

Newsletter

TRAN Committee meetings of 19-20 March and 9 April

Editorial by Karima Delli

Dear Colleagues and friends,

In our past two committee meetings, we adopted trilogue agreements on the facilitation of cross-border exchange of information on road-safety-related traffic offences, port State control and compliance with flag State requirements. We also did the same for the long awaited agreement on the Single European Sky, after 11 years of talks and negotiations!

Looking ahead, we had interesting exchanges of views with the Commission on files that will be starting in earnest in the next EP term, namely combined transport, the passengers rights' package and the protection of animals during transport (jointly with AGRI). We discussed the future challenges of the post-war situation in Ukraine in the transport and tourism sectors with representatives of its parliament, the *Verkhovna Rada*. We were presented a study prepared by the Policy Department on "Trends, challenges and opportunities in the transport labour market" which provides input that will be useful for TRAN's work in the next term.

As there will be no more TRAN meetings in this legislative term, I would like to take this opportunity to thank all Members, political groups and staff for their dedication, knowledge, enthusiasm and good and cooperative spirit during these 5 years, including almost 2 years with remote participation because of the global pandemic. We all worked hard: we adopted no less than 54 pieces of legislation in these 5 years! It was a pleasure and a privilege to be the TRAN Chair during this time and I wish the best of luck to the new TRAN Committee that will follow up on our work.



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- *Vote on implementation of the Single European Sky (recast)*
- *Passenger Rights Package:*
 - *Passenger rights in the context of multimodal journeys;*
 - *Amending Regulations (EC) No 261/2004, (EC) No 1107/2006, (EU) No 1177/2010, (EU) No 181/2011*

Joint TRAN-AGRI meeting of 19 March 2024

Protection of animals during transport and related operations

Exchange of views with Commission representatives

Co-Rapporteurs: Daniel Buda (EPP) / Anna Deparnay-Grunenberg (Greens/EFA)

The Commission (DG SANTE) presented the proposal revising the current regulation, seeking to ensure a higher level of animal welfare (with requirements more closely aligned with the latest scientific evidence), and avoiding distortions on the internal market, thereby contributing to a shift towards an economically, environmentally, and socially sustainable food system, as set out in the Farm to Fork Strategy. The revision, more specifically, seeks to: 1) reduce animal welfare problems linked to long journeys and repetitive unloading and re-loading linked to numerous rest periods; 2) ensure that animals have more space when transported; 3) improve the conditions of transport of vulnerable animals; 4) avoid exposing animals to extreme temperatures; 5) make rules easier to enforce (including through digitalisation); 6) strengthen official controls and 7) provide stricter requirements for export of live animals.

Members engaged in a very lively debate with the Commission and amongst themselves, showing the difficulties of striking a balance between achieving the best level of animal welfare and enforcement without imposing exaggerated burdens on farmers, and all people dependent on the agriculture sector living in rural areas.

Many MEPs referred to the important work undertaken by the EP's inquiry committee on animal transport ([ANIT](#))¹, and recommended to stick to its [recommendations](#)² for the revision of the current Regulation adopted in January 2022 in plenary, such as transporting meat rather than live animals (by

and (EU) 2021/782 as regards enforcement of passenger rights in the Union;
- Amending Directive (EU) 2015/2302 to make the protection of travellers more effective and to simplify and clarify certain aspects of the Directive

developing local slaughterhouses), restricting journey times and live animal export.

[Procedure file](#)

Meeting of 20 March 2024

Vote on amending Directive 2009/16/EC on port State control

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: Vera Tax (S&D)

Result of the vote: 34 in favour, 0 against, 1 abstention

[Procedure file](#)

Vote on amending Directive 2009/21/EC on compliance with flag State requirements

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: Vera Tax (S&D)

Result of the vote: 31 in favour, 1 against, 1 abstention

[Procedure file](#)

Implementation of the Single European Sky (recast)

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

Rapporteur: Marian-Jean Marinescu (EPP)

Mr Marinescu reminded TRAN Members that the original SES2+ proposal was sent to the Parliament in 2013, saw the Council adopting its partial general approach in 2015 only to block it soon afterwards due to the issue of Gibraltar airport and subsequently shelve it for the next 5 years. He said that finding an agreement on the updated proposal, negotiated with six successive Council Presidencies should be considered a success in itself, despite Council's attempts to dilute its provisions or even take a step back from the status quo. He described establishing an independent Performance Review Body within the Commission as the most important element of the

¹ Decision (EU) 2020/1089 of the EP of 19 June 2020 on setting up a committee of inquiry to investigate alleged contraventions and maladministration in the application of Union law in relation to the protection of animals during transport within and outside the Union, (...)

