

Newsletter

TRAN Committee meeting with remote participation of 24-25 February

Editorial by Karima Delli

Dear Colleagues, dear friends,

The past weeks have been especially intense for the TRAN Committee: we voted on several files, we welcomed special guests and dealt on a large variety of topics. I would say that the cross-border “dimension” has been the leitmotiv of our last TRAN meeting.

We welcomed first the Commission that provided the audience with an overview of the state-of-play of the transport Green Lanes established almost one year ago to ensure continuity of cross-border transport flows during the Covid-19 pandemic. TRAN acknowledged the merit of improving coordination among Member States but called as well for urgent improvements to ensure safety and support workers in the shipping sector.

Then, we have been pleased to listen to the European coordinators responsible for the Rhine-Danube and the Atlantic core network corridors. Good news from both coordinators who underlined the ambition for the TEN-T corridors to meet the legal deadline for their completion by 2030 and to contribute to the decarbonisation of the transport system in line with the objectives of the Green Deal.

Special attention must be paid as well to the exchange with CEN/CENELEC whose standardisation process is crucial for the interoperability and compatibility of transport systems and components. Standards are indeed precious tools to ease the cross-border mobility as well as to mitigate the environmental impact of transport activities while supporting the development of cleaner transport.



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Tourism Task Force update: a meeting on 23 February

Technical and operational measures for more efficient and cleaner maritime transport

Vote on draft report

- Rapporteur: Karima DELLI (Verts/ALE)
- Plenary: March II/April 2021

Result of the final vote: 32 in favour, 0 against, 17 abstentions.

Implementation report on the road safety aspects of the Roadworthiness Package

Vote on draft report

- Rapporteur: Benoît LUTGEN (PPE)
- Plenary: March II 2021

Result of the vote: 48 in favour, 1 against, 0 abstentions.

Establishing an EU Strategy for Sustainable Tourism

Vote on draft report

- Rapporteur: Cláudia MONTEIRO DE AGUIAR (PPE)
- Plenary: March II 2021 (tbc)

Result of the vote: 47 in favour, 2 against, 0 abstentions.

A European Strategy for Hydrogen

Vote on draft opinion

- Rapporteur: Georg MAYER (ID)
- Vote in lead Committee (ITRE): 18 March 2021
- Plenary: tbc

Result of the vote: 37 in favour, 5 against, 6 abstentions.

A European Strategy for Energy System Integration

Vote on draft opinion

- Rapporteur: Elena KOUNTOURA (The Left)
- Vote in lead Committee (ITRE): 18 March 2021
- Plenary: April 2021 (tbc)

Result of the vote: 48 in favour, 1 against, 0 abstentions.

Shaping the digital future of Europe: removing barriers to the functioning of the digital single market and improving the use of AI for European consumers

Vote on draft opinion

- Rapporteur: Kosma ZŁOTOWSKI (ECR)
- Vote in lead Committee (IMCO): 14 April 2021
- Plenary: tbc

Result of the vote: 41 in favour, 1 against, 7 abstentions.

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

Vote on draft opinion

- Rapporteur: Carlo FIDANZA (ECR)
- Vote in lead Committee (ENVI): 4 March 2021
- Plenary: March/April 2021 (tbc)

Result of the vote: 29 in favour, 17 against, 3 abstentions.

Guidelines for the 2022 Budget - Section III

Vote on draft opinion

- Rapporteur: Isabel GARCÍA MUÑOZ (S&D)
- Vote in lead Committee (BUDG) : 17 March 2021
- Plenary: March 2021

Result of the vote: 41 in favour, 3 against, 5 abstentions.

Rail passengers' rights and obligations (recast)

Consideration of draft recommendation for second reading

- Rapporteur: Bogusław LIBERADZKI (S&D)
- Vote in TRAN: 15-16 March 2021
- Plenary: April 2021

Most speakers agreed with the rapporteur's recommendation to not table amendments in second reading as the Council position ending the first reading corresponds to the agreement reached among the institutions last October, and highlighted the improvements reached for passenger rights such as better rerouting options in case of delays, better assistance for persons with reduced mobility (PRMs), real-time information, through ticketing and dedicated spaces for bicycle. Some however regretted that the

agreement is less ambitious than the EP position in first reading in particular as regards compensation and force majeure, PRMs and bicycles. Some also used the opportunity for calling for more investments and public support in the rail sector.

