

## Newsletter

### TRAN Committee meeting of 22-23 January 2024

#### Editorial by Karima Delli

Dear Colleagues and friends,

During the last Committee meeting, we had the chance to have both an informative exchange of views with the Belgian Presidency over their priorities for the upcoming months, including the European Declaration on Cycling, and a Structured Dialogue with Commissioner Vălean. Both contributed to a clearer overview on the dossiers that can optimistically be closed before the end of this parliamentary term. We adopted the opinions related to budget discharge of 2022 and budget guidelines for 2025 and received updates on the finalization of the TEN-T negotiations. We also advanced with our work on the opinion on alternative dispute resolutions. The workshop on the impact of the green and digital transformation on the transport sector highlighted the need to focus on topics such as upskilling, artificial intelligence, and just transition. Finally, the exchange of views with the executive directors of EASA and ERA allowed us to focus on safety issues.



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##### Meeting of 22-23 January 2024

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- *Vote on 2022 discharge: European Union Agency for Railways*
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- *Vote on 2022 discharge: Single European Sky ATM Research 3 Joint Undertaking*
- *Vote on Guidelines for the 2025 Budget - Section III*
- *Amending Directive 2013/11/EU on alternative dispute resolution for consumer disputes, as well as Directives (EU) 2015/2302, (EU) 2019/2161 and (EU) 2020/1828*
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  - Ms Valérie De Bue, Minister of the Civil Service, IT and Administrative Simplification of the Walloon Government, in charge of Child Benefits, Tourism, Heritage and Road Safety
- *Exchange of views with Mr Florian Guillermet, the new Executive Director of the European Union Aviation Safety Agency (EASA)*
- *Exchange of views on the European Declaration on Cycling*
- *Exchange of views with Commissioner Vălean in the framework of the Structured Dialogue*

- *Exchange of views with Mr Josef Doppelbauer, the Executive Director of the European Agency for Railways (ERA)*
- *Workshop on the New demands and skills for the green and digital transformation of the transport and automotive sectors*

### Vote on 2022 discharge: General budget of the EU - Commission

Adoption of draft opinion

**Rapporteur: Petar Vitanov (S&D)**

Result of the vote: 30 in favour, 3 against, 2 abstentions

[Procedure file](#)

### Vote on 2022 discharge: European Union Aviation Safety Agency

Adoption of draft opinion

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 32 in favour, 1 against, 1 abstentions

[Procedure file](#)

### Vote on 2022 discharge: European Maritime Safety Agency

Adoption of draft opinion

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 32 in favour, 1 against, 2 abstentions

[Procedure file](#)

### Vote on 2022 discharge: European Union Agency for Railways

Adoption of draft opinion

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 31 in favour, 2 against, 1 abstentions

[Procedure file](#)

### Vote on 2022 discharge: Clean Aviation Joint Undertaking

Adoption of draft opinion

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 33 in favour, 0 against, 2 abstentions

[Procedure file](#)

### Vote on 2022 discharge: Europe's Rail Joint Undertaking

Adoption of draft opinion

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 32 in favour, 2 against, 1 abstentions

[Procedure file](#)

### Vote on 2022 discharge: Single European Sky ATM Research 3 Joint Undertaking

Adoption of draft opinion

- *Feedback on TRAN visit to the European Agency for Railways (ERA), Valenciennes, 27/11/2023*

**Rapporteur: Vlad Gheorghe (Renew)**

Result of the vote: 30 in favour, 1 against, 4 abstentions

[Procedure file](#)

### Vote on Guidelines for the 2025 Budget - Section III

Adoption of draft opinion

**Rapporteur: Gheorghe Falcă (PPE)**

Result of the vote: 30 in favour, 4 against, 1 abstentions

[Procedure file](#)

### Amending Directive 2013/11/EU on alternative dispute resolution for consumer disputes, as well as Directives (EU) 2015/2302, (EU) 2019/2161 and (EU) 2020/1828

Consideration of draft opinion

**Rapporteur: Cláudia Monteiro de Aguiar (PPE)**

Although not meant to replace court litigation, alternative dispute resolution (ADR) is considered an effective redress mechanism to resolve low-value disputes, especially in dispute-intensive sectors such as transport and tourism. This notwithstanding, a significant share of EU consumers is still unaware of or does not trust ADR schemes and abstain from complaining.

