

Newsletter

TRAN Committee meetings of June 2023

Editorial by Karima Delli

Dear colleagues and friends,

During our last meeting our Committee voted on two provisional agreement resulting from interinstitutional negotiations (after many trilogues): Ensuring a level playing field for sustainable air transport - 'ReFuel EU aviation' and the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.



TRAN members discussed several ongoing legislative reports on Road Safety Package and European Commission presented a new Maritime Safety Package, which consists of five proposals: Maritime accident investigation, Port State control, Flag State control, European Maritime Safety Agency (EMSA) Founding Regulation and Ship source pollution.

Moreover, the TRAN Committee held Tourism Task Force meeting: A competitive and sustainable Tourism addressing the global energy crisis and emissions' reduction targets'. The aim of this exchange of views was to discuss the implementation of the "Fit for 55 package" and its possible effects on the tourism sector as well as the necessary initiatives to make this sector more sustainable.

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Vote on Ensuring a level playing field for sustainable air transport

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: José Ramón Bauzá Díaz (Renew)

Result of the vote: 35 in favour, 5 against, 0 abstentions

Vote on Amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: Rovana Plumb (S&D)

Result of the vote: 38 in favour, 0 against, 1 abstentions

Vote on Agreement between the European Union and Japan on certain aspects of air services

Adoption of draft recommendation (consent)

Rapporteur: Cláudia Monteiro de Aguiar (PPE)

Result of the vote: 40 in favour, 0 against, 0 abstentions

Meeting of 26 June 2023

Amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

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

Rapporteur: Rovana Plumb (S&D)

The Rapporteur, Ms Rovana Plumb, reported back on the conclusive trilogue held on 8th of June. Ms Plumb praised the ambition and unity of the Parliament's negotiating team and acknowledged the substantial evolution of the Council's position since the first

- *Presentation by the European Commission on results of CEF calls for projects*
- *Feedback on the TRAN mission to Jakarta, Indonesia, 15-17 May 2023*

Tourism Task Force update: *A competitive and sustainable Tourism addressing the global energy crisis and emissions' reduction targets'*

trilogue in December 2022. The negotiated text now includes deadlines for most of the data types, at least for new information. It also simplifies considerably the implementation process. The step-wise approach adopted was complemented by a review clause in 2028 that would ensure that the EU enters a process facilitating the deployment of Intelligent Transport Systems. The Rapporteur also mentioned secured additional progress the Parliament obtained during the trilogue, extending the scope of its application to more roads in urban nodes and setting an earlier deadline for dynamic data on parkings. Some Shadow rapporteurs thanked the Rapporteur for her work while regretting the limitation of the scope of the directive, especially concerning speed limits.

Establishing a framework of measures for strengthening Europe's net-zero technology products manufacturing ecosystem (Net Zero Industry Act)

Consideration of draft opinion

Rapporteur: Anna Deparnay-Grunenberg (Greens/EFA)

In the TRAN Committee meeting on 26 June the Rapporteur made a brief outline of her draft report calling for a multimodal approach to decarbonising society. She stressed that the NZIA, in addition to its proposed focus on the manufacturing of Net Zero Technologies, such as battery production and green hydrogen, should ensure that also the transportation of goods between different places of production needs to be decarbonised. She pointed to the need for investments in neglected rail infrastructure in order to increase the share of freight by train.

In the discussion, Members referred to the competitiveness of EU's industry, in particular the maritime and aviation sectors, and noted that contrary to the US 'Inflation Reduction Act' no specific funding is foreseen. Members stressed that the focus should be on technologies that will contribute to fulfilling the

'Fit for 55' targets. Other issues raised included how to define the necessary manufacturing capacity, the need for administrative simplification and the need to ensure good working conditions in the relevant sectors.

Proposal for a Regulation of the European Parliament and of the Council on data collection and sharing relating to short-term accommodation rental services and amending Regulation (EU) 2018/1724

Consideration of amendments

Rapporteur: Josianne Cutajar (S&D)

Ms Rovana Plumb (S&D), while speaking on behalf of the Rapporteur, Ms Cutajar, underlined the importance of digitalisation and modernisation for the tourism sector. The draft Regulation reflects those developments. TRAN opinion will ensure a well-measured balance between the free movement of services and other public policy goals. It will focus, in particular, on the registration process, which should be as accessible and simple as possible and free of charge or at a minimum cost, it will also allow for the collection of all relevant data enabling local authorities to set up sustainable and informed policies.

