

Newsletter

TRAN Committee meeting with remote participation of 15-16 of March 2021

Editorial by Karima Delli

Dear colleagues, dear friends,

During our last TRAN meeting we held a number of fruitful discussions on a variety of topics, one of which was the joint exchange of views between our committee and SEDE subcommittee, on the military component of the Single European Sky reform.

We had an interesting presentation of a research project on relaunching transport and tourism in the EU after Covid-19 crisis. A lively debate followed with the Members on several issues at stake like digitalisation and the sharing of data, sustainability, travel protocols and vaccination certificate but also on opportunities offered by this unprecedented crisis, such as rebuilding a greener transport and tourism industry.

We also welcomed the Commission colleagues for an overview of the implementation of the EU Road Safety Policy Framework and its Safe System approach. We learned that although Europe has been doing relatively well in the last decades when it comes to lowering the number of accidents they are still rather high and a large gap still exists among Member States. We were pleased to hear that the Commission is committed to take into consideration the input from our Members in their upcoming legislative and policy initiatives on this matter.

During this meeting the Policy Department held a workshop where TRAN Members heard a number of presentations by experts in the field and in turn discussed the prospects of the use of hydrogen fuel in the transport sector and the related technologies for road, rail, maritime and air transport. Members acknowledged the potential of hydrogen as a replacement of fossil fuel in transport in the longer run which is still facing some challenges.

Let me close with good news, that is the continuation of the Connecting Europe Facility in this current MFF and congratulate all our co-rapporteurs on the compromise found with the Portuguese Presidency on all outstanding issues. Definitely, a decisive step ahead for the future deployment of this renewed funding scheme which is so crucial for the development of transport, energy and digital infrastructure within trans-European networks.



In this edition...

Joint TRAN-SEDE meeting of 15 March

-) *EU Military concerns with the Regulation on the Single European Sky (SES II +). Exchange of views with Jiří ŠEDIVÝ, Chief Executive of the European Defence Agency (EDA) and Gal Claudio GRAZIANO, Chair of the EU Military Committee*

Meeting on 15-16 of March

-) *Rail passengers' rights and obligations (recast)*
-) *Railway safety and signalling: Assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment*

-) *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*
-) *Exchange of views with Matthew Baldwin, European Coordinator for Road Safety*
-) *A new approach to the Atlantic maritime strategy*
-) *Establishing the Connecting Europe Facility*
-) *Presentation of research project on Relaunching transport and tourism in the EU after COVID-19*
-) *Policy Department workshop on the use of hydrogen fuel in transport*

Tourism Task Force Steering Group Meeting of 17 March 2021 with Ms Rita Marques, Portuguese Secretary of State for Tourism

Rail passengers' rights and obligations (recast)

Vote on draft recommendation for second reading

- Rapporteur: Bogusław Liberadzki (S&D)
- Responsible: TRAN
- Vote in Plenary: April 2021

Result of the vote: 36 in favour, 6 against, 4 abstentions.

Railway safety and signalling: Assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment

Consideration of draft report

- Rapporteur: Izaskun Bilbao Barandica (Renew)
- Responsible: TRAN
- Vote in TRAN: May 2021 (tbc)

The Rapporteur, Ms Bilbao Barandica, presented the draft report, highlighting the role of ERTMS ensuring interoperability of the national railway systems, reducing the purchasing and maintenance costs of the signalling systems as well as increasing the speed of trains, the capacity of infrastructure and the level of safety in rail transport. She reminded that even though ERTMS is a global standard for train control and communication, its deployment is lagging behind schedule: compared with the targets set, at the end of 2020 only around 13 % of the core network corridors were operated with ERTMS. She also stressed the necessity to come up with a decommissioning strategy for Class B systems with regulatory deadlines, harmonise the timeframe of authorisation processes for retrofit projects made by the National Security Agencies, avoid double funding of the same prototype projects as well as address the current inefficiencies in public procurement for ERTMS deployment. Shadow rapporteurs praised the Rapporteur report and called for more coordination between all Member States, led by ERA and the ERTMS Coordinator, to overcome the current patchwork. They also recalled that EU funds are not sufficient to cover all the expected needs,

attractiveness of investing in the ERTMS should be improved and legal certainty for private investors should be better guaranteed.