Largely welcoming the Commission proposal that aims to simplify the ADR procedures and enhance their use in cross-border disputes, Members called for a streamlined, simple and structured scheme that benefits both consumers and traders. Recalling that transport and tourism had a prominent place in ADR, they stressed the importance of a strategic approach so that consumers were not only well informed but also had effective access to remedies. Taking notice of that, in absence of sufficient evidence for making the system compulsory, the Commission did not seek full harmonisation of the scheme. The Rapporteur for the opinion underlined that the amending directive should not lead to more bureaucracy for tourism and transport companies. Instead, it should focus on building awareness about the existing rules, developing new expertise as well as securing sufficient financial and human resources for ADR entities.

[Procedure file](#)

## Amending Regulations (EC) No 80/2009, (EU) No 996/2010 and (EU) No 165/ 2014 as regards certain reporting requirements in the fields of road transport and aviation and

## Amending Directives 2009/12/EC, 2009/33/EC and (EU) 2022/1999 of the European Parliament and of the Council and Council Directive 96/67/EC as regards certain reporting requirements in the fields of road transport and aviation

Exchange of views with Commission representatives

**Rapporteur: Jan-Christoph Oetjen (Renew)**

TRAN Members held an exchange of view with the Commission on its two proposals on simplifying reporting requirements in the field of road transport and aviation. The two proposals amend in total 3 existing regulations and 4 existing directives as part of the Regulatory Fitness and Performance Programme (REFIT) that should cut administrative burdens for stakeholders, specifically public authorities and the Commission. Both co-legislators support the Commission proposals and the need to go fast in adopting them in this term. Council has identified a few small technical corrections that need to be made, which the TRAN Rapporteur Mr Oetjen approves of. Upon his and TRAN Chair's recommendation, the simplified procedure would be applied under Rule 52 to both files. Should there be no objections to the reports of Mr Oetjen, these will be voted in the Feb II plenary.

**Procedure files:** [2023/0361\(COD\)](#), [2023/0362\(COD\)](#)

## 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 negotiating teams of Parliament and Council reached a provisional political agreement on the new TEN-T Regulation in the 5th trilogue of 18 December 2023.

The new TEN-T Regulation is pivotal for developing a coherent, efficient, multimodal, and high-quality transport infrastructure across the EU, covering railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals. For the Co-Rapporteurs, Mr. Riquet highlighted Parliament's success in reinforcing key provisions related to the governance of the network, the Commission's implementing powers for the European transport corridors, the alignment of national plans with TEN-T objectives, safe and secure parking spaces, and maintenance and resilience of the network. Moreover, military mobility is integrated into the TEN-T for the first time.

With a view to realizing the modal shift across the EU, Ms. Thaler stressed the importance of a timely completion of a fully functioning TEN-T network, compliant with infrastructure and operational standards. The implementation by Member States therefore needs to be closely monitored, namely regarding the use of exemptions that are still allowed. With regard to improving links to third countries, Members welcomed the inclusion of Ukraine, Moldova and the Western Balkan countries into the new European Transport Corridors. Following the completion of the provisional accord, Parliament and Council need to formally approve the agreement.