² EP recommendation of 20 January 2022 to the Council and the Commission following the investigation of alleged contraventions and maladministration in the application of Union law in relation to the protection of animals during transport within and outside the Union (2021/2736(RSP))

agreement, together with drawing a line between National Supervisory Authorities and National Competent Authorities (NSAs and NCAs) which could be either separated or working within the same organisation, depending on the Member State. Last but not least, apart from the integration of drone traffic into the airspace, the added value of the agreement was listing the reduction of CO2 emissions as one of key performance indicators, as well as setting climate and environmental targets for 'en route' services and, in the near future, for terminal services, which in practice will translate into more direct and shorter flights for the passengers.

[Procedure file](#)

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

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

Rapporteur: Bogusław Liberadzki (S&D)

Mr Liberadzki shared the assessment made by Mr Marinescu on the related Single European Sky file. As far as the Performance Review Body (PRB) is concerned, the Rapporteur noted that the EP had made some steps forward in a context in which Members States were very reluctant to provide access to the structure of costs in relation to the operational performance and efficiency. He underlined that Parliament should at least be satisfied to have an independent PRB composed of experts and with the support of a secretariat provided by the Commission. Mr Liberadzki concluded that for the time being, or in the near future, no better agreement could be reached.

[Procedure file](#)

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

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

Rapporteur: Kosma Złotowski (ECR)

The Rapporteur presented the main elements of the deal struck in trilogue: reinforced rights for drivers in terms of language, availability of information, possibility of appeal; extension of the scope of offences

covered in particular to situations of 'hit and run' or forbidden crossing; shorter timelines for the overall procedure; better consideration of the difficulties caused by third country drivers and a ban on private debt collectors two years after transposition. The Shadow Rapporteurs expressed overall satisfaction with a deal that will improve the situation of road-safety. The ban on private debt collectors and the time limits were saluted as particularly important. Some groups expressed reservations on the issue of vehicle access restrictions, some to indicate they would have wished even stricter limitation to road-safety and others to regret the non-inclusion of low-emission zones. All speakers saluted the overall balance of the text.

[Procedure file](#)

Amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods and Regulation (EU) 2020/1056 of the European Parliament and the Council as regards calculation of external costs savings and generation of aggregated data

Exchange of views with Commission representatives

Rapporteur: Massimiliano Salini (EPP)

The Rapporteur presented his working document in which he highlighted the importance of this proposal, but also what, according to him, are its important shortcomings (e.g. the definition, workability and predictability). Given the late adoption of the proposal by the Commission, the work on this file will however only start in earnest in the next legislature.

[Procedure file](#)

Exchange of views with the Verkhovna Rada on "Post-war rebuilding of transport and tourism-related infrastructure in Ukraine"

Ukraine strives to be as ready as possible to resume its tourism activities in the aftermath of the Russia's war of aggression. In this context, the exchange of views, held at the initiative of the Committee on Humanitarian and Information Policy of the *Verkhovna Rada* of Ukraine, focused on the challenges of the post-war rebuilding of infrastructure in order to restore and further develop transport and tourism in the country. In view of the interest expressed by the Ukrainian colleagues to learn from the EU practices in the field – also taking the prospective Ukrainian accession into account – the exchange included contributions from

the European Commission's services dealing with the issues of transport, tourism and enlargement. They covered the EU tourism structure, relevant EU competences and different ways of funding tourism. Stressing the importance of linking the rebuilding of transport and tourism infrastructure, they noted that Ukraine was already taking part in some of the infrastructure development programs and provided information on possibilities for future cooperation.

The speakers from the Ukrainian side presented the current state of the Ukrainian tourism and its institutional fabric. They emphasized that rebuilding of the damaged tourism infrastructure, especially in the south of the country – Ukraine's main tourism region – will require enormous effort. They stressed that Ukrainian domestic tourism is still viable in the west of the country, including rehabilitation offers for military staff. They concluded by providing a thorough overview of the pre-war and current state of transport infrastructure and discussed the future national transport strategy.