General Union Environment Action Programme to 2030

Consideration of draft opinion

- Rapporteur: Rovana PLUMB (S&D)
- Vote in TRAN: 14-15 April 2021
- Responsible: ENVI

The Rapporteur, Ms Rovana Plumb, presented the draft opinion, acknowledging the overarching aim of the 8th EAP is to accelerate the Union's transition to a climate-neutral, resource-efficient clean and circular economy in a just and inclusive way and achieve the environmental objectives of the United Nations' Agenda 2030 and its Sustainable Development Goals by fully endorsing the environmental and climate objectives of the European Green Deal and the Next Generation EU Recovery Plan. Ms Plumb emphasised that, for the first time, the TRAN Committee is involved on the EAP and this is of outmost importance taking into account the recently published Smart and Sustainable mobility strategy. The Rapporteur indicated that it is important to ensure that there are sufficient investments in developing appropriate infrastructure for zero-emission mobility, including intermodal platforms and reinforcing the role of the Connecting Europe Facility (CEF) in supporting the transition towards smart, sustainable and safe mobility in the Union while taking into account the social dimension of the transition to a circular economy in the transport and tourism sector. She has also stressed the need of an active involvement by the local and regional authorities in achieving the 8th EAP objectives and an appropriate monitoring system like the introduction of a mid-term evaluation of the Programme.

The shadow rapporteurs all praised the Rapporteur for her availability and willingness to cooperate on this file. All shadows stressed the importance to ensure that local and regional dimension is adequately represented and involved in the 8th EAP and the need to have more data and more robust indicators to measure the progress in achieving the Programme's objectives while taking into account the digital transition dimension. Some shadow rapporteurs indicated that this ambitious framework shall clearly take into account the Sustainable and smart mobility

strategy and expressed their concerns that transport and tourism matters are not sufficiently addressed in the 8th EAP.

Implementation of the Single European Sky (recast)

Consideration of amendments

- Rapporteur: Marian-Jean MARINESCU (PPE)
- Vote in TRAN: April/May 2021

Rapporteur welcomed all 927 AMs tabled to update the Parliament's negotiating mandate, in response to the Commission updated proposal on Single European Sky 2+ and pledged to work closely with all the Shadows in order to come to a strong position vis-a-vis the Council. He agreed with the idea that the Performance Review Body should be entrusted to EASA, however, he hinted that its independence within the Agency should be strengthened even further. He moreover stressed that the network manager's role has been so far satisfactorily regulated by the secondary legislation and underlined that the Commission proposal included many elements previously requested by the Parliament. Taking into consideration slow progress in the Council so far, he admitted he was not in a hurry to vote on the Parliament's updated mandate.

The reactions of the Committee were largely positive, stressing the need to ensure a coordinated approach to SES and EASA-PRB proposals and treat both files as a legislative package. Members shared the opinion that the PRB should be independent, however, expressed different views as to how exactly this should be achieved. There was also certain emphasis being put on the need to strengthen environmental side of the SES legislation, to truly integrate air traffic management reform in the Green Deal context. While some Members were of the opinion that more competition would lead to more efficiency in the sector, there were also some concerns about compromising national security and sovereignty to the benefit of the multinational companies and pleas for social responsibility being taken into account. The Rapporteur closed the discussion by saying that the future debate will revolve around national interests and the necessity of progress in the industry.

Amending Regulation (EU) 2018/1139 as regards the capacity of the European Union Aviation Safety Agency to act as Performance Review Body of the Single European Sky

Consideration of amendments

- Rapporteur: Bogusław LIBERADZKI (S&D)
- Vote in TRAN: April/May 2021

The rapporteur highlighted the global consensus towards the independence of the Performance Review Body (PRB) within the EASA, although some MEPs disagreed with the need for a PRB. There was consensus towards the need to ensure and even increase the independence of the PRB within the EASA. In addition, some members noted that the Council was reluctant towards this proposal and suggested to ensure a better geographical representation within the PRB to soften its position. Finally, some MEPs insisted on the need that the PRB addresses the environmental impact of ANSPs.

