

Newsletter

TRAN Committee meeting with remote participation of 25-26 January 2021

Editorial by Karima Delli

Dear colleagues and friends,

The last TRAN Committee meeting was a precious occasion to deal with a large variety of files: a continuation of our work in this legislature as well as new dossiers confirming how our portfolio is so vital for the EU to keep the economy moving and allowing our citizens the freedom to travel, especially in this period, tremendously affected by the COVID-19 pandemic.

We had important guests for discussion and these debates make me confident that TRAN will continue to be an important driver of the transition to a sustainable and smart mobility.

Starting with Commissioner Vălean who presented the recent Sustainable and Smart Mobility Strategy laying the foundation for how the EU transport system can achieve its green and digital transformation to not only recover from the COVID-19 crisis but also become more resilient to future crises. Members acknowledged that the targets and milestones set in the strategy were ambitious that the aim of the strategy is to set out a credible path for a 90 % reduction of the transport sector's CO2 emissions by 2050, while ensuring the competitiveness of the sector.

We also welcomed the Portuguese Presidency who presented the Council's Presidency priorities in the field of transport and tourism. Given the current situation, the Presidency will focus its efforts on promoting a European recovery of the transport and tourism sector, while contributing to their modernisation and sustainability.

We look forward to close cooperation with the Presidency on this ambitious agenda under its motto "Time to deliver: for a fair, green and digital recovery": mastering the transition to a decarbonised transport system in a digital age is more than ever at the top of our agenda as well.

Other important exchanges dealt with the recertification of Boeing's 737 Max, and on latest developments of the Transport Community that aims to extend the EU transport market to its Western Balkan partner countries.

The Commission presented as well a proposal for a new Regulation on specific temporary measures dealing with the validity of certificates and licenses (Omnibus 2) and Members confirmed the urgent need to extend those temporary measures for a limited period to support the transport sector and to provide legal certainty during these hard times.

Last but not least, great attention has been dedicated to tourism: a sector which was most hard-hit by the crisis and will likely be the slowest to recover.

During the discussion, the importance of tourism as a factor for growth and employment for the EU was highlighted and the need to introduce additional measures such as the field of the ecological and digital transition in order to revamp the entire sector in Europe and help businesses survive the COVID-19 crisis.



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Meeting on 25-26 January 2021

-) Vote on Cohesion Policy and regional environment strategies in the fight against climate change
-) Vote on 2019 discharge: General budget of the EU - European Commission
-) Vote on 2019 discharges: Agencies and Joint Undertakings
-) Vote on A European strategy for data
-) Vote on Decision on the conclusion, on behalf of the Union, of the Trade and Cooperation Agreement between the European Union 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 European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information
-) Consideration of draft opinion on Fair working conditions, rights and social protection for platform workers - New forms of employment linked to digital development
-) Consideration of amendments on Implementation report on the road safety aspects of the Roadworthiness Package
-) Consideration of amendments Establishing an EU Strategy for Sustainable Tourism
-) Exchange of views with Director-General Patrick Ky on EASA recertification of Boeing's 737 Max
-) Presentation by the European Commission of Temporary measures concerning the validity of certificates and licences (Omnibus 2)
-) Exchange of views with Mr Matej Zakonjšek, Director of the Transport Community Permanent Secretariat
-) Presentation by Adina Vălean, Commissioner on transport, on the Sustainable and Smart Mobility Strategy
-) Presentation of the Council Presidency's programme by the Portuguese Minister for Infrastructure and Housing, Mr Pedro Nuno Santos, and the Portuguese Secretary of State for Tourism, Ms Rita Marques
-) Reporting back to committee on the negotiations on Establishing the Connecting Europe Facility

Cohesion Policy and regional environment strategies in the fight against climate change

Vote on draft opinion

- o Rapporteur: Gheorghe FALCĂ (EPP)
- o Vote in lead Committee (REGI): 24 February 2021

Result of the vote: 28 in favour, 19 against, 2 abstentions.

2019 discharge: General budget of the EU - European Commission

Vote on draft opinion

- o Rapporteur: Elżbieta Katarzyna ŁUKACIJEWSKA (EPP)
- o Vote in lead Committee (CONT): March 2021

Result of the vote: 38 in favour, 7 against, 4 abstentions.

2019 discharges: Agencies and Joint Undertakings

Vote on draft opinions

- o Rapporteur: Maria GRAPINI (S&D)
- o Vote in lead Committee (CONT): March 2021

Result of the vote for Clean Sky discharge: 43 in favour, 2 against, 4 abstentions.

Result of the vote for EASA discharge: 44 in favour, 5 against, 0 abstentions.

Result of the vote for EMSA discharge: 44 in favour, 5 against, 0 abstentions.

Result of the vote for ERA discharge: 44 in favour, 5 against, 0 abstentions.