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 report

- Rapporteur: Maria Grapini (S&D)
- Vote in TRAN: 14-15 April 2021

TRAN Committee presented the draft recommendation of the "wet lease agreement" that has been negotiated following the introduction by the EU of a timing limitation for wet leasing of aircraft registered in third countries. The revision happened after signing the US-EU aviation agreement (ATA). The United States had considered that the limitations introduced by the EU could limit the exercise of commercial rights for US airlines as granted by the US-EU ATA. Therefore, the additional agreement was defined to clarify that no party shall impose time limitations on the operation of any wet lease.

A new approach to the Atlantic maritime strategy

Consideration of draft opinion

- Rapporteur: Izaskun Bilbao Barandica (Renew)
- Vote in TRAN: May 2021
- Vote in lead Committee (REGI): June 2021

The rapporteur, Ms Bilbao Barandica, presented her draft opinion, stressing that the growth strategy and the development of the EU Atlantic maritime strategy have to include the same principles set out in the European Green Deal and in its digital strategy. The rapporteur emphasized the principle of sustainable

development as the main driver for economic growth in the EU and called for enhanced cooperation schemes to take advantage of EU funds and programmes to promote resilience and recovery in the Atlantic area and in the EU as a whole. She also recalled that sustainability, digitalisation, innovation, are key tools for an effective cooperation and coordination of ports considered as the backbone of the blue economy. Finally, the Rapporteur indicated that a sustainable tourism is essential for the competitiveness of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training.

The shadow rapporteurs all praised the Rapporteur for her comprehensive draft opinion and her willingness to carry on working together with them on this TRAN opinion. All shadows stressed the importance of connectivity and accessibility in particular with regard to islands, outermost regions, and their pivotal role in implementing this strategy and to boost the decarbonisation of maritime transport where ports play an important role to achieve this objective. In the debate a broad range of topics has been raised, including the development of the TEN-T Motorways of the Sea the need to put further emphasis on smarter and more sustainable tourism practices.

Exchange of views with Matthew Baldwin, European Coordinator for Road Safety

The European Coordinator for Road Safety presented an overview of the implementation of the EU Road Safety Policy Framework and its Safe System approach. He also announced the upcoming legislative and policy initiatives related to road safety.

Concerning the statistics for 2019, the data collected by the Commission showed that there were 23.000 deaths and 120.000 serious injuries on EU roads. Although Europe has done relatively well in recent decades with a downward trend, the number of accidents is still high and has flatlined since 2013. Although there has been certain convergence among Members states, a large gap still exists. In relation to the upcoming legislative and policy initiatives, Mr Baldwin announced that the Commission intends to strengthen the road safety aspects of the TEN-T Regulation in its forthcoming revision. Furthermore, the Commission will come up in 2022 with a revision of the Driving Licence Directive to keep it up to date in the light of the new technological developments in vehicle and infrastructure technology and vehicle automation.

The revision of the Cross-Border Enforcement Directive is also envisaged for 2022, with a focus on addressing its shortcomings on enforcement of penalties and possibly introducing mutual recognition of driving disqualifications and penalty points. The revision of the Roadworthiness package is also in the pipeline, as well as possible recommendations on micromobility, blood alcohol levels and speed.

Many TRAN Members participated in the exchange of views with Mr Baldwin. Among the issues raised were the protection of vulnerable users, stricter speed and alcohol limits, good working conditions for the professional drivers, the extension to the advanced safety features to motorcycles, and the quality and financing of the road infrastructure. Mr Baldwin replied to all questions extensively, committing to take into consideration the input from TRAN Members in the upcoming initiatives.

Relaunching transport and tourism in the EU after COVID-19

Presentation of research project

An overall study of a research project carried out for the European Parliament by Panteia on the impacts of COVID-19 on the transport and tourism sector, and the EU and national policy actions was presented at the TRAN meeting (available [here](#)). The researchers presented their key findings and specific recommendations on how to relaunch those sectors after COVID-19.