The shadow rapporteurs agreed that negotiations are going in the right direction. They welcomed the expected positive effects of the Regulation in terms of transparency and harmonisation of rules between Member States. Among the main points raised were possible rules for advertising and intermediary platforms, the need for proportional rules that do not duplicate with national legislation, the timing for enforcement, the authorisation schemes and housing policies.

The Commission representative stated that any strengthening of the verification system by public authorities should take into account the principle of proportionality. He warned against possible exemptions from registration, since these might contravene the objective of the Regulation. He also stressed the need for consistency with the Digital Services Act (DSA). With regard to the implementation of the Regulation, the Commission representative reiterated that two years is a realistic period taking into account technical constraints and the different starting points among Member States. In relation to advertising platforms, he pointed to the need for further analysis

given the wide diversity among these platforms. Finally, he expressed his willingness to further collaborate with Parliament.

The opinion will be voted on 19 July.

Building a comprehensive European port strategy

Exchange of views

Rapporteur: Tom Berendsen (PPE)

The TRAN Committee held a first exchange of views on a forthcoming own-initiative report on "Building a comprehensive European port strategy". The report will mainly focus on the increased Chinese investments in strategic European port infrastructure and seek ways to safeguard the sovereignty and economic independence of the EU's ports as vital part of the EU's transport system.

The Rapporteur and shadows outlined the crucial role of European ports as gateways for the EU's economy and stressed the need to take measures to limit foreign influence. At the same time, they emphasised that a strategic approach should be taken at European level to ensure the competitiveness of EU ports and help them master challenges such as the energy transition, digitalisation and security issues.

The Rapporteur announced that he will present his draft report after the summer and both he and shadows expressed their intention to cooperate closely in view of securing a broadly supported and strong EP position on this important matter.

Scrutiny: revision of the Delegated Regulation 2017/1926 on multimodal travel information services (MMITS)

Mr Axel Volkery, deputy head of unit Sustainable and Intelligent Transport in DG MOVE, presented this delegated regulation - to be adopted after the summer break - under the ITS Directive. It would extend mandatory data sharing through national access points to new data types such as observed delays and cancellation, occupancy or accessibility for disabled people.

Several Members underlined the importance of access to quality, real-time data for transport users and service providers in order to boost multimodality. Some members also highlighted the need for inclusion of emission data to facilitate comparison across transport modes and the importance of passenger rights. Some members mentioned the need for a high level of ambition for the upcoming Multimodal digital mobility services regulation.

Maritime Safety Package - Presentation by the European Commission

Adopted on 1 June 2023, the maritime Safety Package consists of 5 proposals : Maritime accident investigation, Port State control, Flag State control, European Maritime Safety Agency (EMSA) Founding Regulation and Ship source pollution.

Ms Maja Bakran, Director-General of DG MOVE, presented and debated with TRAN Members this maritime Safety Package, which aims to modernise the EU rules on maritime safety and sustainability and equip the EU with tools to support modern and clean shipping. The five proposals have some elements in common (alignment with the international framework, a better protection of the environment, making best use of digitalisation to increase efficiency and information sharing between administrations).

More specifically, the Flag State control Directive is incorporating the IMO Instruments Implementation Code (III-code) into the EU law, while the flag State directive is updating and aligning the Directive to all the changes in the Paris Memorandum of Understanding for port State control (Paris MoU) as well as two important environmental international conventions. The scope of this directive is also extended to the fishing vessels over 24 meters.

The maritime accident investigation proposal suggests clearer definitions to clarify the circumstances in which accident investigation bodies must act and how they must act. The ship-source pollution Directive incorporates international standards, specifically the MARPOL Convention, extending the scope to cover all pollutants into the sea, but not covering air pollution. The European Maritime Safety Agency (EMSA) founding regulation proposal reflects all the new and expanding tasks since it was set up in 2002, in the areas

of safety, sustainability, decarbonisation, digitalisation, surveillance and maritime awareness. It also includes additional resources to fulfil its tasks (51 million Euros over the remaining of the programming period, i.e. for years 2025 – 2027, with an additional 33 posts by the end of 2027).