[Procedure file](#)

## Presentation of the priorities of the Belgian Presidency:

- Mr Georges Gilkinet, Deputy Prime Minister and (federal) Minister of Mobility

- Ms Valérie De Bue, Minister of the Civil Service, IT and Administrative Simplification of the Walloon Government, in charge of Child Benefits, Tourism, Heritage and Road Safety



Mr Georges Gilkinet, Deputy Prime Minister and Minister of Mobility and Ms Valérie De Bue, Walloon Minister in charge of Tourism presented the priorities of the Belgium Presidency in the fields of transport and tourism with the main focus on the green and digital transition, energy security and the pathway to a zero-carbon economy and held a discussion with Members on the files in the interinstitutional negotiations, such as the Single European Sky package, the Maritime package and the Road Safety package, as well as the ones that will reach this stage after elections, e.g. the Rail Capacity initiative, the Maximum Weights and Dimensions Directive, and the Passenger Rights package as well as the documents still to be adopted by the Commission. The Belgian Presidency underscored its efforts to ensure technical implementation of the new TEN-T regulation, agreed under the previous Spanish Presidency.

The Ministers stressed that active mobility is a priority of the Presidency and hoped that a Joint declaration on Cycling could be signed by the 3 Institutions in April. This would allow for the definition of a fully-fledged European Cycling Strategy.

The exchange covered discussions about the future of development of tourism policy. The Belgian Presidency plans to hold an informal ministerial meeting on the future of the EU tourism policies. It stressed the new tourism related challenges and the transition towards green and digital transformation, indicated in the European Agenda for tourism 2030 and its mid-term review.

The Ministers indicated the ambition of the Presidency to come up with a roadmap for the next 5 years in the field of transport and mobility.

### Exchange of views with Mr Florian Guillermet, the new Executive Director of the European Union Aviation Safety Agency (EASA)

TRAN hosted for the first time Mr Florian Guillermet, recently selected as the future Executive Director of EASA. In line with the EASA regulation, before his official appointment, the candidate selected by the Management Board shall be invited to make a statement before the competent committee of the European Parliament and to answer questions put

by its Members. In his introduction he promised that under his command, the Agency would continue to deliver a safe and secure aviation ecosystem, deliver sustainable and smart aviation of tomorrow and to stay supportive for all the aviation stakeholders by working closely and transparently with the decision makers and the industry.



Members welcomed his introduction, highlighting the fact that he inherits the agency from his predecessor in a good shape but in challenging times, requiring the agency to adapt quickly to the technological advances and the pressure for the industry to become more sustainable. There were questions about the ongoing negotiations on Single European Sky, the impact of socio-economic factors on aviation safety and certification of jet fuels. Some Members reflected on the importance of the independence of air safety agencies from external pressures, such as from the large aircraft manufacturers, in order to preserve and improve safety. The designated Executive Director replied to the questions and concluded that aviation safety should always be questioned and never taken for granted. He pledged to continue EASA's activity as one of the world's leading safety agencies, ensuring passengers' safety and promoting EU standards globally.

### Exchange of views on the European Declaration on Cycling

The Commission presented the current status of the European Declaration on Cycling and the Council position bringing together different initiatives related to cycling in one framework as part of an EU wide strategic policy on cycling. The Council position along with technical changes covers clarification of



subsidiarity and competences. The Commission expressed a hope to translate the declaration into concrete actions.

TRAN members welcomed the start of interinstitutional dialogue, agreed on the benefits of cycling and stressed the importance of more, better quality and safer cycling infrastructure in order to encourage cycling. Bicycle parking spaces and charging stations were mentioned as an important part of the infrastructure. The Rapporteur of the Committee of Region's opinion on the Cycling Declaration stressed the importance of the declaration to both, urban and rural mobility.

The negotiation team presented its readiness to open the interinstitutional dialogue, with a goal to sign the Declaration during the Mobility days 2024 in the beginning of April. The joint declaration will stress the importance of cycling as a means of transport, and as a strategic industry.

### Exchange of views with Commissioner Vălean in the framework of the Structured Dialogue



Commissioner Vălean recapitulated the many proposals that were adopted in the last 4 packages (on road safety, maritime safety, greening freight, and passengers' rights) and indicated her wish for as many proposals as possible to still be concluded with Council or at least to advance as much as possible in order for the next Parliament to immediately start negotiations. She also indicated her intention to still adopt in March another package, on roadworthiness. In the following debate, Members raised several issues, with some showing disappointment with the fact that a number of announced proposals (such as on multimodal

ticketing or on Air Services) has not been adopted, while others praising the Commissioner for her efforts in getting an agreement on the Single European Sky or raising possible issues for the next Commissioner to deal with (for example, on night trains).