Result of the vote for SESAR discharge: 43 in favour, 3 against, 3 abstentions.

Result of the vote for Shift2Rail discharge: 43 in favour, 1 against, 5 abstentions.

A European strategy for data

Vote on draft opinion

- o Rapporteur: Roman HAIDER (ID)
- o Vote in lead Committee (ITRE): February 2021

Result of the vote: 44 in favour, 2 against, 4 abstentions.

Decision on the conclusion, on behalf of the Union, of the Trade and Cooperation Agreement between the European Union 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 European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information

Vote on draft opinion in letter form

- Rapporteur: Johan DANIELSSON (S&D)
- Vote in lead Committee (AFET-INTA): February 2021

Result of the vote: 37 in favour, 12 against, 0 abstentions.

Fair working conditions, rights and social protection for platform workers - New forms of employment linked to digital development

Consideration of draft opinion

- Rapporteur: Marianne VIND (S&D)
- Responsible: EMPL
- Deadline for amendments in TRAN: 11 February 2021 at 12.00
- Vote in TRAN: March 2021

The Rapporteur, Ms Marianne Vind, presented the draft opinion, acknowledging the importance, potential and diversity of the platform economy in particular in the transport sector but highlighting as well that platform work is in many instances precarious. Ms Vind emphasized several problems related to platform work including the right to privacy and the control of algorithm, among others. The Rapporteur indicated that the core of the draft opinion was a call for action to the Commission and Member states to find solutions with regard to the employment status of platform workers who can very often be considered as “fake independent” workers. The main objective is to ensure that platform workers have similar rights to those of the workers in more “traditional” sectors, including collective bargaining, training, and a right to portability of data.

The shadow rapporteurs all praised the Rapporteur for her availability and willingness to cooperate on this file. All shadows stressed the importance to make sure

platform workers can benefit from good working conditions in particular when it comes to social protection, health or safety. Several rapporteurs and Members indicated that there was a clear relation of subordination between the platforms and the workers, and expressed their reluctance to the introduction of a third status between “employee” and “independent worker”. Some shadows and Members however indicated that the EU should avoid overregulating the sector.

Implementation report on the road safety aspects of the Roadworthiness Package

Consideration of amendments

- Rapporteur: Benoît LUTGEN (EPP)
- Vote in TRAN: 24-25 February 2021
- Vote in Plenary: March II 2021

The Rapporteur, Mr Lutgen, thanked TRAN Members for their amendments and their valuable contributions. He highlighted the key points of the report and the main challenges that the package faces, which have been covered in the compromises. In particular, the Rapporteur stressed that the transposition of the Roadworthiness package, adopted in 2014 and in force since 2017, has shown an improved harmonisation of national procedures in the Member States and helped in increasing the quality of periodic technical inspections, hence improving road safety standards.

However, both the Rapporteur and shadows agreed that in the next revision of the package, the Commission should consider tightening the test regime and introducing the obligation of additional checks to vehicles in use for commercial purposes. Other suggestions shared by the negotiating team focused on the eradication of odometer fraud, on improving the exchange of data among Member States on major and dangerous deficiencies brought to light from roadside inspections, and on the adaptation of the equipment used and training of inspectors in the light of the new advanced safety and driver assistance systems that will become compulsory as of 2022.

A lively debate followed on the possible extension of the scope of the package for certain two- or three-wheelers. The Shadows thanked the Rapporteur for his constructive and inclusive approach.

Establishing an EU Strategy for Sustainable Tourism

Consideration of amendments

- Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)
- Vote in TRAN: 24-25 February 2021
- Vote in Plenary: March II 2021 (tbc)

The Rapporteur, Ms Claudia Monteiro de Aguiar, highlighted the importance of tourism for the European economy as a factor for growth and employment. Given the international situation, the upcoming third wave, and the severe impact of the current crisis on the tourism and travel industry, Ms Monteiro de Aguiar underlined some major suggestions for action in the field of the ecological and digital transition. The compromise amendments of the own-initiative report intends to focus on the following guidelines aimed at:

- 1) More coherence and coordination at European level and between Members States;
- 2) Explore the feasibility of implementing a digital health and vaccine certificate in the Union, and a system of mutual recognition of vaccination procedures, in cooperation with Member States, without undermining individuals' rights to privacy and data protection;
- 3) Set up in the near future a European Agency for Tourism and find a solution on the short-term by creating a tourism department on one of the existing executive agencies, in particular in EASME or in the upcoming agency for health and digital. The main purpose is to collect and analyse data on tourism including on their social, economic and environmental impact, and to help the tourism ecosystem through for instance the share of good practices to take informed decisions about improving tourism policies;
- 4) Asking the Commission to establish a new model of governance between institutions, strengthening the organisational, financial and human resources structure by setting up a dedicated Directorate dealing specifically with Tourism, with adequate funding, with a view to taking an integrated and efficient approach to tourism, supporting all the relaunch of tourism in European regions and helping businesses to implement the measures needed to achieve key objectives in the areas of sustainability and innovation;
- 5) Ask to the Conference on the Future of Europe to initiate a discussion in order to support tourism to become a shared competence of the EU instead of being complementary competence as is currently the case;

- 6) Strengthening industry initiatives for sustainable, responsible and smart tourism;
- 7) Planning the future of the industry and the changes that will take place on the demand side and that may require adaptation of the offering.