In the follow-up discussion, Members highlighted the need to better take into account the human factor, in particular the working conditions of the maritime employees.

In reply, Ms Bakran precised that the International Labor Organization (ILO) maritime labour convention is fully incorporated in the port state control proposal and highlighted the significant upgrade of capabilities on living conditions of seafarers. She concluded by declaring that the Spanish Presidency will put the social issues on top of its agenda.

Meeting of 27 June 2023

Amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences

Consideration of draft report

Rapporteur: Kosma Złotowski (ECR)

The Rapporteur, Mr Złotowski, presented his draft report on this file, which is part of the road safety package. The Rapporteur indicated his overall support for the Commission proposal and highlighted the importance of improving cross-border cooperation to limit the human and economic cost of traffic offences and fight impunity. Mr Złotowski indicated that he supported targeted changes to the proposal, in particular the addition of the “hit and run” offence to the scope of the Directive. Several Shadow rapporteurs supported the Rapporteur’s approach in particular the extension of the scope. Some Shadow rapporteurs indicated that one should consider extending the cooperation mechanism to third countries. Finally some Shadow rapporteurs mentioned that they would propose an extension of the scope to additional offences.

Driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of

the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012

Exchange of views

Rapporteur: Karima Delli (Verts/ALE)

The Rapporteur Ms Karima Delli presented the priorities and key elements to be included in the draft report, with the overarching objective of achieving the zero deaths on the roads by 2050 and ensuring road safety for all, in particular for vulnerable road users. The Rapporteur emphasized her commitment to zero tolerance for speeding and for the use of alcohol on roads. Ms Delli also expressed her will to limit vehicle weight authorisation for category B license drivers and to harmonize the rules of driving tests in the EU, taking into account new technologies and sustainable driving requirements. She will also pay attention to the minimum driving age, extension of the points-based system and the risk of self-assessment when it comes to medical fitness. Ms Delli announced that the draft report would be published before the summer break.

During the following discussion, all groups welcomed the Commission proposal and endorsed the main objective pursued by the Rapporteur - to ensure road safety. They embraced the commitment to zero tolerance related to the consumption of alcohol and drugs. They also shared their views on digitalisation and harmonization of driving licences across Member States, while stressing the need to respect subsidiarity. Members expressed their priorities, related to modernisation of the testing system, physical and mental fitness of drivers, limitations for novice drivers, as well vehicle weight limitations for drivers with category B licenses. Some Members emphasized the shortage of professional drivers for heavy-duty vehicles and welcomed the Commission proposal, while raising concerns of legal issues related to supervisors of younger drivers.

The European Commission thanked the Members for their support and reminded that the main objective of the proposal is twofold: it is road safety, as well as supporting the free movement of persons in the EU.

Execution of driving disqualifications with a Union-wide effect

Exchange of views

Rapporteur: Petar Vitanov (S&D)

Following the March presentation of the road safety package by the Commission, the TRAN committee held a second round of discussion on this key package. Although much progress has been achieved in the last years in cutting down on fatal road accidents still much is to be done. The need for the new Driving Disqualification Directive (DDD) proposal is a natural step in that direction much welcomed by all TRAN members.

Nevertheless, some concerns such as discrimination in treatment (based on nationality) and proportionality as well as missing timelines to ensure the flow of information were raised by the rapporteur.

Other members pointed to the lack of full harmonisation as to how offences are evaluated and sanctioned or how the definitions of the proposal are understood in the various Member States. The draft report will be discussed on 19 September.

Guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013

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

**Co-Rapporteurs: Barbara Thaler (PPE)
Dominique Riquet (Renew)**

The Rapporteur Dominique Riquet informed about the progress made during the second and last trilogue. during the Swedish Presidency. Apart a few provisions agreed, the main political issues remain to be solved, namely the total disagreement of Parliament with a provision the Council wants to introduce leading to a general exemption clause making the whole regulation an optional text for Member States. This is not acceptable for Parliament and the next trilogues will take place in September during the Spanish Presidency.

