

Newsletter

TRAN Committee meeting with remote participation of 14-15 April 2021

Editorial by Karima Delli

Dear colleagues, dear friends,

As you know, TRAN Committee has always had a vested interest in the severe impact of the crisis on the transport sector and on the wider ecosystem of travel and tourism as well as the deployment of more sustainable transport modes. That is the reason why our last meeting devoted a great deal of time discussing with the Commission and other relevant stakeholders around these subjects.

Decarbonisation of transport is feasible and is an opportunity which should be seized now. This is what has been mentioned during the public hearing that opened the meeting where Members actively interacted with experts on how to increase the uptake of alternative fuels in different transport modes including in terms of sustainable alternative fuel infrastructure. Moreover, the audience agreed that innovation and adequate resources play a key role in making transport and travel greener.

TRAN Members actively engaged as well with the Commission on the situation facing the tourism sector ahead of the upcoming summer season and on other hot topics such as the impact of the pandemic on the whole tourism industry ecosystem, the Digital Green Certificate, access to the EU funding for tourism, as well as future trends within the sector. Our Committee has been calling on the Commission to come up with a common EU solution for restarting travel safely within Europe while doing everything possible to avoid a total lack of coordination among the Member States. The Structured Dialogue with Commissioner Vălean touched upon reduced mobility which lead to shrinking economic activity and the loss of fundamental freedoms. While it is undoubtedly true that the sector has benefitted from contingency measures and flexible state aid framework, TRAN Members highlighted areas where further work still has to be done: the modal shift towards more sustainable transport modes and the multimodal cross-border travel ticketing just to name a few. We are all confident that the Next Generation EU will offer a historic chance for Member States to invest into a modern and sustainable transport system.



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-) *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*

Tourism Task Force Steering Group Meeting of 21 April 2021 with Valentina Superti, the newly appointed Director for Tourism and Proximity Directorate at DG GROW

General Union Environment Action Programme to 2030

Vote on draft opinion

- Rapporteur: Rovana PLUMB (S&D)
- Vote in lead Committee (ENVI): 27 May 2021

Result of the vote: 38 in favour, 4 against, 6 abstentions.

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

Vote on draft opinion

- Rapporteur: Marianne VIND (S&D)
- Vote in lead Committee (EMPL): June 2021

Result of the vote: 39 in favour, 9 against, 0 abstentions.

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

Vote on the draft recommendation (consent)

- Rapporteur: Maria GRAPINI (S&D)
- Responsible: TRAN
- Vote in Plenary: May 2021

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

Establishing the Connecting Europe Facility

Vote on the provisional agreement resulting from interinstitutional negotiations

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

Result of the vote: 94 in favour, 21 against, 9 abstentions.

Amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third countries certificates

Consideration of draft report

- Rapporteur: Andris AMERIKS (S&D)
- Responsible: TRAN
- Vote in TRAN: tbc

The Rapporteur presented his draft report on a proposal to amend the transitional provisions of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation to cover certificates of qualification, service record books and logbooks issued by third countries. The objective of the proposal is to provide for an adequate period during which a Member State may continue to recognise third country documents on the basis of its own requirements established before 16 January 2018. The scope of this transitional measure is limited to the documents issued before the cut-off date of 18 January 2023. This will allow the third countries to align their requirements to those laid down in the Directive and allow for a smooth transition to the system of recognition of third country documents provided for in the Directive.

The Rapporteur stressed that it would be important to adopt the proposed changes swiftly in order to make sure that Member States can transpose the Directive

as required before 17 January 2022. This will also ensure legal certainty for the individuals and economic operators active in the inland waterway transport sector. He therefore proposed not to amend the Commission proposal. All shadows agreed with the Rapporteur on the necessity to introduce the proposed transitional measures swiftly.

EU Road Safety Policy Framework 2021-2030 – Recommendations on next steps towards "Vision Zero"

Consideration of draft report

- Rapporteur: Elena KOUNTOURA (GUE/NGL)
- Vote in TRAN: June 2021 (tbc)

The aim of Ms Kountoura's own-initiative report is to take a stance on the new medium-term EU's Road Safety Policy strategy, the so-called EU Road Safety Policy Framework 2021-2030. The draft reports looks at how the EU intends to implement the strategy and its "Safe System" approach at EU level by ensuring safe vehicles, safe infrastructure and safe road use and formulates recommendations.