Shadow rapporteurs and other intervening Members agreed in general on the draft's compromises. They took active part in the debate and urged for additional measures to relaunch tourism in Europe and to help businesses survive the COVID-19 crisis. The shadows thanked the rapporteur for her inclusive approach and looked forward to reaching an agreement on the final text in the forthcoming days, especially on the definition of: a) digital health and vaccine certificate in the Union; b) the mandate for a European Tourism agency; c) reinforcement of the sustainability of the sector.

EASA recertification of Boeing's 737 Max *Exchange of views with Director-General Patrick Ky*

Mr Patrick Ky repeated the message he had conveyed in TRAN Committee in October 2020. He said that EASA now considered that all the conditions set for Boeing 737 max return to service have been met. These included sufficient understanding of the causes of two deadly accidents, approval and implementation of necessary modifications to the aircraft's design, an independent assessment of the changes performed by EASA and the implementation of adequate training for the flight crews. EASA's approval follows that of FAA as well as the safety regulators in Brazil and Canada. However, the Agency plans to keep monitoring the aircraft after its return and to publish final airworthiness directive, based on the extensive consultation with all stakeholders, in the nearest future.

Members' reactions were rather positive but not without a certain degree of caution, especially with regards to the speed of recertification process. Main questions touched on EASA's reliance on US sourced data, the very nature of future cooperation between US and EU safety authorities as well as the lessons learnt for the European Agency. Mr Ky reassured TRAN Members about the independent nature of EASA's examination and its final decision being a fruit of a long and relentless work of a dedicated group of experts, pilots and analysts. He said that human factor and the importance of its analysis are among the main takeaways from the past bad experiences. He also

pledged for EASA to be more involved in the future assessment of foreign-built aircraft.

Temporary measures concerning the validity of certificates and licences (Omnibus 2)

Presentation by the European Commission

The Commission presented a proposal for a new Regulation on specific temporary measures dealing with the validity of certificates and licenses (Omnibus 2, covering 15 legislative acts in the field of road, rail and inland waterways transport, as well as in maritime security.

This proposal uses the same approach as used by the Regulation adopted in May 2019 (so-called Omnibus 1). The reference period set forth by the current Regulation has ended on 31 August 2020. In the light of the ongoing crisis, further exemption from 1 September 2020 till 30 April 2021 is deemed necessary, in order to ensure continuity and legal certainty for transport operators across the Union.

The proposal puts forward a possibility for a further extension period of 7 months, as well as an option for Member States to opt-out from those provisions.

The Commission expressed hope that the co-legislators would agree to adopt this COVID-19 related-proposal for a new Regulation in the urgency procedure, which was, indeed, confirmed by the TRAN Coordinators on the following day. Members from all political groups confirmed the urgent need to extend those temporary measures for a limited period of time, so as to support the transport sector in these times of crisis, and as a means to provide legal certainty. Some Members reminded of the importance to ensure road safety, as well as asked further clarifications about the opt-out option from the measures.

The Commission ensured that a balance had been struck on the road safety part. Luckily, the MS managed to work through some of the work backlog over the summer, therefore e.g. these derogations from union law would not apply to driving licenses that expired last April, but rather to those expired from November 2020.

Exchange of views with Mr Matej Zakonjšek, Director of the Transport Community Permanent Secretariat

The TRAN Committee discussed with the Director of the Transport Community Permanent Secretariat the integration of the transport markets of the EU and its six Western Balkan partners who are cooperating in the framework of the Transport Community Treaty of 2017. Mr Zakonjšek in his presentation stressed the importance of providing sustainable connectivity for citizens both within the Western Balkan region and with the EU, thus driving jobs and growth, creating new links and opportunities and promoting good neighbourly relations. He outlined the priorities of the Transport Community in the areas of rail transport and infrastructure, of road safety and actions towards "Vision zero" and of facilitating cross-border transport across internal and external borders in the Western Balkan region.

Members in the debate underlined the role of the Transport Community in promoting links between the EU and Western Balkan partner countries. Speakers were particularly interested in the Transport Community's approach to Green Lanes in speeding up border and customs procedures, the implementation of road safety plans tackling accident hotspots such as rail-road level-crossings, the role of improving connectivity and accessibility for tourism, and the actions envisaged to develop the Western Balkan sections on the TEN-T networks.