### Exchange of views with Mr Josef Doppelbauer, the Executive Director of the European Agency for Railways (ERA)

Mr Doppelbauer, ERA Executive Director, presented the current situation of cooperation of the Member States and his agency on EU railway safety. ERA develops common approaches to safety, working closely with stakeholders, national authorities, the EU institutions, and other interested parties. Mr Doppelbauer pointed out that, thanks to ERA, bureaucracy has been drastically reduced, eliminating redundant security assessments. He also mentioned that even if in the last decade railway safety was improving and the 'external' accidents were decreasing, in 2022, the number of significant accidents and related casualties, and also the number of external accidents went back to 2019 levels (i.e. pre-COVID levels). The ERA Executive Director underlined that we have to learn from previous accidents and thus to share information to build prevention. The data shows that there is a huge disparity in terms of safety among Member States: To step up the level of safety, Mr Doppelbauer advocated the need for more financial investment and to set up a tool to collect information on accidents and provide a better analysis. TRAN Members expressed their appreciation for this information and asked ERA's Executive Director which elements of existing legislation should be improved to foster the exchange of information on railway safety.

### Workshop on the New demands and skills for the green and digital transformation of the transport and automotive sectors

The EU transport sector is undergoing a profound transformation in the face of the green and digital transition, embracing new technologies linked to decarbonisation, digitalisation, big data and artificial intelligence, and automation. In this workshop, experts discussed with TRAN Members current trends and best practices in the areas of freight transport and logistics, automotive manufacturing, maritime seafaring, and new mobility solutions. Members stressed the need for

an ongoing policy dialogue to ensure a competitive EU transport sector, providing employment opportunities, attractive working conditions, and a just transition for the workforce. They also highlighted challenges in adapting present-day education and training systems to provide up-to-date skills and qualifications. Additionally, there was a call for greater inclusiveness in the sector, especially for women, both to provide job opportunities as well as tackle increasing labour shortages. Experts emphasized the importance of coordinated efforts by policymakers and stakeholders at all levels, namely to define standards, best practices, and implement recognized training and upskilling initiatives.

A summary of the workshop and presentations is available on the Research4Committees [blog](#).

### Feedback on TRAN visit to the European Agency for Railways (ERA), Valenciennes, 27/11/2023

Summarising the TRAN visit to ERA of 27 November

2023, Members appreciated the warm welcome and fruitful exchanges that covered, among other things, an overview of the Agency's recent achievements, its ambition in the fields of safety, data and digitalisation, an info session on the upcoming Train Driver Directive, and the situation related to the Agency's new building. Members took notice of the Agency's excellent performance regardless of the limited resources as well as its efforts in the aftermath of the tragic rail accident of February 2023 that took place in Tempi, Greece. Furthermore, they stressed that rail safety was an issue of particular concern, especially in view of absence of data necessary to assess the situation and of digital data processing. Members insisted on the need to proceed with the Priority Countries Programme, as suggested by the Agency, in order to assess the situation in the countries that are lagging behind in safety, to develop national safety plans and to implement an information sharing system, which is already applied in the aviation and maritime sectors.

### Next TRAN Committee meeting is planned for 14-15 of February 2024 (Brussels)

#### Useful links

- [TRAN website](#)
- [TRAN Meetings calendar 2024](#)
- [Policy Department Publication in the EP](#)
- [European Aviation Safety Agency news](#)
- [European Railway Agency newsletters](#)
- [European Maritime Safety Agency newsletters](#)
- [SESAR Joint Undertaking news](#)
- [European Climate, Infrastructure and Environment Executive Agency news](#)
- [DG MOVE](#)
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