Update on the transport Green Lanes during the COVID-19 pandemic

Presentation by the Commission

TRAN Members discussed with Matthew Baldwin, Deputy Director General of DG MOVE, the state-of-play of the transport Green Lanes established in March 2020 to ensure continuity of cross-border transport flows in the EU during the Covid-19 pandemic. While member states have largely respected the concept and removed obstacles for freight flows and movement of transport workers, recent measures by certain member states seeking to counter risks from a resurgence of the pandemic have led again to long waiting queues and questionable conditions for truck drivers at border crossings. Members in the debate acknowledged the merits of an effective coordination among member states, inter alia through the Green Lanes contact group, but deplored the unilateral introduction of the recent new measures. Speakers called for urgent improvements regarding the requirements and practical arrangements for testing of drivers in order to ensure safe procedures on the ground at internal and external borders. Members inquired also about measures to support workers in the shipping sector and ensure safety in passenger transport in all transport modes. The Commission confirmed its commitment to working, within its remit, with member states and stakeholders to provide workable solutions for smooth and safe cross-border

transport, taking into account the manifold dimensions in the fight against the pandemic.

Exchange of views with Ms Cinzia Missiroli, Director Standardisation and Digital Solutions of CEN and CENELEC

TRAN Committee invited Ms Cinzia Missiroli, Director of Standardisation and Digital Solutions of CEN and CENELEC, to discuss the state of play of the harmonisation process in the transport sector. CEN/CENELEC standards are crucial for the interoperability and compatibility of transport systems and components, notably for charging/refueling points and alternative fuels vehicles, trains and tracks, data of intelligent transport systems and electronic road toll systems.

Members inquired about the process of standardisation, how its impact is measured on the market, how integrated tickets can be implemented, which practical steps are taken to achieve sustainable goals and whether potentials and dangers of new technologies are considered. Several MEPs also deplored that there are too many standards in rail which seriously affect interoperability.

Ms Missiroli explained that standards are market driven as they are requested by the industry and the process of approval varies on the consensus of stakeholders. Once approved, standards are voluntary and they are implemented at national level. They are precious tools to facilitate cross border transfer for person and goods as well as to mitigate the environmental impact of transport activities and to support the development of cleaner transport. CEN/CENELEC also works in close cooperation with European agencies and joint undertakings to ensure that European needs are taken into account.

Exchange of views on the TEN-T corridors: Rhine-Danube and Atlantic

The European Coordinators for the Rhine-Danube corridor, Inés Ayala Sender, and the Atlantic corridor, Carlo Secchi, provided Members with an update on the state-of-play of the implementation of their corridors on the TEN-T core network. Both coordinators underlined the ambition to complete the corridors by 2030, the deadline set by the TEN-T guidelines regulation, and to advance at the same time the decarbonisation of the transport system, in line with

the objectives of the Green Deal. While noting that the overall progress of the works on the corridors is well on track, the coordinators reported also on certain delays that still need to be overcome, in particular regarding cross-border rail interoperability on the Iberian pen-insula, ensuring continuous navigability on the Danube river and in the deployment of the ERTMS beyond cross-border rail sections. In the debate, Members inquired about particular projects on the corridors as well as regulatory issues regarding the development of the TEN-T in the years ahead. Speakers stressed the need to boost infrastructure for sustainable multimodal transport, to ensure connectivity between different core network corridors and with more remote regions, to promote links to Western Balkan and Mediterranean neighbouring countries, and to deploy alternative fuel infrastructure for all transport modes. Members reiterated also the importance of ensuring an effective governance of the corridors, including a strong role of the corridor's coordinators as well as streamlining of administrative procedures. With a view to the revision of the TEN-T guidelines expected later this year, the European Coordinators pointed to the technical requirements for rail, inland water navigation and urban nodes as well as corridor governance as areas under scrutiny for a potential update.