In her presentation, Ms Kountoura highlighted that the goal of reducing deaths and serious injuries by 50% by 2030 can be achieved if there is political will. She stressed the importance of tackling speed in urban areas by reducing it to maximum 30km/h to protect drivers and vulnerable road users. She defended a zero-tolerance policy vis-a-vis drinking and driving and called for proper enforcement mechanism at EU level for cross-border offences. The Rapporteur recalled that it is crucial to evaluate infrastructure and prioritise investments in the most vulnerable points of the network. She expressed her strong support of a future EU agency on road safety that could coordinate and support efforts of the Member States and collect data.

Many TRAN Members participated in the ensuing debate, thanking the Rapporteur for the ambitious draft and asking for more safety measures. In particular, Members asked that road safety be an integral part of infrastructure plans via minimum safety standards and the introduction of new technologies for data exchange in the future. Members also highlighted the importance of investing in early learning of drivers and of tackling road safety issue vis-a-vis new mobility trends.

Towards Future-proof Inland Waterway Transport (IWT) in Europe

Consideration of draft report

- Rapporteur: Caroline NAGTEGAAL (Renew)
- Vote in TRAN: June 2021 (tbc)

The Rapporteur presented her draft report, which aims to set a framework for reinforcing the role and further development of inland waterway transport (IWT). In order to promote a modal shift in freight transport from road to inland waterways, it calls for investment in river and canal infrastructure as well as an increased deployment of digital technologies across transport modes and borders. The Rapporteur furthermore asks for measures to make IWT more sustainable, such as the promotion of alternative fuels and propulsions. Digitalisation and data collection should also contribute to the greening of the sector, notably by facilitating more efficient routing and better communication and exchange of information. In this regard, the report calls on the Commission to come up with an EU action plan for multimodal transport data sharing, with the goal of creating a synchro-modal, connected and automated transport system by 2050. Other issues covered by the draft report include the role of inland ports as strategic, multimodal nodes, the importance of research and training for the modernisation of inland navigation and the use of EU funding instruments for the IWT sector.

In the ensuing discussion, shadows across the political spectrum welcomed the draft report in general. Some mentioned possible additional measures to improve the competitiveness of IWT. Others would like to make the report more environmentally ambitious, for instance by calling for an accelerated decarbonisation of the sector. They would furthermore like to accentuate the social dimension by stressing the need to improve working conditions, training and safety for people employed in inland navigation.

Guidelines for trans-European energy infrastructure and repealing Regulation (EU) No 347/2013

Consideration of draft opinion

- Rapporteur: Paolo BORCHIA (ID)
- Vote in TRAN: 16-17 June 2021
- Vote in lead Committee (ITRE): July 2021

The Rapporteur welcomed the proposed revision of the trans-European energy infrastructure (TEN-E) to modernise energy infrastructure and support the efforts of the EU and its Member States to reduce CO₂

and pollutant emissions in all sectors, including transport. He highlighted the importance of integrating the transport dimension in to the TEN-E for boosting electrification and the use of clean alternative fuels in all modes of transport, including by leveraging synergies with the TEN-T network. For prompt progress in emission reductions, the TEN-E policy should however support the use of transitional fuels such as liquefied natural gas (LNG) in sectors where replacing conventional fuels remains challenging such as in heavy commercial vehicles (trucks and coaches), marine and inland waterway shipping and aviation. Shadow rapporteurs underlined that the revised TEN-E should focus on developing infrastructure for sustainable energy carriers in a coherent way throughout the entire network. In doing so, technological progress in different transport modes and renewable energy generation and storage, in particular power-to-gas and hydrogen, should be given priority. Several speakers highlighted the need for strengthening electricity grids across borders and ensuring connectivity of more remote regions and islands. A number of speakers insisted that the revised TEN-E ought to focus exclusively on renewable energy sources, noting that viable alternatives to fossil fuel use are emerging even for so far hard to abate applications such as in heavy goods transport.

Boosting the use of alternative fuels in the transport sector

Public hearing

The public hearing on “Boosting the use of alternative fuels in the transport sector” looked to increase the uptake of alternative fuels in different transport modes and what needs to be done in terms of sustainable alternative fuel infrastructure.

