestions for improvement in certain areas.

The shadow rapporteurs largely supported the draft opinions and indicated that they would table amendments with further suggestions.

In particular, some shadows noted the potential and sometimes need for additional funding of the agencies and joint undertakings and announced that they would table some amendments to support this. Other shadows indicated there was however still room for improvement, for example concerning the delayed use of RPAS for EMSA or the number of non-conformities in ERA activities.

## Recommendation on air services agreements between EU and China

### Vote

- Rapporteur: Tomasz Piotr Poręba (ECR)
- Non-legislative enactment
- Vote in plenary: January 2020

The recommendation was voted with 43 in favour.

## Aviation agreement EU Morocco

### Presentation of the report

- Rapporteur: Sven Schulze (EPP)
- Non-legislative enactment
- Vote in TRAN: 20-21/01/20
- Vote in plenary: February 2020

The rapporteur explained that the draft report is a technical adaptation in order to take into account the accession to the EU of the Republic of Bulgaria and Romania. He simply reminded that the aim of the agreement was to ensure more connections between the EU and the Kingdom of Morocco as well as further access to markets for all European airlines. Most of the shadow rapporteurs who took the floor agreed with the technical adaptation.

Some shadow rapporteurs wished to receive more information as regards the geographic scope and legal consequences of the agreement and the Commission promised a written reply.

## Maja Markovčić Kostelac, Executive Director of the European Maritime Safety Agency (EMSA)

### Exchange of views

TRAN welcomed, for the second time this year, Ms Maja Markovčić Kostelac, Executive Director of European Maritime Safety agency (EMSA). She presented the Agency's work and recently adopted strategy for upcoming five years to the newly elected TRAN committee.

EMSA's five-year strategy is based on five "S's": sustainability, safety, security, simplification and surveillance. For each of these areas EMSA identified a strategic priority and a number of strategic objectives.

For instance, EMSA set as a priority to contribute to the European green agenda for maritime transport, by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges.

Maritime safety and security remain among the core tasks. EMSA is building itself up as the core information management hub for maritime surveillance. With recently adopted EU legislation on European Maritime Single window, the simplification of EU shipping by supporting EU-wide digital maritime solutions is becoming a reality.



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Members were particularly interested in the EMSA role in improving the performance of shipping sector (climate change, pollution (emissions) etc). The Agency plays a supporting role to the efforts towards zero emission shipping by harmonising the implementation and enforcement of relevant legislation. EMSA has developed tools to support inspections of ships in EU ports, such as THETIS, with 9 dedicated modules including 2 specifically designed for environmental related issues.

## Future low-cost air travel

### Hearing

Representatives of Ryanair, Eurowings and Blue Air low-cost airlines (LCC), together with the Aeroportos de Portugal (ANA) and European Transport Workers Federation (ETF) presented their views on future challenges and opportunities for the sector.

The airlines said their activity and business model contributed to a social and economic cohesion in Europe, some of them even claiming they improve democracy, peace and stability, especially when linking the most remote and lesser developed regions.

They all confirmed that they constantly renew their fleet and invest in new technologies to mitigate the environmental footprint of an ever raising demand for point-to-point flights.

The CEO of ANA confirmed that low-cost airlines play a strong role in reinforcing tourism sector and said that the airports should be allowed more flexibility in adapting their airport charges and slot allocation system to better cater to the LCC needs.



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In contrast, the representative of the ETF drew a rather negative picture of the working conditions of the LCC crews, who are often forced to work as self-employed or on temporary contracts through the broker agencies.

During the animated debate that followed, TRAN MEPs' reactions focussed mainly on reduction of environmental footprint and decarbonisation of air transport on the one hand, and improvement of the social conditions of the crew on the other.

While some MEPs defended the low-cost airlines for allowing more Europeans to fly for less, some of them were very critical of the airlines using temporary employment agencies for hiring their crews or for taking too long to recognise the workers' unions. They recognised that there were differing practices within the LCC sector and that the issues discussed also applied to the legacy carriers. There were also voices calling for the taxation of kerosene in order to allow less polluting modes of transport, such as rail, to compete with the airlines on a level playing field.

In their replies to MEPs' questions, the representatives of the industry reiterated their commitment to further improve the conditions of work for the crews and the

environmental performance of their aircraft, underlining that LCC's are less polluting than their legacy competitors. However, they also admitted that it was unlikely that a commercial aircraft powered in 100% by alternative fuel would be in use during next 30 years, mainly due to lack of infrastructure necessary to produce such fuel sustainably in sufficient quantities.