General budget of the European Union for the financial year 2024 - all sections

Consideration of draft opinion

Rapporteur: Ciarán Cuffe (Verts/ALE)

In his opening remarks Mr Cuffe, the rapporteur, emphasized that margins of manoeuvre for financing

from the 2024 budget were limited. He recalled the crucial role of the CEF for the timely completion of the TEN-T and for the support under the Solidarity Lanes. While stressing that further increases were necessary for the Climate, Energy and Mobility cluster under “Horizon Europe” and the EU transport agencies, especially ERA, Mr Cuffe insisted that the MFF review must be ambitious.

Members welcomed the draft opinion and stressed the importance of financing for the purposes of strengthening the border crossing infrastructure, broadening the alternative fuels infrastructure and supporting military mobility. Furthermore, they regretted the absence of any proposal on tourism in the Commission’s proposal.

Mr Ruijters (DG MOVE) recalled that last week the Commission proposed the review of MFF. He agreed that transport was at the heart of different crises, especially in the context of digital and green transitions as well as the current geopolitical challenges. He reminded of the front-loading of the CEF during the first years of the MFF and agreed that more funds could be directed to support military mobility.

Presentation of a study on 'Assessment of the potential of sustainable fuels in transport'

A very comprehensive study on the potential of sustainable fuels in transport was presented to the Committee by two experts: Pierpaolo Cazzola, a Global Research Fellow at the Center on Global Energy Policy at Columbia University’s School of International and Public Affairs, and Frank Gérard, a senior expert in the energy transition, and sustainable & low carbon economy. In the following debate several Members took the floor, thanking the experts for the broad spectrum that the study covers and raising topics such as feedstock availability for biofuels, the potential of electrification, the future of RFNBOs and e-fuels, the impact of rising fuel prices and the possibilities for transport demand management.

Presentation by the European Commission on results of CEF calls for projects

The Commission presented the outcome of the Connecting Europe Facility (CEF-transport) call for

proposals published in September 2023. There were 353 transport infrastructure projects submitted in response to the call. Among these, 107 projects were selected and will receive about EUR 6.2 bn in EU grants under the CEF-transport general and cohesion envelopes. Selected projects include the core and the comprehensive network, with a focus on cross-border rail connections and also including rail-road terminals, maritime ports, inland waterways and air traffic management projects. In terms of implementation of the CEF for transport, more than 50 % of the overall budget foreseen under the MFF 2021-2027 have been used already. This leaves about EUR 12.5 bn for future calls in the remaining period until 2023. The Commission also informed that Ukraine and Moldova are now associated to the CEF programme, allowing to apply for support of projects located in those countries in upcoming calls.

Members overall welcomed the results of the CEF call, acknowledging the large interest from project promoters and stressing the importance of swiftly completing the TEN-T core network by 2030. Speakers also acknowledged the efficient implementation of the CEF and its contribution to decarbonising transport and meeting climate policy objectives. However Members strongly deplored the structural underfunding of the CEF-transport, as demonstrated by largely oversubscribed CEF calls, and called for a significant increase of the budget in the next multi-annual budget.

Feedback on the TRAN mission to Jakarta, Indonesia, 15-17 May 2023

Mr Marinescu briefed on the visits and discussions that took place during the TRAN delegation to Jakarta on 15-17 May 2023. The mission took place at a very timely moment, since Indonesia holds the ASEAN Chairmanship in 2023, and in autumn 2022, the EU and ASEAN signed a comprehensive air transport agreement.

The TRAN delegation got to learn about the many initiatives taken by Indonesia to extend its transport capacity and improve access to some of the most remote areas across the archipelago, for instance the development of the public transport network and the Mass Rapid Transit (metro) in Jakarta. Mr Marinescu noted that Indonesian transport and tourism sectors are confronted with the same challenges as the

European Union, notably the recovery after the COVID-19 pandemic and implementing measures to reduce CO2 emissions. He also mentioned the move of the Indonesian capital to Nusantara and the ambition to make it a green and smart city. He concluded that it was a very good programme with interesting and informative meetings.

Tourism Task Force update

Tourism Task Force meeting: A competitive and sustainable Tourism addressing the global energy crisis and emissions' reduction targets'

As part of the work programme of the Tourism Task Force, the TRAN committee held an exchange of views with experts on 'A competitive and sustainable Tourism addressing the global energy crisis and emissions' reduction targets'.