Four experts from various organisations shared their views on those matters:

- Ms Julia Poliscanova, Senior Director, Vehicles and Emobility, T&E
- Mr Stefano Messina, President of Assarmatori
- Mr Thorsten Lange, Executive Vice President, Renewable Aviation Neste
- Mr Carlos Jesus, CEO “Zeev”

The TRAN Members actively engaged in dialogue with them. They were keen to explore what more should be done at the EU level to boost the use of sustainable alternative fuels. Both speakers and members recognised that the decarbonisation of transport is possible and we need to grasp this opportunity.

Everybody agreed that all technologies would have to play a role in carbon neutrality, including in a transition phase, fossil fuels themselves through technological developments that reduce emissions. In this regard, public-private partnerships are also desirable.

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
European Parliament

Wednesday 14.04.2021 - 09:00-11:00
JOZSEF ANTALL BUILDING, ROOM 2Q2
WITH REMOTE PARTICIPATION OF TRAN MEMBERS AND INVITED SPEAKERS

**BOOSTING THE USE
OF ALTERNATIVE
FUELS IN THE
TRANSPORT
SECTOR**

Chair: **Karima Delli**

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Members agreed that innovation plays a key role in making transport and travel greener, e.g., by developing alternative fuels, especially in the aviation and maritime sectors. EU funding and incentives should be earmarked for this transition and adequate human and financial resources in R&D&I must be committed to achieve the ambitious goal of carbon neutrality in transport.

The situation facing the tourism sector ahead of the upcoming summer season

Exchange of views with Director-General Kerstin Jorna, DG GROW

TRAN held an exchange of views with Director General of DG GROW Ms Kerstin Jorna on the situation of the EU tourism ecosystem after 12 months of COVID-19 crisis, and prospects for the 2021 summer season.

Tourism is indeed one of the 14 EU industrial ecosystems that has suffered the most. For instance, the number of airline passengers dropped 89% below normal levels in March, and the number of air routes shrank substantially. Travel agencies and tour operators face sharp losses in revenues, yet their costs are ongoing. The airlines, short-term car rentals, coaches, hospitality, trade fairs, theme parks, music festivals, museums, are also suffering.

On a more positive note, the rural, nature and domestic tourism have been doing well of late. Many Europeans intend to start spending more on travel.

The proposal on the Digital Green Certificate adopted on 17 March is one of the measures that could make a difference in providing an EU framework for restarting safe travel this summer. The certificate has to be interoperable, secure, hold the same set of information and thus be accepted by all Member States. It will require substantial preparatory work by the Member States' national authorities. The EU Emergency Support Instrument can be used towards these preparations. Such certificate is important also for progressive return of international travellers.

The ongoing work on establishing an EU voluntary sanitary seal for the hospitality sector should be finalised in May. It will provide common rules for sanitary protocols, thus providing a measure of confidence to travellers using those accommodations.

The Commission will publish an update on industrial strategy at the end of April, with the tourism ecosystem included as one of 14 industry ecosystems.

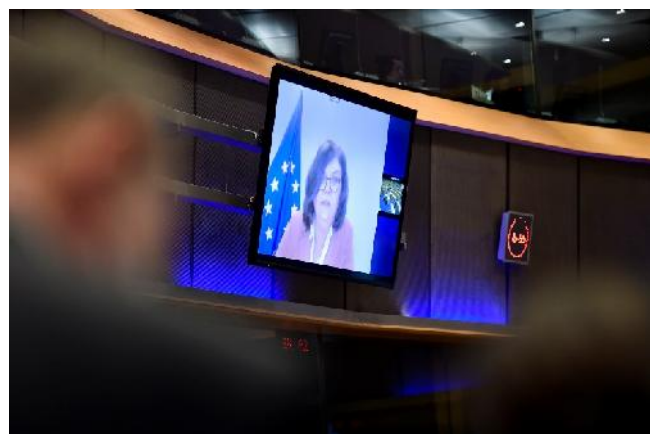
TRAN Members actively engaged into an exchange of views touching upon various topical issues, such as the impact of the pandemic on the whole tourism industry ecosystem, the Digital Green Certificate, access to the EU funding for tourism, and future trends within the sector. Overall, the main message from the Members was to try and do everything possible to avoid a return to the situation of one year ago, when a total lack of coordination among the Member States led to a patchwork of often incompatible measures, which did not further at all the cause of tourism and of the free travel of EU citizens. Members expect the Commission to play an active role in the coordination of horizontal measures, and to provide leadership in helping with EU funding. Ms Jorna indicated that online guidelines for EU funding will be ready in May, drafted in an accessible, easy-to-understand manner. Applying

companies will be asked first to identify in which category they fall, and what they are looking for, in order to guide them better.

