

Newsletter

TRAN Committee meeting with remote participation of 11 January

Editorial by Karima Delli

Dear colleagues and friends,

I want to welcome you all back after the Christmas holidays and wish you all the best for 2021 – a year filled with challenges and opportunities both for the EU and for our committee. The journey of the European Year of Rail has just started and the TRAN Committee will be at the forefront of a variety of activities aimed at highlighting the benefits of rail as a sustainable, smart and safe means of transport throughout this year.



The TRAN Committee continues to work at full speed to reach an agreement with the Council on very important files like the continuation of CEF under the new recently adopted MFF.

In that regard, we are looking forward to cooperating with the Portuguese Presidency whom we are pleased to be welcoming in our committee by the end of the month.

It is definitely worth mentioning the exchange of views held with the Commission on the transport chapter provisions negotiated as part of the future partnership agreement between the EU and the UK. The Members welcomed this agreement as it will ensure continuous connectivity between two territories while protecting customers' rights and safeguarding level playing field. The three special committees related to transport will ensure its implementation, safeguard level playing field and provide for remedial measures should its provision be infringed.

Moreover, we held an animated debate on a new airport slot allocation and we welcomed the convergence of positions in TRAN to undertake effective measures to make maritime transport "greener" and to limit its emissions.

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Meeting on 11 January 2021

-) Implementation of the Ambient Air Quality Directives: Directive 2004/107/EC and Directive 2008/50/EC
-) Technical and operational measures for more efficient and cleaner maritime transport
-) Rules on airport slot allocation "Slot Relief", Presentation by the Commission
-) State of play on EU-UK negotiations, Update by the Commission on transport issues

Implementation of the Ambient Air Quality Directives: Directive 2004/107/EC and Directive 2008/50/EC

Consideration of draft opinion

- Rapporteur: Carlo FIDANZA (ECR)
- Vote in TRAN: 24-25 February 2021
- Vote in lead Committee (ENVI): 04 March 2021

The rapporteur, Mr Fidanza, presented his draft opinion, stressing that, while the transport sector's emissions have been steadily declining in the last decades, persistent hotspots remained in Europe, mainly in urban areas, where pollution levels substantially exceed the threshold. To remedy that, the rapporteur recommends investing more in sustainable urban mobility, to boost the use of rail and intermodality and to better implement the current Directive. In the debate a broad range of topics has been raised, including specific implementation challenges, measures to address congestion, the need to promote public transport and active mobility, the future of the combustion engine and fossil fuels, measures to reduce aviation and maritime pollution and the compatibility with WHO guidelines. The deadline for amendments is set for 18 January, with the vote in TRAN scheduled for 24/25 February.

Technical and operational measures for more efficient and cleaner maritime transport

Consideration of amendments

- Rapporteur: Karima DELLI (Greens/ALE)
- Vote in TRAN: February 2021 (tbc)
- Vote in Plenary: tbc

The rapporteur, Ms Delli (Greens/ALE), presented the main orientations of her initial compromise proposals on the 238 amendments tabled. She expressed satisfaction over the convergence of positions regarding the need to devise effective measures to green maritime transport and to limit its emissions, and to implement an ECA in the Mediterranean. She also underpinned the importance to address the social aspects of the sector's decarbonation pertaining to jobs and health.

In the ensuing debate, TRAN Members agreed with the rapporteur on the need to undertake swiftly relevant and sufficient measures to green maritime transport, especially in order to gradually ban heavy-fuel oils. In this regard, Members diverged on whether to rely on LNG as a transitional energy. Furthermore, they called

for a legislative framework concerning non-compliant ships, while some insisted however that specific categories such as cruise ships should not be singled out. They also expressed various support to the possibility to include maritime transport in the ETS, with some Members stressing the need for a prior comprehensive impact assessment. Moreover some Members insisted on the need for the EU to not depend on IMO action in these matters and take a leading role, whereas others called for stronger international cooperation and coordination. Several Members also highlighted the importance of addressing the issue of the seafarers' working conditions. In addition, some Members called for financial support towards zero-emission ports, including for innovation and the renewing of infrastructures. Finally, several Members insisted on the need to take into account the competitiveness of the European maritime transport, especially in these times of economic hardship. In this regard, they highlighted the importance to consult with the sector's stakeholders.

The Commission representative subsequently took the floor to assure TRAN Members that many of the points they raised were already addressed in the recently published Strategy on Sustainable and Smart Mobility. She also stated that the revisions of the AFID, the RED and of the ETS are a good framework to devise relevant solutions. Furthermore, she affirmed that the Union's spearheading role in greening maritime transport does not exempt it from the need to cooperate with the IMO. In addition, she said that funds earmarked for innovation and greening in ports are included in the Horizon Europe programme. She concluded her intervention by regretting that the issue of seafarers' relief is still pending, and stressed the importance of international cooperation to solve it.