Charging of heavy goods vehicles for the use of certain infrastructures

Reporting back to committee on the negotiations (Rule 74(3))

○ Rapporteur: Giuseppe FERRANDINO (S&D)

The Rapporteur, Mr Ferrandino, reported back on the first trilogue, that was held end January on the Charging of heavy vehicles proposal ("Eurovignette"), with work on technical level ongoing. The Rapporteur indicated that this proposal is highly important for the realisation of the Green Deal, providing for strong incentives for the decarbonisation of the road transport and for the market uptake of low and zero emissions vehicles. He indicated that Parliament's position is ambitious, while unfortunately Council took a much more conservative approach, leaving a lot of flexibilities for Member States, which according to the Rapporteur is not in line with the aims of the Green Deal and the "polluter pays" and "user pays" principles. Several shadows intervened in the debate, supporting the Rapporteur in defending Parliament's position, while recognising that the gap between the two positions is quite substantial.

Tourism Task Force update

The Commission representative shared information on a range of initiatives impacting the tourism sector, from updating Europe's Industrial Strategy, where tourism is now included as an industry ecosystem, to developing a Europe-wide Agenda for Tourism, with shared long-term priorities and milestones.

The pandemic has significantly disrupted and weakened the EU's Tourism ecosystem. Short-haul travel, nature and/or open-air activities, and trips booked at the last minute will be prevalent for a while. As safety and health measures remain an important factor before travel can be fully relaunched, the European standardisation organisation is working on a standardisation product for Health and Safety standards across the EU, with an easily recognisable visual hallmark.

Tourism Task Force Members held a useful exchange of views on 23 February 2021 with Kerstin Jorna, Director-General of DG GROW, on forthcoming initiatives in tourism policy.

The keywords presiding over the gradual rebuilding of the tourism sector are sustainability, digitalisation, resilience and trust-building. Increasing the number of carbon-neutral destinations and enhancing the availability of greener tourism services will require incentives for public and private green investments, better knowledge-sharing between regions/cities, as well as tools designed to improve transparency.

Upskilling and re-skilling are becoming very important for the sector. This will be achieved through a tourism-specific 'Pact for Skills' involving the industry itself, Vocational Education & Training providers, and employment agencies, letting them prepare the workforce for the green and digital transformation.

The Recovery and Resilience Facility can be used by the Member States for lending, for investments and reforms in the tourism ecosystem, such as helping improve the energy and resource efficiency of the tourism infrastructure, for investments in clean mobility, and more.

In the longer view, the cohesion policy constitutes one of the most important financial supports available for tourism: with more than € 10 billion made available over the last 7 years. The new Single Market Programme foresees € 9 million to support SMEs' efforts towards the green and digital transformation.

The Members were also interested in finding out more on pilot projects and preparatory actions initiated by

the European Parliament, such as Smart tourism destinations, the European Capital of Smart Tourism, and World Bridge Tourism.

The Members brought up various points during the debate, suggesting as a long-term goal a genuine EU Tourism policy including the establishment of the EU Tourism Agency.

Next TRAN Committee meetings: planned draft agenda

Joint TRAN-SEDE meeting on Monday 15 March 14.45-15.45

-) Exchange of views on the Single European Sky reform and its consequences on the Military aviation

TRAN Committee meeting on Monday 15 March 16.45-18.45 and Tuesday 16 March 09.00-12.00 and 13.45-15.45

-) Votes:
 - o Adoption of draft recommendation for second reading on Rail passengers' rights and obligations (recast)
-) Consideration of draft reports on:
 - o Railway safety and signalling: Assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment
 - o Proposal for a Council decision on the conclusion, on behalf of the European Union, and on the provisional application of an Agreement with Respect to Time Limitations on Arrangements for the Provision of Aircraft with Crew between the United States of America, the European Union, Iceland, and the Kingdom of Norway
-) Consideration of draft opinion on a new approach to the Atlantic maritime strategy
-) Presentation of research project on Relaunching transport and tourism in the EU after Covid-19
-) Exchange of views with Matthew Baldwin, European Coordinator for Road Safety
-) Policy Department workshop on the use of hydrogen fuel in transport
-) 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 14/04/2021 9.00-12.00, 13.45-15.45 and 16.15-18.15

Thursday 15/04/2021 9.30-12.30

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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