The next opportunity for TRAN to discuss future actions for the tourism sector will arise in May, when Commissioner Breton will be heard presenting the updated industrial strategy.

Structured Dialogue with Commissioner Adina Vălean

TRAN held a Structured Dialogue with Transport Commissioner Vălean focusing on the implementation of the Commission Work Programme 2021, the general state of play of legislation in the Commissioner's field of competence, and presenting the Commission's work on upcoming legislative files.



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The Commissioner began by outlining the severe impact of the crisis on the transport sector and the wider ecosystem of travel and tourism, now entering its second year of pandemic. Reduced mobility leads to shrinking economic activity and loss of fundamental freedoms. She reminded that the EU has supported all transport sectors with contingency measures. Help was provided to the aviation sector. Transport operators have been granted a flexible state aid framework, and the Next Generation EU offers a historic chance for Member States to invest into a modern transport system, via national RRF plans.

The major upcoming initiatives from the Commission in 2021:

- A set of legislative proposals *Fit for 55* in June to implement the ambition to achieve “at least 55% emission reductions by 2030”, including aviation and maritime alternative fuels initiatives; revision of the

alternative fuels infrastructure directive, and a reform of the Emissions Trading System.

- A set of proposals on sustainable and smart mobility in autumn with a focus on Intelligent Transport Systems, TEN-T, rail freight corridors and passenger rail.

- Several initiatives for waterborne transport: the Naiades action plan for inland waterways, the revisions on maritime accident investigation, port state control, and flag state control regulations.

- A revision of the 2013 Urban Mobility Package.

On the Commission Work Program 2022:

A number of major initiatives in the Sustainable and Smart Mobility Strategy:

- A review of the regulatory framework for intermodal transport.

- Legislative measures to better manage and coordinate international rail, including a possible revision of rules for capacity allocation and infrastructure charging.

- An EU framework for the harmonised measurement of transport and logistics emissions.

- A proposal for a European Mobility Data Space.

- A revision of the Driving License Directive in order to address technological innovation.

- Continued work on road safety and on transport workers.

TRAN members engaged in an active debate, highlighting the areas where more work and engagement from the Commission is needed. That includes shifting over to more sustainable transport modes, such as rail and waterways, where often there is no appropriate infrastructure in place, nor interoperability, nor standardisation. Also, differences among the EU regions in the level of the quality of their infrastructure was pointed out. Substantial action is still needed for multimodal cross-border travel ticketing to be put in place. Several Members brought up the need to strengthen the social rights of transport workers.

The upcoming reform of the Emissions Trading System is a sensitive area, where several Members expressed concern on the plans to include maritime or possibly even road transport into the ETS.

Exchange of views on the TEN-T: Baltic-Adriatic and North Sea-Mediterranean corridors and Motorway of the Seas

The European Coordinators for the Baltic-Adriatic corridor, Ms Anne Jensen, and the North Sea-Mediterranean corridor, Mr Péter Balázs, and for the Motorways of the Sea, Mr Kurt Bodewig, provided an update on the progress in the implementation of the TEN-T corridors and priorities. Outlining their work plans for the further development of the corridors, the European Coordinators highlighted the importance of projects enabling modal shift to rail freight and inland waterway transport, and promoting the uptake of alternative fuels. For the Motorways of the Sea, as the maritime pillar of the TEN-T, actions focus on the upgrading of short sea shipping routes and landside links in TEN-T ports, supporting their role in strengthening connectivity, competitiveness and sustainability in EU transport and logistics. Members in the debate inquired in particular about the impacts of the Brexit on the connections between Ireland and continental Europe, where road transport via the UK land bridge is facing obstacles and new maritime connections are providing new links instead. Speakers furthermore asked the European Coordinators for their views as regards updates of technical requirements for infrastructure, streamlining of administrative procedures, and strengthening the role of the coordinators in the corridor governance in the context of the upcoming revision of the TEN-T guidelines regulation.