Presentation by Adina Vălean, Commissioner on transport, on the Sustainable and Smart Mobility Strategy



Commissioner Vălean was invited to debate with the Committee on the Sustainable and Smart Mobility Strategy that was presented by the Commission on 9 December 2020. The Commissioner made a brief presentation of the strategy, stressing that a well-functioning transport sector is a prerequisite to recover from the COVID-19 crisis. She acknowledged that past efforts to reduce pollution, tackle road congestion and bring down road

accidents have been insufficient, and that the aim of the strategy is to set out a credible path for a 90% reduction of the transport sector's CO2 emissions by 2050, while ensuring the competitiveness of the sector.

In the ensuing discussion, many Members acknowledged that the targets and milestones set in the strategy were ambitious, while others believed the targets were unrealistic, and requested information on how they had been established and how they would be financed. Some Members believed the targets were not ambitious enough or not backed up by supporting measures, in particular in relation to sustainable aviation fuels. Several interventions focused on the lack of ambition as regards social aspects, in particular in the aviation sector.

Visit by the Portuguese Minister for Infrastructure and Housing, Mr Pedro Nuno Santos and the Portuguese Secretary of State for Tourism, Ms Rita Marques

Presentation of the Council Presidency's programme

Transport Minister Mr Nuno Santos and the Secretary of State responsible for tourism, Ms Marques, presented the priorities of the Portuguese Presidency in these fields.

Given the current situation, the Portuguese Presidency will focus its efforts on promoting a European recovery of the transport and tourism sector, while contributing to their modernization and sustainability. For the tourism sector, the efforts will be geared towards short term financial support, European coordination of measures to restore trust and longer term efforts to give new impetus to sustainable tourism. In the transport field, big importance will be paid to the rail sector, with the official launch of the European Year of Rail, as well as to the broader shift towards a more resilient and sustainable transport system. In terms of files, the Portuguese Presidency will aim to conclude the Connecting Europe Facility (CEF) negotiations as soon as possible, start trilogues on the Eurovignette with the aim to reaching an agreement, and work towards finding a General Approach in Council on the Single European Sky and Hired Vehicles.

During the debate, many MEPs took the floor, wishing the Portuguese Presidency good luck in realising their full agenda and raising a broad range of topics,

including the situation in the aviation sector, issues regarding the Trans-European Networks (TEN-Ts), the Eurovignette file, air passengers rights, measures to protect citizens and restore trust while allowing for connectivity and mobility (e.g. testing requirements, vaccination certificates), modal shift and decarbonisation of transport, sustainable alternative fuels, working conditions of transport workers, and specific recovery and support measures for the sectors most affected.



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Establishing the Connecting Europe Facility *Reporting back to committee on the negotiations (Rule 74(3))*

- Rapporteurs: Henna VIRKKUNEN (EPP), Marian-Jean MARINESCU (EPP), Dominique RIQUET (Renew)
- Responsible: ITRE-TRAN

The Co-rapporteurs briefed Members on the latest trilogue on Establishing the Connecting Europe Facility which took place on 22 January 2021 in the European Parliament. While the Co-Rapporteurs acknowledged the constructive negotiations with the Portuguese Presidency and the progress made on most of the pending issues, they stressed the need to overcome the divide among the co-legislators about the transport pillar's provisions on the allocation of the cohesion envelope and of funds to cross-border railway projects before any agreement can be reached. Parliament and Council negotiators at the trilogue confirmed their willingness to further explore compromise proposals and continue their talks as soon as possible.

Next TRAN Committee meeting: planned draft agenda

Wednesday 24 February 13.45-16.15 and 16.45-18.45 and Thursday 25 February 2021 9.00-12.00

-) Consideration of draft reports on Rail passengers' rights and obligations and on EU-US Aviation Agreement
-) Consideration of draft opinion on General Union Environment Action Programme to 2030
-) Consideration of amendments on Implementation of the Single European Sky and on Capacity of EASA to act as Performance Review Body of the Single European Sky
-) Vote on the reports:
 -) Establishing an EU strategy for sustainable tourism
 -) Technical and operational measures for more efficient and cleaner maritime transport
 -) Implementation report on the road safety aspects of the Roadworthiness Package
-) Vote on the opinions:
 -) Implementation of the Ambient Air Quality Directives
 -) European Strategy for Energy System Integration
 -) A European Strategy for Hydrogen
 -) Shaping the digital future of Europe
 -) Guidelines for the 2022 Budget - Section III
-) Update by the Commission on the transport Green Lanes during the COVID-19 pandemic
-) Reporting back to committee on the negotiations (Rule 74(3)) on Eurovignette

TRAN Committee meetings 2021

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

Monday 15/03/2021 16.45-18.45
Tuesday 16/03/2021 9.00-12.00 and 13.45 - 15.45

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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