Rules on airport slot allocation "Slot Relief"

Presentation by the Commission

The EC presented the new slot allocation proposal, which aims at striking a balance between the need to provide relief to airlines, due to the unprecedented decline in air traffic and the need to maintain competition in the market, and ensure an efficient operation of airports, especially to avoid ghost flights. The proposed rules derogates from the principle to use 80% of the slots awarded to secure full slot portfolios for subsequent scheduling seasons and they introduce the threshold of 40% use. Members started a lively debate where it emerged that it is essential to give

airlines new rules and legal clarity. At the same time, the proposal raised several criticisms as the EC did not fully take into account the recommendations made by the industry and it broadened the scope too much, extending its power to issue delegated acts until 2025. The EC stressed the importance of introducing new rules as soon as possible and Members replied that they will consider applying the urgent procedure under Rule 163 but only if the current text is amended and the EP can have a meaningful political debate in full respect of its scrutiny powers.

State of play on EU-UK negotiations

Update by the Commission on transport issues

The Commission UK-task force representatives presented an overview of the transport chapter provisions negotiated as part of the future agreement between the EU and the United Kingdom.

They highlighted the underlying purpose of the agreement was not to replicate the EU membership conditions but to ensure continuous connectivity between two territories while protecting customers' rights and safeguarding a level playing field. Traffic rights for aviation have been limited to third and fourth freedom for both passenger and cargo transport, with a possibility to extend it to fifth freedom for cargo on a bilateral basis with Member States. The EU ownership and control rules were not changed. The agreement allows for wet lease and code sharing operations, however, intra-European flights sold under such marketing arrangements would have to be operated by EU registered carriers. According to the new agreement, jet fuel was no longer exempted from taxation.

Similarly, in road transport, bilateral freight operations would continue on a quota-free basis with cabotage operations limited to maximum two per journey. In addition, the new agreement ensures land bridge transit rights between Ireland and mainland Europe and level playing field by including all relevant rules from mobility package 1 (i.e. access to profession, posting of drivers, driving/rest times, tachograph, weights and dimensions etc.). The regular passenger transport would be provisionally covered by Interbus agreement.

Finally, the aviation safety provisions put an end to mutual recognition of certificates; however, it simplified certain procedures for recognising the certificates issued by the British agency, subject to checks performed by EASA.

The agreement established three special committees related to transport - on air transport, on aviation safety and on road transport - to ensure its implementation and safeguard level playing field and allowed for remedial measures to be taken in case of breaching the rules.

In the debate that followed, Members welcomed the agreement and congratulated the negotiators for reaching a last minute deal, which avoided major disruptions to traffic. They acknowledged the fact that the agreement deviated from a status quo situation with all its implications, however, they were hopeful the EU could "outperform" the UK on the new terms, while safeguarding level playing field and workers' rights. In this regard, many of them welcomed the inclusion of social dimension in the agreement and said that competitiveness should not come at the expense of workers or customers' rights. They also expressed their hope and asked for reassurance that the agreement will be properly implemented under the supervision of the specialised committees.

Next TRAN Committee meeting: planned draft agenda

Monday, 25 January 10.30-12.00, 13.45-16.15 and 16.45-18.45 and Tuesday, 26 January 9.30-10.30 (coordinators) and 10.30-12.30

-) Consideration of draft opinions on Fair working conditions, rights and social protection for platform workers and on New forms of employment linked to digital development
-) Consideration of amendments on Implementation report on the road safety aspects of the Roadworthiness Package and Establishing an EU Strategy for Sustainable Tourism
-) Vote on the opinions:
 -) Cohesion Policy and regional environment strategies in the fight against climate change
 -) 2019 discharge: General budget of the EU - European Commission
 -) 2019 discharges: Agencies and Joint Undertakings
 -) A European strategy for data
-) Adoption of draft opinion in letter form on the Trade and Cooperation Agreement between the EU and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, and of the Agreement between the EU and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information
-) Presentation by the European Commission on temporary measures concerning the validity of certificates and licences (Omnibus 2)
-) Exchange of views with Mr Zakonjšek, Director of the Transport Community Permanent Secretariat
-) Presentation by Adina Vălean, Commissioner on transport, on the Sustainable and Smart Mobility Strategy
-) Visit by the Portuguese Minister for Infrastructure and Housing, Mr Nuno Santos and the Portuguese Secretary of State for Tourism, Ms Marques
-) Reporting back to committee on the negotiations (Rule 74(3)) on Establishing the Connecting Europe Facility

TRAN Committee meetings 2021

Please note that **all dates are still to be confirmed** depending on room and interpretation resources.

Wednesday 24/02/2021 13.45-16.15 and 16.45.18.45

Thursday 25/02/2021 9.00-12.00

Useful links

TRAN website: <https://www.europarl.europa.eu/committees/en/tran/home/highlight>

TRAN Calendar 2021: <https://www.europarl.europa.eu/cmsdata/217289/TRAN-calendar-2021.pdf>

Policy Department Publication in the EP: <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

Portuguese Presidency of the Council: <https://www.2021portugal.eu/en/>



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