Exchange of views with Karlo Ressler, 2022 General Budget rapporteur

TRAN held an exchange of views on the 2022 budgetary procedure with Parliament's Rapporteur for Budget, Mr Karlo Ressler.

Mr Ressler presented the upcoming steps of the budgetary procedure and detailed the priorities set in the Parliament's resolution on the 2022 budgetary guidelines: EU recovery from the COVID-19 crisis, the ways to meet the challenge of digital and green transitions, a strong European Health Union, an inclusive recovery with a focus on the young generation and a safe and prosperous environment for European citizens. Mr Ressler insisted that many of TRAN priorities had been included in this resolution, in particular the importance of support to SMEs, research and development and the tourism sector. The Rapporteur also pointed out the delays in the

implementation of the programmes decided in the MFF 2021-2027 and the issue of the unexpectedly high amount of research de-commitments.

TRAN coordinators thanked the Rapporteur for his open approach and highlighted that the transport and tourism sectors were not only among the most hardly hit by the current pandemic but would also be key for a sustainable and inclusive recovery, as well as for the Green and Digital transition. They insisted on the importance of proper funding of the EU transport priorities, in particular the completion of the TEN-T network, but also of the EU transport agencies; the cuts to the 2021 budget of ERA were particularly concerning in the European Year of Rail. Coordinators also reiterated TRAN demand for a specific budget line for Tourism and for specific support to this sector.

Mr Ressler indicated that he shared TRAN coordinators' analysis on the key role of the transport and tourism sectors in the recovery and strategic objectives of the EU. The rapporteur underlined the role of the PP/PAs could play in fostering policies on tourism and supported the demand that both the assessment and implementation process of PP/PAs be more transparent. Ms Anne Montagnon (DG MOVE) explained that delays in the implementation of the MFF were due to the fact that some of the legal basis had not yet been adopted. She also confirmed that the issue of research de-commitments had still to be solved and indicated that DG MOVE was following the budgetary situation of EU transport agencies - especially ERA and EASA - very closely and shared TRAN concerns in that matter.

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)
- Vote in TRAN: tbc

The Rapporteur reported back on the second trilogue, which was held in March. The Rapporteur indicated that this file is highly important for the realisation of the Green Deal, providing for strong incentives for the decarbonisation of the road transport and for the introduction of low emissions and zero emissions vehicles. While recognising that the gap between the position of Parliament and that of the Council is quite substantial, the Rapporteur was positive about the fact that in the last trilogue the Presidency indicated some

openings and flexibility to try to find workable solutions.

Tourism Task Force update

On 21 April, the Tourism Task Force Steering Group Members met with Valentina Superti, the newly appointed Director for Tourism and Proximity Directorate at DG GROW. By creating this Directorate, the Commission underscores the importance of the tourism ecosystem to the EU economy.

Ms Superti presented her position on the new Directorate's short-term and longer-term priorities, and expressed her intent to cooperate closely with the European Parliament, as in her view, it is only by working together that the EU Institutions and the various stakeholders can achieve significant progress within the rather complex tourism ecosystem.

MEPs Ms Monteiro de Aguiar, Mr Ujhelyi and Mr Bauza Diaz all endorsed the need for more active cooperation with the Commission. They cited the recent work done by the Parliament in support of the tourism sector, and pointed out that now is the time to put all those ideas to work. The Members then exchanged the views with the Director on current topical issues for the EU tourism sector.

Next TRAN Committee meeting: planned draft agenda

Monday 10 May 13.00-15.45 (timing and agenda are subject to change)

-) Consideration of draft opinion on A European strategy for offshore renewable energy
-) Visit of 3 TEN-T Coordinators
-) Presentation of ECA special report on “Electrical recharging infrastructure”

TRAN Committee meetings 2021

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

Tuesday 25/05/2021 9.00 - 12.00, 13.45-15.45 and 16.15-18.15
Wednesday 16/06/2021 13.45-15.45 and 16.15-18.15
Thursday 17/06/2021 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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