Mr Tharsis Teoh first presented the impact of COVID-19 on the transport sector, followed by a presentation by Mrs Ljubica Cvelbar on the impact on the Tourism sector. They underlined the diminution of passenger transport and freight demand and the difficult situation the tourism industry finds itself in, and then summarised the measures that have been taken by the EU and Member States. The study describes various challenges facing the industry, but also explains some opportunities for both the transport and the tourism sector. It also provides some examples of good practices, such as contactless solution for transport, which improves booking and information services, apps to show passenger occupancy, use of congestion data at the borders to inform truck drivers of delays or for the tourism sector - "Save Ravel Stamp", Staycation voucher scheme in Slovenia, aid for tour operators. TRAN Members further enquired on digitalisation and the sharing of data, on sustainability and its potential for the sector, as well as on the harmonised travel

protocols and vaccination certificate. They wanted to know what actions could be taken in a short-term before the end of the COVID-19 crisis. Others underlined the opportunities offered by the COVID-19 crisis, such as rebuilding a greener transport and tourism industry.

This overall study will be followed up by several thematic briefings on specific topics, such as the impact on this crisis on the transport workers, on the aviation and tourism sectors.

The use of hydrogen fuel in transport

Policy Department workshop

TRAN Members discussed in a workshop with experts the prospects of the use of hydrogen as an alternative transport fuel. Presentations addressed the role of hydrogen fuel in the green transition and for the individual transport modes, including rail transport (Carlo Borghini, Shift2Rail Joint Undertaking), the shipping sector (Laurence Grand-Clément, Persee), aviation (Josef Kallo, German Aerospace Center) and road transport (Bart Biebuyck, Fuel Cells and Hydrogen Joint Undertaking, Belgium). In a Q&A session, Members underlined the need for clean hydrogen solutions and inquired about the needed investments for developing hydrogen-powered vehicles and deploying the infrastructure to supply and refuel vehicles. Hydrogen powered mobility solutions for passengers and goods are already becoming commercially viable for buses, light commercial vehicles and certain railway uses such as regional trains. On the other hand, for applications in the shipping sector and in aviation over longer distances the use of hydrogen fuel still faces challenges regarding technological choices and actual business cases. In order to progress further and maintain the EU's lead in the field political orientation and support at EU level is necessary in the experts' view, including in the context of the upcoming revision of the alternative fuels infrastructure directive.

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)
- Vote in ITRE-TRAN: tbc

A provisional agreement between Parliament and Council on the Connecting Europe Facility 2021-2027

(CEF) was reached in the trilogue of 11 March. Including a transport budget of about €22.9 billion in 2018 constant prices, the CEF will fund projects to modernise transport infrastructure, deploy alternative fuels charging infrastructure and complete key cross-border links in particular on the TEN-T core network by 2030. Within the negotiated compromise, around €10 billion will come from the Cohesion Fund to support projects in EU countries eligible for funding from the Cohesion Fund, subject to a cap in the available share for any member state under the competitive part of the allocation of the funds. In addition, a share of €1.4 billion of the general transport envelope will be designated to prioritise the completion of major missing cross border railway links between cohesion countries, to be selected by the Commission on a competitiveness basis.

Joint TRAN-SEDE meeting

EU Military concerns with the Regulation on the Single European Sky (SES II +)

Exchange of view

TRAN Committee and SEDE subcommittee jointly held an exchange of views on the military component of the Single European Sky reform.

General Claudio Graziano (Chair of the EU Military Committee) and Mr Jiri Sedivy (CEO of the European Defence Agency) shared their opinions and concerns regarding the updated Commission proposal for SES2 and its implications for the military sector. Both speakers agreed on a high level of interdependence between civil and military aviation and air traffic management sectors. They also highlighted the need for military safeguards to be built in the future architecture of the European airspace in order to guarantee good coordination between military authorities and non-dependence on 3rd country actors in terms of technology and data sharing. In addition, General Graziano voiced concerns about the obstacles to the military intervention overseas and to domestic training operations that may result from the ongoing SES reform and complained about high financial costs borne by the military and general lack of consideration for military needs in the new Commission proposal.