The aim of this exchange of views was to discuss the implementation of the "Fit for 55 package" and its possible effects on the tourism sector as well as the necessary initiatives to make this sector more sustainable

TRAN welcomed the following experts:

- o Ms Marie-Helene PRADINES, Head of Unit, Tourism & Textiles, DG GROW, European Commission.
- o Ms Nita MACÍA LOSADA, Director of TSAC "Cluster de Turismo Sostenible de Aragón"
- o Ms Inge HUIJBRECHTS, Global Senior Vice President Sustainability, Security and Corporate Communications for Radisson Hotel Group
- o Mr Nicola BELLINI, Full Professor of Management at the Institute of Management of the Scuola Superiore Sant'Anna in Pisa

Ms Pradines recalled that in 2020 the EU tourism sector employed 21 million people with a turnover of 600 billion euros. The tourism sector contributes to the well-being of local communities and, thanks to combined efforts at EU level, it has recovered to 95% of the level recorded in 2019. There has been a major

increase in online bookings. However, she stressed that the sector remains fragile due to the geopolitical situation, inflation, the energy crisis and the lack of skilled workers, leading to in customer confidence. Ms Pardines stated that the Fit for 55 package provides for an overall approach to sustainability, with positive consequences for a more sustainable tourism, in particular with regard to mobility, buildings and infrastructure. She also informed Members that the proposal for a common tourism data space should be published soon.

Ms Huijbrechts noted that buildings account for 36% of EU carbon emissions, among which hotel and restaurant buildings account for 12%. She explained that hotel facilities, which also fall under the scope of the Fit for 55 package, are energy-intensive users, since many of them are old and need to be renovated. The Radisson Group has the ambition to halve its overall emissions by 2030 and reach net zero emissions by 2050. Ms Huijbrechts reported on one innovative project in Frankfurt, where the hotel is powered by a fuel cell running on hydrogen.

Ms Macia Losada explained that the goal of the cluster in Aragon is to transform the transport and tourism sector on its territory through public-private partnership and increased interaction between tourists and the local population. This sector is strategically important and it presents many challenges: including the environmental degradation, the overexploitation of resources, the gentrification, traffic congestion and the dependence on seasonal tourism. The answer proposed by the cluster to counter these challenges is regenerative tourism. The proposed projects, which make use of EU funds, focus on areas with minor tourism activities but with great natural resources. They favour a form of tourism that is distributed throughout the year and does not jeopardise the environmental resources of the area. Professor Bellini highlighted the existential link between mobility and tourism. He noted that mobility is the key to overcome overtourism, in particular in cities. He said that tourism should not be considered as a problem, but as an opportunity, and it is possible to reconcile tourists and residents. The Professor recalled that following the pandemic, there have been innovative forms of tourism, including alternative sites and outdoor visits. He deplores the lack of alternative means of transport, which leads to the use of individual means of transport. Extreme peripheries could offer viable alternative tourism sites, but there exists no alternative to air transportation. The Professor

concluded that the tourism and transport sectors need research and innovation in order to address the multiples challenges tourism is facing in a sustainable way.

MEPs thanked the experts for their interesting contributions. Among the main points raised were the costs for entrepreneurs relating to the reduction of emissions in the sector, especially for EU SMEs, as well as the potential cost to users. Some MEPs pointed out that the green transition should not result in tourism becoming an activity for the richest; other stressed the

importance of a common data sharing system, as well as the involvement of local communities and the relationship between residents and tourists. In addition, the link between tourism and mobility was acknowledged, particularly in the aviation sector, which should push for more environmentally sustainable and affordable fuels. Other points concerned mass tourism and the subsequent increase in living costs, the need to strengthen as well as collective sustainable mobility.

Next TRAN Committee meeting is planned for Wednesday 19 of July 2023 (Brussels)

Useful links

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

TRAN Meetings calendar 2023:

<https://www.europarl.europa.eu/cmsdata/269486/TRAN%20COMMITTEE%20MEETINGS%202023.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>

European Climate, Infrastructure and Environment Executive Agency: https://cinea.ec.europa.eu/index_en

DG MOVE: https://ec.europa.eu/transport/home_en

Swedish Presidency of the Council: <https://swedish-presidium.consilium.europa.eu/>



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