Members expressed their unflinching support to Ukraine as well as their strong belief in the country's rapid post-war recovery. Noting the importance of protecting cultural and natural heritage for the rebuilding and further development of tourism, they stressed their keen awareness of the damage inflicted by the war, including such ecological disasters as the breach of Nova Kakhovka dam. Applauding the extraordinary work of the Ukrainian railways in ensuring continuous transportation and communication, Members reiterated that the transport map of Europe was being redrawn bearing in mind the need for strong links with Ukraine, and stressed that, apart from the defense, in the longer term these links will doubtlessly include a tourism component.

Presentation of a study on "Trends, challenges and opportunities in the transport labour market"

Two experts presented a study recently published by the Policy Department which had been requested as part of the TRAN research programme for 2023. The experts assessed ongoing trends in the EU transport labour market and the concomitant challenges and prospects for workers in transport and logistics. In particular, there is an increasing demand for labour and new skills in view of the green and digital transitions. At the same time, the sector is facing a growing shortage of labour linked to demographic developments and eroding attractiveness. Policy efforts should therefore be directed towards fostering more attractive working conditions, skilling and qualification initiatives, and should also focus on strengthening social dialogue and the implementation of labour rules in the sector.

Members appreciated the high quality of the study, also in terms of input for TRAN's work in the next term. They discussed with the experts ways to improve working conditions and training, including the gender dimension and specific needs in relation to platform workers, transport logistics and maritime seafaring.

Meeting of 9 April 2024

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

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: Kosma Złotowski (ECR)

Result of the vote: 30 in favour, 1 against, 1 abstention

[Procedure file](#)

Vote on implementation of the Single European Sky (recast)

Vote on the provisional agreement resulting from interinstitutional negotiations

Rapporteur: Marian-Jean Marinescu (PPE)

Includes also the EASA - Performance Review Body

Rapporteur: Bogusław Liberadzki (S&D)

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

[Procedure file](#)

Passenger Rights Package

Exchange of views with Commission representatives

- Passenger rights in the context of multimodal journeys

Rapporteur: Jens Gieseke (PPE)

- Amending Regulations (EC) No 261/2004, (EC) No 1107/2006, (EU) No 1177/2010, (EU) No 181/2011 and (EU) 2021/782 as regards enforcement of passenger rights in the Union;

Rapporteur: Achille Variati (S&D)

- Amending Directive (EU) 2015/2302 to make the protection of travellers more effective and to simplify and clarify certain aspects of the Directive

Rapporteur: Jan-Christoph Oetjen (Renew)

The three legislative proposals were presented jointly by the European Commission in the framework of the review of passengers' rights.

Concerning the proposal on making the protection of travellers more effective and enhance simplification, Mr Ruijters (Deputy Director-General of DG MOVE) explained the measures envisaged by the Commission to tackle loopholes in the current acquis which include, among others, the obligation by carriers and intermediaries to provide national enforcement bodies with relevant information, the implementation of service quality standards by carriers and the adoption of common forms for reimbursement and compensation. The Commission also introduced in this proposal rules for air passengers who booked their flights through an intermediary, including on refunds.

With regard to the proposal on passenger rights in the context of multimodal journeys, Mr Ruijters explained the new rules that will, for the first time, protect passengers using different types of transport modes in one journey. He also highlighted the elements of both proposals which focus on protecting people with reduced mobility.

Ms Perignon (Director of DG JUST), addressing the issue of the enforcement of passenger rights in the Union, stressed the problems travellers were facing in the context of crisis situations by drawing lessons from the Covid-19 pandemic, in particular on the recovery of pre-payments for cancelled packages, the lack of protection against the organiser's insolvency and the difficulties in implementing the current directive in force. Ms Perignon explained the elements of the proposal that could solve these problems, such as the limitation of pre-payments, the possibility to create a crisis fund mechanism at national level and voluntary vouchers with specific guarantees.

Overall, Members regretted that the Commission published the package so late, which made it impossible to adopt an EP position in this legislature. Nevertheless, they congratulated the Commission for the well-prepared proposals that, in the Members' views go in the right direction. Among other issues, MEPs raised the need to keep the coherence of the package, the impact it may have on SMEs, the lack of harmonisation in the weights and the dimension of luggage and the importance of ensuring the rights of people with disabilities and reduced mobility.

Procedure files: [2023/0436\(COD\)](#) [2023/0437\(COD\)](#) [2023/0435\(COD\)](#)

No further TRAN Committee meetings are planned before the end of the legislative term.



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