## EU funding of transport projects

### *Study by the Policy department*

This study examined the EU funding instruments available for transport infrastructure and mobility projects, including grants under CEF and ESIF, loans and financial instruments from EFSI and the EIB. The authors analysed in particular the effectiveness of the various types of funding when it comes to supporting transport policy goals in the area of cohesion, completion of the TEN-T, digitalisation and decarbonisation. In the authors' view, support for transport should be strengthened in terms of increasing the amounts allocated to the CEF and Cohesion Fund. Priority should be given to projects that adapt infrastructure to future mobility needs, promote modal integration and interoperability and support metropolitan areas and declining regions. Members welcomed the study which adds to the ongoing debate on transport funding in the next multiannual budget and the review of the TEN-T policy. They engaged in a lively debate with the authors on the policy options to ensure an efficient and sustainable mobility system for citizens throughout the EU while striking the right balance between economic, social and climate objectives. Speakers highlighted the importance of sufficient EU funding to ensure progress on the TEN-T, especially as regards cross-border connectivity and completion of the core network, but also underlined the need for a better evaluation of infrastructure projects and simpler, streamlined administrative procedures.

## Next TRAN Committee meeting: planned draft agenda - To be confirmed

Monday 20 January afternoon

- International road passenger transport services coach and bus: cabotage between Germany and Switzerland + cabotage between Italy and Switzerland – presentation amendments
- Discharge 2018 – presentation amendments

- Light Vehicles Emissions – presentation opinion
- Exchange of views with Matthew Baldwin, European Coordinator for Road Safety

Tuesday 21 January morning

- International road passenger transport services coach and bus: cabotage between Germany and Switzerland + cabotage between Italy and Switzerland - vote
- Aviation agreement EU Morocco - vote
- Discharge 2018 Commission+agencies – vote
- E-freight confirmation vote (GO)
- Allocation of seats for TRAN missions outside EU
- Presentation by Croatian Minister of Sea, Transport and Infrastructure, Mr Oleg Butković on HR Presidency priorities

Tuesday 21 January afternoon

- Study on postal services

Meeting room: JOZSEF ANTALL 6Q2

### TRAN Committee meetings 2020 - To be confirmed

Tuesday 28/01/2020 14.30-18.30	Monday 22/06/2020 15.00-18.30
	Tuesday 23/06/2020 9.00-12.30
Wednesday 19/02/2020 9.00-12.30	Tuesday 23/06/2020 14.30-18.30
Wednesday 19/02/2020 14.30-18.30	
Thursday 20/02/2020 9.00-12.30	Monday 13/07/2020 15.00-18.30
Thursday 20/02/2020 15.00-18.30	Tuesday 14/07/2020 9.00-12.30
	Tuesday 14/07/2020 14.30-18.30
Monday 16/03/2020 15.00-18.30	
Tuesday 17/03/2020 9.00-12.30	Wednesday 02/09/2020 9.00-12.30
Tuesday 17/03/2020 14.30-18.30	Wednesday 02/09/2020 14.30-18.30
	Thursday 03/09/2020 9.00-12.30
Tuesday 21/04/2020 9.00-12.30	Thursday 03/09/2020 15.00-18.30
Tuesday 21/04/2020 14.30-18.30	
	Wednesday 28/10/2020 9.00-12.30
Wednesday 29/04/2020 9.00-12.30	Wednesday 28/10/2020 14.30-18.30
Wednesday 29/04/2020 14.30-18.30	Thursday 29/10/2020 9.00-12.30
Thursday 30/04/2020 9.00-12.30	
Thursday 30/04/2020 15.00-18.30	Tuesday 10/11/2020 9.00-12.30
	Tuesday 10/11/2020 14.30-18.30
Wednesday 27/05/2020 9.00-12.30	
Wednesday 27/05/2020 14.30-18.30	Monday 30/11/2020 15.00-18.30
Thursday 28/05/2020 9.00-12.30	Tuesday 01/12/2020 9.00-12.30
Thursday 28/05/2020 15.00-18.30	Tuesday 01/12/2020 14.30-18.30

### Useful links

TRAN website: <http://www.europarl.europa.eu/TRAN>

Policy Department Publication in the European Parliament: <http://www.europarl.europa.eu/committees/en/supporting-analyses.html>

European Aviation Safety Agency newsletters: <http://easa.europa.eu/communications/general-publications.php>

European Railway Agency newsletters: <http://www.era.europa.eu/Communication/Newsletter>

European Maritime Safety Agency newsletters: <http://www.emsa.europa.eu/news-a-press-centre/newsletters.html>

SESAR Joint Undertaking news: <https://www.sesarju.eu/news>

Innovation& Networks Executive Agency: <http://ec.europa.eu/inea/en>

DG MOVE: [https://ec.europa.eu/transport/home\\_en](https://ec.europa.eu/transport/home_en)

Finnish Presidency of the Council: <https://eu2019.fi/en/frontpage>



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