TRAN Rapporteur Mr Marinescu did not share those concerns, ensuring both guest speakers about the proposal being the result of extensive consultation with all the stakeholders, including the military and about his own availability to meet and clarify all possible misunderstandings.

He also added that the only significant change in the updated proposal concern the role of the Performance Review Body and said that information collected by the service providers, even if they operate under market-conditions, will stay with the national authorities and will be available to the military airspace users.

The reactions from the MEPs of both committees varied, from voices in support of the reform in its current form, with some calling for greater environmental and climate accountability of the military operations, to opinions expressing concerns about negative impact of the SES2+ on sovereignty and security of the Member States. TRAN Committee will now prepare for a vote on the updated mandate to take place before the end of Portuguese Presidency.

Tourism Task Force update

On 17 March 2021, TRAN Chairwoman Ms Karima Delli together with Tourism Task Force (TTF) Steering Group Members, Ms Monteiro de Aguiar, Mr Ujhelyi and Mr Bauza Diaz, held an informal exchange of views with the Portuguese Secretary of State for Tourism Ms Rita Marques on the current situation in the Tourism sector.



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The Secretary of State outlined three main priorities for the Presidency in this sector:

1) A definition of all the requirements that would allow for safely restarting travel. Whereas each individual

Member State may face a situation different from that of its neighbours, there is a definite need to learn from past mistakes in border management. Beyond and beside the vaccination rollout, trust among countries must be rebuilt. The Commission's proposal on the Digital Green Certificate will go towards this goal.

2) Ensuring that the adequate financial instruments are made available to the industry. Companies with liquidity problems may face solvency issues in the near future, unless the right capitalisation instruments are made available. For up to a year, many companies have received little or no revenues. Therefore, the Presidency has been calling for extending deadlines for the temporary support mechanism.

3) Setting a road map for the future of the Tourism sector, highlighting the contribution that tourism can make to the European Green Digital Agenda. The Presidency is working on a set of conclusions to be adopted at the European Council meeting in June. This will include the upskilling and reskilling of workers, enabling the digital transition process, embracing innovation, enhancing sustainability, which can lead to many new opportunities, as well work towards promoting diversity within the tourism ecosystem by fostering tourism opportunities within the regions.

The Steering Group Members confirmed their backing of those priorities, as they have been calling for such steps for some time, including the need for expediting targeted financial assistance to companies, since SMEs make up most of the sector, and the urgent need for coordination in re-opening the borders.

They highlighted the need for a specific Union's policy for Tourism along with political governance and financial support, as well as a European Tourism Agency. An establishment of a genuine European tourism policy would require that Members States give up part of their competences. The Conference on the Future of Europe could be the appropriate forum to tackle such issues.

Members agreed that the Tourism sector has to provide a more sustainable tourism offer and to embrace digital skills to efficiently underpin those efforts. That will call for investing in the re-skilling and upskilling of those working in the sector.

Next TRAN Committee meeting: planned draft agenda

Wednesday 14 April 9.00-12.00, 13.45-15.45 and 16.15-18.15 and Thursday 15 April 2021, 9.30-12.30

-) Votes on:
 -) Report on 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
 -) Opinions on General Union Environment Action Programme to 2030 and Fair working conditions, rights and social protection for platform workers
-) Consideration of reports on:
 -) Amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third countries certificates
 -) Towards Future-proof Inland Waterway Transport (IWT) in Europe
 -) Sustainable and Smart Mobility Strategy
 -) EU Road Safety Policy Framework 2021-2030 – Recommendations on next steps towards "Vision Zero"
-) Consideration of opinion on Guidelines for trans-European energy infrastructure (TEN-E)
-) Public hearing on Boosting the use of alternative fuels in the transport sector
-) Exchange of views with Karlo Ressler, 2022 General budget rapporteur
-) Structured dialogue with Ms Valean, Commissioner for Transport
-) Exchange of views with Kerstin Jorna DG Grow on the situation facing the tourism sector ahead of the upcoming summer season
-) Visit of 3 TEN-T Coordinators

TRAN Committee meetings 2021

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

Monday 10/05/2021 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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